Council Business Meeting Agenda

ASHLAND CITY COUNCIL
BUSINESS MEETING AGENDA
Tuesday, November 7, 2023
Council Chambers, 1175 E Main Street

View on Channel 9 or Channels 180 and 181 (Charter Communications)
or live stream via rvtv.sou.edu select RVTV Prime.

HELD HYBRID (In-Person or Zoom Meeting Access)

Public testimony will be accepted for both general public forum items and agenda items.
Please complete the online Public Testimony Form (ashland.or.us/Council),
for WRITTEN and ELECTRONIC testimony only. Indicate on the Public Testimony Form if you wish to provide WRITTEN testimony, or if you wish to speak ELECTRONICALLY during the meeting.
Please submit your testimony no later than 10 a.m. the day of the meeting.

6 p.m. Regular Business Meeting*

I. **CALL TO ORDER**
   1. Land Acknowledgement**

II. **PLEDGE OF ALLEGIANCE**

III. **ROLL CALL**

IV. **MAYOR'S/CHAIR OF THE COUNCIL ANNOUNCEMENTS**

V. **APPROVAL OF MINUTES *****
   1. Minutes of the October 16, 2023 – Study Session Meeting
   2. Minutes of October 17, 2023 - Business Meeting
   3. Minutes of the October 27, 2023 – Special Business Meeting

VI. **SPECIAL PRESENTATIONS**
   1. Public Arts Advisory Committee Annual Report
   2. Croman Mill Development Update Presentation by Townmakers LLC

VII. **CITY MANAGER REPORT**

VIII. **PUBLIC FORUM (15 minutes – Public input or comment on City business not included on the agenda)**

IX. **CONSENT AGENDA**

Council Business Meeting Agenda

X. **PUBLIC HEARINGS**

XI. **UNFINISHED BUSINESS**

1. Scope of Work for Homelessness Masterplan

XII. **NEW BUSINESS**

1. North Mountain Ave. Protected Bike Lane and Parking Restriction Approval
2. Resolution Loan Authorization from Special Public Works Funds to the Ashland St. Rehabilitation
3. Employment Agreement Deputy City Manager as Acting City Manager

XIII. **ORDINANCES, RESOLUTIONS AND CONTRACTS**

1. First Reading - 3226 - An ordinance establishing Hours of Parks Closure
2. First Reading - 3227 - An ordinance allowing Alcohol Use in Parks
3. Contract for Severe Weather Shelter Management/Operation
4. Resolution 2023-26 - BN 23-25 Budget Transfer
5. Contract for Full Fiber Network Pilot Program Equipment
6. Special Procurement contract with Lomakatsi Restoration Project for Forestry Services
7. Amend Resolution 2023-06 to Change the Forest Lands Standing Advisory Committee to the Forest Lands Management Advisory Committee

XIV. **OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS**

XV. **ADJOURNMENT OF BUSINESS MEETING**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Manager's office at 541.488.6002 (TTY phone number 1.800.735.2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

* Items on the Agenda not considered due to time constraints are automatically continued to the next regularly scheduled Council meeting [AMC 2.04.030.(D)(3)]

** **LAND ACKNOWLEDGEMENT**

We acknowledge and honor the aboriginal people on whose ancestral homelands we work—the Ikirakutsum Band of the Shasta Nation, as well as the diverse and vibrant Native communities who make their home here today. We honor the first stewards in the Rogue Valley and the lands we love and depend on: Tribes with ancestral lands in and surrounding the geography of the Ashland Watershed include the original past, present and future indigenous inhabitants of the Shasta, Takelma, and Athabaskan people. We also recognize and acknowledge the Shasta village of K'wakhakha - "Where the Crow Lights" - that is now the Ashland City Plaza.

***Agendas and minutes for City of Ashland Council, Commission and Committee meetings may be found at the City website, ashland.or.us/Agendas.asp.

Better Together

ASHLAND CITY COUNCIL
STUDY SESSION MINUTES
October 16, 2023

Mayor Graham called the meeting to order 5:31 p.m.

1. **Public Input** - None

2. **Revenue Study Overview**

Finance Director Mariane Berry and Deputy City Manager Sabrina Cotta provided a presentation (see attached):

- Revenue Study
- Study Overview
- What Does the Data Tell Us
- Economic Sustainability/Durability Lens
- City's Cohesive Approach
- Revenue Trends
- Major Revenue Streams
- Potential New Sources of Revenue
- Outline
- Other Considerations & Overall timing
- Questions

The study would help feed into other planning budget processes for the next biennium. The consultant will identify opportunities for potential new revenue sources that match the city's economic needs. The study pertained to the general fund.

Council suggested researching new technologies and artificial intelligence that would free up staff time. There were three lenses to use. One was equity and tax to ensure the city covered their costs from those services, and making sure the city could moderate cost to lowest income residents. The second was the efficiency of the fees itself and third was sustainability. Another suggestion was looking at consultants that were familiar with Oregon that had a deeper revenue enhancement experience.

3. **Charter Amendments Discussion**

Deputy City Manager Sabrina Cotta provided background on the Charter amendment to Article 14, Chief of Police Powers and Duties, Section 2. It would allow the police chief to select a designee to attend council meetings in his place.

The other change would be to Article 3 and Article 6, regarding the city recorder position. Changing the position from elected to a professional hire would allow the city the ability to hire candidates whose skillset best matched the duties. The salary would be reviewed and adjusted accordingly to match other recorder positions in the valley.

Council discussed the Article 14 amendment and supported putting it on the May 2024 ballot for voter consideration, adding the designee should not be an officer on duty the night of the meetings.

Councilor Bloom asked for a discussion regarding a full Charter review during the meeting.

Council went on to discuss the amendments to Article 3 and 6. Council suggestion thought the recorder position was better suited under the Legal Department instead of the Administration Department since it was part of the municipality worked with a different autonomy. The recorder also managed important legal documents like ordinances, resolutions, cemetery deeds and licensing. Council supported putting the amendments to the recorder's position on the May 2024 ballot for voter consideration.

Staff confirmed the change to Article 14 would be separate from Article 3 and 6. If the recorder amendments failed in May, it would not affect the election process for November 2024.

Broader Charter Discussion
Councilor Bloom suggested establishing a Charter Review Commission made up of two parks commissioners, two councilors, two Southern Oregon University members and three citizens at large. The commission would take a year to review the Charter and recommend changes.

Council supported having a commission conduct a review and thought one should occur every ten years. There was discussion regarding participants. Concerns included taking a year for the review and waiting until a full-time city attorney was hired. Another concern was the increased workload on staff. Council would need to shift other projects for this undertaking.
Council directed staff to move forward with a Charter Review Commission and place it on the Look Ahead for further discussion.

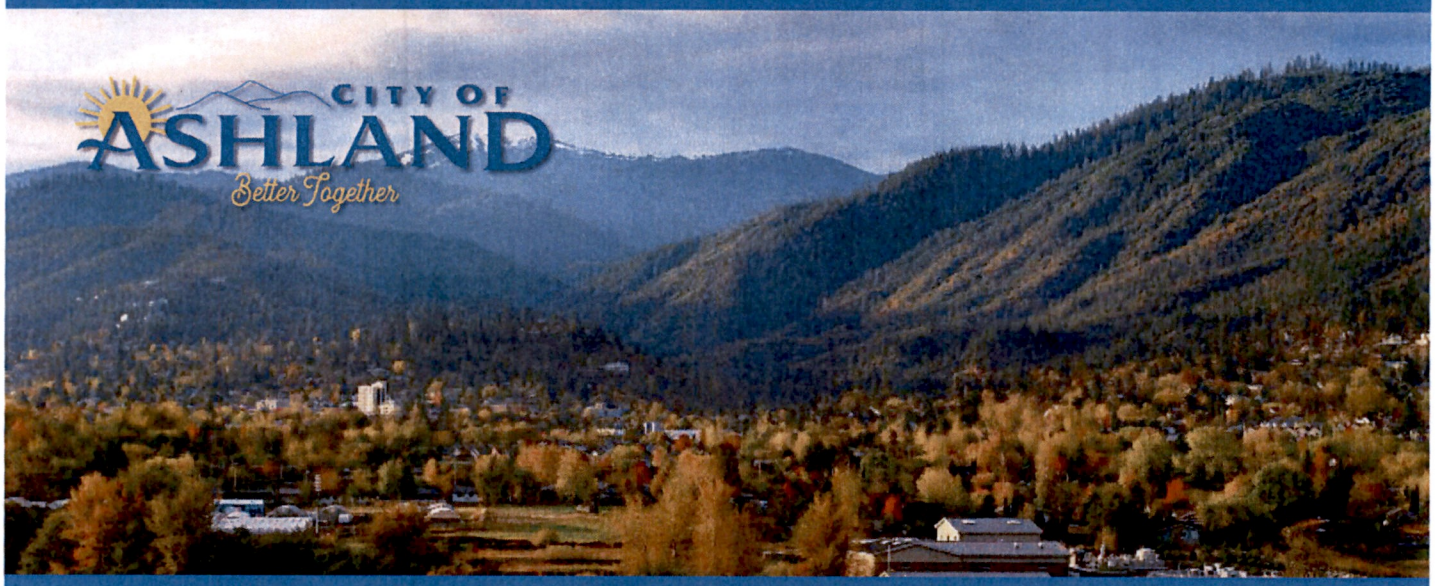
4. Adjournment of Study Session
The meeting was adjourned at 6:30 p.m.

Alissa Kolodzinski

~~Clerk of the Council Pro Tem Dana Smith~~
City Recorder Alissa Kolodzinski
Attest:

Tonya Graham

Mayor Tonya Graham



Revenue Study

October 16, 2023
Presented by Finance Dept

Finance

Revenue Study - Overview

- Start the discussion
- Establish a framework
- Review Current Revenue
- Review Potential Revenue
- Next Steps

Finance

What Does the Data Tell Us

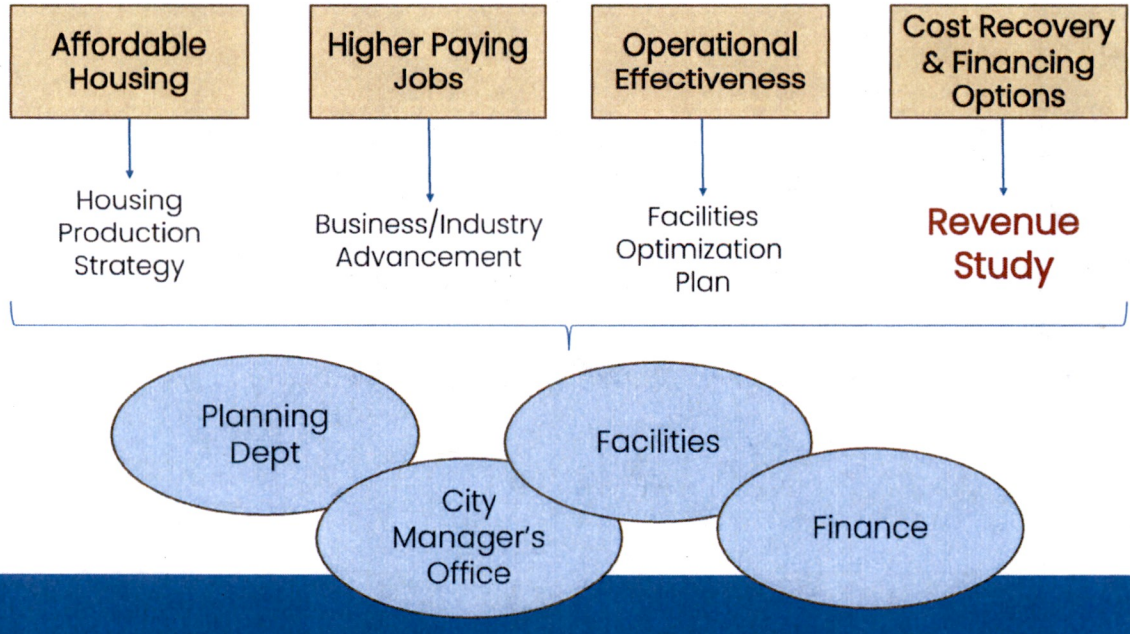
- Aggregate market value is very high comparatively
- Aggregate resident income is low
- Population growth is limited
- High reliance on Tourism industry

Sources -

- Chamber's Economic Diversification Study – Sept 2022 (by EconNW)
- City of Ashland Housing Production Strategy – May 2023 (by EconNW)
- Moody's Annual Report on Ashland – Sept 2023

Finance

Economic Sustainability/Durability Lens

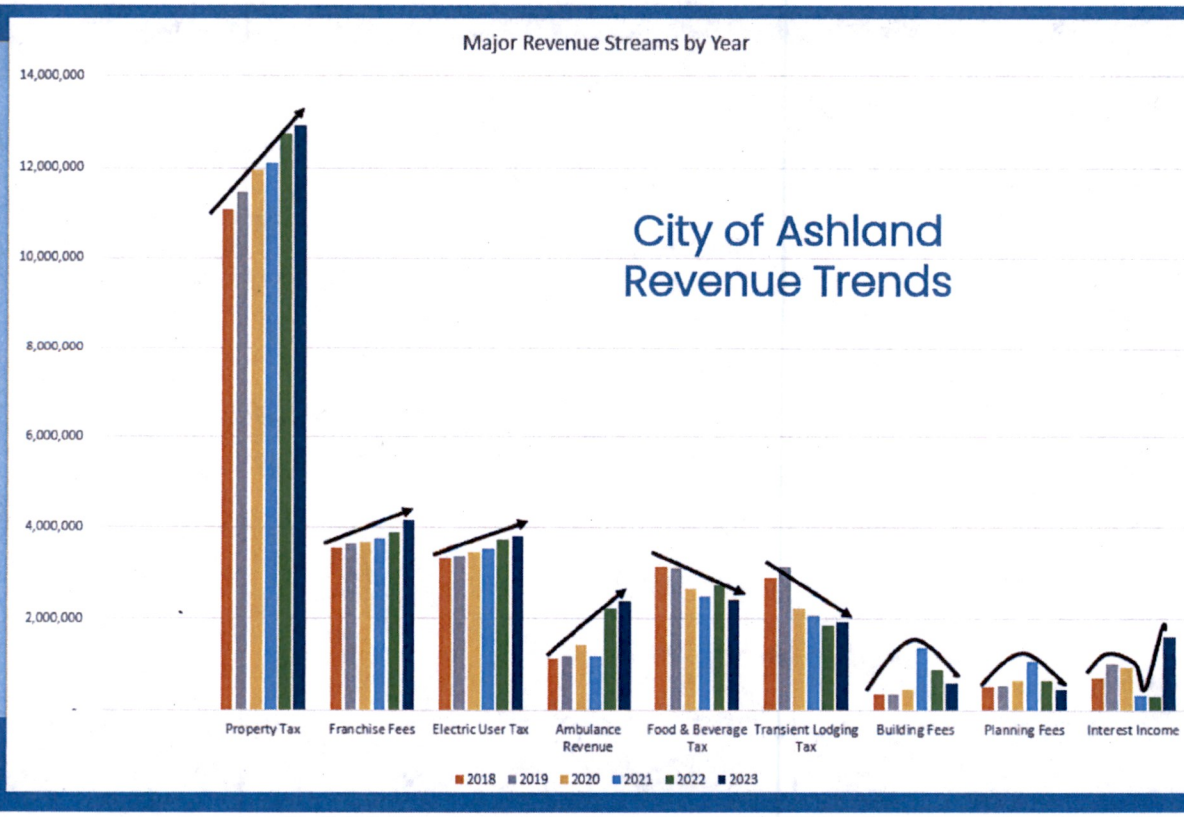


Finance

City's Cohesive Approach

- ***Overall Goal - Long-Term Financial Stability***
  - ✓ Collaboration among departments
  - ✓ Mitigate potential volatility
  - ✓ Diversity is key
    - In jobs/industry, housing, tourism offerings, demographics
- ***Revenue Study's Purpose:***
  - Support the overall goal of Long-Term Financial Stability
  - Ensure that any new implementation improves and strengthens the City's financial foundation
  - Consider overall infrastructure – be planful and mindful of all our resources

Finance



City of Ashland Revenue Trends

Finance

City of Ashland Major Revenue Streams

Revenue Chart
Major Revenues

Fiscal Year Ending	2018	2019	2020	2021	2022	*not final* 2023
Property Tax	11,077,365	11,465,277	11,947,640	12,110,594	12,757,988	12,939,500
Franchise Fees	3,534,445	3,647,223	3,676,259	3,758,067	3,886,308	4,147,800
Electric User Tax	3,329,704	3,378,833	3,446,443	3,532,748	3,720,652	3,811,011
Ambulance Revenue	1,150,741	1,206,554	1,434,058	1,206,415	2,236,249	2,383,009
Food & Beverage Tax	3,135,746	3,114,437	2,658,308	2,487,578	2,748,555	2,424,900
Transient Lodging Tax	2,909,529	3,134,108	2,236,782	2,072,823	1,868,282	1,941,153
Building Fees	370,346	371,256	475,021	1,389,441	915,287	610,181
Planning Fees	520,618	546,844	667,488	1,089,585	658,586	469,982
Interest Income	708,809	1,035,443	945,387	352,621	310,030	1,608,327
Court Fees & Fines	426,453	365,326	301,335	204,142	121,294	115,200
Parking Fees	413,223	476,378	313,793	168,846	135,241	194,300

Finance

Revenue Study

Potential New Sources of Revenue

- New Fees/Increased fees
  - Park Utility Fee; Trailhead Fee; Increase AFR Fee; look at Franchise Fees; etc.
- New Tax/Increase Tax
  - Excise tax, make F&B permanent; other taxes
- New Taxing District
- Tax Increment Financing
- Debt / Bond
- Grant revenue

Finance

Revenue Study

Outline -

- Review and anticipate intermediate-term budget needs with a long-term eye
  - Rising personnel costs, deferred maintenance, etc
- Work with Consultant to flush out feasible options based on current initiatives
  - Review new revenue options, but also *current* revenue streams
- Present to Council the findings and propose next steps

Finance

Revenue Study

Other Considerations

- Budget for study is $58,200
- Falls under Intermediate Procurement
  - Will seek 3 informally solicited quotes
- Contract is within the procurement authority of the City Manager

Overall timing

- Determine Consultant, 1-2 months (Dec '23)
- Revenue Study, 2-3 months (Mar '24)
- Submit Findings, Spring '24
- Implementation

QUESTIONS?

ASHLAND CITY COUNCIL
BUSINESS MEETING MINUTES
October 17, 2023

Executive Session
Mayor Graham, Councilor Hyatt, Bloom, Dahle, Kaplan, DuQuenne and Hansen were present. Deputy City Manager Sabrina Cotta, Interim Human Resources Director Molly Taylor and Acting City Attorney Doug McGeary were present. Erik Jensen, Pam Beery, and Paul Elsner from Jensen Strategies were present as well. Items discussed were:

1. **Selection of City Attorney Finalists, pursuant to ORS 192.660(2)(a)**
2. **City Manager Review, pursuant to ORS 192.660(2)(i)**

I. CALL TO ORDER

Mayor Graham called the meeting to order at 6:16 p.m. Employment no decisions were made.

1. Land Acknowledgement

Councilor Bloom read the land acknowledgement.

II. PLEDGE OF ALLEGIANCE

Councilor Hyatt led the pledge of allegiance.

III. ROLL CALL

Mayor Graham, Councilor Hyatt, Bloom, Dahle, Kaplan, DuQuenne and Hansen were present.

IV. MAYOR'S ANNOUNCEMENTS

Mayor Graham announced there would be an Open House at the site of new shelter at 2200 Ashland Street from 4:30 p.m. to 6:30 p.m. October 18, 2023. There were vacancies on the Social Equity and Racial Justice Committee.

She went on to move the following items under **ORDINANCES, RESOLUTIONS AND CONTRACTS** after the **Consent Agenda**:

1. **Contract with OHRA for State Emergency Order Homeless Shelter Operations**
2. **Resolution 2023-25 – A Resolution to Approve Transitional Housing Accommodations**

V. APPROVAL OF MINUTES

1. **Minutes of the October 2, 2023 - Study Session**
2. **Minutes of the October 3, 2023 - Business Meeting**

Councilor Hyatt/Bloom m/s to approve the minutes of the October 2, 2023, Study Session and the minutes of October 3, 2023, Business Meeting. Roll Call Vote: Councilor Kaplan, Hansen, DuQuenne, Dahle, Bloom and Hyatt, YES. Motion passed.

VI. SPECIAL PRESENTATIONS

1. CFEC Parking Code Amendments Presentation

Community Development Director Brandon Goldman provided background on the parking mandate. The city needed to adopt an ordinance with the new changes by December 21, 2023. These updates would eliminate the need for commercial, residential, childcare, and small residential units to provide on-site parking. It was part of the effort to reduce greenhouse gases in Oregon. Staff recommended a series of changes to the parking rules and looking at improvement opportunities like bicycle parking. He went on to explain the impact of CEPAC rules for Climate Friendly Areas (CFA) near frequent transit routes. The Planning Commission reviewed the options and supported Option 1.

Planning Manager Derek Severson provided a presentation (see attached):

- Why the Rules? Missing Oregon's pollution reduction Targets Has Real Costs
- Rules Apply in Oregon's Metropolitan Areas
- Meeting Oregon's Climate Pollution Reduction Targets
- Updated Land Use and Transportation Rules
- Climate-Friendly Areas
- Reforming costly Parking Mandates
- Improving Parking Management
- Site Maps
- Option 1, 2, and 3
- Other Parking Provisions
- Staff Recommendation – Option 1
- Option 1, land use code
- Next Steps

Mr. Goldman did not think the changes would affect small businesses. If a business did not provide parking for demand, it would be absorbed in the neighborhood. It would also put a greater burden on street parking.

The changes applied to new developments. There was not a mechanism that would retroactively apply. It would no longer require a single-family home to have two parking spaces. People could convert their garage into a shop. Through the CFA, a property owner could request bike parking in the right of way. Areas currently less developed would have a greater opportunity to create more parking on site.

Council supported Option 1 with added language regarding accessibility.

VII. CITY MANAGER REPORT

1. GIS Award Recognition

GIS Manager Lea Richards and Wildfire Division Chief Chris Chambers explained that Esri presented the Fire Adapted Ashland program with the Special Achievement in GIS award July 12, 2023, for staff's innovative use of mapping and leadership in GIS analysis. This award resulted in a $3million FEMA grant as well. The team consisted of Ricky Fite, Chris Chambers, Brian Hendrix, and Jason Wegner and former employees, Allison Lerch, Katy Gibble and Many Dacquito. Council thanked staff and expressed their pride in staff efforts.

City Manager Joe Lessard reviewed the Look Ahead.

VIII. PUBLIC FORUM

Paul Mozina/Ashland/Spoke to the proposed Right of Way ordinance and the FCC regulations established in 1996.

IX. CONSENT AGENDA

1. Transportation Advisory Committee Appointment

Councilor Hansen removed the agenda item to thank Julia Sommer for volunteering.

Councilor Hansen/Hyatt m/s to approve the appointment of Julia Sommer to Position #7 on the Transportation Committee. Roll Call Vote: Councilor Kaplan, Hyatt, DuQuenne, Dahle, Hansen, and Bloom, YES. Motion passed.

XI. PUBLIC HEARINGS

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

1. City Council Elections to Fill City Recorder Vacancy, pursuant to City Charter Article III – Elective Officers, Section 4

City Manager Joe Lessard explained council appointed a clerk of the council pro tem until an interim was found. An interim recorder needed to be selected to meet the Charter requirement. Due to council interest in a Charter change, staff was recommending Analyst Manager Alissa Kolodzinski to serve as city recorder until the May 2024 primary election with a possible extension to November 2024 election if the May measure did not pass.

Public Comment

Russ Silbiger/Ashland/Strongly disagreed with the interim selection process and shared history on the recorder position and past elections.

Councilor Bloom/Dahle m/s to appoint Alissa Kolodzinski to carry out the term of the Recorder until the next biennial election in November 2024 or voter approval of a charter change of the City Recorder's position, whichever occurs first. DISCUSSION: Councilor Bloom communicated often

with Ms. Kolodzinski. She was qualified and he was happy for her. Councilor Dahle agreed and was in full support of Ms. Kolodzinski. He added council had proceeded on how the Charter was written. The Charter needed to be changed and the community would help. He stood by how they had conducted the process. Councilor DuQuenne appreciated Ms. Kolodzinski stepping up to this position. She looked forward to the election and supported Ms. Kolodzinski. Councilor Kaplan agreed and looked forward to hearing the voices of Ashland. The Charter was written many years ago and the nature of the recorder's duties had changed significantly. Treasury functions were now under the director of finance. He appreciated Ms. Kolodzinski. Mayor Graham commented this was an atypical position and currently vacant. The process was appropriate for the circumstances and fell within the law. **Roll Call Vote: Councilor Hyatt, Kaplan, DuQunne, Hansen, Dahle, and Bloom, YES. Motion passed.**

XIV. ORDINANCES, RESOLUTIONS AND CONTRACTS

1. Contract with OHRA for State Emergency Order Homeless Shelter Operations

Housing Program Manager Linda Reid explained the contract with OHRA would end January 10, 2024, anything beyond that date would have to be renegotiated. Concerns from citizens could be submitted to the neighborhood community group and forwarded to the city staff person administering the contract who could take them to OHRA.

Ms. Reid disagreed with a statement regarding OHRA's control on what would happen at the shelter during the ten weeks it would be open. She explained the city regulates the contract which contained exhibits dictating requirements and scope of work. She reiterated OHRA was an experienced shelter operator and had the city's trust. OHRA had successfully run shelters for several years. They would hire new navigators and would utilize navigators experienced with OHRA and the Fire Watch, detailed under Exhibit E, Scope of Work in the contract which included requirements for hiring and training. OHRA used best practices by the state and local providers. She went on to address the Fire Watch and how it met fire code requirements in lieu of a sprinkler system.

Council suggested adding a provision to the contract assuring residents their feedback will be taken in and heard by the city and OHRA. Ms. Reid noted that OHRA had already signed the contract. She referenced Section D under City Responsibilities that spoke to the city not engaging with another provider without OHRA vetting those services.

OHRA would provide background checks using a forward-facing site from the police department. Background checks were in Exhibit D, Scope of Work in the contract. OHRA would have some responsibility regarding enforcement, but it would mostly fall to the city through the police department. For specific issues, they would call the police department who would address problem issues.

Deputy City Manager Sabrina Cotta responded to goals from the neighborhood association.

The shower trailer will be oriented towards the building. For fencing, they were looking at plants long term and fence screening for the short term. The police chief has data analytics and a baseline that will track whether crime increases in the area. The police will increase patrols in that area but are currently short staffed. The city will not expand the shelter beyond Ashland Street without working with the neighborhood.

Ms. Reid responded to questions about the shower trailer and the extra porta-potties. The shower trailer will move to the shelter and be available to non-shelter guests. There will be a waiting area in the garage so people will not congregate outside. Shelter members will be separated from people using the shower and laundry facilities. It would shorten the life of the shower trailer to move it every week from the Grove to the shelter.

The shelter would open early November and end January 10, 2024. There was a possibility of additional funding to operate the shelters past January 10, 2024.

Public Comment

JD Barons/Ashland/Commented on the dusk to dawn campsite by the police station and shared concerns about the new shelter.

Linda Fitzgerald/Ashland/Shared concerns regarding the shelter that included noise where the showers would be located, privacy screening, and the smoking and pet area. It was unfair to have two shelters within one block. Since OHRA had started there were issues. She questioned if resources being targeted to people in Ashland or for people passing through. Ashland was attracting a new population. She hoped there would be an ongoing conversation with the city and that the city would not do it behind closed doors.

Judie Bunch/Ashland/Spoke from a document submitted into the record (see attached).

Trina Sanford/Ashland/Commented that being homeless was not a crime and she was not entirely opposed to the shelter. Her issue is with the transients and how they treated her, her property and community. She was concerned with transients who loiter around the shelter but who are not tenants. She asked council to work with and create ordinances and laws to protect the neighbors and businesses. She referenced a document she submitted into the record (see attached).

Staff explained a study session was scheduled for November 6, 2023, on enforcing quality of life in the city and certain behaviors that would result in ordinances and resolutions by the end of the November. Public comment would be part of the process.

Ms. Reid responded to a question on the ramifications of not signing the contract with OHRA. It would delay OHRA's ability to hire staff and open on time. This had been a long process with many meetings. A delay could be disastrous or fine. However, If OHRA did not agree with the

contract, the city would have to return the money to the state. There was not a guarantee of another entity being able to provide the beds. Mr. Lessard added the shelter was bought for an inclement weather shelter. The governor's order will end on January 10, 2024. If they put the building at risk, they were back in the annual cycle of trying to provide for that program.

Ms. Cotta confirmed the shelter would have a dual function of the emergency order shelter in the main building and an inclement weather shelter set up in the garage.

Councilor Kaplan/Hyatt m/s to approve the contract with OHRA in the amount not to exceed $200,000 for the time specified in the referenced contract and direct staff to collect community comments during the operating period and track them and keep a register to share with council. **DISCUSSION:** Councilor Kaplan explained this was a big step and he had confidence in OHRA's professionalism. He listed the facilities they had operated in Ashland. Although no one could foresee all the situations he was confident OHRA will be a partner to the city and community. There was an obligation to relieve houselessness and It was not getting better by doing nothing. He respected people's concerns and attracting others to come here for those services. That did not seem to be the case, but he could not say it never occurs. We need to take this step, contract with our partner, and continue to improve the service along the way. Councilor Hyatt noted council had received many emails and wanted people to know she read them. Councilor Dahle took responsibility for his vote and stood by his vote with the information provided at the time. It was with the best intentions, but he felt it was being done out of order. They needed to take time to do this right. He could not support this. Councilor Bloom added other cities got it right, but we had got it wrong, and they would have to work to regain that trust. They needed more time but the risk of losing this contract would result in losing the shelter. He would vote yes but he was not happy. He hoped the Housing and Human Services Committee will take the charge and deal with community concerns and encourage people to participate. He apologized that it happened the way it did. Councilor DuQuenne had asked for a shelter when she started on council. She agreed with Councilor Bloom, we got it wrong. If they did not vote yet, all would not be lost. It is important they heard from everyone. She did not think they would lose the provider. She would not support the motion. Councilor Hansen acknowledged there were missteps. He supported the purchase but wished it had gone better. He was committed to spotlight south Ashland and committed to community members. This contract was a pilot program. They would make sure community input is taken to the extent that they could. Mayor Graham noted these opportunities did not come often. Going forward, the attention will turn to housing. She was proud of this council, staff, and the community. She understood it was scary. There were fears about what failure looked like, but we avoid that by staying in close contact, with community and shelter guests. This decision is about a contract for 71 days of service. Without it, the project was in jeopardy. The city and OHRA had been partners for a long time. She did not see a problem with OHRA over the next 71 days. **Roll Call Vote: Councilor Bloom, Hyatt, Kaplan, and Hansen, YES, Councilor Dahle and DuQuenne, NO. Motion Passed. Motion passed 4-2.**

2. **Resolution 2023-25 – A Resolution to Approve Transitional Housing Accommodations**

Acting City Attorney Doug McGeary explained how the resolution would exempt the city from a landlord-tenant situation with the emergency order shelter. It would prevent a squatter staying at the shelter permanently. He agreed that additional language indicating the structure itself as a transitional housing accommodation would eliminate any concerns that somehow the property could be used for tents. Indicating the building and excluding the property assured the community that the property would not be used for tents, yurts, etc. The resolution could be changed by council in the future if necessary.

Councilor Hansen/Bloom m/s to approve Resolution 2023-25 as amended with the following language, : "The City Council authorizes the establishment of a transitional housing accommodation as identified as the existing structure located at 2200 Ashland Street to be used for individuals who lack permanent or safe shelter and who cannot be placed in other low-income housing." DISCUSSION: Councilor Hansen though it would be irresponsible not to vote for this after voting for the contract. He Appreciated the protection it would afford. Councilor Bloom thought this is the first step of the balance they were trying to achieve. Councilor Kaplan noted the motion adopted the resolution as written, without an amendment. Councilor DuQuenne did not vote on the contract but would support the resolution. Councilor Hyatt thanked the residents who reached out and offered an amendment to the motion.

Councilor Hyatt/Bloom m/s to amend the motion for the resolution to read as follows: "The City Council authorizes the establishment of a transitional housing accommodation as identified as the existing structure located at 2200 Ashland Street to be used for individuals who lack permanent or safe shelter and who cannot be placed in other low-income housing." Roll Call Vote on Amended Motion: Councilor Bloom, Hyatt, DuQuenne Hansen, Kaplan, and Dahle, YES. Motion passed.

Roll Call Vote on Main Motion: Councilor Dahle, Kaplan, Hansen, DuQuenne, Hyatt, and Bloom, YES. Motion passed.

XV. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

Mayor Graham asked the councilors and staff that attended the LOC conference to share highlights. Councilor Hansen was impressed with how other cities were proactively and reactively responding to increased homelessness in their community. He commented on the City of Eugene's efforts to improve their downtown and came away with ideas for Ashland. Councilor Kaplan shared insights from homelessness and housing discussions. Councilor Bloom shared interest in expanding the urban growth boundary. Deputy City Manager Sabrina Cotta spoke on a panel regarding council compensation. She attended a session on revenue forecasting and new revenues and finding qualified staff and retaining staff that she

found interesting. Mayor Graham attended a housing session and a resilience and economic development session that was interesting to her.

Councilor Kaplan announced the CEPAC would hold two public meetings regarding the electrification ordinance, October 18, 2023, and October 26, 2023.

Council discussed privacy screening at the shelter.

XVI. ADJOURNMENT OF BUSINESS MEETING

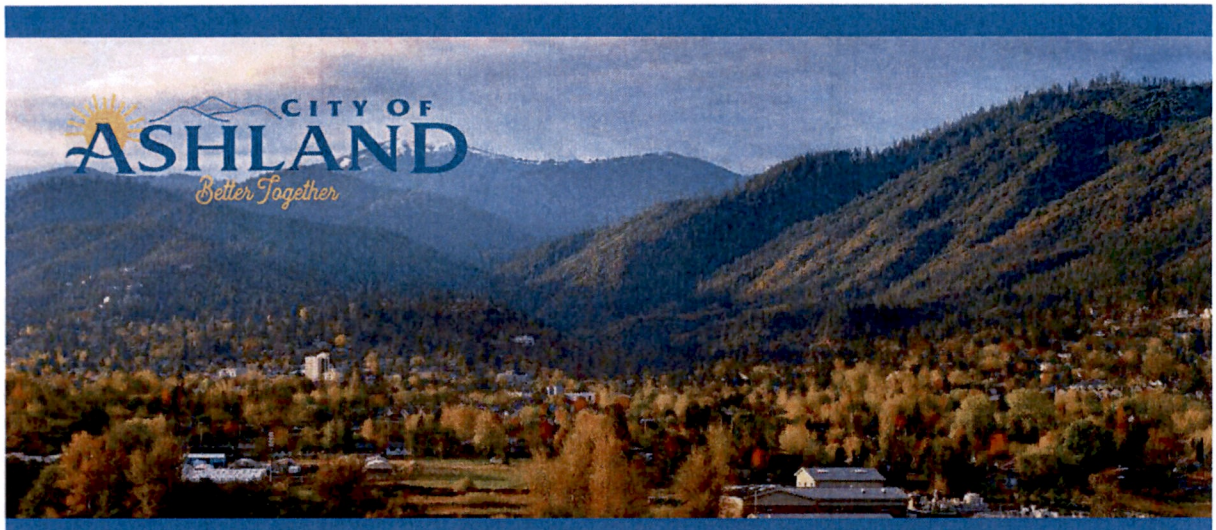
Councilor Bloom/DuQuenne m/s to adjourn the meeting at 9:19 p.m. Voice Vote: ALL AYES. The meeting adjourned at 9:19 p.m.

Respectfully Submitted by:

~~Clerk of the Council Pro Tem Dana Smith~~
City Recorder Alissa Kolodzinski

Attest:

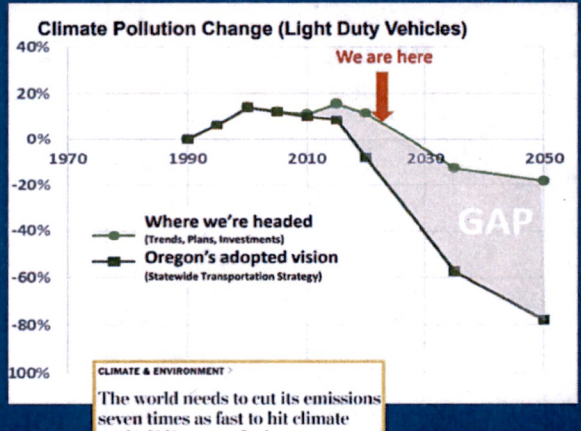
Mayor Tonya Graham



CFEC Parking Code Amendments

Ashland City Council
October 17, 2023

Why these Rules?
Missing Oregon's Pollution Reduction Targets Has Real Costs



CLIMATE & ENVIRONMENT >

The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds





DLCD Slides for Climate Friendly & Equitable Community Rule Implementation

DLCD

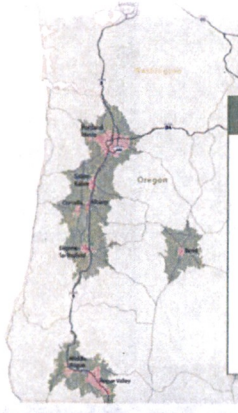
Rules Apply in Oregon's Metropolitan Areas

These contain over 60% of Oregon's population and 70% of jobs



DLCD

Meeting Oregon's Climate Pollution Reduction Targets



2050 GHG targets for Oregon metropolitan areas
per capita light vehicle GHG emissions reduction[1]

Adopted target	Metropolitan area
35%	Portland Metro
30%	Albany
	Bend
	Corvallis
	Eugene-Springfield
	Middle Rogue
	Rogue Valley
	Salem-Keizer

1 Reductions beyond expected vehicle and fuel improvements

DLCD

Updated Land Use and Transportation Rules

Focus Areas

Land Use/Building

- Designate walkable climate-friendly areas
- Reform parking management ⇦
- Support electric vehicle charging

Transportation

- Plan for high quality pedestrian, bicycle, and transit infrastructure
- Go beyond sole focus on motor vehicle congestion standards
- Prioritize and select projects meeting climate/equity outcomes

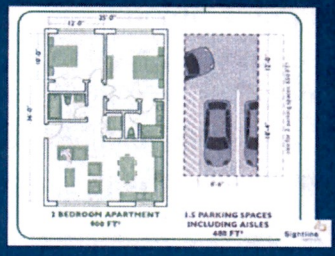
DLCD Slides for Climate Friendly & Equitable Community Rule Implementation

DLCD



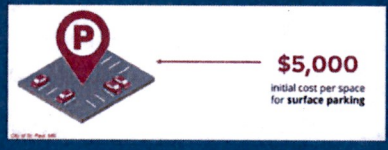
The creation of Climate-Friendly Areas where people can live, work, shop, eat and play without necessarily needing a private car; reductions in parking mandates; and other measures in the CFEC rules are hoped to encourage other modes of transportation (*transit, bicycling and walking*) and ultimately lead to significant reductions in green house gas emissions.

Reforming Costly Parking Mandates





Source: Sightline Institute using Census data



Mandates can prevent housing from being built; parking is a significant cost and displaces housing footprint

People with no cars or few cars are subsidizing parking for those with many

"Form follows parking..."

DLCD



Improving Parking Management

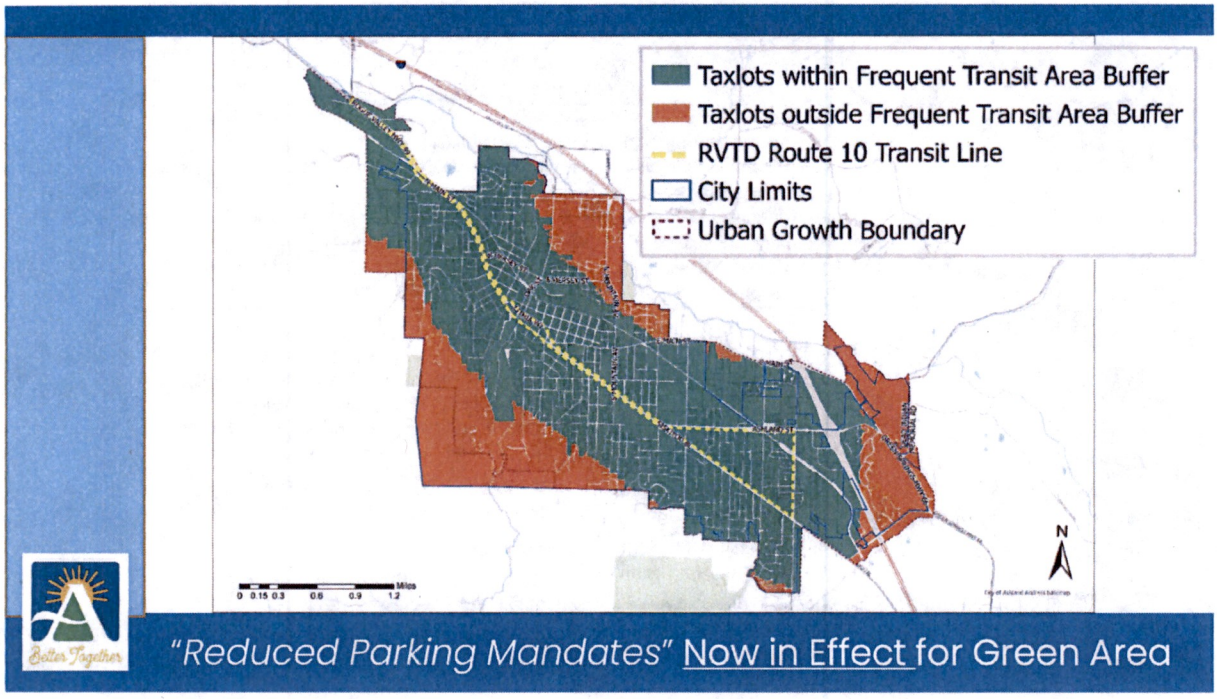
- No parking mandates near frequent transit
- No mandates for shelters, small units, affordable or public housing, childcare, facilities for people with disabilities
- Mandates no higher than one space/unit multifamily

Now in Effect

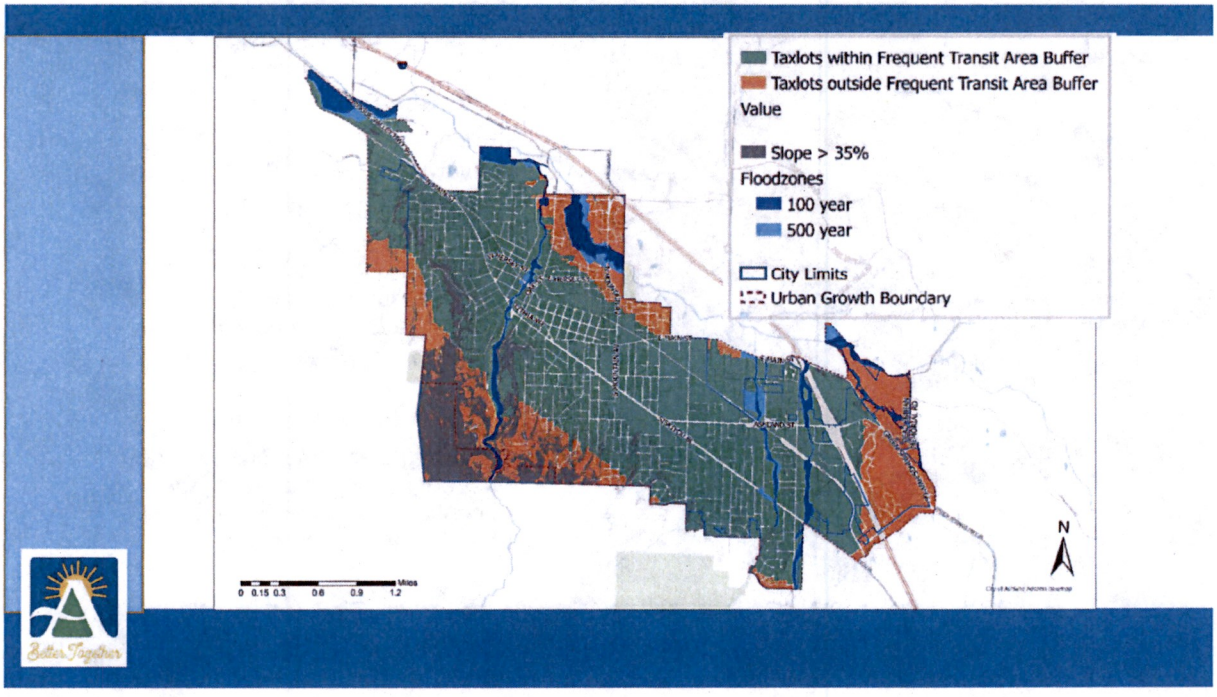
- Cities choose an approach: By 12/31/23*

1	2	3
Repeal parking mandates	Adopt at least three fair parking policies (e.g. unbundling, flexible commute benefit)	Remove mandates for more dev't types and near climate-friendly areas

DLCD



"Reduced Parking Mandates" Now in Effect for Green Area



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

DLCD



Land used for parking in downtown Corvallis

Other Parking Provisions

Best Practices

- Facilitate shared parking
- Convert underused parking
- Larger parking lots provide tree canopy or solar panels
- No garage requirements
- Incentives for car share, EV charging, accessible housing units
- Some parking maximums

Over 100,000 population

- If retaining mandates, price 5% of on-street parking spaces at least 50 cents/day by Sept 30, 2023 and 10% of spaces by Sept 30, 2025

DLCD

- Staff recommends, and the Planning Commission supports, selecting **"Option 1"** to eliminate parking mandates city-wide.
- Option 1 has already been selected by other metropolitan communities including Portland, Salem, Corvallis, Tigard, Bend, Albany and Central Point.

Option 1, land use code modification include:

- Eliminating parking minimums
- Retaining Parking maximums
- Updating Bicycle Parking Standards
- Allowances for voluntarily provided parking
- Clarifying On-street parking requirements

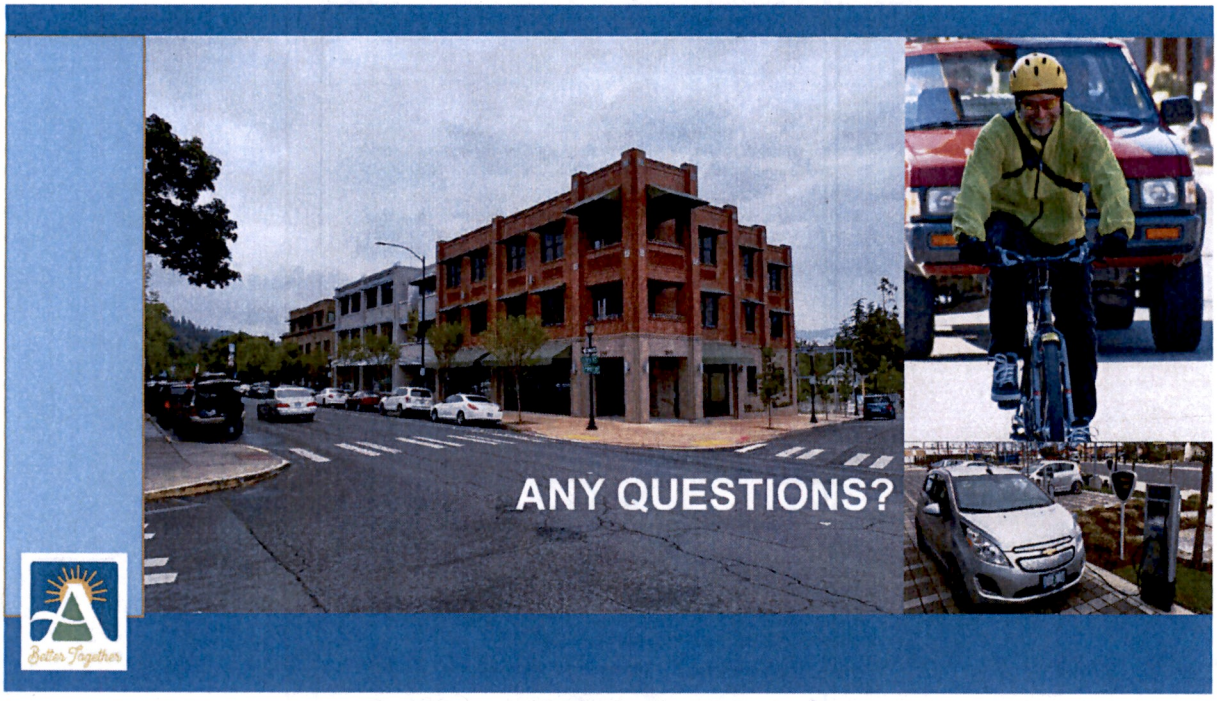
Next Steps

- Incorporate final DLCD Rulemaking revisions in Draft Ordinance
- Planning Commission Public Hearing
  - November 14, 2023
- City Council Public Hearing and First Reading
  - December 5, 2023
- City Council Second Reading and adoption
  - December 19, 2023

http://www.ashland.or.us/climatefriendly

Climate-Friendly & Equitable Communities Timeline

'Parking A'	CFA Study	'Parking B'	CFA Zoning
< ½ mile to Rt. 10		*Eliminate Mandates or Select Options*	*Comp. Plan Element, Maps & Codes*
In Effect Now	*Approved by Council 9/19/2023*	*Complete by 12/31/2023*	*Complete by 12/31/2024*



From: Trina Sanford
Oct 17, 2023

[redacted]

1. **OHRA's contract gives them total control over the operations of the shelter.** Section 4, item 1-2 states **"the City shall not proceed with such use and shall not interfere with OHRA's provision of services at the property during the term of this agreement."** We all know OHRA are experts in this field, however, if this is implemented, we will have no way of knowing that ANY of our requests and concerns about the shelter's operations will be considered or even heard moving forward. The City, and by default, we the citizens, will officially have no say on how the shelter is being run. I would like to request that the council move to amend that, or refuse to approve the contract "as is" unless all the local stakeholders (neighbors, businesses and schools) have a way to have their concerns and voices heard. As it stands currently, we are not sure that any of our concerns have been passed to OHRA, and this would make communication even less likely. *The city represents the voice of the people, and for them to not have any say in the shelter operations seems ill-advised.*

2. **Postpone the vote approving 'A Resolution to Approve Transitional Housing Accommodations' until after the Open House on Wednesday, the 18th.** We have concerns about the language about the many types of transitional housing being approved, including tent camping, car camping, yurts etc. This community deserves the right to have the opportunity to fully understand all the implications before any decisions are made.

3. **Please urge the council to consider our Neighborhood Goals, and request they be included in the agenda on the next meeting.** Even though we submitted our goals to our liaison before the deadline, they failed to make an appearance on Tuesday's agenda, and we aren't sure why. (The agenda is set by the City Manager, with input from the Mayor, who is our liaison.) This means our goals won't be voted on before the shelter opens, which is disappointing. We would have liked to see the Enhanced Law Enforcement Area talked about and approved BEFORE the shelter opens.

4. **We have learned that the City is tentatively looking at purchasing the adjacent field to 2200 Ashland St.** This means our neighborhood goal #6 is a top priority.

South Ashland Neighborhood Goals:

#1 – **Immediately update the ordinances** (see below for more ordinance info) for south Ashland to match the Enhanced Law Enforcement Area currently in place downtown so that our police are empowered to give citations, etc. (We would like this applied from the intersection of Siskiyou & Ashland St to Ashland Hills Inn, and from East Main to Siskiyou Blvd ***AND along Tolman Creek, Independent Way, the Washington and Jefferson area and the railroad tracks***.)

#2 - **Increase police presence** in the above defined area *NOW* (before Nov 1) *AND beyond* – to include a police kiosk, increased monitoring to include; morning, throughout the day and evening sweeps (24/7); One officer designated as our point person for communication/updates.

#3 - Data analytics provided by the City to the community - re: baseline vs monthly reports; Measuring all City, EMT/Fire, and Police calls (such as requests for clean-up and trash removal, general nuisance, noise), whether citations were issued (and if so, for what)

#4 - Visual/sound barrier in the immediate area of the building before Nov 1 - privacy, trash mitigation plan (in hotspot areas), noise mitigation (dogs, yelling, sirens, emergency vehicles, etc.)

#5 – **Ordinances**

- Match (even improve if found necessary) the City of Medford's camping, loitering and lying ordinances for Ashland. Side"WALKS" are meant for walking as indicated. They should not be allowed to be obstructed or used as the foundation of some kind of make shift shelter or resting area.

- I would include the City of Medford's ordinance that people are NOT allowed to hand anything out of a vehicle to an individual (note: there is a sign posted of this ordinance at the second Medford exit on the left hand side of the exit at the intersection heading towards Target). Similarly, signs like this should be posted in our community.

- Businesses that require shopping carts should be held accountable for their property. Transients pushing said carts are pushing stollen property. I would ask that an ordinance or law be considered so that carts found in the possession of such transients, under an ordinance, could be charged with theft and if the property owner is not willing to charge the individual with stealing then they themselves should somehow be held accountable for their property that is now littered about our community. It is my understanding that a signed Trespass Affidavit should, at minimum, allow police to have some kind of follow through on this matter although a more concise ordinance specific to this matter should be drafted.

#6 - **Voluntary written commitment from the City** that they will not expand beyond the existing property at 2200 Ashland St. without engaging the neighborhood prior to purchasing/annexing or otherwise acquiring land for expansion of homeless services in the immediate area.

There is growing concern and frustration about how the city of Ashland is managing the shelter project. From the location being hastily purchased without any public input or process, to a very rushed, chaotic planning and execution of the shelter itself, Ashland residents and business owners are asking for transparency and involvement in the process every step of the way.

XIII # 1

Homeless Shelter

Councilors, Mayor,

I am speaking on behalf of our neighborhood group that has come together as a reaction to the hasty purchase of 2200 Ashland St. The location for an additional shelter in south Ashland. Our group has felt left out of the process since the beginning. We were not notified in due time and you purchased it with state funds without regard for our thoughts, concerns and opinions on the matter. We are your constituents. We are the people living directly across from and all around a haphazardly put together shelter. So, yes, we are frustrated, confused, worried, anxious, disappointed that you are now planning to rush-vote the contracts and plans and include a resolution that could potentially allow for much more than the allotted 30 to 40 beds to include tents, cars, pets, pallets, and stolen grocery carts stacked mile high with black plastic bags; and all surrounded by low barriers and fencing. This is very concerning for the safety of our neighborhoods.

The current contract and resolution leaves us with more unknowns and questions than solutions. It is irresponsible for you to move forward with a project such as this without laying the foundation to protect the people who live in these neighborhoods.

Jackie Bunch

October 16, 2023

TO: Mayor Graham and the Council of Ashland: Homeless Problems, South Ashland

FROM: Elizabeth Cross

[redacted]

My home is located on Middle Clay Street, Ashland. The property was purchased in 1968: Approximately fifty years ago, the South Ashland community experienced a lot of changes; many pastures and fields became commercial and housing developments. However, the change was gradual and acceptable.

Unfortunately, in the past year the population of homeless people greatly increased; This change had a negative impact to the environment of the businesses and the residents. As an example, I have been approached, on my property and during my walks to the nearby stores, by angry homeless individuals. Their behavior was threatening!

THE NEIGHBORHOOD COMMITTEE has submitted written GOALS to the council; together we hope to solve some of our homeless problems. We need your help NOW to create and/or to adopt the necessary policies, rules, ordinances, etc, to keep South Ashland Safe and Healthy.

Thank you for the continued service to Ashland.

Sincerely,

Elizabeth Cross

Elizabeth Cross

From: Russ Silbiger
To: City Council
Subject: With Utter Contempt
Date: Sunday, October 15, 2023 10:58:41 AM

[EXTERNAL SENDER]

With Utter Contempt For The Citizens Tuesday the Council will (finally) appoint a replacement elected official 'The City Recorder", Apparently the found a staff person who lives in Ashland to take the job. First, the Council needed to decide on the process to do this. They did it secretly, behind closed doors. That was illegal. Second, they never, ever, asked the Citizens of Ashland if anyone was interested in becoming The City Recorder. They just picked who they wanted. That is unethical. That is not how you pick an elected official. Third, they don't give us ANY information on who this person that is being gifted this important position: The City Recorder is (well was) the citizen's eyes and ears at City Hall. Not anymore Just a name. We have to take their 'word' that this person is qualified. That this person can do the job. That this person wants the job. Imagine if a Mayor's position became available again, the only opportunity for the public to participate AT ALL, from the process to the choice was when Council approved a name that was some staff's choice. That's exactly what Council will do Tuesday And they won't care

From: City of Ashland, Oregon
To: City Recorder; Dorinda Cattle
Subject: Council Public Testimony Form Submitted
Date: Tuesday, October 17, 2023 11:28:15 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Anonymous**
Phone:
Email: **Anonymous@anonymous.com**
Meeting Date : **10/17/23**
Type of Testimony: **WRITTEN**
Written Testimony: **I urge you to look at whether or not Alissa Kolodzinski has any relevant employment experience to fulfill the duties as City Recorder, other than the fact that she resides in Ashland. She has already been handed a considerable promotion without a proper process in her less than one year of working for the City. Don?t let this be a repeat of poor hiring practices. This is one of the highest paying jobs and shouldn?t just be handed to someone based on where they live.**

*** USER INFORMATION ***
SubscriberID: **-1**
SubscriberUserName:
SubscriberEmail:
RemoteAddress: **66.241.70.76**
RemoteHost: **66.241.70.76**
RemoteUser:

From: City of Ashland, Oregon
To: City Recorder; Dorinda Cottle
Subject: Council Public Testimony Form Submitted
Date: Saturday, October 14, 2023 1:39:13 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Jan Weydemeyer**
[redacted]
Meeting Date : **October 17, 2023**
Type of Testimony: **WRITTEN**
Written Testimony: **Dear Mayor Graham and Member of City Council: I am writing to request that the City Council and Mayor postpone the vote on Resolution 2023-25. Resolution 2023-25 is not in the interest of our community. The process has not been transparent and the citizens who will be most affected have not had the opportunity to provide input in a meaningful way. Implementation of this resolution would have severe impacts on the Clay Street neighborhood. We were not included in the planning process and only invited to comment after investments were made and contracts drawn up. This site is adjacent to our homes and a grossly inappropriate location for social services of this magnitude. Our neighborhood already bears more than it's share of subsidized housing and social services. The effects of this include: trespassing, stockpiled items, sites with cardboard, tarps and debris, shopping carts with personal items, garbage strewn all over the place, human feces and needles. These items are found along the bike path and the railroad ROW, in Clay Street Park and neighborhood parks on a regular basis. Locating additional services in this area would exacerbate existing problems. Maybe you are not aware that the level of trespassing, noise and garbage have been increasing in our area. We deal with nuisance activities and public safety issues on a daily basis and have been tolerating this for a long time. The police do not have adequate resources to address these problems. We elected you to represent us. Please do so by allowing us to participate in decisions that directly affect our neighborhood. Thank you, Jan Weydemeyer**

*** USER INFORMATION ***
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SubscriberEmail:
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RemoteHost: **66.241.70.76**
RemoteUser:

From: City of Ashland, Oregon
To: City Recorder; Dorinda Cottle
Subject: Council Public Testimony Form Submitted
Date: Tuesday, October 17, 2023 9:43:59 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Allison Wildman**
Phone:
Email: [redacted]
Meeting Date : **10/17/23**
Type of Testimony: **WRITTEN**
Written Testimony: **We are dismayed and frustrated with the process (or lack of) the City of Ashland has taken to purchase property without any public input and designate it as ANOTHER homeless shelter in south Ashland within a quarter mile of an existing shelter. It is irresponsible for you to move forward with a project such as this without laying the foundation to protect your constituents. I would like to request that the council move to amend that or refuse to approve the contract with OHRA "as is" unless all the local stakeholders (neighbors, businesses, and schools) have a way to have their concerns and voices heard. We are not sure that any of our concerns have been passed to OHRA, and this would make communication even less likely. The city represents the voice of the people, and for them to not have any say in the shelter operations seems ill-advised. I would also like you to postpone the vote approving 'A Resolution to Approve Transitional Housing Accommodations' until the community, city, and OHRA can come to terms on what is acceptable within the immediate area of a residential neighborhood. The language in the Resolution does not give our neighborhood confidence that there is a true plan for the use of the space and it is unacceptable to pass something without your due diligence to protect Ashland residents from the fallout of a poorly executed shelter plan. I would also like you to add the following requests to your next agenda and work to implement them immediately for the safety and protection of your constituents. #1 ? Immediately update the ordinances for south Ashland to match the Enhanced Law Enforcement Area currently in place downtown so that our police are empowered to give citations, etc. (We would like this applied from the intersection of Siskiyou & Ashland St to Ashland Hills Inn, and from East Main to Siskiyou Blvd.) #2 - Increase police presence in the defined area before Nov 1 - kiosk, increase beat, morning and evening sweeps (daily); One officer designated as our point person for communication/updates. #3 - Data analytics provided by the city - re: baseline vs monthly reports; Measuring all City, EMT/Fire, and Police calls (such as requests for clean-up and trash removal, general nuisance, noise), whether citations were issued (and if so, for what) #4 - Visual/sound barrier in the immediate area of the building before Nov 1 - privacy, trash mitigation plan (in hotspot areas), noise mitigation (dogs, yelling, sirens, emergency vehicles, etc.) #5 - Match City of Medford camping ordinances #6 - NO purchasing/annexing or otherwise acquiring land for expansion of homeless services in the immediate area.**

*** USER INFORMATION ***
SubscriberID: -1
SubscriberUserName:
SubscriberEmail:

From: City of Ashland, Oregon
To: City Recorder; Dorinda Cottle
Subject: Council Public Testimony Form Submitted
Date: Monday, October 16, 2023 4:25:03 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Ruth COULTHARD**
Phone: [redacted]
Email: [redacted]
Meeting Date : **October 17, 2023**
Type of Testimony: **WRITTEN**
Written Testimony: **I have met and talked with neighbors since your informational meeting on the new shelter. The sharing has been thoughtful and practical. It seem to me that our request that you set up a southside exclusion zone modeled after the one downtown would help the police deal with repeat offenders. I hope that you also consider with our police if parts of the Medford ordinances related to homeless camping are desirable to enact in Ashland. During the covid pandemic, the bottom of Clay St Park behind my home was a homeless campsite. In my bedroom at night I was subjected to the sounds of foul mouthed arguments that lasted hours. One day I heard fighting where a young man's life was threatened. Garbage was everywhere. It looked like there were mountains of free food that no one wanted except the rats who flourished. "Not in my backyard" sounds like an accusation, but when it is literally in your backyard, It is a reasonable demand. I never want to experience that chaos again. I am very pleased to see the police regularly patroling our part of town now and that the debris field by the tracks near my house has been cleaned up. It has helped reassure me of your attention. Thanks for hearing our requests.**

*** USER INFORMATION ***
SubscriberID: **-1**
SubscriberUserName:
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RemoteHost: **66.241.70.76**
RemoteUser:

ASHLAND CITY COUNCIL
SPECIAL BUSINESS MEETING AGENDA
Friday, October 27, 2023
Council Chambers, 1175 E Main Street

Executive Session

Mayor Graham, Councilor Hyatt, Bloom, Dahle, Kaplan and Hansen were present. Councilor DuQuenne was not present. Staff present included Acting City Attorney Doug McGeary, Interim Human Resources Director Molly Taylor, and Administrative Analyst Dana Smith. Press included Morgan Rothborne and Cara Denney. The item discussed was:

1. Termination of employment-Public Officers and Employees --City Manager Resignation, pursuant to ORS 192.660(2)(b).

6:45 p.m. Special Called Business Meeting*

I. **CALL TO ORDER**

Mayor Tonya Graham called the meeting to order at 6:52 p.m.

1. **Land Acknowledgement**

Councilor Kaplan read the land acknowledgement.

II. **PLEDGE OF ALLEGIANCE**

Mayor Graham led the Pledge of Allegiance.

III. **ROLL CALL**

Mayor Graham, Councilor Hyatt, Bloom, Dahle, Kaplan, DuQuenne, and Hansen were present. Councilor DuQuenne attended the meeting via Zoom.

I. **NEW BUSINESS**

1. Leave, Resignation and Severance Adjustment Agreement with City Manager

Councilor Bloom/Hansen m/s that Council accepts the terms and conditions of the agreement presented in executive session, an agreement entitled, Leave, Resignation and Severance Adjustment Agreement and authorizes the Mayor to execute that agreement. DISCUSSION: Councilor Bloom noted this was a mutually agreed upon agreement. Councilor Hansen agreed with Councilor Bloom, thanked Mr. Lessard, and wished him the best of luck. Councilor Kaplan thanked Mr. Lessard for serving the city, appreciated his service, and effort regarding he crisis of homelessness in the community.
Roll Call Vote: Councilor DuQuenne, Dahle, Kaplan, Bloom, Hyatt, and Hansen, YES. Motion passed.

Mayor Graham expressed her appreciation for Mr. Lessard's efforts and thanked him for his work. Council directed staff to add a future agenda item regarding the process to replace the

city manager and have the Deputy City Manager Sabrina Cotta come forward with a plan for the interim.

II. ADJOURNMENT OF BUSINESS MEETING

Councilor Bloom/DuQuenne m/s to adjourn the meeting at. Voice Vote: ALL AYES. Motion passed. The meeting adjourned 6:58 p.m.

Respectfully Submitted by:

City Recorder Alissa Kolodzinski

Attest:

Mayor Tonya Graham

Council Business Meeting

November 7, 2023

Agenda Item	Annual Report from the Public Arts Advisory Committee	
From	Brandon Goldman, AICP Jennifer Chenoweth	Community Development Director Associate Planner
Contact	brandon.goldman@ashland.or.us 541-552-2076 Jennifer.chenoweth@ashland.or.us 541-552-2045	
Item Type	Requested by Council ☐ Update ☒ Request for Direction ☐ Presentation ☒ Consent ☐ Public Hearing ☐ New Business ☐ Old Business ☐	

SUMMARY

The Public Arts Advisory Committee is presenting its annual report to the City Council, with Committee Chair Ken Engelund serving as the representative. This presentation serves as an opportunity to discuss the accomplishments and strategic objectives achieved in the prior year, as well as a roadmap for the initiatives planned for the year ahead.

BACKGROUND AND ADDITIONAL INFORMATION

The presentation before the City Council marks an essential tradition that underscores the significance of transparent governance and the vital role that advisory committees play in shaping the future of our city. Presenting the annual advisory committee report before the City Council is valued practice for multiple reasons. Firstly, it provides an opportunity for the community to gauge the progress made in various areas of city governance. Furthermore, it allows the City Council to recognize the significant efforts of the advisory committee and their contributions to the city's development. Additionally, this annual report presentation fosters dialogue and collaboration between the council and advisory committee, promoting alignment on strategic priorities and facilitating a shared vision for the future.

FISCAL IMPACTS

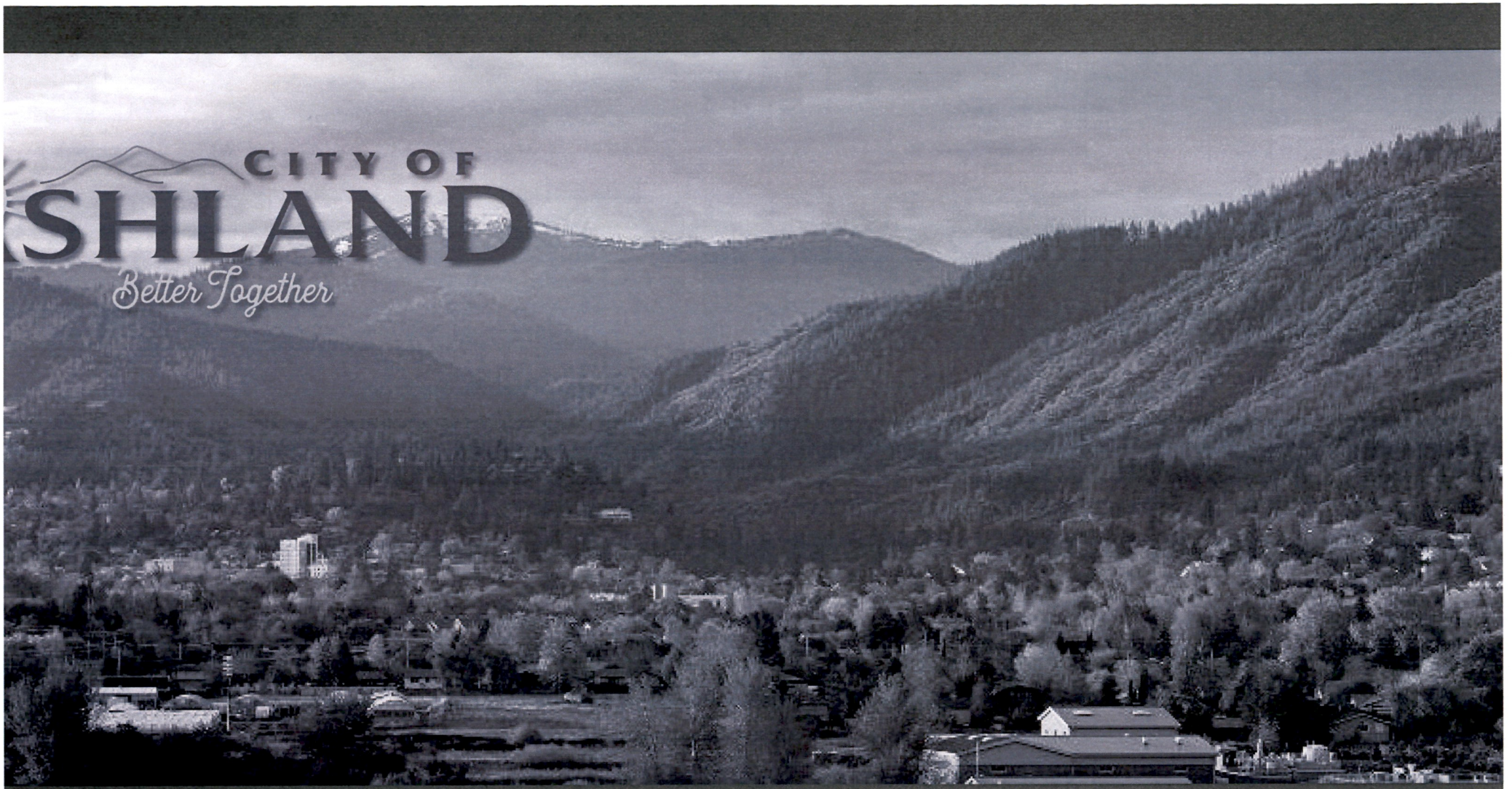
N/A

SUGGESTED NEXT STEPS

No action needed.

REFERENCES & ATTACHMENTS

Attachment 1: PAAC Annual Report Presentation



ublic Arts Advisory Committee
nnual Update to City Council

November

Ashland Public Arts Advisory Committee

Meetings

The committee meets the 3rd Thursday of the month at 4:00 p.m. at the Community Development Building at 51 Winburn Way

Member Term Limits

Members serve 3-year terms expiring April 30th of each year

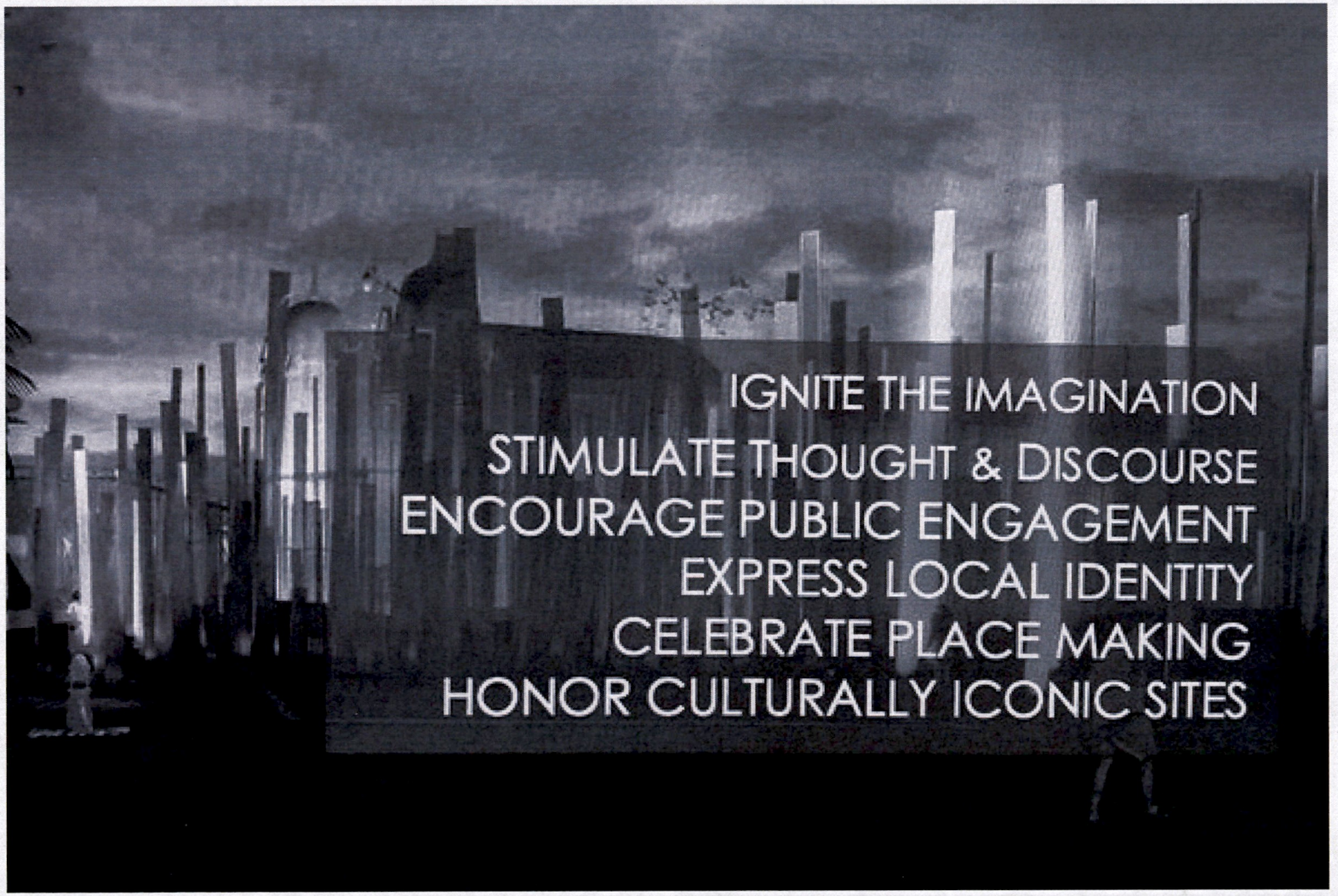
Members

Ken Engelund, Chair
Laura Bloom
Tessa Elbettar
Cassie Preskenis
Stanley Smith
Heather Warden
Vacant Position

Staff Members

Gina DuQuenne, Council Liaison
Jennifer Chenoweth, Staff Liaison
Brandon Goldman, Community Develop Liaison
Stef Seffinger, Parks Liaison

Ashland Public Arts Advisory Committee



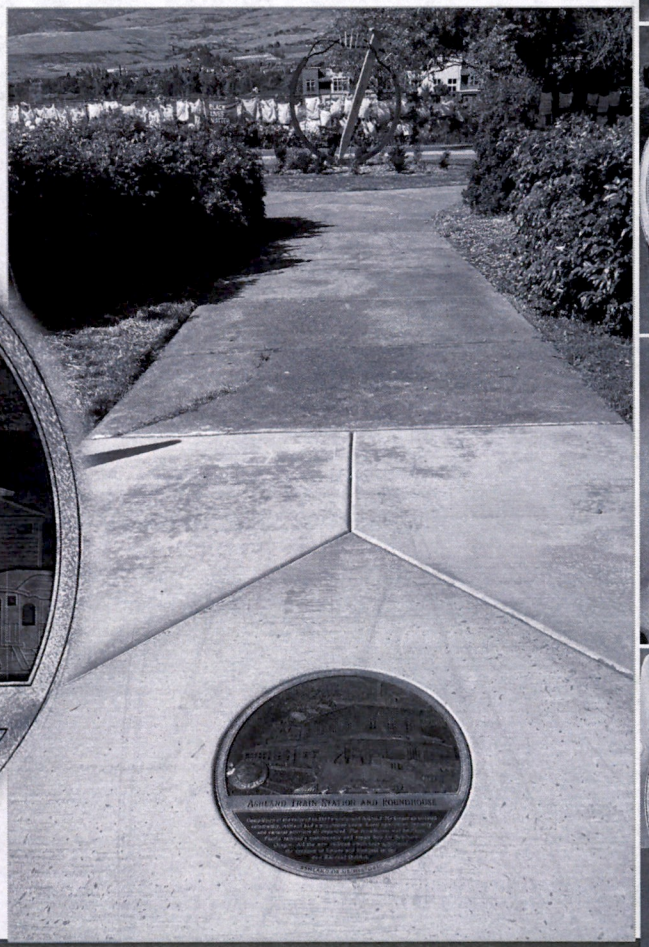


Golden Connections

First Installation by Public Works of the Medallion in Railroad Park in the Railroad District





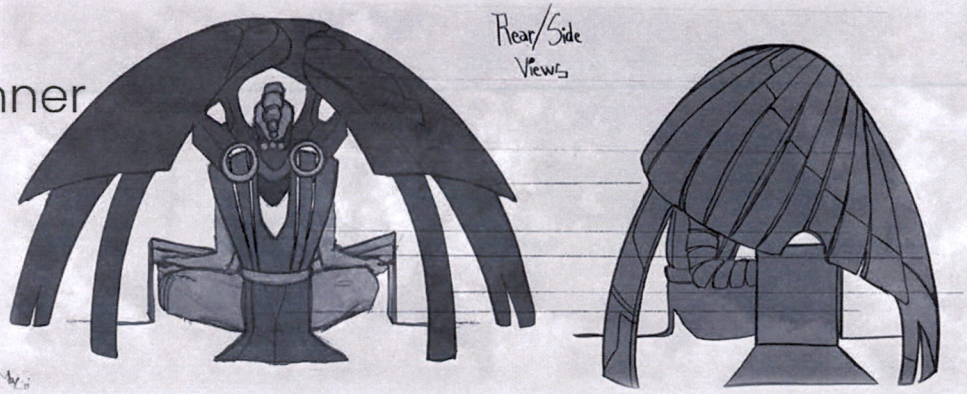


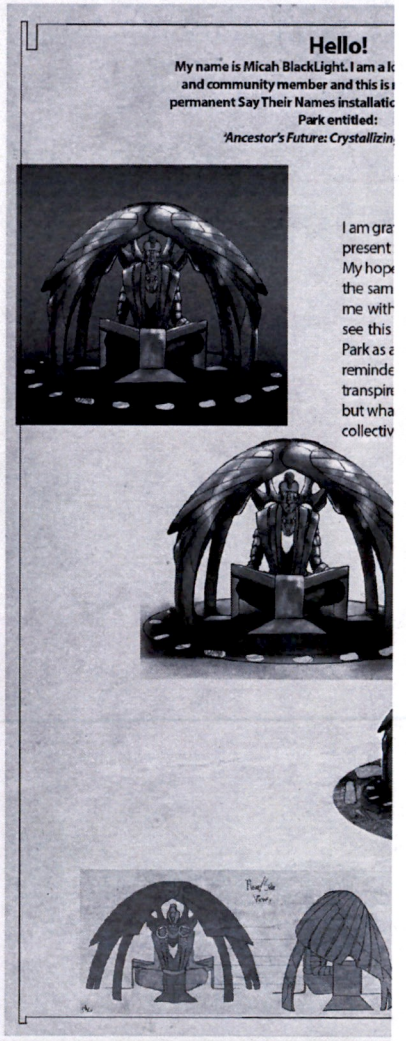


Ancestor's Future – Crystalizing Our Call

- January Public Forum at Ashland Public Library
- Juneteenth Picnic
- Ashland Parks Foundation
- Public Arts Advisory Committee Fundraising
- Article in AGA Guide
- Poster at Chamber Dinner



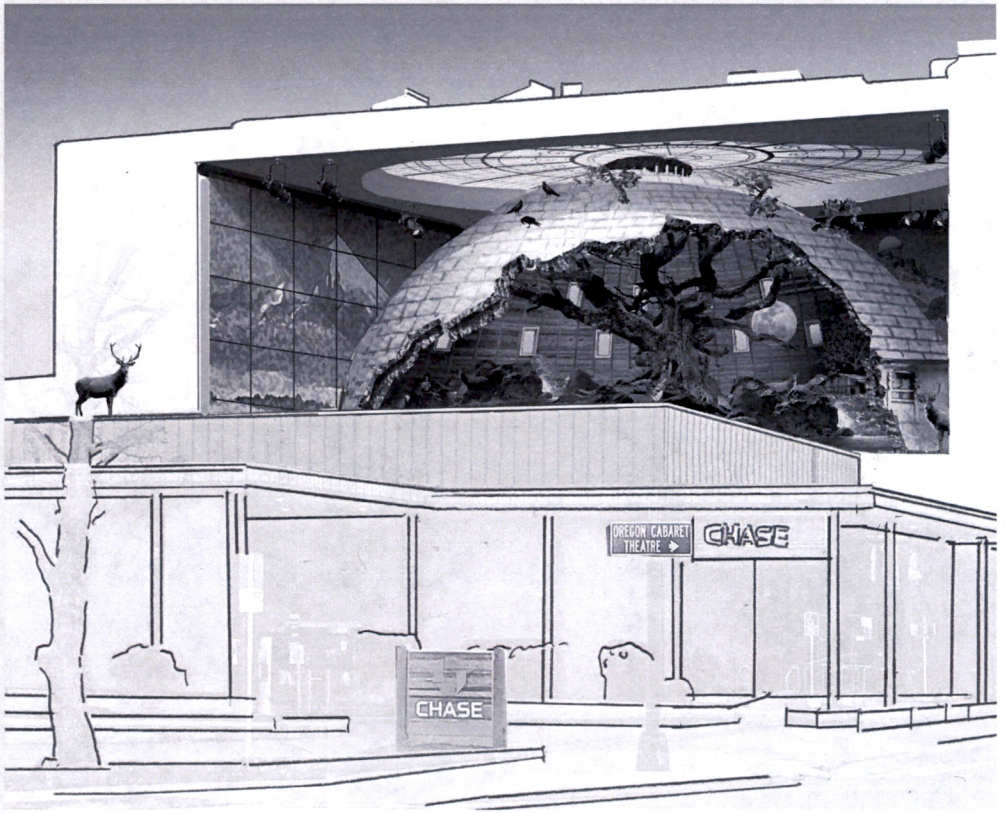




Where the Crow Lights

John Pugh Elks Building Mural Project

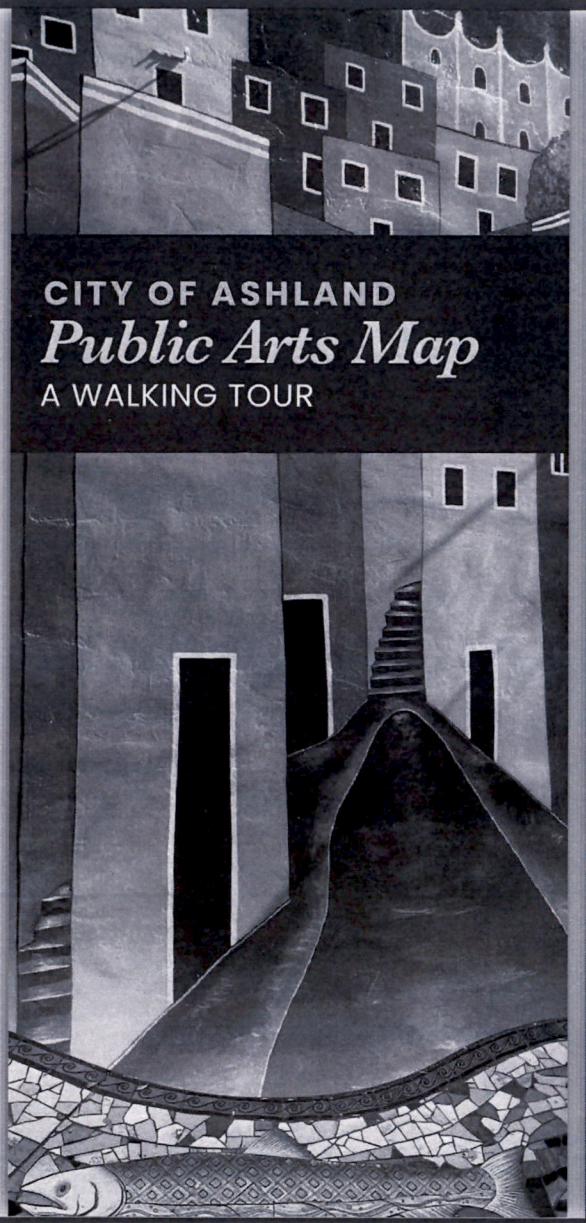
- June Invitational Presentation at the Pugh Studio
- June Greeters meeting at the Pugh Studio'
- Fourth of July Booth
- Consultation with Indigenous Community
- Article in the Annual Gallery Guide'
- Poster at the Chamber Dinner
- Chamber support with article in the Annual Chamber Publication, *Living and Working in Ashland.*



ASHLAND ELKS MAIN STREET JOHN

Public Art Rack Cards

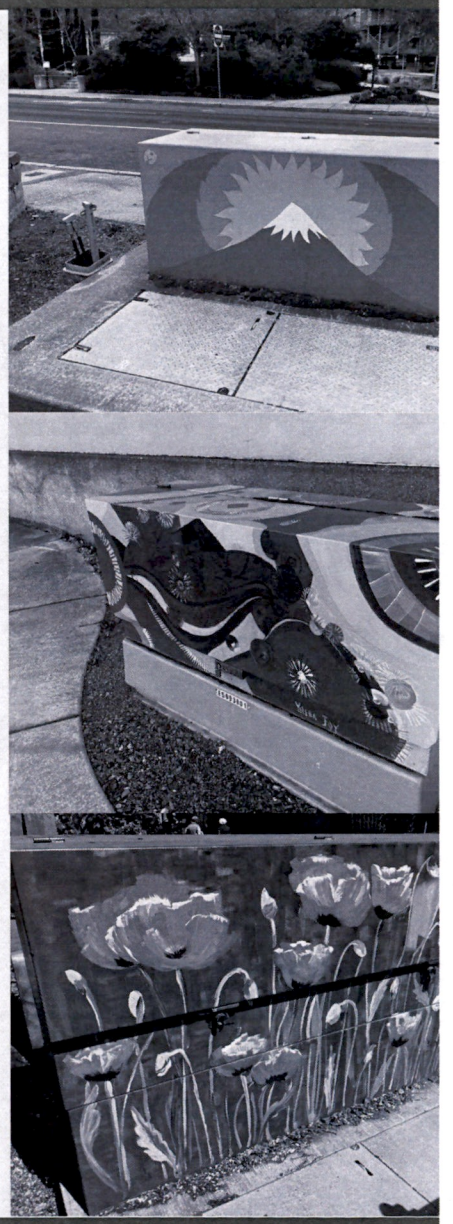
- 1,000 copies distributed at galleries, Chamber Offices, City Offices, and Oregon Welcome Center
- Re-order of 1,000 more copies to distribute
- Kudos to the Art Authority and local artist Bruce Bayard



Community Art Project

Oregon Department of Transportation Utility Controller Boxes

- ODOT and City of Ashland MOU for painting/wrapping controller boxes
- Goal to paint/wrap first 3 this calendar year
- Long-term goal to complete 20 eligible boxes over the next 10 years
- Local artist and local neighborhood art and participation
- Haines & Friends Grant would allow to complete 2 or 3 additional boxes this year



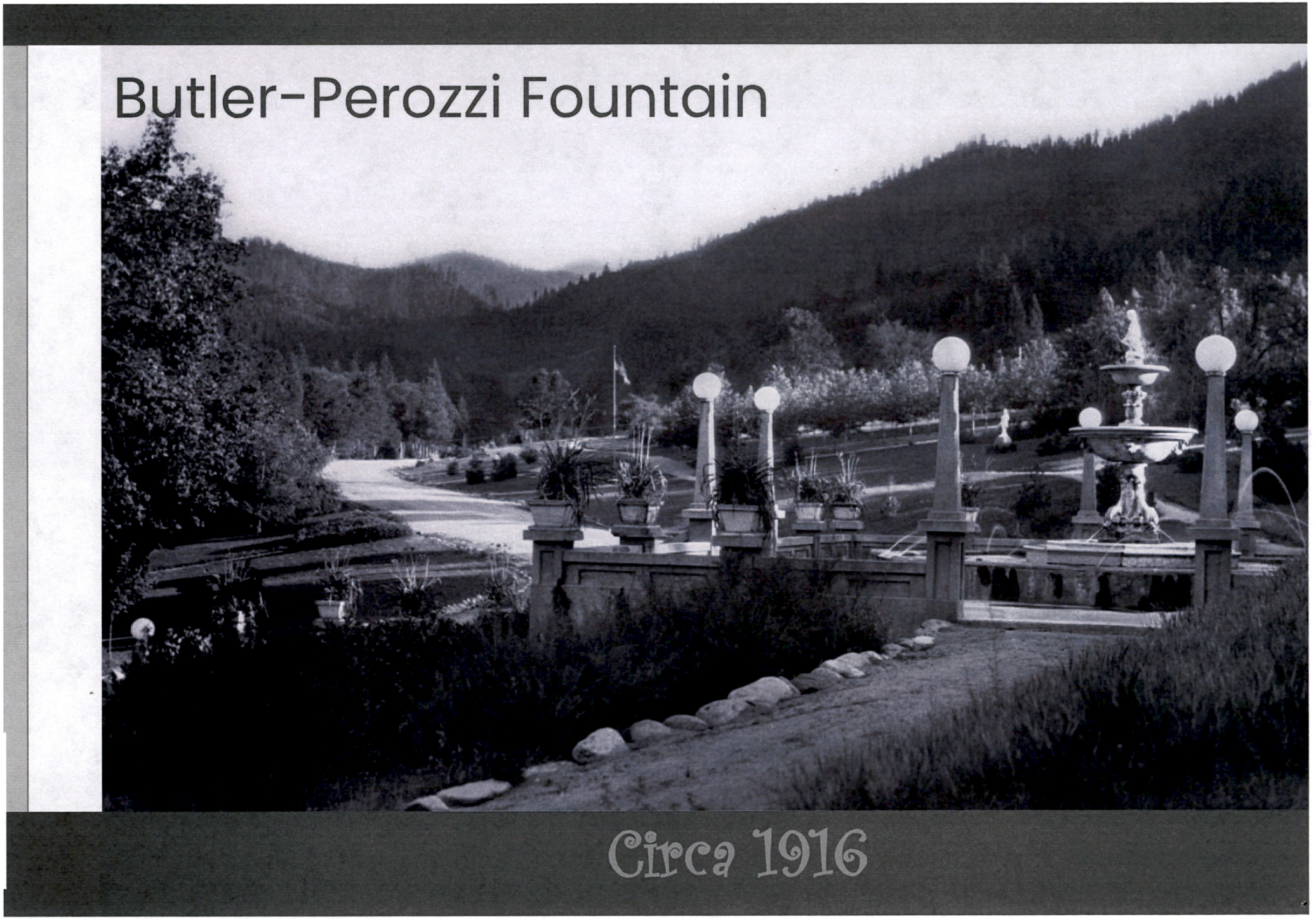
Butler-Perozzi Fountain

Ashland Parks Foundation Project to restore Fountain

- Endorsed by Public Arts Advisory Committee
- One of the earliest works in the Ashland Public Art Collection






Butler-Perozzi Fountain
Circa 1916

Marking Ashland Places II

- Public Arts Advisory Committee and Historic Preservation Advisory Committee collaboration for public art in the Downtown Historic District
- Formed task group with representation from the Parks and Recreation Commission
- Another work of philanthropy "We Are Here" present the history of our region.



"We Are Here" in bro

Ashland Parks and Recreation

- Contains a grand collection of Public Art
- Long-range goal of "Public Arts in Every Park."



"Cubs at Play" at the North Mountain

Ashland School District Art Collection

- Collection of hundreds of student art works, mural, and sculptures



Ashland High School Mural



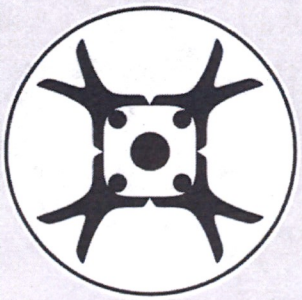
"Otterlifter Canoe"



SOU | Southern OREGON UNIVERSITY



Better Tog



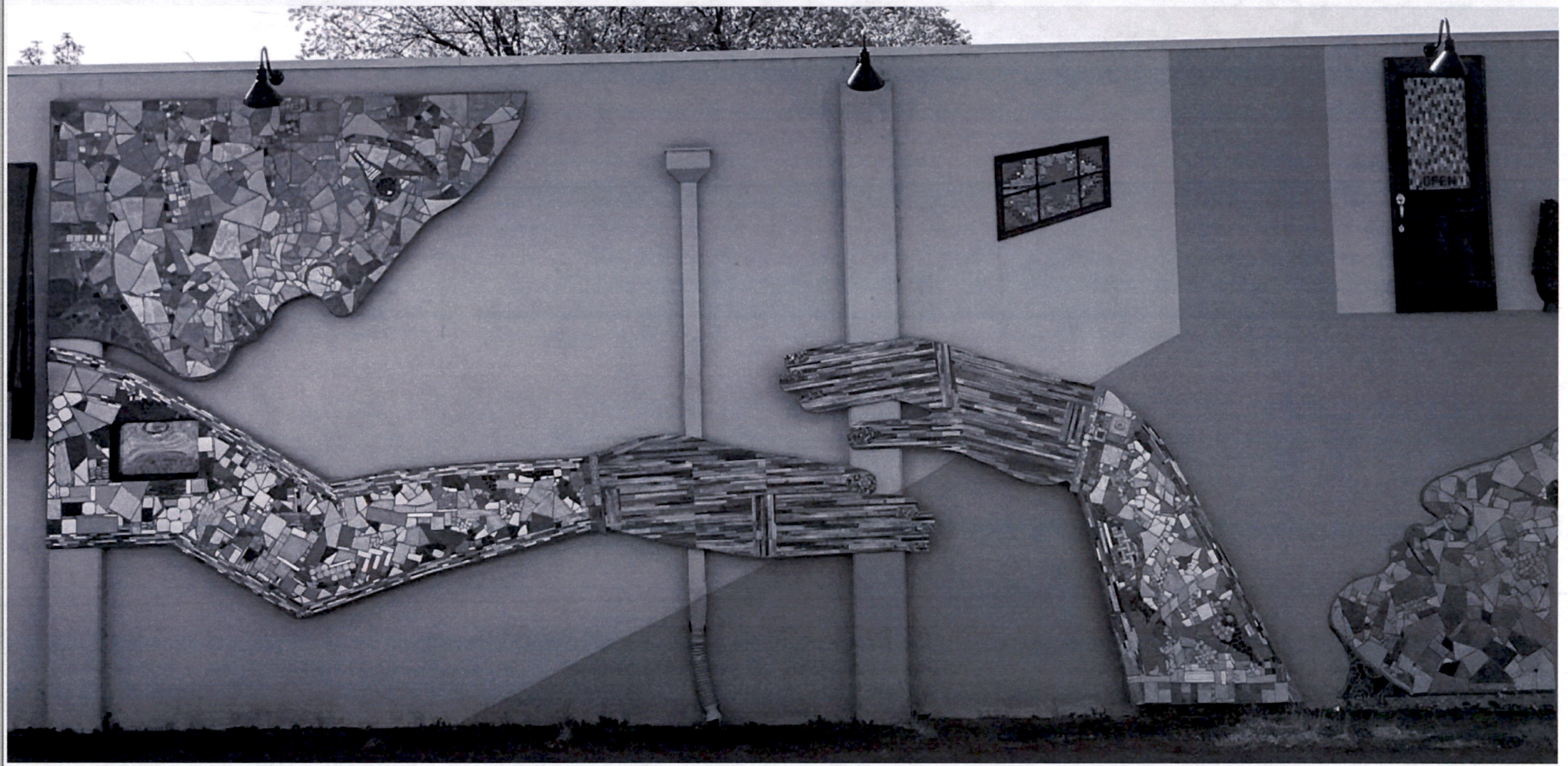
Ashland School District
INSPIRING LEARNING FOR LIFE

SMA



ASHLAND
GALLERY
ASSOCIATION

ASH LAND AR
WORI
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"Uplifting"



"Rio Armistad"


Thank you for your
continued support.
Any Comments,
Observations or Questions?

Council Business Meeting

November 7, 2023

Agenda Item	Croman Mill Development Update Presentation by Townmakers LLC	
From	Brandon Goldman, AICP	Community Development Director
Contact	Brandon.goldman@ashland.or.us	
Item Type	Requested by Council ☒ Update ☒ Request for Direction ☐ Presentation ☐	

SUMMARY

Townmakers LLC is in the process of developing a conceptual plan for the redevelopment of the 61-acre former Croman Mill site. The City Council has requested Townmakers LLC provide quarterly updates to the City Council regarding the ongoing design process before a formal proposal to amend the Croman Mill District is prepared and presented to the City for consideration.

POLICIES, PLANS & GOALS SUPPORTED

The Croman Mill District currently includes five zones, Compatible Industrial (CM-CI), Mixed Use (CM-MU), Neighborhood Center (CM-NC), Office Employment (CM-OE), and Open Space/Conservation (CM-OS) and is regulated as a special district within Ashland's Land Use Ordinance (chapter 18.3.2).

BACKGROUND AND ADDITIONAL INFORMATION

In September 2021, the owners of the former Croman Mill site, along with the development team known as Townmakers LLC, began planning for a mixed-use development on the property. This development will include commercial, employment, light industrial, and residential components.

The property covers 60.92 acres, with almost all of it falling within the City Limits except for a 6-acre section along Siskiyou Blvd., which is inside the Urban Growth Boundary and will be brought into the city as part of the development proposal.

Townmakers LLC has created a preliminary concept for the site's development and has shared this concept with the Planning Commission, the City Council, and the public in an open house held in January 2022. After presenting an update to the City Council on October 3, 2022, the Council requested periodic updates from Townmakers LLC on the project's progress. The most recent presentation to the City Council by Townmakers LLC occurred on February 6, 2023. Following this update, Townmakers LLC has refined their phasing plan for the development, conducted reviews of transportation infrastructure, and prepared a pre-application for City Staff to review, including proposed code amendments and conceptual designs for the annexation of the southern part of the property.

FISCAL IMPACTS

Approval of amendments to the Land Use Ordinance and the Transportation System Plan (TSP) in relation to a redevelopment plan for the Croman Mill District will be necessary. It's crucial to emphasize that this consideration of the formal proposal is a legislative decision and will involve public hearings before the

Planning Commission and City Council. However, it's important to stress that, at this point, there are no immediate fiscal implications to be taken into account.

Additionally, it's worth noting that if either the City or the applicant decides to explore the possibility of establishing an urban renewal district, this would carry significant fiscal implications. Such an endeavor would necessitate the allocation of both staff time and specialized expertise to conduct a thorough evaluation of the fiscal impacts and opportunities associated with the creation of the urban renewal district. This evaluation would be a distinct and consequential phase of the project, which would require careful consideration and analysis in the future.

DISCUSSION QUESTIONS

Townmakers LLC is available at this Council meeting to briefly present their current concept plan, and to address questions the Council may have prior to formalizing a development proposal to submit for consideration.

REFERENCES & ATTACHMENTS

- Croman Preapplication Submittal Excerpt Oct. 2023

2. NARRATIVE

TOWNMAKERS LLC

APPLICATION FOR CROMAN MILL REDEVELOPMENT

Background narrative for pre-application conference, City of Ashland, OR

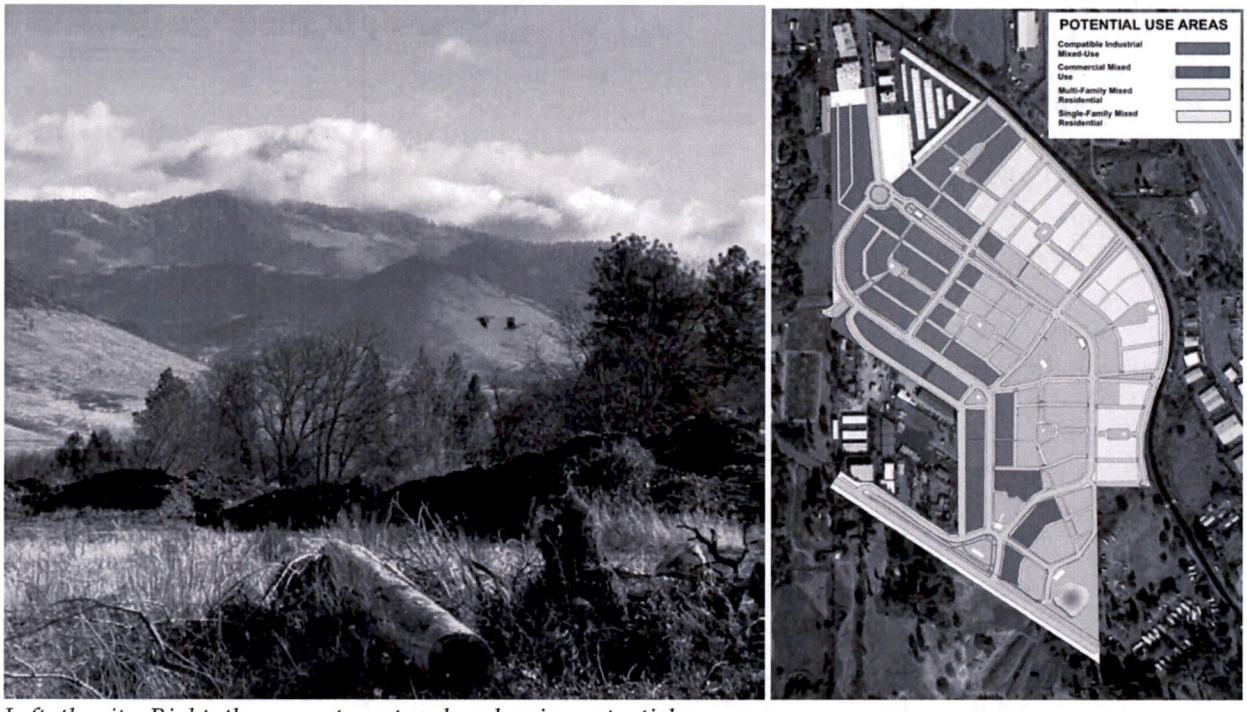
Summary

The subject area is 60.92 acres comprising a former timber mill site and adjoining homestead, lying at the southern end of Ashland, Oregon. The proposed development includes approximately 500 residences and 150,000 square feet of light industrial and commercial, as well as ancillary civic uses.

In a recent report on economic diversification of the City, the economics consulting firm ECONorthwest describe the Croman Mill site as "Perhaps the property with the most potential to redefine its area," by creating a mixed-use development that provides family-wage jobs, employment and needed housing.[1]

Accordingly, the Townmakers team's draft master plan features a walkable, mixed-use, live-work-play, sustainable form of urbanization that will incorporate climate-friendly strategies, seek to add core employment and family wage jobs, and provide much-needed housing supply, including affordable and workforce housing.

The proposed applications include a Land Use Ordinance Amendment (AMD 18.3.2), a Transportation System Plan Amendment, a Comprehensive Plan Amendment, a Zone and Comprehensive Plan Map Change, an Annexation Application for the southern (County) portion of the site, and other related Development Applications. Concurrently, we are also submitting a Transportation Impact Analysis, Economic Opportunities Analysis Update, and a Housing Capacity Analysis Review.



Left: the site. Right: the current master plan showing potential use areas.

[1] https://www.ashlandchamber.com/files/2022AshlandEconDiversificationStrategy.pdf



Left: Bird's-eye view of "civic core" looking north from Siskiyou Boulevard. Right: The compatible industrial or "makerspace" district, integrated with nearby housing. Illustrations by Laurence Qamar for Townmakers LLC.

Also associated with the application will be a draft Development Agreement, to be finalized as part of the entitlement. This agreement will establish a framework of phasing and delivery of employment-related lands and uses. It may also include agreements on any deviations from City standards for streets, lots, parking, and related features (although as many of those as possible will be included in the draft Land Use Ordinance Amendment).

The draft Land Use Ordinance Amendment (18.3.2.) proposes modifications only to the relevant sections that deal with the Townmakers site. Other parts of the Croman Mill district would remain largely unmodified, except as required to comply with the Townmakers master plan (e.g. street alignment).

Another key feature of the draft Land Use Ordinance is to preserve as much flexibility as possible in responding to the market, while providing additional baseline commitments of land uses and buildouts by phase through the Development Agreement.

The Development Agreement would commit to a formula of delivery for each of three phases, prior to commencement of subsequent phases, corresponding to the takedown schedule agreed to in the Townmakers' purchase and sale agreement for the property, as follows:

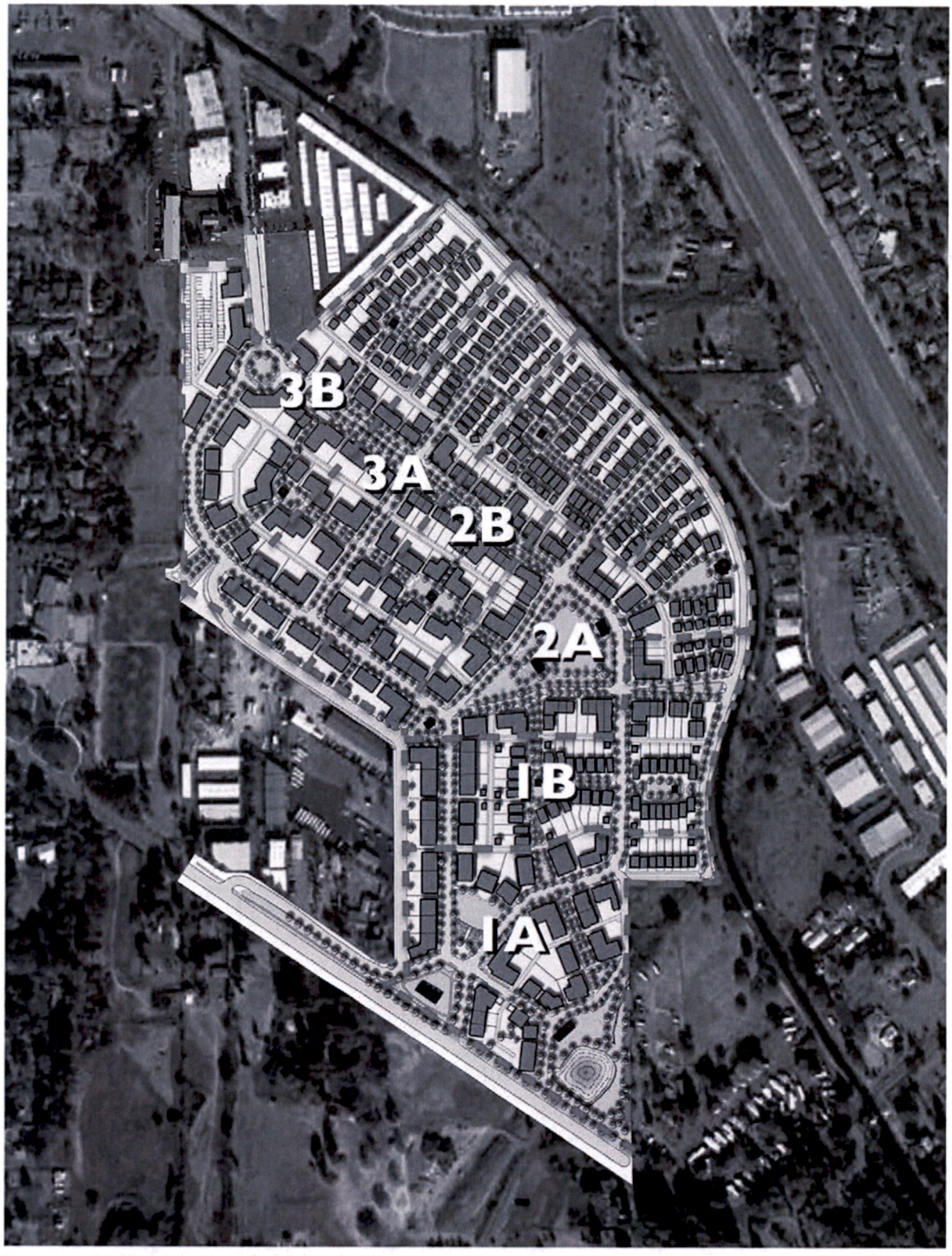
	Minimum Employment Land Area[2]	***Minimum Employment Buildings***[3]	***Maximum Housing Area***[4]	***Minimum Affordable Units (80% AMI)***[5]
Phase 1	150,000 SF	10,000 SF	300,000 SF	10
Phase 2	150,000 SF	10,000 SF	300,000 SF	10
Phase 3	(n/a)[6]	(n/a)[6]	(Maximum Per Entitlement)	(n/a)[6]

In addition, the draft Land Use Ordinance will set the terms of achieving the State's "Climate Friendly Area" designation as sought by the City for the Townmakers property specifically.

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[2] Net lot areas served by completed infrastructure. Surpluses carry over to reduce required minimums in subsequent phases.
[3] Tenant-ready shell spaces. Surpluses carry over to reduce required minimums in subsequent phases.
[4] Net lot areas served by completed infrastructure (number of units to be determined per density parameters)
[5] Minimum as required by statute, in addition to "middle housing" and "attainable housing"
[6] (Last phase would not have minimum conditions for subsequent phases)

Following is a draft phasing map that illustrates the phases and their units (to be finalized and agreed to in the Development Agreement):



Croman Mill Neighborhood, Ashland, Oregon
Town Makers LLC., Developers

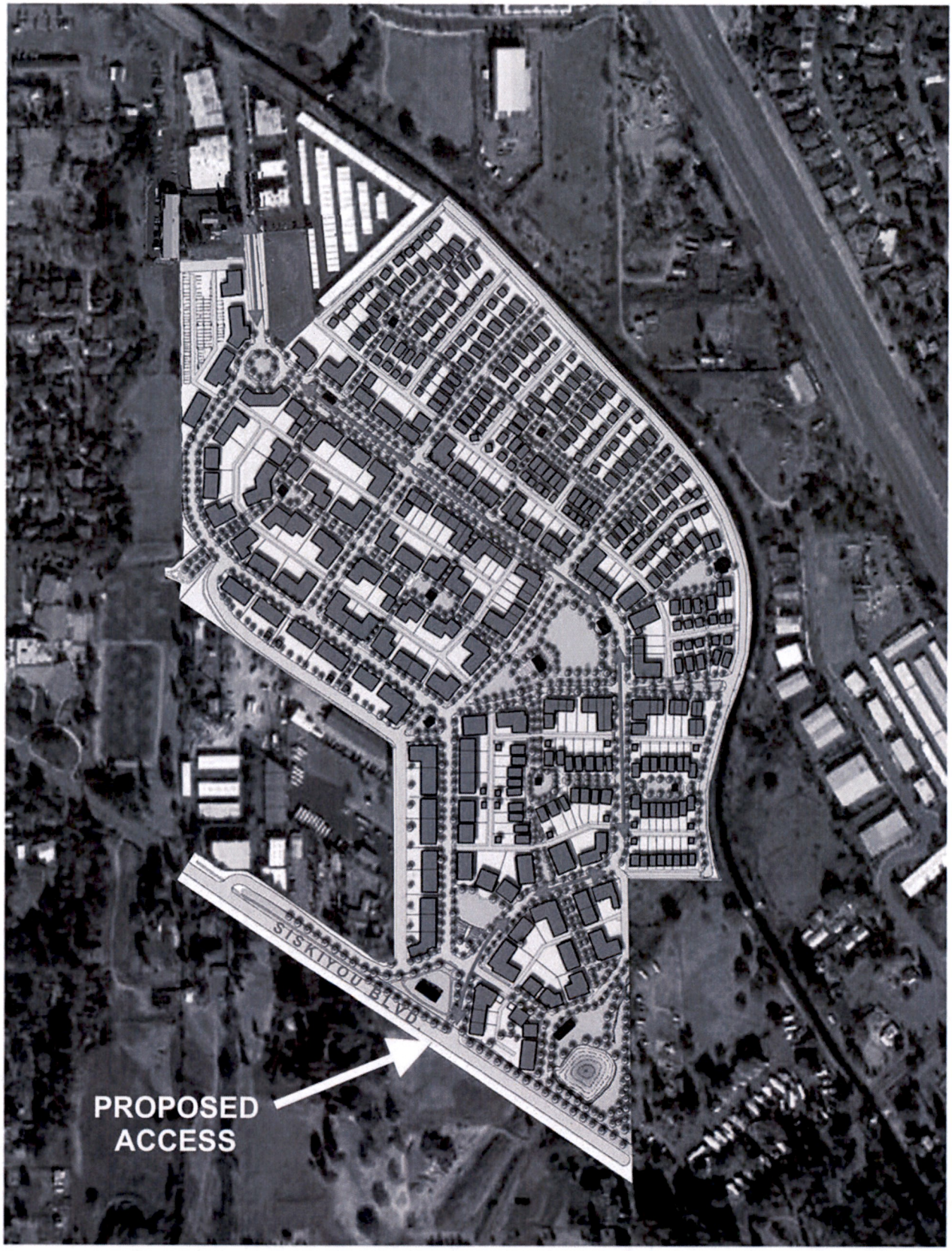
Qamar and Associates Inc.-Urban Design
Structura Naturalis Inc. - Planning

0 100 200 400ft.

3. EXISTING CONDITIONS AND TOPOGRAPHY



4. PROPOSED ILLUSTRATIVE MASTER PLAN

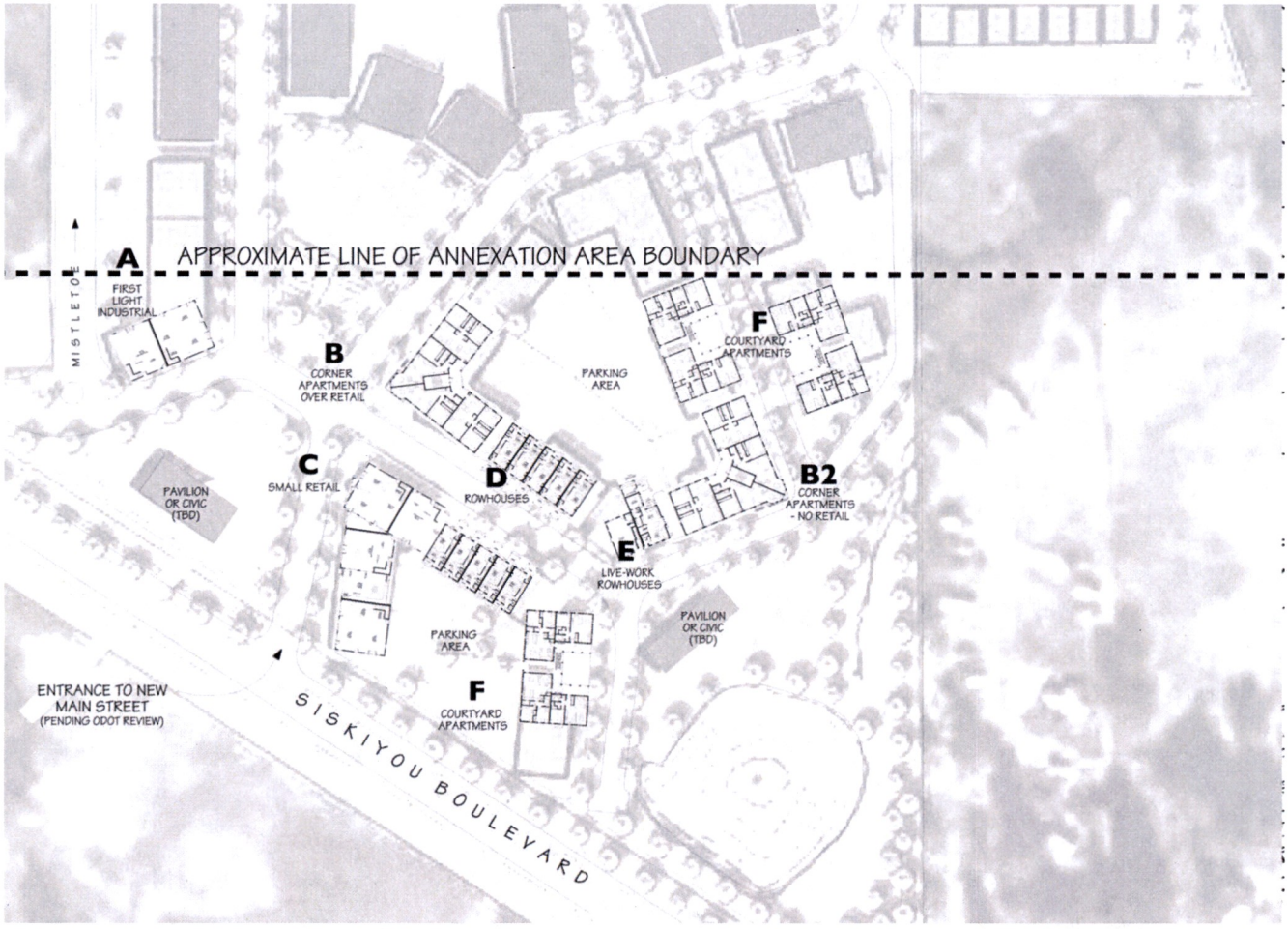


Croman Mill Neighborhood, Ashland, Oregon
Town Makers LLC., Developers

Qamar and Associates Inc.-Urban Design
Structura Naturalis Inc. - Planning

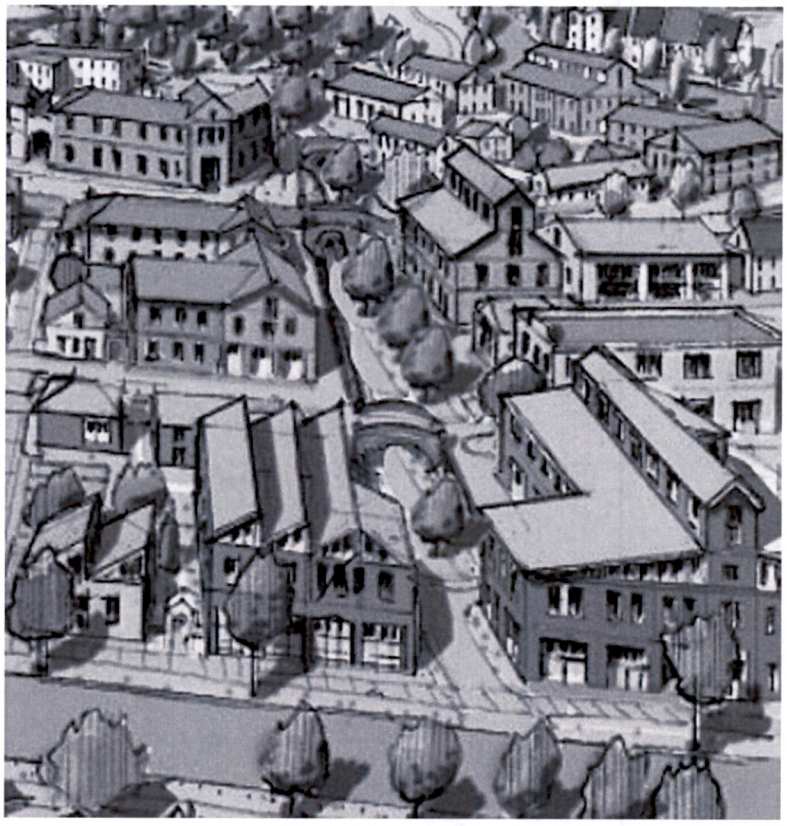
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5. PROPOSED PHASE ONE (INCLUDING BUILDINGS AND LANDSCAPE)

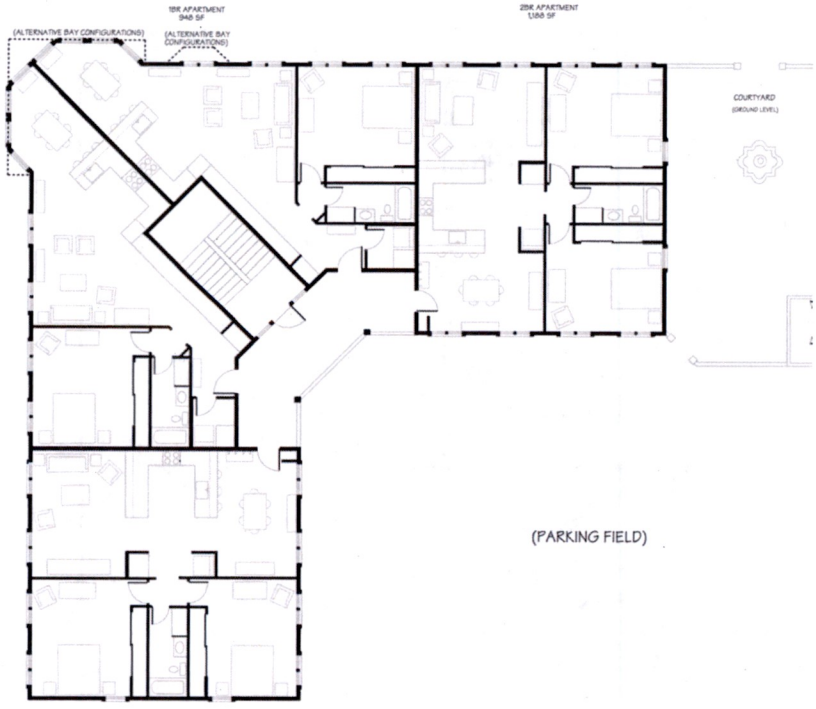


Phase One includes a representative sampling of all buildings in future phases, including "compatible industrial," commercial, and residential, as well as parks and open space. The residential includes single-family as well as multi-family.

A. Compatible Industrial:

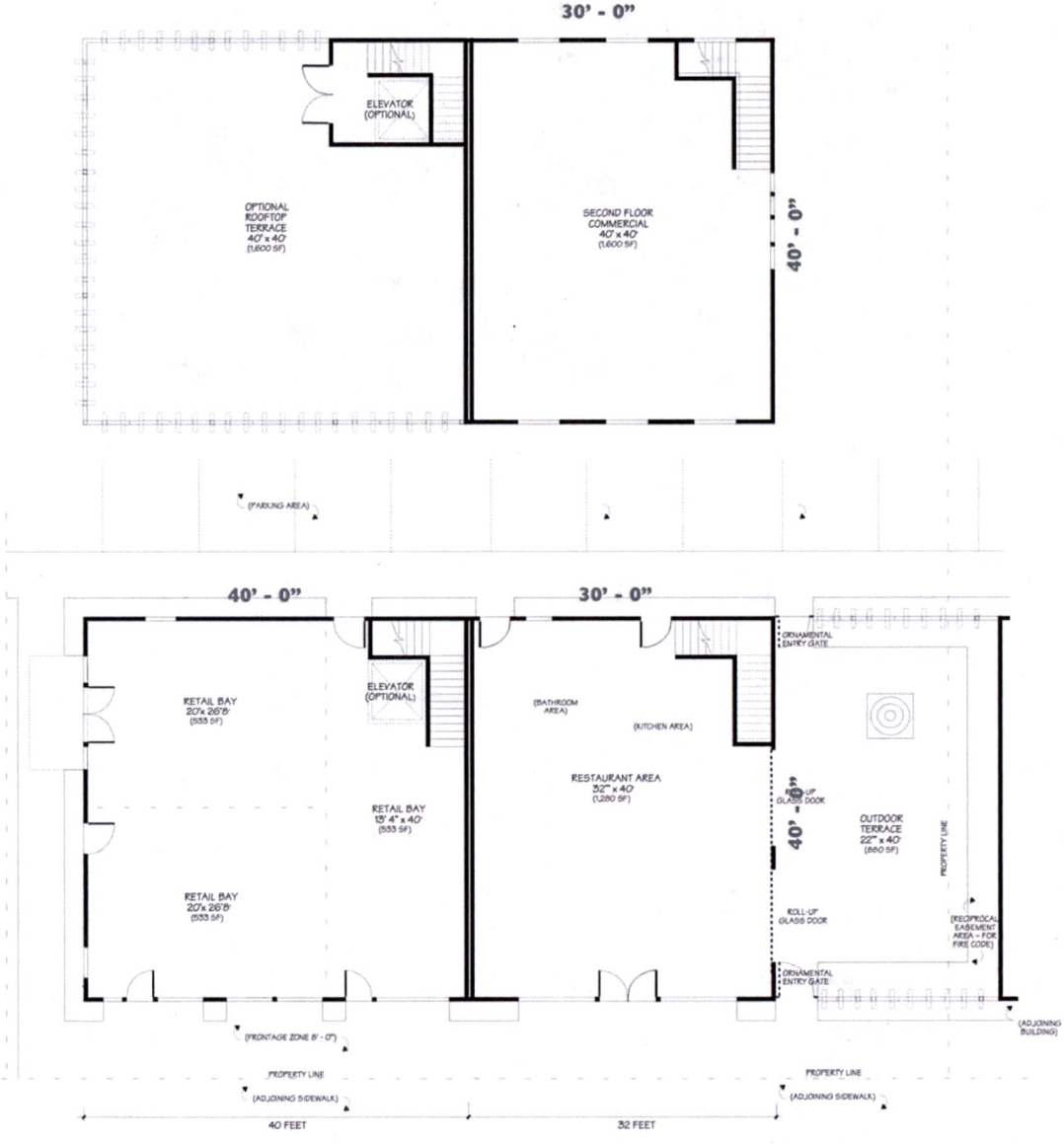


B. Corner Apartments Over Retail:
(Elevation pending)



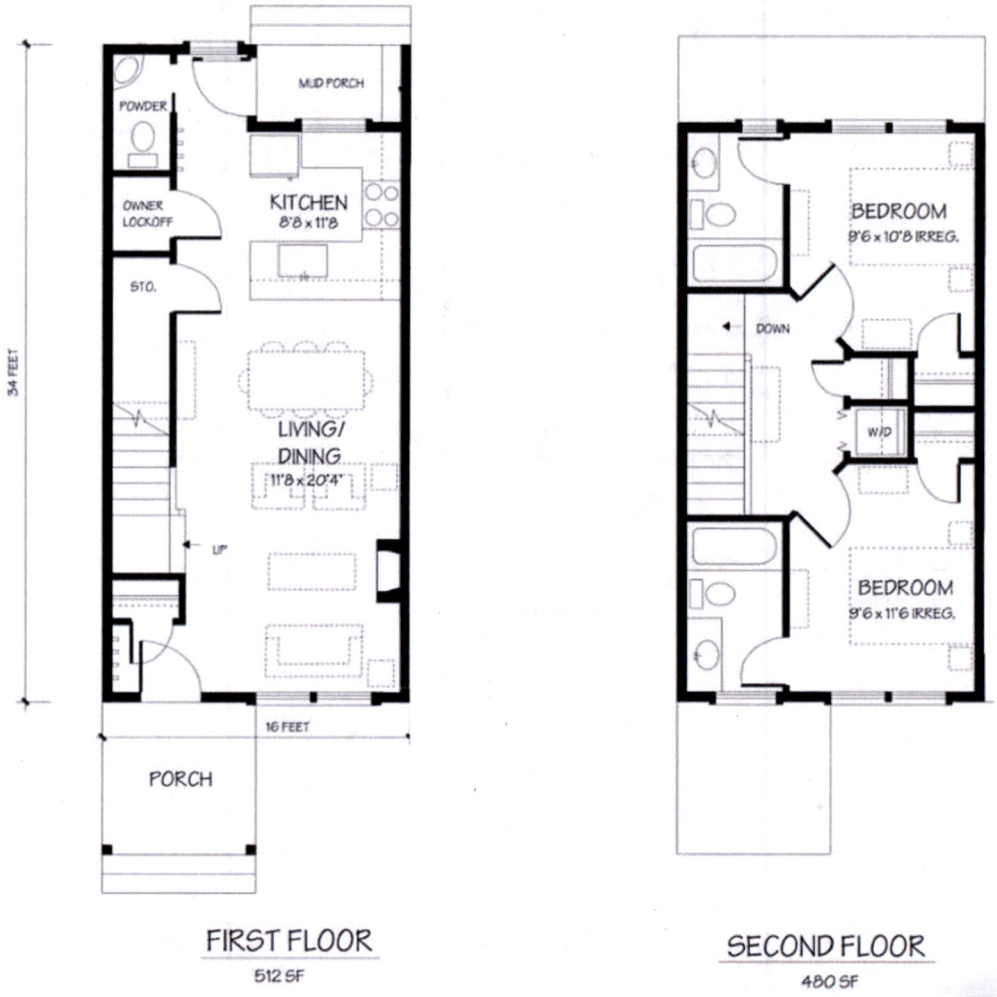
C. Small Retail:





D. Rowhouses:

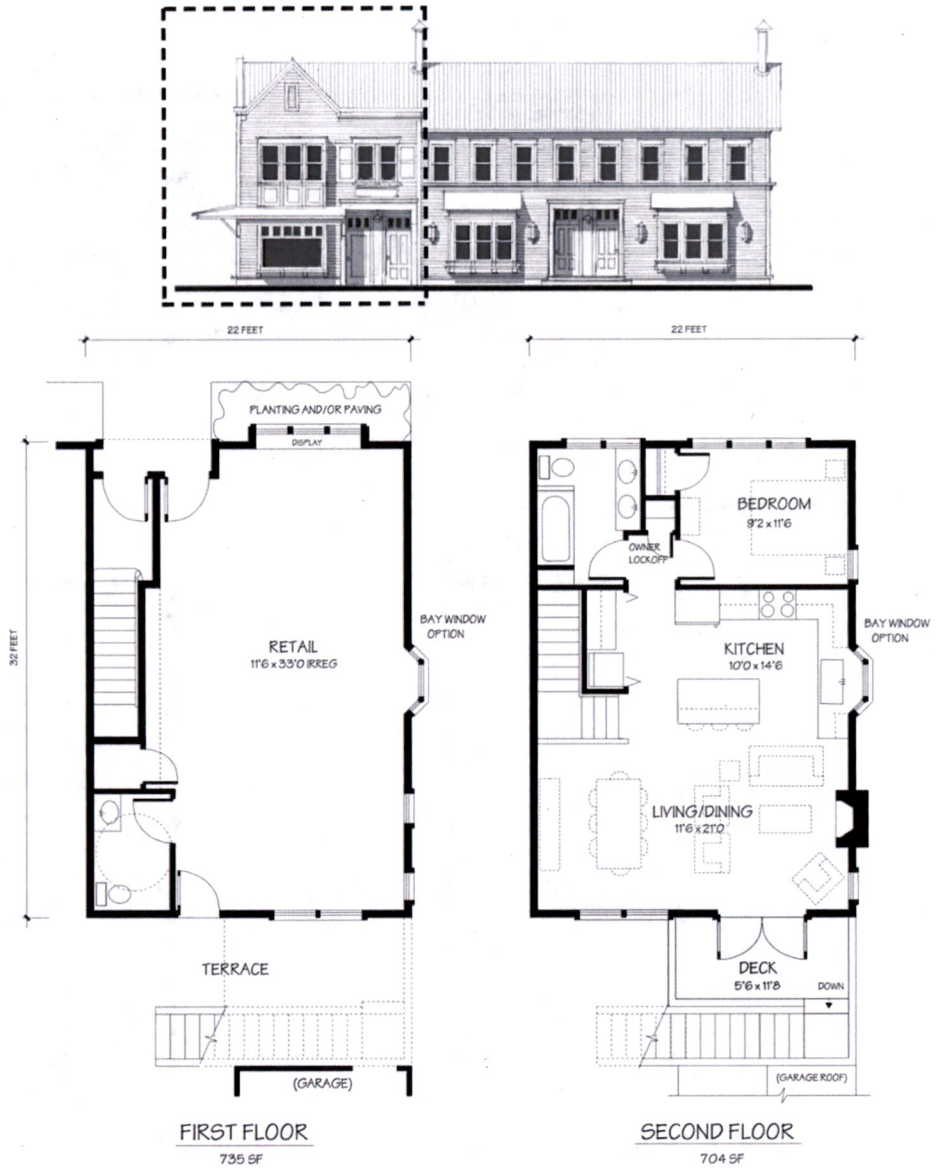




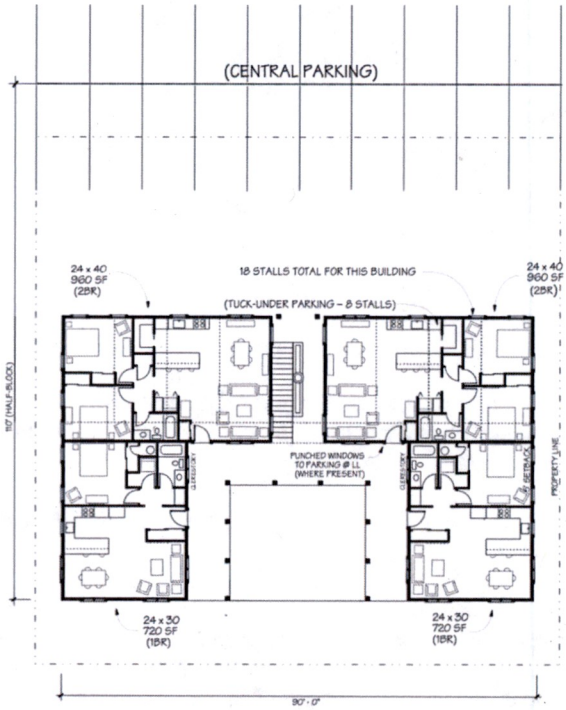
FIRST FLOOR
512 SF

SECOND FLOOR
480 SF

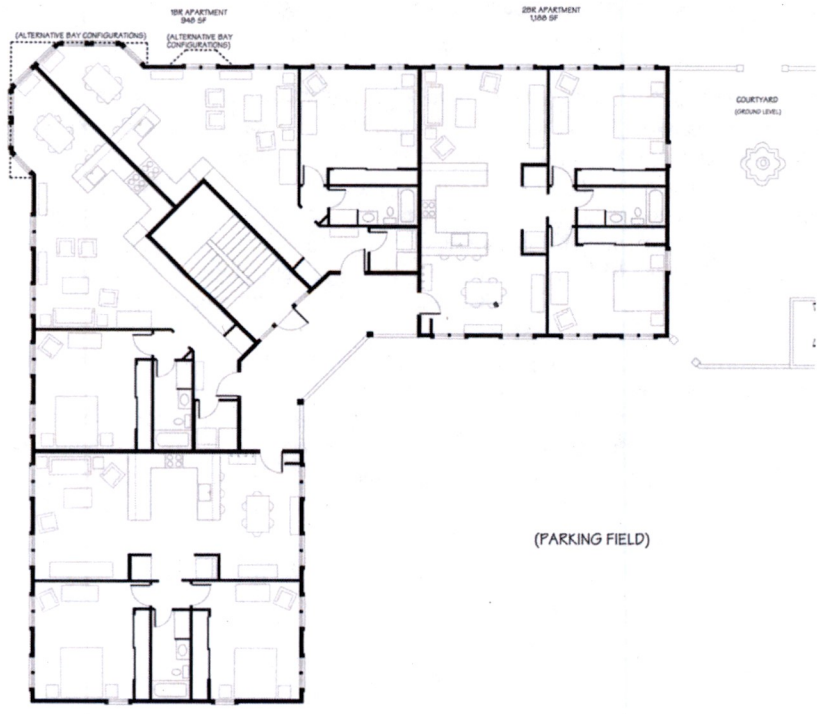
E. Live/Work Rowhouses:



F. Courtyard Apartments:
(Elevation Pending)



B2: Corner Apartments (No Retail):
(Elevation Pending)



6. JOHNSON ECONOMICS RECOMMENDED LAND USES MEMO (ADDENDUM TO ECONOMIC OPPORTUNITIES ANALYSIS UPDATE)

JOHNSON ECONOMICS

August 3, 2023

Mike Weinstock
TOWNMAKERS

Dear Mr. Weinstock,

The purpose of this letter is to report on the findings of our Economic Opportunities Analysis (EOA) update for the City of Ashland, Oregon, as they apply to your proposed redevelopment of the Croman Mill site in Ashland.

As you know, we recently completed an addendum to update the City's 2007 EOA. Following are our key findings as they apply to your site:

- *The current buildable acres inventory of industrial/office in the city is more than enough to satisfy the State's requirements and support City's Comprehensive Plan goals, even without adding any new industrial/office at the Croman Mill site.* This reflects the fact that employment growth and demand for employment land has been sluggish since 2007. Using a reasonable forward projection from this data, my report shows a current surplus of 101.6 acres of industrial/office buildable acres, whereas there is 61.1 buildable acres available at your Croman Mill site. Therefore, even with a total rezone of the industrial/office land at the Croman Mill site, the City would retain a surplus of 40.5 buildable acres.

- *In addition, I reported a modest deficit of commercial buildable land (retail, office, health) of 3.6 acres, which could be accommodated at Croman Mill.* This might work well in conjunction with surrounding mixed use industrial/office and residential, as your plan proposes.

- *Notwithstanding the State's land use requirements, the City has goals for employment growth, and has expectations that the Croman Mill site can provide an opportunity to grow the city's employment capacity.* Your plan aims to meet those goals with a mix of industrial, office, commercial, and residential. You also note that there is now a critical need for more diverse residential (as reported in the City's 2022 Housing Needs Analysis) and this housing can be complementary to compatible industrial, office and retail, by providing an economically competitive "live-work-play" neighborhood for employees as well as employers. In my opinion and based on my findings, this is a reasonable approach that is responsive to the City's stated goals.

- *For the purposes of establishing employment density estimates and targets, I recommend the values of 18 employees per acre for light industrial, office and/or retail land use zones, and 6 employees per acre for residential land uses.* The relatively high value for residential land use comes from the greatly increased patterns of working from home as well as home-based businesses and live-work formats, particularly in the wake of the COVID pandemic. The evidence suggests that these trends were already developing before the pandemic, have accelerated during the pandemic, and are likely to persist.

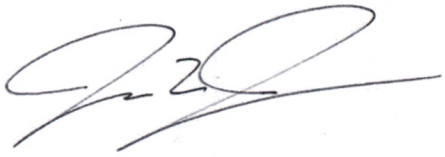
621 SW Alder, Suite 605 Portland, OR 97205 503/295-7832 503/295-1107(fax)

- *You have proposed a land use allocation formula of 1/3 light industrial, office and retail, and 2/3 mixed use residential, which I believe is a reasonable target.* Under this formula, an average employment density would be 10 employees per acre (1/3 @ 18 + 2/3 @ 6, divided by 3), which in my opinion is a reasonable project-wide target.

- *You have also proposed to deliver completed industrial/office sites totaling 1/3 of all sites in each phase, over three total phases, which I believe is a reasonable market-facing approach.* With shovel-ready sites, and with appropriate recruitment and marketing efforts, I believe Croman Mill will be well-positioned to capture the maximum potential market response with a competitive offering.

A copy of our EOA update is attached. I will be happy to answer any questions you may have.

Sincerely,



Jerry Johnson
Principal
Johnson Economics LLC

City Manager's Report

11.7.2023

CITY MANAGER'S OFFICE:

- **Emergency Shelter:** The teamwork that took place across City departments to get the Emergency Homeless Shelter ready was exceptional. Big shout out to the following City staff for their assistance on the project.
    - Public Works Department: **Steve Walker, Giovani Cavalli, Ed Walker, Jason Robustelli, Matt Christensen, Jeremy Lowe, Trever, Niestrath, Wes Niestrath, Grant Tecmire, Chuck Schweizer, Shawn Ivales, Arthur Newlon, Josh Roberson, Robert Halbritter, Dave Arnold, Cathy Crocker & Mike Morrison**
    - Electric Department: **Jess Hawkins**
    - Community Development Department: **Linda Reid & Brandon Goldman**
    - City Manager's Office: **Kelly Burns**

- Our **DEI** consultants held 10 focus groups, along with one-on-one interviews. These groups were made up of employees from all departments in the City. Next steps will be a city-wide survey.
- City staff and the Ashland Chamber of Commerce did a walking review of our downtown planters in preparation for an upcoming **downtown spring beautification** effort.
- **New Website:** City staff met with a representative from CivicPlus to discuss next steps for the new City website.
- **November News:** The November 2023 newsletter is available online at **ashland.or.us/Communications**, and will be mailed out in City Utility Bills during the month of November. The newsletter contains December happenings.
- **Coffee & Conversation with Council and the City Staff:** The third Coffee & Conversation gathering will take place on Tuesday, November 14, 8:30-10 a.m., at SOU (Southern Oregon University) in the Hannon Library/Meese Room. **Councilors, Bob Kaplan** and **Eric Hansen** will attend. Staff will include **Sabrina Cotta** and **Kelly Burns**.

COMMUNITY DEVELOPMENT:

- **Brandon Goldman** represented Ashland at the Oregon Annual Planning conference.

ELECTRIC:

- **Tom McBartlett** represented the City at the Oregon Municipal Electric Utilities Association annual meeting and learned more about what is happening at the state and federal level regarding utilities. Next week he will do the same at the Northwest Regional Utilities Board meeting where he is a board member as well as the Public Power Council meeting of which we are a member. It is with these entities the discussion and advocacy for the upcoming BPA (Bonneville Power Administration) contract is taking place.

FINANCE:

City Manager's Report

- Accounting/Finance is thick into Audit right now. Auditors are doing their testing, and staff continue to move ahead with audit deliverables.
- Utility Billing (UB) continues to train new staff. Also been at work testing the new software upgrade/conversion to the next level of Tyler Munis. Utility assistance programs (**ashland.or.us/UtilityAssistance**) are underway and we are currently accepting applications. UB has also opened to the public on Fridays at The Grove.
- Other ongoing projects:
    - USDA loan draft for the Rural Energy Savings Plan loan to provide low-cost funds to residents to upgrade their electrical systems
    - Contracts & Procurement amendments
    - Revenue Study
    - Continued accounting/budget support city-wide

FIRE:

- A soft opening of **Community Connect** was launched in late October. Community Connect is a free, secure and easy-to-use platform that allows citizens to share critical information about their household that will aid emergency responders. This platform is only for those who live in Ashland. Those who live outside of the City can engage with Community Connect for Medford or Fire District 3. Ashland residents can go to: **communityconnect.io/info/or-ashland**.

PARKS & RECREATION:

- **Senior Services Division** – The Senior Flu and COVID-19 Vaccination Clinic on October 13 was a great success, providing 240 shots for 160 people. A second clinic on October 27 delivered 160 shots for 140 people. Unfortunately, some participants had to be rescheduled for the COVID vaccine due to supply chain barriers. Many thanks to funders AGE+, Mountain Meadows Community Foundation, and Ashland Community Hospital Foundation and the 28 volunteers required to host two clinic days.











- **Parks –** The Conversation Clusters project launched on Monday, October 30. The Open Space/Trails crew built and installed benches at Glenwood and Garfield Parks, and stackable chairs are ready to put out at Lithia Park. Senior Services Superintendent **Isleen Glatt** has created signage, an online survey to collect community feedback and a news release. She also pushed the information out to the Ashland Parks and Recreation homepage and Facebook page.



Lithia Park



Garfield Park



Glenwood Park

City Manager's Report

- The Ashland Japanese Garden Anniversary Celebration took place on Sunday, October 22. An estimated 800 people attended despite the rain. Visitors enjoyed the exhibits put on by Southern Oregon Japanese Association, Dobra Tea, bonsai displays by docents and the Ashland Parks Foundation. Some lovely photos were taken by Bob Palermini and are included in this Ashland.News article: https://ashland.news/photo-gallery-ashland-japanese-garden-anniversary-celebration/.
- The Park Superintendent position has been offered to an excellent candidate. Once the background check is complete, it is anticipated the candidate will begin in mid-November.

POLICE:

- **Chief Tighe O'Meara and Deputy Chief Dan Moulin r**epresented Ashland at the International Association of Police Chief's conference last week. Grateful to them for representing Ashland and bringing back what they learned.

WHAT'S COMING UP?

- City offices will be closed on November 10 to observe Veteran's Day.
- The Ashland Rotary Centennial Ice Rink in Lithia Park opens November 18 – The gala opening celebration, FIRST FROST, is scheduled for December 16.
- Ashland Senior Center will present the AARP Smart Driver TEK Workshop on November 29.
- The Ashland Chamber's 31st Annual Festival of Light will begin on November 24, with the arrival of Santa and the Grand Illumination of downtown Ashland at 5 p.m.!

Council Business Meeting

November 7, 2023

Agenda Item	Scope of Work for Homelessness Masterplan	
From	Tonya Graham	Mayor
Contact	tonya@council.ashland.or.us	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☐ Presentation ☐ Consent ☐ Public Hearing ☐ New Business ☐ Old Business ☒	

SUMMARY

The City Council asks the Housing and Human Services Advisory Committee to prepare a draft master plan to guide the City of Ashland's investment in homelessness services.

The committee (probably through a sub-committee) should conduct its work openly and with broad stakeholder participation. The committee should present its recommendations to the Council by June 2024, with an interim report in the spring of 2024 to report on their findings regarding:

- the scope of the problem in Ashland
- a map of the efforts of the Jackson County Continuum of Care and Ashland community organizations
- gaps and shortcomings along the range of services and resources needed for unhoused residents of Ashland

Council liaisons will update the council monthly until then and report feedback to the committee.

The committee should summarize the Ashland community's current approach and characterize the general degree of effectiveness of those efforts using a Strengths, Weaknesses, Opportunities, Challenges (SWOT) framework.

Understanding that the City of Ashland has limited resources to invest in homelessness services, the Committee will build on the SWOT analysis in developing a master plan that identifies the most strategic and catalytic opportunities for City action, and the scope and type of action needed. The plan may identify or recommend new sources of funding, as appropriate. This master plan is intended to guide decisions about where to shift or focus current attention to maximize effectiveness. The plan should propose goals and metrics commensurate with the recommended level of effort and resources.

Once the final Master Plan has been adopted by the Ashland City Council, the Council will take up the process of developing a site plan for the property at 2200 Ashland Street.

Council Business Meeting

November 7, 2023

Agenda Item	North Mountain Avenue Protected Bike Lane	
From	Scott Fleury PE	Public Works Director
Contact	Scott.fleury@ashland.or.us	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☒ Presentation ☐	

SUMMARY

Before the Council is review of a recommendation from the Transportation Advisory Committee to convert the existing bike lanes on North Mountain Avenue to protected bike lanes and eliminate curbside parking on the west side between East Main Street and 100' south of the Avista Gas regulator station.

POLICIES, PLANS & GOALS SUPPORTED

VISION STATEMENTS for Success:

- *Ashland is a resilient, sustainable community that maintains the distinctive quality of place for which it is known*
- *We will continue to be a unique and caring city that stresses environmental conservation, fosters artistic expression, and is open to new ideas and innovation*
- *We will plan and direct our efforts to fulfill this Vision for the long term with a constant view toward being an open, welcoming community for all with a positive economic future*

VALUE STATEMENTS for Success that Support the Vision:

COMMUNITY

- Community affordability, including in available housing and childcare
- Belonging through mutual respect and openness, inclusion and equity
- Quality of life that underpins the City's economic vibrancy
- Environmental resilience, including addressing climate change and ecosystem conservation
- Regional cooperation, including in support for public safety and homelessness

ORGANIZATION

- Respect for the citizens we serve, for each other, and for the work we do
- Excellence in governance and city services
- Sustainability through creativity, affordability and rightsized service delivery
- Public safety, including emergency preparedness for climate change risk
- Quality infrastructure and facilities through timely maintenance and community investment

Transportation Advisory Committee Mission:

"Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment...The focus must be on people being able to move easily through the city in all modes of travel, Modal equity then is more than just

a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

Transportation System Plan:

Goal #1

Create a "green" template for other communities in the state and nation to follow.

- Expand active transportation infrastructure to include features that encourage non-auto travel. Potential features include bicycle boulevards, bicycle lanes, wider bicycle trails, and improved lighting for bicycles and pedestrians.

Goal #2

Make safety a priority for all modes of travel.

- Strategically plan for safety and operational improvements for bicyclists and pedestrians.

Goal #3

Maintain small-town character, support economic prosperity and accommodate future growth.

- Consider modal equity when integrating land use and transportation to provide travel options for system users.

Goal #4:

Create a system-wide balance for serving and facilitating pedestrian, bicycle, rail, air, transit, and vehicular traffic in terms of mobility and access within and through the City of Ashland.

In addition to the TSP goals and mission the Transportation Planning Rule (TPR) was recently updated to reflect the Climate Friendly and Equitable Communities (CFEC) framework.

BACKGROUND AND ADDITIONAL INFORMATION

There has been some discussion by the Council on upgrading current bike facilities along Ashland Street and North Mountain Avenue to buffered/protected facilities. Ashland Street is classified in the City's Transportation System Plan as a Boulevard and North Mountain is classified as an Avenue. At the January 31st, 2023 Special Meeting, the Council moved to provide staff direction to bring to the Transportation Advisory Committee information for a recommendation regarding protected bike lanes and crosswalks on Ashland Street, with specific attention to YMCA Way and Washington Street. The intersections of YMCA Way and Washington Street are within the Oregon Department of Transportation (ODOT) jurisdiction and they are currently in the design phase to upgrade the ADA ramps and install crosswalks with Rectangular Rapid Flashing Beacons at these locations.

The Transportation Advisory Committee (TAC) supported the upgrade from a standard bike lane to a protected bike lane on Ashland Street and this upgrade was included in the final construction documents. The Ashland Street rehabilitation project is currently in the construction phase and will wrap up in spring of 2024.

Public Works is also working to procure a micro street sweeper that will be able to sweep and remove debris from this and future buffered/protected bike land corridors.

At the same time the discussion about protected bike lanes was happening, the North Mountain Avenue rehabilitation project was being designed and staff requested the engineer to determine the feasibility for installation of protected bike lanes along the corridor. The engineer developed a schematic layout for installation of protected bike lanes. Based on the right of way width it was feasible to install protected bike lanes along a majority of the corridor, but it would require the removal of on-street parking for a portion of the corridor length, see breakdown below.

Right of Way (width) Analysis (**reducing to 10' travel lane**):

- All on-street parking from East Main Street to top of hill adjacent to the Avista regulator station would need to be eliminated to allow for a protected bike lane.
- Top of the hill to Bear Creek bridge appears to be wide enough to allow for the separated bike lane.
- Bear Creek bridge to Fair Oaks Drive is too narrow for the entire length to allow for a separated bike lane.
- Fair Oaks Drive to E Nevada Street appears to be wide enough to allow for the separated bike lane.
- E Nevada Street to I-5 bridge is too narrow to allow for a separated bike lane

Since the removal of parking would be required to support installation of the protected bike lane it was determined the best course of action would be to hold a public hearing at a TAC meeting and notice the public along the corridor to take public comment and bring back and recommendation to the City Council with the Council making the final decision about parking removal and protected bike lane installation. Staff provided written notice to all residents within 200' of the centerline of North Mountain Avenue along the section of roadway where parking was proposed to be eliminated.

The public hearing was held on September 21, 2023 at the Council Chambers with written and oral testimony taken by the TAC. All if this information is included in the attachment section. The TAC had a robust discussion and deliberation regarding a recommendation to be brought forward to the City Council.

Transportation Advisory Committee Recommendations:

Brouillard motioned to recommend to City Council that the parking be removed as shown on the schematic on the west part of North Mountain. David seconded. All ayes

Brouillard motioned to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5. Richards seconded. All ayes.

Graf amended Brouillard's motion to say that the protected bike lane only be put in where the cross section is physically possible. Brouillard seconded. All ayes.

North Mountain Avenue General Info:

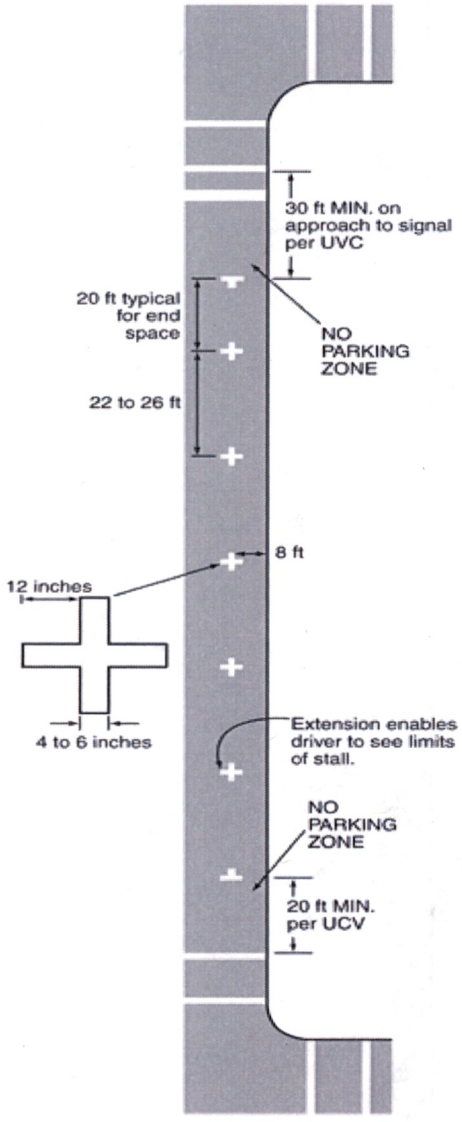
Mountain Avenue classified as an avenue in the TSP.
Mountain Avenue has a 60 foot right of way
Mountain Avenue generally has continuous sidewalk and a bike lane facility in place (missing sidewalk sections will be infilled with the construction phase)
Mountain Avenue has sections of on-street parking provided for in bays
P22 Project in the TSP recommends sidewalk infill along North Mountain Avenue

Estimated Parking Space Loss:

Staff estimated the total curb frontage for parking lost to create the protected bike lane along the upper portion of North Mountain Avenue (East Main to 100' North of Village Green) is 960 feet. The Manual of Uniform Traffic Control Devices provides design parameters for curbside parking and the spacing layout is 22' to 26'.

960'/22' = 43 total spaces

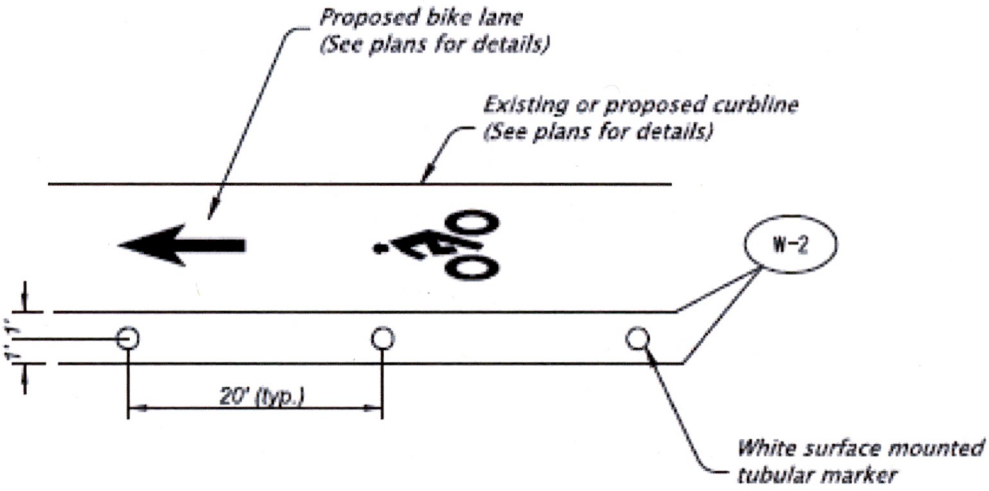
Figure 1: MUTCD Parking Detail



Delivery (package and post):

There was discussion about parcel and post delivery along with trash pickup along the corridor in relation to parking elimination and the delineator cone installation. There are approximately 17 driveway approaches along the section of roadway where parking would be eliminated for the protected bike lane. The installation of the delineators along the corridor should not impact parcel/post delivery nor trash pickup as the delineators will not be installed near the driveway access points in order to allow vehicular movements for ingress and egress.

Figure 2: Protected Bike Lane Installation Detail



BUFFERED BIKE LANE DETAIL

Figure 3: Protected Bike Lane



Figure 4: Protected Bike Lane-Green Paint Installation



FISCAL IMPACTS

The primary fiscal impact is associated with the cost to purchase and install the delineators and additional markings for the protected bike lane, including the recommended solid green bike lane painting. Staff estimates the cost of markings and delineators will add approximately $150-200 thousand to the overall project budget.

Staff will be working to obtain full funding for the project through the Oregon Transportation Infrastructure Bank (OTIB) or other debt service provider. Staff will also be looking at grant opportunities to partially fund some of the improvements including the bike lanes and other safety improvements planned for the corridor.

DISCUSSION QUESTIONS

Does the Council have any questions about the TAC's recommendations?

ACTIONS, OPTIONS & POTENTIAL MOTIONS

- I move to approve the removal of parking along North Mountain Avenue and install a protected bike lane where feasible as recommended by the Transportation Advisory Committee

- I move to keep parking along North Mountain Avenue and re-install the typical bike lane section as part of the rehabilitation project

- I move to take no action

SUGGESTED NEXT STEPS

Next steps include finalizing the design and construction documents to bid in spring of 2024. Staff will also need to coordinate and finalize funding for the project, which will most likely require City Council approval in 2024.

REFERENCES & ATTACHMENTS

1. Transportation Advisory Committee Meeting Minutes and Public Comment
2. North Mountain Schematic Layout-PBL
3. North Mountain Traffic Count Data
4. North Mountain Bike Count Data
5. P22 Fact Sheet

ASHLAND TRANSPORTATION ADVISORY COMMITTEE
MINUTES
September 21, 2023

CALL TO ORDER: 6:00pm
Members Present: Mark Brouillard, Corinne Vièville, Linda Peterson-Adams, Holly Christiansen, Dylan Dahle, Dave Richards, Nick David
Staff Present: Scott Fleury
Liaison Present: Eric Hansen, Dylan Bloom
Guests Present: Gary Shaff

ANNOUNCEMENTS
October 2nd – 8th is the National Week Without Driving, which challenges participants to travel without using a car so that they can understand the experience of those who need to use other modes of transportation to get around.

On Saturday September 23rd a Cars of Summer Show will be hosted by the Ashland Elks Lodge.

The Social Equity and Racial Justice Committee still has multiple openings for new members. To apply, visit the city's website.

Residents of Faith Avenue are still interested in participating in the Traffic Calming Program.

CONSENT AGENDA
Dahle motioned to approve the minutes as written. Christiansen seconded. All ayes.

REPORTS FROM OTHER CITY COMMITTEES
Gary Shaff reported on news from the Climate and Environment Policy Committee. At their last meeting they discussed advancing community involvement/engagement, citing the movement to electrify Ashland by not allowing gas appliances in new construction buildings. They also forwarded a letter of support to the Transportation Committee for the addition of bike lanes on North Mountain Ave.

Christiansen reported on news from the Planning Commission. They are currently working on amendments to parking requirements for the Climate Friendly and Equitable Communities rules. Bike parking recommendations and requirements will be linked to square footage instead of car parking spots, pending approval in December.

Hansen reported that on September 30th the Ashland Mountain Challenge bike race will be held in upper Lithia Park.

Bloom reported that on October 2nd there would be a council meeting to talk about and plan out the emergency homeless shelter.

NEW BUSINESS
North Mountain Avenue Public Hearing
Fleury explained that N Mountain is classified as an avenue in the TSP. The city is currently in the design phase for the N Mountain Ave Rehabilitation Project, which includes the corridor that starts at E Main St and extends to the I-5 overpass. Currently, there are bike lanes on the majority of N Mountain Ave, and the discussion for this meeting was to be about the inclusion of protected bike lanes, meaning lanes that are 5 feet wide with a 2 foot buffer on each side and candle-type delineators. Fleury explained further that the parking bays on N Mountain would not be impacted, but curbside parking would need to be removed. From Hersey St to the bridge crossing and up to Fair Oaks Ave, there is not enough street width to add a protected bike lane, so a regular 5 foot wide bike lane would be there. For this project, the city is also looking into improving ADA access, traffic calming, and lighting. The design phase is almost complete except for the striping plan, which is contingent on the Transportation Committee's recommendation

to City Council and their approval.

Several written comments were received, and multiple members of the public attended the meeting and voiced their opinions.

Bridget Reilly stated that they've lived on N Mountain for 9 years, and they've experienced a rise in fast traffic that is unsafe for pedestrians as well as people trying to get out of their driveways. They were in favor of removing parking and adding a bike lane, as it could improve the safety of the street, but not in favor of a protected bike lane with delineators. They also asked that the Transportation Committee consider adding crosswalks and other traffic calming measures.

Barb Settles, a member of Streets for Everyone and the Ashland Climate Collab, supported efforts to get people out of their cars. As an 8 year resident, Settles expressed that biking has not been a safe experience and they are almost hit at least once a week. They especially don't feel safe biking from the Lithia Park/Plaza area, as well as on N Mountain.

Bret Miller of 311 N Mountain Ave questioned the priority level of the issue at hand, particularly because a pedestrian crossing for people trying to go to and from N Mountain Park is also needed. Miller expressed that poor driving was the main issue for the street, and protected bike lanes would not address that problem.

Michael Orendurff, who lives on Parkside Drive and participates in Streets for Everyone and the Ashland Climate Collab, stated that there are multiple benefits to protected bike lanes and they are necessary to keep people safe from cars. They cited reduction in greenhouse gas emissions, reduction of congestion, and less noise pollution as benefits. They stated that the most common reason that people don't ride their bikes is fear, and the poor driving along with the construction that is currently on N Mountain Ave doesn't help. They also cited multiple statistics supporting their reasoning.

Aaron Michaelson stated they grew up in Ashland but moved away and returned 3 years ago. They recently got rid of their car in favor of an e-bike. Michaelson previously worked in Portland promoting more sustainable commute options and has seen how alternate modes of travel can improve people's lives. They also stated that the current conditions of the road are not safe due to cars speeding, and adding protected bike lanes would reduce parking encouraging people not to drive. Protected bike lanes would also be safer for children walking to school.

Julia Sommer of Village Square Drive, who also submitted a written comment prior to the meeting, supported protected bike lanes and sidewalks. Summer stated that car and truck travel seems to have quadrupled, especially with all the construction. They bike up and down N Mountain twice a day and it's daunting due to traffic and construction. They stated that adding protected bike lanes would give residents and visitors a safe alternative to get downtown. Further, speed bumps would also be a good idea, and there should be a flashing beacon where the bike path crosses N Mountain.

Bob Alteras, who strongly supported bike lanes, stated that they bike N Mountain every day, and they feel they're taking their life into their hands every time because N Mountain is a mess. They stated that the flaggers for the current construction have mentioned the number of bikers. Alteras also has witnessed kids riding their bikes on sidewalks because they're scared of the bike lane.

Peterson-Adams stated that City Council approved and set as policy to put in protected bike lanes where feasible. An example of this is the Ashland Overlay Project slated for this fall. Peterson-Adams explained the duty of the

Transportation Advisory Committee to make decisions "based not on our own feelings or fears or self interest but on an understanding of the goals and plans that the community has established, not on our individual conceit, but on our commitment to choose what we think is best for the community as a whole."

Richards asked Fleury that since the synagogue nearby would be losing parking for their events, how many cars can fit on N Mountain? And how many spaces would be lost versus how many would remain? Fleury responded that all parking bay spaces would remain, but that it's difficult to give an exact number for spaces lost due to the spots not being marked. Generally, the rule for a parking spot is 20 feet long with a 4 foot gap in between, but in some places people can park bumper to bumper. Brouillard stated that 20 spots from the railroad tracks to the corner can fit. Fleury also added that the intersection locations also need to be taken into consideration as there is no parking 20 feet back from crosswalks due to visual clearance issues. Also marked crosswalks are to be put in at Village Green Drive so there will be a loss of parking no matter what at that location as part of the safety portion of the project. Residents with driveways are also allowed to mark their curb 6 feet on either side to discourage parking.

Vièville inquired if the driving lanes would be narrowed for the project. Fleury responded that it was going to vary, like on Ashland Street. Nominal traffic lane width would be 10 feet wide. Ashland Street has 10-11 feet, and N Mountain is currently 11-12 feet. Fleury recalled that the group had talked about bus and emergency vehicle width, and a 10 foot travel lane could accommodate those. Also, the turn radius for trucks turning from Hersey Street onto N Mountain is not an issue due to the width of the intersection, but the protected bike lane barriers would have to end near the intersection.

Vièville then asked how easy the barriers for the bike lane are to remove. Fleury explained that they can be bent if ran over, and they're usually attached with asphalt tape, so they can be replaced and moved. The typical spacing of the barriers is 20 feet.

Vièville mentioned that N Mountain is one of the evacuation roads. Peterson-Adams responded that when speaking with the city's Emergency Management Coordinator, Kelly Burns, he was pleased that the city would be getting rid of some of the parking on N Mountain, but was not pleased about the barriers going in, because wider roads are safer. Fleury added that the road is still within the appropriate width for evacuations, and there are multiple other evacuation routes in the area.

Dahle asked if there was a possibility of reducing the speed limit on the street since the roadway would be narrowed. Fleury responded that currently there is no way to reduce it from 25 mph to 20 mph due to the state rules, but there is a lot of discussion about letting local networks make their own decisions in that regard.

Brouillard inquired if Fleury had conferred with UPS about taking away parking, because they consider N Mountain a "deliverable route" meaning that they won't park the mail truck and walk. Also, UPS won't deliver packages if there's nowhere for them to park. Fleury said that he sees them park and block the road often. Brouillard also expressed concern that with the narrowing of the road more cars will be going over the lane line resulting in more traffic tickets.

Graf asked how the bike lanes would affect the area between B Street and Main Street. Fleury responded that there are 2 parking bays that fit the cross section between B Street and the railroad tracks. The bike lane would extend all the way up and terminate just below the parking bay edge at the last lot at N Mountain and Main Street. Fleury clarified that the schematic map that was presented to the group is not a final design, it's just for layout purposes to show feasibility. Graf asked if that meant there would be no bike line from that spot to the corner. Fleury explained that there would be transitional striping.

Fleury told the group that he reached out to Recology regarding trash pickup but has not heard back. He is expecting that the garbage truck's arm will be able to reach over to get resident's trash cans still but he isn't sure how that structure works. Peterson-Adams suggested the option of leaving the garbage cans in the driveways.

Graf inquired how much obligation the city has to provide street parking to meet resident's needs/desires, as the expected code change that would absolve developers of putting in parking would eliminate even more of the parking in that area, and there's already a lot of cars that need to be parked somewhere. Fleury stated that per the Division of Land Development, parking is market driven.

David asked if the protected bike lanes would follow the curb into the parking bays and if so would cars have to cross over the protected bike lanes to get into the parking bays? Also, when would the proposed layout be less conceptual and more permanent? Fleury responded that drivers would need to cross over the bike lane to get to the parking bays. Also, the idea needs to be approved before the plans can be finalized, and a change order would need to be done with Dowell with striping patterns fully completed and a decision made on that basis. Fleury also stated that the striping could be moved to the other side of the street on the high school side. Currently the project limit is to E Main Street but Fleury doesn't think there'd be an issue establishing transitional striping and some signage, without looking at the road rehab and other components.

Brouillard motioned to recommend to City Council that the parking be removed as shown on the schematic on the west part of North Mountain. David seconded.

Graf asked if that meant no parking from B Street to the corner. Brouillard responded that it would be from the parking bay to the corner. Richards asked why the motion was just for removing parking and not the protected bike lanes as well. Brouillard explained that it's easier to do it in parcels, as putting in protected bike lanes is a larger discussion, but removing parking would at least widen the road and make it safer. Richards responded that if the parking is removed but the protected bike lanes aren't put in then it would be removing parking for no reason. Brouillard responded that it would be City Council's decision and then the TAC could talk about what to do with that new space.

Dahle asked if the parking bay on E Main Street would be removed, as mentioned in the public comment letter from the owner of 1081/1079 E Main Street. Brouillard responded that those spaces have to stay there legally. Fleury advised that he had responded to their letter and let them know that the parking there wouldn't be impacted.

Vièville asked if the synagogue could make a bigger parking lot. Brouillard responded that they have more room to pave in the back and the Beach Creek community could let them park there.

Peterson-Adams did a roll call vote for the previous motion to recommend to City Council that the parking on N Mountain Ave be removed as shown on the schematic on the west part of N Mountain Ave. All ayes, unanimous.

Brouillard made a second motion to recommend to City Council that buffered bike lanes be installed on both sides of the road from E Main Street to the highway, meaning 5 foot wide green painted lanes with 2 foot buffers from one point to the other, with candle-type barriers. Richards seconded.

Vièville asked if the candle barriers take up 2 feet. Brouillard explained that they go between the bike lane and the street, and Fleury added that they're 4 inches wide and reflective. Brouillard asked if green paint would be permissible, and Fleury said he would need to clarify that with the traffic engineer, Dowell, and DKS.

Brouillard motioned to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5. Richards seconded.

Richards asked what space that would leave with the 2 foot buffer and the gutter pan, as a bike can't use the approaching curb. Fleury explained that you almost get the gutter pan back.

Dahle inquired about the type of candle barrier that would be used, and Fleury responded that the group hadn't specified yet but generally it would be the kind that tapes to the street with asphalt tape. Peterson-Adams thought that for ADA purposes the candle could be yellow. Fleury responded that they're generally white or yellow, and traffic control ones are orange.

Vièville expressed concern that the group wasn't ready to make this motion because issues like garbage, mail, and package delivery hadn't been resolved. Brouillard responded that if the candles are laid out in such a way that could avoid the mail boxes then it could work, and the delivery trucks would block the road for about 15 minutes a day. Richards suggested that large cluster type mail boxes be put in that would be large enough for packages, and added that he has seen the Fed Ex drivers deliver while parked in the road so blocking the road is already happening. Dahle added that the delineation of how it is now versus what would happen is that the bike lanes would be more visible so bikers could be more aware and make informed decisions, and if it's working in other places and it just annoys some people for a little bit then it should be a straightforward decision.

Graf expressed concern about making a motion to put the protected bike lanes in wherever feasible as he remembered Fleury saying that it isn't possible. Fleury explained that he was saying a green area through there would be possible but not candles. Graf said he is unsure that this could work at the Main Street intersection.

Graf amended Brouillard's motion to say that the protected bike lane only be put in where the cross section is physically possible. Brouillard seconded. All ayes.

Brouillard asked if the TAC could define what type of candle would be used, and Fleury explained that it was not possible because it would put liability on the TAC, so that decision would need to be run through the traffic engineer. If there's a preference of white or yellow then Fleury could make a recommendation. His preference would be white with yellow reflective tops.

Peterson-Adams did a roll call vote for the motion to use separated (according to the Federal Highway Administration) bike lanes painted green with cross hatches, candle type barriers, and 2 foot wide buffers from E Main Street to I-5 where the cross section is physically possible. All ayes, unanimous.

OTHER

Brouillard went on a ride along with an Ashland Police Department officer. He commented on how overwhelming it was and how many bad drivers there are on the road for all modes of transportation. For example, they witnessed someone on an e-bike going 50 mph, and that is a regular occurrence. Brouillard explained that the officers have to prioritize what they do, and they are doing a commendable job. He also recommended that everyone (TAC members and City Council members) go on a ride along to see what our police department does.

ADJOURNMENT: @ 7:23 PM
Respectfully submitted,
Elizabeth Beckerich, Administrative Assistant
Full Video Available by Request*

From: Lisa Petrini
To: Scott Fleury
Subject: Streetside Parking Elimination
Date: Tuesday, September 12, 2023 10:00:29 AM

[EXTERNAL SENDER]

Dear Fleury,

I am writing to you regarding the absurd proposition to eliminate street-side parking on the west side of Mountain Ave. I am the Owner of 1081/1079 E Main Street. I purchased this building back in 2017 and have been limited by the city ever since, mostly due to the lack of parking. When I bought this building there was a dirt field behind the building which was once its parking. That lot was sold, limiting the use of this building. As it stands right now I only have 4 legal parking spaces, one of which is an ADA-accessible spot for my building. I have not been able to turn this unit into a vacation rental or long-term rental creating more housing in Ashland because the city requires more parking spots. By eliminating the parking in front of my building you are directly limiting the use of my building. The main floor is an open hall which would be another great gathering space here in Ashland but, I am not permitted to do anything with it as again I don't have parking.

The City of Ashland already has parking issues. Deleting more parking is not a resolution. By doing this my clients, and the entire residence of the condos behind my building will be forced to park on B Street and Emerik. These streets are extremely narrow and crowded as it is. I have been here since 2017 and do not see a need for a bike path. The bike traffic is very limited.

Furthermore, it is my understanding that the parking spot in front of my building belongs to the building. I am curious if this does pass what compensation will I be receiving from the City for loss of use for my building?

I would love to have a further discussion about this with you.

Regards,
--
Lisa Petrini
Owner
Asurent Property Management

If we have provided excellent service for you today,
please consider leaving a review
Google Review Medford
Yelp Review Medford
Google Review Ashland
Yelp Review Ashland

From: Kaye Shauger
To: Scott Fleury
Subject: Protected Bike Lane
Date: Friday, September 08, 2023 6:53:24 PM

[EXTERNAL SENDER]

The following is my input regarding a protected bike lane on North Mountain.

Yesterday I turned onto N. Mountain from E. Main and within a block or so (before the railroad tracks) I observed four cars parked on the West side of N. Mountain Avenue. I recently saw a UPS truck parked on the West side while making a delivery to a house on the East side.

Several houses on the upper portion of N. Mountain have very limited driveways, as do I. This prohibits trucks making deliveries from turning around to exit the property. The alternative the trucks would have on limited driveways would be to back out onto N. Mountain which is obviously dangerous. Parking on the West side of is the easiest and safest alternatives for delivery vehicles.

The same issue occurs when more than one car is visiting a house with limited driveway space. Visitors to my house use the West side to park.

Within the Beach Creek development there are well paved, wide roads with little traffic and perfect for cycling. As the development gets further along I think cyclist will see the advantage to riding through the development. Some of the roads in Beach Creek go all the way through and even down to the Greenway. A safer route than North Mountain.

Obviously I am opposed to a protected bike path on North Mountain and I hope it is given careful and objective consideration.

Catherine Shauger
196 N Mountain

From: Judith Singer

Subject: Bicycle Safety in Asland

[EXTERNAL SENDER]
Hello -

We are relatively new to town, having moved here July of 2020, and I'm loving it... but I have observed a few things while riding my bike around town that I would like to address with the city regarding my concerns about the safety of the cyclists in Ashland. I am a retiree and live in Mountain Meadows. I ride an ebike that has 1360 miles on it.

I ride mostly on the Bear Creek Greenway and the bike path that crosses North Mountain Ave towards Tolman Creek Road... but by necessity, my shopping trips also take me on the city streets. Here are some thoughts that I believe would make things better and safer for me and other cyclists.

1) On North Mountain, when I leave my home, I must ride down a hill at the very place where the bike lane squeezes into the roadway (effectively ending onto the road) right at a point where the sightlines are limited by the hill and traffic is often traveling at speeds in excess of the 25 MPH posted limit. It is my hope that the planned North Mountain Avenue work will correct this.

2) On the Bike path crossing Main Street, many drivers are mindful but PLEASE upgrade the sign and paint the street with the green crossing lane as I have seen elsewhere about town! The angle of the crossing is weird, traffic is often traveling at speeds faster than posted limits and visibility is terrible. I dread this intersection every time I ride in that direction.

3) The intersection of the Bike Path and North Mountain is BLIND due to the fences on both sides of the bike path. Once again, the place the bikes are crossing is not painted green... and the bike Xing signs are not very visible. Since there is a stop sign just before the crossing, cars heading towards the Nature Center are accelerating, and the bike crossing is unexpected. Please paint the crossing green and reposition the signs.

4) When Mountain Meadows was built more than 20 years ago, I heard that there were discussions and a promise to build a bridge at Nevada Street for bikes and automobiles over Bear Creek which would give us access to the Ashland Dog Park and Bear Creek Greenway. I understand that the folks on the other side objected, so the project was scrapped. With the amount of development going on in Kestrel Park along with the massive number of homes being built up the hill from us, I believe it is time to revisit the bridge.

Disaster evacuation notwithstanding, I would rather not have to ride down Oak Street (and refuse to risk my life on Eagle Mill Road) to reach the Bear Creek Greenway. Minimally, as a matter of safety, emergency vehicles should be able to reach my neighborhood from more than one road or direction... I believe that the long-ago promised bridge should be built for bikes and emergency vehicles, with the option for automobile traffic if needed in an emergency. It is the right thing to do in light of the increasing population density in my side of town which will undisputedly increase the likelihood of traffic congestion. Please, let's prevent car and bike tragedies instead of waiting until an accident to act.

I urge you to make these upgrades. They will serve to protect residents from visiting drivers who are not familiar with our streets or locals who are distracted or speeding. I love riding my bike but want to feel safer than I currently do.

Thank you for your attention. I will look forward to a safer ride on my future trips!

Judy Singer

From:	linda smith
To:	Scott Fleury
Subject:	Installation of Protected Bike Lanes
Date:	Sunday, September 10, 2023 5:10:32 PM

[EXTERNAL SENDER]

Scott Fleury - Public Works
Linda Peterson Adams - Ashland Transportation Committee Chair
City Council - council@ashland.or.us
20 East Main Street
Ashland, OR 97520
Scott.fleury@ashland.or.us

Re: Installation of Protected Bike Lanes

Dear Scott and Linda,
I am the home owner at 192 N. Mountain Ave., and I am writing to share my concerns and objections to eliminate street parking along N. Mountain Ave.
To begin, eliminating street parking will make it impossible for anyone who is visiting to find a place to park. I can fit one car in my driveway safely, leaving them some space to turn around before going out onto N. Mountain Ave. If a second car pulls in, they would have to back out onto N. Mountain Ave. due to the allotted turnaround space being blocked by the first car. There are other factors to consider when it comes to safety, such as delivery vehicles stopping in the middle of the street because there's no parking available on the street.
I pay attention to the cars parked on N. Mountain and there are always plenty of them. Where will they park if nothing is available? Shoving more cars into driveways (if there's even room) will only create a situation where more people are backing out onto N. Mountain. I was told when I was renovating my home that the City did not want this to happen and that I needed a turnaround space.
Across the street from me is the Jewish temple and they have had many large events and the street parking is necessary. Further, the two new homes near the railroad tracks just south of me have five small apartments per building. Those homes may need to house as many as 10 vehicles or more, surely they will need some parking on N. Mountain Ave.
In general, taking away parking in Ashland is not a good idea, and the lack of spaces in this particular instance will leave people nowhere to park if the parking were gone. There are already bike lanes on N. Mountain Ave., and I see no need to eliminate parking that is desperately needed. I have seen the amount of bikes that use N. Mountain Ave., and it is not that great of a need. Too, it's not like bicycles need to pay any kind of fees to take priority over vehicles. Further, widening traffic lanes would only speed up traffic, yet another safety concern.
In summary, I am strongly opposed to eliminating parking on N. Mountain Ave., for all the reasons stated above. Thank you in advance for considering leaving the street as is.

Sincerely,
Linda Smith
192 N Mountain Avenue
Ashland, OR 97520

From: Joyce Stanley
To: Scott Fleury
Cc: Richard Stanley
Subject: Dedicated Bike Lane
Date: Monday, July 24, 2023 7:58:44 AM

[EXTERNAL SENDER]

Hello Scott
We are long time Ashland residents and bike riders - 40 years and counting - and love our town and appreciate all of the good work you do!

We are not super active on city issues, but this one seems quite important. We saw that the city is considering putting in a dedicated bike lane - which we presume would include some sort of concrete barrier - on Mountain Street, eliminating parking on one side of the road.

If this means putting in the type of barriers recently introduced in Talent we are voting NO. Though they are great for bikers they are not only an eyesore because Talent can't afford to maintain the landscaping, but if there is a fire, this escape route is not totally inflexible. They now cannot make the entire road one lane and they lost valuable road space for evacuations and it cost Talent a lot of money!

So, if the city is considering the Talent type of permanent barriers we vote NO.

If the city is considering removing parking and, with painted lines, creating a dedicated bike lane, we vote YES.

We expect that the latter will be much less expensive and will also allow for traffic flexibility in case of an all city evacuation.

We will be out of town the night of the meeting, so I hope our letter can be our form of comment.

Thanks again.

Joyce and Richard Stanley
44 Scenic Drive
Ashland OR 97520
541 292 3457

From: workmwright@gmail.com
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Wednesday, September 13, 2023 4:21:49 PM

[EXTERNAL SENDER]
Transportation Advisory Committee members:

I support the addition of protected bike lanes on N. Mountain Avenue.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high.

I would bike more if I didn't have to share the road with cars/trucks.

With gratitude,

Mike Wright
111 Montview St.

From: Laz Ayala
To: Scott Fleury
Cc: Mark Knox
Subject: North Mountain Project
Date: Monday, September 11, 2023 2:29:10 PM

[EXTERNAL SENDER]

Hello Scott,
I would like to express my support for the proposed protected bike lane project along North Mountain Avenue. I believe this project will be of much benefit to the community and the immediate neighborhood including future Beach Creek residents.
I kindly ask this letter be added to the record.

Sincerely,

Laz Ayala
KDA Homes
541-944-9561

Re: Streetside Parking Elimination

If I correctly understand the proposal, I oppose it. There is now a bike lane on the west side of North Mountain from E. Main to the railroad crossing (the area of my concern). There is also a bike lane on the east side, although not marked from E Main to approximately 54 N Main.

My understanding is that the area facing units 51-59 was carved out to provide parking when that development was built. (There is also a carve-out just north of E Main which is claimed as private property. I have no views on that.) I also concur with not allowing parking on the west side north of the carved out parking area extending to the railroad tracks. Cars do sometimes park there, but that is inconsistent with the west side bike lane and no parking signs would be appropriate.

But the 51-59 carve out should remain as parking. This entire area is very short of parking. (My development, 58-74 has only two guest spaces and no way to add more. Deliveries often require unit owner cooperation.

When I have guests, I often suggest that they use the parking lot by the police station on E Main. But some are elderly (like me) and even a three minute walk on major thoroughfares can be difficult.

I admit that this is not perfect for the cyclists. On the other hand, there is a very easy work around for those traveling on N Mountain toward E Main. Turn right on B St and L on Emerick.

Yours.

Mary Coombs

60 N Mountain Ave.

Ashland OR 97520

From: Laura Duncan
To: Scott Fleury
Subject: dedicated bike lines on Mountain
Date: Tuesday, July 25, 2023 12:57:07 PM

[EXTERNAL SENDER]

I am a senior citizen writing in support of better bike lanes on Mountain St and, actually, any place they can be installed. Biking on that road feels like taking my life into my hands, but it is often the most direct route to where I am going and just because I am on a bike doesn't mean my time and effort doesn't matter. Drivers will complain-people hate losing a perceived privilege-and then they will slow down perhaps even to the posted speed limit and (I hope) pay more attention to other users of our public thoroughfares.
Laura Duncan

Havurah Shir Hadash

חבורת שיר חדש

185 Mountain Avenue, Ashland, OR 97520
Mailing address: PO Box 1262, Ashland, OR 97520
Tel.(541) 488-7716 Fax(541) 622-0203 www.HavurahShirHadash.org

August 11, 2023

To the Attention of:

Scott Fleury - Public Works
Linda Peterson Adams - Chair (Transportation)
City Council - council@ashland.or.us
20 East Main Street
Ashland, OR 97520
scott.fleury@ashland.or.us

Re: Street Parking Elimination plan

Dear Scott and Linda,

The Havurah Synagogue, at 185 N. Mountain Street, hosts many events both for the community at large and our own membership at the synagogue. These large events include holiday prayer services, such as Rosh HaShanah and Yom Kippur in the Fall, holiday events such as our Hanukkah Fest in December and our Passover Seder in the Spring, as well as widely attended concerts. Although we do have a parking lot, overflow parking is needed on North Mountain for larger events. Our venue can host up to 250 guests inside and more outside. (Last fall for instance a Ukrainian Benefit brought in visitors from all over the valley.) Our own parking spaces are limited to 50 spaces.

In addition to our events, our facility is regularly rented to other non-profits and organizations for their concerts, workshops, etc., for which they would also need overflow parking.

There is no other parking nearby - other than N. Mountain Street itself - and for this reason we favor and request a decision to keep the street parking as is, rather than eliminate it for a protected bike lane. Parking on N. Mountain is already limited and there are bike lanes on both sides of this street.

In addition, our nearby neighbors need to have streetside parking available to them for larger deliveries and emergency vehicles. Some do not even have driveways.

Another issue is that our parking lot becomes neighborhood overflow parking when spaces are limited. This has been true especially lately with all the construction and utility work on this stretch of road. Even road workers have had no other place to park while they help divert traffic into one lane, and so they have parked in the Havurah parking lot.

In short, we feel it would be a disservice to delete parking spaces on the west side of the street and hope you will consider and value our request.

Respectfully,

Ayala Zonnenschein
Executive Director
Havurah Synagogue

Denise Deneaux
Office Manager
Havurah Synagogue

Art Schreiber
Havurah Council Member

Daniel Greenblatt
Havurah Council President

September 12th, 2023

City of Ashland
Attn: Scott Fleury, Public Works Director
59 Winburn Way
Ashland, OR 97520

Subject: North Mountain Avenue; Street-Side Parking Elimination - SUPPORT

Thank you for the opportunity to be heard on this matter. I'm 100% supportive of eliminating parking along North Mountain Avenue in order to gain a protected bike lane. Ashland has a relatively successful bike transportation system from east to west via the Central Bike Path and Siskiyou Boulevard, but its north to south system falls short and is often times a defensive experience. Further, Heresy Street and North Mountain are intrinsically linked and heavily relied upon to collect and distribute various modes of traffic along the north half of Ashland, but because North Mountain Avenue's deficiencies with both bike lanes and sidewalks, this part of the system falls woefully short and thus needs the dedicated bike lanes.

In addition, over the last two decades, roughly 85% of Ashland's residential growth has occurred in the North Mountain Neighborhood, from the railroad tracks to I-5, including a number of businesses along Heresy Street, Williamson Way and Russell Street, have put an emphasis on employees utilizing alternative modes of transportation to get to and from work. At the present time, there's no easy connection to these areas, including the North Mountain Commercial Zone, so bicyclists are forced to risk their safety.

Finally, I'm well aware of the section of North Mountain Avenue (from E. Main to the area just north of Village Green Drive) where adjacent property owners use the street for parking, but the vast majority of the parcels along this area have plenty of room to accommodate their daily needs and future development opportunities, but for the 3 to 4 parcels just north of Village Green Drive, on the east side North Mountain Avenue. These parcels do not have on-street parking today and likely rely on parking from the other side of the street, but a possible 2-space parking bay, on the west side, designed into the improvement plan would easily suffice the occasional guest parking need.

In conclusion, I support the Transportation and City Council's decision, which should be unanimous, in improving our community's efforts to encourage all modes of transportation. Ashland is a wonderful place to live and work, but as a community we need to understand that the best part of Ashland is its human scale experiences, which includes walking and biking throughout the City.

Sincerely,



Mark Knox
670 Nepenthe Road
Ashland, OR 97520

481 North Mountain Ave.
Ashland, OR 97520

September 13, 2023

Dear Mr. Fleury,
I am writing to you as an Ashland resident who uses my bicycle for commuting to work and errands around town, as well as for recreation into areas of Jackson County. I am always in favor of infrastructure modifications that make cyclists safer and more comfortable, as I feel that this is the only way to increase the use of bicycles in our community. Having ridden on protected bike lanes in other cities, I feel that they go a long way towards accomplishing these goals.

In this specific instance, the number of living units that will have their parking affected (between Village Green and East Main on the north side of North Mountain) is minimal, and they are either houses with private driveways or multi-family units with alternate parking in the alley behind or in garages. The aforementioned section of street is one that is used for cycling to several local schools and North Mountain Park.

Therefore, I wholeheartedly support this protected bike lane.

Yours Truly,
Martha De Aquino

From: Anna-Rose Mathieson
To: Scott Fleury
Subject: protected bike lanes--North Mountain
Date: Monday, September 04, 2023 1:52:30 PM

[EXTERNAL SENDER]
Hi Scott. I'm an Ashland resident, and strongly support protected bike lanes throughout the city. I have two young kids and would love to take them biking more, and protected lanes would greatly increase safety. I understand the city is deciding whether to put protected bike lanes in on North Mountain—please do it! It's a great investment for a safer, more sustainable, city that encourages people to get outdoors.

Anna-Rose

Anna-Rose Mathieson ▪ Bio
Complex Appellate Litigation Group LLP
www.calg.com ▪ (415) 649-6700

Hi,
both of the owners (me and my sister) both commute to work on bikes and we would love more protected bike lanes in the valley. Ashland is a great place to bike around in but it is intimidating and dangerous for young and older folks. protected bike lanes are critical for increasing bike use with those groups. I think North Mountain is a pretty wide road and could easily accommodate bike paths.
thanks,
Chris Uhtoff
and Marie Caballero-Uhtoff

--
Northwest Nature Shop
154 Oak St.
Ashland OR 97520

From: Mary Paschke
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected bike lanes in Ashland, OR - N Mountain Avenue
Date: Saturday, September 09, 2023 1:36:08 PM

[EXTERNAL SENDER]

To the Transportation Advisory Committee members:

Protected bike lanes are a key element in increasing bicycle ridership in Ashland. Although many of us would like to cycle for routine trips around town, there are many streets on which we do not feel safe and which are not served by the central bike path. The addition of protected bike lanes on Ashland Street is a great start. **The addition of protected lanes on North Mountain Avenue would also be of benefit to many in the community. Please consider this addition.**

Thank you,
Mary Paschke
1077 Beswick Way, Ashland, OR

From: Hannah Archambault
To: Scott Fleury
Subject: support for improved bike infrastructure, N. Mountain
Date: Wednesday, September 20, 2023 9:09:45 AM

[EXTERNAL SENDER]

Dear Scott Fleury,
I hope that this email finds you well.
I live on North Mountain Avenue, am a professor at SOU, and ride my bike to campus daily. I am writing to show my support for the proposed protected bike lane on North Mountain Avenue. The current infrastructure on Mountain Avenue is really inadequate. Where a lane exists, it is in many very narrow, squeezing cyclists between fast-moving traffic and the danger of parked car doors opening. I am eager to learn of the proposed improvement of a protected lane for cyclists.
I am a lifelong cyclist and a strong believer in how cycling infrastructure can improve towns and cities, making it safer not just for cyclists but for pedestrians and drivers as well. I am grateful for everything that Ashland has already done to support cyclists and hope that the city will continue to improve in this regard. I understand that this sometimes includes hard/unpopular decisions, including the removal of existing vehicle parking and the expense of new infrastructure, but I believe these hard decisions are worth it, and help to carve out a more sustainable and healthy future for Ashland's citizens.
Thanks for all your hard work-
Dr. Hannah Archambault

From: Harlan Bittner
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Monday, September 18, 2023 12:09:22 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,

Harlan Bittner
3126 Alameda St #107
Medford OR 97504

From: Nancy Boyer
To: Scott Fleury; Joe Lessard; City Council; Paula Hyatt; Dylan Bloom; Gina DuQuenne; Tonya Graham; Jeff Dahle
Subject: Fwd: Mountain Ave Rehabilitation?
Date: Wednesday, September 20, 2023 1:10:43 PM

[EXTERNAL SENDER]

Sent from my iPad

Begin forwarded message:

From: Nancy Boyer <boyerbeware@yahoo.com>
Date: September 20, 2023 at 9:49:31 AM PDT
To: Nancy Boyer <boyerbeware@yahoo.com>
Subject: Fwd: Mountain Ave Rehabilitation?

Sent from my iPad

Begin forwarded message:

From: Nancy Boyer <boyerbeware@yahoo.com>
Date: September 20, 2023 at 9:46:56 AM PDT
To: Nancy Boyer <boyerbeware@yahoo.com>
Subject: Mountain Ave Rehabilitation?

To Scott Fleury n the TAC.
I am opposed to "rehabilitating" Mountain Ave., narrowing the traffic lanes and removing parking for many people!
Looking at the traffic studies, there most often 2-4 bikes to over 1000 cars, in the same time frame!
What cost to the city will this involve for the few?
The problem has been identified as mostly speed!
Let's reduce the speed limit to 20mph. Ticket the speeders!
Paint the bike lanes green as some have suggested, and forgo the expense of buffering the bike lanes. Put a reflective stripe delineating the the bike lane, alongside the green paint.
Put the money to better use finding another escape route to I-5 !
N Mt., is currently inadequate as an escape route , and to "rehabilitate" this with your proposals, only exacerbates the problem!
Let's fix the many streets in Ashland that are in disrepair first and spend our money wisely!

Note:During the councils “Business Round Table”, (to encourage tourism), discussion,9-18-23, it was noted the south entrance to our city needed some aesthetic improvements, ,for visitors entering our city!

The same application with green painting and reflective striping along side, for the bike lanes, could be applied on Ashland St., allowing for a cleaner and more inviting look, for those entering our city!

I am strongly opposed to this “Rehabilitation” project!

Thanks, Nancy K Boyer and 45 year resident.

Sent from my iPad

From:	Lisa Brill
Cc:	Scott Fleury; info@ashlandclimate.org; Siskiyou Velo BOD-GoogleGroup
Subject:	Support for proposed protected bike lanes in Ashland
Date:	Wednesday, September 20, 2023 9:39:51 AM

[EXTERNAL SENDER]

Dear Scott,

The Siskiyou Velo cycling club supports the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length. Protected bike lanes are an integral part of infrastructure improvements to make cycling and other non-motorized transportation safer for everyone.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

All Ashland residents deserve streets that motorists can drive to and through with ease, which people can access safely and conveniently on their bikes or by foot, and where businesses can thrive. We encourage the City of Ashland to install dedicated bike lanes on North Mountain Ave. during the upcoming re-paving projects.

Sincerely,

Lisa Brill, President, Siskiyou Velo
Harlan Bittner, Ann Smith, Advocacy Co-Chairs, Siskiyou Velo

From: jack cannon
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected bike lanes
Date: Tuesday, September 19, 2023 12:07:32 PM

[EXTERNAL SENDER]

Hello,
I would like to add my name to those in favor including protected bike lanes on North Mountain Avenue when it is repaved. We have a limited number of ways of getting over the tracks safely when we're on our bikes and this would be a great way to support that. Please help make biking in town as safe as we can.
Thanks you.

Sincerely,
Jack Cannon
453 Williamson Way
Ashland, OR 97520

To: Transportation Advisory Committee, TAC
CC: Ashland City Council
From: Climate Environment Policy Advisory Committee, CEPAC
Date: September 13, 2023
RE: Addition of Protected Bike Lanes on North Mountain Avenue

The CEPAC recommends:

- The TAC endorses the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge.

Members of the CEPAC appreciate the opportunity to offer testimony as a part of the TAC's September 21st public hearing on the North Mountain repaving project. We understand the challenges associated with change especially when it happens on a street in front of someone's home or business.

Removing parking is controversial and we know that it may create a hardship on some property owners. But ultimately CEPAC members concluded that the city must modify its transportation system to be more efficient, safe, and convenient for all road users. We're pleased to say that is exactly what the TAC and Council did on Ashland Street by adding protected bike lanes. We hope that you will recommend to the Council do the same on North Mountain.

There are specific goals/policies in the Climate and Energy Action Plan (CEAP), and the Transportation System Plan (TSP) that support this recommendation. They are listed below along with brief statements describing why the addition of protected bike lanes on North Mountain is required, pursuant to the city's adopted goals.

CEAP Goal - Reduce community and City employee vehicle miles of traveled and greenhouse gas emissions.

> The CEAP goal can only be achieved by fostering more walking, rolling, bicycling or transit use. The city, as a principal provider and owner of the transportation system, is uniquely responsible for transforming the existing auto-centric transportation system in ways that will make it safe, practical and efficient for people to accomplish in-town travel by any means that they might find convenient. To foster choice, the pedestrian and bicycle networks must support travel, from anywhere to everywhere, for people of all ages and abilities—and be equal or more convenient and safer than travel by auto. Adding protected bike lanes on major roads, such as North Mountain, is crucial to achieve the goal.

TSP - Goal # 1: Create a "green" template for other communities in the state and nation to follow.

The addition of a protected bike lane on Ashland Street is the first of many that will be needed on major streets within town in order to constitute a "green template." Since at least 2013, the year the city's TSP was adopted, cities in Oregon and throughout the nation have been adding protected bike lanes, building off-street multi-use paths, and modifying residential streets through traffic calming. Together, these efforts help reduce congestion, improve human health, lower transportation costs, and reduce greenhouse gas emissions. The city has made and needs to continue to make progress on this goal.

TSP - Goal # 2: Make safety a priority for all modes of travel.

The addition of protected bike lanes on major streets alters the street environment and makes them safer. Protected bike lanes have the obvious benefit of making bicycling safer by placing a physical barrier between people riding bicycles and people driving cars/trucks. But, as importantly, they serve to make it safer for all road users. [see: Why Cities with High Bicycling Rates are Safer for All Road Users]

According to Wesley Marshall, PhD, PE, assistant professor in the College of Engineering, Design and Computing at CU Denver and the author of the above cited study, "...bicycling seems inherently dangerous on its own. So, it would seem that a city with a lot of bicycling is more dangerous, but the opposite is true. Building safe facilities for cyclists turned out to be one of the biggest factors in road safety for everyone."

We recognize that the Transportation Advisory Committee is keenly focused on safety. Adding protected bike lanes on N. Mountain will help improve safety and will also have the potential to boost the number of people bicycling for some of their short in-town trips.

Thank you again for giving CEPAC an opportunity to provide its recommendation on this vital project.

From: Sean Chon
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Tuesday, September 19, 2023 3:56:23 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Sean Chon
100 Schofield St.

From: Sonya Daw
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Tuesday, September 19, 2023 8:20:04 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I am a life-long bicycle commuter, and I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Sonya Daw
Ashland, Oregon

--
Sonya Daw
(she/her)

From: Manuel De Aquino
To: Scott Fleury
Subject: bike lane and street side parking elimination
Date: Thursday, September 14, 2023 11:48:50 AM

[EXTERNAL SENDER]

Dear Mr. Fleury,

I'm writing about the proposal to install protected bike lanes on N. Mountain Ave. I support adding these bike lanes. Even though some on-street car parking will be eliminated, it is worth it.

I regularly bicycle around Ashland for shopping, errands, recreation, etc. Even though I'm an experienced cyclist and don't mind "taking the lane", the section on N. Mountain between Village Green and E. Main is not bike friendly. And, it is along a route used to access schools.

Thank you for the opportunity to comment and I hope the project to install these bike lanes goes through.

Sincerely,
Manuel De Aquino
481 N. Mountain Ave.
Ashland, Oregon
541-625-0391

From: Gabriela Fernandez-Coffey
To: Scott Fleury
Subject: Protected bike lanes on N Mtn
Date: Tuesday, September 19, 2023 7:58:52 AM

[EXTERNAL SENDER]

Hey Mr. Fleury,

Just a quick note to communicate our support for protected bike lines on N mountain avenue! We are a family of four who own our home in Ashland and want to see Ashland continue to grow in safe, healthy and green ways. Let's leave our cars in the driveway unless we head out of town! Let's make our beautiful community as bikeable and walkable as possible!

Thanks for your support!
Gabriela Fernandez
Tim Getman
Clara (8) and Rosie (4)

From: Jim Hartman
To: Scott Fleury
Cc: Info
Subject: Protected Bike Lanes on Mountain Avenue
Date: Monday, September 18, 2023 1:15:05 PM

[EXTERNAL SENDER]

Dear Scott and the Transportation Advisory Committee

I wanted to encourage the City of Ashland to create protected bike lanes on North Mountain between E. Main and Bear Creek during the upcoming repaving project. We need to make biking a more attractive option in this town. I realize some parking spaces will be lost but citizen's do not have a right to free on-street parking by their house. Streets are for public use, not for private parking. Overall these protected bike lanes will improve the livability of our city and help reduce our greenhouse gas emissions. More and more people are open to getting around on electric bikes. Protected bike lanes make this option more attractive.

Sincerely,

Jim Hartman

From: Kathleen Hering
To: Scott Fleury
Subject: Protected bike lane on Mt. Ave
Date: Wednesday, September 20, 2023 12:12:53 PM

[EXTERNAL SENDER]

Hello,

I am an avid bicyclist that lives on Mountain Ave. I have long been an advocate of protected bike lanes and think this would be win win for motorist and riders. I have ridden in San Francisco and Portland. I always feel safer if there is a barrier between me and the traffic. I am glad that Ashland is making moves to make our streets safer for all.

Kathleen Hering
236 N. Mountain Ave
Ashland OR 97520
541-778-5206

From: FRANK HUBBARD
To: Scott Fleury
Subject: Protected Bike Lanes
Date: Wednesday, September 20, 2023 6:35:32 AM

[EXTERNAL SENDER]

Dear Scott,

I am an avid cyclist and have been a rider for forty years. I have ridden in rural and urban locals. Even though I am comfortable throughout the Rogue Valley, I am aware that many are not.

It is a shame to have many avoid the bicycle because of fear of being struck. And that fear is justified! I was a trauma surgeon in NC, and I saw the effects of motor vehicles on pedestrians and bicyclists.

Protected bike lanes and adequate sidewalks will help separate cars from non motorized traffic. Just the other day I saw a motorist talking on their cell phone pinned against their shoulder making a turn with a baby on board! What?!?!

Thank you for considering increasing protected bike lanes!

As always,
F. Alan Hubbard, MD
434 Courtney Street
Ashland, OR 97520

Sent from Hubs' iPad

From: Marcia Hunter
To: Scott Fleury
Cc: Lorrie, Rick and Candace
Subject: Protected Bike Lanes - North Mountain Avenue
Date: Tuesday, September 19, 2023 1:20:07 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Marcia Hunter
2105 E. Main St.
Ashland, OR 97520

From: Frances Iba
To: Scott Fleury
Subject: Protected bike lanes in Ashland
Date: Tuesday, September 19, 2023 1:23:22 PM

[EXTERNAL SENDER]

Hello Scott,

I understand a protected bike lane on North Mountain Ave. from N. Main to the Bear Creek Bridge is being considered.

This is an excellent idea as it will give an additional opportunity to travel safely around town. As a 66 year old occasional cyclist, this would increase my likelihood to travel by bicycle and not just my car.

Thank you,
Frances Iba

From: Katherine Jimison
To: Scott Fleury
Subject: bike lanes on North Mountain Avenue
Date: Monday, September 18, 2023 8:29:59 AM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Katherine Jimison
4023 Crystal Springs Dr.
Medford OR

From: Tim Learmont
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Protected Bike Lanes on North Mountain Ave.
Date: Tuesday, September 19, 2023 1:24:48 PM

[EXTERNAL SENDER]

I strongly encourage all of the Ashland Transportation Advisory Committee to help provide for protected bike lanes and necessary sidewalks along North Moutain Ave. from North Main St to Bear Creek. We must continue to make it safer an easier for people to use non-car transportation. This is becoming even more important with the increase of electric assist bikes which allow many people who wouldn't have ridden a bike in hilly Ashland to now actually use a bicycle as transportation. North Mountain is a perfect example of a road that might have been daunting before eBikes, but now is do-able. BUT, without protected bike lanes, many people will be hesitant to ride along North Mountain, and will continue to use cars, adding to our climate change problem.

Can we really complain about smoke/fire/drought problems if we aren't working to reduce the underlying causes?

Tim Learmont

502 Allison St., Ashland

From: Steve Levesque
To: Scott Fleury
Subject: Bicycle Safety
Date: Tuesday, September 19, 2023 7:02:19 PM

[EXTERNAL SENDER]

TO: Scott.fleury@ashland.or.us

Cc: info@ashlandclimate.org

Subject: Protected Bike Lanes - North Mountain Avenue

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Steve Levesque
3986 Jonathan Way
Central Point, OR 97502

From: Alcyon Lord
To: Scott Fleury
Subject: Bike lanes on Mountain
Date: Wednesday, September 20, 2023 4:32:04 PM

[EXTERNAL SENDER]

Hi,
I am a former resident of Ashland and I still visit Ashland numerous times throughout the year. When I am here, I like to use my bicycle for many errands as well as recreative purposes. I would love to see protected bike lanes on all major north-south and east-west routes, as well as traffic quieting on major neighborhood streets.
I use North and South Mountain to navigate on a daily basis.
Please improve safety and access for all alternative transportation in town!
Alcyon Lord

From: Ray Mallette
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: Building Protected Bike Lanes in Ashland
Date: Wednesday, September 20, 2023 9:23:12 PM

[EXTERNAL SENDER]

Transportation Advisory Committee :

I would like to see the addition of protected bike lanes on N. Mountain Avenue as part of the repaving project. I think adding protected bike lanes for this project would be a good start to see how they work to increase bike ridership and decrease car use (and emissions) for a major commuting street in Ashland, especially with a connection to the Central Bike Path. As an avid biker I have observed the need for the increased safety that comes by separating bicyclists from cars and trucks, especially for younger and older riders. Putting in protected bike lanes on N. Mountain Avenue will give us data on how to increase bicycle ridership and safety while managing traffic flow, parking and lane cleaning that we can use for future decisions.

Ray Mallette

Ashland

From: David Minter
To: Scott Fleury
Subject: Protected bike lines.
Date: Tuesday, September 19, 2023 1:04:16 PM

[EXTERNAL SENDER]

Hi Scott. I support protected bike lanes on North Mountain Ave. from East Main to the Bear Creek Bridge. I am an avid cyclist and I am aware that protected bike lanes raised above the road are highly effective at protecting cyclists. Both of my children were born deaf and this extra support raised bike lanes provides them with a added safety measure when biking around town. The present painted lines for bike lanes have little provided safety benefits from motorists swerving into them.

Thanks for the consideration.

David Minter, LCSW, QMHP
Behavioral Health Clinical Lead/ Mental Health Therapist at
La Clinica School-Based Health Centers, Central Point and
Mae Richardson Elementary
dminter@laclinicahealth.org
541-494-6749

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From: Katherine Nabielski
To: Scott Fleury
Subject: Protected bike lanes
Date: Tuesday, September 19, 2023 3:07:17 PM

[EXTERNAL SENDER]

We need protected bike lanes on N Mountain Avenue. Protected bike lanes provide safer streets for riders and motorists. They also provide equity among street users and make a healthy choice for people to travel and fight climate change.
A designated crosswalk with lights is need at the top of the hill connecting the park to the neighborhood walkway. This crossing is a blind spot to traffic making it hazardous for pedestrians.
An addition of sidewalks on both sides of the street are needed as well.
Adding these requests will improve riders and pedestrians safety.

Katherine Nabielski

From: Barret O"Brien
To: Scott Fleury
Date: Saturday, September 16, 2023 12:50:44 PM

[EXTERNAL SENDER]

Mr. Fleury.

Thanks for your time and for all you do for the city of Ashland. It is recognized and appreciated.

I am writing to express my deep support for protected bike lanes on Mountain Avenue. As a daily bike commuter and a father of two children who are attempting (though it often feels very dangerous) to ride with me, protected bike lanes would a a strong symbol to the town of the equality of roads for all citizens (not just those who choose to/are able to drive automobiles).

Thanks for anything you can do to make this vision a reality. My and my children's safety applaud you.

sincerely,
Barret O'Brien.

--
Barret O'Brien
Adjunct Professor of Acting
Oregon Center for the Arts @ Southern Oregon University
he/him/his

From: jeanodonnell
To: Scott Fleury
Subject: N Mountain Protected Bike Lane
Date: Wednesday, September 20, 2023 9:55:02 AM

[EXTERNAL SENDER]

I live on Starflower Lane two blocks over from N Mountain Ave. I ride a road bike and sometimes my route takes me onto N Mountain either heading out toward Emigrant Lake or the other direction past Mountain Meadows toward Pilot View. I am very uncomfortable on N Mountain in tight quarters with so many cars. I would love a protected bike Lane.

Also, I see three little kids ride their bicycles in front of my house and heading out to N Mountain to go to and from school. Being little kids I think they are squirrely, unpredictable riders and am surprised they are allowed to ride on N Mountain at all. I think the little kids would be much safer in a protected bike lane.
Jean O'Donnell
364 Starflower Lane
Ashland

Sent from my Galaxy

From: Vicki Orendurff
To: Scott Fleury
Subject: Support for Protected Bike Lanes on N. Mountain Ave
Date: Monday, September 18, 2023 4:03:20 PM

[EXTERNAL SENDER]
Scott & all of the Ashland Transportation Advisory Committee,

Thank you for your service to our community.

I strongly support the installation of protected bike lanes on N. Mountain Ave from E. Main to the Bear Creek Bridge. The loss of parking is a small price to pay for the benefit that will be gained. So many more people would ride bikes to do their in-town trips if they felt safe. Protected bike lanes on main arterials in Ashland would help get more people using alternative, climate friendly forms of transportation and out of their cars, helping to reduce CO2 emissions and help Ashland get on track to meet its stated climate goals.

I just read the following from CNN "The world has just experienced the hottest summer on record, according to a new report from the European Union's Copernicus Climate Change Service. Data shows the planet experienced its hottest June followed by the hottest July, as triple-digit heat seared parts of the US and popular global travel destinations. July and August were also estimated to have been 1.5 degrees warmer than pre-industrial levels — a key threshold scientists have long warned the world must stay under to prevent the most catastrophic impacts of climate change."

We just had another smoky day yesterday. I'm wondering how many more we have to have before some people stop supporting more car infrastructure and get on board with building bicycle and pedestrian infrastructure. Without aggressive measures to stop our greenhouse gas emissions, we will not reach our goals as a City and we will continue to breath unhealthy air year after year. Let us follow the lead of other cities in Oregon like Portland, Eugene, and Medford in making our streets safe for bike commuting and healthier for everyone. Rarely do I see a cyclist in Ashland who doesn't have a smile on their face. Cycling compared to driving is cheaper, healthier, often quicker, better for the environment and more fun!

Vicki Orendurff
432 Parkside Dr
Ashland

From: Carl Prufer
To: Scott Fleury
Subject: protected bike lanes
Date: Sunday, September 17, 2023 4:18:12 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Thank you
Carl Prufer
502 Herbert st.
Ashland, OR 97520

From:	Paul Rowland
To:	Scott Fleury
Cc:	info@ashlandclimate.org
Subject:	Protected Bike Lanes - North Mountain Ave
Date:	Tuesday, September 19, 2023 10:28:45 AM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from East Main St. to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will not be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people.

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money.

Thank you,
Paul Rowland
1030 Clay St., Ashland

From: gshaff@gmail.com
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: I Support Adding Protected Bike Lanes on North Mountain
Date: Wednesday, September 20, 2023 2:24:15 PM

[EXTERNAL SENDER]

Madam Chair and members of the Transportation Advisory Committee,

I support the addition of protected bike lanes on North Mountain Avenue. North Mountain, like other major streets in Ashland, is unsafe for people riding bicycling. I bicycle and I can attest to that fact.

Because the city's transportation network is unsafe for people bicycling serves to explain why so few people bicycle for short in-town trips. Most residents are afraid to share the road with motor vehicles and are unwilling to risk serious life-altering injury or death to do everyday trips; get to school or work, shop, go to the library, get to soccer or baseball practice, visit a friend or family, or countless other errands.

The Transportation Advisory Committee's mission is to ensure(s) that we (members of the community) "will have the opportunity to conveniently and safely use the transportation mode of our choice." Adding protected bike lanes to North Mountain by converting existing on-street parking (between E. Main and the top of the hill on North Mountain - near the electric substation) is the only option to ensure that people of all ages and abilities can safely and conveniently bicycle on North Mountain.

I've included the entirety of Committee's mission statement, below, for your convenience.

Thank you,
Gary Shaff
516 Herbert St.

Ashland Municipal Code 2.13.010 Purpose and Mission

Mission. **The need for a Transportation Commission is emphasized in the Transportation Element:**

"Ashland has a vision - to retain our small-town character even while we grow. To achieve this vision, we must proactively plan for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment. ...The focus must be on people being able to move easily through the City in all modes of travel. Modal equity then is more than just a phase. It is a planning concept that does not necessarily imply equal financial commitment or equal percentage use of each mode, but rather ensures that we will have the opportunity to conveniently and safely use the transportation mode of our choice, and allow us to move toward a less auto-dependent community."

From: Linda Serbu
To: Scott Fleury
Subject: Bike lanes
Date: Tuesday, September 19, 2023 4:14:58 PM

[EXTERNAL SENDER]

i want bike lanes in Ashland! I am a lifelong bike rider. My daughter got hit near the Coop on a street with no bike lane. C'mon! It's so obvious! This will make Ashland better just like all the other place that promote biking! We should have a shuttle downtown also while I'm at it!

Thank you,
Linda Serbu

Sent from my iPhone

From: Shereen Vesalpour
To: Scott Fleury
Subject: Bike Lanes on N. Mountain Ave
Date: Monday, September 18, 2023 8:28:03 PM

[EXTERNAL SENDER]

Hi Scott,

We need protected bike lanes on N. Mountain Ave.

Thank you,
Shereen Vesalpour

From: inwardwego@gmail.com
To: Scott Fleury
Subject: N. Mountain bike lane
Date: Monday, September 18, 2023 2:42:27 PM

[EXTERNAL SENDER]

Greetings Scott,

Please consider including protected bike lanes for N. Mountain Avenue. It is a well used bike path and would provide a saver environment for bikes and cars. Thank you for your consideration in this matter.

Philippe Sprague
Long time Ashland resident and bike rider.

Sent from my iPad

From:	Steve Thomas
To:	Scott Fleury
Cc:	Ashland Climate Collaborative
Subject:	In Support of Protected Bike Lanes on North Mountain Street
Date:	Tuesday, September 19, 2023 12:43:00 AM

[EXTERNAL SENDER]

Dear Scott and Transportation Advisory Committee Members,

I am writing you to express my support for including protected bike lanes along the upcoming road improvement project route along North Mountain Avenue. Being an experienced bicycle rider on all kinds of city streets as well as long distance country highway roads, I can personally attest to the need for continuing improvements for bicycle and pedestrian user safe routes along the City of Ashland's roads as well as many more of our Rogue Valley roads.

I work with Mike Veerger as a volunteer fixing bikes to give to people in need almost every Thursday at the Grove bike workshop in Ashland. I see his commitment to advocating bicycle riding safety education for everyone, especially our elementary school children. I've attended some of his bicycle safety education classes/lectures and they are excellent. However, along with education, I feel as many other bicyclist do that better bike and pedestrian safe road improvements are needed. The project scheduled for North Mountain street in the near future is a prime opportunity to make that happen for another majorly traveled road in Ashland. Many autos, bikes and pedestrians do so every day but so many more would if it were truly made safer by adding protected bicycle lanes.

Just one month ago, on August 16th, I rode my bike to North Mountain Park to attend an ice cream social in honor of the many Ashland Parks and Recreation volunteers of which I am one because of the wonderful collaboration of the parks department with RVTD (whom Mike Veerger is an employee of and his job includes the above mentioned bicycle safety education classes provided to many of our Ashland elementary school children). I've ridden that route hundreds of times for over 40 years of living in Ashland and can tell you that the auto traffic on North Mountain Street has increased enormously since all the housing and business development that has taken place!

Unfortunately, I had a harrowing experience that day on the way to the volunteer ice cream social. As I'm sure you are all aware, there is yet another huge development project happening just beyond the railroad crossing while heading to North Mountain Park. As I was about to enter that area, riding in the bike lane, an ambulance and three fire trucks came speeding past me with lights flashing and sirens blaring. As I was trying to come safely to a stop while the last fire truck was about to pass me, I was distracted from watching the bike lane and all of a sudden started to slip and slide because the bike lane was covered in sand from all the construction! There was no signage warning of this hazardous condition of the bike lane nor had any attempt been made by the construction crews to block off the bike lane because of it!

Fortunately, I am an experienced bicycle rider and was able to finally come to a safe stop just as the fire truck was next to me but all I could envision at the time was sliding in front of or underneath the fire truck and likely seriously injured or killed. Soon after, I called the Ashland Street Division to register my concern of not having any attempt made to warn bicyclists of the potential danger or just closing the bike lane all together. My call was not answered because a message said there was no one available in the office at the time (just after 2 PM?). So I proceeded to call the Ashland Police Department to report the situation and was told that an officer would be sent to drive by the area and assess it. I had occasion to drive past that same section of North Mountain Street just last week, approximately one month later and the only change made was a large orange "BUMP" sign just before the construction area where there is still sand in the bike lane…great.

I believe a protected bike lane there would have gotten much more attention paid to it for making it safe to detour bicycle riders around the hazardous section.

Please seriously consider adding protected bike lanes to North Mountain Street and any other Ashland City streets when road improvement projects are being planned. Just one more bicycle user of our community streets is one less auto potentially adversely impacting bicycle and pedestrian traveler's safety…as well as helping reduce our carbon footprint and ultimately global warming.

Thank You In Advance.

Sincerely,

Steven C. Thomas

From: Daniel Thorndike
To: Scott Fleury
Subject: Bike Lanes on North Mountain
Date: Tuesday, September 19, 2023 1:56:33 PM

[EXTERNAL SENDER]

Dear Scott and Transportation Advisory Committee members,

As a longtime cyclist and Ashland resident, I am writing to support the installation of protected bile lanes wherever and whenever possible. This would include in conjunction with the upcoming improvements on North Mountain Avenue.

Frankly, I am either brave or stupid enough to ride with motor vehicle traffic in most settings. In many places, of course, there is no choice if one needs to get from point A to point B. However, I can assure you that many riders do not share this attitude and many simply won't ride (or let their children ride) on the hope that motor vehicles will, indeed, share the road.

Also, the recent explosion in e-bike usage has significantly changed the demographics of the bicycle riding public. Our road infrastructure needs to change and accommodate this shift, for the safety of all concerned. Protected bike lanes are one answer.

Thank you very much,

Dan Thorndike

From: Mike Vergeer
To: Scott Fleury
Cc: info@ashlandclimate.org
Subject: installation of protected bike lanes on N. Mountain Ave.
Date: Monday, September 18, 2023 1:47:24 PM

[EXTERNAL SENDER]

Hello Mr. Fleury and members of the TAC and city council:

I write today in favor of installing protected bike lanes (PBLs) on N. Mountain Ave.

One could weigh the pros and cons to arrive at a prudent decision.

Cons:

- Removing parking spaces will require drivers of cars to walk further when they park.
- People fear that, because of reduced travel lane width, emergency evacuation would be slowed. While this may not be true, Nextdoor.com suggests that the fear is real.

Pros:

- Greater safety is conferred to ALL road users (not just those on bikes).
- Residents (including young and old) could choose from among transportation options. Only the very bold and assertive among us are currently choosing to ride bikes.
- Boost public health.
- Meet our climate goals.
- Attract visitors, new residents, and investment, because people see safe bikeability goes hand in hand with a high quality of life.
- PBLs help make Ashland more affordable for folx with low incomes. With safe streets, households could choose to get around without using a personally-owned car. Essential workers could live in town rather than commute from nearby communities. (https://247wallst.com/city/cost-of-living-in-ashland-oregon).
- New state planning law will require protected bike lanes be planned for major roads. We can start now (https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=293043).

Neither pro nor con:

- The city's own Evacuation Time Estimate Study (among other studies elsewhere) suggests travel times would not change substantively (https://www.ashland.or.us/Files/KLD_Ashland_Final_ETE_4-13-2021_red.pdf).

Note: I work for RVTD promoting transportation options. My email today does not purport to convey any RVTD endorsement. I will say, however, that in my line of work, people tell me all the time that if we build a connected network of safe streets, they will come and ride them on bicycles. And that would be great for everybody.

--Mike Vergeer
300 Creekside Rd
Ashland OR 97520

From: Sarah Wardwell
To: Scott Fleury
Subject: I support protected bike lanes!
Date: Tuesday, September 19, 2023 3:28:02 PM

[EXTERNAL SENDER]

Transportation Advisory Committee members:

I support the addition of protected bike lanes on North Mountain Avenue from North Main to the Bear Creek Bridge, and the construction of sidewalks, where missing, throughout the project's length.

Adding protected bike lanes on N. Mountain and on other major streets in Ashland will give residents and visitors a safe alternative to the way they get around town. Without protected bike lanes, bicycling will never be a practical way to make short in-town trips; the risk of serious injury or death is too high for most people. I lived and biked in Washington DC and these protected bike lanes were a game changer!

Bicycling is fun, healthy, helps reduce greenhouse gas emissions, reduces congestion, boosts the local economy, and saves people money. Please make it easier for everyone to bike in Ashland!

Thank you,

Sarah Wardwell
650 Liberty St.

From: Lori Wolfe
To: Scott Fleury
Subject: North Mountain
Date: Tuesday, September 19, 2023 1:58:37 PM

[EXTERNAL SENDER]

Hello Scott,
I spoke with Chuck today and he said you would be the best person to contact with my questions and comments. Here goes .

- We live on North Mountain - nearest side street is Village Green. How long the construction is expected to last and what they will be doing next? We are happy to see the infrastructure upgrade, just wondering on the timeline.
- Will you be adding speed bumps? Traffic always speeds down North Mountain and many of the residents hope - like on Hersey - speed bumps will be put in. If speed bumps are not planned already can the residents put in a request or signatures on a petition or something like that to get them added?
- Regarding taking away parking and adding a protected bike line. We are very against this. As you know, there is already only parking allowed on one side of the street.
    - Most of the houses need that parking when having friends visit.
    - Most houses have very short driveways that don't offer parking other than for residents.
    - Havurah Synagogue needs extra parking for special events.
    - Parked cars on North Mountain actually help keep the speeding down.
    - There is already parking only on one side of North Mountain.
    - With the new development the need for additional parking only increases.

Thank you for thinking considerately about not taking away parking and adding speed bumps to North Mountain.

Lori Wolfe

Fun To Teach



From: Piccadilly Cycles
To: Scott Fleury
Subject: YES to protected bike lanes on North Mountain ave.
Date: Thursday, September 21, 2023 11:02:41 AM

[EXTERNAL SENDER]

Hi Scott,
We just wanted to reiterate if it's not obvious that we whole heartedly support protected bike lanes and sidewalks on North Mountain ave. from East Main to Bear Creek.
We thank you for working hard to keep all transportation modalities supported and safe.

Best,
Piccadilly Cycles
(541)482-9500
info@piccadillycycles.com

From: City of Ashland, Oregon
To: Scott Fleury; Taina Glick
Subject: Transportation Committee Contact Form Submitted
Date: Monday, October 02, 2023 5:59:57 AM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Bret Miller**
Phone: **3108956207**
Email: **info@atbagsend.com**
Subject: **North Mountain Avenue Rehabilitation Design and Bike Facility Improvements**
Message: **October 2, 2023 Bret Miller 311 N. Mountain Ave. Ashland, OR 97520 To whom it may concern: I oppose the proposed North Mountain Avenue protected bike lane. I feel putting a plastic candle every 20 feet would NOT make it any safer for bicyclists. In fact, it would only create new problems for garbage pickup, UPS, FEDEX, USPS and other delivery services. It will also make it more difficult FOR ME to enter and leave my driveway at 311 N. Mountain Ave. This project is misguided. It does not address the real problem, traffic speed, specifically between E. Hersey St. and E. Main St. There are several methods to reduce traffic speed and the city HAS DONE NONE in the 9 years I have lived here on N. Mountain Ave. 1.Lower the speed limit to 20 MPH 2.Create a traffic median 3.Cross walks with RFFPs (flashing lights) Furthermore, I have advocated multiple times there needs to be a crosswalk for pedestrians to enter the southern most entrance to N. Mountain Park at the top of the hill which happens to be across the street from my house. What is it going to take? Does someone have to get hurt for you to take notice? Does someone have to die for you to take action? Sincerely, Bret Miller**
Attachment 1 file:
Attachment 2 file:
Attachment 3 file:

*** USER INFORMATION ***
SubscriberID: **-1**
SubscriberUserName:
SubscriberEmail:
RemoteAddress: **66.241.70.76**
RemoteHost: **66.241.70.76**
RemoteUser:

From: City of Ashland, Oregon
To: City Council
Subject: City Council Contact Form Submitted
Date: Wednesday, October 04, 2023 12:00:37 PM

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Bridget Reilly**
Phone:
Email: **bridget@reillysite.org**
Subject: **Barricaded Bike Lane Mountain Avenue**
Message: **Bridget Reilly 311 North Mountain Avenue Ashland, OR 97520 October 4, 2023 Dear City Council, I strongly urge you not to approve Transportation Committee motion to install barricaded bike lane on North Mountain Avenue. Forty-inch plastic candle barriers would be an undesirable eyesore. A candle barricade would also pose challenges for garbage collection, mail delivery, street sweeping, and would unintentionally impede traffic in the event of evacuation. The real issue on North Mountain Avenue is traffic speed. The City should work with ODOT to reduce speed limit to 20mph, and Ashland Police should enforce speed limit. An enforced 20mph speed limit would improve safety for everyone using North Mountain Avenue. Thank you for your consideration, Bridget Reilly cc: Transportation Committee Public Works Ashland Police Ashland Recology Ashland Postmaster**

*** USER INFORMATION ***
SubscriberID: **-1**
SubscriberUserName:
SubscriberEmail:
RemoteAddress: **66.241.70.76**
RemoteHost: **66.241.70.76**
RemoteUser:

From:	Michael Orendurff
To:	Scott Fleury
Subject:	"Heavy" protected bike lanes reduce bike crashes by 90%
Date:	Sunday, October 15, 2023 4:10:13 PM
Attachments:	PastedGraphic-8.png Cicchino - Not all protected bike lanes are the same- Infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities AAP 2021.pdf

[EXTERNAL SENDER]

Hi Scott,

I'm writing you this email as a community member and cyclists, and my views are not necessarily endorsed by Streets for Everyone…yet.

Cycling deaths in Oregon have doubled from 2016 to 2022, from 10 to 20.
https://oregoninjurydata.shinyapps.io/transport/?utm_medium=email&utm_source=govdelivery
Bike riding has actually decreased slightly in that same time period.

Here is the data from a 2020 paper by Cicchino and colleagues showing that "Light" protection (plastic bollards and painted lines results in a non-significant 19% increase in bike crashes.
"Heavy" protection (concrete planters, curbs with steel posts) results in a significant **90% reduction in bike crashes**.

These crashes meant a trip to the Emergency Room, and about half of them involved cars.

Here is the Cicchino paper:
People, especially potential new riders correctly assess that cycling with cars is dangerous. Potential cyclists correctly perceive that concrete curbs and steel poles are safer ways to protect bike lanes, and they would be more likely to start riding on these safer bike lanes.

The cheapest (and easiest to repair) might be plastic bollards and paint, but that won't do the job. A human life is estimated to be worth about $5 million.

Please consider the safety of potential cyclists when making the decision about what type of protection to install on a "protected" bike lane. This peer-reviewed and robust scientific data shows that "Heavy" protection reduces bike crashes. Plastic bollards makes it worse.

Kind regards,

Michael Orendurff, PhD
432 Parkside Drive
Ashland

From:	Bob Kaplan
To:	Scott Fleury; Linda Peterson Adams
Cc:	Eric Hansen; Dylan Bloom
Subject:	Fwd: North Mountain Ave.
Date:	Monday, September 25, 2023 11:49:38 AM

FYI.

Bob Kaplan, Councilor
Pronouns He/él

City of Ashland
Council
20 E Main St, Ashland, Oregon 97520
541.488.6002 | TTY 800.735.2900
bob@council.ashland.or.us | council@ashland.or.us (email all Councilors)

Online ashland.or.us; social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541.488.6002.

Begin forwarded message:

From: linda smith <berries2mi@yahoo.com>
Date: September 25, 2023 at 11:06:38 AM PDT
To: Tonya Graham <tonya@council.ashland.or.us>, Paula Hyatt <paula.hyatt@council.ashland.or.us>, Dylan Bloom <dylan.bloom@council.ashland.or.us>, Jeff Dahle <jeff.dahle@council.ashland.or.us>, Bob Kaplan <bob@council.ashland.or.us>, Gina DuQuenne <Gina.DuQuenne@council.ashland.or.us>, Eric Hansen <eric@council.ashland.or.us>
Subject: North Mountain Ave.

[EXTERNAL SENDER]

Dear City Council Members,

I am writing to you regarding the installation of protected bike lanes along N. Mountain Ave. I attended the transportation committee public hearing on September 21 and as I'm sure you are aware, they voted to recommend the installation of the protected bike lanes and eliminate the parking on the west side of the street. Prior to that meeting, I submitted a letter against eliminating the parking, and to leave the structure of N. Mountain Ave. the way it is since there are already bike lanes. However,

now that the recommendation has gone on to you, I feel the need to express my concerns with the plan moving forward.

First of all, I have just spent a million dollars to save the old farmhouse at 192 N. Mountain Ave., making it my final home. I never anticipated that I would have what would look like a circus in the front of this beautiful historical home. With painting on the road and “candles” along the protected bike path, not only would not only look like a circus, but it would deminish the beauty and the value of the entire street. Please imagine for a moment how it would feel if you had to look at something like that every day. Frankly, it will look ridiculous, and for lack of a better word, ugly. I understand the need for bicycles, but there is nowhere else in Ashland that has anything like what was recommended at the meeting. This begs the question why green painted lanes and "candles" aren't elsewhere and everywhere in Ashland? I can only surmise that no one wants it and it makes the roads too tight for traffic, not to mention the unwanted aesthetics. Can't we at least tone it down and not have it look so bad? It's one thing to lose the parking that is much needed but it's another to do something so atrocious in our beautiful town.

I might add that I still have safety concerns about how tight the road will be with deliveries, trash day pick up, and emergency vehicles needing more space. The road getting narrower for vehicles does not seem wise, especially with the amount of firetrucks and ambulances that go down this street.

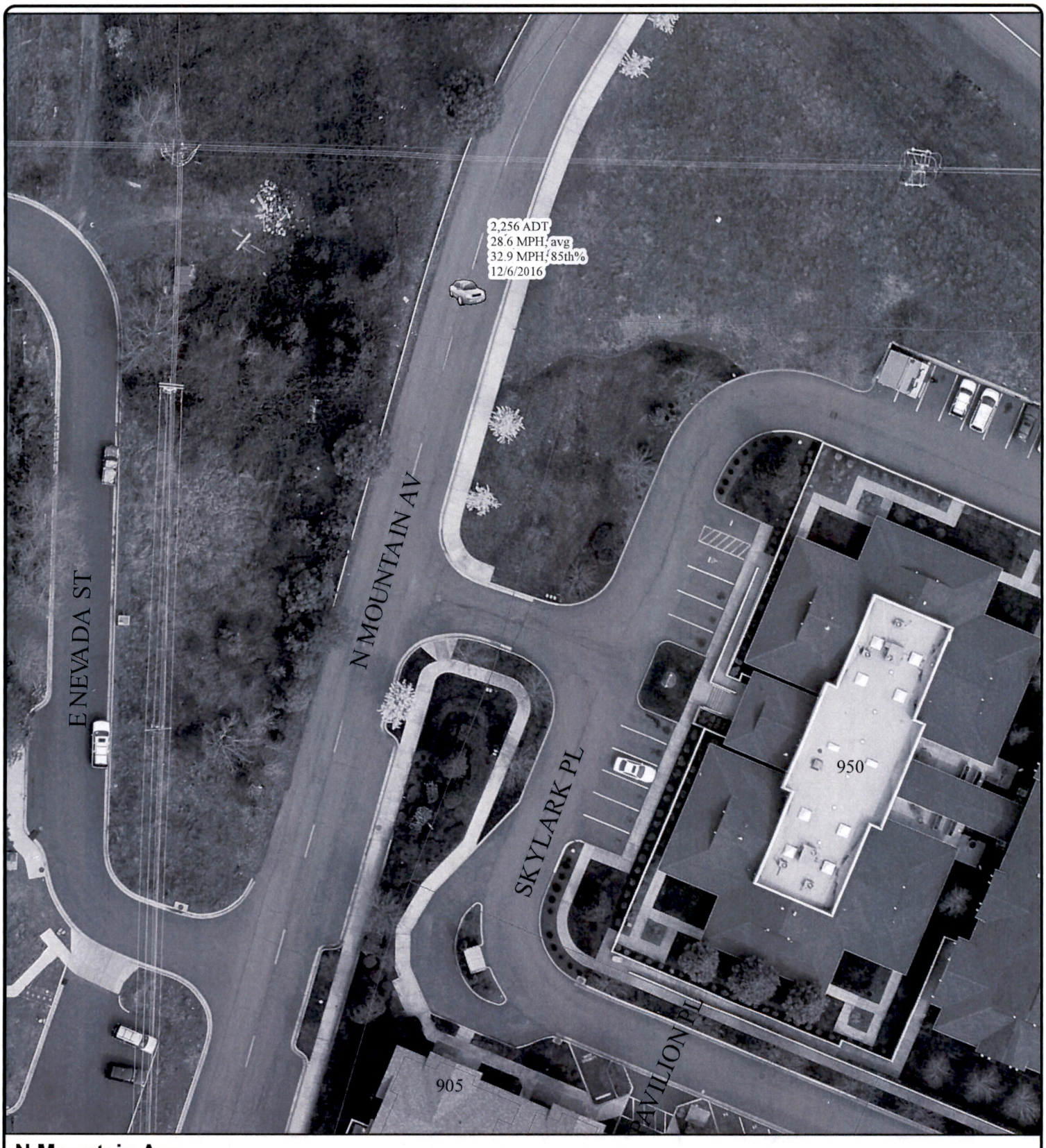
After I have invested so much in my new home, I am hopeful I can at least have some input as to what happens in front of my house. Thank you in advance for taking the time to consider what should and should not happen to N. Mountain Ave. in order to maintain some beauty in our lovely town. At the very least I would suggest eliminating the "candles" from the design.

Linda Smith
192 N. Mountain Ave.
Ashland
541-973-9795

P.S. I would like to be kept apprised of what will be happening moving forward. What would be the best way for me to do that?





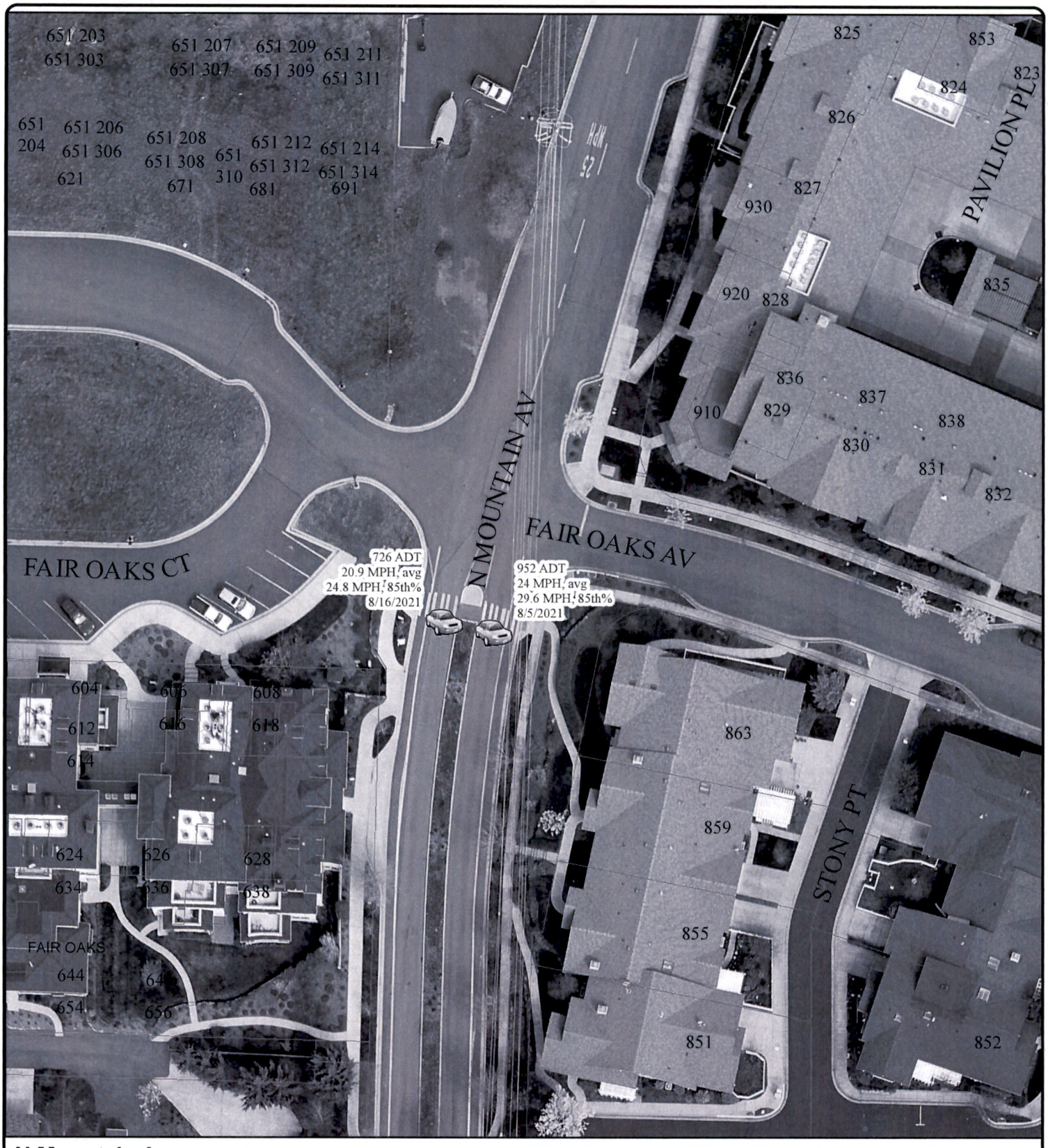


N Mountain Ave
Traffic Count Map

Date: 7/7/2022

0 25 50 100 Feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location

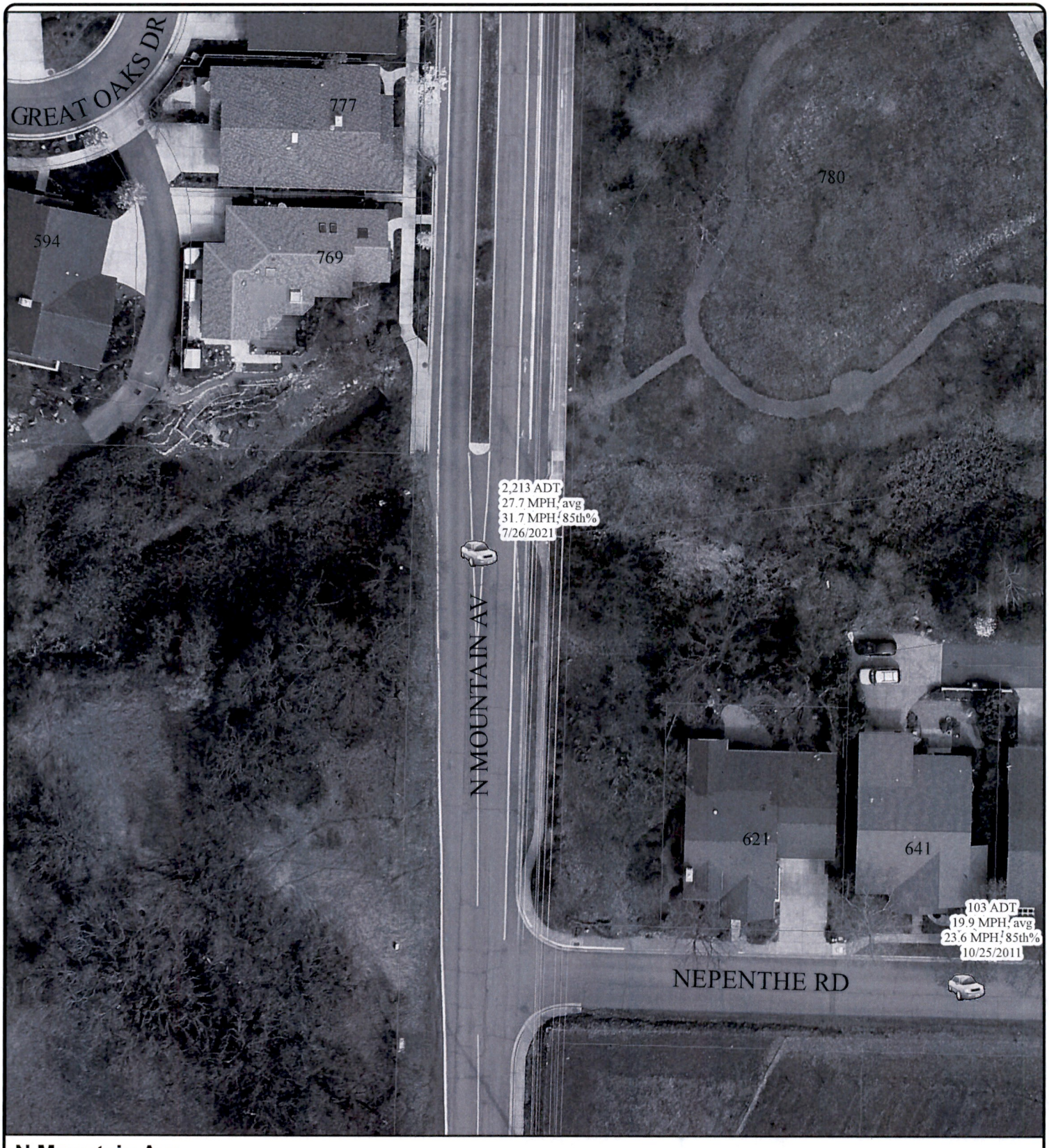


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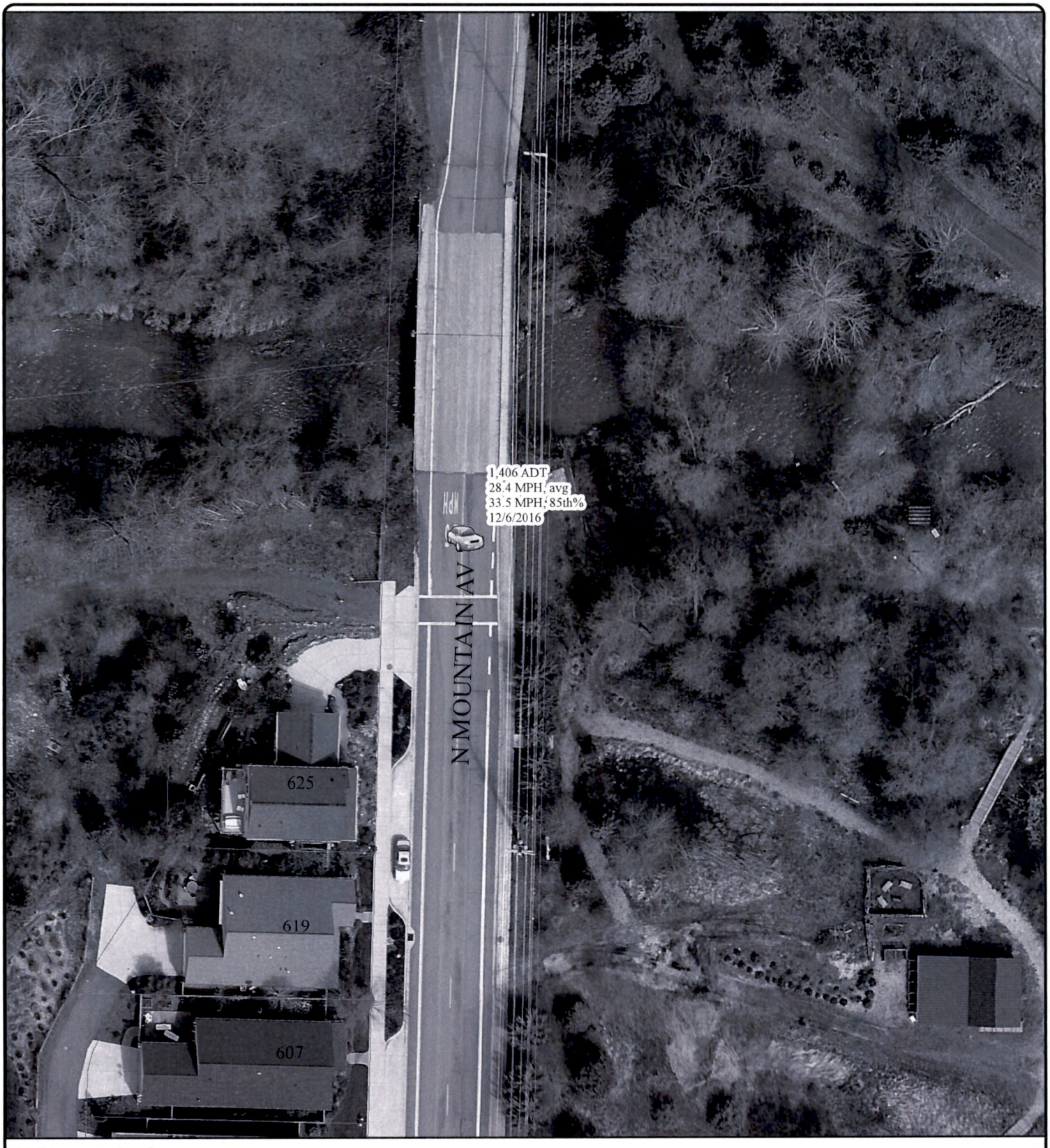


N Mountain Ave
Traffic Count Map

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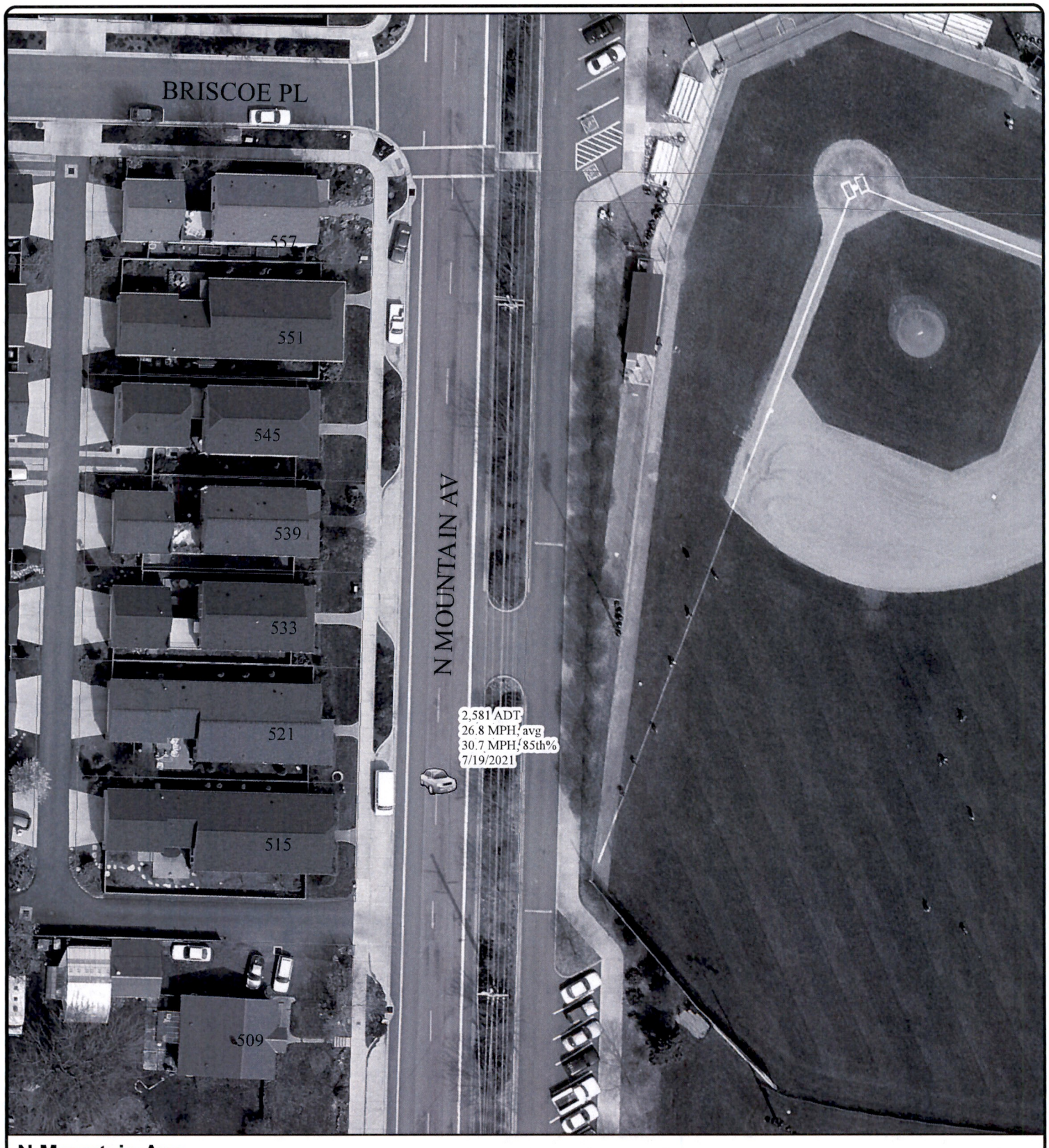


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Traffic Count Map

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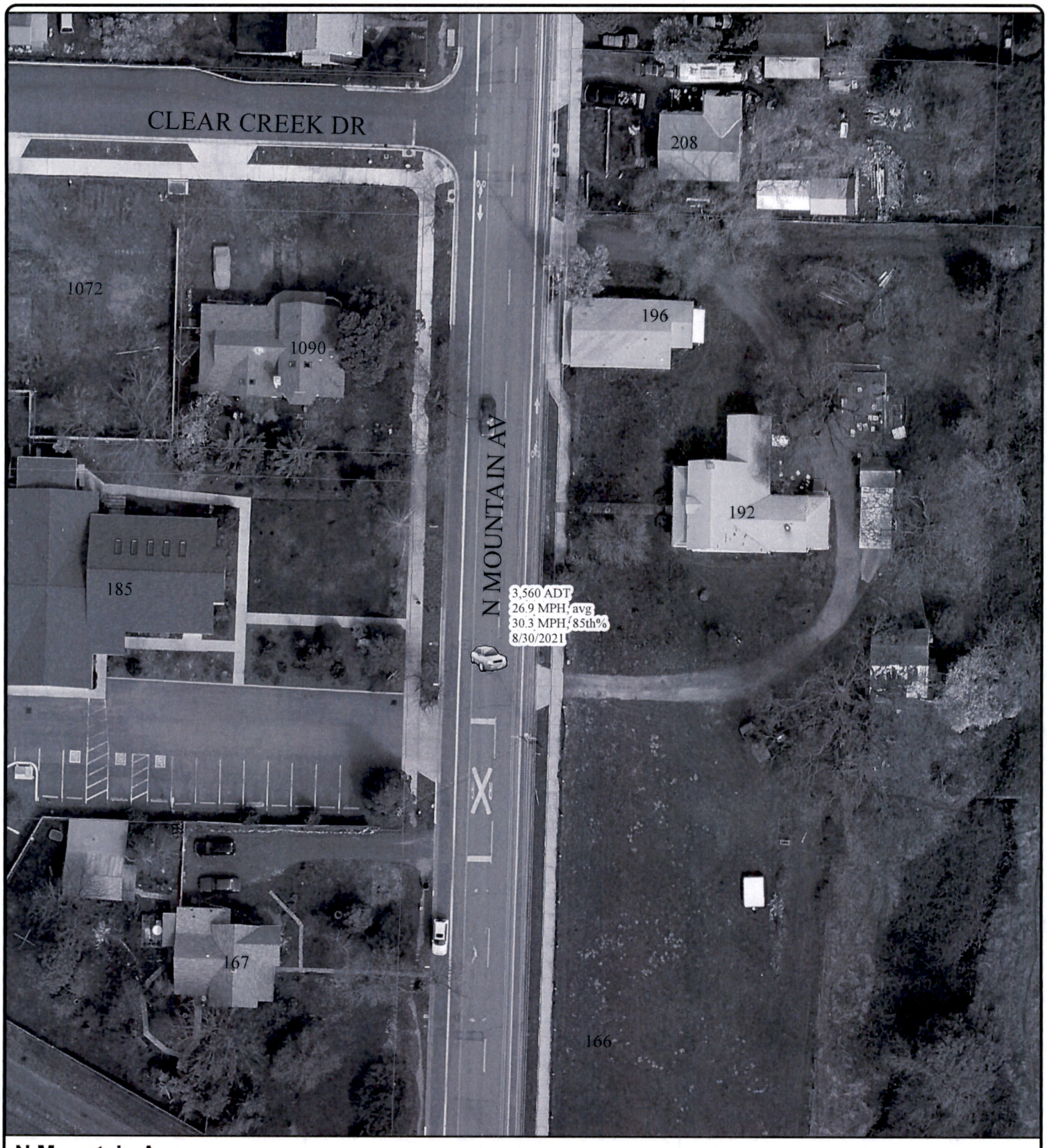


N Mountain Ave
Traffic Count Map

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Feet

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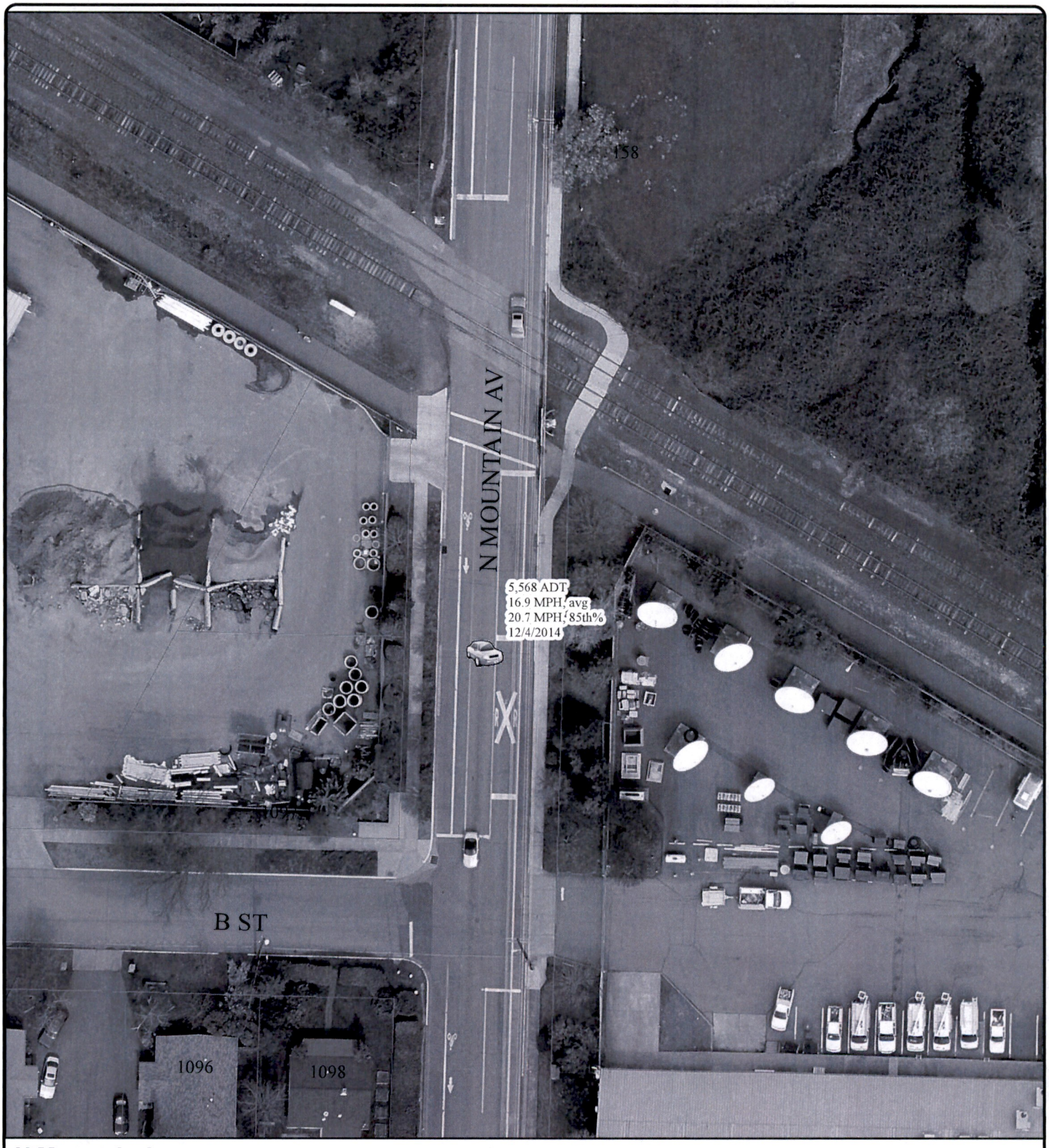


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N Mountain Ave
Traffic Count Map

Date: 7/7/2022

0 25 50 100 Feet

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City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Briscoe : to
Hersey :

Site: Eng - 07-2021
Monday, 7/12/2021 3:00 PM -
Monday, 7/19/2021 6:00 AM

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	3.4	0.0	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.9	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.6	0.0	2.4	0.9	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.9	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	7.1	0.0	5.4	1.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	18.1	0.0	13.9	3.3	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	39.8	0.0	32.0	5.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	57.3	0.2	44.5	8.8	0.2	2.8	0.2	0.0	0.7	0.0	0.0	0.0	0.0	0.0
8:00 AM	87.3	0.0	68.3	13.7	0.0	4.5	0.2	0.0	0.5	0.2	0.0	0.0	0.0	0.0
9:00 AM	95.7	0.0	76.8	13.3	0.2	4.2	0.2	0.0	0.8	0.2	0.0	0.0	0.0	0.0
10:00 AM	86.7	0.0	66.5	13.7	0.2	4.8	0.3	0.0	1.0	0.2	0.0	0.0	0.0	0.0
11:00 AM	124.0	0.2	99.5	16.7	0.2	6.7	0.2	0.0	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	97.2	0.2	77.2	13.3	0.5	5.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
1:00 PM	112.5	0.3	90.0	15.5	0.3	5.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	101.5	0.0	78.5	17.5	0.3	4.2	0.2	0.0	0.7	0.0	0.0	0.2	0.0	0.0
3:00 PM	91.1	0.4	75.1	10.0	0.0	5.1	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
4:00 PM	94.0	0.0	77.7	12.1	0.0	3.7	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
5:00 PM	70.9	0.1	60.1	7.7	0.0	2.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	53.9	0.1	45.3	6.6	0.0	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	44.6	0.1	39.0	4.9	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
8:00 PM	34.3	0.0	28.1	5.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.9	0.0	15.1	2.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.9	0.1	7.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.3	0.0	2.9	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1256.1	1.8	1012.0	174.7	1.8	56.1	1.6	0.0	7.3	0.5	0.0	0.2	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7991	12	6451	1105	11	353	10	0	45	3	0	1	0	0
		0.2%	80.7%	13.8%	0.1%	4.4%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Briscoe : to
Hersey :

Site: Eng - 07-2021
Monday, 7/12/2021 3:00 PM -
Monday, 7/19/2021 6:00 AM

Classification Grand Totals

Hourly Averages

south-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	3.6	0.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.1	0.0	1.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.9	0.0	1.6	0.9	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.4	0.0	2.4	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	13.6	0.0	10.1	3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	34.7	0.0	23.0	7.7	0.0	3.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	46.5	0.0	35.3	7.2	0.3	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	69.0	0.0	51.0	12.7	0.2	4.7	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	85.5	0.2	63.0	15.7	0.5	5.7	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	96.3	0.3	72.3	16.0	0.5	6.3	0.0	0.0	0.5	0.3	0.0	0.0	0.0	0.0
10:00 AM	104.7	0.0	79.5	17.2	0.3	6.0	0.5	0.0	1.0	0.2	0.0	0.0	0.0	0.0
11:00 AM	100.5	0.2	71.0	21.0	0.5	6.5	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	100.0	0.2	75.3	18.3	0.8	4.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
1:00 PM	115.8	0.2	92.8	16.5	0.3	5.3	0.2	0.0	0.3	0.0	0.2	0.0	0.0	0.0
2:00 PM	101.7	0.0	77.2	17.2	0.3	6.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	89.7	0.0	70.1	13.7	0.4	5.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	86.4	0.1	71.9	10.7	0.0	3.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	76.9	0.0	62.7	11.9	0.1	1.9	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	61.6	0.0	49.1	9.7	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	56.1	0.1	44.3	8.6	0.0	2.9	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	38.1	0.0	30.9	4.3	0.1	2.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.7	0.0	18.0	3.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.1	0.1	7.4	1.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.1	0.0	3.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1324.1	1.4	1017.4	218.5	4.5	73.3	1.6	0.0	6.7	0.5	0.2	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	8449	9	6504	1388	28	464	10	0	42	3	1	0	0	0
		0.1%	77.0%	16.4%	0.3%	5.5%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Briscoe : to
Hersey :

Site: Eng - 07-2021
Monday, 7/12/2021 3:00 PM -
Monday, 7/19/2021 6:00 AM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	7.0	0.0	6.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.0	0.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	6.4	0.0	4.0	1.7	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.7	0.0	3.3	1.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	20.7	0.0	15.6	4.4	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	52.9	0.0	36.9	11.0	0.0	4.6	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	86.3	0.0	67.3	12.8	0.3	5.5	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	126.3	0.2	95.5	21.5	0.3	7.5	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0
8:00 AM	172.8	0.2	131.3	29.3	0.5	10.2	0.3	0.0	0.8	0.2	0.0	0.0	0.0	0.0
9:00 AM	192.0	0.3	149.2	29.3	0.7	10.5	0.2	0.0	1.3	0.5	0.0	0.0	0.0	0.0
10:00 AM	191.3	0.0	146.0	30.8	0.5	10.8	0.8	0.0	2.0	0.3	0.0	0.0	0.0	0.0
11:00 AM	224.5	0.3	170.5	37.7	0.7	13.2	0.2	0.0	2.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	197.2	0.3	152.5	31.7	1.3	9.8	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	228.3	0.5	182.8	32.0	0.7	10.7	0.2	0.0	1.3	0.0	0.2	0.0	0.0	0.0
2:00 PM	203.2	0.0	155.7	34.7	0.7	10.7	0.2	0.0	1.2	0.0	0.0	0.2	0.0	0.0
3:00 PM	180.9	0.4	145.3	23.7	0.4	10.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
4:00 PM	180.4	0.1	149.6	22.9	0.0	7.3	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
5:00 PM	147.7	0.1	122.9	19.6	0.1	4.3	0.1	0.0	0.6	0.0	0.0	0.0	0.0	0.0
6:00 PM	115.4	0.1	94.4	16.3	0.0	4.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	100.7	0.3	83.3	13.4	0.0	3.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
8:00 PM	72.4	0.0	59.0	9.9	0.1	3.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	39.6	0.0	33.1	5.3	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	18.0	0.3	15.1	2.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.4	0.0	6.3	1.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	2580.3	3.3	2029.4	393.3	6.4	129.4	3.2	0.0	14.0	1.0	0.2	0.2	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	16440	21	12955	2493	39	817	20	0	87	6	1	1	0	0
		0.1%	78.8%	15.2%	0.2%	5.0%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%
north-bound	7991	12	6451	1105	11	353	10	0	45	3	0	1	0	0
		0.2%	80.7%	13.8%	0.1%	4.4%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
south-bound	8449	9	6504	1388	28	464	10	0	42	3	1	0	0	0
		0.1%	77.0%	16.4%	0.3%	5.5%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Clear Creek : to
R/R Tracks :

Site: Eng - 08-2021
Wednesday, 8/25/2021 1:00 PM -
Monday, 8/30/2021 7:00 AM

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5.0	0.0	4.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.8	0.0	4.2	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.8	0.0	3.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.8	0.0	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.8	0.0	1.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.0	0.2	4.6	0.6	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	36.4	0.0	23.8	9.2	0.0	3.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	51.0	0.0	37.8	9.8	0.0	2.8	0.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0
8:00 AM	99.8	0.3	77.3	14.3	1.3	5.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.3
9:00 AM	106.0	0.3	81.5	18.5	1.3	4.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	132.3	0.8	102.8	21.0	1.0	5.3	0.8	0.0	0.5	0.3	0.0	0.0	0.0	0.0
11:00 AM	131.0	0.5	103.0	20.8	0.3	4.8	0.5	0.0	1.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	136.5	0.5	108.3	19.3	1.5	5.3	0.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	131.8	0.4	108.4	16.4	0.6	4.2	0.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0
2:00 PM	132.8	0.4	104.0	19.2	1.0	7.2	0.6	0.0	0.2	0.0	0.0	0.2	0.0	0.0
3:00 PM	143.2	1.0	116.2	20.4	0.8	4.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
4:00 PM	137.4	0.6	112.8	17.4	1.2	4.6	0.0	0.0	0.6	0.0	0.0	0.2	0.0	0.0
5:00 PM	133.8	1.2	107.8	20.6	0.6	3.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
6:00 PM	115.8	0.2	96.2	16.0	0.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	77.0	0.0	65.2	10.2	0.2	1.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
8:00 PM	53.8	0.2	47.8	4.8	0.2	0.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
9:00 PM	36.8	0.0	33.4	2.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	16.8	0.0	13.8	2.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.6	0.0	13.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1709.9	6.5	1373.1	245.9	10.3	61.4	5.3	0.0	6.5	0.5	0.0	0.4	0.0	0.3

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7893	30	6355	1126	46	279	23	0	29	2	0	2	0	1
		0.4%	80.5%	14.3%	0.6%	3.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Clear Creek : to
R/R Tracks :

Site: Eng - 08-2021
Wednesday, 8/25/2021 1:00 PM -
Monday, 8/30/2021 7:00 AM

Classification Grand Totals

Hourly Averages

south-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6.4	0.0	4.0	1.4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.4	0.0	1.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.8	0.0	2.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.4	0.0	2.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	1.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	2.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	24.8	0.0	17.6	5.4	0.0	1.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 AM	44.3	0.3	29.8	11.0	0.0	2.5	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	74.5	0.0	52.5	16.0	0.5	4.5	0.3	0.3	0.5	0.0	0.0	0.0	0.0	0.0
9:00 AM	104.8	0.0	80.3	16.3	0.3	6.8	0.0	0.3	0.8	0.3	0.0	0.0	0.0	0.0
10:00 AM	128.5	0.3	94.5	23.8	0.0	7.8	0.5	0.5	1.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	136.3	1.0	101.3	25.0	0.8	7.5	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	146.3	0.5	110.8	27.5	0.3	6.3	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	161.6	0.8	117.0	29.6	0.2	12.4	0.4	0.2	0.8	0.2	0.0	0.0	0.0	0.0
2:00 PM	159.2	0.4	120.4	27.2	0.6	8.8	0.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	173.4	0.4	129.6	31.4	0.0	11.2	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
4:00 PM	154.0	0.4	121.6	25.4	0.0	6.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
5:00 PM	163.8	0.0	129.6	25.8	0.8	7.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
6:00 PM	128.0	0.2	104.4	18.8	0.0	4.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 PM	89.2	0.2	67.4	18.0	0.0	3.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
8:00 PM	64.2	0.0	54.8	8.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
9:00 PM	40.0	0.0	31.6	6.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.0	0.0	19.4	3.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	11.4	0.0	9.0	1.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1850.1	4.4	1406.2	327.3	3.4	95.5	4.3	1.7	7.0	0.5	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	8616	20	6562	1517	15	442	19	7	32	2	0	0	0	0
		0.2%	76.2%	17.6%	0.2%	5.1%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

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N Mountain Ave : -
Clear Creek : to
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Site: Eng - 08-2021
Wednesday, 8/25/2021 1:00 PM -
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Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	11.4	0.0	8.6	1.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	7.2	0.0	5.6	1.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	7.6	0.0	6.0	1.2	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.2	0.0	3.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.8	0.0	3.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.0	0.2	7.4	2.8	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	61.2	0.0	41.4	14.6	0.0	4.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 AM	95.3	0.3	67.5	20.8	0.0	5.3	0.8	0.0	0.5	0.3	0.0	0.0	0.0	0.0
8:00 AM	174.3	0.3	129.8	30.3	1.8	10.3	1.0	0.3	0.5	0.0	0.0	0.0	0.0	0.3
9:00 AM	210.8	0.3	161.8	34.8	1.5	10.8	0.3	0.3	1.0	0.3	0.0	0.0	0.0	0.0
10:00 AM	260.8	1.0	197.3	44.8	1.0	13.0	1.3	0.5	1.8	0.3	0.0	0.0	0.0	0.0
11:00 AM	267.3	1.5	204.3	45.8	1.0	12.3	1.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	282.8	1.0	219.0	46.8	1.8	11.5	1.5	0.3	1.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	293.4	1.2	225.4	46.0	0.8	16.6	0.8	0.2	2.2	0.2	0.0	0.0	0.0	0.0
2:00 PM	292.0	0.8	224.4	46.4	1.6	16.0	1.4	0.0	1.2	0.0	0.0	0.2	0.0	0.0
3:00 PM	316.6	1.4	245.8	51.8	0.8	15.6	0.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	291.4	1.0	234.4	42.8	1.2	10.6	0.0	0.0	1.2	0.0	0.0	0.2	0.0	0.0
5:00 PM	297.6	1.2	237.4	46.4	1.4	10.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
6:00 PM	243.8	0.4	200.6	34.8	0.4	7.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
7:00 PM	166.2	0.2	132.6	28.2	0.2	4.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
8:00 PM	118.0	0.2	102.6	12.8	0.2	1.8	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
9:00 PM	76.8	0.0	65.0	9.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	40.8	0.0	33.2	6.2	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	26.0	0.0	22.4	2.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	3560.0	10.9	2779.3	573.2	13.6	156.8	9.6	1.7	13.4	1.0	0.0	0.4	0.0	0.3

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	16509	50	12917	2643	61	721	42	7	61	4	0	2	0	1
		0.3%	78.2%	16.0%	0.4%	4.4%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
north-bound	7893	30	6355	1126	46	279	23	0	29	2	0	2	0	1
		0.4%	80.5%	14.3%	0.6%	3.5%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
south-bound	8616	20	6562	1517	15	442	19	7	32	2	0	0	0	0
		0.2%	76.2%	17.6%	0.2%	5.1%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Fair Oaks : to
Mountain Meadows :

Site: Eng - 08-2021
Monday, 8/9/2021 8:00 AM -
Monday, 8/16/2021 7:00 AM

Classification Grand Totals

Hourly Averages

south-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	3.9	0.0	3.0	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.6	0.0	2.3	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	1.6	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
5:00 AM	6.6	0.0	4.1	1.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	25.3	0.0	14.3	8.6	0.0	1.9	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	35.3	0.0	21.3	8.3	0.2	5.0	0.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	43.9	0.0	27.0	12.0	0.4	3.1	0.1	0.3	0.9	0.0	0.0	0.0	0.0	0.0
9:00 AM	42.4	0.1	28.4	9.3	0.7	3.1	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
10:00 AM	46.4	0.0	31.9	9.7	0.1	3.9	0.3	0.1	0.4	0.0	0.0	0.0	0.0	0.0
11:00 AM	47.7	0.1	33.7	9.0	0.3	3.9	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	52.7	0.0	37.9	8.6	0.6	4.9	0.3	0.3	0.1	0.1	0.0	0.0	0.0	0.0
1:00 PM	49.7	0.3	33.6	11.6	0.4	3.3	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0
2:00 PM	53.6	0.0	41.0	9.1	0.0	3.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	54.9	0.1	42.1	8.9	0.1	3.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
4:00 PM	52.4	0.0	38.0	10.1	0.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	47.1	0.0	39.6	5.7	0.0	1.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	41.1	0.0	32.0	7.4	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.9	0.0	18.9	4.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.4	0.1	17.0	2.6	0.0	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.7	0.0	11.6	2.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.6	0.0	9.7	0.4	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.9	0.0	5.1	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	686.2	0.9	496.2	131.9	3.0	46.4	2.7	1.7	2.9	0.4	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	4768	6	3452	915	21	320	19	12	20	3	0	0	0	0
		0.1%	72.4%	19.2%	0.4%	6.7%	0.4%	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Fair Oaks : to
Mountain Meadows :

Site: Eng - 08-2021
Monday, 8/9/2021 8:00 AM -
Monday, 8/16/2021 7:00 AM

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	1.1	0.0	0.0	0.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.1	0.0	0.1	0.7	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.9	0.0	0.1	0.1	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.4	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.9	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.0	0.0	0.3	1.3	0.3	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.4	0.0	2.6	2.9	0.7	3.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
7:00 AM	35.8	0.2	13.2	10.3	2.0	9.8	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
8:00 AM	48.1	0.1	14.9	13.9	7.0	11.7	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
9:00 AM	51.3	0.0	13.6	18.1	6.6	12.0	0.4	0.0	0.4	0.0	0.1	0.0	0.0	0.0
10:00 AM	56.0	0.1	11.0	20.3	5.6	18.1	0.1	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	62.0	0.0	7.3	20.4	8.3	24.6	0.1	0.0	1.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	65.1	0.0	9.1	16.6	18.6	19.9	0.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0
1:00 PM	52.0	0.3	8.1	13.6	11.0	18.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 PM	47.0	0.0	8.4	10.9	6.3	20.6	0.3	0.0	0.3	0.1	0.1	0.0	0.0	0.0
3:00 PM	42.4	0.0	8.1	10.1	3.4	20.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	33.9	0.0	7.6	9.3	4.3	12.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.3	0.0	2.0	10.0	9.3	6.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	23.6	0.0	0.3	6.0	5.9	11.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	18.4	0.0	2.1	5.1	1.1	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.6	0.0	1.1	5.0	0.4	7.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	6.6	0.0	0.3	3.0	0.4	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.0	0.0	1.4	0.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.0	1.3	0.1	1.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	612.7	0.7	110.3	181.5	91.9	221.0	1.7	0.0	5.2	0.1	0.3	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	4253	5	759	1260	641	1537	12	0	36	1	2	0	0	0
		0.1%	17.8%	29.6%	15.1%	36.1%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Fair Oaks : to
Mountain Meadows :

Site: Eng - 08-2021
Monday, 8/9/2021 8:00 AM -
Monday, 8/16/2021 7:00 AM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	5.0	0.0	3.0	1.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	5.7	0.0	2.4	1.4	0.0	1.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	1.0	0.1	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	1.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.9	0.0	1.6	0.3	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
5:00 AM	10.6	0.0	4.4	3.0	0.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	35.7	0.0	16.9	11.4	0.7	5.7	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
7:00 AM	71.2	0.2	34.5	18.7	2.2	14.8	0.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	92.0	0.1	41.9	25.9	7.4	14.9	0.3	0.3	1.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	93.7	0.1	42.0	27.4	7.3	15.1	0.7	0.3	0.6	0.0	0.1	0.0	0.0	0.0
10:00 AM	102.4	0.1	42.9	30.0	5.7	22.0	0.4	0.1	1.1	0.0	0.0	0.0	0.0	0.0
11:00 AM	109.7	0.1	41.0	29.4	8.6	28.4	0.4	0.3	1.4	0.0	0.0	0.0	0.0	0.0
12:00 PM	117.9	0.0	47.0	25.1	19.1	24.7	0.7	0.3	0.7	0.1	0.0	0.0	0.0	0.0
1:00 PM	101.7	0.6	41.7	25.1	11.4	22.1	0.0	0.4	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	100.6	0.0	49.4	20.0	6.3	23.6	0.7	0.0	0.3	0.1	0.1	0.0	0.0	0.0
3:00 PM	97.3	0.1	50.3	19.0	3.6	23.9	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0
4:00 PM	86.3	0.0	45.6	19.4	4.4	16.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	75.4	0.0	41.6	15.7	9.3	8.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	64.7	0.0	32.3	13.4	5.9	13.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	42.3	0.0	21.0	9.6	1.1	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	35.0	0.1	18.1	7.6	0.4	8.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.3	0.0	11.9	5.6	0.4	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	15.6	0.0	9.7	1.9	0.4	3.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.6	0.0	5.1	1.7	0.1	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	1298.9	1.6	606.5	313.4	94.9	267.4	4.5	1.7	8.1	0.6	0.3	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	9021	11	4211	2175	662	1857	31	12	56	4	2	0	0	0
		0.1%	46.7%	24.1%	7.3%	20.6%	0.3%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%
south-bound	4768	6	3452	915	21	320	19	12	20	3	0	0	0	0
		0.1%	72.4%	19.2%	0.4%	6.7%	0.4%	0.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	4253	5	759	1260	641	1537	12	0	36	1	2	0	0	0
		0.1%	17.8%	29.6%	15.1%	36.1%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Fiar Oaks : to
Mountain Meadows :

Site: Eng - 08-2021
Monday, 8/2/2021 9:00 AM -
Monday, 8/9/2021 7:00 AM

Classification Grand Totals

Hourly Averages

south-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.4	0.0	1.7	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.4	0.0	2.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.9	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.6	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.9	0.0	1.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.6	0.0	4.1	2.1	0.0	1.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6:00 AM	24.0	0.0	13.1	7.7	0.0	3.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
7:00 AM	30.2	0.0	15.3	8.8	0.7	4.3	0.5	0.0	0.3	0.0	0.2	0.0	0.0	0.0
8:00 AM	40.3	0.2	30.2	6.2	0.3	3.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	46.9	0.0	31.7	9.3	0.3	4.7	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.0
10:00 AM	43.7	0.0	32.0	7.0	0.1	4.0	0.3	0.1	0.0	0.1	0.0	0.0	0.0	0.0
11:00 AM	46.0	0.0	31.4	9.9	0.1	3.7	0.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	51.7	0.0	36.6	11.0	0.6	2.9	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0
1:00 PM	60.3	0.0	44.1	11.0	0.3	4.3	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
2:00 PM	49.4	0.0	35.6	9.1	0.1	4.0	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	53.3	0.0	39.6	9.9	0.6	3.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
4:00 PM	53.1	0.0	42.1	7.4	0.1	2.7	0.1	0.1	0.4	0.0	0.0	0.0	0.0	0.0
5:00 PM	52.1	0.0	43.7	6.6	0.0	1.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	43.7	0.0	34.4	6.3	0.0	2.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
7:00 PM	29.0	0.0	24.1	4.6	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	24.9	0.0	22.0	2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.7	0.0	14.6	1.7	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.6	0.0	10.6	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.6	0.0	4.6	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	699.2	0.2	516.4	124.9	3.4	46.8	3.2	1.3	2.5	0.4	0.2	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	4824	1	3569	859	23	320	22	9	17	3	1	0	0	0
		0.0%	74.0%	17.8%	0.5%	6.6%	0.5%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Fiar Oaks : to
Mountain Meadows :

Site: Eng - 08-2021
Monday, 8/2/2021 9:00 AM -
Monday, 8/9/2021 7:00 AM

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	3.6	0.0	1.6	1.0	0.1	0.7	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.1	0.6	0.4	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	0.3	0.4	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.4	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.4	0.4	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.4	0.0	1.1	1.3	0.6	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	0.0	2.1	4.9	2.7	5.6	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0
7:00 AM	29.3	0.2	13.3	6.8	0.8	7.5	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0
8:00 AM	46.7	0.0	21.0	12.8	1.0	10.8	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
9:00 AM	59.0	0.3	25.4	17.9	1.6	12.6	0.4	0.0	0.7	0.1	0.0	0.0	0.0	0.0
10:00 AM	57.3	0.0	22.6	20.3	2.6	10.9	0.4	0.0	0.4	0.1	0.0	0.0	0.0	0.0
11:00 AM	63.0	0.0	22.3	19.6	5.0	14.9	0.4	0.1	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	76.0	0.0	28.0	21.6	7.4	17.3	0.1	0.1	1.4	0.0	0.0	0.0	0.0	0.0
1:00 PM	71.7	0.1	27.7	22.0	2.7	17.3	0.6	0.1	1.0	0.1	0.0	0.0	0.0	0.0
2:00 PM	63.6	0.0	29.9	23.7	1.3	7.0	0.6	0.0	1.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	69.6	0.0	26.1	30.0	1.1	11.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
4:00 PM	60.3	0.0	25.9	21.7	0.7	11.4	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
5:00 PM	69.0	0.0	26.7	25.6	0.1	16.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	54.7	0.0	18.6	18.7	0.6	16.4	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	40.6	0.0	9.7	15.9	0.4	14.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.3	0.0	8.1	9.1	1.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.3	0.0	4.4	5.6	1.9	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.6	0.0	4.3	2.9	1.1	4.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.0	0.6	0.4	0.6	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	856.3	0.6	320.8	283.1	34.5	203.9	3.8	0.6	8.2	0.7	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	5918	4	2211	1962	240	1409	26	4	57	5	0	0	0	0
		0.1%	37.4%	33.2%	4.1%	23.8%	0.4%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

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Monday, 8/9/2021 7:00 AM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	6.0	0.0	3.3	1.6	0.1	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
1:00 AM	4.4	0.0	2.3	0.6	0.4	0.9	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.6	0.0	0.7	0.9	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.9	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.9	0.0	2.0	0.7	0.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.0	5.3	3.4	0.6	3.4	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6:00 AM	39.7	0.0	15.3	12.6	2.7	8.6	0.3	0.0	0.1	0.1	0.0	0.0	0.0	0.0
7:00 AM	59.5	0.2	28.7	15.7	1.5	11.8	0.8	0.2	0.3	0.2	0.2	0.0	0.0	0.0
8:00 AM	87.0	0.2	51.2	19.0	1.3	13.8	0.5	0.2	0.8	0.0	0.0	0.0	0.0	0.0
9:00 AM	105.9	0.3	57.1	27.1	1.9	17.3	0.9	0.1	0.9	0.3	0.0	0.0	0.0	0.0
10:00 AM	101.0	0.0	54.6	27.3	2.7	14.9	0.7	0.1	0.4	0.3	0.0	0.0	0.0	0.0
11:00 AM	109.0	0.0	53.7	29.4	5.1	18.6	1.0	0.1	1.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	127.7	0.0	64.6	32.6	8.0	20.1	0.4	0.4	1.6	0.0	0.0	0.0	0.0	0.0
1:00 PM	132.0	0.1	71.9	33.0	3.0	21.6	0.9	0.3	1.1	0.1	0.0	0.0	0.0	0.0
2:00 PM	113.0	0.0	65.4	32.9	1.4	11.0	0.9	0.1	1.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	122.9	0.0	65.7	39.9	1.7	14.7	0.0	0.1	0.7	0.0	0.0	0.0	0.0	0.0
4:00 PM	113.4	0.0	68.0	29.1	0.9	14.1	0.3	0.1	0.9	0.0	0.0	0.0	0.0	0.0
5:00 PM	121.1	0.0	70.4	32.1	0.1	18.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
6:00 PM	98.4	0.0	53.0	25.0	0.6	19.3	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
7:00 PM	69.6	0.0	33.9	20.4	0.4	14.6	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	55.1	0.0	30.1	11.6	1.0	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	34.0	0.0	19.0	7.3	2.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	25.1	0.0	14.9	4.6	1.1	4.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.3	0.0	5.1	1.3	0.6	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1555.5	0.8	837.1	408.0	38.0	250.7	7.0	1.9	10.7	1.2	0.2	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	10742	5	5780	2821	263	1729	48	13	74	8	1	0	0	0
		0.0%	53.8%	26.3%	2.4%	16.1%	0.4%	0.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%
south-bound	4824	1	3569	859	23	320	22	9	17	3	1	0	0	0
		0.0%	74.0%	17.8%	0.5%	6.6%	0.5%	0.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	5918	4	2211	1962	240	1409	26	4	57	5	0	0	0	0
		0.1%	37.4%	33.2%	4.1%	23.8%	0.4%	0.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Mountain Meadows : to
Nepenthe :

Site: Eng - 07-2021
Monday, 7/19/2021 2:00 PM -
Monday, 7/26/2021 6:00 AM

Classification Grand Totals

Hourly Averages

north-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.4	0.0	2.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	0.0	1.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.9	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	1.0	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	7.0	0.0	4.0	2.6	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	16.0	0.0	12.0	3.0	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
6:00 AM	41.5	0.0	30.7	7.2	0.0	3.0	0.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0
7:00 AM	62.2	0.2	44.3	11.0	0.3	5.0	0.7	0.0	0.3	0.2	0.0	0.0	0.0	0.2
8:00 AM	88.0	0.2	66.5	16.0	0.2	4.7	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
9:00 AM	91.5	0.0	72.0	14.0	0.5	4.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0
10:00 AM	93.8	0.3	73.0	12.7	0.2	6.3	0.8	0.0	0.3	0.2	0.0	0.0	0.0	0.0
11:00 AM	126.8	0.0	98.5	20.0	0.2	7.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.2
12:00 PM	95.5	0.0	69.8	14.8	0.2	9.2	0.5	0.0	0.8	0.2	0.0	0.0	0.0	0.0
1:00 PM	99.8	0.0	74.5	17.3	0.2	6.3	0.2	0.0	1.2	0.0	0.0	0.0	0.0	0.2
2:00 PM	96.0	0.1	69.6	18.3	0.7	6.4	0.1	0.0	0.6	0.1	0.0	0.0	0.0	0.0
3:00 PM	87.7	0.1	65.4	16.7	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
4:00 PM	84.0	0.1	66.1	11.7	0.0	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	68.4	0.0	54.9	9.1	0.0	4.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	47.7	0.1	38.9	6.1	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	39.4	0.0	31.9	5.4	0.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	29.7	0.1	22.0	6.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	15.7	0.0	13.0	2.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.0	0.0	7.7	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.3	0.0	2.4	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1210.7	1.4	922.9	197.6	2.5	76.0	4.0	0.2	4.5	1.0	0.0	0.1	0.0	0.5

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
north-bound	7776	9	5931	1270	16	486	25	1	28	6	0	1	0	3
		0.1%	76.3%	16.3%	0.2%	6.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
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N Mountain Ave : -
Mountain Meadows : to
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Site: Eng - 07-2021
Monday, 7/19/2021 2:00 PM -
Monday, 7/26/2021 6:00 AM

Classification Grand Totals

Hourly Averages

south-bound

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	2.4	0.0	2.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.6	0.0	1.9	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	10.7	0.0	7.6	2.1	0.0	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	22.4	0.0	13.3	6.1	0.0	2.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 AM	42.2	0.0	28.5	8.8	0.8	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	58.0	0.2	43.8	10.3	0.2	2.3	0.7	0.0	0.3	0.2	0.0	0.0	0.0	0.0
8:00 AM	71.8	0.3	58.0	10.0	0.2	3.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	75.8	0.5	61.2	9.2	0.2	4.3	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
10:00 AM	73.5	0.0	57.7	12.0	0.0	3.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
11:00 AM	73.5	0.2	59.2	11.2	0.2	2.3	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0
12:00 PM	69.3	0.3	57.5	9.5	0.0	1.7	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0
1:00 PM	87.2	0.3	73.0	9.7	0.3	3.7	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	76.7	0.6	60.6	10.7	0.3	4.0	0.1	0.0	0.1	0.3	0.0	0.0	0.0	0.0
3:00 PM	71.0	0.1	58.4	9.4	0.1	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	70.3	0.1	61.0	7.0	0.1	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	60.0	0.0	49.7	8.3	0.0	1.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	39.1	0.0	33.3	5.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	34.0	0.0	30.6	3.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.9	0.0	27.6	2.6	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.0	0.1	12.9	2.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.6	0.0	7.9	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.9	0.0	3.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1002.2	2.8	811.1	139.0	2.4	42.2	2.3	0.5	1.1	0.8	0.0	0.0	0.0	0.0

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
south-bound	6464	18	5239	892	15	271	14	3	7	5	0	0	0	0
		0.3%	81.0%	13.8%	0.2%	4.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

City of Ashland

Public Works/Engineering Department
Traffic Study Report

N Mountain Ave : -
Mountain Meadows : to
Nepenthe :

Site: Eng - 07-2021
Monday, 7/19/2021 2:00 PM -
Monday, 7/26/2021 6:00 AM

Classification Grand Totals

Hourly Averages

Combined

Interval Start	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	4.9	0.0	4.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	2.4	0.7	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.1	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	4.6	0.0	2.9	1.4	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	17.7	0.0	11.6	4.7	0.0	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	38.4	0.0	25.3	9.1	0.0	3.7	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
6:00 AM	83.7	0.0	59.2	16.0	0.8	6.7	0.5	0.3	0.0	0.2	0.0	0.0	0.0	0.0
7:00 AM	120.2	0.3	88.2	21.3	0.5	7.3	1.3	0.0	0.7	0.3	0.0	0.0	0.0	0.2
8:00 AM	159.8	0.5	124.5	26.0	0.3	7.7	0.2	0.2	0.5	0.0	0.0	0.0	0.0	0.0
9:00 AM	167.3	0.5	133.2	23.2	0.7	8.8	0.5	0.2	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	167.3	0.3	130.7	24.7	0.2	9.8	1.0	0.0	0.5	0.2	0.0	0.0	0.0	0.0
11:00 AM	200.3	0.2	157.7	31.2	0.3	9.3	0.8	0.0	0.5	0.2	0.0	0.0	0.0	0.2
12:00 PM	164.8	0.3	127.3	24.3	0.2	10.8	0.7	0.0	0.8	0.3	0.0	0.0	0.0	0.0
1:00 PM	187.0	0.3	147.5	27.0	0.5	10.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.2
2:00 PM	172.7	0.7	130.1	29.0	1.0	10.4	0.3	0.0	0.7	0.4	0.0	0.0	0.0	0.0
3:00 PM	158.7	0.3	123.9	26.1	0.1	8.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
4:00 PM	154.3	0.3	127.1	18.7	0.1	7.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	128.4	0.0	104.6	17.4	0.0	6.1	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	86.9	0.1	72.1	11.1	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	73.4	0.0	62.4	8.4	0.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	60.6	0.1	49.6	8.6	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	31.7	0.1	25.9	4.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	17.6	0.0	15.6	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.1	0.0	6.1	0.9	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	2212.9	4.2	1734.0	336.5	4.9	118.2	6.3	0.7	5.6	1.7	0.0	0.1	0.0	0.5

Study Grand Totals

	Total	Bike	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
Combined	14240	27	11170	2162	31	757	39	4	35	11	0	1	0	3
		0.2%	78.4%	15.2%	0.2%	5.3%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%
north-bound	7776	9	5931	1270	16	486	25	1	28	6	0	1	0	3
		0.1%	76.3%	16.3%	0.2%	6.3%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%
south-bound	6464	18	5239	892	15	271	14	3	7	5	0	0	0	0
		0.3%	81.0%	13.8%	0.2%	4.2%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Project #: P22	N Mountain Avenue Sidewalk Infill

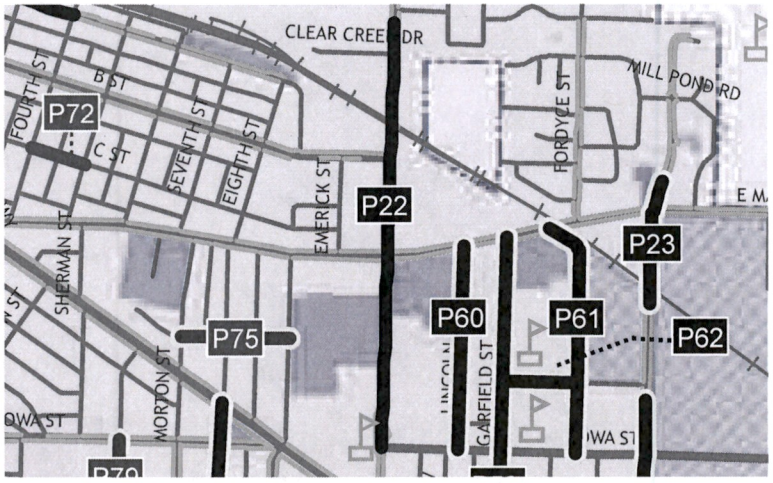
Description: **Construct new sidewalks from 100' S Village Green Dr to Iowa St to infill missing sections.**

Category:	Functional Classification:	Priority	Total Cost:
Sidewalk	Avenue	High	$450,000

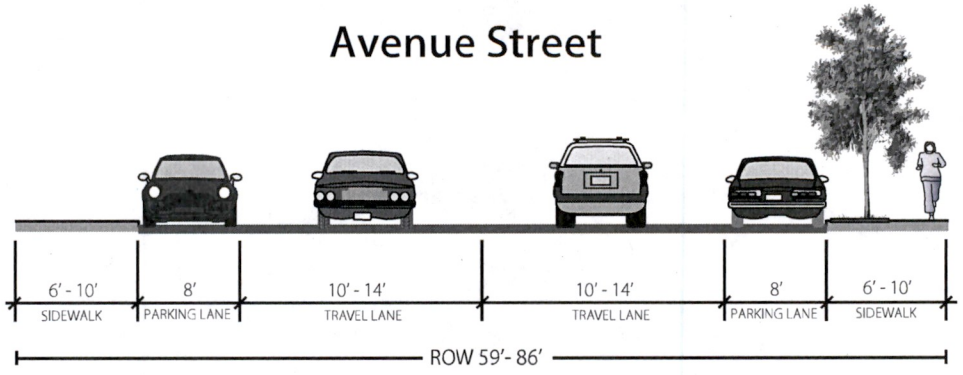
Project Goals Met:

Create a Green Template	Improve Safety	Facilitate Economic Growth and Maintain Small Town Character	Balance Mobility and Access	Safe Routes to School
☑	☑	☑	☑	☐

Project Location:



Project Image:



Council Business Meeting

November 7, 2023

Agenda Item	Authorizing Resolution – Special Public Works Fund for Borrowing for the Ashland Street Rehabilitation Project	
From	Scott Fleury PE	Public Works Director
Contact	Scott.fleury@ashland.or.us	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☒ Presentation ☐	

SUMMARY

Before the Council is a request to approve an authorizing resolution to utilize the Special Public Works Fund and enter into a financing contract with Business Oregon for the Ashland Street Rehabilitation Project.

POLICIES, PLANS & GOALS SUPPORTED

VISION STATEMENTS for Success:

- *Ashland is a resilient, sustainable community that maintains the distinctive quality of place for which it is known*
- *We will continue to be a unique and caring city that stresses environmental conservation, fosters artistic expression, and is open to new ideas and innovation*
- *We will plan and direct our efforts to fulfill this Vision for the long term with a constant view toward being an open, welcoming community for all with a positive economic future*

VALUE STATEMENTS for Success that Support the Vision:

COMMUNITY

- Environmental resilience, including addressing climate change and ecosystem conservation

ORGANIZATION

- Quality infrastructure and facilities through timely maintenance and community investment

PREVIOUS COUNCIL ACTION

The Council has taken numerous previous actions for borrowing via approval of authorizing resolutions. The Council also previously approved the design, construction administration and construction contracts for the Ashland Street Rehabilitation Project.

1. **June 20, 2023 Construction Contract Approval**
2. **June 20, 2023 Construction Administration Contract Approval**
3. **June 20, 2023 Meeting Minutes**
4. **June 15, 2021 Design Contract Approval**
5. **June 15, 2021 Meeting Minutes**

BACKGROUND AND ADDITIONAL INFORMATION

The current Capital Improvement Program outlines major roadway rehabilitation projects for the next six years with Ashland Street and North Mountain Avenue as the two rehabilitation projects scheduled for the current biennium.

In order to properly fund roadway rehabilitation projects of the City's arterial and collectors the voters approved a change in how the Food and Beverage Tax is allocated to support deferred street maintenance. The current F&B allocates 25% to the Parks Department, 2% for administrative management of the fund and "Not less than an amount necessary to pay for debt service on any borrowing for street repair and rehabilitation per the City of Ashland Pavement Management Program".

The F&B requires the City obtain a debt service to pay for the roadway rehabilitation projects of arterial and collector roadways. In order to obtain financing for the project under the F&B allocation, staff reached out to the Infrastructure Finance Authority (IFA) who manages the Special Public Works Fund that offers loans for infrastructure related projects. The Special Public Works Fund provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation.

The IFA was supportive of the City's request and Public Works along with Finance staff put together all background and financial information required of the formal application process. As part of the approval process the IFA Board makes the final decision on funding and staff presented project information to the IFA Board at their August 4, 2023 for consideration of funding through the Special Public Works Fund. The Board approved the City's request for funding at that time and since then the IFA has worked with the Department of Justice to develop the contract documents necessary to finalize the loan.

In order to close the loan, the Council must approve an authorizing resolution for the borrowing and the Legal Department must provide a letter of legal opinion the City can borrow and pay back the loan.

FISCAL IMPACTS

The financing contract outlines the term/parameters of the loan. The loan is in an amount not to exceed $4,839,751 with an interest rate of 3.05% per annum. The term of the loan is 15 years, which generally equates to the life of a pavement project, before an overlay is required.

The design engineering contract approved was for $459,691 with $418,335 spent towards this phase. The construction contract approved was for $3,748,086 and $898,784 has been spent to date. The construction administration contract approved was for $424, 572 with $56,187 spent to date.

Once the construction phase is finalized the City will reimburse for actual expenses and begin the loan repayment process.

DISCUSSION QUESTIONS

Does the Council have any questions about the funding mechanism for the Ashland Street project?

ACTIONS, OPTIONS & POTENTIAL MOTIONS

I move to approve "A RESOLUTION OF THE CITY OF ASHLAND, OREGON AUTHORIZING A LOAN FROM THE SPECIAL PUBLIC WORKS FUND BY ENTERING INTO A FINANCING CONTRACT WITH THE OREGON INFRASTRUCTURE FINANCE AUTHORITY".

I move to approve the City Manager sign a legal approved financing contract with the Infrastructure Finance Authority for financing the Ashland Street Rehabilitation Project.

I move to take no action.

SUGGESTED NEXT STEPS

Next steps include finalizing the construction phase in spring of 2024 and begin the reimbursement and repayment process.

REFERENCES & ATTACHMENTS

Attachment #1: Authorizing Resolution
Attachment #2: Financing Contract

RESOLUTION NO. 2023-xx

A RESOLUTION AUTHORIZING A LOAN FROM THE SPECIAL PUBLIC WORKS FUND BY ENTERING INTO A FINANCING CONTRACT WITH THE OREGON INFRASTRUCTURE FINANCE AUTHORITY

RECITALS:

A. The Recipient is a "municipality" within the meaning of Oregon Revised Statutes 285B.410(9).

B. Oregon Revised Statutes 285B.410 through 285B.482 (the "Act") authorize any municipality to file an application with the Oregon Infrastructure Finance Authority of the Business Development Department ("OBDD") to obtain financial assistance from the Special Public Works Fund.

C. The Recipient has filed an application with the OBDD to obtain financial assistance for a "development project" within the meaning of the Act.

D. The OBDD has approved the Recipient's application for financial assistance from the Special Public Works Fund pursuant to the Act.

E. The Recipient is required, as a prerequisite to the receipt of financial assistance from the OBDD, to enter into an Interim Financing Contract with the OBDD, number B24001, substantially in the form attached hereto as Exhibit 1. The project is described in Exhibit C to that Interim Financing Contract (the "Project").

F. Notice relating to the Recipient's consideration of the adoption of this Resolution was published in full accordance with the Recipient's charter and laws for public notification.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON, RESOLVES AS FOLLOWS:

SECTION 1. Financing Loan Authorized. The Governing Body authorizes the City Manager (the "Authorized Officer") to execute on behalf of Recipient the Interim Financing Contract and such other documents as may be required to obtain financial assistance (the "Financing Documents"), including a loan from the OBDD, on such terms as may be agreed upon between the Authorized Officer and OBDD, on the condition that the principal amount of the loan from the OBDD to the Recipient is not in excess of $4,839,751 and an interest rate of 3.05% per annum a percent deemed reasonable by the Authorized Officer and in the best interest of the Recipient. The proceeds of the loan from the OBDD will be applied solely to the "Costs of the Project" as such term is defined in the Interim Financing Contract.

SECTION 2. Sources of Repayment. Amounts payable by the Recipient are payable from the sources described in section 4 of the Interim Financing Contract and the Oregon Revised Statutes Section 285B.437(3) which include:

(a) The revenues of the project, including special assessment revenues;
(b) Amounts withheld under ORS 285B.449 (1);
(c) The general fund of the Recipient;
(d) Revenues from the Recipient's Street Fund Revenues; or
(d) Any other source.

SECTION 3. Additional Documents. The City Manager of the City of Ashland is hereby authorized to enter into any agreements and to execute any documents or certificates which may be required to obtain financial assistance from the IFA for the Project pursuant to the Financing Documents.

SECTION 4. Tax-Exempt Status. The Recipient covenants not to take any action or omit to take any action if the taking or omission would cause interest paid by the Recipient pursuant to the Financing Documents not to qualify for the exclusion from gross income provided by Section 103(a) of the Internal Revenue Code of 1986, as amended. The Recipient may enter into covenants to protect the tax-exempt status of the interest paid by the Recipient pursuant to the Financing Documents and may execute any Tax Certificate, Internal Revenue Service forms or other documents as may be required by the OBDD or its bond counsel to protect the tax-exempt status of such interest.

SECTION 5. This resolution is effective upon adoption.

ADOPTED by the City Council this _____ day of _____, 2023.

ATTEST:

_____
Alissa Kolodzinski, City Recorder

Reviewed as to form:

_____
Douglass McGeary, City Attorney

SPECIAL PUBLIC WORKS FUND DEVELOPMENT PROJECT
INTERIM FINANCING CONTRACT

Project Name: Ashland Road Improvements

Project Number: B24001

This interim financing contract ("Contract"), dated as of the date the Contract is fully executed, is made by the State of Oregon, acting by and through its Oregon Infrastructure Finance Authority of the Oregon Business Development Department ("OBDD"), and the City of Ashland ("Recipient") for financing of the project referred to above and described in Exhibit C ("Project"). This Contract becomes effective only when fully signed and approved as required by applicable law. Capitalized terms not defined in section 1 and elsewhere in the body of the Contract have the meanings assigned to them by Exhibit A.

This Contract includes the following exhibits, listed in descending order of precedence for purposes of resolving any conflict between two or more of the parts:

Exhibit A	General Definitions
Exhibit B	Security
Exhibit C	Project Description
Exhibit D	Project Budget

SECTION 1 - KEY TERMS

The following capitalized terms have the meanings assigned below.

"Estimated Project Cost" means $4,839,751.

"Interest Rate" means 3.05% per annum.

"Loan Amount" means $4,839,751.

"Maturity Date" means the earlier of 3 years plus 90 days after the date of this Contract, or the receipt of Refunding Proceeds by either party.

"Project Closeout Deadline" means 90 days after the earlier of the Project Completion Date or the Project Completion Deadline.

"Project Completion Deadline" means 36 months after the date of this Contract.

SECTION 2 - FINANCIAL ASSISTANCE

The OBDD shall provide Recipient, and Recipient shall accept from OBDD, as financing for the Project a non-revolving loan (the "Loan") in an aggregate principal amount not to exceed the Loan Amount.

Notwithstanding the above, the aggregate total of Financing Proceeds disbursed under this Contract cannot exceed the Costs of the Project.

SECTION 3 - DISBURSEMENTS

A. Reimbursement Basis. The Financing Proceeds will be disbursed to Recipient on an expense reimbursement or costs-incurred basis. The Recipient must submit each disbursement request for the Financing Proceeds on an OBDD-provided or OBDD-approved disbursement request form ("Disbursement Request").

B. Financing Availability. The OBDD's obligation to make, and Recipient's right to request, disbursements under this Contract terminates on the Project Closeout Deadline.

C. Payment to Contractors. The OBDD, in its sole discretion, may make direct payment to suppliers, contractors and subcontractors and others for sums due them in connection with construction of the Project, instead of reimbursing Recipient for those sums.

SECTION 4 - LOAN PAYMENT; PREPAYMENT

A. Promise to Pay. The Recipient shall repay the Loan and all amounts due under this Contract in accordance with its terms. Payments required under this Contract are, without limitation, payable from the sources of repayment described in the Act and this Contract, including but not limited to Exhibit B, and the obligation of Recipient to make all payments is absolute and unconditional. Payments will not be abated, rebated, set-off, reduced, abrogated, terminated, waived, postponed or otherwise modified in any manner whatsoever. Payments cannot remain unpaid, regardless of any contingency, act of God, event or cause whatsoever, including (without limitation) any acts or circumstances that may constitute failure of consideration, eviction or constructive eviction, the taking by eminent domain or destruction of or damage to the Project, commercial frustration of purpose, any change in the laws, rules or regulations of the United States of America or of the State of Oregon or any political subdivision or governmental authority, nor any failure of OBDD to perform any agreement, whether express or implied, or any duty, liability, or obligation arising out of or connected with the Project or this Contract, or any rights of set off, recoupment, abatement or counterclaim that Recipient might otherwise have against OBDD or any other party or parties; provided further, that payments hereunder will not constitute a waiver of any such rights.

B. Interest. Interest accrues at the Interest Rate on each disbursement from the date of disbursement until the Loan is fully paid. Interest is computed by counting the actual days occurring in a 360-day year.

The Recipient authorizes OBDD to calculate interest accrued under the Loan, including as necessary to determine the loan amortization schedule, a loan prepayment, or a loan payoff amount. Absent manifest error, such calculations will be conclusive.

C. Loan Payment. The entire outstanding balance of the Loan, including all accrued unpaid interest, is due and payable in full on the Maturity Date.

D. Loan Prepayments.

(1) Mandatory Prepayment. The Refunding Proceeds shall be applied to repay the outstanding balance of the Contract. Further, Recipient shall prepay all or part of the outstanding balance of the Loan as may be required by this Contract.

(2) Optional Prepayment. The Recipient may prepay all or part of the outstanding balance of the Loan on any day except a Saturday, Sunday, legal holiday or day that banking institutions in Salem, Oregon are closed.

E. Application of Payments. Regardless of any designation by Recipient, payments and prepayments by Recipient under this Contract or any of the Financing Documents will be applied first to any expenses of OBDD, including but not limited to attorneys' fees, then to unpaid accrued interest (in the case of prepayment, on the amount prepaid), then to the principal of the Loan. In the case of a Loan prepayment that does not prepay all the principal of the Loan, OBDD will determine, in its sole discretion, the method for how the Loan prepayment will be applied to the outstanding principal payments. A scheduled payment received before the scheduled repayment date will be applied to

interest and principal on the scheduled repayment date, rather than on the day such payment is received.

SECTION 5 - CONDITIONS PRECEDENT

A. Conditions Precedent to OBDD's Obligations. The OBDD's obligations are subject to the receipt of the following items, in form and substance satisfactory to OBDD and its Counsel:

(1) This Contract duly signed by an authorized officer of Recipient.

(2) A copy of the ordinance, order or resolution of the governing body of Recipient authorizing the borrowing and the contemplated transactions and the execution and delivery of this Contract and the other Financing Documents.

(3) An opinion of Recipient's Counsel.

(4) Such other certificates, documents, opinions and information as OBDD may reasonably require.

B. Conditions to Disbursements. As to any disbursement, OBDD has no obligation to disburse funds unless all following conditions are met:

(1) There is no Event of Default.

(2) The representations and warranties made in this Contract are true and correct on the date of disbursement as if made on such date.

(3) The OBDD, in the reasonable exercise of its administrative discretion, has sufficient moneys in the Special Public Works Fund for use in the Project and has sufficient funding, appropriations, limitations, allotments and other expenditure authority to make the disbursement.

(4) The Recipient has delivered to OBDD (in form and substance satisfactory to OBDD) an estimated schedule of Disbursement Requests for Project design, including anticipated number, submission dates, and amounts and, prior to the beginning of Project construction, an estimated schedule of Disbursement Requests for construction, including anticipated number, submission dates, and amounts.

(5) The OBDD (a) has received a completed Disbursement Request, (b) has received any written evidence of materials and labor furnished to or work performed upon the Project, itemized receipts or invoices for payment, and releases, satisfactions or other signed statements or forms as OBDD may require, (c) is satisfied that all items listed in the Disbursement Request are reasonable and that the costs for labor and materials were incurred and are properly included in the Costs of the Project, and (d) has determined that the disbursement is only for costs defined as eligible costs under the Act and any implementing administrative rules and policies.

(6) The Recipient has delivered documentation satisfactory to OBDD that, in addition to the Financing Proceeds, Recipient has available or has obtained binding commitments for all funds necessary to complete the Project.

(7) Any conditions to disbursement elsewhere in this Contract or in the other Financing Documents are met.

SECTION 6 - USE OF FINANCIAL ASSISTANCE

A. Use of Proceeds. The Recipient shall use the Financing Proceeds only for the activities described in Exhibit C and according to the budget in Exhibit D. The Recipient may not transfer Financing Proceeds among line items in the budget without the prior written consent of OBDD.

B. Costs of the Project. The Recipient shall apply the Financing Proceeds to the Costs of the Project in accordance with the Act and Oregon law, as applicable. Financing Proceeds cannot be used for costs in excess of one hundred percent (100%) of the total Costs of the Project and cannot be used for pre-Award Costs of the Project, unless permitted by Exhibit C.

C. Costs Paid for by Others. The Recipient may not use any of the Financing Proceeds to cover costs to be paid for by other financing for the Project, whether from OBDD or from another State of Oregon agency or any third party.

SECTION 7 - REPRESENTATIONS AND WARRANTIES OF RECIPIENT

The Recipient represents and warrants to OBDD:

A. Estimated Project Cost, Funds for Repayment. A reasonable estimate of the Costs of the Project is shown in section 1, and the Project is fully funded. The Recipient will have adequate funds available to repay the Loan, and the Maturity Date does not exceed the usable life of the Project.

B. Organization and Authority.

(1) The Recipient is a Municipality under the Act, and validly organized and existing under the laws of the State of Oregon.

(2) The Recipient has all necessary right, power and authority under its organizational documents and under Oregon law to (a) execute and deliver this Contract and the other Financing Documents, (b) incur and perform its obligations under this Contract and the other Financing Documents, and (c) borrow and receive financing for the Project.

(3) This Contract and the other Financing Documents executed and delivered by Recipient have been authorized by an ordinance, order or resolution of Recipient's governing body, and voter approval, if necessary, that was adopted in accordance with applicable law and requirements for filing public notices and holding public meetings.

(4) This Contract and the other Financing Documents have been duly executed by Recipient, and when executed by OBDD, are legal, valid and binding, and enforceable in accordance with their terms.

C. Full Disclosure. The Recipient has disclosed in writing to OBDD all facts that materially adversely affect the Project, or the ability of Recipient to make all payments and perform all obligations required by this Contract and the other Financing Documents. The Recipient has made no false statements of fact, nor has it omitted information necessary to prevent any statements from being misleading. The information contained in this Contract and the other Financing Documents is true and accurate in all respects.

D. Pending Litigation. The Recipient has disclosed in writing to OBDD all proceedings pending (or to the knowledge of Recipient, threatened) against or affecting Recipient, in any court or before any governmental authority or arbitration board or tribunal, that, if adversely determined, would materially adversely affect the Project or the ability of Recipient to make all payments and perform all obligations required by this Contract and the other Financing Documents.

E. No Events of Default.

(1) No Events of Default exist or occur upon authorization, execution or delivery of this Contract or any of the Financing Documents.

(2) The Recipient has not violated, and has not received notice of any claimed violation of, any agreement or instrument to which it is a party or by which the Project or its property may be bound, that would materially adversely affect the Project or the ability of Recipient to make all payments and perform all obligations required by this Contract and the other Financing Documents.

F. Compliance with Existing Agreements and Applicable Law. The authorization and execution of, and the performance of all obligations required by, this Contract and the other Financing Documents will not: (i) cause a breach of any agreement, indenture, mortgage, deed of trust, or other instrument, to which Recipient is a party or by which the Project or any of its property or assets may be bound; (ii) cause the creation or imposition of any third party lien, charge or encumbrance upon any property or asset of Recipient; (iii) violate any provision of the charter or other document pursuant to which Recipient was organized or established; or (iv) violate any laws, regulations, ordinances, resolutions, or court orders related to Recipient, the Project or its properties or operations.

G. Governmental Consent. The Recipient has obtained or will obtain all permits and approvals, and has made or will make all notifications, declarations, filings or registrations, required for the making and performance of its obligations under this Contract and the other Financing Documents, for the financing or refinancing and undertaking and completion of the Project.

SECTION 8 - COVENANTS OF RECIPIENT

The Recipient covenants as follows:

A. Notice of Adverse Change. The Recipient shall promptly notify OBDD of any adverse change in the activities, prospects or condition (financial or otherwise) of Recipient or the Project related to the ability of Recipient to make all payments and perform all obligations required by this Contract or the other Financing Documents.

B. Compliance with Laws. The Recipient shall comply with all applicable laws, rules, regulations and orders of any court or governmental authority that relate to this Contract or the other Financing Documents, and the Project and the operation of the System of which the Project is a component. In particular, but without limitation, Recipient shall comply with the following, as applicable:

(1) State procurement regulations found in the Oregon Public Contracting Code, ORS chapters 279A, 279B and 279C.

(2) State labor standards and wage rates found in ORS chapter 279C.

(3) OAR 123-042-0165 (5) requirements for signs and notifications.

These laws, rules, regulations and orders are incorporated by reference in this Contract to the extent required by law.

C. Project Completion Obligations. The Recipient shall:

(1) Provide OBDD with copies of all plans and specifications relating to the Project, and a timeline for the bidding/award process, at least ten (10) days before advertising for bids.

(2) Provide a copy of the bid tabulation, notice of award, and contract to OBDD within ten (10) days after selecting a construction contractor.

(3) Permit OBDD to conduct inspection of the Project at any time.

(4) Complete the Project using its own fiscal resources or money from other sources to pay for any Costs of the Project in excess of the total amount of financial assistance provided pursuant to this Contract.

(5) Complete the Project no later than the Project Completion Deadline, unless otherwise permitted by OBDD in writing.

(6) Obtain and maintain as-built drawings for all facilities constructed as part of the Project.

D. Ownership of Project. During the term of the Loan, the Project is and will continue to be owned by Recipient. The Project will be operated by Recipient or by a person under a management contract or operating agreement with Recipient.

E. Operation and Maintenance of the Project. The Recipient shall operate and maintain the Project in good repair and operating condition so as to preserve the long term public benefits of the Project, including making all necessary and proper repairs, replacements, additions, and improvements during term of the Loan. On or before the Project Closeout Deadline, Recipient shall adopt a plan acceptable to OBDD for the on-going operation and maintenance of the Project without reliance on OBDD financing and furnish OBDD, at its request, with evidence of such adoption. The plan must include measures for generating revenues sufficient to assure the operation and maintenance of the Project during the usable life of the Project.

F. Insurance, Damage. The Recipient shall maintain, or cause to be maintained, insurance policies with responsible insurers or self-insurance programs, insuring against liability and risk of direct physical loss, damage or destruction of the Project, at least to the extent that similar insurance is customarily carried by governmental units constructing, operating and maintaining similar facilities. Nothing in this provision precludes Recipient from asserting a defense against any party other than OBDD, including a defense of immunity. If the Project or any portion is destroyed, any insurance proceeds will be paid to OBDD and applied to prepay the outstanding balance on the Loan in accordance with section 4.D.(1), unless OBDD agrees in writing that the insurance proceeds may be used to rebuild the Project.

G. Sales, Leases and Encumbrances. Except as specifically described in Exhibit D, Recipient shall not sell, lease, exchange, abandon, transfer or otherwise dispose of any substantial portion of or interest in the Project or any system that provides revenues for payment or is security for the Loan, unless worn out, obsolete, or, in the reasonable business judgment of Recipient, no longer useful in the operation of the Project. Nevertheless, OBDD may consent to such disposition if it has received 90 days' prior written notice from Recipient. Such consent may require assumption by transferee of all of Recipient's obligations under the Financing Documents and payment of OBDD's costs related to such assumption. In the case of sale, exchange, transfer or other similar disposition, Recipient shall, within 30 days of receipt of any proceeds from such disposition, prepay the entire outstanding balance on the Loan in accordance with section 4.D.(1), unless OBDD agrees otherwise in writing. If Recipient abandons the Project, Recipient shall prepay the entire outstanding balance of the Loan immediately upon demand by OBDD.

H. Condemnation Proceeds. If the Project or any portion is condemned, any condemnation proceeds will be paid to OBDD and applied to prepay the outstanding balance of the Loan in accordance with section 4.D.(1).

I. Financial Records. The Recipient shall keep accurate books and records for the revenues and funds that are the source of repayment of the Loan, separate and distinct from its other books and records, and maintain them according to generally accepted accounting principles established by the

Government Accounting Standards Board in effect at the time. The Recipient shall have these records audited annually by an independent certified public accountant, which may be part of the annual audit of all records of Recipient.

J. Inspections; Information. The Recipient shall permit OBDD and any party designated by OBDD: (i) to inspect, at any reasonable time, the property, if any, constituting the Project; and (ii) at any reasonable time, to inspect and make copies of any accounts, books and records, including, without limitation, its records regarding receipts, disbursements, contracts, investments and any other related matters, and financial statements or other documents related to its financial standing. The Recipient shall supply any related reports and information as OBDD may reasonably require. In addition, Recipient shall, upon request, provide OBDD with copies of loan documents or other financing documents and any official statements or other forms of offering prospectus relating to any other bonds, notes or other indebtedness of Recipient that are issued after the date of this Contract.

K. Records Maintenance. The Recipient shall retain and keep accessible all books, documents, papers, and records that are directly related to this Contract, the Project or the Financing Proceeds for a minimum of six years, or such longer period as may be required by other provisions of this Contract or applicable law, following the Project Closeout Deadline. If there are unresolved issues at the end of such period, Recipient shall retain the books, documents, papers and records until the issues are resolved.

L. Economic Benefit Data. The OBDD may require Recipient to submit specific data on the economic development benefits of the Project and other information to evaluate the success and economic impact of the Project, from the date of this Contract until six years after the Project Completion Date. The Recipient shall, at its own expense, prepare and submit the data within the time specified by OBDD.

M. Disadvantaged Business Enterprises. ORS 200.090 requires all public agencies to "aggressively pursue a policy of providing opportunities for disadvantaged business enterprises, minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses..." The OBDD encourages Recipient in any contracting activity to follow good faith efforts as described in ORS 200.045, available at https://www.oregonlegislature.gov/bills_laws/ors/ors200.html. Additional resources are provided by the Governor's Policy Advisor for Economic and Business Equity. Also, the Certification Office for Business Inclusion and Diversity at the Oregon Business Development Department maintains a list of certified firms and can answer questions. Search for certified MWESB firms on the web at: https://oregon4biz.diversitysoftware.com/FrontEnd/SearchCertifiedDirectory.asp?XID=2315&TN=oregon4biz.

N. Professional Responsibility. A professional engineer or architect, as applicable, registered and in good standing in Oregon, will be responsible for the design and construction of the Project. All service providers retained for their professional expertise must be certified, licensed, or registered, as appropriate, in the State of Oregon for their specialty. The Recipient shall follow standard construction practices, such as bonding requirements for construction contractors, requiring errors and omissions insurance, and performing testing and inspections during construction.

O. Notice of Default. The Recipient shall give OBDD prompt written notice of any Default as soon as Recipient becomes aware of its existence or reasonably believes a Default is likely.

P. Contributory Liability and Contractor Indemnification.

(1) If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against a party (the "Notified Party") with respect to which the other party may have liability, the Notified Party must

promptly notify the other party in writing and deliver a copy of the claim, process, and all legal pleadings related to the Third Party Claim. Either party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. The foregoing provisions are conditions precedent for either party's liability to the other in regards to the Third Party Claim.

If the parties are jointly liable (or would be if joined in the Third Party Claim), the parties shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable in such proportion as is appropriate to reflect their respective relative fault. The relative fault of the parties shall be determined by reference to, among other things, the parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Each party's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law if that party had sole liability in the proceeding. This Section shall survive termination of this Contract.

(2) Recipient shall take all reasonable steps to require its contractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon and its officers, employees and agents ("Indemnitee") from and against any and all claims, actions, liabilities, damages, losses, or expenses (including attorneys' fees) arising from a tort (as now or hereafter defined in ORS 30.260) caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of Recipient's contractor or any of the officers, agents, employees or subcontractors of the contractor ("Claims"). It is the specific intention of the parties that the Indemnitee shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the Indemnitee, be indemnified by the contractor from and against any and all Claims. This Section shall survive termination of this Contract.

Q. Further Assurances. The Recipient shall, at the request of OBDD, authorize, sign, acknowledge and deliver any further resolutions, conveyances, transfers, assurances, financing statements and other instruments and documents as may be necessary or desirable for better assuring, conveying, granting, assigning and confirming the rights, security interests and agreements granted or intended to be granted by this Contract and the other Financing Documents.

SECTION 9 - DEFAULTS

Any of the following constitutes an "Event of Default":

A. The Recipient fails to make any Loan payment when due.

B. The Recipient fails to make, or cause to be made, any required payments of principal, redemption premium, or interest on any bonds, notes or other material obligations, for any other loan made by the State of Oregon.

C. Any false or misleading representation is made by or on behalf of Recipient in this Contract, in any other Financing Document or in any document provided by Recipient related to this Loan or the Project.

D. (1) A petition, proceeding or case is filed by or against Recipient under any federal or state bankruptcy or insolvency law, and in the case of a petition filed against Recipient, Recipient acquiesces to such petition or such petition is not dismissed within 20 calendar days after such filing, or such dismissal is not final or is subject to appeal;

(2) The Recipient files a petition seeking to take advantage of any other law relating to bankruptcy, insolvency, reorganization, liquidation, dissolution, winding-up or composition or adjustment of debts;

(3) The Recipient becomes insolvent or bankrupt or admits its inability to pay its debts as they become due, or makes an assignment for the benefit of its creditors;

(4) The Recipient applies for or consents to the appointment of, or taking of possession by, a custodian (including, without limitation, a receiver, liquidator or trustee) of Recipient or any substantial portion of its property; or

(5) The Recipient takes any action for the purpose of effecting any of the above.

E. The Recipient defaults under any other Financing Document and fails to cure such default within the applicable grace period.

F. The Recipient fails to perform any obligation required under this Contract, other than those referred to in subsections A through E of this section 9, and that failure continues for a period of 30 calendar days after written notice specifying such failure is given to Recipient by OBDD. The OBDD may agree in writing to an extension of time if it determines Recipient instituted and has diligently pursued corrective action.

SECTION 10 - REMEDIES

A. Remedies. Upon any Event of Default, OBDD may pursue any or all remedies in this Contract or any other Financing Document, and any other remedies available at law or in equity to collect amounts due or to become due or to enforce the performance of any obligation of Recipient. Remedies may include, but are not limited to:

(1) Terminating OBDD's commitment and obligation to make any further disbursements of Financing Proceeds under the Contract.

(2) Declaring all payments under the Contract and all other amounts due under any of the Financing Documents immediately due and payable, and upon notice to Recipient the same become due and payable without further notice or demand.

(3) Barring Recipient from applying for future awards.

(4) Withholding amounts otherwise due to Recipient for application to the payment of amounts due under this Contract, including as provided in ORS 285B.449.

(5) Foreclosing liens or security interests pursuant to this Contract or any other Financing Document.

B. Application of Moneys. Any moneys collected by OBDD pursuant to section 10.A will be applied first, to pay any attorneys' fees and other fees and expenses incurred by OBDD; then, to pay interest due on the Loan; then, to pay principal due on the Loan; and last, to pay any other amounts due and payable under this Contract or any of the Financing Documents.

C. No Remedy Exclusive; Waiver; Notice. No remedy available to OBDD is intended to be exclusive, and every remedy will be in addition to every other remedy. No delay or omission to exercise any right or remedy will impair or is to be construed as a waiver of such right or remedy. No single or partial exercise of any right power or privilege under this Contract or any of the Financing Documents will preclude any other or further exercise thereof or the exercise of any other such right, power or privilege. The OBDD is not required to provide any notice in order to exercise any right or remedy, other than notice required in section 9 of this Contract.

D. Default by OBDD. In the event OBDD defaults on any obligation in this Contract, Recipient's remedy will be limited to injunction, special action, action for specific performance, or other available equitable remedy for performance of OBDD's obligations.

SECTION 11 - MISCELLANEOUS

A. Time is of the Essence. The Recipient agrees that time is of the essence under this Contract and the other Financing Documents.

B. Relationship of Parties; Successors and Assigns; No Third Party Beneficiaries.

(1) The parties agree that their relationship is that of independent contracting parties and that Recipient is not an officer, employee, or agent of the State of Oregon as those terms are used in ORS 30.265.

(2) Nothing in this Contract gives, or is to be construed to give, directly or indirectly, to any third persons any rights and benefits greater than those enjoyed by the general public.

(3) This Contract will be binding upon and inure to the benefit of OBDD, Recipient, and their respective successors and permitted assigns.

(4) The Recipient may not assign or transfer any of its rights or obligations or any interest in this Contract or any other Financing Document without the prior written consent of OBDD. The OBDD may grant, withhold or impose conditions on such consent in its sole discretion. In the event of an assignment, Recipient shall pay, or cause to be paid to OBDD, any fees or costs incurred because of such assignment, including but not limited to attorneys' fees of OBDD's Counsel. Any approved assignment is not to be construed as creating any obligation of OBDD beyond those in this Contract or other Financing Documents, nor does assignment relieve Recipient of any of its duties or obligations under this Contract or any other Financing Documents.

(5) The Recipient hereby approves and consents to any assignment, sale or transfer of this Contract and the Financing Documents that OBDD deems to be necessary.

C. Disclaimer of Warranties; Limitation of Liability. The Recipient agrees that:

(1) The OBDD makes no warranty or representation, either express or implied, as to the value, design, condition, merchantability or fitness for particular purpose or fitness for any use of the Project or any portion of the Project, or any other warranty or representation.

(2) The liability of the OBDD under this Contract is contingent upon the availability of moneys in the Special Public Works Fund for use in the project, and in no event are OBDD or its agents liable or responsible for any direct, indirect, incidental, special, consequential or punitive damages in connection with or arising out of this Contract or the existence, furnishing, functioning or use of the Project.

D. Notices and Communication. Except as otherwise expressly provided in this Contract, any communication between the parties or notices required or permitted must be given in writing by personal delivery, email, or by mailing the same, postage prepaid, to Recipient or OBDD at the addresses set forth below, or to such other persons or addresses that either party may subsequently indicate pursuant to this Section.

Any communication or notice by personal delivery will be deemed effective when actually delivered to the addressee. Any communication or notice so addressed and mailed will be deemed to be received and effective five (5) days after mailing. Any communication or notice given by email becomes effective 1) upon the sender's receipt of confirmation generated by the recipient's email

system that the notice has been received by the recipient's email system or 2) the recipient's confirmation of receipt, whichever is earlier. Notwithstanding this provision, the following notices may not be given by email: notice of default or notice of termination.

If to OBDD:
Deputy Director
Oregon Business Development Department
775 Summer Street NE Suite 200
Salem, OR 97301-1280

If to Recipient:
Public Works Director
City of Ashland
20 East Main Street
Ashland, OR 97520

E. No Construction against Drafter. This Contract is to be construed as if the parties drafted it jointly.

F. Severability. If any term or condition of this Contract is declared by a court of competent jurisdiction as illegal, invalid or unenforceable, that holding will not invalidate or otherwise affect any other provision.

G. Amendments, Waivers. This Contract may not be amended without the prior written consent of OBDD (and when required, the Department of Justice) and Recipient. This Contract may not be amended in a manner that is not in compliance with the Act. No waiver or consent is effective unless in writing and executed by the party against whom such waiver or consent is sought to be enforced. Such waiver or consent will be effective only in the specific instance and for the specific purpose given.

H. Attorneys' Fees and Other Expenses. To the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, the prevailing party in any dispute arising from this Contract is entitled to recover its reasonable attorneys' fees and costs at trial and on appeal. Reasonable attorneys' fees cannot exceed the rate charged to OBDD by its attorneys. The Recipient shall, on demand, pay to OBDD reasonable expenses incurred by OBDD in the collection of Loan payments.

I. Choice of Law; Designation of Forum; Federal Forum. The laws of the State of Oregon (without giving effect to its conflicts of law principles) govern all matters arising out of or relating to this Contract, including, without limitation, its validity, interpretation, construction, performance, and enforcement.

Any party bringing a legal action or proceeding against any other party arising out of or relating to this Contract shall bring the legal action or proceeding in the Circuit Court of the State of Oregon for Marion County (unless Oregon law requires that it be brought and conducted in another county). Each party hereby consents to the exclusive jurisdiction of such court, waives any objection to venue, and waives any claim that such forum is an inconvenient forum.

Notwithstanding the prior paragraph, if a claim must be brought in a federal forum, then it must be brought and adjudicated solely and exclusively within the United States District Court for the District of Oregon. This paragraph applies to a claim brought against the State of Oregon only to the extent Congress has appropriately abrogated the State of Oregon's sovereign immunity and is not consent by the State of Oregon to be sued in federal court. This paragraph is also not a waiver by the State of Oregon of any form of defense or immunity, including but not limited to sovereign immunity and immunity based on the Eleventh Amendment to the Constitution of the United States.

J. Integration. This Contract (including all exhibits, schedules or attachments) and the other Financing Documents constitute the entire agreement between the parties on the subject matter. There are no unspecified understandings, agreements or representations, oral or written, regarding this Contract.

K. Execution in Counterparts. This Contract may be signed in several counterparts, each of which is an original and all of which constitute one and the same instrument.

The Recipient, by its signature below, acknowledges that it has read this Contract, understands it, and agrees to be bound by its terms and conditions.

STATE OF OREGON
acting by and through its
Oregon Business Development Department

By: _____
Chris Cummings, Deputy Director

Date: _____

CITY OF ASHLAND

By: _____
Joseph L. Lessard, City Manager

Date: _____

APPROVED AS TO LEGAL SUFFICIENCY IN ACCORDANCE WITH ORS 291.047:

/s/ Wendy Johnson per email dated 3 October 2023
Wendy Johnson, Senior Assistant Attorney General

EXHIBIT A - GENERAL DEFINITIONS

As used in this Contract, the following terms have the meanings below.

"Act" means ORS 285B.410 through 285B.482, as amended.

"Award" means the award of financial assistance to Recipient by OBDD dated 04 August 2023.

"Costs of the Project" means Recipient's actual costs (including any financing costs properly allocable to the Project) that are (a) reasonable, necessary and directly related to the Project, (b) permitted by generally accepted accounting principles to be Costs of the Project, and (c) are eligible or permitted uses of the Financing Proceeds under applicable state or federal statute and rule.

"Counsel" means an attorney at law or firm of attorneys at law duly admitted to practice law before the highest court of any state, who may be of counsel to, or an employee of, OBDD or Recipient.

"Financing Documents" means this Contract and all agreements, instruments, documents and certificates executed pursuant to or in connection with OBDD's financing of the Project.

"Financing Proceeds" means the proceeds of the Loan.

"Lottery Bonds" means any bonds issued by the State of Oregon that are special obligations of the State of Oregon, payable from unobligated net lottery proceeds, together with any refunding bonds, used to finance or refinance the Project through the initial funding or refinancing of all or a portion of the Loan.

"Municipality" means any entity described in ORS 285B.410(9).

"ORS" means the Oregon Revised Statutes.

"Project Completion Date" means the date on which Recipient completes the Project.

"Refunding Proceeds" means the proceeds of any subsequent short- or long-term financing, whether resulting from the sale of tax-exempt bonds or otherwise, issued to refund the Loan or to finance the Project.

"System" means the Recipient's street system, which includes the Project or components of the Project and all accepted local streets within the City of Ashland-owned land, Recipient's rights-of way, and Recipient's easements, as it may be modified or expanded from time to time.

"Street Fund" means the Recipient's fund dedicated for the purposes of the operation, administration, and maintenance of the local transportation network of the City of Ashland.

EXHIBIT B - SECURITY

A. Full Faith & Credit Pledge. The Recipient pledges its full faith and credit and taxing power within the limitations of Article XI, sections 11 and 11b, of the Oregon Constitution to pay the amounts due under this Contract. All amounts due under this Contract are payable from all legally available funds of Recipient.

B. Refunding Proceeds. The outstanding principal of and accrued, but unpaid, interest on the Loan shall be payable from any Refunding Proceeds. The Recipient hereby grants to OBDD a security interest in and irrevocably pledges the Refunding Proceeds to pay all of the obligations owed by Recipient to OBDD under this Contract. The Refunding Proceeds pledged and hereafter received by Recipient will be immediately subject to the lien of this pledge without physical delivery or further act, and the lien of this pledge will be superior to all other claims and liens to the fullest extent permitted by ORS 287A.310. The Recipient represents and warrants that this pledge of Refunding Proceeds complies with, and is valid and binding from the effective date of this Contract as described in, ORS 287A.310.

C. Pledge of Dedicated Revenues within the Street Fund.

1. All payment obligations under this Contract and the other Financing Documents are payable from the following revenues within Recipient's Street Fund, (collectively, "Street Fund Revenues"):

a. 73% of the Food and Beverage Taxes collected by the Recipient pursuant to Ashland Municipal Code ("AMC") 4.34.020 which shall be paid into the Street Fund per AMC 4.3.020C.4. (Beginning in fiscal year 2023, such funds will be budgeted to pay for debt service for street repair and rehabilitation under AMC 4.34.020C.5.b.), until the Food and Beverage Tax expires and is not otherwise extended. (*Note:* Per AMC 4.34.020, the remaining 27% of the Food and Beverage Taxes collected are not pledged as they are presently payable respectively to the parks account (25%) and for Recipient's costs of administration and collection of the tax (2%).)

b. 100% of the Transportation Utility Fees collected by the Recipient pursuant to AMC Chapter 4.26 and which shall be paid into the Street Fund per AMC 4.26.030.

c. 100% of the moneys paid to Recipient under ORS 366.785 to 366.820 out of the state highway fund (state shared revenue). Recipient represents and warrants that such moneys shall be paid into the Street Fund and in compliance with ORS 366.815, requiring such moneys to be set aside into a state tax street fund.

The Recipient irrevocably pledges and grants to OBDD a security interest in the Street Fund Revenues to pay all of Recipient's obligations under this Contract and the other Financing Documents. The Street Fund Revenues pledged pursuant to the preceding sentence and received by Recipient will immediately be subject to the lien of this pledge without physical delivery, filing or further act, and the lien of this pledge is superior to all other claims and liens, except as provided in subsections 2 and 3 of this section C, to the fullest extent permitted by ORS 287A.310. The Recipient represents and warrants that this pledge of Street Fund Revenues complies with, and is valid and binding from the date of this Contract as described in, ORS 287A.310.

2. The Recipient shall not incur, without the prior written consent of OBDD, any obligation payable from or secured by a lien on and pledge of the Street Fund Revenues that is superior to, or on parity with the Loan. Recipient shall not revise the AMC to reduce the revenues associated with the Food and Beverage Taxes or the Transportation Utility Fees within the Street Fund Revenues without the prior written consent of OBDD.

3. Notwithstanding the requirements of subsection 2 of this section C, loans previously made and loans made in the future by OBDD to Recipient that are secured by the Street Fund Revenues may have a lien on such Street Fund Revenues on parity with the Loan; provided that nothing in this paragraph will adversely affect the priority of any of OBDD's liens on such Street Fund Revenues in relation to the lien(s) of any third party(ies).

EXHIBIT C - PROJECT DESCRIPTION

The Recipient will, with the assistance of a professional engineer licensed in Oregon, prepare final design plans for road improvements, which will include specifications and construction documents that must be submitted to Business Oregon. The construction will include, but is not limited to:

- Approximately 3,750 lineal feet of asphalt overlay and partial rebuild of Ashland Street between Siskiyou Boulevard and Faith Avenue.
- Upgrade approximately 16 ADA ramps from the road to the sidewalks.
- Installation of approximately two new rectangular rapid flashing beacons.
- Installation of approximately 3,750 lineal feet of protection bike lanes.

Pre-Award costs associated with preparing final design plans which include specifications, construction documents, and engineering expenses around final design will be allowed.

EXHIBIT D - PROJECT BUDGET

Line Item Activity	OBDD Funds	Other / Estimated Funds
Pre-award Final Design	$292,284	$0
Design / Engineering	$424,572	$0
Construction	$3,748,086	$0
Construction Contingency	$374,809	$0
Total	**$4,839,751**	**$0**

Council Business Meeting

November 7, 2023

Agenda Item	City of Ashland Employment Agreement Deputy City Manager as City Manager	
From	Douglas M McGeary	Acting City Attorney
Contact	Doug.mcgeary@ashland.or.us	
Item Type	Requested by Council ☒ Update ☐ Request for Direction ☐ Presentation ☐ Consent ☐ Public Hearing ☐ New Business ☐ Old Business ☐	

SUMMARY

The Council has requested that Deputy City Manager Sabrina Cotta put forth a proposal to meet the needs of the City during the transitional time between October 27, 2023 and January 31, 2024 to include salary, benefits and capacity needs for the City Manager's Office.

POLICIES, PLANS & GOALS SUPPORTED

Respect for the citizens we serve, for each other and for the work we do.
Excellence in governance and City services.

BACKGROUND AND ADDITIONAL INFORMATION

The City needs to have an Acting City Manager on-site for the next three months, as such an employment agreement has been presented that will provide compensation in recognition of that work. This agreement recognizes that additional staff will not be hired during this timeframe and that Council expects duties of both City Manager and Deputy City Manager to be carried out. The Deputy City Manager will rework staff priorities and workload to ensure continuity of operations for the City Manager's Office during this time with the understanding that it is for a three-month transitional period to expire January 31, 2024 unless both parties agree to an extension.

FISCAL IMPACTS

The proposed employment agreement will have a fiscal impact of $9,934.93 which can be absorbed in the City Manager's current BN budget.

DISCUSSION QUESTIONS

NA

SUGGESTED NEXT STEPS

Motion: I move to adopt this employment agreement between the City of Ashland and Deputy City Manager Sabrina Cotta and authorize the Mayor to sign.

REFERENCES & ATTACHMENTS

City of Ashland Employment Agreement Deputy City Manager as City Manager

CITY OF ASHLAND
EMPLOYMENT AGREEMENT
DEPUTY CITY MANAGER AS CITY MANAGER

This Employment Agreement ("Agreement") is entered into between the City of Ashland, an Oregon municipal corporation ("City"), and Sabrina Cotta ("Employee"). This Agreement is effective as of October 27, 2023, and shall remain in force until January 31, 2024. The Agreement may be renegotiated on or after January 31, 2024, subject to mutual agreement.

1. POSITION AND RESPONSIBILITIES

1.1 Employee shall serve as the acting City Manager for the City of Ashland during the term of this Agreement. Employee has assumed these duties due to the absence of the City Manager, who is presently on administrative leave. Employee's primary responsibilities shall include all duties and tasks typically associated with the position of City Manager, as well as those specific duties associated with her present position of Deputy City Manager. To include, but not limited to the City Manager duties of:

- Establish and maintain an excellent working relationship with Council on an individual and collective basis through clear and consistent communication.
- Provide direct staff support to the City Council.
- Prepare the agenda supplying information and reports covering City operations.
- Assist with development and coordination of Council initiatives and goals for the community into action.
- Empower staff through clear communication, set exacting standards and expectations for staff accountability without micromanaging subordinates.
- Work with various groups to encourage and develop economic opportunities, attend meetings and represent the City in multiple organizations and groups.
- Serve as a key public figure for the City and residents, community groups, civic organizations, other agencies, businesses, and the media on issues and projects.

While maintaining the Deputy City Manager duties which include but are not limited to:

- Supervisory responsibility of City Manager's Office staff
- Work with Directors to ensure effective and efficient department operations and projects.
- Ensure programs and policies are administered in compliance with City standards, federal, state, and local laws.
- Provide managerial leadership and advice to directors regarding staff.

- Monitor public relations in consultation with the City's Communications Officer.
- Evaluate strategies and approaches and provide advice on organizational activities and challenges.
- Supervise and evaluate Department Directors and work collaboratively on organizational activities and challenges.

1.2 Except as may be provided otherwise by the Ashland City Charter the Ashland Municipal Code and other applicable law, or the City's agreement with any other person, Employee shall have the authority to establish internal rules and procedures which the Employee deems necessary for the efficient and effective operation of the City.

2. EMPLOYMENT TERM

The term of employment under this Agreement is retroactive and shall commence on October 27, 2023, and terminate on January 31, 2024, unless otherwise extended by mutual agreement of the parties.

3. TERMINATION

The employment of the Employee may only be terminated under the following circumstances:

3.1. Breach of Agreement: The City may terminate the Employee's employment for a material breach of this Agreement that remains uncured for a period of thirty (30) days after written notice from the City.

3.1.1 The City agrees to provide Employee a reasonable opportunity to cure all substantive criticisms, complaints, and suggestions with respect to Employee's performance of her duties and services pursuant to this Agreement.

3.2. Violation of Law, Policy, or Malfeasance: The City may terminate the Employee's employment for the violation of any criminal law, core employment policy, or for malfeasance outside the scope of her employment.

3.2.1 The term "malfeasance" refers to the intentional or deliberate commission of an illegal or wrongful act, and includes misappropriation, dishonesty, breach of trust, insubordination, neglect of duty, failure to perform duties in a manner that is consistent with applicable law, or committing any violation of City policies or standards that the City deems a serious violation; or engaging in other acts or omissions demonstrating a disregard for the interests of the City.

3.3 Except in cases of malfeasance, Employee's performance during the term of this Agreement shall not be used in a detrimental manner with respect to her

employment as a Deputy City Manager or her potential return to the Deputy City Manager position should she decide to resume that role.

4. COMPENSATION

4.1. Base Salary: Employee shall receive a salary equivalent to Step 4 at the same pay rate as the City Manager, plus an additional 10% in recognition of assuming the roles of both City Manager and Deputy City Manager, without replacing the Deputy City Manager. These salary amounts have been determined based on a review of similarly situated cities covering both positions.

4.2. Car Allowance: The Employee shall receive a monthly car allowance of $400.

4.3. Additional Benefits: In addition to the base salary and car allowance, the Employee shall be entitled to:

4.3.1 Administrative Leave: Employee is entitled to an additional 20 hours of administrative leave to her present allocation (40) of administrative leave for a total of 60 hours per fiscal year.

4.3.2 Vacation Accrual: Employee shall accrue vacation leave at a rate of 16 hours per month.

4.3.3 Professional Development: The City shall provide support for professional organizational memberships and financial support for Employee to travel to professional organizations as a board member on the OCCMA (Oregon City/County Management Association) Board in representation of the City of Ashland.

5. HEALTH INSURANCE.

Except as otherwise already provided in her employment with the City, the Employee shall be entitled, at a minimum, to the highest level of benefits that are enjoyed by or offered to Management and Confidential Employees of the City as provided m the City's Management Resolution.

6. PROFESSIONAL LIABILITY AND BONDING

The City agrees that, to the maximum extent permitted by law, it shall defend, hold harmless, and indemnify the Employee from and against any costs, expenses, demands, claims. suits, actions, or awards incurred in connection with or arising out of an alleged act or omission occurring in the performance of the Employee's duties in her official capacity, provided the incident arose while the Employee was acting within the scope of her duties.

ENTIRE AGREEMENT

This Agreement constitutes the entire understanding between the parties with respect to the Employee's employment during the specified term and supersedes all prior agreements, representations, and understandings, whether written or oral.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

CITY OF ASHLAND		EMPLOYEE	
_____		_____	
By: Tonya Graham, Mayor	Date	Sabrina Cotta	Date

Council Business Meeting

November 7, 2023

Agenda Item	First Reading – 3226 -An ordinance establishing Hours of Parks Closure	
From	Leslie Eldridge	Interim Parks Director
Contact	Leslie.eldridge@ashland.or.us 541-552-2251	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☐ Presentation ☐ Consent ☐ Public Hearing ☒ New Business ☐ Old Business ☐	

SUMMARY

First reading of a proposed ordinance to establish Parks Hours for all city parks, trails, and open space lands. The presented ordinance language was unanimously recommended to City Council by the Parks and Recreation Commissioners on Oct 11, 2023.

POLICIES, PLANS & GOALS SUPPORTED

Council Priorities: Public Safety Services: Code enforcement (building safety, public nuisances, neighborhood, and environment infractions)

BACKGROUND AND ADDITIONAL INFORMATION

Over the last decade, Ashland Parks and Recreation has seen an increasing amount of vandalism and damage to public property, improper use of public restrooms, and security/public safety issues in our parks, parks facilities and open spaces. These incidents have largely been occurring during nighttime hours. Managing these issues has resulted in significant maintenance and financial burdens to APRC, as well as challenges to the Ashland Police Department (APD) enforcement efforts for public safety.

Currently, the Ashland Municipal Code (10.68.380) has an established "Curfew" for Lithia Park **only** between the hours of 11:30PM and 5:30AM. The remaining parks and parklands within the APRC system do not have any formal hours of closure.

The proposed amendment to the AMC would establish hours of parks closure in all City parks. The Ashland Municipal Code (10.68.010) defines the term "Parks" as inclusive of all parks, trails, and open space lands.

Ashland Parks and Recreation Board of Commissioners reviewed the proposed ordinance on October 11, 2023 and recommended the ordinance move forward for City Council consideration.

FISCAL IMPACTS

No fiscal impacts

DISCUSSION QUESTIONS

- Does APD support this ordinance?
- How will APD use its discretion to enforce this ordinance?
- Is there a mechanism for allowing approved nighttime activities within parks?

SUGGESTED NEXT STEPS

Staff recommends that Council approve First Reading of Ordinance No 3226 and send it to Second Reading.

REFERENCES & ATTACHMENTS

- AN ORDINANCE AMENDING AMC CHAPTER 10.68 PUBLIC PARKS AND ESTABLISHING PARK HOURS FOR ALL CITY PARKS

ORDINANCE NO. 3226

AN ORDINANCE AMENDING SECTION 10.68 OF THE ASHLAND MUNCIPAL CODE: CURFEW

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are **~~bold lined through~~**, and additions are **bold underlined.**

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

10.68.380 ~~Curfew~~ Hours of Parks Closure

A. **~~Except for City officials or their designees on official business, no one shall be in Lithia Park between the hours of 11:30 P.M. and 5:30 A.M.~~ No person shall remain in any City park, as defined in AMC 10.68.010, between the hours 12:00 AM (midnight) and 5:00 AM, except authorized city personnel or as authorized by the Ashland Parks and Recreation Director or designee consistent with established parks rules and regulations.**

B. **~~Any person who violates any provision of this Chapter is subject to Section 1.08.020 of the Ashland Municipal Code. Any violation of this section is a Class IV violation. (Ord. 3137, amended, 2017; Ord. 3026, amended, 08/03/2010).~~ Any violation of this section is a Class IV violation subject to the penalties and procedures in AMC 1.08.030.**

PASSED by the City Council this _____ day of _____, 2023.

ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2023.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____

Douglas M. McGeary, Acting City Attorney

Council Business Meeting

November 7, 2023

Agenda Item	First Reading – 3227 - An ordinance allowing Alcohol Use in Parks	
From	Leslie Eldridge	Interim Director
Contact	Leslie.Eldridge@ashland.or.us 541-552-2251	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☐ Presentation ☐ Consent ☐ Public Hearing ☒ New Business ☐ Old Business ☐	

SUMMARY

First Reading of a proposed ordinance to Allow Alcohol Use in Parks for Specific Circumstances. The presented ordinance language was unanimously recommended to City Council by the Parks and Recreation Commissioners on Oct 11, 2023.

POLICIES, PLANS & GOALS SUPPORTED

APRC Biennium Goals

- Seek out and support opportunities for community building through programs and events in our parks, open spaces and trail networks that celebrate art, music, sports and nature.

Council Priorities

- Community Investment: Downtown revitalization
- Quality of Life: Arts and Entertainment
- Economic Opportunity/Vitality: Diversify the local economy; broaden options for tourism/visitors; attract more families to live in Ashland.

BACKGROUND AND ADDITIONAL INFORMATION

Currently, the Ashland Municipal Code Chapter 10.68.090: Intoxicating liquor prohibited states: *It is unlawful for any person to take any intoxicating liquor or beverage into any portion of the public parks of the City*, (with notable exceptions for the Calle Guanajuato, Oak Knoll Golf Course and Oregon Shakespeare Festival (OSF)).

Allowing the limited sale/service of alcohol within parks in conjunction with an APRC Special Event permit, an OLCC permit and an APRC Alcohol Use in Parks Permit has several benefits. First, it attracts event organizers to choose Ashland parks for their events, as alcohol service is often perceived as a desirable feature of many events. Second, it enables revenue generation for vendors and event organizers, so the entire enterprise is more economically feasible. Finally, increased events and activities within the park will bring increased visitation and corresponding economic activity to local businesses.

Staff have worked to provide legal and policy structure to support limited and focused use of alcohol in parks. The current structure provides ONLY for permitted events that physically separate alcohol service/sale to individuals that are 21+ years of age (i.e., a Beer/Wine Garden) OR are holding an

event in a space in the park where entrance/exit can be controlled and only 21+ adults are present (ex. The Ashland Japanese Garden). Events such as weddings or parties of mixed ages in the same physical location are NOT supported at this time by the proposed structure presented today. Additionally, the APRC Rules included in this packet limit the type of alcohol service to wine, beer, hard cider, as opposed to "hard" alcohol. However, staff have crafted broad ordinance language to allow for change in APRC rules and policies into the future.

Key points:

1. The Special Event Permit is already a requirement for parks events. A supplementary Alcohol Use in Parks Application, along with an OLCC permit, would be added as a requirement if service of alcohol is requested.
2. General Liability insurance of 2 million is always required for events and liquor liability would be an added requirement for the insurance.
3. Security requirements will be handled on a case-by-case basis, and at the discretion of the APRC Director or designee.
4. The first phase of this new policy allows only beer, wine, hard cider, as opposed to "hard" alcohol. However, the ordinance language does not specify a type of allowed alcohol. Staff recommend starting this policy with the most conservative approach possible: with a lower percentage alcohol in a controlled setting. As staff experience, capacity, and systems develop, APRC hopes to provide for other types and settings of alcohol use in parks.
5. There is a current non-refundable "Alcohol Fee" of $150 in the Miscellaneous Fees and Charges document approved by City Council. This fee was established when APRC used to manage Pioneer Hall and the Community Center for weddings and other events. APRC proposes to use this existing fee for the first phase of this new policy until the Miscellaneous fees and Charges get reviewed again May/ June of 2024.

FISCAL IMPACTS

Allowance of alcohol in parks during special events has the potential to increase revenues to parks in the form of additional fees for services. It also can serve as an attractor to visitors/tourists, thereby increasing economic activity to local businesses.

APRC anticipates that some level of additional planning and staff support is needed to facilitate a predicted increase in events and accompanying event logistics.

DISCUSSION QUESTIONS

- Why does the parks policy only allow service of wine, beer and cider, as opposed to "hard" alcohol?
- Why does the parks policy mandate a "Beer Garden" or cordoned off service area?
- What level of City and APRC staff support is needed to facilitate these events?
- What potential does this change have to bring in additional revenue to APRC?

SUGGESTED NEXT STEPS

Staff recommends that Council approve First Reading of Ordinance No 3227 and send it to Second Reading.

REFERENCES & ATTACHMENTS

- APRC Special Events Permit (Already in use)
  https://www.ashland.or.us/page.asp?navid=18133
- OLCC permit (State permit for alcohol service)
  https://www.oregon.gov/olcc/Pages/portalservicepermits.aspx
- Alcohol Use in Parks Supplementary Application (Attached)
- APRC Rules for Alcohol Service in Parks (Attached)
- Ordinance 3227 Draft

DRAFT Alcohol Use in Parks Supplementary Application

NOTE: This application must be submitted in conjunction with an APRC Special Events Permit and requires proof of an OLCC permit. All events are subject to the Rules for Alcohol Use in Parks

1. **Which Park will be used for the event? Please be sure to specify exactly where your event will be held in the selected park.**
   (If you have filled out an OLCC "Plan to manage a special event" please attach it to this form. https://www.oregon.gov/olcc/docs/liquor_license_and_license_process/tsl_plan_to_manage_special_events.pdf)

2. **What will be the start and end time of alcohol service? _____ to _____.**

3. **Describe where alcohol service (Beer/Wine Garden) will be located. Please attach a map that clearly delineates the proposed area.**

4. **Please describe the barriers used to cordon off the area for the alcohol service and include a site plan with exact location of the service and the event. *For outdoor alcohol service OLCC requires:*** *"a barrier that is of sufficient height, sturdiness, and is not movable. The barrier should allow people to enter and exit only through specific points and prevent alcohol from leaving the area. Two examples of a barrier are a fence and a "moat" system. Such a barrier can be portable (set-up and take-down) but it should not be easily moveable after it is set-up.*

5. **Detail your Security Plan below. If you are using a private security company, provide the name of the company and describe the services they will provide.**

ASHLAND PARKS & RECREATION COMMISSION

340 S PIONEER STREET • ASHLAND, OREGON 97520

COMMISSIONERS:
Rick Landt
Leslie Eldridge
Jim Lewis
Jim Bachman
Justin Adams

Michael A. Black, AICP
Director

541.488.5340
AshlandParksandRec.org
parksinfo@ashland.or.us

FINAL DRAFT

APRC Rules for Alcohol Use in Parks

1. The Sale and consumption of malt beverages, wine, and hard cider by the drink for consumption is allowed in a controlled setting, with licensed service (OLCC Permit) within the parks system by a special permit.
2. Only events where an OLCC permit (Licensed Service) is required will be allowed.
    a. **Licensed Service** is defined as:
        (1) An event where malt beverages, wine or hard cider will be sold
        (2) An event where alcohol is available (but not being sold), and the event host is charging or accepting donations of goods for admission, or where payment is required to attend the event.
3. If the applicant fails to obtain an OLCC permit, this permit will be null and void.
4. A copy of the OLCC permit must be presented to APRC staff prior to the permit being issued.
    a. *All OLCC forms can be found here:* *https://www.oregon.gov/olcc/lic/Pages/license_form_publications.aspx*
5. Applicants must be at least 25 years of age.
6. Special Event and (2) alcohol use applications and a 3) detailed site plan is due at least 60 days prior to the event; no exceptions. We strongly encourage event organizers to begin planning with APRC at least 180 days prior to the event to ensure all requirements are met.
7. All sales and consumption must be within an enclosure as defined by the OLCC and detailed on the APRC Alcohol Use Application.
8. General Liability Insurance is required to consume alcohol on City of Ashland property. If alcohol is being served at an event Liquor Liability Insurance is required as well. Both certificates of insurance (COI) are required in the amount of $2,000,000 per occurrence and must name City of Ashland as additionally insured.
9. Permit is only valid for the identified purpose and date.
10. Event organizers are required to provide a zero-waste event. All glass containers must be kept within control of the OLCC licensed server.
11. Permit will not be issued for event hours prior to 11am or later than 9pm in conjunction with the established noise ordinance AMC 9.08.170.
12. Permits are issued on a first-come, first-served basis and are dependent on availability of park areas and conflicts with other uses.
13. The Ashland Parks and Recreation Director or designee shall retain full discretion to determine security requirements.
14. Payment of established fees and charges are required, as provided in the Miscellaneous Fees and Charges Document adopted by the City Council.

15. Fees will be refunded minus administrative costs incurred if the event is not approved.
16. The event is confirmed when all the following have been received and approved by APRC staff within the established timelines and requirements. Those include:

    - ☐ The APRC Special Event Permit
    - ☐ The APRC Alcohol Use Application
    - ☐ General Liability Insurance and Liquor Liability Insurance certificates that name the City of Ashland as additional insureds.
    - ☐ Proof of OLCC Permit approval.
    - ☐ Permit fee payments in full have been received by APRC.

ORDINANCE NO. 3227

AN ORDINANCE AMENDING SECTION 10.68 OF THE ASHLAND MUNICIPAL CODE: INTOXICATING LIQUOR PROHIBITED

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~**bold lined through**~~, and additions are **bold underlined.**

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

10.68.090 ~~Intoxicating Liquor Prohibited~~ Alcohol Use in Parks

It is unlawful for any person to take any intoxicating liquor or beverage into any portion of the public parks of the City, except ~~**that**~~ **as authorized by the Ashland Parks and Recreation Director or designee, consistent with established parks rules and regulations.**

~~**A. Intoxicating liquor or beverages may be transported through the Lithia Park extension area which is located between North Main Street and Winburn Way and between Ashland Creek to the west and the Plaza to the east.**~~

~~**B. This section and the prohibitions on the possession and use of intoxicating liquor shall not apply to that portion of the park that is leased to the Oregon Shakespeare Festival Association.**~~

~~**C. This section and the prohibitions on the provision and use of intoxicating liquor shall not apply to the park property commonly known as Calle Guanajuato only when such is served with prepared meals and with the express approval of the Ashland Park and Recreation Commission and the Oregon Liquor Control Commission.**~~

~~**D. This section and the prohibitions on the provision and use of intoxicating liquor shall not apply to the park property commonly known as Oak Knoll Golf Course only when such is served as part of the City Golf Course operation or approved concession with the approval of the Ashland Park and Recreation Commission and the Oregon Liquor Control Commission.**~~

~~**E. Any person who violates any provision of this Chapter is subject to Section 1.08.0230 of the Ashland Municipal Code. Any violation of this section is a Class II violation. (Ord. 3137, amended, 2017; Ord. 3026, amended, 08/03/2010)**~~**Any violation of this section is a Class II violation subject to the penalties and procedures in AMC 1.08.030.**

PASSED by the City Council this _____ day of _____, 2023.

ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2023.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Douglas M. McGeary, Acting City Attorney

Council Business Meeting

November 7, 2023

Agenda Item	Contracting for Severe Weather Emergency Shelter Services	
From	Kelly Burns	Emergency Management Coordinator
Contact	Kelly.burns@ashland.or.us, 541-552-2299	

SUMMARY

City Staff has been in communication OHRA our non-profit organization that provides homeless services to provide severe weather emergency shelter coordination/operations and insurance coverage during our winter weather season of 2023-24. Opportunities for Housing, Resources, and Assistance (ORHA) has indicated that they are willing to take this request to their board for approval. OHRA has operated severe weather shelter services previously for the City and is knowledgeable and capable of how to operate and staff emergency severe weather shelter activity.

POLICIES, PLANS & GOALS SUPPORTED

N/A

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND AND ADDITIONAL INFORMATION

The City has supported a shelter coordinator in the past through a contract with non-profit organizations. In 2017, 2018, and most recently in early 2023, the City contracted with OHRA to oversee the winter shelter program which included provisions for emergency shelter services. City staff are in support of the City contracting for volunteer coordination, staffing, and general oversight of a severe weather shelter program once again. A contract with a non-profit service provider removes the City from liability for operation of emergency sheltering activities, as the City's insurance policy does not cover such activities. Contracting with a non-profit organization to coordinate sheltering activities provides City staff and community partners with both continuity and efficiency in the process.

Should OHRA enter a contract with the City for severe weather shelter operations, the model that OHRA proposes would provide services which would include paid shelter staff as well as ongoing volunteer coordination, paid fire watch staff, connection to the resource center and navigation services for shelter participants. The severe weather shelter location will be in the large storage area of the 2200 Ashland St property. Insurance coverage will cover the activity and coordination with City staff and the community around severe weather sheltering events.

FISCAL IMPACTS

The City did not advertise for, nor has it not received any formal proposals that address the potential for providing emergency weather shelter operations. Due to the co-location of the Executive Order mandated low barrier shelter, there is a financial and operational benefit to having OHRA manage both shelters. The fiscal impacts of this action range based on the temperature thresholds, estimated number of times an emergency shelter is enacted and potential daily operating costs. The Council has identified

resources in the General Fund budget to support this activity. It should be noted that the current temperature threshold contained in our Severe Weather Resolution for cold is **32** degrees Fahrenheit. Last year the City activated a severe weather shelter 64 times, between November 1st and April 5th. These activations are not representative of the number of nights that the temperature threshold was triggered.

STAFF AND COMMISSION RECOMMENDATION

City staff recommend that the Council contract with a non-profit organization to provide emergency shelter coordination and oversight.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

I move to authorize the Deputy City Manager to execute a contract with OHRA for Emergency Severe Weather Shelter Coordination services utilizing funding appropriated for that purpose to cover the cost of the activity.

REFERENCES & ATTACHMENTS

- 2023-24 Severe Weather Shelter Contract- OHRA

AGREEMENT FOR COORDINATING SERVICES AND OF SEVERE WEATHER EMERGENCY SHELTER BETWEEN CITY OF ASHLAND AND OPPORTUNITIES FOR HOUSING, RESOURES, AND ASSISTANCE.

This Agreement by and between THE CITY OF ASHLAND, a municipal corporation (hereinafter "City"), and of OPPORTUNITIES FOR HOUSING, RESOURES, AND ASSISTANCE. ("OHRA"), a 50l(c)(3) corporation registered in Oregon.

A. City and OHRA enter into this agreement to identify their roles and responsibilities for providing Severe Weather Emergency Shelter to vulnerable persons and families at risk who require safety and protection from exposure to extreme weather conditions; and NOW, THERFORE, in consideration for the mutual covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

AGREEMENT

1. RECITALS. The recital set forth above is true and correct and is incorporated herein by this reference.

2. DURATION. Except for termination as provided herein, the term of this agreement shall be November 10th, 2023, through April 1st, 2024, unless otherwise amended by both parties.

3. BUDGET LIMITS. The cost to the City shall not exceed **$100,000.00,** the maximum amount can be amended depending upon weather and sheltering needs.

4. OHRA SERVICES, FUNCTIONS AND RESPONSIBILITIES. OHRA shall use its best efforts to achieve the following objectives during the period of this Agreement:

4.1 During the term of this Agreement, on each day City declares a shelter emergency per Resolution 2022-33, OHRA shall make all arrangements and commitments necessary and sufficient to have paid and volunteer persons at a location designated for Severe Weather Shelter use. OHRA will provide adequately trained staffing for authorized, safe, and lawful operation of the shelter.

4.2 OHRA will provide communication and distribution of notices for shelter nights on each shelter emergency day.

4.3 OHRA will hire and train temporary shelter staff.

4.4 When a shelter emergency is declared, OHRA will ensure the provision of paid Fire Watch Staff, and any combination of paid overnight shelter staff and trained volunteers to operate Severe Weather Emergency Shelter with oversight by a Shelter Coordinator and the Director of Program Services. OHRA ensures training on the emergency plan, first aid, abuse prevention, de-escalation, trauma-informed care, safety, and emergency communications for the shelter, and execution of waivers, in a form reviewed by the City, which releases City from liability as provided in section 12 below.

4.5 OHRA ensures compliance with the Ashland Municipal Code by paying a living wage, as defined in AMC 3.12, to all persons paid to perform work under this Agreement and to any subcontractor paid to perform 50% or more of the service work under this Agreement as detailed in Exhibit A, budget for Severe Weather Emergency Shelter activity, attached to this contract. OHRA is also required to post the living wage notice prominently in areas where all its employees will see it.

5. CITY OBLIGATIONS. The City shall declare a shelter emergency upon forecasted conditions set forth under the City's Resolution 2022-33;

5.1 The City will give 48 hours notice to OHRA when declaring the need for Sever Weather Shelter.

5.2 The City will ensure that money is budgeted and available to make payments to OHRA as provided in this Agreement. City will pay OHRA for costs as identified in the budget for Severe Weather Emergency Shelter activity, attached as Exhibit A, all costs will be paid on an actual or per event basis.

5.3 OHRA will invoice one to four times per month for actual nightly and operational costs as identified in attached Exhibit A. The City will reimburse weekly for invoices submitted.

6. PAYMENT. This agreement involves the payment of money from the City of Ashland to OHRA for Severe Weather Emergency Shelter Services.

6.1 All payments made to OHRA under this Agreement should be sent to the following address:

Opportunities for Housing, Resources, and Assistance
P.O. Box 1133
Ashland, OR 97520

7. PERSONNEL. OHRA shall be solely responsible for wages and benefits paid to any employees working for OHRA.

8. REAL OR PERSONAL PROPERTY. There shall be no transfer of title or possession to any real or personal property pursuant to this Agreement.

9. TERMINATION.

9.1 All or part of this Agreement may be terminated by mutual consent by both parties; or by either party at any time, upon thirty (30) days' notice in writing and delivered by certified mail. In the event of termination of the Agreement, each party shall be responsible for its own costs and expenses in complying with the Agreement.

9.2 This Agreement may be terminated by either party if the other party commits any material reach of any of the terms or conditions of this Agreement and fails or neglects to correct the same within 10 days after written notice of such breach. If the breach is of such nature that it cannot be completely remedied within the 10-day period, this provision shall be complied with if correction of the breach begins within the 10-day period and thereafter

proceeds with reasonable diligence and in good faith to affect the remedy as soon as is practicable.

10. ASSIGNMENT. OHRA shall not assign or transfer any interest in this Agreement without prior written consent of the City, provided, however, that OHRA may subcontract the performance of any provision or obligation required by this Agreement, so long as OHRA remains primarily responsible to the City for the performance of such provision or obligation.

11. INSPECTION RECORDS.

11.1 OHRA shall maintain books, records, documents, and other evidence and accounting procedures and practices sufficient to properly reflect all costs of whatever nature claimed to have been incurred and anticipated in the performance of the Agreement. The City and its duly authorized representatives shall have access to the books documents, papers, and records of OHRA which are directly pertinent to the Agreement for the purpose of making audit, examination, excerpts, and transcripts. Such books and records shall be maintained by OHRA for three years from the date of the completion of work unless a shorter period is authorized in writing. OHRA is responsible for any OHRA audit discrepancies involving deviation from the terms of the Agreement.

12. HOLD HARMLESS AND INDEMNIFICATION.

12.1 The City of Ashland is not providing services but rather purchasing services from OHRA. Accordingly, to the extent permitted by the Oregon Constitution and the Oregon Tort Claims Act, the parties both shall hold each other harmless, defend and indemnify the other from any and all claims, demands, damages or injuries, liability of damage, including injury resulting in death or damage to property, that anyone may have or assert by reasons of any error, act or omission of the other, its officers, employees or agents. Similarly, the City of Ashland shall not be held responsible for any claims, actions, costs, judgments, or other damages, directly and injury proximately caused by any form of negligence by OHRA, its employees, or agents, or its volunteers. If any aspect of this indemnity shall be found to be illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of this indemnification.

13. INDEPENDENT CONTRACTOR STATUS. OHRA is an independent contractor and neither OHRA nor anyone performing work pursuant to this Agreement and under OHRA's auspices is an employee of the City. OHRA shall have complete responsibility for performance of its obligations under this Agreement. Except as provided for in this Agreement, the City shall not be liable for any obligations incurred by OHRA. OHRA shall not represent to any person that the City is liable for OHRA's obligations; except for such obligations the City may be liable as provided for in this Agreement.

14. INSURANCE. Each party is responsible for its own insurance and coverage relating to claims arising from providing or staffing a Severe Weather Emergency Shelter. No City coverage is extended to the other parties or volunteers; however, the City will maintain existing property coverage of the facility.

15. DISPUTE RESOLUTION. City and OHRA shall attempt to resolve all disputes through staff discussions at the lowest possible level. Both parties to this Agreement agree to provide other resources and personnel to negotiate and find resolution to disputes that cannot be resolved at the staff level. As a next step, claims, disputes or other matters in questions between the parties to this Agreement arising out of or relating to this Agreement, or breach thereof shall be determined by mediation, arbitration, or litigation. Disputes shall be initially submitted to mediation by a mediator chosen by the parties. The cost of mediation shall be borne equally by the parties. If the parties are unable to agree upon a mediator within 5 days or if mediation fails to resolve the dispute and if either party wants to further pursue the dispute, either party may request that the dispute be submitted to arbitration before a single arbitrator agreed to by the parties. If both parties agree to arbitration but are unable to agree upon an arbitrator, each party shall select an arbitrator.

The arbitrators so chosen shall select a third, and the decision of a majority of the arbitrators shall be final, binding the parties, and judgment may be entered thereon. Unless the parties mutually agree otherwise, any arbitration proceeding shall be conducted in accordance with the currently in effect Arbitration Rules of the American Arbitration Association pursuant to ORS 190.720. Notwithstanding the above, either party may, at its own discretion, elect to resolve disputes in excess of $50,000 by litigation, if mediation is not successful.

16. NOTICE AND REPRESENTATIVES. All notices, certificates, or communications shall be delivered or mailed postage prepaid to the parties at their respective places of business as set forth below or at a place designated hereafter in writing by the parties.

CITY of Ashland:

City Manager 20 East Main
Ashland, OR 97520

Opportunities for Housing, Resources, and Assistance

P.O. Box 1133
Ashland, OR 97520

And when so addressed, shall be deemed given upon deposit in the United States Mail, postage prepaid. In all other instances, notices: bills, and payments shall be deemed

given at the time of actual delivery. Changes may be made in the names and addresses of the person to whom notices, bills, and payments are to be given by giving notice pursuant to this paragraph.

MERGER. THIS AGREEMENT CONSTITUTES THE ENTIRE AGREEMENT BETWEEN THE PARTIES. THERE ARE NO UNDERSTANDINGS, AGREEMENTS, OR REPRESENTATIONS, ORAL OR WRITTEN, NOT SPECIFIED HEREIN REGARDING THIS AGREEMENT. NO AMENDMENT, CONSENT, OR WAIVER OR TERMS OF THIS AGREEMENT SHALL BIND EITHER PARTY UNLESS IN WRITING AND SIGNED BY ALL PARTIES. ANY SUCH AMENDMENT, CONSENT OR WAIVER SHALL BE EFFECTIVE ONLY IN THE SPECIFIC INSTANCE AND FOR THE SPECIFIC PURPOSE GIVEN. THE PARTIES, BY THE SIGNATURES BELOW OR THEIR AUTHORIZED REPRESENTATIVES, ACKNOWLEDGE HAVING READ AND UNDERSTOOD THE AGREEMENT AND THE PARTIES AGREE TO BE BOUND BY ITS TERMS AND CONDITIONS.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed in two (2) duplicate originals, either as individuals, or by their officers thereunto duly authorized.

CITY OF ASHLAND

BY: Sabrina Cotta
Title: Acting City Manager
Dated: _____

Approved as to form

Douglas M McGeary
Acting City Attorney

OPPORTUNITIES FOR HOUSING, RESOURCES, AND ASSISTANCE

By: Cass Sinclair
Title: Executive Director
Dated: _____

Nightly Costs:			
	Personnel Cost	**Cost Per Night**	**NOTES**
	Shelter Coordinator	$110.00	4 hr/night x$25/hr. + 10% Payroll Tax & Workers Comp
	Overnight Firewatch	$325.60	16 hours x $18.5/hr + 10% Payroll Tax & Workers Comp
	Shelter Staff - Night	$651.20	2 staff people 16 hours x $18.5/hr + 10% Payroll Tax & Workers Comp
	Volunteer and Food Coordinator	$55.00	2 hr/night x $25.00/hr + 10% Payroll Tax & Workers Comp
	Total Personnel Costs	**$1,141.80**	
	Operating Costs		
	Daily Professional Cleaning	$79.00	Estimate
	Printing Cost	$15.00	$0.10/copy (For sign in and guest policies)
	Food Allowance	$360.00	$12 per night for 30 people
	Laundry	$30.00	Wash Shelter Blankets, towels etc
	Program Supplies	$237.00	
	Total Operating Costs	**$721.00**	
	TOTAL PERSONNEL AND OPERATING COSTS	**$1,862.80**	
	Admin @ 15% of Perspnnel and Operating Costs	$279.42	
	TOTAL NIGHTLY PROGRAM COSTS	**$2,142.22**	
Fixed Costs			
	Insurance	$2,000.00	Not to exceed- to be final billed adjusted for actuals
	Indeed Job Postings	$1,000.00	Not to exceed- to be final billed adjusted for actuals
	Emergency/disease prevention items	$200.00	Estimate for Blood spill, sharps, etc.- to be billed at actuals
	Total Estimated Costs	**$3,200.00**	

Misc. Operational Overhead Costs Budget* (not to exceed billed at actual costs)			
	Relias training and licenses	$2,030.00	
	Background checks	$300.00	
	Total Estimated Costs	**$2,330.00**	
Equipment Costs Budget* (to be acquired based on use/need but within not to exceed budget; if purchased, ownership will remain with/be transferred to the City)			
	Refrigerator	$1,200.00	Not to exceed (May be donated and remain with OHRA)
	Sleeping mats	$700.00	Not to exceed- to be billed upon acquisition
	Total Estimated Costs	**$1,900.00**	
Program Supplies Schedule (Nightly Cost)			
	Hand soap	$4.00	
	Paper plates	$20.00	
	Utensils	$20.00	
	Trash liners	$2.00	
	Salt De-icing	$6.00	
	Tea	$40.00	
	Coffee	$40.00	
	Coffee cups	$20.00	
	Creamer	$20.00	
	Sugar	$5.00	
	Hot Chocolate	$20.00	
	Paper towels	$20.00	
	Water service	$20.00	
	TOTAL PROGRAM SUPPLIES	**$237.00**	

Council Business Meeting

November 7, 2023

Agenda Item	BN 23-25 Budget Transfer – Contingency Transfer for Replacement of City Network Switches	
From	Sabrina Cotta Jason Wegner Mariane Berry	Deputy City Manager DoIT Director Finance Director
Contact	Sabrina.Cotta@ashland.or.us; Jason.Wegner@ashland.or.us; Mariane.Berry@ashland.or.us	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☒ Presentation ☐	

SUMMARY

During the course of the Biennium there are times that budget adjustments are necessary. Per the Oregon Local Budgeting Manual, the amount which may be transferred from Contingency by resolution is limited to 15 percent of the total appropriations in the fund (ORS 294.463(2)). The proposed budget transfer of Contingency is under the 15% limit that can be transferred to an expenditure line item.

Staff is requesting a budget transfer from General Fund Contingency to the Information Technology budget due to a city-wide emergent need to replace network switches.

POLICIES, PLANS & GOALS SUPPORTED

Value Statement: Quality infrastructure and facilities through timely maintenance and community investment.

BACKGROUND AND ADDITIONAL INFORMATION

Oregon budget law (ORS 294.463(2)) provides for a transfer from Operating Contingency to another appropriation category. This Budget Transfer Request will move funds from the General Fund Contingency to the Information Technology (I.T.) budget in the amount to $222,000. The adjustment consists of a transfer of less than 15% of total appropriation in the fund and in the IT budget, and thus Oregon budget law allows adoption by Council Resolution with no public hearing required.

This request comes from an emergent need to replace and upgrade the network switches across the City. Recently, one our server rooms caught fire due to faulty switches. It was determined that the make and age of these switches must be replaced as soon as possible to mitigate any other issues going forward. The estimated cost for this upgrade is $222,000. Staff is requesting a transfer from Contingency for this pressing need.

The following represents the appropriation transfer:

Transfer of Appropriation			
From: General Fund	To: IT Capital Outlay - Network Switch Upgrade		222,000
		Total Transfer of Appropriation	**$ 222,000**

FISCAL IMPACTS

This Budget Transfer moves funds from Contingency to the IT budget.

SUGGESTED NEXT STEPS

That the Council adopt the attached resolution to authorize the budget adjustment as defined within this report for an amendment to the 2023-25 BN budget.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

I move to adopt Resolution 2023-26 authorizing a 2023-25 BN budget adjustment.

REFERENCES & ATTACHMENTS

Attachment 1: Resolution Adopting the Budget Transfer
Attachment 2: Staff Budget Transfer Request

RESOLUTION NO. 2023-26

A RESOLUTION ADOPTING A BUDGET TRANSFER FOR CHANGES TO THE 2023-25 BIENNIUM BUDGET

RECITALS:

A. The City of Ashland 2023-25 Biennium Budget was adopted on June 6, 2023, for the period of July 1, 2023 through June 30, 2025.

B. The City of Ashland (City) is authorized by ORS 294.263(2) to approve a budget transfer from Contingency to the Information Technology budget for one or more of the following reasons:

1. An occurrence or condition which had not been ascertained at the time of the preparation of a budget for the current year which requires a change in financial planning.
2. A pressing necessity which was not foreseen at the time of the preparation of the budget for the current year which requires prompt action.
3. Funds were made available by another unit of federal, state or local government and the availability of such funds could not have been ascertained at the time of the preparation of the budget for the current year.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. In accordance with provisions stated above, the Mayor and City Council of the City of Ashland determine that it is necessary to approve a budget transfer, establishing the following amendments:

	Transfers	
	Appropriation	Resource
General Fund		
IT Department	222,000	
General Fund Contingency		222,000
	$ 222,000	**$ 222,000**

SECTION 2. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this 7th day of November 2023, and takes effect upon signing by the Mayor.

_____

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this 7th day of November 2023.

_____

Tonya Graham, Mayor

Reviewed as to form:

_____

Douglas M. McGeary, Acting City Attorney

CITY OF ASHLAND

Budget Transfer Request

Date: 10/30/2023

Department: Information Technology

Explanation of request:

Transfer from Contingency to cover immediate need to replace and upgrade the city's aging network switches.

Transfer From

Account Number	Line Item Name	Amount
990110.905000	GF Contingency	$ 222,000.00
	Total Amount of Transfer	$ 222,000.00

Transfer To

Account Number	Line Item Name	Amount
027500.70400	I.T. Capital Outlay	$ 222,000.00
	Total Amount of Transfer	$ 222,000.00

Requested By: Jann Wepp

Approved By: Mariana Berry 10/30/23

Department Head

Mariane Berry

From: Sabrina Cotta
Sent: Tuesday, October 24, 2023 9:23 AM
To: Mariane Berry
Cc: Jason Wegner
Subject: FW: COA switch upgrades
Attachments: NNZS251.pdf; QT_2512623_V1.pdf; QT-DH-CoA-Juniper Replacement Project 5yr support Budgetary-1091223-2.pdf; Switch Info.xlsx

Hi all,
I would like to move forward with asking Council for contingency funds to do this entire upgrade. A fire in our server room speaks to the need to move forward with this. We cannot have another fire and we need to be able to operate to provide services to the community. Let me know what you need from me on this but am sure you all can handle it just fine. I will start to let Councilmembers know this is coming.
Thanks!

Sabrina Cotta, Deputy City Manager
She/her/hers

City of Ashland
City Manager's Office
20 East Main Street, Ashland, OR 97520
541.552.2106|TTY 800.735.2900|541.488.5311 fax

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2106. Thank you.

From: Jason Wegner <jason.wegner@ashland.or.us>
Sent: Wednesday, September 27, 2023 3:24 PM
To: Sabrina Cotta <sabrina.cotta@ashland.or.us>
Subject: Fw: COA switch upgrades

Hi Sabrina,
Here's our cost breakdown to replace the city network switches. Chad's chart below is the simplest way to consume information, the attached documents are included if you need to dive deeper.

This effort replaces all switches in the city that are of the same make and age of the one that caught fire in the head-end earlier this month. Given the dire consequences of another fire, I recommend we complete this project as soon as possible. We were very lucky this time.

Jason Wegner, GISP, Director

City of Ashland
Department of Innovation and Technology
20 East Main St, Ashland, Oregon 97520
541.552.2417 | TTY 800.735.2900
jason.wegner@ashland.or.us

Online ashland.or.us; social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)

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From: Chad Sobotka <chad.sobotka@ashland.or.us>
Sent: Wednesday, September 27, 2023 2:19 PM
To: Esteban Hernandez <esteban.hernandez@ashland.or.us>; Jason Wegner <jason.wegner@ashland.or.us>; Dan Hendrix <dan.hendrix@ashland.or.us>
Subject: COA switch upgrades

The numbers are in! Here's the breakdown:

	Qty	Price
Switches	38	$176,799
Battery Backup	20	$12,650
APC Controller	20	$6,000
CAT6a Cables	600	$1,500
Fiber Cables	90	$270
Optics	90	$4,085
Sub-Total		**$201,304**
Buffer	10%	$20,130.38
Grand Total		**$221,434**

Some notes about the total price tag:

- We *may* get additional cost savings on the switches when we go to purchase.
- All switches include 5 years of support.
- I did not do a complete inventory of APC UPSes. There's no way we will need 20 battery backups. We may just need to purchase the APC Controller or even just replace the battery on the switches.

- We are using 540 copper ports on the network. We won't replace every patch cable, but I'd like to replace as many as possible. The CAT6a cable that I selected are the thin ones so everything should look clean.
- The fiber cables are the same thing. We won't need to replace every cable.
- We are upgrading our entire network to 10 gig BiDi (single strand). Where possible, we will split the dual strands so we have redundancy between the new core and the remote locations.
- I felt like a buffer of 10% is adequate. Given that buffer, we should come in under budget.
- There are a few things I didn't quote, like the Neat Patch cable management.

Chad Sobotka, AFN Operations Manager



City of Ashland

Department of Innovation and Technology

90 N Mountain Ave, Ashland, Oregon 97520

541-552-2402 | TTY 800.735.2900

chad.sobotka@ashland.or.us

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CDW•G PEOPLE WHO GET IT

Thank you for choosing CDW. We have received your quote.

Hardware Software Services IT Solutions Brands Research Hub

QUOTE CONFIRMATION

CHAD SOBOTKA,

Thank you for considering CDW•G for your technology needs. The details of your quote are below. **If you are an eProcurement or single sign on customer, please log into your system to access the CDW site.** You can search for your quote to retrieve and transfer back into your system for processing.

For all other customers, click below to convert your quote to an order.

Convert Quote to Order

QUOTE #	QUOTE DATE	QUOTE REFERENCE	CUSTOMER #	GRAND TOTAL
NNZS251	9/27/2023	NNZS251	0455834	$18,650.00

QUOTE DETAILS

ITEM	QTY	CDW#	UNIT PRICE	EXT. PRICE
APC Smart-UPS X 1000VA SmartConnect Port Tower Extended Run, LCD, 120V Mfg. Part#: SMX1000C Contract: Oregon IT Hardware VAR Contract (5603)	20	6370450	$632.50	$12,650.00
APC UPS Network Management Card 3 Mfg. Part#: AP9640 Contract: Oregon IT Hardware VAR Contract (5603)	20	5907784	$300.00	$6,000.00

SUBTOTAL	$18,650.00
SHIPPING	$0.00
SALES TAX	$0.00
GRAND TOTAL	**$18,650.00**

PURCHASER BILLING INFO	DELIVER TO
Billing Address: CITY OF ASHLAND CITY HALL 20 E MAIN ST ASHLAND, OR 97520-1850 **Phone:** (541) 552-2010 **Payment Terms:** Net 30 Days-Govt State/Local	**Shipping Address:** CITY OF ASHLAND ASHLAND COMPUTE 90 N MOUNTAIN AVE ASHLAND, OR 97520-2014 **Shipping Method:** UPS Ground
	Please remit payments to:
	CDW Government 75 Remittance Drive Suite 1515 Chicago, IL 60675-1515



Sales Contact Info

Tyler Leedy | (877) 885-4399 | tyler.leedy@cdwg.com

LEASE OPTIONS			
FMV TOTAL	**FMV LEASE OPTION**	**BO TOTAL**	**BO LEASE OPTION**
$18,650.00	**$510.82/Month**	**$18,650.00**	**$587.10/Month**

Monthly payment based on 36 month lease. Other terms and options are available. Contact your Account Manager for details. Payment quoted is subject to change.

Why finance?

• Lower Upfront Costs. Get the products you need without impacting cash flow. Preserve your working capital and existing credit line.

• Flexible Payment Terms. 100% financing with no money down, payment deferrals and payment schedules that match your company's business cycles.

• Predictable, Low Monthly Payments. Pay over time. Lease payments are fixed and can be tailored to your budget levels or revenue streams.

• Technology Refresh. Keep current technology with minimal financial impact or risk. Add-on or upgrade during the lease term and choose to return or purchase the equipment at end of lease.

• Bundle Costs. You can combine hardware, software, and services into a single transaction and pay for your software licenses over time! We know your challenges and understand the need for flexibility.

General Terms and Conditions:

This quote is not legally binding and is for discussion purposes only. The rates are estimate only and are based on a collection of industry data from numerous sources. All rates and financial quotes are subject to final review, approval, and documentation by our leasing partners. Payments above exclude all applicable taxes. Financing is subject to credit approval and review of final equipment and services configuration. Fair Market Value leases are structured with the assumption that the equipment has a residual value at the end of the lease term.

Need Help?

My Account | Support | Call 800.800.4239

About Us | Privacy Policy | Terms and Conditions

This order is subject to CDW's Terms and Conditions of Sales and Service Projects at
http://www.cdwg.com/content/terms-conditions/product-sales.aspx
For more information, contact a CDW account manager

© 2023 CDW•G LLC, 200 N. Milwaukee Avenue, Vernon Hills, IL 60061 | 800.808.4239

Solid Optics

Quote 2512623.1

Company: City of Ashland / Ashland Fiber Network
Contact: Chad Sobotka
Phone: 541.552.2402
Email: chad@ashlandfiber.net
Date of quote: 09-27-2023

#	Qty	Product ID	Product Description	Unit price	Extended Price
1	45	SFP-10G-BX20D-SO	10G-BX-D SFP+, 1330nm Tx/1270nm Rx, 20km, LC simplex connectors, DOM, Solid Optics	$ 45.00	$ 2,025.00
2	45	SFP-10G-BX20U-SO	10G-BX-U SFP+, 1270nm Tx/1330nm Rx, 20km, LC simplex connectors, DOM, Solid Optics	$ 45.00	$ 2,025.00

Price:	$ 4,050.00
Sales Tax 0%:	$ 0.00
Freight:	$ 35.00
Total:	$ 4,085.00

Warranty: Lifetime Warranty
Terms: Net 30
Quote is valid until: 10-27-2023
Coding details: Juniper Compatible

Your Account Manager: Sherry Ollins
Phone: 310-804-3266
Email: Sherry@solid-optics.com

QUOTATION

DATE	Expires	QUOTE #
9/21/23	30 Days	1091223-2

PNW Security, LLC

3925 NE Skidmore
Portland, OR 97211
971-570-0134
derek@pnwsecurity.com

City of Ashland

Chad Sobotka
20 East Main St
Ashland, OR 97520
chad.sobotka@ashland.or.us
(541) 552-2441

Account Manager		Terms	Ship VIA		FEIN	
Derek Hanson	Reflects NASPO Oregon AR 229 (State of Oregon Participation Number is 4725)	Net 30	Origin		27-0395534	

Qty	Item	Description	List Price	Extended List Price		Cost	Extended Cost
		Juniper Materials					
		Juniper EX4100-48P					
14	EX4100-48P	EX4100 48P 10/100/1000BASET POEPERP 4X10G SFP+ UPLINK PORTS 4X25G SFP28	$10,211.00	$142,954.00	60%	$4,084.40	$57,181.60
14	JPSU-920-AC-AFO	EX3400 920W AC Power Supply, frontto- back airflow	$1,747.00	$24,458.00	60%	$698.80	$9,783.20
14	CBL-PWR-C13-US-48P	Power Cord, AC, US/Canada, C13, 15A/125V, 2.5m, Straight	$72.00	$1,008.00	60%	$28.80	$403.20
14	SUB-EX48-1S-5Y-COR	5 Year Wired Assurance Subscription for EX48 port switches including JTAC Support; Juniper Care Core Support for EX4100 48 port devices.	$1,285.00	$17,990.00	20%	$1,028.00	$14,392.00
		Juniper EX4100-24P					
6	EX4100-24P	EX4100 24-Port 10/100/1000BaseT PoE+, 4x 10G SFP+ Uplink ports, 4x 25G SFP28 Stacking/Uplink ports, redundant fans, 1 AC PSU JPSU-920- AC-AFO included	$6,400.00	$38,400.00	60%	$2,560.00	$15,360.00
6	JPSU-920-AC-AFO	EX3400 920W AC Power Supply, frontto- back airflow	$1,747.00	$10,482.00	60%	$698.80	$4,192.80
6	CBL-PWR-C13-US-48P	Power Cord, AC, US/Canada, C13, 15A/125V, 2.5m, Straight	$72.00	$432.00	60%	$28.80	$172.80
6	SUB-EX24-1S-5Y-COR	5 Year Wired Assurance Subscription for EX48 port switches including JTAC Support; Juniper Care Core Support for EX4100 24 port devices.	$780.00	$4,680.00	20%	$624.00	$3,744.00
		Juniper EX4100-F-12P					
13	EX4100-F-12P	Juniper Networks EX Series EX4100-F-12P - switch - 12 ports - managed	$4,369.00	$56,797.00	60%	$1,747.60	$22,718.80
13	SUB-EX12-1S-5Y-COR	5 Year Wired Assurance Subscription for EX48 port switches including JTAC Support; Juniper Care Core Support for EX4100 12 port devices.	$400.00	$5,200.00	20%	$320.00	$4,160.00
13	EX4100-F-12-PAT	Rack Mount Power Adapter Tray for EX4100-F-12P and EX4100-F-12T Switches Only	$151.00	$1,963.00	60%	$60.40	$785.20
		Juniper EX4400-24X					
2	EX4400-24X	24x10GbaseX switch with 2x100G uplink ports. MACsec AES256. Airflow out of PSU. Optional module-4x10G or 4x25G	$21,595.00	$43,190.00	60%	$8,638.00	$17,276.00
2	SUB-EX24-1S-5Y-N	5 Year Wired Assurance Subscription for EX4400 Series Switches including Next Day Support	$1,098.00	$2,196.00	20%	$878.40	$1,756.80

PNW Security, LLC
3925 NE Skidmore Portland, OR 97211 971-570-0134 derek@pnwsecurity.com

City of Ashland
Chad Sobotka 20 East Main St Ashland, OR 97520 chad.sobotka@ashland.or.us (541) 552-2441

Account Manager		Terms	Ship VIA		FEIN	
Derek Hanson	Reflects NASPO Oregon AR 229 (State of Oregon Participation Number is 4725)	Net 30	Origin		27-0395534	
Qty	**Item**	**Description**	**List Price**	**Extended List Price**		**Cost**	**Extended Cost**
		Juniper EX4400-48P					
2	EX4400-48P	48x1G POE switch with 2x100G uplink/ stacking ports. 90W POE. MACsec AES256 capable (optional license sold separately). Optional extension module (sold separately): 4x10G or 4x25G	$13,217.00	$26,434.00	60%	$5,286.80	$10,573.60
2	SUB-EX48-1S-5Y-N	5 Year Wired Assurance Subscription for EX4400 Series Switches including Next Day Support	$1,930.00	$3,860.00	20%	$1,544.00	$3,088.00
		Juniper EX4400-48F					
1	EX4400-48F	12x10G SFP+, 36x1G SFP port fiber switch with 2x100G uplink/stacking ports. MACsec AES256 capable	$19,227.00	$19,227.00	60%	$7,690.80	$7,690.80
1	EX4400-EM-4Y	4x25G SFP28 extension module for EX4400 series of switches. MACsec AES256	$4,940.00	$4,940.00	60%	$1,976.00	$1,976.00
1	SUB-EX48-1S-5Y-N	5 Year Wired Assurance Subscription for EX4400 Series Switches including Next Day Support	$1,930.00	$1,930.00	20%	$1,544.00	$1,544.00
		Extended List Price -Grand Total		$406,141.00			

NOTES:

1. Prices do not include shipping charges (unless noted). All shipping charges are FOB origin and will be added at time of invoice.
2. Prices do not include tax. All applicable sales taxes will be added at time of invoice.
3. All quotes are calculated using US Dollars.
4. Quotes are valid for 14 days. In the event the expiration date expires, please contact your account manager for an updated quote.
5. Prices are valid only if this quotation is accepted in its entirety.

Materials	**$176,798.80**
Shipping	**$650.00**
Grand Total	**$176,798.80**

Council Business Meeting

November 7, 2023

Agenda Item	Approval of Contract with Calix for Hardware and Management Services	
From	Chad Sobotka	AFN Operations Manager
Contact	chad.sobotka@ashland.or.us 541-552-2402	
Item Type	Requested by Council ☐ Update ☐ Request for Approval ☒ Presentation ☐ Consent ☐ Public Hearing ☐ New Business ☐ Old Business ☐	

SUMMARY

Approval is being requested to enter into a public contract with Calix to provide hardware and management services for AFN's Passive Optical Network (PON) pilot project.

POLICIES, PLANS & GOALS SUPPORTED

In the spring of 2023, the Council approved funds for AFN's Passive Optical Network (PON) pilot project. This contract is essential for the success of the pilot project.

This contract will further Council goals of maintaining the distinctive quality of place, environmental conservation, and being open to new ideas and innovation.

BACKGROUND AND ADDITIONAL INFORMATION

We have selected Calix as our partner. Staff have been evaluating multiple vendors since our previous City Council presentation in the spring. Calix will bring tremendous value and features to our customers.

This partnership will benefit not just new GPON customers but our existing customers and those of our competition (Spectrum) as well. We will provide managed residential gateway services. Staff will have the ability to troubleshoot internet connection issues and assist with tasks such as forgotten wireless passwords without having to schedule a truck roll.

Calix also provides many value-add services including router-based security (anti-virus, anti-ransomware, & malicious website protection), parental controls, device prioritization, mobile app blocking, and more.

Business customers will also benefit from additional business services such as multiple wireless networks for device segregation security, wireless fail-over services, and guest captive portal with social media integration.

Residential and business managed services will be provided for a small monthly fee.

FISCAL IMPACTS

We will enter into a 3-year contract with Calix. The contract is valued at approximately $600,000 for the first two years. The third year will be determined by the success of the pilot project. The third-year estimate ranges from $75,000 to $350,000. The funds for the first two years of the contract have already been allocated. Please see the table below for the fee breakdown:

	Year 1	Year 2	Year 3
OLT Hardware	$85,800	$56,100	TBD
OLT Warranty	$4,400	$4,400	TBD
Customer Hardware	$178,200	$110,000	TBD
Customer Warranty	$23,100	$12,100	TBD
Customer Services	$39,600	$50,600	$70,400
Setup Fees	$25,300	$2,750	$2,750
	$356,400	$235,950	$73,150

DISCUSSION QUESTIONS

SUGGESTED NEXT STEPS

- I move to approve the hardware and management services contract with Calix in the amount of $600,000.

REFERENCES & ATTACHMENTS

PowerPoint presentation
Goods and Services Greater than $100,000



Ashland Fiber Network –
Next Gen Fiber Pilot Project Update

AFN's Goals

- Bring value to the community
- Provide internet service that is:
    - ✓ high quality
    - ✓ Reliable
    - ✓ Future proof
- Offer competitive pricing and speed
- Increase digital equity and inclusion
- Implement "green" technologies to reduce carbon footprint
- Deploy fiber to every home and business in Ashland
    - 10 Gigabit Passive Optical Network (XGS-PON)

Project Status

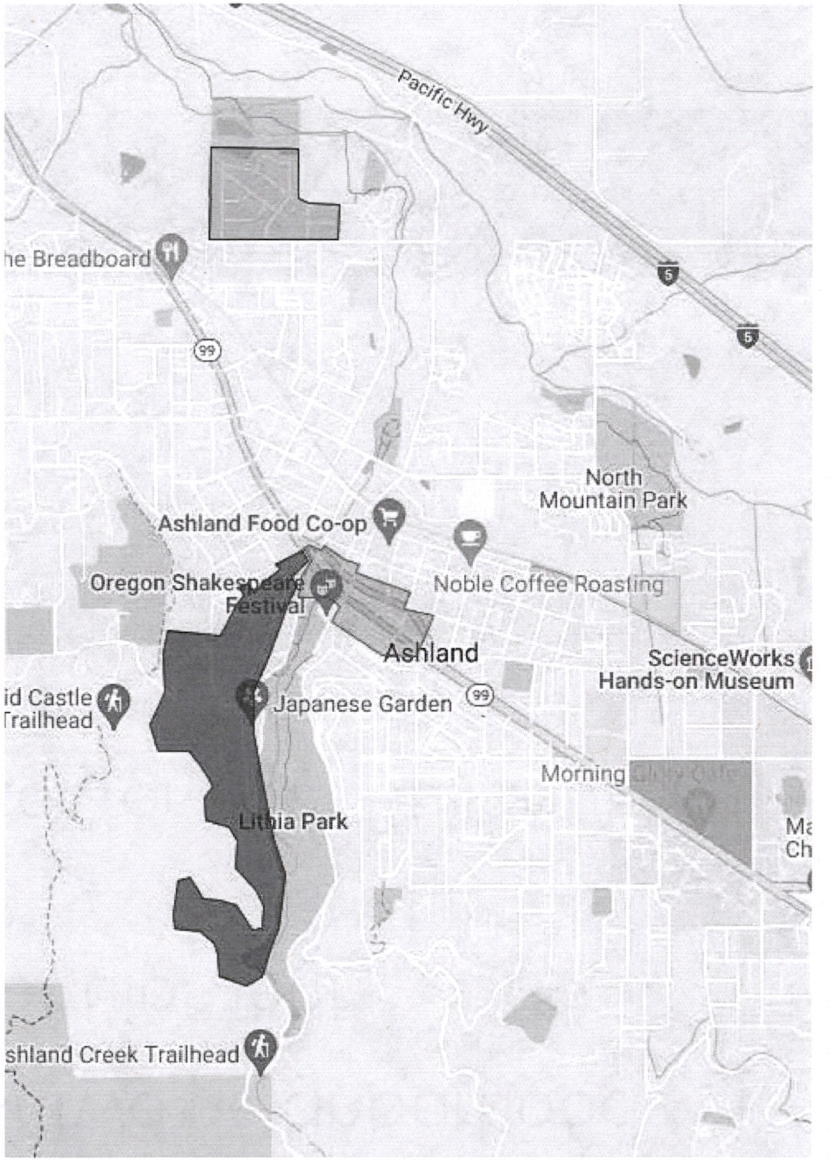
- Field staff have attended hands-on training
- Designed network for first two neighborhoods
- Started procurement of equipment

  (OTDR, additional fusion splicer, etc)
- Drafting RFQ for contractor for fiber buildout
- Vendor selection



Pilot Locations

- **Granite St** – Phase I
- **SOU** – Phase I
- **Quiet Village** – Phase II
- **Clay St** – Phase II
- **Downtown** – Ongoing (mix of fiber, wireless, and G.hn)
- **Beach Creek** – Three customers



Better Together

Downtown

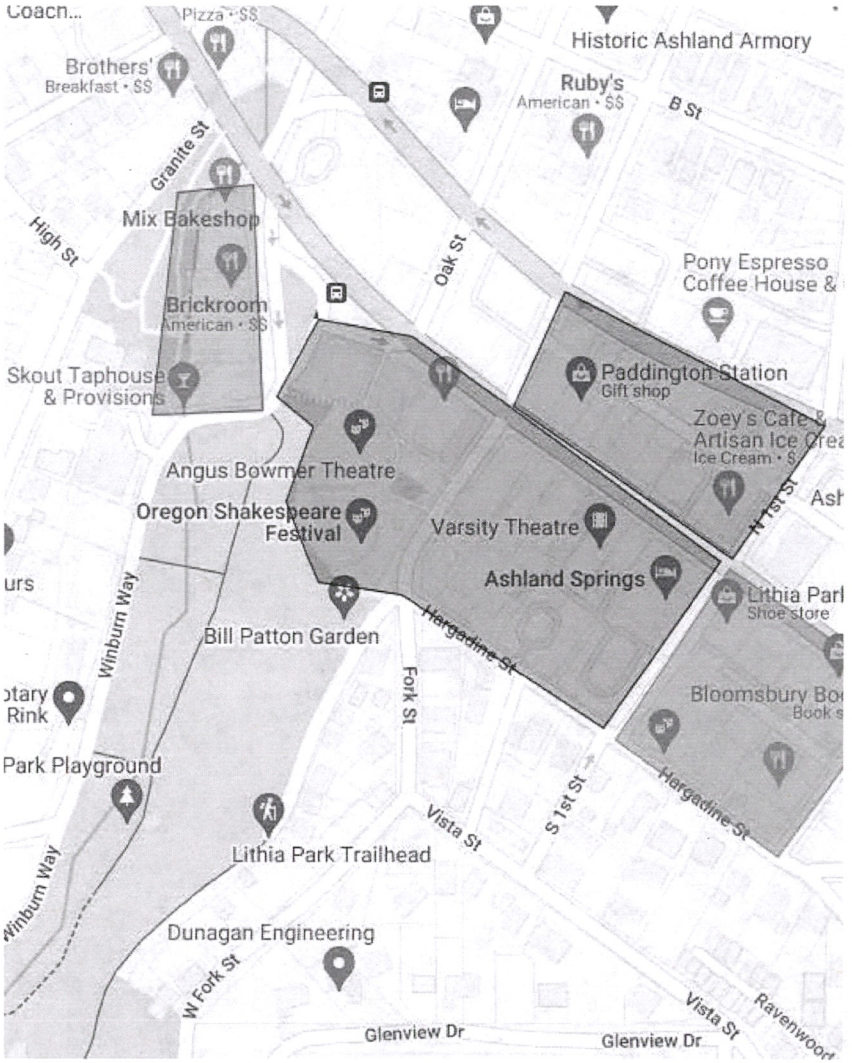
- Running fiber to every block in downtown
- Will be offering low-cost symmetrical gigabit speed
- Expanding our free wireless network
- Calix outdoor wireless access points provide significant cost savings



Better Together

Downtown Map

- Currently offering low-cost gigabit speeds in the orange and blue areas
- Will begin offering gigabit speeds in the pink area soon
- Have a fiber presence in the red areas



Better Together

Selection Criteria

- Close proximity to fiber splice cases
- Near other fiber projects
- Diverse census data:

Neighborhood	Median Age	Avg Household Income	Median Home Value	Av House Siz
SOU	25.4	$51,568	$415,200	1.9
Granite St	60.5	$103,771	$570,300	1.9
Quiet Village	53.4	$94,006	$412,300	2.1
Clay St	43.4	$79,289	$471,200	2.0
City of Ashland	48	$93,288	$476,500	2.0

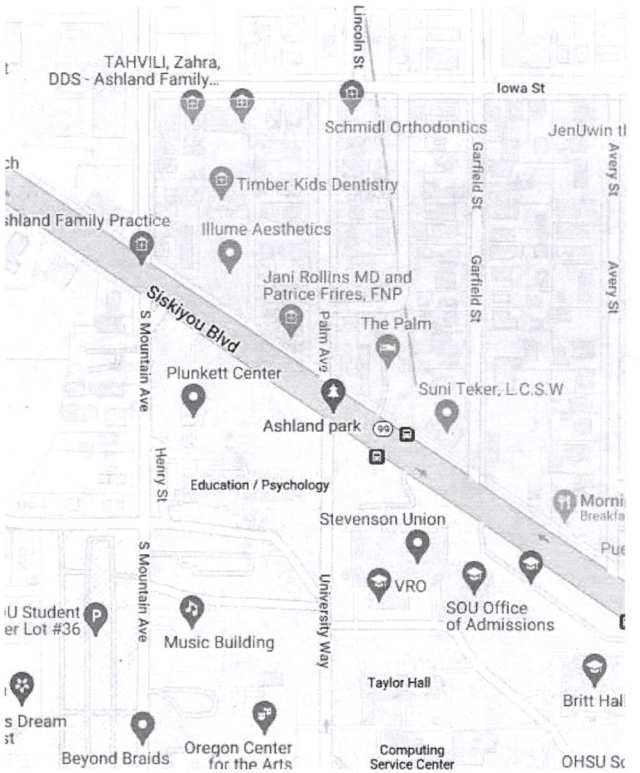
Better Together

First Two Neighborhoods

Granite



SOU



Better Together

Vendor Selection

- Adtran vs. Calix
- Final decision came down to what is best for our c
- Calix offers more features:
  - **AFN branded** mobile application
  - **Security software** on residential gateway

    Anti-virus, anti-ransomware, malicious website protection, intrusion prevention detection, et
  - **Parental controls**

    Ability to block access to 15 predefined categories
  - **Group and prioritize devices**
  - **Block individual mobile apps**
  - **Additional Managed services**

    Anti bullying (Bark), and video security (Arlo Cameras)



Who is Calix?

- Founded in 1999
- Headquarters in San Jose
- 1,400+ employees
- 1,800+ customers worldwide
- 53 service providers in WA and OR use Calix, 33 in
- North America's leader in Fiber To The Premises (F
- Privacy minded – **we own our customer data, not**

Better Together

Benefits to residential customers

- AFN will sell wireless routers to *everyone* in Ashland
  - Open to *everyone* in Ashland – existing AFN customers and Spectrum & customers
  - One-time setup fee
  - Monthly recurring fee
  - Remotely troubleshoot connection issues
    - Will reduce truck rolls
    - Increase customer satisfaction
  - Customer will not own the router
  - Routers easily mesh to cover any type of dwelling
  - Manage home network and services through AFN branded app
  - White glove setup

Better Together

Benefits to business customers

- Additional services for businesses:
  - **Multiple wireless networks**

    (Point of Sale, back office, employees, and guests)
  - **Captive portal for guests**

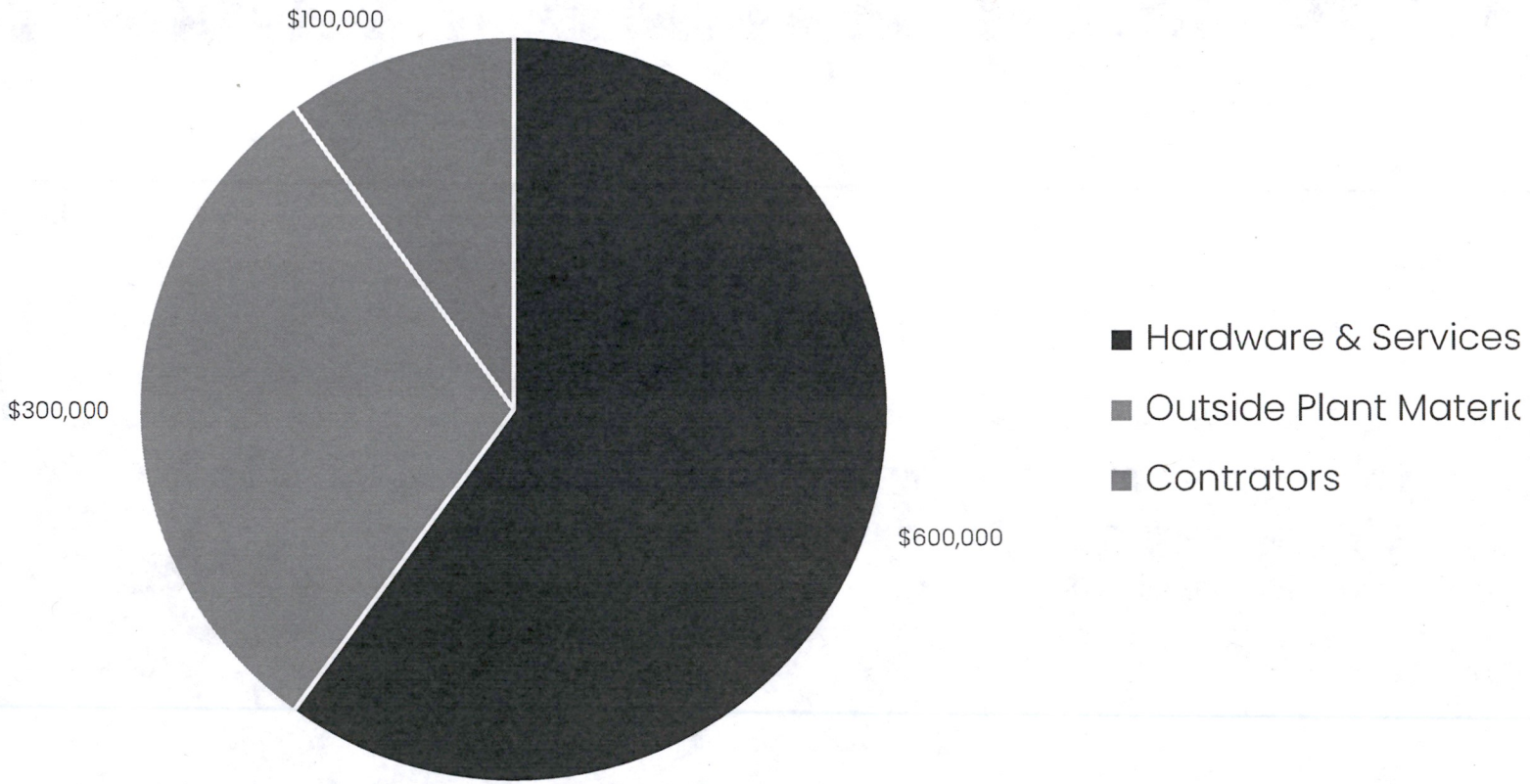
    (Email address, Facebook integration, etc.)
  - **Supports failover internet connection via wireless**

    If the primary internet connection goes down, business can failover to a wireless hots|

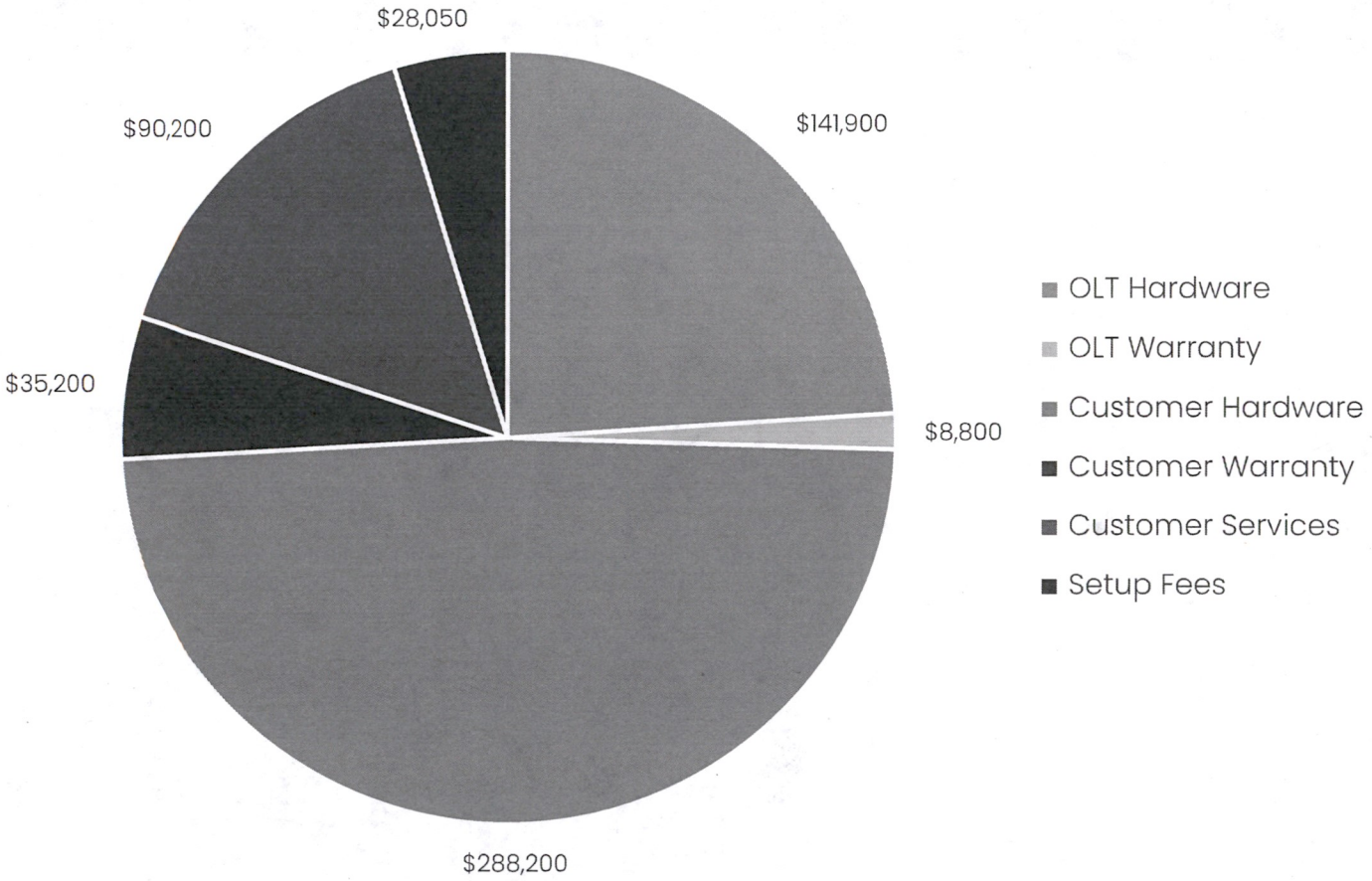
    network
  - **Schedule when guest network is available**
  - **Content filtering**



Pilot Project Budget



Hardware & Services Details (Calix)



Timeline

- Construction for Phase I completed by end of Febı
- Begin selling wireless routers 60 to 90 days after si
  Calix contract
- Goal of 500 wireless routers deployed in first year
- Phase I PON customers online late winter/early spr



Questions?



FORM #6

CITY OF ASHLAND

SOLE-SOURCE DETERMINATION AND WRITTEN FINDINGS

GOODS AND SERVICES
Greater than $100,000

To: Sabrina Cotta, Interim City Manager

From: Chad Sobotka, Ashland Fiber Network

Date: October 31, 2023

Re: **Sole Source Determination and Written Findings for Goods and Services**

In accordance with AMC 2.50.090(F), the Department Head shall determine in writing that there is only one provider of a product or service of the quality and type required available.

Estimated total value of contract: $600,000

Project name: Passive Optical Network Pilot Project

Description of goods and services: Calix is a hardware manufacturer of equipment needed for optical networks. They manufacture remote Optical Line Terminators (OLTs), Optical Line Terminals (ONTs), and residential gateways (home wireless routers). They also provide services for deployment, configuration, and troubleshooting the hardware.

Background: City Staff have evaluated both Adtran and Calix for optical hardware, residential gateway hardware, and management services. We have determined that Calix offers the best value for our customers.

The value of the contract is estimated at $600,000. The actual value will be determined by customer demand for the products. Please refer to the table below for details on what hardware and services will be purchased:

	Year 1	Year 2	Year 3
OLT Hardware	$85,800	$56,100	tbd
OLT Warranty	$4,400	$4,400	tbd
Customer Hardware	$178,200	$110,000	tbd
Customer Warranty	$23,100	$12,100	tbd
Customer Services	$39,600	$50,600	$70,400
Setup Fees	$25,300	$2,750	$2,750
	$356,400	**$235,950**	**$73,150**

OLT Hardware (Optical Line Termination) includes the remote OLTs that will be installed in the outside plant. This is the equipment that PON customers will connect to. This is equivalent to the cable modem node.

Customer Hardware includes residential gateways (wireless routers) that will be installed in the customer's home or business. Existing cable modem customers and Spectrum customers will be able to use the residential gateways. Customer Hardware also includes the ONTs (Optical Line Terminal) which will only be used by our PON customers. ONTs are the equivalent to the cable modem.

Customer Services are the fees we will charge our customers for managing the residential gateways. This also includes the fees for value-add services, such as parental control and security software.

Depending upon the success of the Pilot Project and our satisfaction with Calix, we may extend our contract after the initial 3-year term.

Findings: Calix does not have a typical value-added reseller (VAR) distribution network. Calix has many partners which add services that Calix does not provide, such as operations support system (OSS), business support system (BSS), and voice-over IP (VOIP). While Calix does have a few value-added resellers, they are used for other services such as engineering and feasibility studies as well as hardware procurement. Those are services that AFN does not require.

All services must be purchased directly from Calix.

[In accordance with ORS 279B.075, these are the examples of findings that should be addressed. ***Select at least one of the findings and prepare the determination*** *as it specifically relates to the goods or services being procured. More than one finding can be addressed. The findings are as follows.]*

Pursuant to ORS 279B.075 (2)(c): Provide findings supporting your determination that the goods or services are for use in a pilot or an experimental project. At the April 3, 2023 City Council study session, Council approved funds for a 2-year pilot project to deploy GPON. Calix will be used for this pilot project.

Pursuant to ORS 279B.075 (2)(d): Any other findings that support the conclusion that the goods or services are available from only one source. Please see the attached letter from Calix.

PUBLIC NOTICE:

Pursuant to OAR 137-047-0275 (2), a Contracting Agency shall give public notice of the Contract Review Authority's determination that the Goods and Services or class of Goods and Services are available from only one source in a manner similar to the public notice of Competitive Sealed Bids under ORS 279B.055(4) and OAR 137-047-0300. The public notice shall describe the Goods or Services to be acquired by a Sole Source Procurement. The Contracting Agency shall give such public notice at least seven days before Award of the Contract.

After the Sole Source Procurement has been approved by the City Council, the following public notice will be posted on the City's website to allow for the seven (7) day protest period.

Date Public Notice first appeared on www.ashland.or.us **-** *[Enter date]*

PUBLIC NOTICE
Approval of a Sole Source Procurement

First date of publication: *[Enter date]*

A request for approval of a Sole Source procurement was presented to and approved by the City Council, acting as the Local Contract Review Board, on *[Enter date].*

It has been determined based on written findings that the following Goods and Services are available from only one source.

Optical network hardware, residential gateway services, and management services from Calix in the amount of $600,000 over a 3-year term.

The contract terms, conditions and specifications may be reviewed upon request by contacting Chad Sobotka, Ashland Fiber Network, 541-552-2402

An affected person may protest the determination that the goods and services are available from only one source in accordance with OAR 137-047-0710. A written protest shall be delivered to the following address: City of Ashland, Ashland Fiber Network, Chad Sobotka, 90 N Mountain Ave, Ashland, OR 97520. The seven (7) day protest period will expire at 5:00pm on *[Enter date-seven calendar days from first date of publication]*

This public notice is being published on the City's Internet World Wide Web site at least seven days prior to the award of a public contract resulting from this request for approval of a Sole Source procurement.

Council Business Meeting

November 7, 2023

Agenda Item	Approval of Contract with Calix for Hardware and Management Services	
From	Chad Sobotka	AFN Operations Manager
Contact	chad.sobotka@ashland.or.us 541-552-2402	
Item Type	Requested by Council ☐ Update ☐ Request for Approval ☒ Presentation ☐ Consent ☐ Public Hearing ☐ New Business ☐ Old Business ☐	

SUMMARY

Approval is being requested to enter into a public contract with Calix to provide hardware and management services for AFN's Passive Optical Network (PON) pilot project.

POLICIES, PLANS & GOALS SUPPORTED

In the spring of 2023, the Council approved funds for AFN's Passive Optical Network (PON) pilot project. This contract is essential for the success of the pilot project.

This contract will further Council goals of maintaining the distinctive quality of place, environmental conservation, and being open to new ideas and innovation.

BACKGROUND AND ADDITIONAL INFORMATION

We have selected Calix as our partner. Staff have been evaluating multiple vendors since our previous City Council presentation in the spring. Calix will bring tremendous value and features to our customers.

This partnership will benefit not just new GPON customers but our existing customers and those of our competition (Spectrum) as well. We will provide managed residential gateway services. Staff will have the ability to troubleshoot internet connection issues and assist with tasks such as forgotten wireless passwords without having to schedule a truck roll.

Calix also provides many value-add services including router-based security (anti-virus, anti-ransomware, & malicious website protection), parental controls, device prioritization, mobile app blocking, and more.

Business customers will also benefit from additional business services such as multiple wireless networks for device segregation security, wireless fail-over services, and guest captive portal with social media integration.

Residential and business managed services will be provided for a small monthly fee.

FISCAL IMPACTS

We will enter into a 3-year contract with Calix. The contract is valued at approximately $600,000 for the first two years. The third year will be determined by the success of the pilot project. The third-year estimate ranges from $75,000 to $350,000. The funds for the first two years of the contract have already been allocated. Please see the table below for the fee breakdown:

	Year 1	Year 2	Year 3
OLT Hardware	$85,800	$56,100	TBD
OLT Warranty	$4,400	$4,400	TBD
Customer Hardware	$178,200	$110,000	TBD
Customer Warranty	$23,100	$12,100	TBD
Customer Services	$39,600	$50,600	$70,400
Setup Fees	$25,300	$2,750	$2,750
	$356,400	$235,950	$73,150

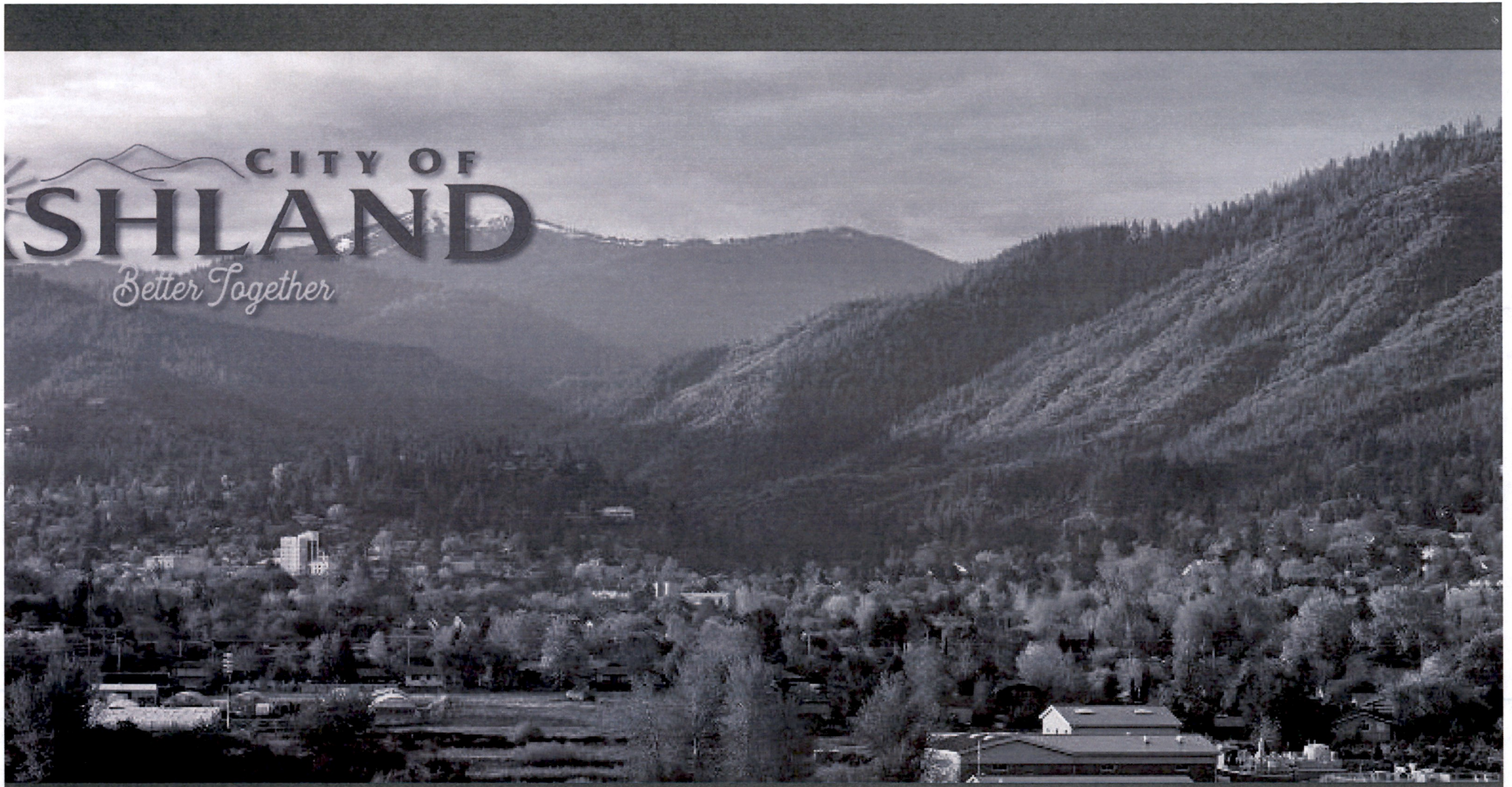
DISCUSSION QUESTIONS

SUGGESTED NEXT STEPS

- I move to approve the hardware and management services contract with Calix in the amount of $600,000.

REFERENCES & ATTACHMENTS

PowerPoint presentation
Goods and Services Greater than $100,000



shland Fiber Network –

ext Gen Fiber Pilot Project Update

Novembe

AFN's Goals

- Bring value to the community
- Provide internet service that is:
    - ✓ high quality
    - ✓ Reliable
    - ✓ Future proof
- Offer competitive pricing and speed
- Increase digital equity and inclusion
- Implement "green" technologies to reduce carbon footprint
- Deploy fiber to every home and business in Ashland
    - 10 Gigabit Passive Optical Network (XGS-PON)

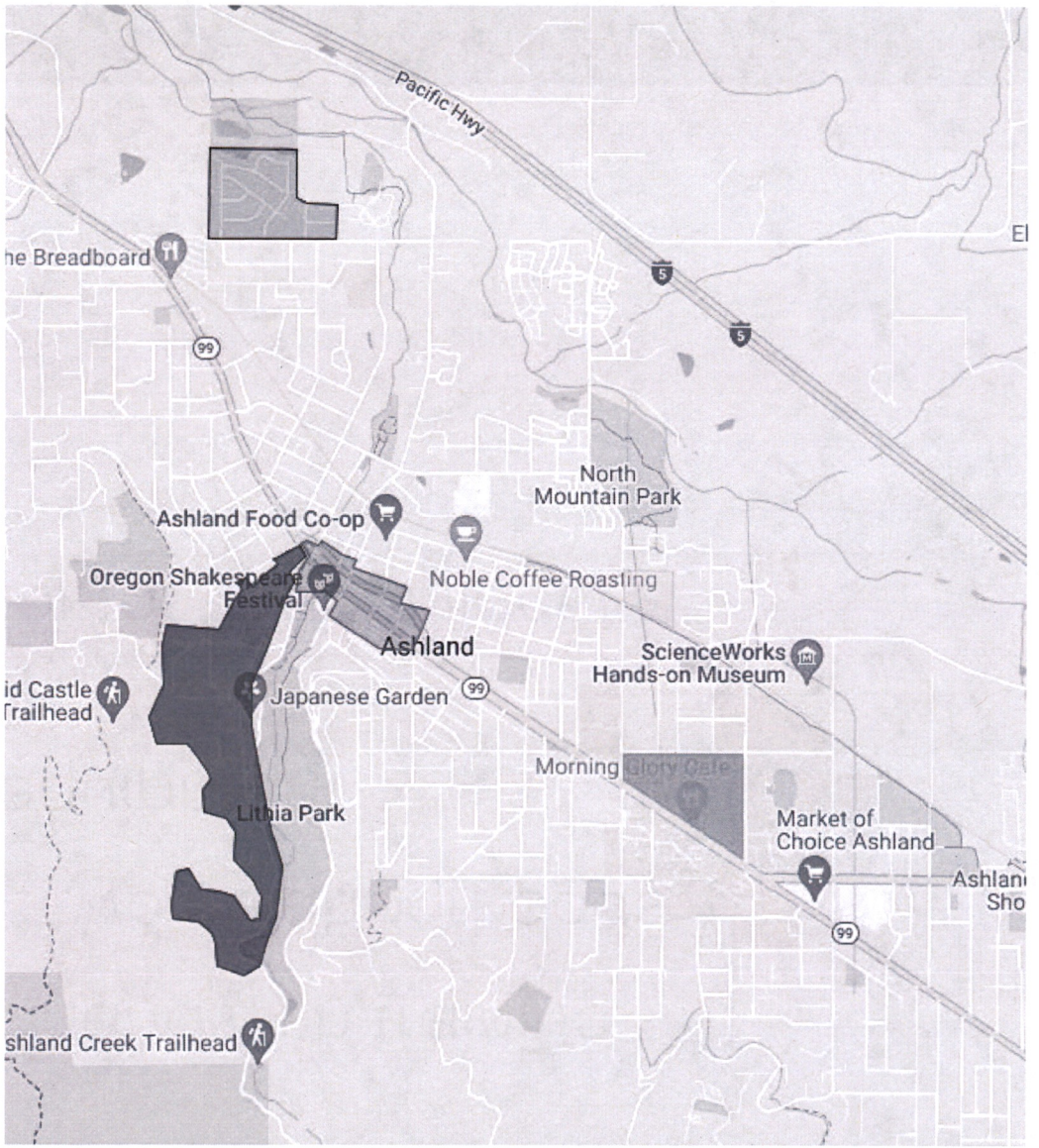
Project Status

- Field staff have attended hands-on training
- Designed network for first two neighborhoods
- Started procurement of equipment

  (OTDR, additional fusion splicer, etc)
- Drafting RFQ for contractor for fiber buildout
- Vendor selection

Pilot Locations

- **Granite St** – Phase I
- **SOU** – Phase I
- **Quiet Village** – Phase II
- **Clay St** – Phase II
- **Downtown** – Ongoing (mix of fiber, wireless, and G.hn)
- **Beach Creek** – Three customers



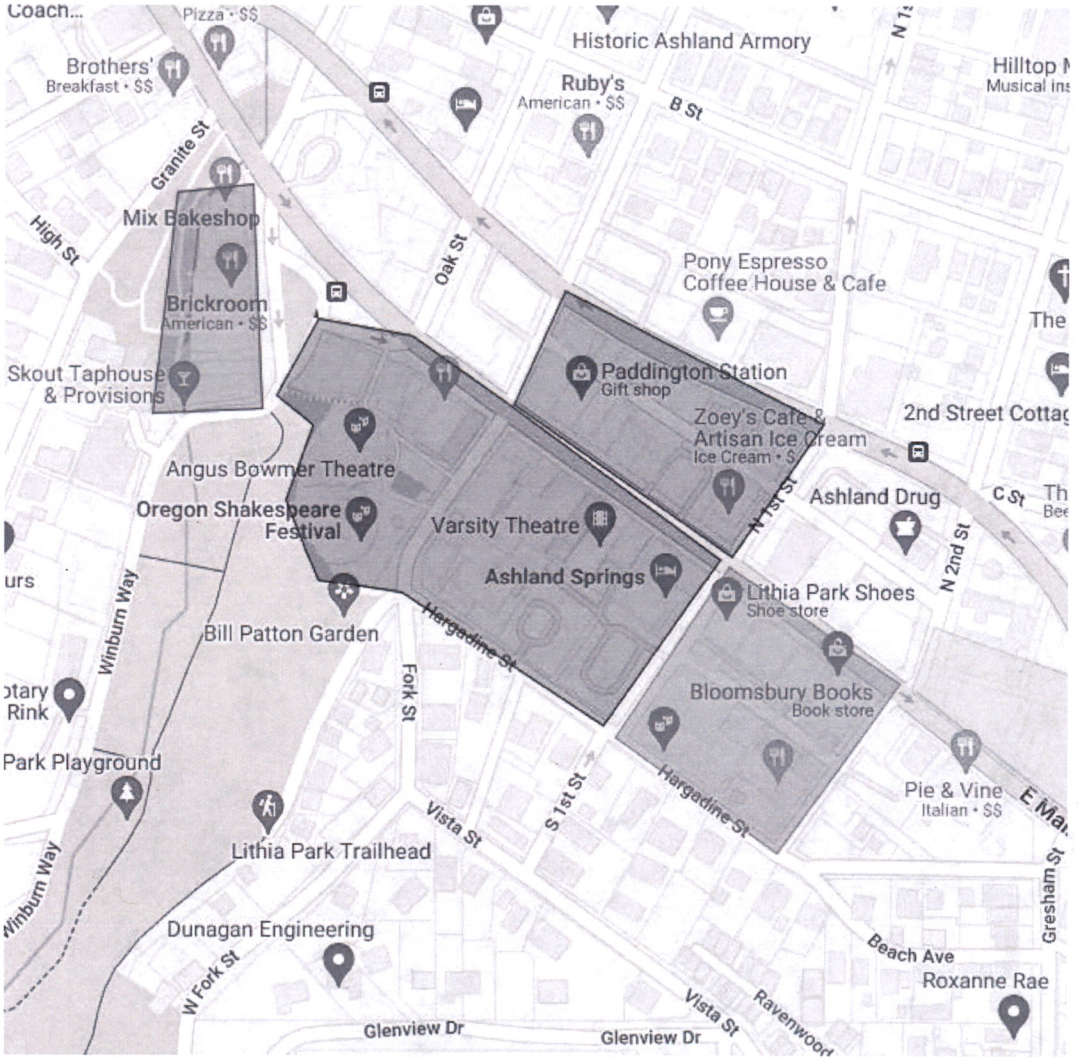
Downtown

- Running fiber to every block in downtown
- Will be offering low-cost symmetrical gigabit speed
- Expanding our free wireless network
- Calix outdoor wireless access points provide significant cost savings



Downtown Map

- Currently offering low-cost gigabit speeds in the orange and blue areas
- Will begin offering gigabit speeds in the pink area soon
- Have a fiber presence in the red areas



Selection Criteria

- Close proximity to fiber splice cases
- Near other fiber projects
- Diverse census data:

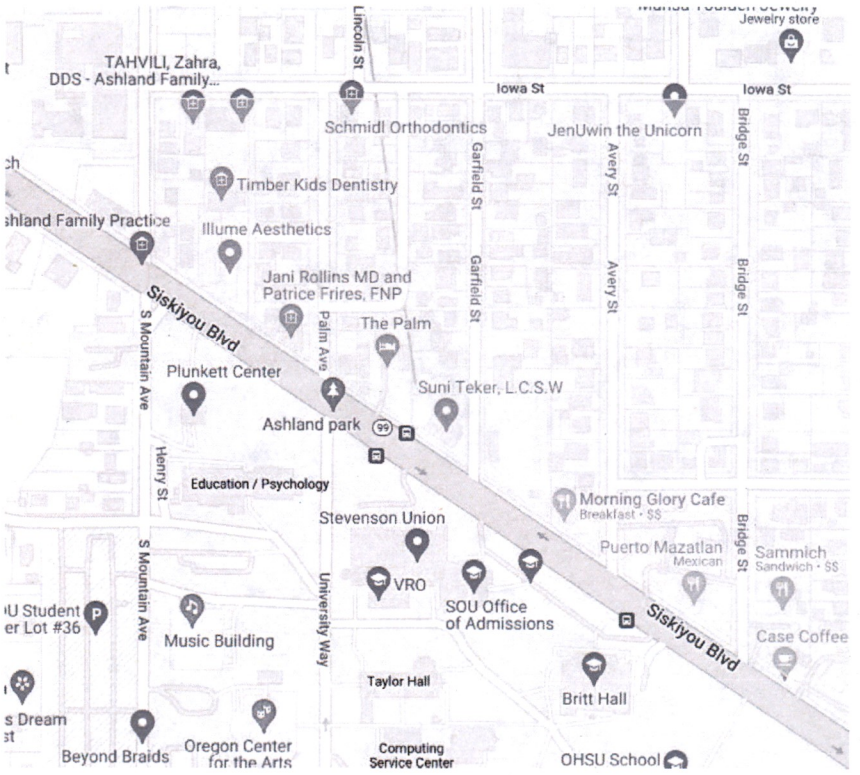
Neighborhood	Median Age	Avg Household Income	Median Home Value	Avg Household Size	Bac De
SOU	25.4	$51,568	$415,200	1.9	
Granite St	60.5	$103,771	$570,300	1.98	
Quiet Village	53.4	$94,006	$412,300	2.18	5
Clay St	43.4	$79,289	$471,200	2.07	5
City of Ashland	48	$93,288	$476,500	2.05	6

First Two Neighborhoods

Granite



SOU



Vendor Selection

- Adtran vs. Calix
- Final decision came down to what is best for our custome
- Calix offers more features:
  - **AFN branded** mobile application
  - **Security software** on residential gateway

    Anti-virus, anti-ransomware, malicious website protection, intrusion prevention detection, etc.
  - **Parental controls**

    Ability to block access to 15 predefined categories
  - **Group and prioritize devices**
  - **Block individual mobile apps**
  - **Additional Managed services**

    Anti bullying (Bark), and video security (Arlo Cameras)

Who is Calix?

- Founded in 1999
- Headquarters in San Jose
- 1,400+ employees
- 1,800+ customers worldwide
- 53 service providers in WA and OR use Calix, 33 in Oregon
- North America's leader in Fiber To The Premises (FTTP) sol
- Privacy minded – **we own our customer data, not Calix**

Benefits to residential customers

- AFN will sell wireless routers to *everyone* in Ashland
  - Open to *everyone* in Ashland – existing AFN customers and Spectrum & Century L customers
  - One-time setup fee
  - Monthly recurring fee
  - Remotely troubleshoot connection issues
    - Will reduce truck rolls
    - Increase customer satisfaction
  - Customer will not own the router
  - Routers easily mesh to cover any type of dwelling
  - Manage home network and services through AFN branded app
  - White glove setup

Benefits to business customers

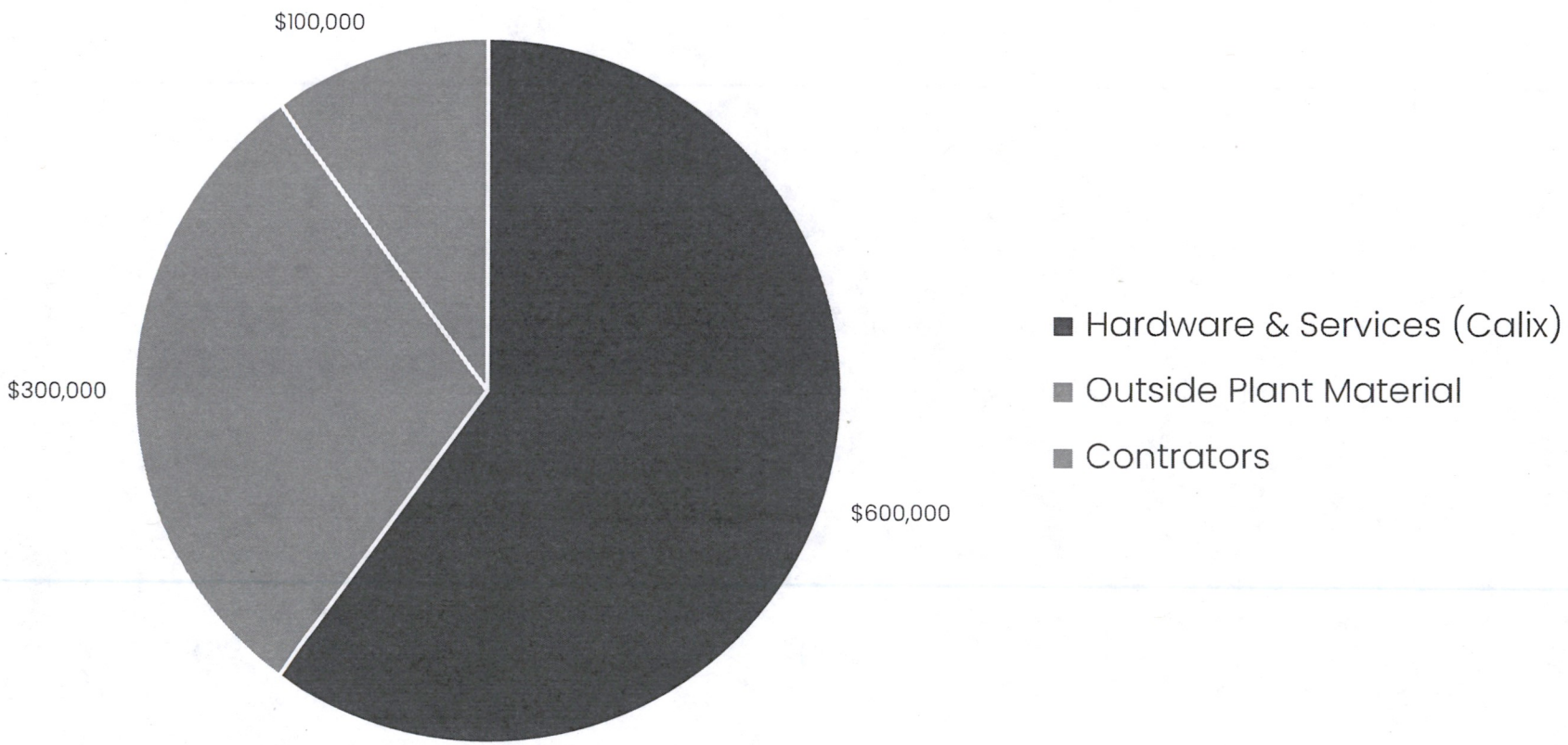
- Additional services for businesses:
  - **Multiple wireless networks**

    (Point of Sale, back office, employees, and guests)
  - **Captive portal for guests**

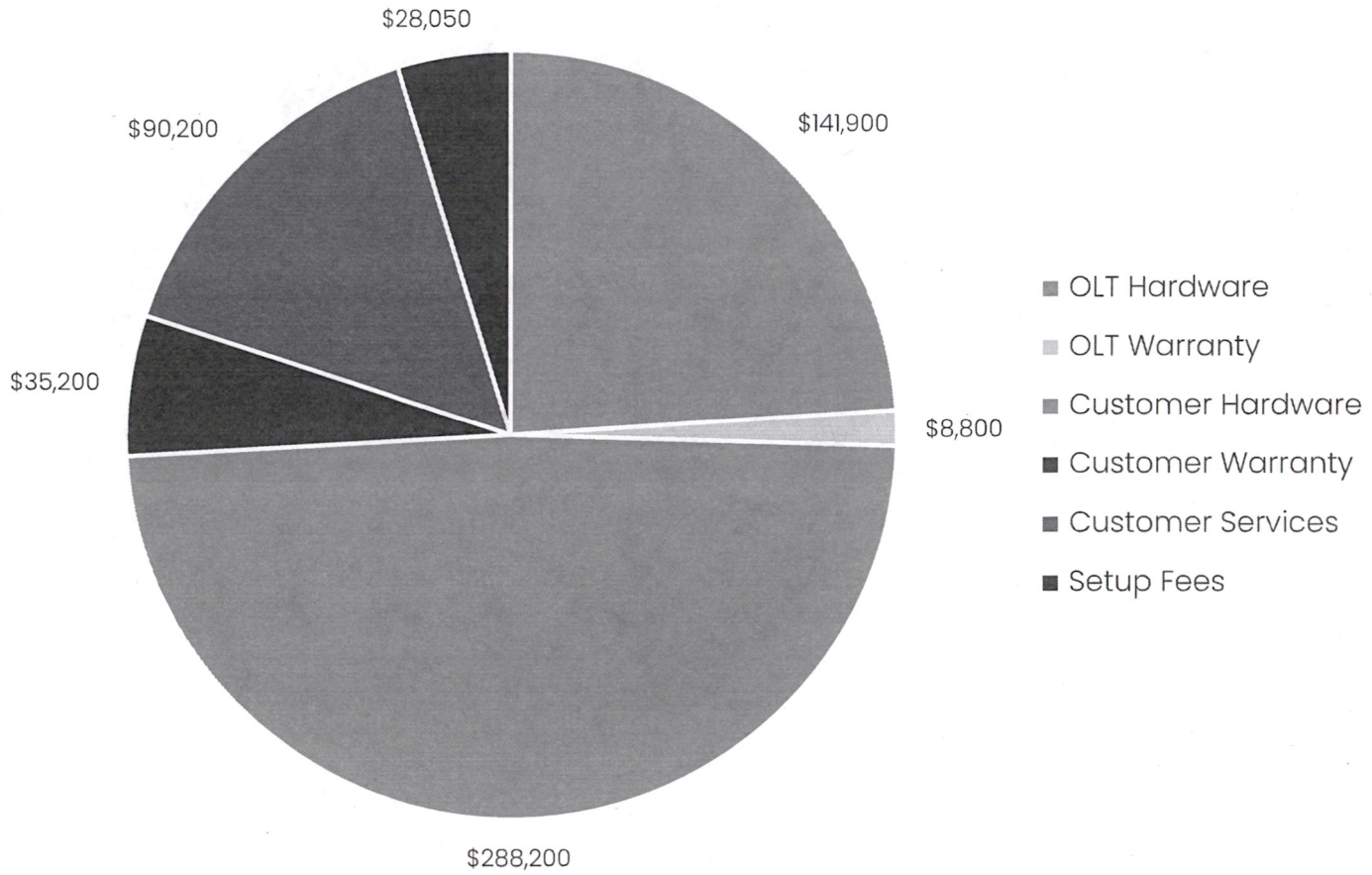
    (Email address, Facebook integration, etc.)
  - **Supports failover internet connection via wireless**

    If the primary internet connection goes down, business can failover to a wireless hotspot or our mur network
  - **Schedule when guest network is available**
  - **Content filtering**

Pilot Project Budget



Hardware & Services Details (Calix)



Timeline

- Construction for Phase I completed by end of February
- Begin selling wireless routers 60 to 90 days after signing t Calix contract
- Goal of 500 wireless routers deployed in first year
- Phase I PON customers online late winter/early spring

Questions?

FORM #6

CITY OF ASHLAND

SOLE-SOURCE DETERMINATION AND WRITTEN FINDINGS

GOODS AND SERVICES
Greater than $100,000

To: Sabrina Cotta, Interim City Manager

From: Chad Sobotka, Ashland Fiber Network

Date: October 31, 2023

Re: **Sole Source Determination and Written Findings for Goods and Services**

In accordance with AMC 2.50.090(F), the Department Head shall determine in writing that there is only one provider of a product or service of the quality and type required available.

Estimated total value of contract: $600,000

Project name: Passive Optical Network Pilot Project

Description of goods and services: Calix is a hardware manufacturer of equipment needed for optical networks. They manufacture remote Optical Line Terminators (OLTs), Optical Line Terminals (ONTs), and residential gateways (home wireless routers). They also provide services for deployment, configuration, and troubleshooting the hardware.

Background: City Staff have evaluated both Adtran and Calix for optical hardware, residential gateway hardware, and management services. We have determined that Calix offers the best value for our customers.

The value of the contract is estimated at $600,000. The actual value will be determined by customer demand for the products. Please refer to the table below for details on what hardware and services will be purchased:

	Year 1	Year 2	Year 3
OLT Hardware	$85,800	$56,100	tbd
OLT Warranty	$4,400	$4,400	tbd
Customer Hardware	$178,200	$110,000	tbd
Customer Warranty	$23,100	$12,100	tbd
Customer Services	$39,600	$50,600	$70,400
Setup Fees	$25,300	$2,750	$2,750
	$356,400	**$235,950**	**$73,150**

OLT Hardware (Optical Line Termination) includes the remote OLTs that will be installed in the outside plant. This is the equipment that PON customers will connect to. This is equivalent to the cable modem node.

Customer Hardware includes residential gateways (wireless routers) that will be installed in the customer's home or business. Existing cable modem customers and Spectrum customers will be able to use the residential gateways. Customer Hardware also includes the ONTs (Optical Line Terminal) which will only be used by our PON customers. ONTs are the equivalent to the cable modem.

Customer Services are the fees we will charge our customers for managing the residential gateways. This also includes the fees for value-add services, such as parental control and security software.

Depending upon the success of the Pilot Project and our satisfaction with Calix, we may extend our contract after the initial 3-year term.

Findings: Calix does not have a typical value-added reseller (VAR) distribution network. Calix has many partners which add services that Calix does not provide, such as operations support system (OSS), business support system (BSS), and voice-over IP (VOIP). While Calix does have a few value-added resellers, they are used for other services such as engineering and feasibility studies as well as hardware procurement. Those are services that AFN does not require.

All services must be purchased directly from Calix.

[In accordance with ORS 279B.075, these are the examples of findings that should be addressed. ***Select at least one of the findings and prepare the determination*** *as it specifically relates to the goods or services being procured. More than one finding can be addressed. The findings are as follows.]*

Pursuant to ORS 279B.075 (2)(c): Provide findings supporting your determination that the goods or services are for use in a pilot or an experimental project. At the April 3, 2023 City Council study session, Council approved funds for a 2-year pilot project to deploy GPON. Calix will be used for this pilot project.

Pursuant to ORS 279B.075 (2)(d): Any other findings that support the conclusion that the goods or services are available from only one source. Please see the attached letter from Calix.

PUBLIC NOTICE:

Pursuant to OAR 137-047-0275 (2), a Contracting Agency shall give public notice of the Contract Review Authority's determination that the Goods and Services or class of Goods and Services are available from only one source in a manner similar to the public notice of Competitive Sealed Bids under ORS 279B.055(4) and OAR 137-047-0300. The public notice shall describe the Goods or Services to be acquired by a Sole Source Procurement. The Contracting Agency shall give such public notice at least seven days before Award of the Contract.

After the Sole Source Procurement has been approved by the City Council, the following public notice will be posted on the City's website to allow for the seven (7) day protest period.

Date Public Notice first appeared on www.ashland.or.us - *[Enter date]*

PUBLIC NOTICE
Approval of a Sole Source Procurement

First date of publication: *[Enter date]*

A request for approval of a Sole Source procurement was presented to and approved by the City Council, acting as the Local Contract Review Board, on *[Enter date].*

It has been determined based on written findings that the following Goods and Services are available from only one source.

Optical network hardware, residential gateway services, and management services from Calix in the amount of $600,000 over a 3-year term.

The contract terms, conditions and specifications may be reviewed upon request by contacting Chad Sobotka, Ashland Fiber Network, 541-552-2402

An affected person may protest the determination that the goods and services are available from only one source in accordance with OAR 137-047-0710. A written protest shall be delivered to the following address: City of Ashland, Ashland Fiber Network, Chad Sobotka, 90 N Mountain Ave, Ashland, OR 97520. The seven (7) day protest period will expire at 5:00pm on *[Enter date-seven calendar days from first date of publication]*

This public notice is being published on the City's Internet World Wide Web site at least seven days prior to the award of a public contract resulting from this request for approval of a Sole Source procurement.

Council Business Meeting

Date: November 7, 2023

Agenda Item	Special Procurement Request for Approval for Contract to Lomakatsi Restoration Project	
From	Chris Chambers	Forestry Officer
Contact	Chris.chambers@ashland.or.us (541) 552-2066	

SUMMARY

The Fire Department is seeking approval of a Special Procurement to Lomakatsi Restoration Project (LRP) to implement wildfire safety and forestry work on municipal lands governed by the Ashland Forest Plan. Lomakatsi will implement the first phase of climate change adaptation work necessary for community safety, ecological integrity, and watershed protection. City forestlands management was previously provided by long-time contractor Small Woodland Services, Inc that no longer hosts a workforce. Lomakatsi has a long relationship with the City and community from decades of work in and around Ashland including as a partner under a Master Stewardship Agreement for the Ashland Forest Resiliency Stewardship Project in the Ashland Watershed. Through this experience, Lomakatsi has acquired unique and highly desirable skills and knowledge that will benefit the City's interest in adapting our forests to the changing climate.

POLICIES, PLANS & GOALS SUPPORTED

City Council Goal: Address Climate Change
City Council Goal: Reduce Wildfire and Smoke Risk
City Plans: Ashland Natural Hazard Mitigation Plan, Community Wildfire Protection Plan, 2016 Ashland Forest Plan and 2023 Forest Plan Climate Change Addendum.
Citizen Budget Goals: Wildfire Safety was the highest budget priority from resident in-person and online polling in spring 2023.

PREVIOUS COUNCIL ACTION

Council approved Special Procurements for past contracts utilizing City and federal funds to support the AFR project, including in BN13-15, BN15-17, and BN17-19 with Lomakatsi Restoration Project.

Council created the AFR project water fee funding source with associated Resolution during the 2013-15 Biennium. The fee was increased with an updated Resolution for the 2019-2021 Biennium.

Council unanimously passed the 2023 Ashland Forest Plan Climate Change Addendum.

BACKGROUND AND ADDITIONAL INFORMATION

Since the initial 1992 Ashland Forest Plan, the City and Ashland Parks and Recreation Commission (APRC) have taken a proactive approach to forest ecosystem management to reduce wildfire threat to the community and municipal watershed while maintaining other critical ecosystem values such as habitat and recreation. Over those decades, work has involved restoration projects (I,II,III) aimed at reversing trends of accumulating fuels, species changes, and the lack of regular, low-intensity fires. Climate change, including unprecedented tree die-off, has now forced a different paradigm of forest stewardship as adaptation to heat, drought, and intensifying fires requires us to change course. To that end, Council passed the 2023 Forest Plan Climate Change Addendum in April. That addendum acknowledged the escalating and projected effects of climate change and anticipated project work that would need to take place to adapt our forests to the changing climate.

This contract will allow the City to work with long-time partner Lomakatsi Restoration Project on the first phase of climate adaptation, made more urgent by the recent die-off of as much as 45% of dominant trees across the lower Ashland watershed and adjacent Siskiyou Mountain Park.

Lomakatsi will assist the City's wildfire division by assessing areas of dead, dying, and overly dense trees, marking trees that need to be removed, tallying trees, assisting with helicopter yarding and fuels management, and collecting data to help report outcomes to the community and Council.

Beginning in the 2013-2015 biennium, the City Council elected to contribute funding to the AFR Project from an assessment placed on water meters throughout Ashland. During the 2019 budget process, the City Council expanded the application of water fee dollars to include all lands (only federal in the past) strategic to the City's interest in wildfire safety, including municipal lands.

Given their history of partnership with the City, good community standing, and experience in the forest ecosystems of the Ashland Watershed, Lomakatsi Restoration Project is a unique asset that would benefit the City and citizens as a contractor on this phase of climate adaptation work.

FISCAL IMPACTS

Available funding in the Wildfire Division and a recent budget supplement passed by City Council adding over $141,000 of previously unappropriated funds are sufficient at this point to fund this contract in full.

STAFF RECOMMENDATION

Staff recommends approval of the Special Procurement to Lomakatsi Restoration Project for forestry services.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

"I move that the City Council, acting as local contract review board, approve this special procurement contract to Grayback Forestry, Inc not to exceed $250,000 through June 30, 2025 for forestry work critical to our watershed and community safety."

REFERENCES & ATTACHMENTS

Contract for Good and Services
Form for Special Procurement, Request for Approval
Determination of Feasibility Memo from Staff
2023 Ashland Forest Plan Climate Change Addendum

GOODS & SERVICES AGREEMENT (GREATER THEN $25,000)

CITY OF ASHLAND 20 East Main Street Ashland, Oregon 97520 Telephone: 541/488-5587 Fax: 541/488-6006	PROVIDER: Lomakatsi Restoration Project PROVIDER'S CONTACT: Marko Bey ADDRESS: 645 Washington Street Ashland, OR 97520 PHONE: (541) 488-0208

This Goods and Services Agreement (hereinafter "Agreement") is entered into by and between the City of Ashland, an Oregon municipal corporation (hereinafter "City") and Lomakatsi Restoration Project., a domestic business corporation ("hereinafter "Provider"), for wildfire fuels reduction and forestry services.

1. PROVIDER'S OBLIGATIONS

1.1 Provide resources as ordered by the City to accomplish objectives set forth by the City and the Ashland Forest Resiliency Partnership to accomplish prescribed burning, forest thinning, piling, and other forestry related activities as set forth in the "SUPPORTING DOCUMENTS" attached hereto and, by this reference, incorporated herein. Provider expressly acknowledges that time is of the essence of any completion date set forth in the SUPPORTING DOCUMENTS, and that no waiver or extension of such deadline may be authorized except in the same manner as herein provided for authority to exceed the maximum compensation. The goods and services defined and described in the "SUPPORTING DOCUMENTS" shall hereinafter be collectively referred to as "Work."

1.1.1 **Supporting Documents/Conflicting Provisions**: This Agreement and any exhibits or other supporting documents shall be construed to be mutually complimentary and supplementary wherever possible. In the event of a conflict which cannot be so resolved, the provisions of this Agreement itself shall control over any conflicting provisions in any of the exhibits or supporting documents.

1.2 Provider shall obtain and maintain during the term of this Agreement and until City's final acceptance of all Work received hereunder, a policy or policies of liability insurance including commercial general liability insurance with a combined single limit, or the equivalent, of not less than $2,000,000 (two million dollars) per occurrence for Bodily Injury and Property Damage.

1.2.1 The insurance required in this Article shall include the following coverages:

- Comprehensive General or Commercial General Liability, including personal injury, contractual liability, and products/completed operations coverage; and
- Automobile Liability.

1.2.2 Each policy of such insurance shall be on an "occurrence" and not a "claims made" form, and shall:

- Name as additional insured "the City of Ashland, Oregon, its officers, agents and employees" with respect to claims arising out of the provision of Work under this Agreement;
- Apply to each named and additional named insured as though a separate policy had been issued to each, provided that the policy limits shall not be increased thereby;

- Apply as primary coverage for each additional named insured except to the extent that two or more such policies are intended to "layer" coverage and, taken together, they provide total coverage from the first dollar of liability;
- Provider shall immediately notify the City of any change in insurance coverage
- Provider shall supply an endorsement naming the City, its officers, employees and agents as additional insureds by the Effective Date of this Agreement; and
- Be evidenced by a certificate or certificates of such insurance approved by the City.

1.3 All subject employers working under this Agreement are either employers that will comply with ORS 656.017 or employers that are exempt under ORS 656.126. As evidence of the insurance required by this Agreement, the Provider shall furnish an acceptable insurance certificate prior to commencing any Work under this Agreement.

1.4 Provider agrees that no person shall, on the grounds of race, color, religion, creed, sex, marital status, familial status or domestic partnership, national origin, age, mental or physical disability, sexual orientation, gender identity or source of income, suffer discrimination in the performance of this Agreement when employed by Provider. Provider agrees to comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations. Further, Provider agrees not to discriminate against a disadvantaged business enterprise, minority-owned business, woman-owned business, a business that a service-disabled veteran owns or an emerging small business enterprise certified under ORS 200.055, in awarding subcontracts as required by ORS 279A.110.

1.5 In all solicitations either by competitive bidding or negotiation made by Provider for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Providers of the Provider's obligations under this Agreement and Title VI of the Civil Rights Act of 1964 and other federal nondiscrimination laws.

1.6 **Living Wage Requirements:** If the amount of this Agreement is $21,507.75 or more, Provider is required to comply with Chapter 3.12 of the Ashland Municipal Code by paying a living wage, as defined in that chapter, to all employees performing Work under this Agreement and to any Subcontractor who performs 50% or more of the Work under this Agreement. Provider is also required to post the notice attached hereto as "Exhibit A" predominantly in areas where it will be seen by all employees.

2. CITY'S OBLIGATIONS

2.1 City shall pay Provider at the rates specified in the pricing portions in the SUPPORTING DOCUMENTS as full compensation for all Work to be performed pursuant to this agreement.

2.2 In no event shall Provider's total of all compensation and reimbursement under this Agreement exceed the sum of $250,000 without express, written approval from the City official whose signature appears below, or such official's successor in office. Provider expressly acknowledges that no other person has authority to order or authorize additional Work which would cause this maximum sum to be exceeded and that any authorization from the responsible official must be in writing. Provider further acknowledges that any Work delivered or expenses incurred without authorization as provided herein is done at Provider's own risk and as a volunteer without expectation of compensation or reimbursement.

3. GENERAL PROVISIONS

3.1 This is a non-exclusive Agreement. City is not obligated to procure any specific amount of Work from Provider and is free to procure similar types of goods and services from other providers in its sole discretion.

3.2 Provider is an independent contractor and not an employee or agent of the City for any purpose.

3.3 Provider is not entitled to, and expressly waives all claims to City benefits such as health and disability insurance, paid leave, and retirement.

3.4 This Agreement embodies the full and complete understanding of the parties respecting the subject matter hereof. It supersedes all prior agreements, negotiations, and representations between the parties, whether written or oral.

3.5 This Agreement may be amended only by written instrument executed with the same formalities as this Agreement.

3.6 The following laws of the State of Oregon are hereby incorporated by reference into this Agreement: ORS 279B.220, 279B.230 and 279B.235.

3.7 This Agreement shall be governed by the laws of the State of Oregon without regard to conflict of laws principles. Exclusive venue for litigation of any action arising under this Agreement shall be in the Circuit Court of the State of Oregon for Jackson County unless exclusive jurisdiction is in federal court, in which case exclusive venue shall be in the federal district court for the district of Oregon. Each party expressly waives any and all rights to maintain an action under this Agreement in any other venue, and expressly consents that, upon motion of the other party, any case may be dismissed or its venue transferred, as appropriate, so as to effectuate this choice of venue.

3.8 Provider shall defend, save, hold harmless and indemnify the City and its officers, employees and agents from and against any and all claims, suits, actions, losses, damages, liabilities, costs, and expenses of any nature resulting from, arising out of, or relating to the activities of Provider or its officers, employees, contractors, or agents under this Agreement.

3.9 Neither party to this Agreement shall hold the other responsible for damages or delay in performance caused by acts of God, strikes, lockouts, accidents, or other events beyond the control of the other or the other's officers, employees or agents.

3.10 If any provision of this Agreement is found by a court of competent jurisdiction to be unenforceable, such provision shall not affect the other provisions, but such unenforceable provision shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permitted the intent of Provider and the City set forth in this Agreement.

3.11 Deliveries will be F.O.B destination. Provider shall pay all transportation and handling charges for the Goods. Provider is responsible and liable for loss or damage until final inspection and acceptance of the Goods by the City. Provider remains liable for latent defects, fraud, and warranties.

3.12 The City may inspect and test the Goods. The City may reject non-conforming Goods and require Provider to correct them without charge or deliver them at a reduced price, as negotiated. If Provider does not cure any defects within a reasonable time, the City may reject the Goods and cancel this Agreement in whole or in part. This paragraph does not affect or limit the City's rights, including its rights under the Uniform Commercial Code, ORS Chapter 72 (UCC).

3.13 Provider represents and warrants that the Goods are new, current, and fully warranted by the manufacturer. Delivered Goods will comply with SUPPORTING DOCUMENTS and be free from defects in labor, material and manufacture. Provider shall transfer all warranties to the City.

4. SUPPORTING DOCUMENTS

The following documents are, by this reference, expressly incorporated in this Agreement, and are collectively referred to in this Agreement as the "SUPPORTING DOCUMENTS:"

- The Provider's *"Proposal for Implementation of Ashland Forestlands Climate Change Adaptation Project"* document

5. REMEDIES

5.1 In the event Provider is in default of this Agreement, City may, at its option, pursue any or all of the remedies available to it under this Agreement and at law or in equity, including, but not limited to:

5.1.1 Termination of this Agreement;

5.1.2 Withholding all monies due for the Work that Provider has failed to deliver within any scheduled completion dates or any Work that have been delivered inadequately or defectively;

5.1.3 Initiation of an action or proceeding for damages, specific performance, or declaratory or injunctive relief;

5.1.4 These remedies are cumulative to the extent the remedies are not inconsistent, and City may pursue any remedy or remedies singly, collectively, successively or in any order whatsoever.

5.2 In no event shall City be liable to Provider for any expenses related to termination of this Agreement or for anticipated profits. If previous amounts paid to Provider exceed the amount due, Provider shall pay immediately any excess to City upon written demand provided.

6. TERM AND TERMINATION

6.1 Term

This Agreement shall be effective from the date of execution on behalf of the City as set forth below (the "Effective Date"), and shall continue in full force and effect until June 30th, 2025 unless sooner terminated as provided in Subsection 6.2.

6.2 Termination

6.2.1 The City and Provider may terminate this Agreement by mutual agreement at any time.

6.2.2 The City may, upon not less than thirty (30) days' prior written notice, terminate this Agreement for any reason deemed appropriate in its sole discretion.

6.2.3 Either party may terminate this Agreement, with cause, by not less than fourteen (14) days' prior written notice if the cause is not cured within that fourteen (14) day period after written notice. Such termination is in addition to and not in lieu of any other remedy at law or equity.

7. NOTICE

Whenever notice is required or permitted to be given under this Agreement, such notice shall be given in writing to the other party by personal delivery, by sending via a reputable commercial overnight courier, or by mailing using registered or certified United States mail, return receipt requested, postage prepaid, to the address set forth below:

If to the City:
City of Ashland – Fire Department
Attn: Chris Chambers, Forestry Officer
455 Siskiyou Boulevard
Ashland, Oregon 97520
Phone: (541) 482-2770

With a copy to:
City of Ashland – Legal Department
20 E. Main Street
Ashland, OR 97520
Phone: (541) 488-5350

If to Provider:
Lomakatsi Restoration Project
Attn: Marko Bey
645 Washington Street, Ashland, OR 97520
marko@lomakatsi.org
(541) 482-0208

8. WAIVER OF BREACH

One or more waivers or failures to object by either party to the other's breach of any provision, term, condition, or covenant contained in this Agreement shall not be construed as a waiver of any subsequent breach, whether or not of the same nature.

9. PROVIDER'S COMPLIANCE WITH TAX LAWS

9.1 Provider represents and warrants to the City that:

9.1.1 Provider shall, throughout the term of this Agreement, including any extensions hereof, comply with:

(i) All tax laws of the State of Oregon, including but not limited to ORS 305.620 and ORS chapters 316, 317, and 318;

(ii) Any tax provisions imposed by a political subdivision of the State of Oregon applicable to Provider; and

(iii) Any rules, regulations, charter provisions, or ordinances that implement or enforce any of the foregoing tax laws or provisions.

9.1.2 Provider, for a period of no fewer than six (6) calendar years preceding the Effective Date of this Agreement, has faithfully complied with:

(i) All tax laws of the State of Oregon, including but not limited to ORS 305.620 and ORS chapters 316, 317, and 318;

(ii) Any tax provisions imposed by a political subdivision of the State of Oregon applicable to Provider; and

(iii) Any rules, regulations, charter provisions, or ordinances that implement or enforce any of the foregoing tax laws or provisions.

9.2 Provider's failure to comply with the tax laws of the State of Oregon and all applicable tax laws of any political subdivision of the State of Oregon shall constitute a material breach of this Agreement. Further, any violation of Provider's warranty, as set forth in this Article 9, shall constitute a material breach of this Agreement. Any material breach of this Agreement shall entitle the City to terminate this Agreement and to seek damages and any other relief available under this Agreement, at law, or in equity.

IN WITNESS WHEREOF the parties have caused this Agreement to be signed in their respective names by their duly authorized representatives as of the dates set forth below.

CITY OF ASHLAND:

By: _____
City Manager

_____
Printed Name

_____
Date

Lomakatsi Restoration Project (PROVIDER):

By: _____
Signature

_____
Printed Name

_____
Title

_____
Date

Purchase Order No. _____

(**W-9** is to be submitted with this signed Agreement)

APPROVED AS TO FORM:

_____
Assistant City Attorney

_____
Date

FORM #9

CITY OF ASHLAND

SPECIAL PROCUREMENT REQUEST FOR APPROVAL

To: City Council, Local Contract Review Board

From: Chris Chambers, Fire Department

Date: October 30, 2023

Subject: REQUEST FOR APPROVAL OF A SPECIAL PROCUREMENT

In accordance with ORS279B.085, this request for approval of a Special Procurement is being presented to the City Council for approval. This written request for approval describes the proposed contracting procedure and the goods or services or the class of goods or services to be acquired through the special procurement and the circumstances that justify the use of a special procurement under the standards set forth ORS 279B.085(4).

1. **Requesting Department Name:** Ashland Fire & Rescue

2. **Department Contact Name:** Chris Chambers, Forestry Officer

3. **Type of Request:** _____ Class Special Procurement X Contract-specific Special Procurement

4. **Time Period Requested:** From 11/07/23 To: 6/30/2025

5. **Total Estimated Cost:** Not to exceed $250,000

6. **Short title of the Procurement:** Ashland Forestlands Climate Adaptation Project

Supplies and/or Services or class of Supplies and/or Services to be acquired:
The services will include project boundary layout, tree marking, cruising, technical support, project monitoring and data collection, inspection and reporting, and accounting. . Lomakatsi will provide the workforce necessary to accomplish these tasks using experienced, trained personnel.

Background and Proposed Contracting Procedure: Provide a description of what has been done in the past and the proposed procedure. The Agency may, but is not required to, also include the following types of documents: Notice/Advertising, Solicitation(s), Bid/Proposal Forms(s), Contract Form(s), and any other documents or forms to be used in the proposed contracting procedure. Attach additional sheets as needed.

Background: The City has contracted with Lomakatsi Restoration as a partner in the Ashland Forest Resiliency Stewardship Project under a Master Agreement starting in 2013 and lasting until 2019. During that time the City Council approved two contracts via Special Procurement.

8. **Justification for use of Special Procurement:** Describe the circumstances that justify the use of a Special Procurement. Attach relevant documentation.

Lomakatsi Restoration Project has been a trusted non-profit partner of the City of Ashland through 13 years of the Ashland Forest Resiliency Stewardship Project and various grant programs before AFR. Lomakatsi's AFR project experience is specific to the Ashland Watershed, a diverse and challenging setting to conduct forestry operations. Given the skills and tasks now needed by the City for work on its own forestlands, Lomakatsi Restoration is uniquely qualified to meet the City's needs using their years of work experience in the same landscape as a partner to the City of Ashland. The City lacks the internal capacity to field a workforce that would accomplish the project outcomes outlined by the Ashland Forest Plan and as spelled out in the City Council's goals for watershed and community wildfire safety.

9. **Findings to Satisfy the Required Standards:** This proposed special procurement:

___X___ (a) will be unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts because:

Regionally, there are no other workforce options who provide ecologically sensitive skill sets and expertise that Lomakatsi has accumulated over decades of work with local governments, federal agencies, tribes, and water districts. As a non-profit, Lomakatsi is a known community entity that has developed community trust that will benefit the City in carrying out challenging work on our publicly owned forests.

(Please provide specific information that demonstrates how the proposed Special Procurement meets this requirement.); **and**

___X___ (b)(i) will result in substantial cost savings to the contracting agency or to the public because:

As mentioned above, Lomakatsi Restoration, as a non-profit, will charge the City actual operating costs plus an accepted federal overhead rate.

(Please provide the total estimate cost savings to be gained and the rationale for determining the cost savings); **or**

___X___ (b)(ii) will otherwise substantially promote the public interest in a manner that could not practicably be realized by complying with the requirements of ORS 279B.055, 279B.060, 279B.065, or 279B.070, or any rules adopted there under because:

Lomakatsi's experience in the Ashland Watershed has allowed them to accumulate site-specific knowledge of local ecology, public expectations, and tested methods of implementation that have yielded excellent outcomes on over 7,000 acres of previous work. With nearly three decades of community-based forestry on municipal lands, the public has an expectation of quality, ecologically informed work. Lomakatsi, as a partner in the AFR project since 2010, understands the community, our history of high-quality work, and the expectations to continue with the same quality of work. This is unique and highly valued by Ashland's citizens.

(Please provide specific information that demonstrates how the proposed Special Procurement meets this requirement.)

Public Notice:

Pursuant to ORS 279B.085(5) and OAR 137-047-0285(2), a Contracting Agency shall give public notice of the Contract Review Authority's approval of a Special Procurement in the same manner as a

public notice of competitive sealed Bids under ORS 279B.055(4) and OAR 137-047-0300. The public notice shall describe the Goods or Services or class of Goods or Services to be acquired through the Special Procurement and shall give such public notice of the approval of a Special Procurement at least seven (7) Days before Award of the Contract.

After the Special Procurement has been approved by the City Council, the following public notice will be posted on the City's website to allow for the seven (7) day protest period.

Date Public Notice first appeared on www.ashland.or.us –*November 8th, 2023*

PUBLIC NOTICE
Approval of a Special Procurement

First date of publication: *November 8th, 2023*

A request for approval of a Special Procurement was presented to and approved by the City Council, acting as the Local Contract Review Board, on *April 5th, 2016.*

This Special Procurement is a "Contract- specific Special Procurement". The proposed contracting procedure is direct award to Lomakatsi Restoration Project for site specific forestry work on land owned by the citizens of Ashland. Lomakatsi has unique experience as a partner in the Ashland Forest Resiliency project and has completed over 7,000 acres of similar work in the Ashland Watershed in conjunction with the Ashland citizenry and City staff.

It has been determined based on written findings that the Special Procurement will be unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts, and result in substantial cost savings or substantially promote the public interest in a manner that could not be realized by complying with the requirements that are applicable in ORS 279B.055, 279B.060, 279B.065, or 279B.070.

An affected person may protest the request for approval of a Special Procurement in accordance with ORS 279B.400 and OAR 137-047-0300. A written protest shall be delivered to the following address: City of Ashland, Kari Olson, Purchasing Representative, 90 N. Mountain, Ashland, OR 97520. The seven (7) day protest period will expire at 5:00pm on *November 15th, 2023.*

This public notice is being published on the City's Internet World Wide Web site at least seven days prior to the award of a public contract resulting from this request for approval of a Special Procurement.

CITY OF
ASHLAND

Memo

DATE: October 30, 2023

TO: City Council

FROM: Chris Chambers, Forestry Officer/Ashland Fire & Rescue

RE: Ashland Forest Adaptation Project: Lomakatsi Restoration Project contract

The Ashland Municipal Code requires additional justification for any Special Procurement over $350,000. Per ORS 279B.036, *Determination of feasibility of procurement*, which in first part states that "a contracting agency may proceed with a procurement if the contracting agency reasonably determines in writing that using the contracting agency's own personnel or resources to perform the services that the contracting agency intends to procure is not feasible."

A cost analysis is unnecessary if the contracting agency finds it "lacks the specialized capabilities, experience or technical or other expertise necessary to perform the services." ORS 279B.036 (1)(a). Ashland Fire & Rescue (AF&R) must still "compare [AF&R's] capability, experience or expertise in the field most closely involved in performing the services with a potential contractor's capability, experience or expertise in the same or a similar field." *Id.*

Staff analysis: Ashland Fire & Rescue's internal expertise and workforce capacity does not fit the need for the identified work either by skills possessed or capability to perform the identified tasks. The vast majority of AF&R's workforce are firefighter/paramedics who have little technical forestry expertise or training that would lend to accomplishment of the pertinent outcomes in Ashland's forestlands and watershed. In addition, the AF&R workforce is necessarily tied to emergency response duties and cannot be out of the City where response time would be reduced, which would endanger public safety. Due to these factors, using our own personnel is not feasible.

Ashland Fire & Rescue
455 Siskiyou Boulevard
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541-482-2770
Fax: 541-488-5318
TTY: 800-735-2900

Lomakatsi Restoration Project

Restoring Ecosystems, Sustaining Communities

645 Washington Street, Ashland, OR, 97520

(541) 488-0208 | FAX (541) 488-4909

www.lomakatsi.org

Special Funding Request to City of Ashland **October 30, 2023**

To: Chris Chambers, Forest Officer, Ashland Fire & Rescue

From: Marko Bey, Executive Director, Lomakatsi Restoration Project

RE: Proposal for Implementation of *Ashland Forestlands Climate Change Adaptation Project*

Chris,

Please share this proposal prepared for the Ashland City Council by Lomakatsi Restoration Project (Lomakatsi) to provide technical support services for forest health treatments on City forestlands as part of the Ashland Forestlands Climate Change Adaptation Project (AFCCAP) with funding from the City of Ashland. Thank you for your time and consideration.

Lomakatsi Restoration Project Role in AFCCAP Stewardship Project Partnership

Lomakatsi provides expertise and capacity in project development, planning, management, fine-scale ecological forestry treatment design for commercial thinning activities, monitoring, and implementation for ecosystem restoration projects. Lomakatsi employs a highly specialized local technical team of foresters, ecosystem management technicians, forest ecologists, and forestry operations specialists trained specifically to implement ecological prescriptions while working in complex social settings.

Lomakatsi has been a partner of the City of Ashland (COA) for over 25 years on various forest and riparian restoration and fuel hazard reduction projects as part of multiple COA programs and initiatives. Since 2010, Lomakatsi has served as one of the principal partners on the nationally recognized Ashland Forest Resiliency Stewardship Project, working with the COA, U.S. Forest Service, and The Nature Conservancy. Lomakatsi now proposes to use COA funds to support forest health activities on City forestlands to address the impacts of flatheaded fir borers and Douglas fir mortality, and the associated impacts to soils and fire risk for the community of Ashland and ecosystem services. Working under the direction of the COA Forestry Division, Lomakatsi will provide technical capacity in project planning, conduct ecological monitoring, and assist with quality control during commercial thinning contract operations.

About Lomakatsi Restoration Project

Lomakatsi Restoration Project is a nonprofit, grassroots organization that develops and implements forest and watershed restoration projects in Oregon and northern California (www.lomakatsi.org). Lomakatsi has a proven record of success implementing restoration projects for the past 28 years across thousands of acres of forests and miles of streams. Lomakatsi provides expertise and capacity in project development, planning, management, fine-scale ecological treatment design, monitoring, and implementation for ecosystem

restoration projects. Lomakatsi coordinates closely with multiple funding partners and manages a diverse workforce in complex social settings supported by critical community outreach.

Scope of work, strategic location, and cost

Lomakatsi is proposing to accomplish commercial ecological forestry presale preparations for future salvage treatments that the COA will contract to timber operators and forestry service providers. End results of the presale work will include the removal of trees that are recently dead or are dying due to drought and beetle infestation. It is expected that the schedule of payments for the proposed scope of work will be split between the project-type cost scenarios described below, with flexibility to adjust the proportions to scenarios as dictated by the AFCCAP. The AFCCAP partnership has agreed on the need for additional COA funding to support the accomplishment of these project type acres.

1. Pre-sale Administration ($125,000)
   Lomakatsi will conduct pre-sale administration tasks to prepare the project area for implementation. This includes field activities to support ecological timber removal operations and prepare pertinent data to contractors and log buyers.
   - Boundary Marking
   - Tree Marking
   - Cruising
   - Technical Support (Marking guides)

2. Sale Administration ($50,000)
   During implementation, Lomakatsi will ensure that standards and specifications are met by the contractor and communicated appropriately to AFCCAP staff.
   - Implementation Monitoring:
   - Field Inspection and Reporting
   - Log Load Accounting

3. Post-Sale ($25,000)
   Conditions post-treatment will be monitored to evaluate the effectiveness of treatment activities and determine whether goals and objectives were met and to what degree.
   - Effectiveness monitoring and reporting

Costs for above tasks and others as directed as part of AFCCAP **are not to exceed $250,000**.
Thank you for your consideration of this special procurement request. I welcome you to reach out with any questions or concerns.

Marko Bey
Executive Director
Lomakatsi Restoration Project
645 Washington St., Ashland, OR, 97520
www.lomakatsi.org
Office (541) 488-0208

Council Business Meeting

November 7, 2023

Agenda Item	Amending Resolution 2023-06 to Change the Forest Lands Standing Advisory Committee to the Forest Lands Management Advisory Committee	
From	Ralph Sartain	Fire Chief
Contact	Ralph.Sartain@ashland.or.us 541-482-2770	
Item Type	Requested by Council ☐ Update ☐ Request for Direction ☐ Presentation ☐ Consent ☐ Public Hearing ☐ New Business ☒ Old Business ☐	

SUMMARY

This items updates Resolution 2023-06 to reclassify the Forest Lands Standing Advisory Committee as the Forest Lands Management Advisory Committee, as originally codified in Resolution 2022-24. Staff and members of the Forest Lands Committee support this change to correct an inadvertent misclassification when consolidating previous versions of Council resolutions restructuring the City's Commissions and Committees. This reduces staff time and allows for flexibility in membership of the Forest Lands MAC.

POLICIES, PLANS & GOALS SUPPORTED

This change supports the intent of the City Manager to review the City's Commissions and Committees and come up with a streamlined approach to maintain and encourage citizen involvement while creating flexibility and reducing staff time required to manage commission and committee business.

The Forest Lands Committee serves a vital role in linking public interest in our municipal forestlands with planning and project implementation. The public's interest can be served by having Forest Lands in Management Advisory Committee status.

BACKGROUND AND ADDITIONAL INFORMATION

The attached version of Resolution 2023-06 (redlined updates) includes changes to make the Forest Lands Standing Advisory Committee a Management Advisory Committee.

FISCAL IMPACTS

A savings in staff time.

SUGGESTED NEXT STEPS

Motion to amend Resolution 2023-06:

- I move to amend Resolution 2023-06 to move the Forest Lands Standing Advisory Committee to the status of Management Advisory Committee.

Better Together

REFERENCES & ATTACHMENTS

Resolution 2023-06

Proposed Resolution 2023-24

RESOLUTION NO. 2023-24

A RESOLUTION AMENDING RESOLUTION 2023-06 ESTABLISHING CITY COUNCIL AND MANAGEMENT ADVISORY COMMITTEES

RECITALS:

A. Whereas the citizens of Ashland has a strong history of voluntary service to their community including on advisory bodies to the City of Ashland (City); and

B. Whereas the City Council wishes to update resolution the May 16, 2023, Resolution 2023-06 to make the Forest Lands Standing Advisory Committee a Management Advisory Committee as was originally intended and now supported by staff and members of the commission.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON, RESOLVES AS FOLLOWS:

The City Council amends Resolution 2023-06 to remove the Forest Lands Standing Advisory Committee as a Standing Advisory Committee (as listed in Section 3.b of Resolution 2023-06) and adds the Forest Lands Management Advisory Committee as a Management Advisory Committee (MAC) (as other MACs are listed in Section 4 of Resolution 2023-06).

ADOPTED by City Council this _____ day of _____, 2023

ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2023

_____
Tonya Graham, Mayor

Reviewed as to Form:
Carmel S. Zahran,
Assistant City Attorney

RESOLUTION NO. 2023-06

A RESOLUTION UPDATING AND CONSOLIDATING RESOLUTIONS 2022-24 AND 2022-32 ESTABLISHING CITY COUNCIL AND MANAGEMENT ADVISORY COMMITTEES

RECITALS:

A. Whereas the citizens of Ashland have a strong history of voluntary service to their community, including on advisory bodies to the City of Ashland (City); and

B. Whereas Ashland citizens have important practical and technical knowledge on issues and topics important to sustaining the quality of life in the city and on the operational effectiveness of the City of Ashland organization; and

C. Whereas the City Council of the City of Ashland has an interest in promoting continued community participation in advising the City Council and City management.

D. Whereas on September 20, 2022, the City Council adopted Resolution 2022-24 establishing the following Standing Advisory Committees:
   - Climate and Environment Advisory Committee (CEAC)
   - Historic Preservation Advisory Committee (HPAC)
   - Housing and Human Services Advisory Committee (HHSAC)
   - Public Arts Advisory Committee (PAAC)
   - Social Equity and Racial Justice Advisory Committee (SERJAC)

E. Whereas on November 1, 2022 the City Council adopted Resolution 2022-32 also establishing the following Standing Advisory Committees:
   - Trasportation Advisory Committee (TAC)
   - Forest Lands Advisory Committee (FLAC)

F. Whereas the City Council wishes to update and consolidate the actions included in Resolutions 2022-24 and 2022-32 establishing Standing Advisory Committees.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON, RESOLVES AS FOLLOWS:

SECTION 1. The City Council replaces Resolutions 2022-22 and 2022-32 with this resolution updating and consolidating their actions to create City Council Advisory Committees and Management Advisroy Committees.

SECTION 2. Procedure and Guidance for advisory committees to the City Council and City staff include the following:

A. Each advisory committee shall serve solely as an advisory body whose actions or recommendations shall not be considered as City policy or the establishing of City policy or as final decisions of the City and are therefore not subject to administrative or judicial appeal.

Each advisory committee will provide service that does not conflict with the functioning of City departments or other government agency and shall have no executive or administrative powers or civil rights investigatory or enforcement authority. Attendance at an orientation or training session for standing advisory committee members, when offered, is required before they are permitted to further exercise voting rights at committee meetings. The City Manager will provide at least an annual orientation or training session update to all standing advisory committees and will be responsible for assigning City staff support for the work of the advisory committees.

Except as otherwise expressly stated, standing advisory committees shall observe policies and meeting and conduct rules consistent with those set forth for commissions and boards in AMC 2.10, Uniform Policies and Operating Procedures for Advisory Commissions and Boards, including its meeting and attendance, and code of ethics provisions.

B. Advisory committee members shall serve as individuals exercising their own best judgement and not as delegates for their respective organization or groups. Committees and their members are not official representatives of the City of Ashland and may not present their committees recommendations or their personal opinions or points of view as representative of the City's policy or operational perspectives. Prior to speaking publicly on behalf of their respective advisory committee, members must secure the permission of their committee to represent the activities or recommendations of their committee.

C. A quorum of each standing advisory committee shall consist of more than one-half (½) of the total number of its current Council-confirmed voting members, but in no case fewer than three (3) members. Appointed voting and alternative members of a standing advisory committee may not name a substitute or alternate member to attend a meeting of their advisory committee on their behalf. Nonvoting ex-officio members, staff, and liaisons do not count toward the quorum.

Appointed voting and alternate members of a standing advisory committee need not be physically present at a meeting if another means of attendance (e.g., telephonic, internet, etc.) has been established by the membership and public meetings law requirements are met. At least a majority of the quorum is necessary to adopt any motion; some motions may require the affirmative vote of at least two-thirds of the members present.

A voting or alternative member of a standing advisory committee should provide at least a 48-hour notice to both their committee's chairperson and the City Manager appointed

ex-officio committee staff support member regarding any planned absence from a scheduled meeting of the advisory committee. In the event an unexpected or emergency absence, the member should notify their advisory committee's chairperson, or the appointed staff support individual within a reasonable time in advance of the meeting.

If the members in attendance do not constitute a quorum, staff or invitees may make informational presentations provided (1) Notes describing the presentations and discussions are made and posted on the City website; (2) no motion, debate or vote or any other official business other than adjournment takes place; and (3) all topics advertised are automatically added to the agenda for the next regularly scheduled meeting.

D. Standing advisory committees may request voluntary testimony but may not compel an individual or organization to appear before it or respond to questions.

E. Advisory bodies may consult with other city advisory committees on matters of mutual interest in the course of developing recommendations to bring to the City Council or City Management. It will be the responsibility of advisory committee chairpersons to work or meet informally as needed to coordinate the activities or coordination of matters between their committee and other advisory committees.

F. Standing advisory committee members (voting, alternative and non-City staff ex-officio) will be appointed by the Mayor with the consent of the City Council. Council confirmed standing advisory committee appointments shall have three (3) year terms. Members of city commissions with corresponding responsibilities as the standing advisory committees will be invited by the City Recorder to confirm their interest in appointment by the Mayor without the necessity of submitting a formal new appointment application. New applicants must submit formal application with the City Recorder for Committee appointment. All regular terms commence with appointment and shall expire on April 30 of the third year. In the case that a new committee member is appointed to fill the remainder of a recently vacated voting position, the new member will be eligible for re-appointment at the end of the partial term they are completing. The City Manager will appoint all ex-officio City staff support committee members which shall not have a vote on advisory committee matters. The Mayor, with City Council confirmation, will appoint Council liaisons to each of the standing advisory committees. Council liaisons shall be non-voting ex-officio members of the corresponding committees.

G. Standing advisory committees shall be governed by AMC 2.10 – Uniform Policies and Operating Procedures for Advisory Commission and Boards. Council liaisons will be assigned for standing advisory committees per AMC 2.04.100. Standing advisory committees will be reviewed by the City Council approximately every three years as to their assigned responsibilities, level of effectiveness and the need for their continued role and existence.

H. In keeping with the diversity, equity, and inclusion goals of the City of Ashland, efforts will be made to ensure that information regarding standing advisory committee vacancies and the application process is readily available and advisory committees are made up of

residents that represent the diverse populations within the City. All committees shall assist the City of Ashland in ensuring that city programs related to the charge of the committee are equitable for all community members, including low-income, young people, persons of color, the elderly, and those living with disabilities. Standing advisory committees may have up to two additional voting, ex-officio student/youth members who are of high school or college age (see also Section I below).

I. Unless otherwise stipulated below, voting and alternate standing advisory committee members will be comprised of individuals who reside within the City except one (1) member from each advisory committee may be an at-large member living within the City's urban growth boundary. Unless otherwise provided, all nonvoting ex-officio members are not required to be residents within the City or the urban growth boundary. Voting and alternate members must be over eighteen (18) years of age.

J. All standing advisory committees serve at the pleasure of the City Council and shall deliver to the Council an annual report on their activities and accomplishments in the preceding year and provide to the Council for its approval the priorities and workplan for the succeeding year. Standing advisory committees are expected to work with and advise the City Management and City Attorney to insure their committee recommendations are aligned with City Council priorities and can be implemented within the City's resources and legal authority.

   Commissions transitioning under this resolution to become either standing advisory committees, or potentially to MAC status, are requested to complete any current work to develop recommendations for the City Council and advance them for consideration. These recommendations my advance either as a direct final report or presentation to the City Council or may be advance to the corresponding advisory committee or City Manager for reporting to the City Council.

K. The City Attorney is directed to return to the City Council in a timely manner with any updates, changes, or deletions to the Ashland Municipal Code to establish the here identified standing advisory committees as replacements for their corresponding city commissions or boards and to establish them as "Regular" advisory bodies per AMC 2.04.

SECTION 3. Standing Advisory Committees to the City Council are established and responsible for the purposes indicated in the following:

A. Climate and Environment Policy Advisory Committee (CEPAC)
   A Climate and Environment Advisory Committee (CEAC) is established by the City Council. The CEAC should reflect and represent a wide range of community interests and perspectives. Such interests should include, but not be limited to, climate change and environment, public health, energy efficiency and renewable energy, low and moderate-income households needs, economic development, social equity, and sustainable economic development.

The CEAC will consist of up to twelve (12) voting members. The CEAC will strive to include at least two (2) voting members who are 35 years old or younger at the time of appointment. Three of the voting member positions are reserved for one (1) representative of the solid waste franchisee for the City; and one (1) representative from Southern Oregon University (SOU) administration/faculty; one (1) representative from the Ashland School District administration/facility. The City Manager will appoint one (1) nonvoting ex-officio member to provide support to the committee.

The CEAC shall be responsible for assisting the City in the following:

i. Making recommendations on strategies, actions and programs related to the implementation and updating of the Climate and Energy Action Plan in furtherance of its climate mitigation and adaption goals and strategies per AMC 9.40, recognizing that the Council may also request advice on other environmental matters from time to time. The issues the Climate and Environmental Policy Advisory Committee shall advise Council on include, but are not limited to:
    A. Recommendations for the City of Ashland's Climate and Energy Action Plan (CEAP) and any updates to the CEAP.
    B. Modifications to benchmarks, targets, or actions contained in the climate plan as needed to incorporate the best available science and practices to achieve the City of Ashland's climate-related goals and targets.
    C. The process for considering amendments and updates to the CEAP.
    D. Monitoring CEAP implementation progress for the community and for the City operations.
    E. Ensuring that the CEAP incorporates long-term social, economic, and environmental goals.
    F. Climate education
ii. Recommending CEAP implementation steps or improvements on behalf of the community and for City operations
iii. Providing information to staff and the City Council to ensure that benchmarks, targets, or actions develop for, or by the City of Ashland incorporate the best available science and practices to achieve the intended climate or environmental related goals and targets.
iv. Providing recommendations to ensure the City of Ashland's climate and environmental planning incorporates long-term social, economic, and environmental goals, including social equity for low-income households, persons of color, the young and elderly, and those with disabilities.
v. Educating and advocating for Ashland's environmental goals, including its Community Climate Recovery Goals.

B. Forest Land Advisory Committee (FLAC)

The Forest Lands Advisory Committee (FLAC) is established and shall consist of up to nine (9) voting members, including a member of the Ashland Parks Commission, and up

to eight (8) nonvoting ex-officio members who will participate as needed. The ex-officio, non-voting member positions are reserved for representatives from the USDA Forest Service Ashland Ranger District, the Oregon Department of Forestry, the City's Director of Public Works, Director of Community Development, Fire Chief, Police Chief, and Director of Parks and Recreation Department or their designees. The City Manager will also appoint one (1) nonvoting ex-officio member to provide support to the committee.

The FLAC shall be responsible for assisting the City in the following:

i. Supporting the implementation of the Ashland Forest Plan, originally developed and adopted by the City of Ashland in June, 1992, including City adopted updates or revisions.

ii. Recommending integrated, interdisciplinary approaches and programs for the development of forest ecosystem management plans and related activities in the Ashland watershed.

iii. Developing a strong community volunteer program to assist in the implementation of the Ashland Forest Plan.

iv. Recommending forest management practices to the City Council and City staff.

v. Helping to ensure that plans integrate forest management needs and concerns of the City and of private land owners in the wildland urban interface.

vi. Promoting public knowledge and acceptance of the Ashland Forest Plan's programs.

C. Historic Preservation Advisory Committee (HPAC)

An Historic Preservation Advisory Committee (HPAC) is established by the City Council. The HPAC will consist of up to nine (9) voting members, and two nonvoting ex-officio members including the Chairperson of the Planning Commission, and one (1) representative appointed by the City Manager to provide support to the committee from the City's Community Development Department. To qualify the HPAC's as the City of Ashland's Certified Local Government (CLG) Commission, the majority of appointments for voting members of the HPAC, to the extent volunteer members are available in the City, will have direct historic preservation experience or meet the professional qualifications (including archaeology, architectural history, conservation, cultural anthropology, curation, engineering, folklore, historic architecture, historic landscape architecture, historic preservation planning and history) under Oregon State Historic Preservation Office requirements.

The HPAC shall be responsible for assisting the City in the following:

vii. Recommending to the Planning Commission and the City Council, areas or properties of significant historical value and interest for consideration to be designated historical properties.

viii. Recommending ordinances and other measures designed to protect and foster interest in the improvement of designated historical properties.

ix. Reviewing literature and sources of funding concerning the protection and improvement of designated historic properties.

x. Advising City staff and the Planning Commission concerning the improvement of designated historic properties in connection with Type II and Type III Planning Action involving new construction or alterations to existing historic resources.

xi. Advising applicants and staff upon request on sigh permits, building permits and other projects involving new construction or alterations within Ashland's designated Historic Districts.

xii. Advising the Planning Commission, the Ashland Park Commission, other city advisory commissions, boards and committees, and city departments regarding historic components of government projects under consideration within Ashland's designated Historic Districts.

xiii. Advising City staff and the Planning Commission on project applications for funding.

xiv. Assisting in promoting public support for the preservation and recognition of Ashland's historic past.

xv. Advising City staff and the Planning Commission on aesthetic standards for historic areas.

D. Housing and Human Services Advisory Committee (HHSAC)

A Housing and Human Services Advisory Committee (HHSAC) is established by the City Council. The mission of the HHSAC is to assess and make recommendations to the City for addressing the continuum of housing and human services needs for the purpose of enhancing community health and well-being. Members will be from a broad spectrum of citizens including individuals with a background in social services, unhoused and marginal income population services, economic and housing development, universal housing design, and elderly and disabled persons needs.

The HHSAC will consist of nine (9) voting members, one (1) nonvoting ex-officio liaison from Southern Oregon University (SOU), and one (1) nonvoting ex-officio member appointed by the City Manager to provide housing program support.

The HHSAC shall be responsible for assisting the City in the following:

i. Assessing the making recommendations on the continuum of housing and human services needs of the community and funding strategies relating to housing and human services.

ii. Advising the City Council on programs that assist in addressing the unmet utility, medical, transportation, and food needs of seniors, children and families in Ashland, and other related human services programs.

iii. Making recommendations to the City Council on Community Development Block Grant (CDBG), City of Ashland Social Service Grants, and Housing Trust Fund and related allocations.

iv. Assisting in identifying federal, state, county, and private funding for implementation of housing and human services programs.

v. Fostering public knowledge of and support for official city housing and human services Programs.

vi. Enhancing cooperation between the public and private sectors by promoting integrated approaches that provide suitable housing, a healthy living environment, and expanded economic opportunities for low and moderate-income persons.

vii. Evaluate, reviewing, and recommending to the Planning Commission and City Council innovative land use strategies targeted to promote a broad variety of needed housing types.

viii. Monitoring housing discrimination complaints and corrective actions within the City, and advising the City Council on potential measures to be taken to further equal opportunity to all persons to live in suitable housing facilities regardless of race, color, religion, sexual orientation, gender identity, national origin, source of income, or familial status.

E. Public Arts Advisory Committee (PAAC)

A Public Arts Advisory Committee (PAAC) is established by the City Council. The mission of the PAAC is to enhance the cultural and aesthetic quality of life in Ashland by actively supporting the placement of public art in public spaces and serving to preserve and develop public access to the arts. The continued vitality of the arts in the City of Ashland is a vital part of the future of the City as well as of its citizens. The arts are an important part of the cultural and economic life of the entire community of Ashland and enrich the participants in the arts as well as those who observe them.

The PAAC will consist of nine (9) voting members of which six (6) voting members will be from a broad spectrum of citizens including artists and those with a background in the

arts, arts organizations, education, structural and landscape architecture. Up to three (3) of these six (6) voting members of the PACC may reside outside the City limits. The three (3) remaining voting members of the PAAC will be citizens at-large and residents of the City. The City Manager may also appoint two (2) non-voting ex-officio members to the PAAC, one (1) of which will be from the City's Public Works Department, to provide support to the committee.

The PAAC shall adhere to and fill the role of the Public Art Commission as it may be designated in AMC 2.29 – Public Art. The PAAC shall also be responsible for assisting the City in the following:

i. Providing advice to ensure the arts continue to be of value as an integral part of Ashland.

ii. Assisting in promoting the arts in Ashland to enrich the lives of its citizens through education and demonstration.

iii. Advising the City Council and City management on standards and guidelines for selecting, commissioning, placing, maintaining, and removing public art.

iv. Advising the City of Ashland on how best to assist local organizations that provide local leadership on arts related matters to make the arts a more important part of community life.

v. Assisting the City council, the Ashland Parks Commission, Historic Preservation Advisory Committee, and the Planning Commission in using public art to enhance existing development in public parks and other public lands and in public structures.

vi. Advising the Planning Commission, the Ashland Parks Commission, other city advisory commission and committees, and city departments regarding artistic components of all municipal government projects under consideration by the City. The PAAC may also serve as a resource for assessing the artistic components of land use developments.

vii. Advising the City Council on policies and programs to enhance and encourage the planning, placement, and maintenance of public displays of art in locations open to the public within the community.

viii. Encouraging connections with other local, regional, and national organizations working for the benefit of art and preservation of artistic values.

ix. Recognizing and encourage groups and organizations that enrich Ashland life by bringing cultural and artistic values and artifacts to the City.

x. Assist in the pursuit of gifts and grants for support of arts programs and activities and the procurement of public art.

F. Transportation Advisory Committee (TAC)

A Transportation Advisory Committee (TAC) is established by the City Council. The TAC shall provide advice and guidance to the City Council, other Standing Advisory Committees, and City departments on transportation matters.

The TAC will consist of up to nine (9) voting members and ten (10) ex-officio members who will participate as needed. Voting members will all be members of the community at large and will represent a balance of interest in all modes of transportation. The ex-officio, non-voting member positions are reserved for four (4) representatives from the City's Community Development, Police, Fire and Rescue Departments, and Parks and Recreation Departments; one (1) representative from Southern Oregon University (SOU) administration/faculty; one (1) representative from the Ashland School District administration/facility; one (1) representative from the Oregon Transportation Department; one (1) representative from the Rogue Valley Transportation District; one (1) representative from the Jackson County Roads Department; and, the City's Director of Public Works (1), or their designee, to provide support to the committee.

The TAC shall assist the City in by reviewing and advising on issues or topics as they relate to all modes of transportation, including the following:

i. Transportation safety policies and programs

ii. Long range transportation plans and ancillary transportation plans (sidewalk and safe routes to school, transit, traffic, parking, etc.);

iii. Type III Planning Actions during the pre-application process;

iv. The transportation section of the City's Capital Improvements Program (CIP);

v. Multi-modal transportation issues; and

vi. Traffic implementation designs.

The Committee may also advocate to promote all modes of transportation to ensure that modal equity is a reality in Ashland.

The TAC may assign subcommittees to focus on specific transportation topics of concern and report their information to the full TAC for final review and recommendations. Subcommittees will be established for a specified purpose and duration and will consist of at least three voting members appointed by the TAC. The TAC Chair and Director of Public Works shall determine what matters warrant subcommittee involvement, and meetings shall be convened on an as-needed basis.

G. Social Equity and Racial Justice Advisory Committee (SERJAC)

A Social Equity and Racial Justice Advisory Committee (SERJAC) is established by the City Council. The SERJAC will consist of nine (9) voting members and one (1) nonvoting ex-officio member designated by the City Manager to provide support to the committee. Voting members will include members from a broad spectrum of community interests and perspectives, specifically including individuals with backgrounds in race and social equity work and a representative cross section of historically marginalized or underrepresented groups, such as Black, Aboriginal peoples, people of color, LGBTQ+, the elderly and disabled persons.

The SERJAC shall be responsible for assisting the City in the following:

i. Encouraging understanding and celebration of the diversity of the City's population and visitors and promote amicable intergroup relations within the City.

ii. Recommending policies, measures, and practices to bring about social and racial equity and a greater inclusion for all who live, work, or visit in the City, including counter measures to systematic racism, homophobia, sexism, classism, and other racial and social inequities impacting Black, Indigenous, people of color, LGBTQ+, and disabled persons, as well as other marginalized persons in the Ashland community.

iii. Recommending efforts to increase economic opportunities for Black, Indigenous, people of color, LGBTQ+, and disabled persons, as well as other marginalized persons in the Ashland community.

iv. Advising on diversity, equity, and inclusion (DEI) and human rights training for the City of Ashland's staff, commissions/boards, other advisory committees, and the City Council.

v. To seek, at least every two (2) years, a broad spectrum of input from community members on emerging issues and needs of the Ashland community as they relate to diversity, equity, inclusion, human rights, and intergroup relations.

SECTION 4. Management Advisory Committees (MAC) may be established to serve at the request of the City Manager or Department Heads to provide technical advice, and community support and input that can assist in preparing recommendations to enhance City operations or program implementation or for City Council consideration.

MACs are generally intended to be project or program specific but can meet as often and as long as necessary to meet their requested role or functions. Some MACs may meet only occasionally when requested, while others may meet regularly or semi-regularly over extended periods of time per the role assignment or needed term for their assistance. Membership on MACs will be established based on the type of advice sought and availability of potential qualified participants, urgency of issue or program being addressed, timeframe for the committee's role/participation, availability of City staff support resources, and/or other circumstances or considerations

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affecting the ability for effective MAC role participation. The rules of procedure, if necessary, for each MAC will also be established by the City Manager or appointing Department Director at the time of the corresponding MAC's establishment. The City Council may refer issues or tasks to consideration by a MAC by vote of the City Council request to the City Manager. MACs may include project or program topics related, but not limited to the following:

- Airport Operations
- City Band
- System Development Charges
- Transportation
- Trees and Urban Forest
- Wildfire Safety

SECTION 5. This resolution is effective upon adoption.

ADOPTED by the City Council this 16th day of May, 2023.

ATTEST:

DocuSigned by:
Melissa Huhtala
A02A82A0E5F2482...

Melissa Huhtala, City Recorder

SIGNED and APPROVED this 16 day of May, 2023.

Tonya Graham, Mayor

Reviewed as to form:

Doug McGeary, Interim City Attorney

Dear Ashland City Councilors, November 7, 2023

I want good cell service, but I do not want wireless communication facilities (cell towers, 5G small-cell facilities, and future wireless facilities) next to my home! These wireless facilities: reduce property values, increase fire risks, and are unsightly wherever they are placed. They do not belong in charming Ashland neighborhoods, or our scenic views. I urge you to hire top telecom attorney, Andrew Campanelli, to write the strongest wireless ordinance for our city in conformance with Oregon's unique land use laws. The Campanelli ordinance is not designed to stop all cell towers. It is designed to give the city the maximum regulatory authority to decide if facilities are needed for phone service and where they are to be placed.

A strong ordinance will control unnecessary profiteering by the telecom industry as Ashland works to become a fully fiber-optic city that provides unmatched data speed, security, and safety in its broadband services.

Elizabeth Cross , Elizabeth Cross

Print Name Signature

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David Kerr /

Print Name Signature

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Paul Mozina / Paul J Mozina

Print Name Signature

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PATRICIA Holman / Pati Holman

Print Name Signature

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Karen Potts / Karen Potts

Print Name Signature

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Linda Smith / [signature]

Print Name Signature

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PAMALA JOY / Pamala Joy

Print Name Signature

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Scott Ploss

Print Name

Signature

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Stuart Davies / Stuart Davies

Print Name Signature

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Alan D. Rathsam / Alan D. Rathsam

Print Name Signature

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Ivy ROSS , Ivy Ross

Print Name Signature

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MIRIAM REED / Miriam Reed

Print Name Signature

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Susan Graves / Susan Graves

Print Name Signature

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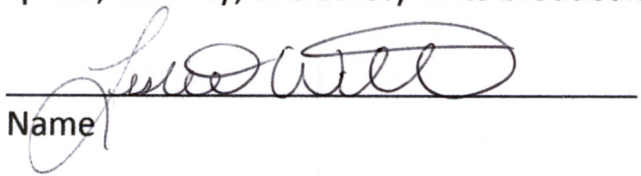
Marilyn Lindsay / M Lindsay

Print Name Signature

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Name

Ashland

Resident of

Mayor Graham, Council Members, and City Staff,

I'm Alan Rathsam, an Ashland resident, a native Oregonian, a founding member of Oregon for Safer Technology and a retired engineer with 35-years of technical experience at a Navy Research and Development Laboratory.

I've made the measurements and prepared for public awareness, a detailed technical report entitled, **"Outdoor Radio-Frequency Power Density Measurements at Bellview Elementary School, Ashland, OR."** Each Council member and the City Recorder will receive a hard copy of this 10-page report. I'll quickly summarize the alarming information in the report, but must first review that power density is power per unit area, and harmful radiation levels from wireless technology are so low, scientists measure it in microWatts per square meter, that is millionths of a Watt per square meter ($\mu W/m^2$).

The BioInitiative Report of 2012 reviewed 1,800 scientific studies, some of which report cognitive-function impairment in children at power densities from 200 to 500 $\mu W/m^2$.

The cell tower east of Bellview School is less than 1000 feet from school grounds. I measured power densities from 2,500 $\mu W/m^2$ in front of the School to 61,000 $\mu W/m^2$ in the playground-equipment. This playground radiation is 120 to 200 times higher than the exposures just noted to cause cognitive-function impairment in children. FCC regulations allow public exposure in the millions of microWatts per square meter, the highest levels worldwide.

Informed Ashland residents ask this Council to manage future radiation exposure in Ashland by adopting a strong wireless-facility ordinance prepared by the most qualified attorney you can find, one who understands challenging industry-driven FCC regulations and the latest Federal court rulings against them. A strong ordinance would not ban wireless facilities, but empower the City with maximum authority to regulate placement near schools, residential areas, and other sensitive sites.

Outdoor Radio-Frequency Power-Density Measurements at Bellview Elementary School, Ashland, OR

May 20, 2023

Outdoor Radio-Frequency Power-Density Measurements at Bellview Elementary School, Ashland, OR

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Terminology 3

Review of Documented Exposure Levels For Adverse Health Effects 3

Instrumentation 6

Measurement Procedure 6

Results 7

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Outdoor Radio-Frequency Power-Density Measurements at Bellview Elementary School, Ashland, OR

Introduction

Bellview Elementary School is currently the only school in Ashland within 1000 feet of a cell tower. This report offers a preliminary but credible quantitative assessment of potentially harmful health effects from **radio-frequency-radiation (RFR)** exposure in outdoor areas of the school. Sources of RFR on the school grounds include the cell tower and unknown sources from school buildings and surrounding areas. RFR varies from instant to instant and place to place as transient pulsed and modulated signals are added to each other from multiple sources and reflective surfaces.

This report was prepared by a founding member of Oregon for Safer Technology, as a public service, by a native Oregonian and retired engineer, Alan D. Rathsam, BSME, MSME, PE (retired).

Terminology

RFR power density from a source is defined as radiated power per unit area in the transmission path. Since adverse health effects occur at very low exposure levels, preferred RFR power density units are microwatts per square meter ($\mu W/m^2$), where the Greek letter "mu (μ)" designates one-millionth of a Watt. The term Watt is familiar to us in the measurement of electrical power to our homes. Here, a Watt refers to the power of radiation propagating in the air, rather than the power delivered in wires.

Review of Documented Exposure Levels for Adverse Health Effects

The diseases caused by RFR exposure were documented more than 50 years ago in the U.S. and even earlier in Russia. It was unknown at the time, however, what power-density exposure level was critical to initiate disease. The BioInitiative Report of 2012[1] provides serious information about these critical exposure levels. The report was issued by 29 world scientists who reviewed 1800 recent technical papers and issued a 1550-page report.

A multipage table, presented as a color chart in the report, describes adverse health effects and diseases and the RF power density that initiated them. Information from the first page of the color chart with the lowest power densities is shown in table 1.

Table 1. Results from the first page of color charts in the BioInitiative Report of 2012. Power density levels are shown with corresponding symptoms and diseases associated with that exposure.

3.4 μW/m²: *Chronic exposure to mobile phone pulsed RF significantly reduced sperm count; Behari, 2006. (Reproduction/fertility effects.)*

5.0 μW/m²: *RFR decreased cell proliferation at 960 MHz GSM 217 Hz for 30-min exposure; Velizarov, 1999. (Cardiac, heart muscle, blood-pressure, vascular effects.)*

6-128 μW/m²: *Fatigue, depressive tendency, sleeping disorders, concentration difficulties, cardio- vascular problems reported with exposure to GSM 900/ 1800 MHz cell phone signal at base station level exposures; Oberfeld, 2004. (Sleep, neuron firing rate, EEG, memory, learning, behavior.)*

30-200 μW/m²: In children and adolescents (8-17 yrs) short-term exposure caused headache, irritation, concentration difficulties in school; Heinrich, 2010. (Sleep, neuron firing rate, EEG, memory, learning, behavior.)

30-500 μW/m²: In children and adolescents (8-17 yrs) short-term exposure caused conduct problems in school (behavioral problems): Thomas, 2010. (Sleep, neuron firing rate, EEG, memory, learning, behavior.)

50 μW/m²: *In adults (30-60 yrs) chronic exposure caused sleep disturbances, (but not significantly increased across the entire population); Mohler, 2010. (Sleep, neuron firing rate, EEG, memory, learning, behavior.)*

Of particular significance in table 1 are these reports of neurological effects on school children at exposures of 200 to 500 μW/m².

The Building Biology Institute has used results from the BioInitiative Report of 2012 as the basis for its exposure guidelines for safe RF exposures in buildings[2]. For sleeping areas, 10 μW/m² or less is preferred, and 1000 μW/m² is extreme and unsafe. Here is the text explaining these numbers.

BUILDING BIOLOGY EVALUATION GUIDELINES FOR SLEEPING AREAS

The Building Biology Evaluation Guidelines are based on the precautionary principle. They are specifically designed for sleeping areas associated with long-term risks and a most sensitive window of opportunity for regeneration. They are based on the experience and knowledge of the building biology community and focus on achievability. In addition, scientific studies and other recommendations are also consulted. With its professional approach, building biology testing

methods help identify, minimize and avoid environmental risk factors within an individual's framework of possibility. It is the Standard's goal to identify, locate and assess potential sources of risk by considering all subcategories in a holistic manner and implementing the best possible diagnostic tools available with analytic expertise in order to create indoor living environments that are as exposure-free and natural as practicable.

No Anomaly *This category provides the highest degree of precaution. It reflects the unexposed natural conditions or the common and nearly inevitable background level of our modern living environment.*

Slight Anomaly *As a precaution and especially with regard to sensitive and ill people, remediation should be carried out whenever it is possible.*

Severe Anomaly *Values in this category are not acceptable from a building biology point of view, they call for action. Remediation should be carried out soon. In addition to numerous case histories, scientific studies indicate biological effects and health problems within this reference range.*

Extreme Anomaly *These values call for immediate and rigorous action. In this category international guidelines and recommendations for public and occupational exposures may be reached or even exceeded.*

If several sources of risk are identified within a single subcategory or for different subcategories, one should be more critical in the final assessment.

Guiding Principle:

Any risk reduction is worth aiming at. Guideline values are meant as a guide. Nature is the ultimate standard.

RADIO-FREQUENCY RADIATION *(High Frequency, Electromagnetic Waves)*

Building Biology Evaluation Guidelines for Sleeping Areas SBM-2015, Page 1	***No*** *Anomaly*	***Slight*** *Anomaly*	***Severe*** *Anomaly*	***Extreme*** *Anomaly*
Power density *in microwatts per square meter,* ***µW/m²***	***< 0.1***	***0.1-10***	***10 - 1000***	***> 1000***

European exposure guidelines published in 2016 recommend maximum precautionary guidance values for radio-frequency radiation[3]. For fourth-generation (4G LTE) RF, the type from the cell tower near Bellview Elementary School, the RF source Max Peak/Peak Hold permissible value in table 3, p. 19 is **100 µW/m²**. This low power-density exposure limit is consistent with those in references 1 and 2.

Instrumentation

The instrumentation in these measurements was a Safe and Sound Pro II RF meter. While this is not a professional grade meter, it is respected by building biologists and engineers for preliminary measurements and surveys to discover areas where professional meters may be required. The Pro II meter has a third-party calibration certificate with an accuracy of ± 6 dB_m over a frequency range of 650 MHz to 10 GHz. It has a peak-hold feature that was used in these measurements.

Measurement Procedure

Twelve locations on the school grounds were selected for measurements. These points were numbered, as shown in the satellite view of figure 1. By using the distance-measuring feature in "Google Maps," the distance from the cell tower was determined for each location. At each location, two separate one-minute sample periods were run with the RF meter. For each measurement, the meter was swept through a horizontal pattern with the geometry of an elongated "infinity" symbol. This meter motion is standard practice by building biologists for outdoor RF measurements. The maximum peak power density was recorded after each minute.



Figure 1. Physical location of 12 measurement locations by number.

Results

Peak RF power densities from the measurements appear in table 2 at the end of this report. A brief description of each location is included in the table. Maximum peak power densities during the one-minute sample periods ranged from approximately 2500 $\mu W/m^2$ in front of the school building at location 12, to more than 60,000 $\mu W/m^2$ in the play area at location 10. These are dangerously high power densities for children and adults. Peak exposures of 60,000 $\mu W/m^2$ are 120 to 200 times higher than the 200 $\mu W/m^2$ to 500 $\mu W/m^2$ values cited in table 1 as harmful to children. Peak exposures at all other locations are alarmingly high.

The play area at location 10 is an activity center with many types of playground equipment and tables for lunch and/or classroom activities as shown in figures 2 and 3. The cell tower appears in the background. Figure 4 shows that the nearby cell tower is substantial.



Figure 2. Numerous types of playground equipment at location 10.



Figure 3. Tables for lunches and classroom projects.



Figure 4. The cell tower.

Recommendations

1. Have a professional building biologist or other professional RF engineering service repeat these outdoor RFR measurements for verification. Include indoor measurements and request suggestions for both outdoor and indoor remediation.

2. Since outdoor exposure levels are so high, implement all possible measures to minimize RFR levels inside school buildings to reduce total combined daily indoor and outdoor RFR exposure. Many schools install fiber-optic and Ethernet cables for this purpose to replace commercial Wi-Fi in classrooms.

3. Limit student outdoor activities in time and place to areas of low RFR exposure on school grounds. Installation of tall, framed, free-standing outdoor RF barriers with aluminum window screen or other metallic materials may be feasible. When installed on exterior building walls, such materials would also be effective in reducing indoor radiation from the cell-tower.

4. Take time on a personal level to become well-informed about the harmful effects of **man-made pulsed electromagnetic radiation (PEMR)**, which is actually the RFR in this report. Learn how to minimize this exposure in a building, home, and car. Minimizing exposure involves selecting wireless devices with discretion and using them as safely as possible. For initial personal research, visit Web sites for the Environmental Health Trust and Oregon for Safer Technology, https://ehtrust.org/ and https://www.or4safertech.org/

References

1. BioInitiative Report: A Rationale for Biologically-based Exposure Standards for Low-Intensity Electromagnetic Radiation. The BioInitiative 2012 Report has been prepared by 29 authors from ten countries, ten holding medical degrees (MDs), 21 PhDs, and three MsC, MA or MPHs. Among the authors are three former presidents of the Bioelectromagnetics Society (BEMS), and five full members of BEMS. **https://bioinitiative.org/.** (See RF color charts.)

2. BAUBIOLOGIE MAES / Institut für Baubiologie + Nachhaltigkeit IBN STANDARD, Supplement to the Standard of Building Biology Testing Methods SBM-2015, Building Biology Evaluation Guidelines for Sleeping Areas. **https://buildingbiology.com/site/wp-content/uploads/richtwerte-2015-englisch.pdf.**

3. Igor Belyaev, Amy Dean, Horst Eger, Gerhard Hubmann, Reinhold Jandrisovits, Markus Kern, Michael Kundi, Hanns Moshammer, Piero Lercher, Kurt Muller, Gerd Oberfeld*, Peter Ohnsorge, Peter Pelzmann, Claus Scheingraber and Roby Thill; EUROPAEM EMF Guideline 2016 for the prevention, diagnosis and treatment of EMF-related health problems and illnesses, PubMed, National Institute for Health, National Center for Biotechnology Information, Rev Environ Health, 2016 Sep 1;31(3):363-97. doi: 10.1515/reveh-2016-0011, table 3, page 19. **https://pubmed.ncbi.nlm.nih.gov/27454111/.**

Table 2. Data sheet for outdoor RF power-density measurements at Bellview Elementary School.

Date: 04/22/2023; sample period: 1 minute RF meter: Safe Living Technologies, Safe and Sound Pro II; Accuracy: +/- 6 dBm Measurement is peak-hold value during sample period; measurements are facing tower with meter motion in horizontal "infinity" pattern; two successive measurements were taken at each location.				
LOCATION	**TOWER DISTANCE (feet)**	**TIME**	**Peak #1 ($\mu W/m^2$)**	**Peak #2 ($\mu W/m^2$)**
1. East track leg, N-S midpoint	377	2:08	5,180	5,750
2. South track leg, E-W midpt.	458	1:59	4,930	5,020
3. Center of track	463	2:04	13,400	10,400
4. West track leg, N-S midpt.	555	2:13	39,400	29,900
5. North track leg, E-W midpt.	538	1:53	30,600	43,200
6. Center, area NE of bus drive-through	607	2:22	34,300	38,200
7. Center, bus drive-through	667	2:27	40,000	23,300
8. Nearest corner of building to tower, (S-E corner)	620	2:18	51,800	52,600
9. Center of north asphalt play area	754	1:42	23,800	28,300
10. Center of play area with bark chips	695	1:48	61,500	61,500
11. Center of south play area near Tolman-Siskiyou intersection	829	2:33	44,000	51,800
12. Sidewalk, directly in front of school entrance on Tolman	963	2:42	3,060	2,520

Volunteers NEEDED

ASHLAND WINTER HOMELESS SHELTERS

ORIENTATION FOR NEW VOLUNTEERS



More volunteers needed for evening & morning shifts.
****No overnights.***
****No experience needed.***

THURSDAY, NOVEMBER 16TH, 6-7PM

2200 ASHLAND STREET,ASHLAND

Qualifications

- **An open heart**
- **An ability to set clear boundaries**
- **A desire to listen with compassion to unhoused people.**

For More Information

Call Avram Sacks
at 541-220-7307

avramsacks@gmail.com

Alissa Kolodzinski

From: Dana Smith
Sent: Tuesday, November 07, 2023 9:34 AM
To: Alissa Kolodzinski
Subject: FW: Council Public Testimony Form Submitted

From: City of Ashland, Oregon <administration@ashland.or.us>
Sent: Tuesday, November 7, 2023 9:23 AM
To: City Recorder <recorder@ashland.or.us>; Dorinda Cottle <dorinda.cottle@ashland.or.us>
Subject: Council Public Testimony Form Submitted

[EXTERNAL SENDER]

*** FORM FIELD DATA***
Full Name: **Tim Case**
Phone:
Email: **Tim@casecoffeeroasters.com**
Meeting Date : **11/7/23**
Type of Testimony: **WRITTEN**
Written Testimony: **Dear Council and Mayor, According to the proposed OHRA contract, nightly costs for operations come out to $2,142.22 per night. This does not include fixed costs, equipment costs, miscellaneous, administrative costs, or the $2,000,000 to purchase the building that isn't up to fire code or properly outfitted with bathroom facilities. If I read this correctly, ORHA is seeking nightly $1,141.80 in personnel costs for a shelter coordinator, an additional overnight fire watch and two shelter staff, even though we were under the impression that the OHRA staff and fire watch already onsite was going to be adequate, which was a benefit of sharing the space. It doesn't seem practical to pay for two fire watch- this is not a wise use of taxpayer money. I asked city staff for clarification, and they confirmed that "...per fire code and occupancy code...OHRA cannot use the same employees or fire watch to monitor both shelters." In my opinion, this is not a great return on investment. I feel that we could serve the community much better than a garage with portapotties for over $2,000 per night. -Tim Case**

*** USER INFORMATION ***
SubscriberID: **-1**
SubscriberUserName:
SubscriberEmail:
RemoteAddress: **66.241.70.76**
RemoteHost: **66.241.70.76**
RemoteUser:

Art in Ashland: an overview for City Council members

By Peter Finkle, November 7, 2023, public forum

My name is Peter Finkle. My address is 785 Beach Street in Ashland. I have been researching, taking photos and writing full time about Ashland for my website WalkAshland.com for the past five years. I also contribute articles to local publications such as the online Ashland News. In 2020, I began a project to publish photo essays on my website about every artwork in the city's public art collection, as well as outstanding neighborhood art all over town. As of today, my site has 26 photo essays about public art collection pieces and another 21 photo essays about artworks in our neighborhoods, parks and schools that are not part of the City of Ashland collection. Many more photo essays will follow in the years to come.

In terms of public art, the **City of Ashland** currently has 52 artworks in the public arts collection. I am here today because when I began to look for art around Ashland, I found more ... and more ... and more ... and more. I was very surprised by what I found, so I want to share a quick big-picture overview with you. Here's the gist of my surprise: Based on my five years of taking photos around town, I estimate that the 52 works in the city public art collection are only about 10% of the publicly owned or publicly visible art in Ashland. Here is a quick summary for you.

Ashland parks include pieces from the public art collection, and more in the Parks Department collection. The park system as a whole has about 14 artworks that are not in the city's public art collection, concentrated in North Mountain Park.

Ashland schools are filled with at least 50 artworks, with the most at Ashland High, Helman School and Willow Wind Learning Center.

Ashland Library has at least 40 publicly owned artworks, primarily inside the library.

Southern Oregon University has more than 100 publicly owned artworks on campus, thanks mostly to Oregon's 1% for Art program. Some of these are inside buildings. I hope to find a university student sometime to help document all the SOU art through photos and stories, so it can be shared with the community through my website, the university website, and in other ways.

Finally, **the community of Ashland** is full of creative people, as you know. I have taken photos of hundreds of publicly visible artworks around town in front yards, on fences and houses, and on business buildings. Some of it is world-class art. All of it brightens and uplifts our daily lives, and those of our visitors, as we walk, bicycle or drive around Ashland.

This is a brief reminder to encourage visual art in many settings and many forms as you consider how to add to the rich cultural heritage of Ashland.

Written testimony
Meeting 11/7/23

streets 4 everyone.net

To: City of Ashland Mayor and City Council
From: Ariel Daniel, Co–Chair, Streets for Everyone
Date: November 3, 2023
Re: Protected Bike Lanes on North Mountain

In its October 2023 meeting, the Transportation Advisory Committee approved a recommendation to the Ashland City Council to add protected bike lanes on North Mountain Avenue. As an organization of Ashland residents working to improve the safety and convenience of our streets for people of all ages and abilities, Streets for Everyone applauds this recommendation.

However, after carefully reviewing the conclusions reached by the TAC in its September meeting we identified a number of concerns. It was our understanding that the TAC would finalize its recommendations to Council regarding the North Mountain project in their October meeting. We were prepared to testify to these concerns and provide constructive recommendations at that meeting. Regrettably, we were informed that the TAC would not consider any additional public comment on the matter.

We therefore are providing SFE's recommendations directly to the Council in Part 1 of this memo. In Part 2 of this memo, we respectfully address other issues that have been raised at and subsequent to the October TAC meeting.

Thank you for the opportunity to provide these recommendations and clarifications.

Part 1: SFE Recommendations on the North Mountain Plan

SFE urges the City Council to make the following specific changes to the existing draft design, as follows:

A. Correct dangerous design flaws at the intersections of North Mountain with Hersey Street and East Main Street
B. Align the vehicle and and bike lane widths with those specified in the city's Municipal Code
C. Protect the bike lanes with concrete curbing rather than plastic bollards
D. Flip the position of parking, in bays, and the bike lane so that the parked cars serve as protection for people riding bikes.

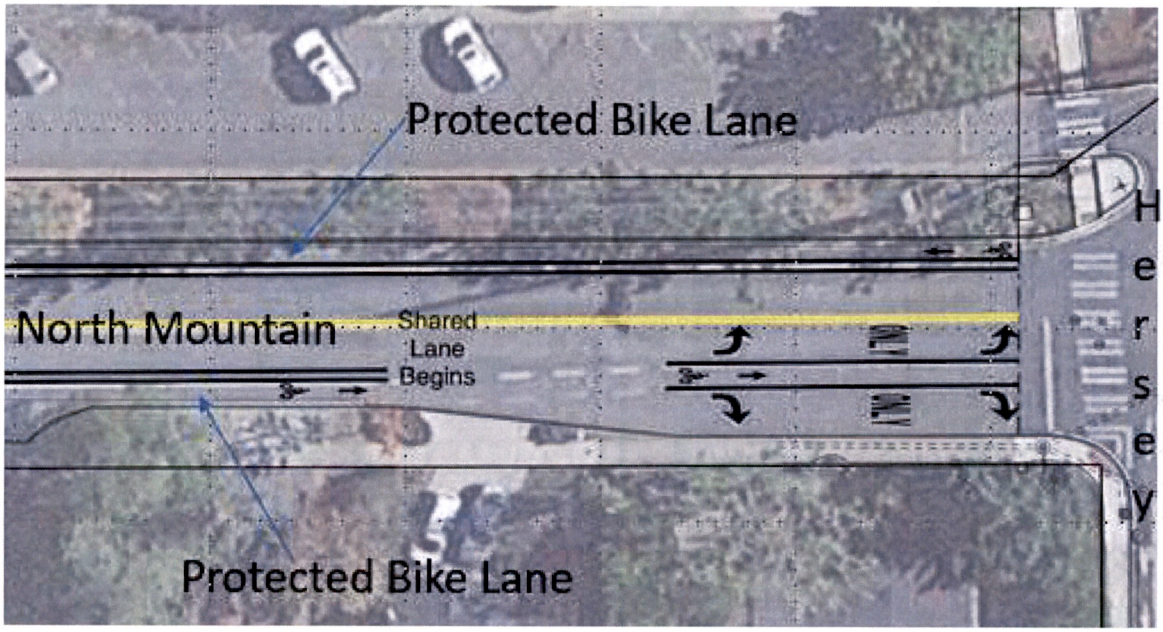
The rationale for each of these recommendations is provided in detail below.

A. Correcting Intersection Design Flaws

Intersections are the location where the majority of crashes occur in urban settings. This is also true in Ashland. While protected bike lanes increase safety for people riding bicycles mid-block they don't, in and of themselves, change the risks at intersections. Adding protected bike lanes without also improving the safety at intersections will mute benefits that protected bike lanes will add. Intersections must be designed to increase visibility, reduce speed and minimize road user conflicts.

As shown in the illustrations below, the proposed intersection striping plans for North Mountain, at both Hersey and East Main, fail to ensure the safety of people riding bicycles and, instead, continue to prioritize auto/car traffic.

North Mountain at Hersey Street



North Mountain at Hersey (as included in the TAC 9/21/23 meeting packet, excluding the notation of "protected bike lane" and "shared lane begins.")

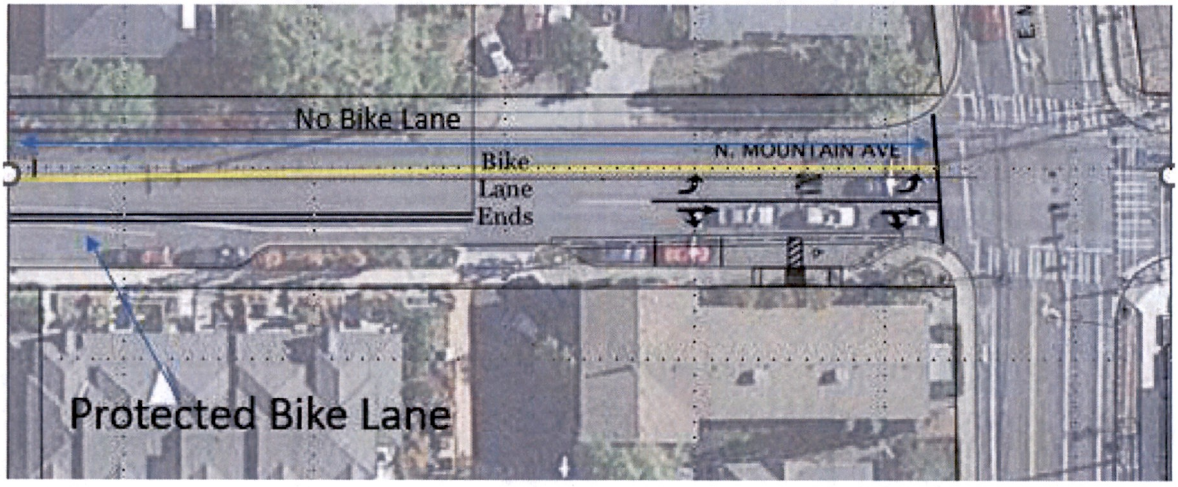
Note that at Hersey, the southbound bike lane is not protected to the intersection. Instead, the protected bike lane changes to skip-line striping, indicating that lane changes are allowed. The result is that people riding bicycles are forced to share the lane with cars/trucks between when the protected bike lane ends and a painted, unprotected, designated bike lane begins at the intersection. This is inherently

dangerous for people riding bicycles and fails to address the needs of people of all ages and abilities.

The design should continue the protected bike lane to the intersection. This would require that the dedicated right-turn lane be eliminated. We acknowledge that eliminating the right-turn lane will result in a minor increase in auto/truck delay. However, its elimination will dramatically improve safety in alignment with Goal #2 of the City's current Transportation System Plan (TSP): "Make safety a priority for all modes of travel."

We ask that the Council adhere to TSP Goal #2, by emphasizing safety over minimizing car/truck delay. The additional delay, measured in seconds, will only occur periodically and only during the busiest times of the day.

North Mountain and East Main



North Mountain at East Main (as included in the TAC 9/21/23 meeting packet excluding the notation of "protected bike lane," "bike lane ends" and "no bike lane.")

The North Mountain at East Main intersection design perpetuates a design that minimizes car/truck traffic delay and jeopardizes the safety of people riding bicycles. The proposed design eliminates the southbound protected bike lane approximately 140 feet in advance of the intersection. From that point to the intersection at East Main, people riding bicycles must negotiate with auto/truck drivers for space while merging into the travel lane. That is frightening even for the most experienced bicyclists and even they are at risk of getting hit. When people with less experience have a close call (which is inevitable - given the design), they will abandon riding bicycles entirely, except on the Central Bike Path or the Bear Creek Greenway.

Equally disturbing is the fact that the northbound protected bike lane doesn't even begin until approximately 340 feet from the East Main intersection.

The city has to do better if bicycling is going to be a safe, convenient, and efficient way for people of all ages and abilities to get from anywhere to everywhere for short in-town trips.

The design should include a single southbound lane at the intersection at East Main (left, through and right) for vehicles and continue the protected bike lane to the intersection. That may provide enough curb-to-curb distance to begin the southbound protected bike lane at the intersection. If not, then some parking in bays should be eliminated to ensure protected bike lane continuity.

Additionally, the intersection at East Main should include a bike box.



A bike box

The benefits of a bike box include:

- Increases visibility of bicyclists
- Reduces signal delay for bicyclists.
- Facilitates bicyclist left turn positioning at intersections during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Facilitates the transition from a right-side bike lane to a left-side bike lane during red signal indication. This only applies to bike boxes that extend across the entire intersection.
- Helps prevent 'right-hook' conflicts with turning vehicles at the start of the green indication.
- Provides priority for bicyclists at signalized bicycle boulevard crossings of major streets.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic.
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.

All these benefits come with the low cost of paint. Bike boxes should be used at all signalized intersections including those on Ashland Street.

B. Align the vehicle and and bike lane widths with City Code

The proposed design does not comply with the City's approved street standards. The motor vehicle travel lane width varies between 10 and 11 feet and the bike lane width is five feet. Below, you'll find the city's street standards for two-lane avenues such as North Mountain.

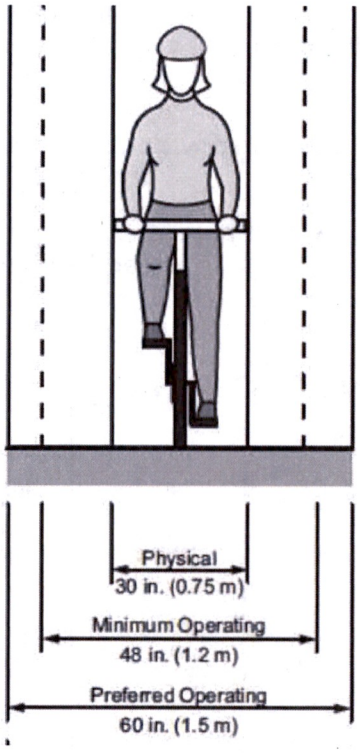
Table 1: City of Ashland Street Design Standards

TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA			
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING
2-Lane Boulevard	8,000 to	61'-87'	34'	11'	none	2 at 6' each	in 8' bays
3-Lane Boulevard	30,000	73'-99'	46'	11'	12'	2 at 6' each	in 8' bays
5-Lane Boulevard	ADT	95'-121'	68'	11'	12'	2 at 6' each	in 8' bays
2-Lane Avenue	3,000 to	59'-86'	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays
3-Lane Avenue	10,000 ADT	70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays
Neighborhood Collector, Residential	1,500 to				NA	NA [3]	

https://ashland.municipal.codes/LandUse/18.4.6.040

The travel lane, based upon the city's standards, is required to be 10 to 10.5 feet wide. That width would not include the shy distance between the edge of the travel lane and the proposed bollards (which adds another 8 inches).

The bike lane is proposed to be five feet wide – a foot short of the city's standards. Roughly a foot of the bike lane width is taken up by the gutter pan. A six-foot bike lane is necessary to provide a five-foot operating width recommended by the Federal Highway Administration, the National Association of City Transportation Officials, and the American Association of State Highway and Transportation Officials.



American Association of State Highway and Transportation Officials (AASHTO)

It is not legitimate to add in the eight inches of shy distance from the bollards unless the same can be done for the vehicle travel lane.

It is recognized that there is limited curb to curb width available in the North Mountain corridor. However, the city's standards would appear to require that the bike lane be a minimum of six feet and the travel lane be no wider than 10-foot to 10.5 feet wide. It appears that these standards can be met throughout most of the North Mountain corridor except between the Bear Creek Bridge and the I5 bridge.

C. Protect the bike lanes with concrete curbing rather than plastic bollards
Plastic bollards offer insufficient protection. Plastic pipes and green paint will not make people riding bicycles safe from distracted or drowsy drivers or those who are high or intoxicated when driving. ***Streets for Everyone recommends the use of concrete curbing with steel posts rather than plastic bollards.***

According to the National Highway & Transportation Administration, a texting driver is just as impaired as a driver who has consumed four alcoholic beverages.

In a survey commissioned by the Oregon Department of Transportation and conducted by Southern Oregon University, three-quarters of Oregon drivers admitted to driving while distracted. American Automobile Association research shows almost half of all drivers read texts or emails while driving, and most of us talk on our phones while driving. These statistics coupled with the fact that almost 82 percent of street collisions in Ashland involve drivers hitting fixed objects (i.e. parked cars, poles, or fire hydrants as examples) further supports the use of concrete curbing rather than plastic bollards.

Below are a few additional statistics that, we hope, will motivate the Council to modify the design to include concrete curbing instead of plastic bollards:

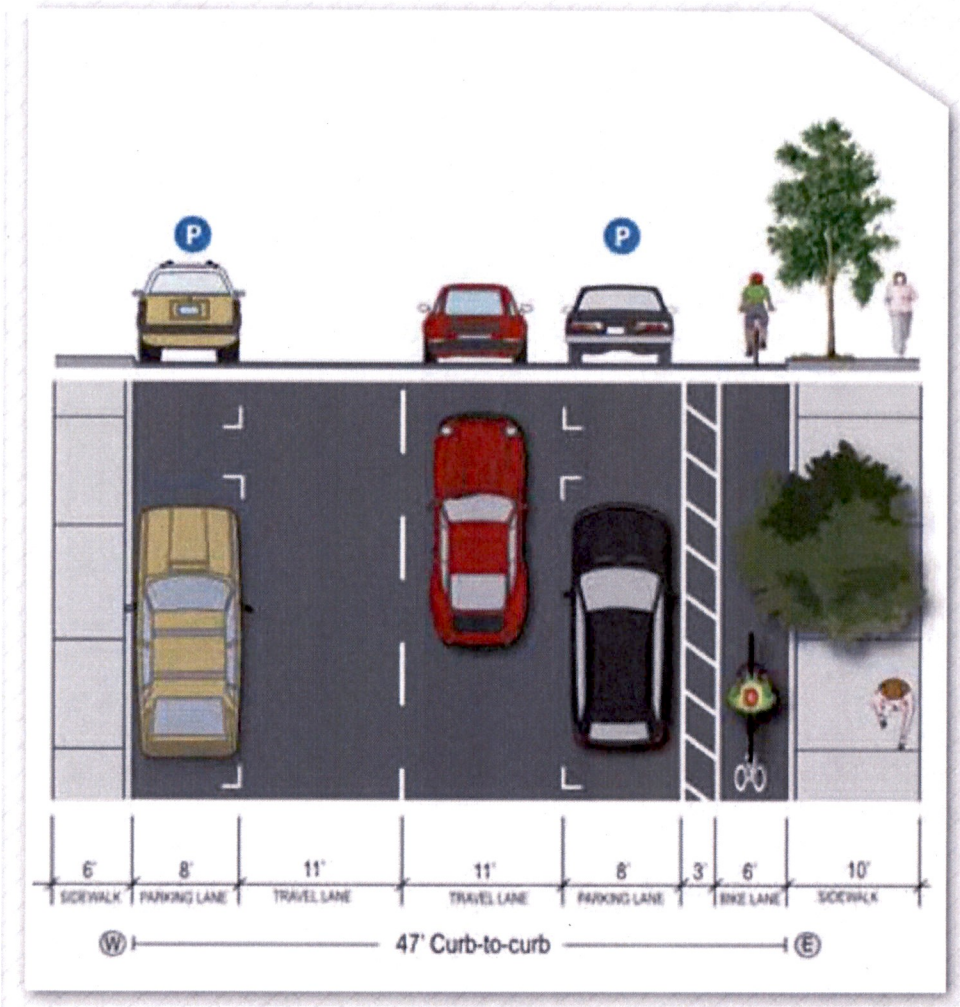
- A "lightly" protected bike lane (painted lines and plastic bollards) INCREASES bike crashes 10% compared to an unmarked avenue.(1)
- A "heavily" protected bike lane (concrete barriers with metal posts) REDUCES bike crashes by 90% compared to an unmarked avenue.(1)
- Half of all these crashes involved cars.(1)
- Potential new cyclists also correctly see the combination of curb and post protection as being safer, and they are more likely to start riding there.(2, 3)

Concrete curbing will dramatically improve safety in alignment with Goal #2 of our current Transportation System Plan (TSP): "Make safety a priority for all modes of travel."

Yes, plastic bollards are cheaper than concrete curbing (approximately $100,000 versus $200,000 - not $700,000 to $1,000,000 as suggested by the TAC). However, let's put this in perspective. The value of a statistical life [in the U.S.A] turns out to be around $5 million. (4) If one life is saved as a result of providing real protection, the cost difference between plastic posts and concrete curb protection is insignificant. Imagine if it were a child.

D. Flip the position of parking, in bays, and the bike lane so that the parked cars serve as protection for people riding bikes.

The city's Bicycle and Pedestrian Design Tool Kit – included in the City's 2013 Transportation System Plan – establishes best practices for maximizing safety while providing for on-street parking and protected bike lanes (i.e. cycle track). The Tool Kit includes a listing of best practices for the design and layout of bicycle and pedestrian facilities. While best practices for bicycle facilities have changed since then (including more extensive use of protected bike lanes), the use of parked cars to provide physical protection for people riding bicycles remains a best practice.

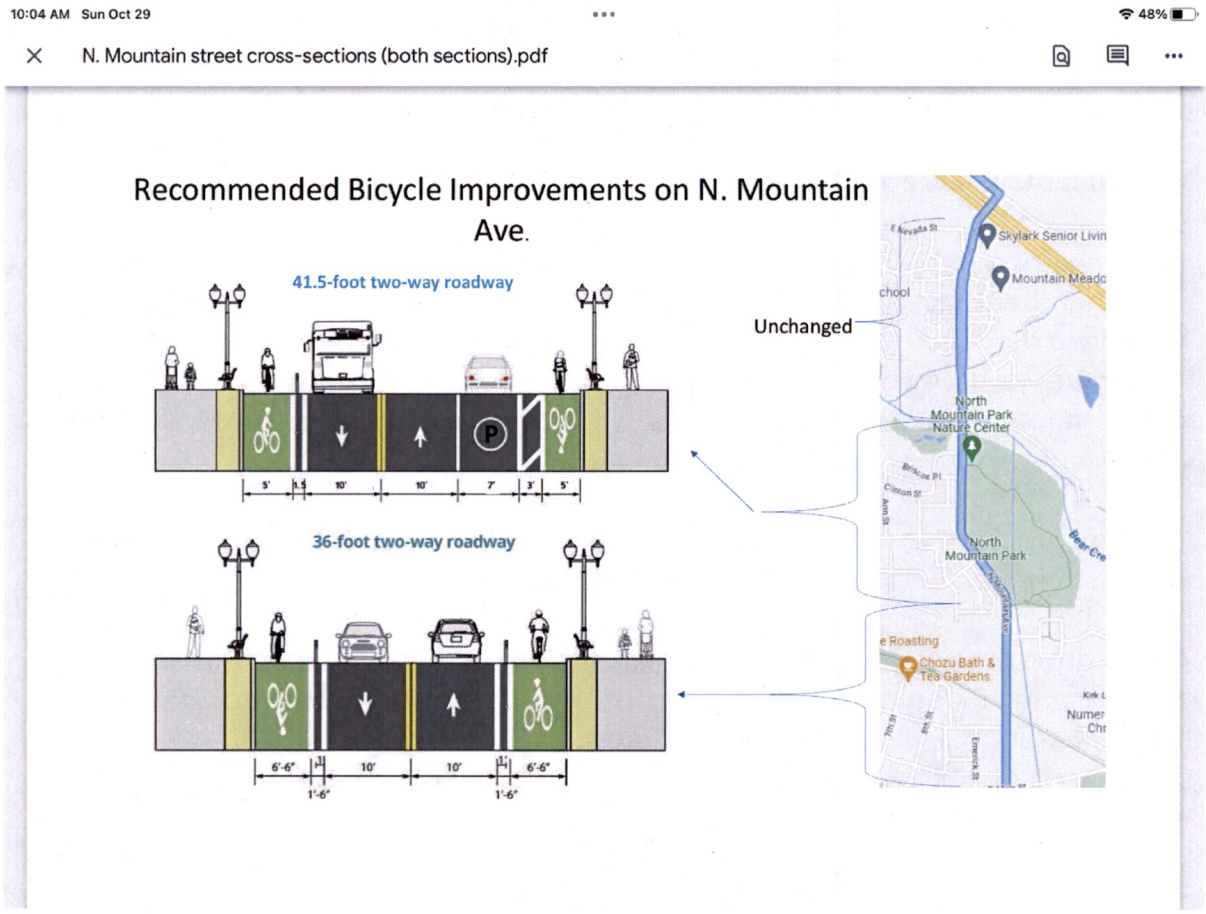


PROTECTED CYCLE TRACK

INNOVATIVE BIKEWAY TREATMENTS ⋮⋮ PAGE 04

The image above, from the Tool Kit, includes parking on both sides of the street (unlike North Mountain). But it serves to illustrate the value of using parked cars, adjacent to the auto travel lane, to provide protection for people riding bicycles.

We recommend the following layout for protected bike lanes on North Mountain:



Part 2: Other Issues

At the October TAC meeting and subsequently, a number of additional issues have been raised about this proposal. We are taking this opportunity to request clarification (A) and provide clarification (B-D) on these issues.

A. Public comment opportunities at Committee meetings
B. Applicable laws and guidelines
C. Net greenhouse gas emissions associated with concrete curbing
D. Emergency evacuation considerations

A. Public comment opportunities at Committee meetings

As stated in the introductory section of this memo, SFE prepared testimony for the October TAC meeting, but was told that no further public comment would be accepted. While we understand that quasi-judicial public bodies such as the

Planning Commission must follow strict procedural guidelines, we are not aware of any such guidelines that pertain to the TAC or other City Committees. We request clarification on this matter for future public participation.

B. Applicable Laws and Guidelines

While finalizing its recommendation to Council, a statement was made in passing by a TAC member that use of concrete curbing on North Mountain is "illegal" and therefore a moot point. We have requested clarity on the meaning of this statement, but to date we have not received that. Director Fleury has suggested that this comment referred to "design guidance" for streets with the speed and volume of North Mountain.

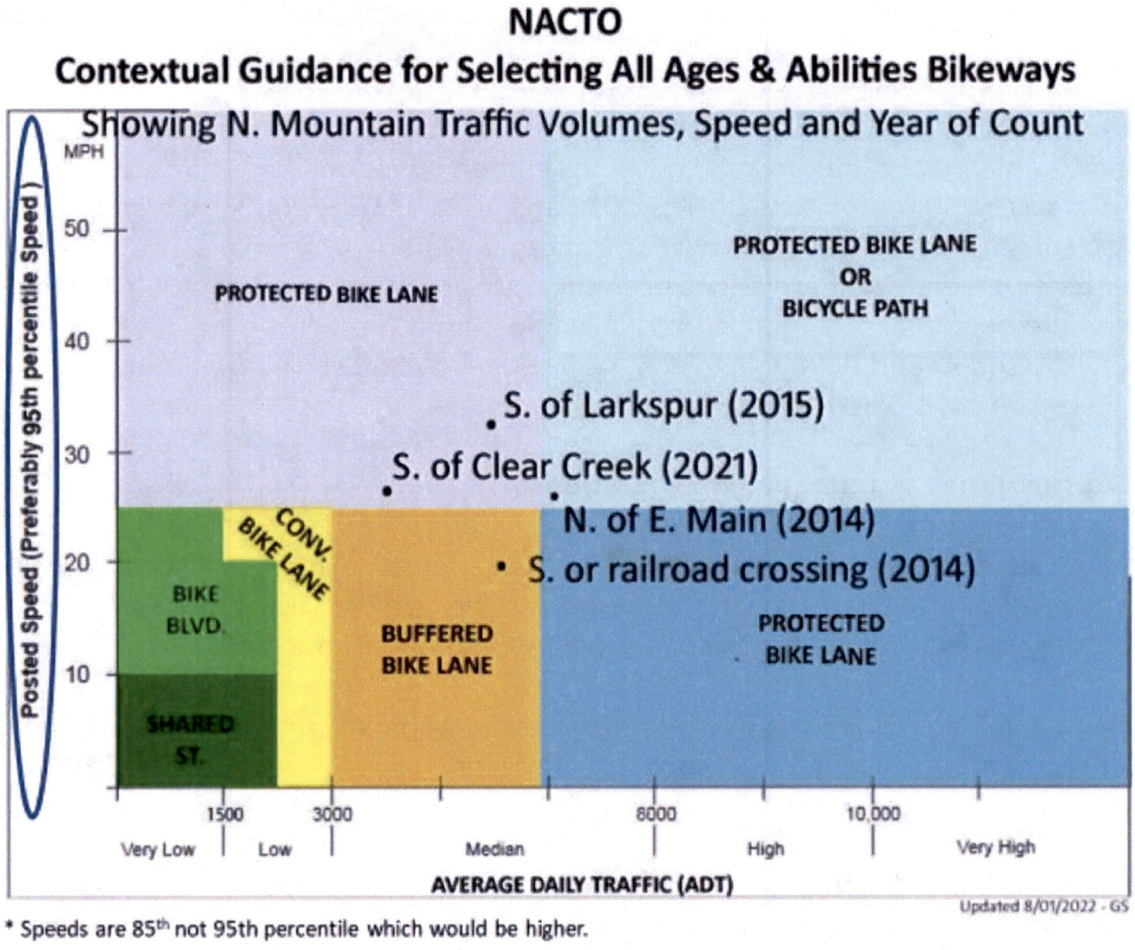
We spent some time, therefore, researching relevant design guidance. And, based on our research, we do not find support for these assertions.

To the contrary, Oregon Administrative Rules, OAR 660-12-0610 (The Climate-Friendly Transportation Planning Rule)requires cities in Oregon's eight metropolitan areas to utilize the National Association of City Transportation Officials (NACTO), Designing for All Ages and Abilities when developing their Transportation System Plans (TSPs). Ashland plans to update its TSP in 2024.

In 2014, 2015, and 2021, studies were conducted of the speed and traffic volume at four different locations on North Mountain. In the graphic below, these speed and volume findings from those four locations, with color blocks beneath demonstrating the type of bike facilities recommended by NACTO based on speed and volume characteristics. While some of this data is nearly 10 years old, it is reasonable to assume that traffic volume is at least the same, and quite possibly heavier.

As this graphic demonstrates, three of the four locations studied fall within the parameters for a protected bike lane. NACTO defines Protected Bike Lanes as bike lanes which "*use a combination of horizontal separation (buffer distance) and vertical separation (e.g. flex posts, parked cars, or curbs) to protect people bicycling from motor vehicle traffic.*"

It bears noting that the city can, as Director Fleury observed in a 10/25 email "the City could be more restrictive than the base level of design guidance" meaning the Council has the latitude to include protected bike lanes on Mountain even on portions of the street with lower volumes or speeds.



Note: NACTO guidelines are based on using the 90th percentile for speed. Ashland data is based on the 85th percentile, which is more conservative (90th percentile speeds would be higher).

C. Net greenhouse gas emissions associated with concrete curbing

Also during the TAC's meeting, an allusion was made to the greenhouse gas (GHG) emissions of concrete curbing as another justification for the TAC's recommendation of plastic bollards vs. concrete curbing.

While perhaps well-intentioned, this statement appears to have been based upon incomplete information that only included the one-time (gross) emissions from concrete and did not consider ongoing (net) emission reductions that can be achieved by making our transportation system safe for all modes.

The Climate and Environment Policy Advisory Committee (CEPAC) will be reviewing this issue in its November 8 meeting, including estimates regarding net

GHG emissions. The methodologies and calculations submitted for the November 8 CEPAC meeting can be viewed here.

In summary, these calculations estimate that by making its transportation system safe for all modes, the City can reduce its carbon emissions from transportation by as much as 6,080 metric tons (MT) by 2030 and 20,300 MT by 2050. That, coupled with the substitution of electric vehicles for those powered by internal combustion engines, can zero-out emissions from the transportation sector by 2050. These changes would achieve – at least for the transportation sector – the city's Climate Energy and Action Plan goal to achieve net-zero by 2050 by eliminating 51,000 MT or 17% of the city's GHG emissions.

D. Emergency evacuation considerations

All Ashland residents are rightfully concerned about how we will evacuate safely and efficiently in the event of an emergency. The potential impact of concrete curbing on evacuation has been raised as an additional concern.

From a traffic engineering perspective, it seems apparent that street intersections – not 10-foot travel lanes, with concrete curbs for bicycle protection – will be the primary source of evacuation delays.

In a recent email exchange, Director Fleury noted that "things adjacent to the travel lane impact free flow speed in general." It is worth noting that concerns about speeding on North Mountain was one of the primary themes in public testimony at the TAC's September meeting. Speed data on North Mountain (see image, above) confirms residents' perceptions that speeds on that road exceed the posted speed limit.

In the unfortunate event of an evacuation, the congestion will be extreme and people will be traveling very slowly. It is unclear why the existence of curbs for protected bike lanes would have a measurable impact.

In Closing

Thank you for considering these recommendations and clarifications. We greatly value all the hard work and consideration that has been devoted to this project, and look forward to continuing to work with the City to create a transportation system which is safe for all modes. To discuss further, please don't hesitate to contact us at Streets4everyone@gmail.com

1. Cicchino JB, McCarthy ML, Newgard CD, Wall SP, DiMaggio CJ, Kulie PE, Arnold BN, Zuby DS. Not all protected bike lanes are the same: Infrastructure and risk of cyclist collisions and falls leading to emergency department visits in three U.S. cities. Accid Anal Prev. 2020 Jun;141:105490. doi: 10.1016/j.aap.2020.105490. Epub 2020 May 6. PMID: 32388015.

2. McNeil, Nathan; Monsere, Christopher M.; and Dill, Jennifer. The Influence of Bike Lane Buffer Types on Perceived Comfort and Safety of Bicyclists and Potential Bicyclists. (2015). Civil and Environmental Engineering Faculty Publications and Presentations. 221. (not peer reviewed)

3. Knight A, Charlton SG. Protected and unprotected cycle lanes' effects on cyclists' behavior. Accid Anal Prev. 2022 Jun;171:106668. doi: 10.1016/j.aap.2022.106668. Epub 2022 Apr 9. PMID: 35413613.

4. https://www.livescience.com/15855-dollar-human-life.html

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Tonight's Meeting Date 11/7/2023

Name Peter Finkle

[redacted]

Regular Meeting

Agenda topic/item number Public Forum **OR**

Topic for public forum (non agenda item) Art in Ashland

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge:_____

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Tonight's Meeting Date 11/7/23

Name Jeff Benton (please print)

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Un Housed Solutions

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 12/7/23

Name Suzanne Tapf

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Reduce Planning Fees for 822 Oak Street

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/2023

Name MARK BRAILLARD

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) PUBLIC FORUM – APOLOGY

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/07/23

Name Helga Motley (please print)

[redacted]

Regular Meeting

Agenda topic/item number ~~Use of Pioneer Hall~~ **OR**

Topic for public forum (non agenda item) Opening Pioneer Hall For meal

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/2023

Name Debra Nelsewander

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) homeless issues

Land Use Public Hearing

Please indicate the following:

For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/2023

Name Austin Konzelman

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) homeless / meals

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/2023

Name Jesse Carson Hamilton
(please print)

[redacted]

Regular Meeting

Agenda topic/item number Homelessness 3 OR Ordinances

Topic for public forum (non agenda item) _____

Land Use Public Hearing

Please indicate the following:
For: _____ **Against:** _____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge: _____

_____

_____

_____

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Tonight's Meeting Date Nov. 7, 2023

Name Elizabeth Y. Hallett - PeaceHouse

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) City accomodation for public meals for the hungry people of Ashland

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/23

Name Karen Hill-Wagaman

(please print)

[redacted]

Regular Meeting

Agenda topic/item number Pioneer Hall **OR**

Topic for public forum (non agenda item) _____

Land Use Public Hearing

Please indicate the following:
For: _____ **Against:** _____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge: Pioneer Hall should be available as a public space for public use. The 40% citizens of Ashland who suffer from food insecurity should not be forced to be fed outdoors.

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Tonight's Meeting Date 11/7/23

Name Vanessa Hook

(please print)

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Community Meals

Land Use Public Hearing

Please indicate the following:

For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11-7-23

Name Jason Houk
(please print)

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Pioneer Hall - Food Insecurity

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date November 7, 2023

Name Deborah Dupuis
(please print)

[redacted]

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Support of pioneer hall for feeding the housed and unhoused.

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge:_____

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Tonight's Meeting Date Nov 7, 2023

Name Rich Ronde

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Homeless ordinance

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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5) If you present written materials, please give a copy to the City Recorder for the record.
6) You may give written comments to the City Recorder for the record if you do not wish to speak. (Comments can be added to the back of this sheet if necessary)
7) Speakers are solely responsible for the content of their public statement.

Tonight's Meeting Date November 7, 2023

Name Patricia Holman

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Small Cell Wireless

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge:_____

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Speaker Request Form

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Tonight's Meeting Date_____

Name MIRIAM REED

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) TC Ordinance

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Tonight's Meeting Date 11/7/23

Name Kellie Marcotulli

[redacted]

Regular Meeting

Agenda topic/item number _____ **OR**

Topic for public forum (non agenda item) X 5G ORDINANCE

Land Use Public Hearing

Please indicate the following:

For: _____ **Against:** _____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge: _____

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Tonight's Meeting Date 11-7-23

[redacted]

Regular Meeting

Agenda topic/item number Wireless ord' **OR**

Topic for public forum (non agenda item) _____

Land Use Public Hearing

Please indicate the following:
For: _____ **Against:** _____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge: _____

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Tonight's Meeting Date 11/07/2023

Name Alan Rathsam

(please print)

[redacted]

Regular Meeting

Agenda topic/item number_____ **OR**

Topic for public forum (non agenda item) Cell-tower radiation in Ashland.

Land Use Public Hearing

Please indicate the following:

For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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Lamakatsi contract

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Tonight's Meeting Date 11/7/23

Name ERIC NAVICKAS

[redacted]

Regular Meeting

Agenda topic/item number XIII.6. **OR**

Forestry Services

Topic for public forum (non agenda item) _____

Land Use Public Hearing

Please indicate the following:

For: _____ **Against:** _____

Challenge for Conflict of Interest or Bias

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Written Comments/Challenge: _____

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Protected bike lane

Speaker Request Form

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Tonight's Meeting Date 11/7/23

Name Barb Settles

[redacted]

Regular Meeting

Agenda topic/item number NM Aven **OR**

Topic for public forum (non agenda item) Bike Path

Land Use Public Hearing

Please indicate the following:

For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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[redacted]

Agenda topic/item number XII. 1 (12.1) OR

Topic for public forum (non agenda item) N. MOUNTAIN REHABILITATION PROJECT

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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[redacted]

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

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Written Comments/Challenge:_____

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Bike lane

Speaker Request Form

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[redacted]

Land Use Public Hearing

Please indicate the following:
For:_____ **Against:**_____

Challenge for Conflict of Interest or Bias

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_____

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