



City Council Study Session

Agenda

March 14, 2019

6:00 p.m.

City Hall, Medford Room

411 W. 8th Street, Medford, Oregon

1. I-5 Viaduct
2. Sidewalk Appeal Code Change Options
3. Goats for Vegetation Removal



City of Medford

Office of the City Manager

Medford ~ A Fantastic Place to Live, Work & Play

MEMORANDUM

To: Mayor and Council

FROM: Brian Sjothun, City Manager

RE: I-5 Medford Viaduct Study Session – March 14 @ 6:00pm

DATE: March 7, 2019

Seeking Council Direction

The Oregon Department of Transportation (ODOT) is seeking direction/support from Council in the following areas:

- After presentation by ODOT, Council to provide input on the options contained in the Project Summary Memorandum.
- Resolution supporting the retrofit of the existing viaduct with widening to the east by 28 feet.
- Direct staff to prepare a resolution supporting Council preferred option.

Presentation Outline

- Introduction and Information – Eric Zimmerman or Brian Sjothun
- Oregon Department of Transportation – Lisa Cornutt
- Discussion and Direction by Council – Mayor and Council

Background

A Council study session was held on February 12, 2015 where Mike Baker, Art Anderson and Gary Leaming from ODOT addressed the Council regarding the I5 Viaduct study that was about to begin. There was no discussion about any preferred options at that time.

An additional study session was held on January 28, 2016 that provided more details about the progress of the study. ODOT staff along with consultants conducted stakeholder interviews. These stakeholders included; Federal Highway Administration, Rogue Valley Metropolitan Planning Organization, City of Medford and Jackson County. The Technical Resource Group consisted of staff from partner agencies including the City of Medford. The link to the project website is: <http://medfordviaduct.org/>

411 West 8th Street, Medford, OR 97501

Tel. 541.774.2000 • email: citymanager@cityofmedford.org • Fax 541.618.1700

The presentation detailed the need for seismic upgrades as the viaduct is within the Cascadia Subduction Zone. The project also looked at increasing capacity due to the projected growth of the region. There are obvious advantages to completing the seismic upgrades and widening at the same time.

There is much support from the local business and development community for this project. The Council in both 2015 and 2016 were supportive of the project and it is still included in our Federal Legislative Agenda in support of ODOT to obtain funding.

ODOT staff is working quickly to finalize the preferred option in order to secure funding. ODOT staff will provide an estimated timeline for possible funding and project construction/completion.

There is one other issue with this project and that is the protective purchase of right-of-way needed for the preferred option of widening the viaduct to the east. This purchase by ODOT impacts the approved 108-unit multi-family project that is proposed on Almond Street. City Staff has met with the ODOT Director and Region 3 staff to discuss the possibility of reducing the amount of right-of-way needed in order to help move this vitally needed housing project forward. Our understanding is that the developer and ODOT staff are trying to work out details that could be mutually beneficial to both parties.

Staff has also been working with the developer on the re-design and exceptions to the Medford Municipal Code that could possibly be approved by the Planning Commission and/or Council that would allow for this project to move forward. Attached is a letter for James D. Zupancic who represents Almond Rentals, LLC. This letter requests that the Mayor and Council consider that ODOT has proven that their preferred option of expanding to the east is truly the best design options.

ODOT staff has also been in contact with the Parks & Recreation Department regarding impacts to Hawthorne Park. A memo by Haley Cox, Parks Planner, is attached as an exhibit and details the possible mitigation for such taking.

Exhibits

- Memorandum from Lisa Cornutt, Region 3 Planning & Program Manager
- Draft I-5 Viaduct Planning & Environmental Study
- Memorandum from Haley Cox, Parks Planner
- Minutes from February 12, 2015 Council Study Session
- Minutes from January 28, 2016 Council Study Session
- Letter from Law Offices of James D. Zupancic dated March 7, 2019
- Minutes from October 4, 2016 RVMPO TAC meeting
- Minutes from October 12, 2016 RVMPO TAC Committee meeting
- Minutes from October 25, 2016 RVMPO Policy Committee meeting



Oregon

Kate Brown, Governor

Department of Transportation

Region 3, Headquarters

3500 NW Stewart Parkway

Roseburg, OR, 97470

Phone: (541) 957-3500

Fax: (541) 672-6148

DATE: March 1, 2019

TO: Brian Sjothun, City of Medford City Manager

FROM: Lisa Cornutt, Region 3 Planning & Programming Principal Planner

SUBJECT: **I-5 Medford Viaduct Planning and Environmental Study – Study Session**

BACKGROUND

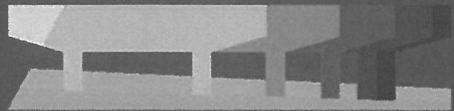
The I-5 Medford Viaduct Planning and Environmental Study, sponsored by the Oregon Department of Transportation (ODOT) in conjunction with the Federal Highway Administration and the City of Medford began in 2015 to study the safety, operational, and structural needs. The findings of this work and a recommendation will be shared at the March 14th City Council study session. The findings indicate that a retrofit of the existing viaduct through rehabilitating the existing structure and widening it by 28 feet to the east meets the project purpose and need and provides the least impactful and cost effective solution.

ACTION REQUESTED

City Council's support and a resolution supporting the Project Team's recommendation of how to move the project forward.

DRAFT

I-5 MEDFORD VIADUCT



PLANNING &
ENVIRONMENTAL
STUDY

PROJECT SUMMARY MEMORANDUM



ACKNOWLEDGEMENTS

Project Management Team

Lisa Cornutt, ODOT, Region 3
Michelle Eraut, Federal Highway Administration
Alex Georgevitch, City of Medford
Anna Henson, ODOT, Region 3

ODOT Review Team

Art Anderson, Rogue Valley Area
Mike Baker, Region 3
Dan Dorrell, Region 3
Jeremiah Griffin, Region 3
Bob Grubbs, Region 3
Gary Leaming, Region 3
Jerry Marmon, Rogue Valley Area
Michael Morris, Region 3
Richard Randleman
Joe Thomas, Rogue Valley Area
James Burford, Region 3

Partnering Agencies

John Vial, Jackson County Roads
Josh LeBombard, Oregon Department of Land Conservation
and Development
Dan Moore, Rogue Valley Metropolitan Planning Organization
Jon Sullivan, Rogue Valley Transportation District

Consultant Project Team

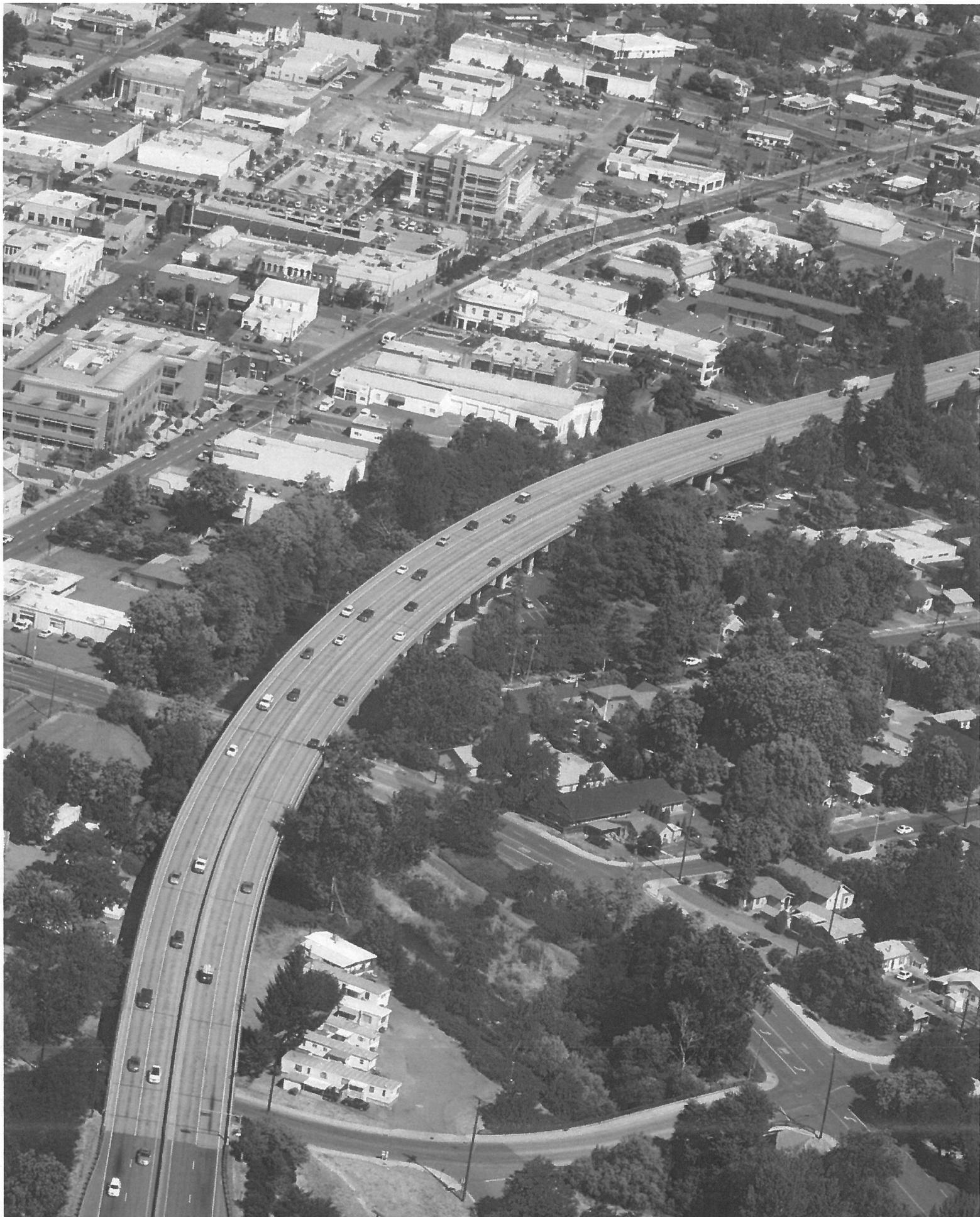
Marc Butorac, PE, PTOE, PMP	Jeff Bernardo, PE
Claire Dougherty	Seth Gallant
Darren Hippenstiel, PE	Bob Goodrich, PE
Zachary Horowitz, PE	Terry Kearns
Susan Mah	Mike McNulty, PE
Shaun Quayle, PE	<i>OBEC Consulting Engineers</i>
Hermanus Steyn, PE	Stacy Thomas
Katie Taylor	<i>JLA Public Involvement</i>
Susan Wright, PE	Eric Paslack, PE
<i>Kittelson & Associates, Inc.</i>	Park (Risheng) Piao, PE
	<i>Shannon & Wilson</i>

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- Appendix A: Option 1A—Widening West
- Appendix B: Option 1B—Widening East
- Appendix C: Option 1A—Preliminary Cost Estimate
- Appendix D: Option 1B—Preliminary Cost Estimate





Medford I-5
Viaduct today
Source: ODOT



Medford I-5
Viaduct in 1966,
Source: ODOT

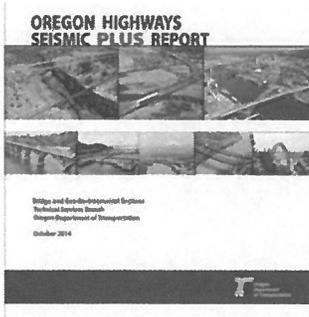
INTRODUCTION

Built in 1962, the I-5 Medford Viaduct is located between Mileposts 28.3 and 28.9, approximately midway between the North and South Medford I-5 interchanges. It is a four-lane, 3,200-foot long structure, which carries I-5 over several streets and Bear Creek adjacent to downtown Medford.

I-5 is a critical north-south freight route on the West Coast between Canada and Mexico. The Medford Viaduct carries approximately 51,000 vehicles on an average weekday with a projected increase to 61,700 vehicles by the year 2040. It also carries approximately 6,000 trucks per day and is projected to carry approximately 7,000 trucks per day in 2040. This forecasted demand is based on the Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand model and not anticipated to exceed the Oregon Highway Plan mobility target of 0.85 until approximately 2065.

TRANSPORTATION PROBLEM STATEMENT

The Medford Viaduct has the following deficiencies:



Seismic Safety The Oregon Seismic Lifelines Identification Project (2012) identified the segment of I-5 that includes the Medford Viaduct as part of the Tier 1 Lifeline Route network, which was recommended to receive top priority for seismic upgrade projects to maintain a network of lifeline routes in the event of a major earthquake. The subsequent Oregon Department of Transportation (ODOT)

Seismic Plus Report, published in 2014, established phasing for projects to seismically upgrade the entire statewide highway system. The Seismic Plus Report identified the segment of I-5 through Medford as part of the Program Phase 2 network. This means that this segment of I-5 has been identified for seismic upgrades to occur within approximately the next 20 years.

The Medford Viaduct structure does not conform with current structural design codes, which means it may be rendered inoperable after a Cascadia Subduction Zone earthquake or other local seismic event. A Phase 1 seismic retrofit was performed on the Medford Viaduct in 2003, which only provided retrofit repairs to prevent the bridge deck and girders from moving excessively during an earthquake and shifting off their support columns. The retrofit did not address the substructure's ability to adequately perform during a seismic event, leaving the overall structure vulnerable.

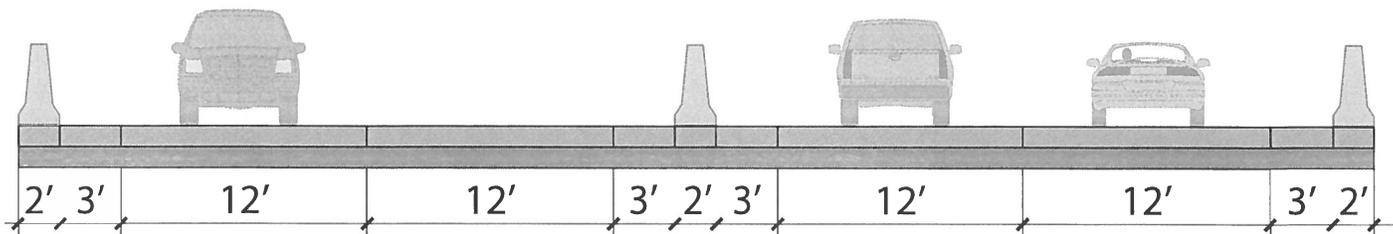
Deficient Roadway Cross-Section The I-5 roadway cross-section on the viaduct does not meet current roadway design standards. The existing roadway cross-section includes 12-foot travel lanes and minimal three-foot shoulders between the edge of the travel lanes and the parapet wall and median barriers on either side (see Figure 1). The narrow shoulder widths present a problem in the event of a crash, disabled vehicle, or other maintenance/incident related need (e.g., maintenance and/or emergency workers responding to disabled vehicles or maintenance issues) because there are no refuge locations



Existing roadway cross-section, Medford I-5 Viaduct. Source: OBEC

to pull vehicles out of traffic for the entire 3,200-foot span. The narrow shoulders and barriers also limit stopping sight distance to as low as approximately 450 feet. If this structure were to be built new today, the ODOT Highway Design Manual would call for 12-foot shoulders on the right side and eight-foot shoulders on the left side with at least 570 feet of stopping sight distance (60 mph design speed).

Existing Cross-Section of the Medford Viaduct



THE STUDY

The I-5 Medford Viaduct Planning and Environmental Study, sponsored by ODOT in conjunction with the Federal Highway Administration and the City of Medford, identified possible solutions to these problems. The study team evaluated three categories of alternatives:

 REROUTE	 REBUILD	 RETROFIT
13 miles of new freeway 3 new freeway interchanges	New viaduct, at-grade crossing, or tunnel	Seismic deficiencies of existing viaduct addressed, viaduct could be widened
\$1.1 billion	\$250-500 million	\$40-90 million
DISMISSED: cost + region-wide environmental impacts	DISMISSED: cost + potential impacts to Bear Creek and Hawthorne Park	RECOMMENDED: Least cost and impact

The study team recommended the third alternative, seismically retrofitting the viaduct and widening it from 66 to 94 feet, providing an 8-foot inside shoulder, two 12-foot travel lanes, and a 12-foot outside shoulder in each direction. This alternative addresses the viaduct's existing deficiencies and is forecast to provide sufficient roadway capacity through 2065 at the current traffic growth rate. It should be noted that the 28-foot widening under the retrofit alternative provides the option of accommodating a third lane in each direction beyond 2065.

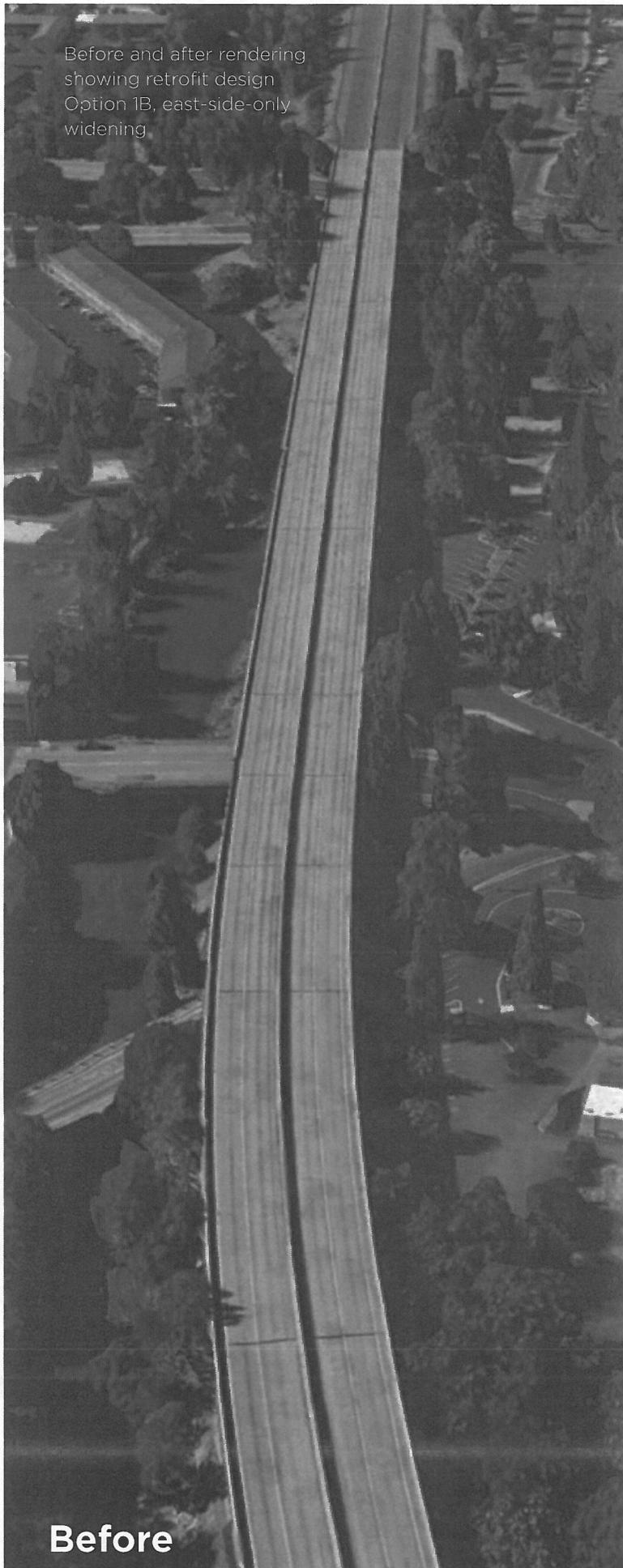
The team further recommends that all widening occur on the east side of the structure. Design Option 1B. This retrofit design option provides better seismic performance at a lower cost and minimizes impacts to Bear Creek and downtown Medford.

The Summary Report

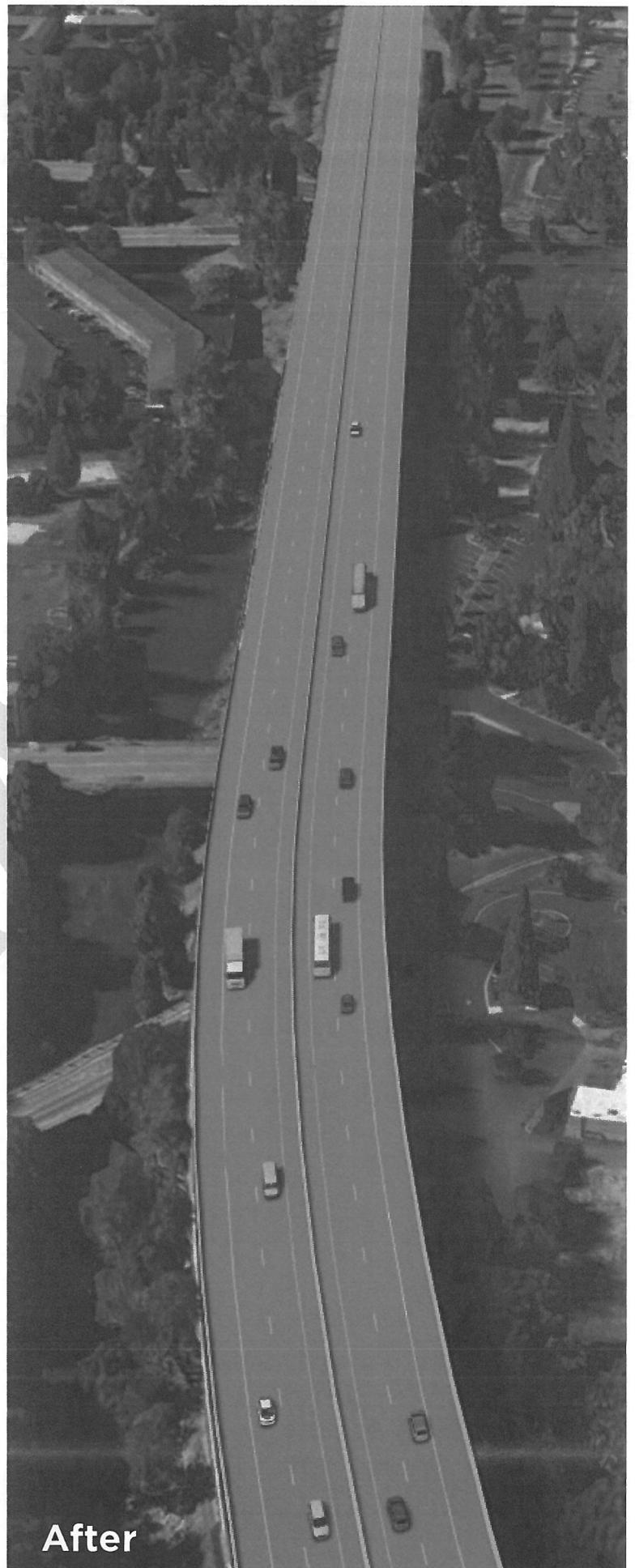
The remainder of this report examines the following:

- » The study's findings regarding existing structure and site conditions:
 - Safety
 - Traffic Operations
 - Traffic Patterns
 - Maintenance & Incidents
- » The various alternatives the study team evaluated, their potential impacts, and why they were dismissed or recommended
- » Seismic modeling predictions and findings of the seismic hazards investigation
- » More in-depth information about the study team's shortlisted and recommended alternatives

Before and after rendering showing retrofit design Option 1B, east-side-only widening



Before



After

SAFETY

Operational Safety

The viaduct's crash rate is lower than that of adjacent sections of I-5 and much lower than the statewide average for urban Interstate freeways. Of the eight reported crashes on the viaduct between 2010 and 2014, half occurred during rain, snow, or ice conditions, and three-quarters were at night, dawn, or dusk. Most crashes along I-5 in Medford happened at or near the North or South Medford interchanges.

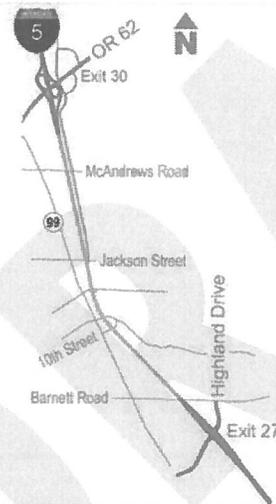
The viaduct's narrow shoulders leave no margin for avoiding a potential crash, and the adjacent barriers make it hard to see any debris in the roadway just beyond the viaduct's bend. As traffic volumes increase, these issues may contribute to future crashes.

FIGURE 1

Viaduct crashes were located on the Viaduct.

Interchange Area crashes were located on I-5 in the vicinity of the North Medford and South Medford interchanges and within their merge and diverge influence areas.

Other I-5 Mainline crashes were located on other basic freeway segments in the study area.



84 reported crashes
During the five-year study period (2010 - 2014)

No ODOT 2014 SPIS locations were identified

8 reported crashes were on the Viaduct

53 reported crashes within an Interchange Area

23 reported crashes on Other I-5 Mainline



5-Year Crash Rate for the Viaduct
0.08 Crashes
per million vehicle miles

5-Year Crash Rate for I-5 from MP 26.86 to MP 30.61
0.13 Crashes
per million vehicle miles

5-Year Statewide Average for Urban Interstate Facilities
0.55 Crashes
per million vehicle miles

Seismic Safety

As noted in the problem statement, the Medford Viaduct was not designed to present-day structural codes and a major earthquake could render it inoperable. The Viaduct received a seismic retrofit in 2003 to prevent the bridge decks from moving excessively during an earthquake and sliding off their crossbeam supports, but this retrofit did not address the substructure's ability to adequately perform during a seismic event, leaving the overall structure vulnerable. The need to upgrade or replace the viaduct was identified in ODOT's 2014 *Seismic Plus Report*, with improvements recommended within 20 years.



Collapsed viaduct, Vespucio Norte Hwy, Chile, 2010. Source: Wikimedia Commons, Esteban Maldonado



Trailer rollover on the viaduct. Source: ODOT

Maintenance & Emergency Response Personal Safety

The viaduct's narrow roadway cross section and minimal shoulders amplify safety risks to emergency responders, people with stalled or crashed vehicles, and police tasked with addressing and clearing incidents. Emergency vehicles may park on the opposite side to more easily access a crash site, but this leads to lane closures in both travel directions. Crashes may also require closing upstream on-ramps to prevent additional traffic from entering I-5. Narrow shoulders make any maintenance performed on the viaduct difficult and dangerous for crews. Nearly all work requires lane closures and has to happen at night to minimize traffic delays. Workers are located near traffic with no escape route in the event of an out-of-control vehicle or other hazard. Hazards such as fallen debris from vehicles often remain in the roadway longer than they should because of the intensive coordination required for safe removal.

Another key safety issue is drainage. The viaduct's drainage system clogs on a regular basis and lacks adequate capacity. This results in water backing up and pooling on the roadway, forcing traffic to slow. As traffic slows unexpectedly, distracted or unprepared drivers are more likely to cause a crash.

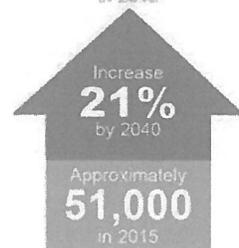


TRAFFIC PATTERNS

The Medford Viaduct is the busiest roadway section in Southern Oregon and a key link for travel along the West Coast. On an average day, 51,000 vehicles cross the viaduct, and this number is expected to grow to 61,700 by 2040.

During the weekday morning rush hour, about 20% of the northbound traffic on the viaduct is traveling between the North and South Medford interchanges. About 50% of the traffic is traveling to, from, or between Phoenix, Medford, and Central Point. The remaining 30% consists of through trips on I-5.

Average Daily Traffic
Approximately
61,700
in 2040



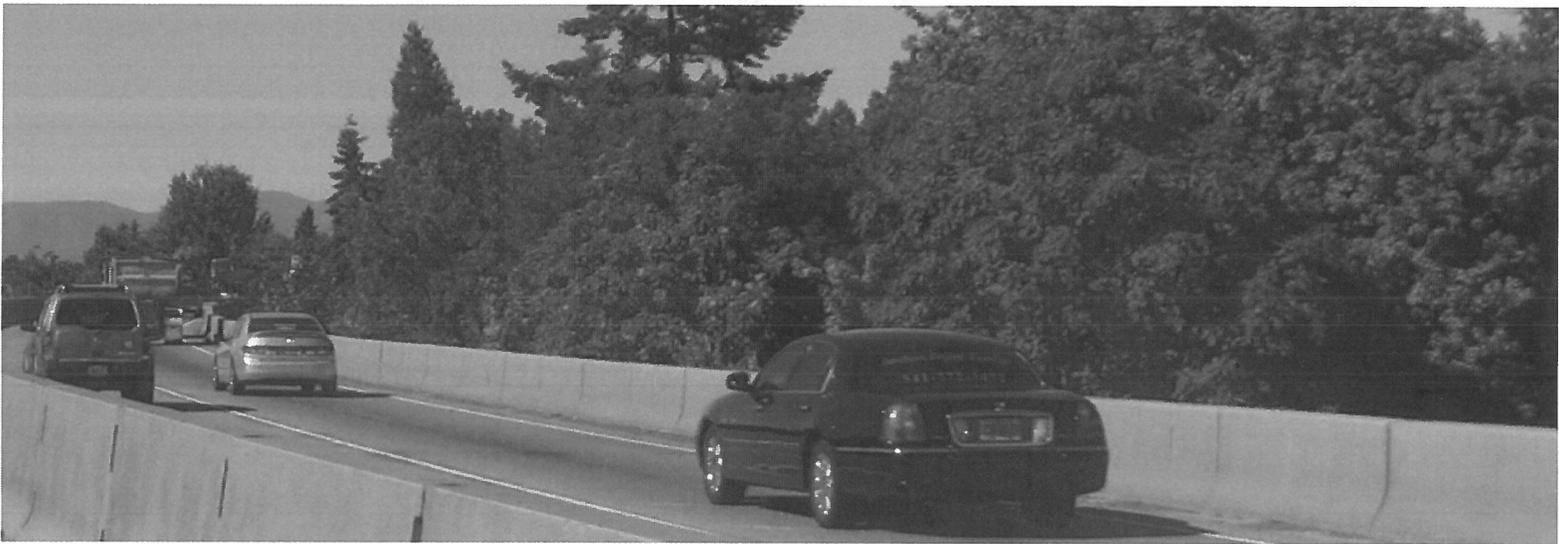
Majority of reported crashes were located near Merge & Diverge areas



Decreasing Local Trips

would...
reduce vehicle exposure
decrease crashes
reduce volume-to-capacity ratios
increase through trips
maintain operations





The relatively high proportion of local travelers using the viaduct contributes to crashes at the North and South Medford interchanges and takes up roadway capacity that could otherwise be used for longer-distance trips. Measures to reduce the amount of local traffic on the viaduct would extend the length of time the existing four-lane cross-section will continue to work effectively.

FIGURE 1
Trip Types Within Study Area

Interstate trips were examined as they interacted with Bluetooth™ readers located at and between the four study area interchanges. Trips were classified into the following categories:

- **Local Trip:** A trip that starts and ends at the North and South Medford interchanges (or vice versa)
- **Rogue Valley Regional Trip:** A trip that starts and ends at one of the four study interchanges, but is not a Local Trip.
- **Entering Rogue Valley Trip:** A trip that begins outside the study area and ends at one of the four study interchanges.
- **Exiting Rogue Valley Trip:** A trip that begins at one of the four study interchanges and ends outside of the study area.
- **Through Trip:** An I-5 trip that does not use any of the four study area interchanges.

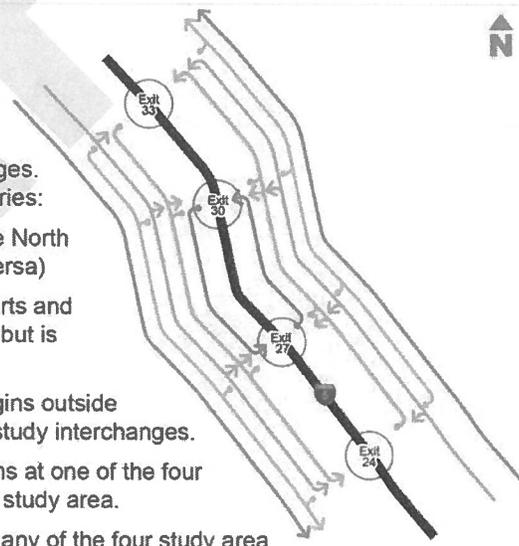
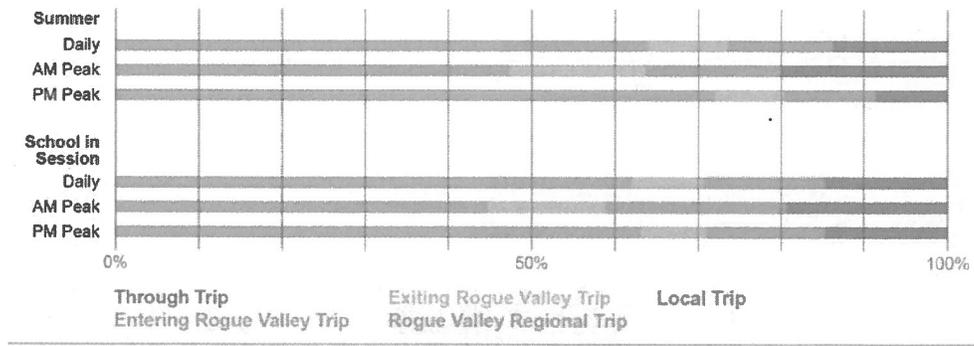


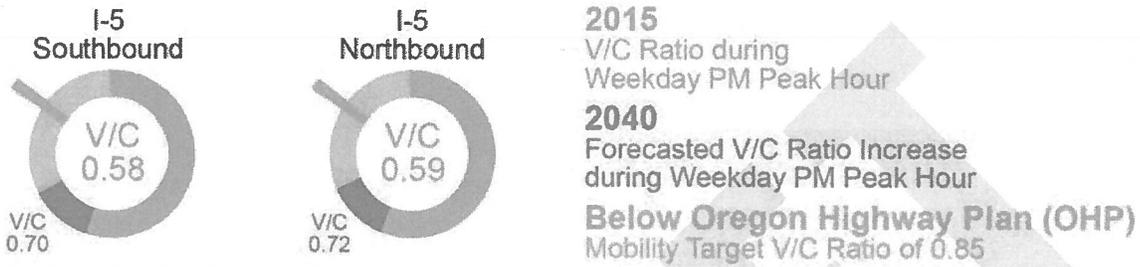
FIGURE 2
Northbound I-5 Trips on the Viaduct



TRAFFIC OPERATIONS

To preserve I-5's ability to reliably serve traffic, the Oregon Highway Plan's mobility target for I-5 in Medford is a volume-to-capacity (v/c) ratio of 0.85. In other words, traffic volumes should not exceed 85% of the roadway's capacity.

Medford Viaduct Operational Results

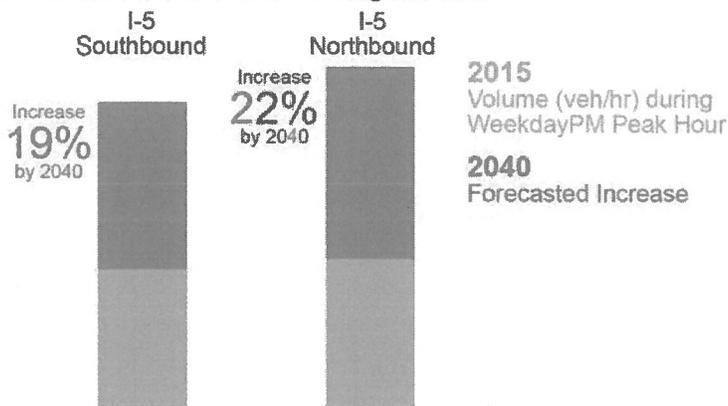


The viaduct is currently at 59% capacity in the peak direction (northbound) during the weekday evening rush hour. Medford's regional traffic model forecasts that it will increase to 72% by 2040. At the current rate of traffic growth, the viaduct's mobility target will not be exceeded until 2065.

Travel over the viaduct is generally reliable, with no major seasonal differences in travel times, and trips during peak travel times typically no more than 25% longer than at other times.

Slowdowns, defined as two consecutive 5-minute periods with speeds below 45 mph, occur once every 7-8 days on average in each direction of the viaduct. About 33% of slowdowns can be matched to an incident (e.g., a stalled vehicle, debris in the roadway, high water) or a crash, with the remainder due to unreported incidents, inclement weather, and back-ups from downstream off-ramps.

Travel Demand Forecasting Results





Traffic backs up while responders clear the viaduct roadway. Source: ODOT

I-5 Slowdowns <45 mph

<p>On the Viaduct 1 Every 7 Days <small>Northbound</small></p> <p>1 Every 8 Days <small>Southbound</small></p>	<p>On Adjacent I-5 Segments 1 Every 7-8 Days <small>Northbound</small></p> <p>1 Every 5 Days <small>Southbound</small></p>
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Based on Year 2014 HERE™ Data

Travel Time Reliability



Peak Travel
Times
**within
25%**
*of free flow on
average for
Viaduct and
Adjacent I-5
Segments*

Viaduct TMC PTI
lower
by **0.01 - 0.04**
*than Adjacent
I-5 Segments*

Based on October 2011 to July 2015 HERE™ Data

Viaduct Slowdowns



33%
Related to
Reported
Incident



72%
Occur Outside
Peak Periods
7-9 AM & 4-6 PM

Based on Year 2014 ODOT TOCS Data

Consistent Travel Times



Rain or Shine
Smooth Traffic
no large seasonal trends

Based on October 2011 to July 2015 HERE™ Data
and NOAA Weather Data

MAINTENANCE & INCIDENTS

The narrow viaduct poses challenges for emergency responders and maintenance personnel that result in delays for travelers.

Stalled Vehicles

Stalled vehicles cause traffic backups, making it difficult for tow trucks reach and remove them, restoring traffic flow. The narrow shoulders do not permit responders to bypass backups or move stalled vehicles out of the travel lane. Responders must instead push stalled vehicles to the end of the viaduct, which takes more time.

Emergency Response

For the same reason, crashes can be difficult and unsafe for emergency responders and tow trucks to access. Responders may park on the opposite side of the viaduct to more easily access a crash site, but this requires closing lanes in both directions. On-ramps near the viaduct may also need to be closed to prevent more traffic from entering I-5.

Roadway Debris

Debris on the roadway typically requires a rolling slowdown to clear. This requires coordination between agencies and leaves the hazard on the roadway for a longer period of time, increasing the risk of a crash.

Maintenance

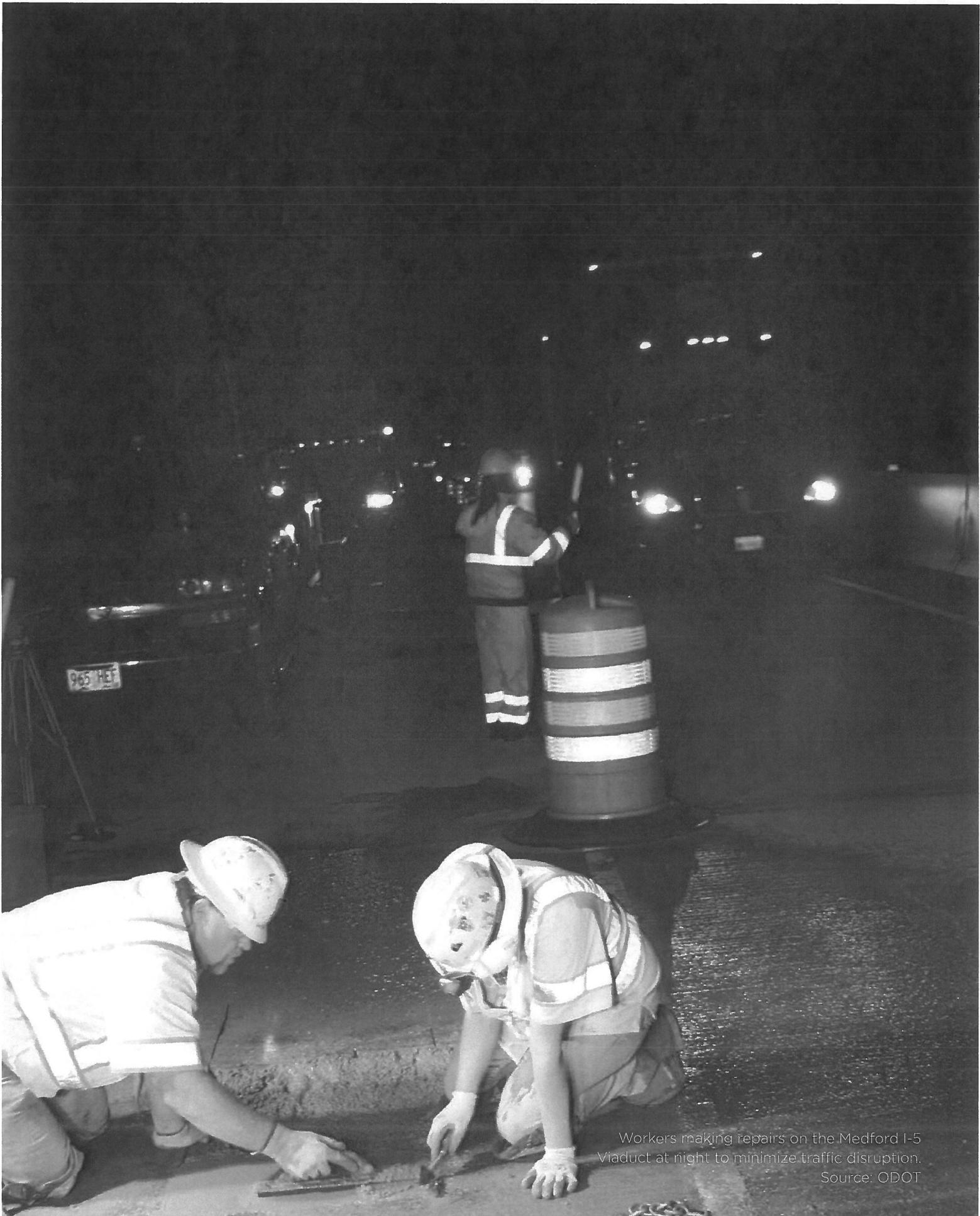
The viaduct's narrow shoulders make maintenance difficult and dangerous for crews. Because these activities require a lane closure, nearly all work on the viaduct must happen at night to minimize traffic delays. Workers are close to traffic and have no escape route from their work area. Access to the underside of the viaduct is difficult given the current and planned development near and under the viaduct.

Standing Water

The viaduct's drainage system routinely clogs, resulting in water backing up and pooling on the viaduct. This forces traffic to slow, and increases the risk of a crash. Ideally, the drains should be fully cleaned four times a year, but in practice, this happens only three times a year, as the activity requires multiple lane closures and is very time- and resource-intensive.

The recommended retrofit will address all of these issues.





Workers making repairs on the Medford I-5 Viaduct at night to minimize traffic disruption. Source: ODOT

ALTERNATIVES

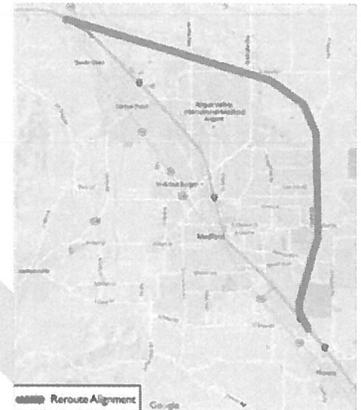
The alternatives identified by the I-5 Medford Viaduct Planning and Environmental Study team fall into three categories: Reroute, Rebuild, and Retrofit.



REROUTE

In the first of these categories, I-5 would be rerouted around the east side of Medford, resulting in about 12 miles of new freeway with three new or reconstructed interchanges. Cost would be about \$1.1 billion

Status: Rejected. This is highest-cost alternative and would remove \$126 million worth of recently-built improvements at the North and South Medford interchanges. It could also cause severe, region-wide environmental impacts, disrupt neighborhoods and commercial districts, and displace residents and businesses. It would fundamentally change regional travel patterns by creating new connections in some parts of the region and removing others.



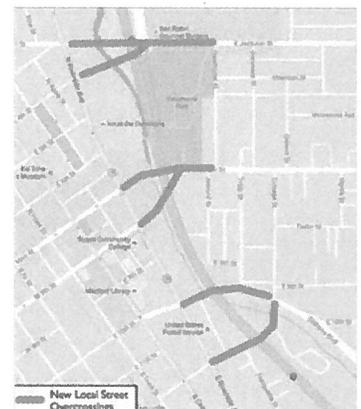
Reroute alternative



REBUILD

In the second category, the current viaduct would be removed and I-5 would be rebuilt along its current alignment either at-grade, as a new viaduct, or through a tunnel, in conformance with current design standards.

If rebuilt at grade, all roadways that currently travel under the viaduct would need to be elevated to cross both I-5 and Bear Creek, and many intersections and driveways would need to be reconstructed, along with the entrances to some buildings. Bear Creek would have to be placed in a culvert or partially diverted. This alternative would cost about \$250 million. **Status:** Rejected due to high cost and potentially substantial impacts to Bear Creek, Hawthorne Park, and downtown Medford businesses.

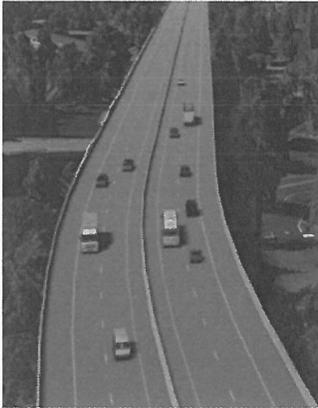


Rebuild at grade alternative

If rebuilt as a new viaduct, the structure would need to be located partially or completely east of the existing viaduct, so that traffic flow could be maintained during construction. Hawthorne Park would be significantly impacted as a result. This alternative would cost about \$410 million. **Status:** Rejected due to expense and the potential for significant impacts to Hawthorne Park and adjacent residential areas. The cost estimate does not include the price of realigning the roadway at both ends of the rebuilt viaduct, north to the North Medford interchange and south the South Medford interchange.



Rebuild new viaduct alternative



Rendering of retrofitted, widened viaduct cross-section

If rebuilt as a tunnel, I-5 would need to be placed about 100 feet below grade to provide sufficient clearance below Bear Creek, resulting in a 3-mile-long tunnel that would surface beyond the North and South Medford interchanges. This alternative would cost more than \$700 million. **Status:** Rejected due to high cost, construction feasibility issues, and loss of recent regional transportation investment along I-5.



In the third category, the viaduct would be retrofitted to meet current seismic standards. The viaduct could also be widened to address safety, operations, and maintenance issues. The cost of these alternatives

ranges from \$40 to \$90 million and includes design options retrofitting the existing structure and maintaining the existing bridge cross-section to widening it by 18 or 28 feet to one or both sides. **Status:** Two of the four identified retrofit options were selected for conceptual design and cost estimates. Both options would widen the existing structure by 28 feet, either to the west (Option 1A) or to the east (Option 1B). Option 1C, which called for 14-foot widening to both sides was not advanced due to impacts on both sides of the existing structure and higher costs.

Two retrofit options were selected for more detailed conceptual design and cost estimates.

	Conceptual Alternative	Preliminary Order-of-Magnitude Cost Estimate	Design Life
 REROUTE	New 13-mile realignment	\$1.1B	75+ years
 REBUILD	At-grade rebuild	\$250M	75+ years
	New replacement viaduct on similar alignment	\$410M	75+ years
	New 3-mile-long tunnel	\$700M	75+ years
 RETROFIT	Seismic retrofit and widening with 4 standards lanes and shoulders	\$40-90M	30+ years (deck) 75+ years (structure)

RETROFIT OPTIONS

Several different retrofitting options, with and without widening the viaduct, were modelled to compare their performance. These included retrofit without widening, with 14-foot widening on both sides of the viaduct, and with 28-foot widening on the east side. Each option was costed in greater detail and its environmental, construction, right-of-way, and other effects evaluated.

The initial alternative concepts were developed through meetings with ODOT Region 3, FHWA, the City of Medford, project stakeholders, and the public. As a result of those discussions and through development and subsequent removal of alternatives from consideration, two retrofit alternatives were advanced for further consideration. Both would widen the existing structure by 28 feet, either to the west (Option 1A) or the east (Option 1B).

Option 1A (West-Side Widening)

Design Option 1A (Appendix A) includes widening the viaduct structure 28 feet to the west and the I-5 mainline north and south of the viaduct to accommodate the 20-foot lane shift offset of the widened viaduct.

Design Option 1A is estimated to have an order-of-magnitude conceptual cost of \$89.0 million inclusive of all construction and soft cost items and right of way.

Seismic analysis was performed specifically for Option 1B. Seismic modeling was not conducted specifically for Option 1A but spacing and location assumptions for new columns are assumed to be similar.

Option 1B (East-Side Widening)

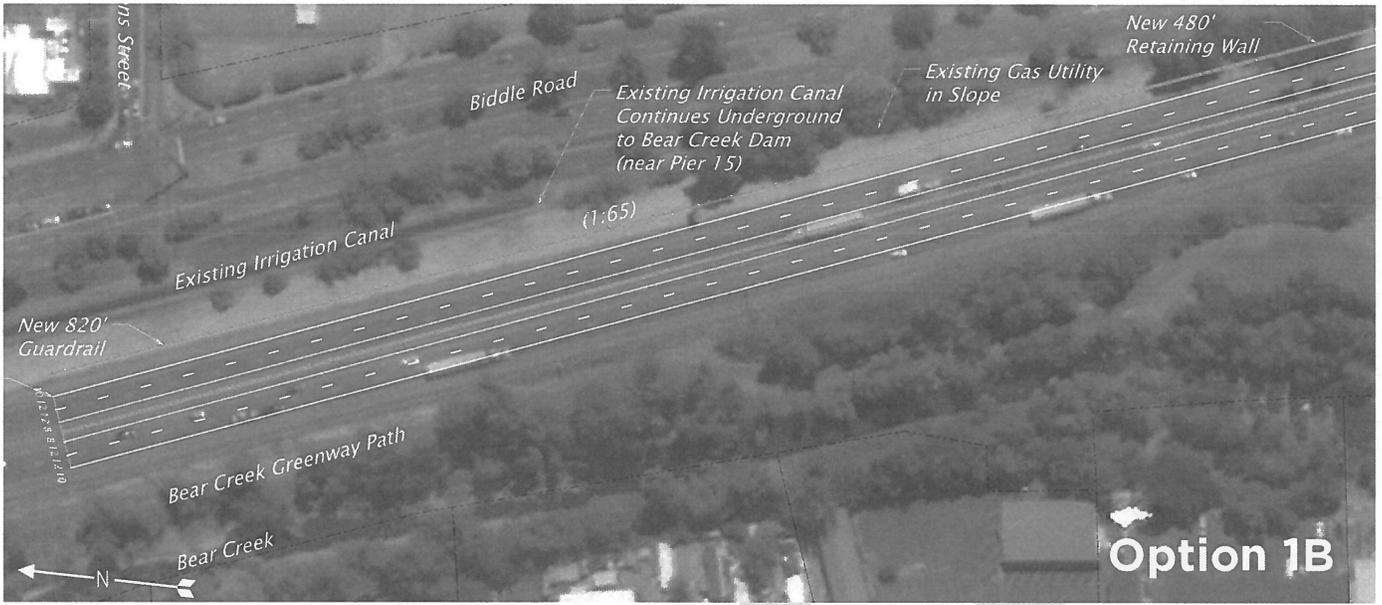
Design Option 1B (Appendix B) includes widening the viaduct structure 28 feet to the east and the I-5 mainline north and south of the viaduct to accommodate the 20-foot lane shift offset of the widened viaduct.

Retrofit Design Option 1B is estimated to have an order-of-magnitude conceptual cost of \$84.2 million inclusive of all construction and soft cost items and right of way.

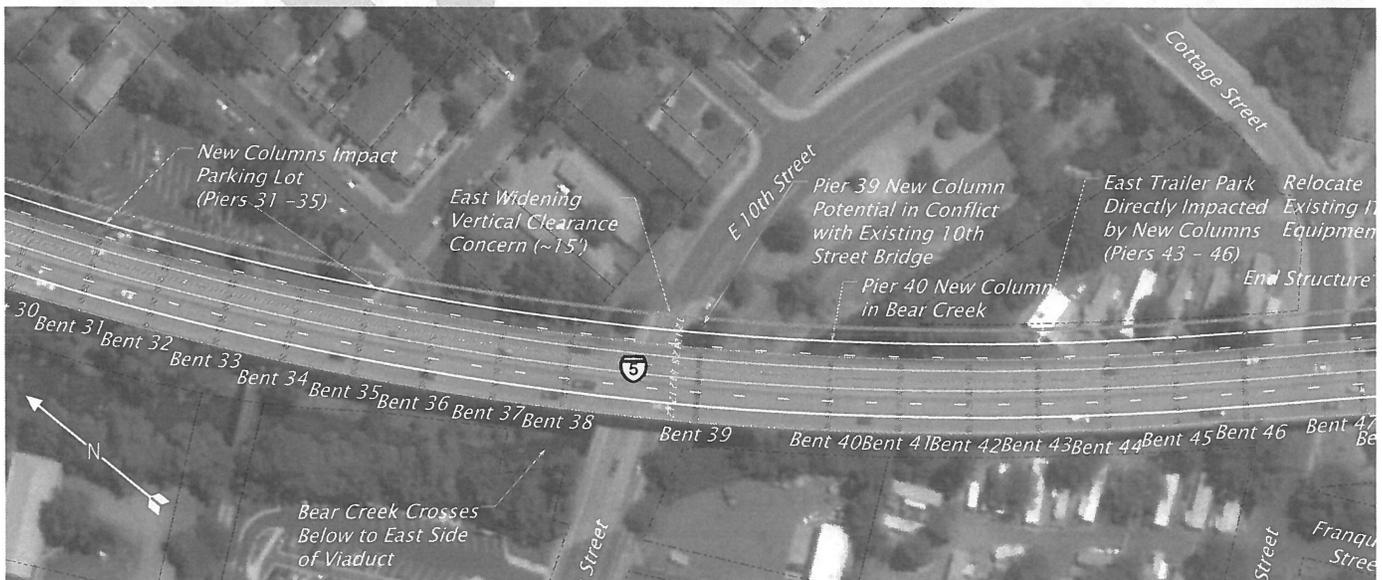
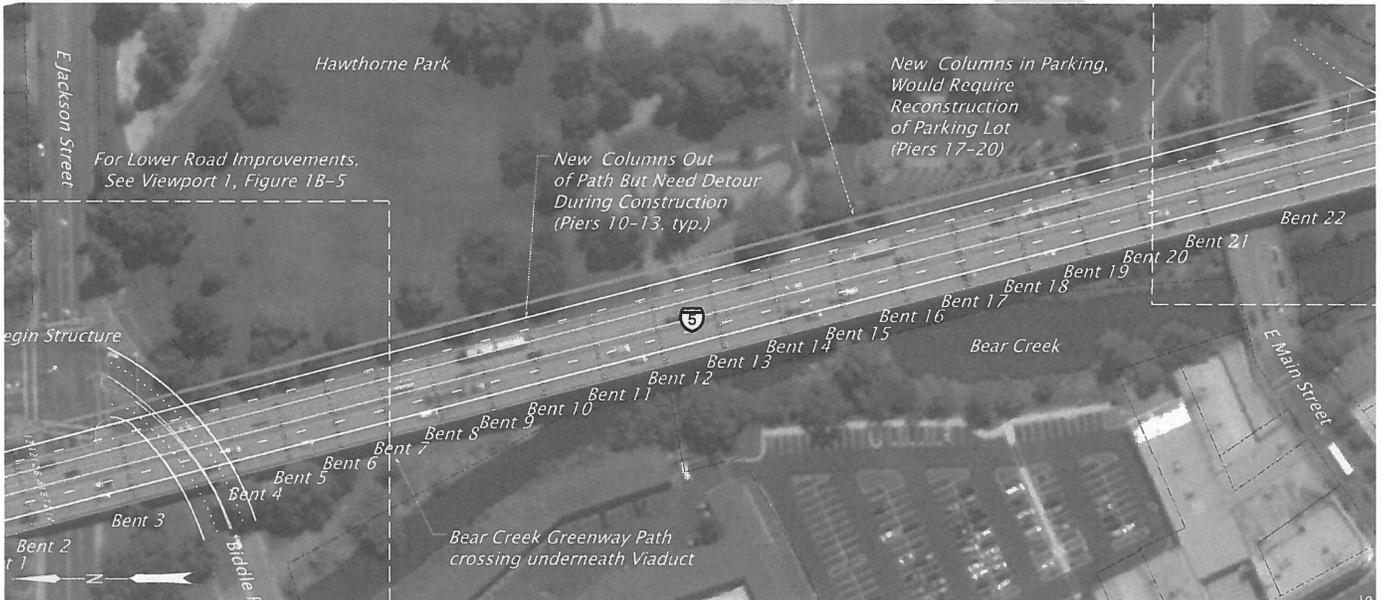
Design Options	Total Cost*	Bridge**	ROW & Easements	Traffic Control	Storm & Drainage	I-5 Mainline	Surface Streets	Retaining Walls
1A - Widening to West	\$89.0M	\$59.5M	\$0.3M	\$6.4M	\$4.1M	\$17.0M	\$0.7M	\$1.0M
1B - Widening to East	\$84.2M	\$54.5M	\$1.7M	\$5.8M	\$3.7M	\$16.7M	\$1.3M	\$0.6M

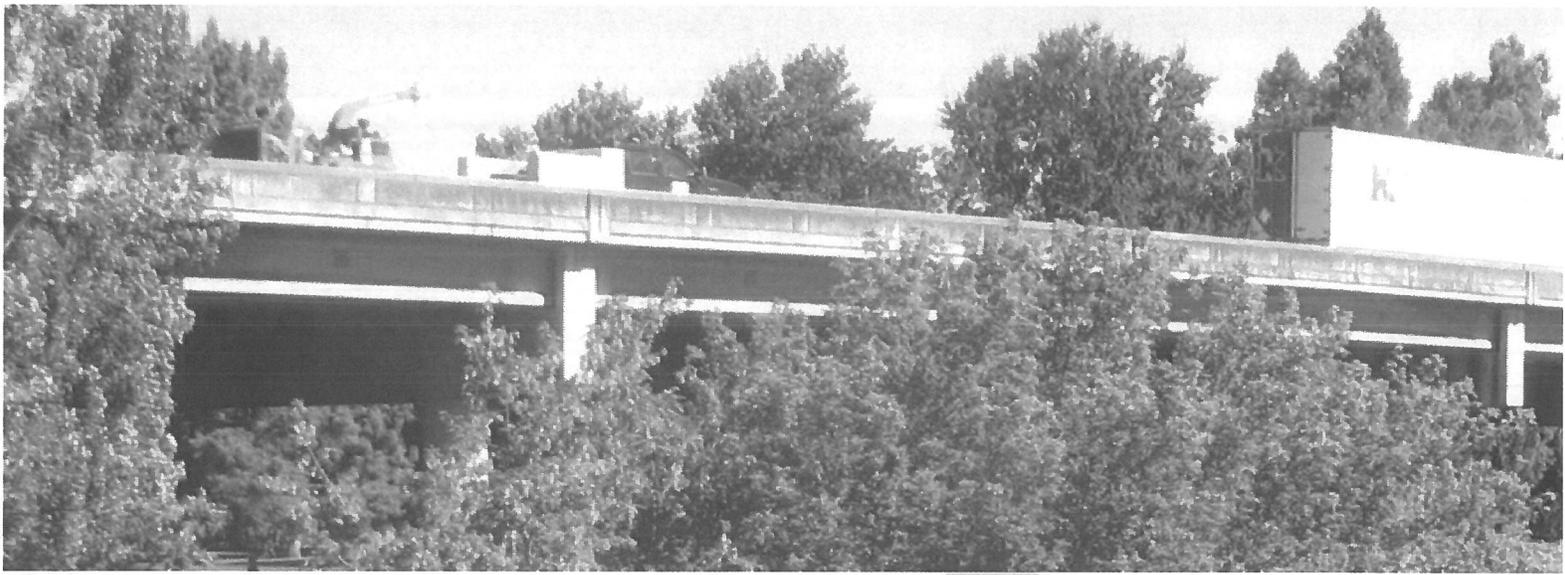
*Detailed cost estimate information is contained in Technical Memo #12.

**Includes increased costs for addressing the higher connection design forces associated with the site class D soil (see page 23).



Option 1B



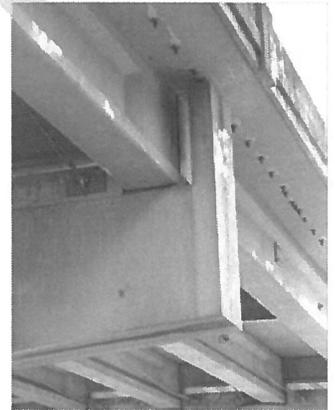


SEISMIC MODELING

As part of the study, the viaduct was modeled to see how it would perform in both a Cascadia Subduction Zone offshore earthquake and the 1,000-year return period local earthquake. These design earthquakes have different magnitudes, durations, depths, and locations, and therefore affect the viaduct's components in different ways.

The model showed that most of the viaduct's substructure components would be vulnerable to damage in these seismic events and that seismic retrofit is needed.

The forces acting on Medford-area bridges during a design earthquake are lower than at sites closer to the coast. In addition, the viaduct's design, with relatively short spans paired with column lengths roughly equal to half the span length, works in its favor. Therefore, the model indicated that retrofitting the viaduct to withstand the design earthquakes was a feasible option.



Viaduct substructure



SEISMIC HAZARDS



Viaduct piers in the soil near Bear Creek

Soil type has a strong bearing on earthquake effects. Soft soils amplify ground shaking, often resulting in greater damage to structures.

Soil engineers use a classification system to grade site soils from A (hard rock) through F (very soft, liquefiable soils). The original seismic modeling conducted as part of this study assumed soil site class C based on historical records; however, later site specific boring beneath the Medford I-5 Viaduct revealed that the soil is site class D—not site class C.

This reclassification comes with more robust design requirements so the retrofitted structure will be able to withstand greater seismic loading—meaning a higher degree of shaking during a seismic event—and higher design forces at the column-footing and column-crossbeam connections.

The specific effects of the soil site class reclassification will be determined during final design by further seismic modeling. However, based on the seismic analysis to date, findings, and conclusions of this study, the current seismic retrofit strategy still appears to be viable. The bridge cost estimates included in this report have been adjusted to include an addition \$2.7M (Option 1B) and \$2.9M (Option 1A) to account for potential cost increases for the columns, footings, and crossbeam due to the expected increased seismic loading required by site class D soils. These costs will be further refined through the final seismic modeling and design process.

Design Option	Original Bridge Cost	Columns Add'l Cost	Footings Add'l Cost	Crossbeam Add'l Cost	Recommended Bridge Cost
Existing (Non-widening)	\$32.8M	\$0.3M	\$1.0M	\$0.4M	\$34.5M
1A—One-Sided Widening to the West	\$56.6M	\$0.4M	\$1.8M	\$0.7M	\$59.5M
1B—One-Sided Widening to the East	\$51.8M	\$0.5M	\$1.6M	\$0.6M	\$54.5M

FINDINGS



	OPTION 1A (WEST WIDENING)	OPTION 1B (EAST WIDENING)
Addresses safety issues?	Yes	Yes
Addresses maintenance issues?	Yes	Yes
Allows future six-lane restriping?	Yes	Yes
Meets seismic design standards?	Yes	Yes, performs better than one-sided widening to the west and two-sided widening.
Environmental impacts	<p>Yes. Key impacts include:</p> <ul style="list-style-type: none"> » Direct impacts to Bear Creek from 16 new columns » Potential impacts to nine structures within the Twelfth Street Mobile Home Park » Impact to artwork on the columns and skate park underneath the viaduct within Hawthorne Park » Impacts to the Bear Creek Greenway trail north of Jackson Street 	<p>Yes. Key impacts include:</p> <ul style="list-style-type: none"> » A single new column in Bear Creek » Potential impacts to six structures within the Twelfth Street Mobile Home Park » Impact to artwork on the columns and skate park underneath the viaduct within Hawthorne Park » Potential partial impacts to the Hawthorne dog leash park
Construction impacts	Construction of new bridge columns may impact sidewalks at these locations: the 8th Street Bridge, Bear Creek, Twelfth Street Mobile Home Park, and Bear Creek Greenway	Construction of new bridge columns may impact Biddle Road, Hawthorne Park parking lot, Bear Creek Greenway, 8th Street, Medford Senior Center parking and driveway, 10th Street Bridge, and the Twelfth Street Mobile Home Park
Traffic impacts	Extended Bear Creek Greenway Path closure or temporary re-routing, periodic sidewalk and lane closures on 8th Street	Temporary closure of south bound lanes of E Biddle to E 4th Street; Extended Bear Creek Greenway Path closure or detour and permanent re-routing in two locations



	OPTION 1A (WEST WIDENING)	OPTION 1B (EAST WIDENING)
Traffic control costs	\$6.4M. Option 1A will require a longer construction period due to the placement of the 16 new columns in Bear Creek.	\$5.8M
Traffic management consideration	Both design options will require reducing I-5 from four to three total travel lanes during the deck expansion construction phase. This will require an extensive transportation management plan and reducing either northbound or southbound traffic to a single lane. To manage traffic during construction, extensive public outreach will be needed to minimize the majority of localized trips using I-5 between the Central Point and Phoenix interchanges, provide alternative routes (US97 and OR58) to west coast travel, and promote non-peak hour travel and other transportation demand management strategies.	
Right-of-way acquisition	\$0.3M	\$1.7M
Transition required to/from current I-5 alignment	Yes	Yes
Estimated cost	\$89.0M	\$84.2M

Conceptual images illustrating the potential environmental impacts

EXISTING CONDITIONS



PROPOSED WIDENING



Left: Direct impacts to Bear Creek (existing conditions and with proposed Option 1A, west widening)

Above: Potential impacts to nine structures within the Twelfth Street Mobile Home Park (Option 1A)

Above Right: Potential impacts to six structures within the Twelfth Street Mobile Home Park (Option 1B)

Below Right: Potential impacts to the Hawthorne dog leash park (Option 1B)

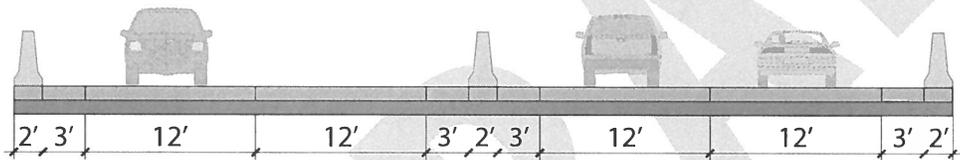


West Side Retrofit Widening Impacts to Bear Creek

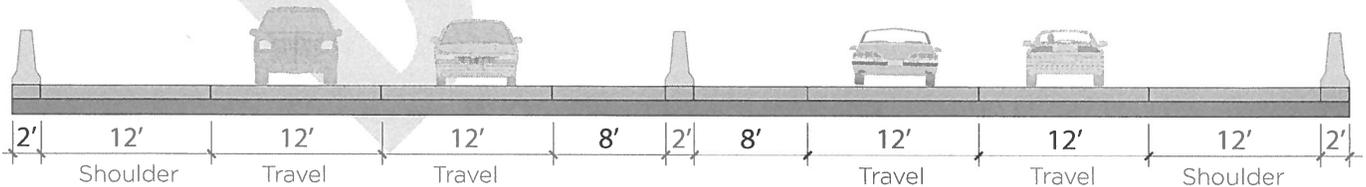
CONCLUSION

The study team's recommendation is to seismically retrofit the viaduct to the east (Option 1B) and widen it to a 94-foot cross-section, providing an 8-foot inside shoulder, two 12-foot travel lanes, and a 12-foot outside shoulder in each direction. This option addresses the viaduct's safety, traffic operations, and maintenance issues and is forecast to provide sufficient roadway capacity through 2065 at the current traffic growth rate. This retrofit widening option also allows for bicycles to use this segment of I-5 and for a potential future reconfiguration to accommodate three travel lanes in each direction, if needed. The team further recommends that all widening occur on the east side of the structure, as this option provides better seismic performance at a lower cost and minimizes impacts to Bear Creek and downtown Medford.

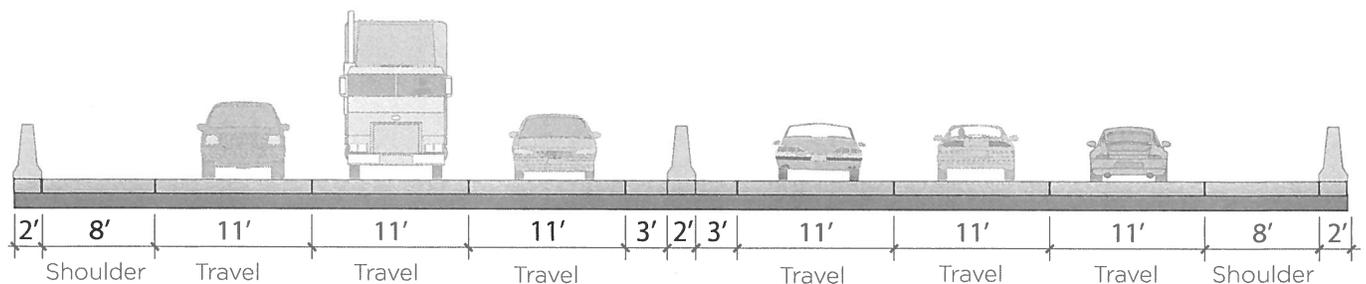
Current Cross-Section of the Medford Viaduct



Preferred Option 1B (East Widening) Cross-Section



Potential Forward Compatibility of Option 1B—Future Restriping to Six Lanes







NEXT STEPS

- ✔ **Local Resolution & STIP Adoption:** ODOT will seek a resolution of support from the City of Medford and then work with the Rogue Valley Area Commission of Transportation (RVACT) to add the viaduct project to the Statewide Transportation Improvement Plan (STIP).
- ✔ **Funding:** ODOT and local partners seek federal, state, local, and other funding sources in the range of \$85 million (2018 dollars) to move the Medford viaduct project forward to addressing the identified needs of this critical link in the western US interstate system
- ✔ **Additional Seismic Modeling:** Though Option 1B appears to be viable despite the change in soil site class designation from C to D, the next phase of the project will need to complete additional seismic modeling to verify.



Environmental Process: More detailed environmental assessment may be needed before the project can enter final engineering design. The remaining environmental work will likely be completed through a NEPA Categorical Exclusion process, pending City of Medford and FHWA reviews. ODOT will need to develop a final scope of work and budget before work can proceed.



Final Engineering Design: ODOT will need to prepare a final scope of work and budget for this phase.



Near-term Viaduct Safety and Operational Improvement Considerations:

While funding is being sought for the full viaduct retrofit project, ODOT will be considering the following near-term investments to improve the safety and operations of the viaduct:

- South Medford interchange southbound off-ramp queuing mitigation
- Lighting installation
- Variable Message Signs (VMS)/Variable Speed Limits (VSL)
- Ramp metering
- Additional incident response vehicles



Photo Source: ODOT

SUPPORTING TECHNICAL MEMORANDA

The following technical memoranda provide the environmental and engineering support for the recommended Medford Viaduct Retrofit Alternative Design Option 1B (east widening of the viaduct by 28 feet).

1.1	Travel Time Reliability Memorandum
1.2	Travel Demand Model Capacity Assessment Memorandum
1.3	Origin-Destination Memorandum
1.4	Safety Analysis Memorandum
1.5	Estimated Costs for Retrofit, Rebuild, and Reroute Scenarios Memorandum
1.6	Development of Seismic Modeling Approach Memorandum
1.7	Project-Specific GIS Data Inventory & Gap Identification Memorandum
1.8	Summary of Task 1 Anchoring Activities Memorandum
1.9	Phase 1 Methodology & Assumptions Memorandum
1.10	Existing Structure Maintenance Deficiencies and No-Build Maintenance Costs of Existing Structure
1.11	Existing Structure Baseline Seismic Performance Memorandum
1.12	Seismic Retrofit Concepts Memorandum
1.12.2a	Geographical Seismic Hazard Evaluation Impacts
1.12c	Supplemental Design Option Comparisons Memorandum
4.2	Public Involvement and Communication Plan (PICP) Outline
4.3	Stakeholder Interview Strategy Memorandum
5.0	Website Outline
9C.1	Initial Phase 2 Scope Items to Consider During Seismic Modeling Memorandum
10.0	Alternatives Considered and Dismissed Memorandum
1.11A	Design Option 1A Cost Summary Memorandum
12.0	Conceptual Designs and Cost Estimates for Retrofit Options 1A and 1B Memorandum
12.1	I-5 Medford Viaduct Reconnaissance Report
12.2	Geotechnical Seismic Hazard Evaluation Report

**Medford City Council Study Session
February 12, 2015**

The meeting was called to order at noon in the Carnegie Building, W. Main St. Medford with the following members present.

Mayor Gary Wheeler; Councilmembers Daniel Bunn, Eli Matthews, Chris Corcoran, Dick Gordon, Tim Jackle, Michael Zarosinski, Kevin Stine and Clay Bearnson.

Mayor Wheeler noted that there were members of the Planning commission in attendance.

1. RVACT Transportation Goals: Mike Montero addressed the Council and provided an update on the RVACT transportation goals. He spoke to the Transportation Options Plan (TOP) that was developed by the State over the last several years. He spoke regarding the plan and its context with the UGB Boundary amendment currently underway by the City. He noted that in the future any growth of "buildings" will have to demonstrate that the transportation system can be maintained and developed to meet the future demands. He spoke to the state funding that is passed out on regional basis. He stated that the Transportation Options Plan is not a mandate but an opportunity.

He encouraged the Council to review the TOP in conjunction with City plans as the Council considers future development.

2. ODOT Projects Update: Mike Baker, Art Anderson and Gary Leaming from ODOT were presenting. Mr. Baker addressed the Council regarding the I5 Viaduct study. The project has been started and they received \$4 million in the last STIP cycle to begin the study of the issues and plan for solutions. They have selected a consultant to work on the study for ODOT and are developing scope of work with consultant to provide direction for moving forward. Currently this is a three phase process; contract finalized in May, develop anchoring activities to focus the efforts for the study; and then rebuild/relocation or retrofit facility.

Councilmembers questioned if the viaduct will last until final solution and fix is in place. Mr. Baker noted it will but will need to have a deck replacement during that time.

Gary Leaming addressed the Council regarding the Fern Valley Interchange project. Work is underway and will take approximately 1 ½ years to finish. The bridge deck is being poured and described the upcoming transitions for freeway ingress/egress.

Art Anderson addressed the Council regarding the Highway 62 corridor improvement project. The project is scheduled to begin this summer with work on the Upton Creek to begin in May/June. ODFOT will bid the larger project in July and the first phase of the project should not impact Highway 62 as it will be primarily along the old Medco Road and open fields.

*Councilmember Corcoran left the meeting.

Mr. Anderson spoke to the I5 Welcome Center/Rest Area project and meeting with Ashland City Council. He noted ODOT is working to water from the City of Ashland. This has been a problem given that the project has been tied up in land use appeals and they have now finally gotten the land use issue resolved. He noted this is a contentious issue with Ashland and some residents but all ODOT is asking for is to remove the completion date on the agreement and to give them water. ODOT is working on answers from Ashland Councilmembers and will be presenting the answers at next Tuesday's Ashland Council meeting. Mr. Anderson noted he would like to have representatives from the City of Medford and Medford Chamber to testify regarding the project.

Mr. Swanson questioned the requirement by the Federal Transportation Department, who regulates the distance between rest areas that a new rest area be built to meet their distance standards. He noted that he understands that the "rest area" will be built regardless and that the Welcome Center is what is requiring the additional water. He spoke to questions that need to be addressed by Travel Oregon and the need for the face to face interactions with travelers to promote tourism in our valley.

Rich Rosenthal, Ashland Councilor, spoke regarding the Ashland Council meeting and the need for advocates for the Welcome Center.

The meeting adjourned at 1:36 p.m.

Glenda Wilson
City Recorder



Medford City Council Study Session

Minutes

January 28, 2016
Medford City Hall, Medford Room
411 West Eighth Street, Medford, Oregon

The Medford City Council Study Session was called to order at 12:00 p.m. in the Medford Room of the Medford City Hall on the above date with the following members and staff present:

Mayor Gary Wheeler; Councilmembers Clay Bearson, Daniel Bunn, Tim Jackle, Eli Matthews, Kevin Stine, Michael Zarosinski

City Manager Pro Tem Bill Hoke; City Attorney Lori Cooper; City Recorder Karen Spoons

Councilmembers Chris Corcoran and Dick Gordon were absent.

Guests: Lisa Cornutt, Anna Henson, Gary Leaming, and Michael Baker of ODOT; Stacy Thomas of JLA Public Involvement; Marc Butorac of Kittelson & Associates, Al Densmore of John Watt & Associates

Medford Viaduct Planning & Environmental Study

Lisa Cornutt, Lead Planner of ODOT, stated that they will be sharing information on the status of the viaduct. She introduced Marc Butorac of Kittelson & Associates, Stacy Thomas of JLA Public Involvement, and Michael Baker, Gary Leaming and Anna Henson of ODOT.

Senior Principal Engineer Marc Butorac, Kittelson & Associates, presented a PowerPoint presentation and stated the presentation builds on itself. Today's objectives are to 1) understand the existing and future viaduct performance and needs and 2) present key findings. Initial stakeholder interviews were conducted and Senior Project Manager Stacy Thomas, of JLA Public Involvement, discussed those interviews and noted an initial fact sheet is available on the project's website. Some items discussed were seismic vulnerability, emergency access, safety upgrades, environmental concerns, and better north/south routes.

Mr. Butorac stated that information was sent to Council regarding five areas: Travel Time Reliability, Travel Forecasting, Origin-Destination Analysis, Safety Analysis, and Bridge Costs and Options. He noted seismic issues with the viaduct and explained it will be unusable after an earthquake. The Phase Two retrofit will improve the existing viaduct structure to meet current seismic standards and consider potential widening of the existing structure. Public Works Director Cory Crebbin questioned the strength of the viaduct during an earthquake; Mr. Butorac noted Phase Two will meet the needs as it will allow the viaduct to move slightly with the earthquake. ODOT estimated the cost for a retrofit is \$40 to \$80 million, a rebuild at \$410 to \$500 million and a reroute would be \$1 billion plus.

The key findings found no capacity issues within the next 25 years and no demonstrated operational safety issues. However, there were seismic structural deficiencies under a Cascadia Subduction Zone event; several substandard design features, and maintenance and incident management working area deficiencies. The proposed next steps are to develop a summary technical memo of early anchoring activities and develop a transportation problem statement brochure and video.

Councilmember Stine questioned whether a list of state projects and their priority existed; Ms. Cornutt noted this is a high priority and they have been asked to look at our viaduct as well as all the bridges in Oregon, although there is no funding for this. Mr. Butorac noted this process will help determine the amount of funding needed for this project. Councilmember Bearson questioned where the tunnel idea

fell into the cost; Mr. Butorac noted that tunnels can be unpredictable and it could cost anywhere from \$400 million to \$1 billion to build and it may not even be possible to create a tunnel below Bear Creek.

Mr. Crebbin questioned the speed limit and the lack of shoulder on the viaduct. Mr. Butorac explained that as the road narrows, people generally slow down. Councilmember Bunn questioned what they needed from Council. Mr. Butorac responded that he wondered if they were on the right track and wanted to answer any questions. Mayor Wheeler asked how we would reroute traffic if we have an emergency. Mr. Butorac stated that ODOT has incident plans and alternate routes for traffic. He also noted that alternative routes needed to be addressed by local areas in addition to ODOT's work with the freeway.

Funding for Transit Districts

City Manager Pro Tem Bill Hoke introduced Deputy Public Works Director/City Engineer Alex Georgevitch. Mr. Georgevitch reported on Metropolitan Planning Organization's mission to provide stable funding for the 41 transit districts throughout Oregon, which includes the Rogue Valley Transit District (RVTD). The group is looking for support at the policy committee level and hopefully from Council as well. RVTD currently receives 50% of the Surface Transportation Program dollars provided to the MPO, which is nearly \$1 million dollars a year. If stable funding becomes available, that funding can be utilized by other jurisdictions. Mr. Georgevitch explained that a hearing is scheduled and requested a letter of support from Council.

Senior Account Executive Al Densmore, John Watt & Associates, reported a situation that occurred with the Salem Kaiser Transit District. The Salem Chamber engaged his firm to create and propose a concept to obtain federal funding. A bill has been presented to the legislature, which is co-sponsored by 19 of the 41 transit districts. The proposed bill basically creates a fund from which local areas can request funding to improve transit in their area. He requested a letter support from Council.

Mayor Wheeler noted that the hearing is scheduled for Wednesday and questioned if we should contact our lobbyist Cindy Robert regarding backing.

Mr. Densmore also requested letters of support from individual Councilmembers. Mr. Crebbin clarified this bill does not create the funding; it only creates the possibility of funding. Mr. Densmore agreed. Mayor Wheeler requested the name and address where letters should be sent.

Mayor Wheeler noted Senator Bates is interested in the viaduct study and requested ODOT forward the PowerPoint presentation to him.

The meeting adjourned at 12:55 p.m.

Karen M. Spoonts, MMC
City Recorder

LAW OFFICES OF JAMES D. ZUPANCIC, PC

JAMES D. ZUPANCIC, ESQ., CRE
24691 SW CASCADE VISTA LANE
WILSONVILLE, OR 97070
E. JIM@ZUPGROUP.COM
C. 503-277-9906
F. 503-660-4102

March 7, 2019

The Honorable Gary Wheeler, Mayor
Honorable Members of the City Council
City of Medford
411 West 8th Street
Medford, OR 97501

SENT BY EMAIL

Dear Mr. Mayor and Members of the City Council:

This letter is sent on behalf of Almond Rentals, LLC, the owner of the real property located at 26-116 Almond Street in Medford, the private property directly impacted by ODOT's "pre-emptive" taking in connection with the proposed I-5 Viaduct Project expansion (the "I-5 Project"). We believe the following information is important as you consider ODOT's request for the City's support for the I-5 Project. Although professional obligations prevent me from personally appearing before you at your hearing on March 14, 2019, for which I apologize, I respectfully request that this letter be entered into the official record of the hearing.

The issue is not whether or not to support the need for the I-5 Project, but whether or not the plan presented to you by ODOT is the best design option.

Almond Rentals, LLC is owned by local residents Dan and Julie Thomas, for whom local architects Oregon Architecture, Inc. designed a much needed 108-unit downtown apartment to be located on their property (the "Apartment Project"). In 2017, the Thomas's and their partners were ready to commence development of the Apartment Project. The project was approved by SPAC and all the conditions of approval were satisfied. Unfortunately, subsequent to the SPAC approval, ODOT notified the City of its intention to take the most valuable portion of the Thomas's property, which taking ostensibly precluded them from obtaining building permits and commence constructing the Apartment Project.

In August 2018 ODOT filed a lawsuit in Jackson County against Almond Rentals, LLC, alleging that \$177,000 is just compensation for the taken property, even though the impact of the taking is to eliminate virtually all of the highest-density/high-value real estate from the parcel, and consequently reduce the allowable apartment units from 108 to 38 in number. My clients strongly disagree with ODOT and are actively defending that lawsuit in Jackson County believing that ODOT has not acted according to state law, is offering only a small fraction of the just compensation due and, among other things, that ODOT is not pursuing a design plan option that is in the public's best interest and causes the least injury to adjoining private property.

Oregon law requires ODOT to plan the project “in a manner which will be most compatible with the greatest public good and the least private injury.” ORS 35.235. We believe that ODOT should clearly explain to the City how the I-5 project, as presently proposed, complies with Oregon law and is most compatible with the greatest public good and the least private injury. We understand that another option is for the ODOT to expand in a westerly direction, instead of the currently planned easterly direction which requires the partial taking of the Thomas’s property. We understand that expanding in the opposite direction may minimally increase ODOT’s budget. We also understand that pursuing the alternative plan may require obtaining certain permits, all of which are obtainable. By doing so, ODOT would clear the path for the construction of much needed downtown multi-family housing for students and others, enhance the local economy and eliminate the need to take private property.

To be clear, the Thomas’s understand the need for and support the underlying concepts behind the I-5 Project. Their objection is only the manner in which the ODOT plan is being implemented. To adopt the ODOT plan as currently constituted would be an implied endorsement of its plan of implementation, which design we believe is not compatible with the greatest public good and least private injury.

Lastly, City Manager Brian Sjothun has done an admirable job proactively attempting to mediate a creative solution with ODOT. We have offered to meet with ODOT later this month, along with the City, to explore if a partial solution can be found using land use tools available to the City that could mitigate the impact of the taking. To date, ODOT has not accepted our invitation to meet, but we are hopeful they will do so soon. However, a complete redesign of the Apartment Project is not a trivial matter. Shifting the building massing toward Almond Street frontage may not be a feasible design option and raises numerous new issues of scale, marketability, increased cost per unit and economic sustainability.

Therefore, the Thomas’s request that the City premise any support for the I-5 Project on the condition that ODOT prove to the City Council that its design plan is truly the best option, and that their plan is clearly most compatible with the greatest public good and the least private injury. Without such showing to the City Council, ODOT should be asked to reconsider and resubmit its request.

Thank you for the opportunity to submit this letter on behalf of Almond Rentals, LLC and Mr. and Mrs. Thomas.

Cordially,

James D. Zupancic

James D. Zupancic, Esq., CRE



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: October 4, 2016
 TO: RVMPO Technical Advisory Committee
 FROM: Ryan MacLaren, Associate Planner
 SUBJECT: RTP/TIP Amendments

The TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments described below and on the following pages. The Policy Committee will hold a public hearing at 2:00 p.m. on Tuesday, October 25, 2016 to consider adoption of the proposed TIP and RTP amendments. The 21-day public comment period and public hearing will be advertised on or before October 5th in the Medford Tribune, and information is currently available on the RVMPO website. Information on the new project is enumerated, below:

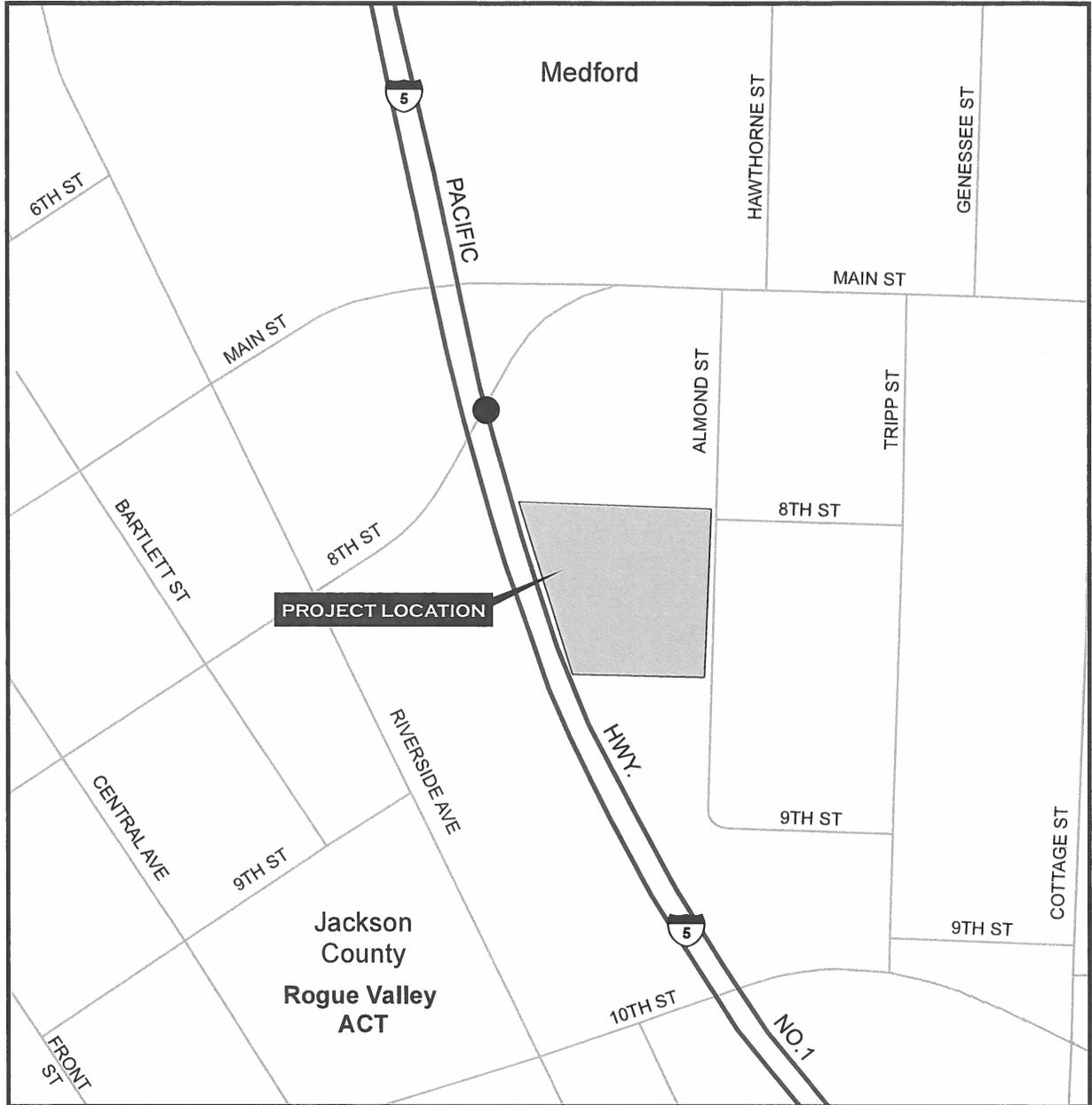
A. Amendment to RTP & TIP: I-5: Medford Viaduct Protective Right of Way Purchase

Description: This property is currently bare ground. The owner is preparing to construct a large multi-story apartment building off of Almond Street within very close proximity to the existing bridge structure. It is likely that at a minimum, ODOT will widen the structure to add shoulders, although additional widening could also occur. Even the most minimal widening will require acquisition of this property. Early acquisition is desired so the Department will not have to remove a new building and relocate numerous tenants at a substantially increased cost. The Department has already reached out to the developer and city official

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
ODOT														
I-5: Medford Viaduct Protective Right of Way Purchase	Acquisition of vacant property for protective ROW I-5	920	Exempt - Table 2, Safety			Planning								
						Design			\$ -		\$ -			
				20045		Land Purchase	\$ 897,300	STP-FLX	\$ 102,700	ODOT	\$ 1,000,000			\$ 1,000,000
						Utility Relocate								
						Construction			\$ -		\$ -			\$ -
						Other					\$ -			\$ -
					Total FFY15-18		\$ 897,300		\$ 102,700		\$ 1,000,000		\$ 1,000,000	

STIP PROJECT LOCATION

ODOT REGION 3



- LEGEND**
- PROJECT LOCATION
 - STATE HIGHWAY CLASSIFICATION**
 - INTERSTATE
 - STATEWIDE
 - REGIONAL / DISTRICT
 - REGIONAL BOUNDARY
 - COUNTY BOUNDARY
 - ACT BOUNDARY

I-5: MEDFORD VIADUCT PROTECTIVE RIGHT OF WAY PURCHASE KEY NO. TBD

"This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information."

0 0.035 Miles
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 (503) 986-3154 - MARCH 2015
 GIS No. 23-52



SUMMARY MINUTES
Rogue Valley Metropolitan Planning Organization
Technical Advisory Committee

October 12, 2016

The following people were in attendance:

RVMPO Technical Advisory Committee

Voting Members in Attendance:

Mike Kuntz, Chairman	Jackson County
Jon Sullivan, Vice Chairman	RVTD
Kelly Madding	Jackson County
Kyle Kearns	Medford
Paige Townsend	RVTD
Tom Humphrey	City of Central Point
Kelli Sparkman	ODOT
Rob Miller	Eagle Point
Ian Horlacher	ODOT
Karl Johnson	Ashland
Matt Brinkley	Phoenix
Josh LeBombard	DLCD

Others

Mike Montero	Montero & Assoc.
--------------	------------------

RVCOG Staff

Karl Welzenbach, Dan Moore, Andrea Napoli, Bunny Lincoln, Nikki Hart-Brinkley

1. Call to Order / Introductions

The Chairman called the meeting to order at 1:35 p.m. Those present introduced themselves.

2. Review/Approve Minutes

On a motion by Kelli Sparkman seconded by Paige Townsend, the minutes of the previous meeting were approved as corrected by unanimous voice vote.

3. Public Comment

No public comment was forthcoming.

Action Items:

4. Regional Plan / Transportation Improvement Program (TIP)

Dan Moore shared that the TAC is being asked to make recommendations to the Policy Committee on the proposed RTP/TIP amendments. The 21-day public comment period and public hearing will be advertised on or before October 5th in the Medford Tribune, and information is currently available on the RVMPO website.

A. Amendment to RTP & TIP: I-5: Medford Viaduct Protective Right of Way Purchase

Description: This property is currently bare ground. The owner is preparing to construct a large multi-story apartment building off of Almond Street within very close proximity to the existing bridge structure. It is likely that at a minimum, ODOT will widen the structure to add shoulders, although additional widening could also occur. Even the most minimal widening will require acquisition of this property. Early acquisition is desired so the Department will not have to remove a new building and relocate numerous tenants at a substantially increased cost. The Department has already reached out to the developer and city officials.

Project: 920

AQ Status: Exempt (Table 2, Safety)

FFY: 2015-18

Total = \$1,000,000. Land Purchase. Federal funding, with ODOT match.

The members discussed the fact that the market value is less than the amount being requested. The ODOT process is not uncommon, and past practice has been to buy an entire property, and then sell whatever portion is not used in a particular project. RVTD and the MPO submitted letters of support for the proposed housing development.

On a motion by Alex Georgevitch, seconded by Ian Horlacher, the amendment to the RTP & TIP: I-5: Medford Viaduct Protective Right of Way Purchase was unanimously recommended to the Policy Committee for approval. Paige Townsend abstained.

Information Item(s)

5. Scenario Viewer Demonstration

Nikki Hart-Brinkley gave an overview of the Viewer, how it would allow the public to review community design options, and how they would affect the public as it moves in/around the Valley. The Viewer is crafted to Rogue Valley data, although it is available throughout the State, and is designed to cover projects that have already been approved. As different scenarios are studied by the user, all the categories automatically change to reflect the impacts/changes that would occur, if implemented. Comments can be submitted to the RVCOG for consideration. The RTP data will be added to the Viewer before the website goes “live”. The Committee members suggested that the explanatory verbiage for some of the results should be redone to be more relatable/understandable by the general public. The Viewer will be presented to the PAC for their input, and the TAC will then be asked if this reflects the direction that the RTP should go. The timing for going “live” with the site is unknown at this point.

6. Place Type Update

Nikki Hart-Brinkley reminded the TAC that Place Types, originally introduced to the RVMPO during the Strategic Assessment process, are used to quantify neighborhood characteristics by the role that they play in the region, proximity to destinations, and availability of various travel options. Ms. Hart-Brinkley presented Place Type maps, developed by ODOT, of the base (2017) and horizon year (2042) land use assumptions (by TAZ) for the 2042 RTP, and explained some of the details on how the maps are created and utilized. The MPO jurisdictions were encouraged to review their current TAZ, and, as a result, the data is being adjusted to reflect that new input.

DLCD is willing to host an interactive site for people to access the maps.

The following links provide Place Type maps described above:

<http://www.oregon.gov/ODOT/TD/TP/Pages/ORPlaceTypes.aspx?ptv=RVMPO-2017>

<http://www.oregon.gov/ODOT/TD/TP/Pages/ORPlaceTypes.aspx?ptv=RVMPO-2042>

The following links provide more information on Place Types.

http://www.oregon.gov/ODOT/TD/OSTI/Pages/scenario_planning.aspx#s3

http://www.oregon.gov/ODOT/TD/TP/ORPlaceTypes/PlaceType_Flyer.pdf

7. MPO Planning Update

- The TAZ data is going out for final agency approval, and will be used in the new model. Confidentiality agreements will need to be signed for jurisdictions to review the employment statistics.
- The RVTD Master Plan Scope of Work is being compiled. The Plan is expected to go through in spring, 2018. Members of the RVTD TAC and PAC will be chosen. New modeling tools and will be used in the screening process. The Plan will be adopted by the RVTD Board of Directors. Jurisdictions will be interacting with the District to improve their plans for transit facilities. The Master Plan horizon is being designed to coordinate with the 2042 RTP.
- Dan Moore shared a memo from DLCD on Policy Approaches to Integrating and Improving Metropolitan Planning Requirements in the Transportation Planning Rules (Greenhouse Gas reduction targets). He further explained the ongoing process for setting Greenhouse Gas targets for MPO's statewide.
- Andrea Napoli has begun working on Alternative Measures for the RTP updates.

8. Public Comment

None received.

9. Other Business / Local Business

- Mike Montero shared that the CNG station is open. and State officials were here to tour the facility, as well as talking about other potential locations for additional stations.
- Paige Townsend spoke about the rule making process for two communities to be chosen for a grant to allow an exception to the UGB process.
- Tom Humphrey spoke about upcoming improvements planned for Pine Street.
- The Jackson County RTP is moving ahead again. A round about is now planned for the Hwy. 140, Foothill Road intersection.

10. Adjournment

The meeting was adjourned at 2:35 p.m.

Scheduled Meetings:

- | | | |
|----------------|----------------------|---------|
| • RVMPO TAC | Wed., Nov. 9, 2016 | 1:30 PM |
| • RVMPO Policy | Tues., Oct. 25, 2016 | 2:00 PM |
| • RVMPO PAC | Tues., Nov. 15, 2016 | 5:30 PM |

**SUMMARY MINUTES
 ROGUE VALLEY MPO POLICY COMMITTEE
 OCTOBER 25, 2016**



The following attended:
MPO Policy Committee

<u>Member</u>	<u>Organization</u>	<u>Phone</u>
Ian Horlacher for Art Anderson	ODOT	774-6353
Colleen Roberts	Jackson County	646-2878
Bruce Sophie, Vice Chairman	City of Phoenix	535-1216
Rich Rosenthal	City of Ashland	941-1494
Ruth Jenks	City of Eagle Point	941-8537
Mike Zarosinski	City of Medford	
Tonia Moro	RVTD	973-2063

<u>Staff</u>	<u>Organization</u>	<u>Phone</u>
Dan Moore	RVCOG	423-1361
Bunny Lincoln	RVCOG	944-2446
Ryan MacLaren	RVCOG	423-1338

Others Present -

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
Alex Georgevitch	City of Medford	774-2114
John Vial	Jackson County	
Mike Montero	Montero & Assoc.	944-4376
Scott Fleury	City of Ashland	
Paige Townsend	RVTD	608-2429

John Vial

Jackson County

Tom Humphrey

City of Central Point

1. Call to Order / Introductions/ Review Agenda –

The Vice Chair called the meeting to order at 2:00 p.m. The Committee began with introductions.

2. Review / Approve Minutes -

The Vice Chairman asked if there were any additions or corrections to the previous meeting minutes.

On a motion by Rich Rosenthal, seconded by Mike Zarosinski, the minutes the previous meeting were approved as presented.

3. Public Comment -

None.

Public Hearing:

The Vice Chairman read the procedure for the public hearing.

4. 15-2018 Transportation Improvement Program (TIP) & 2013-2038 Regional Transportation Plan Amendments

Ryan MacLaren explained that the Policy Committee is being asked to consider approval of the following amendments to the 2013-2038 Regional Transportation Plan and 2015-2018 Transportation Improvement Program. The 21-day public comment period and public hearing were advertised in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendments

The amendment includes:

A. Amendment to RTP & TIP: I-5: Medford Viaduct Protective Right of Way Purchase

Description: This property is currently bare ground. The owner is preparing to construct a large multi-story apartment building off of Almond Street within very close proximity to the existing bridge structure. It is likely that at a minimum, ODOT will widen the structure to add shoulders, although additional widening could also occur. Even the most minimal widening will require acquisition of this property. Early acquisition is desired so the Department will not have to remove a new building and relocate numerous tenants at a substantially increased cost. The Department has already reached out to the developer and city officials.

Project: 920

AQ Status: Exempt (Table 2, Safety)

FFY: 2015-18

Total = \$1,000,000. Land Purchase. Federal funding, with ODOT match. Non-MPO funding.

The TAC members discussed the fact that the market value is less than the amount being requested. The ODOT process is not uncommon, and past practice has been to buy an entire property, and then sell whatever portion is not used in a particular project. RVTD and the MPO submitted letters of support for the proposed housing development.

The Chair opened the public hearing.

In support: None received

In opposition: None received

The Chair closed the public testimony.

On a motion by John Vial, seconded by Ian Horlacher, the amendment to the RTP & TIP: I-5: Medford Viaduct Protective Right of Way Purchase was unanimously approved by the Policy Committee.

Action Items:

5. Project Evaluation Criteria & Ranking Process for STBG/CMAQ Funds

Based on a previous request from the Committee, Dan Moore explained the project solicitation process for the 2019-2021 Surface Transportation Block Grant (STBG) and Congestion Mitigation Air Quality (CMAQ) program funds is currently underway, with December 2 being the deadline for jurisdictions to submit their project applications. Project applications are evaluated and weighted by staff, prior to Technical Advisory Committee (TAC) project funding recommendation to the Policy Committee.

Mr. Moore's presentation included:

- The Application
- Cost Estimates (by phase)
- Project Evaluation Criteria Spreadsheet (Goals, RTP Goal, MPO Requirements, Evaluation Criteria)
- Electronic Submittal to RVCOG
- RVCOG Staff begins evaluation
- Project Ranking by Staff (high, medium, & low) - Mobility, Community Vitality, Transportation Options, Resource Conservation CMAQ Qualification

Several, previous projects were shown to demonstrate the scoring/ranking process before they were submitted to the Policy Committee. (TAC members review the Staff scoring and submit their own ranking recommendations, unrelated to the other steps in the process.) There has been no MPO interaction with the OTC at this point. At this point, the reduced CMAQ funding amounts are being used.

Members discussed the TAC process, and the availability of minutes to show how they reached their recommendations on the various projects. The Policy Committee has the final decision.

Regional priorities are also part of the discussion. Although it is understood that the TAC members will advocate for their own projects, “objectivity” is the final goal. Rich Rosenthal shared that he felt the funding allocations were more relevant than the Staff rankings. The resolution of underfunded projects by various jurisdictions was also mentioned.

Additional details of the process shared with the Committee included:

RVMPO Evaluation Measures, Project Funding Criteria Table

The criteria are directly related to national, MPO, and Regional Transportation Plan goals and requirements. In the project application, the applicant provides information for each applicable criteria using the “How Measured” section of the table.

Project Evaluation Scoring Sheet

Utilizing the information provided by the applicant as to how elements of the project support established criteria, staff completes the Project Evaluation Scoring Sheet. This is done by applying a “Low”, “Medium”, “High” score/weight for how well each criteria is fulfilled using both best judgment (subjective) and data driven results. A grey-colored table is provided on the scoring sheet that outlines specific calculations and data to be used for certain criteria.

Additionally, for projects seeking CMAQ funding, the blue “CMAQ Qualification” table is completed by staff to determine how well each project may benefit air quality. This is done by using information provided by the applicant and calculations approved by ODOT to determine various benefits such as the projects expected reduction in carbon monoxide per year, for the lifetime of the project, and a cost/benefit ratio (dollar invested per kg reduced).

TAC Recommendation to Policy Committee for Funding Projects

Staff presents the completed evaluation scoring sheet to the TAC, which then does an in-depth review of the results and uses the completed scoring spreadsheet as a tool to inform their project funding recommendation to the Policy Committee.

The Policy Committee felt that the evaluation sheets were important information for their decisions. Ms. Jenks stated that she felt the rankings were also very important. The opinion was that transparency and collaboration are very important aspects of the process, and all information should be available to those involved in making decisions on the proposed projects.

The possible involvement of other organizations (RVACT/OTC) was mentioned.

The Committee

6. RVMPO Planning Update -

- Karl Welzenbach, the new Program Manager, has assumed his new position.
- Staff offered an update on the Advisory Committee on Metropolitan Transportation Planning and Greenhouse Gas. The predominance of discussion to this point has been the deficiencies in the TPR and improving the Metropolitan Planning Requirements. A memo was shared to describe potential improvements to these rules. The main goal is to meet the Greenhouse Gas reduction requirements. The Nov. 4th “go to” meeting will be held at the COG. The Committee will make recommendations to DLCD on potential options:

1. Merge processes
2. Require TSPs to have performance measures

3. Use the Mixed-Use Multimodal Area (MMA) as a community tool
4. Rewrite the TPR

Mr. Moore said he was in favor of Option #2.

Transit options were briefly mentioned. Metro may have its own targets, with smaller jurisdictions having lesser ones. It was again mentioned that the Rogue Valley has its own unique emission problems.

- Staff continues to work on the RTP, modeling, etc.

7. Public Comment

None received.

8. Other Business / Local Business

9. Adjournment

The meeting was adjourned at 2:50 p.m.

Scheduled Meetings:

RVMPO PAC	Tuesday, Nov. 15th @ 5:50 pm
RVMPO TAC	Wednesday, Nov. 9th @ 1:30 pm
RVMPO Policy	Tuesday, Nov. 22nd @ 2:00 pm



MEMORANDUM

Date March 7, 2019
To Mayor and Council
From Cory Crebbin, Public Works Director
Subject Proposed Medford Municipal Code Change for Sidewalk Repairs

Seeking Council Direction

On August 2, 2018 Council directed staff to look into possible code changes to allow the Public Works Director to grant 6-months to make repairs to sidewalks.

The attached Medford Municipal Code (MMC) language is proposed as a possible Code change. Council direction is requested as to whether staff should:

- Prepare the proposed language for Council consideration, or
- Alter the proposed language and prepare it for Council consideration, or
- Not propose revise language for Council consideration

Presentation Outline

- History of sidewalk maintenance in Medford – Cory Crebbin
- Implementation of current MMC – Cory Crebbin and Nepheli Sparks
- Proposed changes to MMC – Cory Crebbin
- Discussion and Direction by Council – Mayor and Council

The City of Medford has required abutting property owners to maintain sidewalks since the City was established as near as staff can ascertain. In the 1880's the Council directed the Town Marshall to require businesses to pound down the nails protruding from the boardwalks abutting their property.

The City inspects sidewalks for defects in response to complaints received. If the subsequent inspection reveals defects which pose a safety hazard a letter is sent to the abutting property owner. The letter specifies that the sidewalk is defective and that the owner has 30 days to make repairs per the MMC. If repairs are not made then the City completes the sidewalk repairs and bills the responsible property owner for the work.

In 2009 the Council amended MMC 3.023 by Council Bill 2009-154 to authorize the Public Works Director or his designee to approve a 90-day extension for property owners to make sidewalk repairs. This change reflects the Council's desire to eliminate the requirement that property owners appeal to the Council in order to extend the time for making repairs.

On August 2, 2018 the Council directed staff to look into possible code changes to authorize the Public Works Director to approve 6 month extensions for sidewalk repairs. The approach staff proposes is to retain the current 90-day extension criteria which allows a 90-day extension with minimal justification. A second 90-day extension will be made available by the proposed code language, but the criteria are more stringent. The proposed criteria for a second 90-day extension are:

- (a) The responsible property owner of a residential property is age 65 or older, or;
- (b) The original notice of defective sidewalk was mailed between November 1 and March 1;
- (c) The cost of sidewalk repairs for a single property exceeds \$1,500.

Older residents (age 65 or older) often have fixed incomes and additional time to manage household budgets to accommodate sidewalk repairs is likely useful and necessary for many property owners in this situation. Sidewalk repairs are more difficult to schedule and accomplish in the winter (November 1 to March 1), plus finished concrete quality is generally better with mild weather. Expensive repairs create financial hardships which can be mitigated by allowing additional time to make repairs.

The proposed code language also changes the requirement that sidewalks be repaired within 30 days of receiving a defective sidewalk notice from the City. The deadline to complete repairs after receiving notice is proposed to be 60 days. It is challenging for even a diligent property owner to complete repairs in 30 days.

Attachments

Draft MMC 3.023 Notice of Sidewalk Repair

Sidewalk Repair Program - Organizations that may be able to help Medford Citizens

3.023 Notice of Sidewalk Repair

(1) If the Public Works Director or designee determines that an existing sidewalk is in disrepair or presents an unsafe or hazardous condition for public use, the owner of the property abutting the sidewalk will have thirty (60) days after receiving written notice from the City of the unsafe or disrepair condition to obtain a permit and complete repair of the sidewalk. The notice shall also state that if the repair is not made by the property owner, the City may repair the sidewalk and the cost of the repair and any administrative fees will be assessed against the owner of the property abutting the sidewalk.

(2) The notice shall be mailed certified to the owner of the property, or owner's agent, at the address last shown on the records of the Jackson County Tax Assessor. If delivery receipt of the notice is not verified, notice directing repair of the defective sidewalk shall be posted on property responsible for the sidewalk. The person posting the notice shall file with the City Recorder a certificate stating the date that the notice was posted.

(3) An error in the name or address of the owner or agent shall not make the mailed notice void.

(4) The notice shall contain the following information:

(a) A description of the property, by street address or otherwise, which abuts the sidewalk;

(b) That the City has determined the sidewalk is in disrepair or presents an unsafe or hazardous condition for public use;

(c) A description of the disrepair or safety hazard.

(d) That the owner must obtain a permit and complete repair of the sidewalk within thirty (60) days from date of the notice;

(e) That if the owner does not properly repair the sidewalk within thirty (60) days from the date of the notice, it may be repaired by the City;

(f) That costs to repair the sidewalk and associated administrative fees, if the work is performed by the City, will be assessed to the abutting property owner;

(g) That the owner may appeal the City's determination that the sidewalk is defective by filing, within ten (10) days of receipt of the notice, a written request with the City recorder for a hearing before the City Council; and

(5) Failure of the City to take action under Sections 3.023 to 3.030 shall not relieve the property owner of liability under Section 3.010.

(6) The Public Works Director, or his designee, may grant a 90-day extension of time to complete the repairs if the basis for such an extension is provided by the responsible property

owner in writing. One additional 90-day extension be granted if extraordinary circumstances described below are determined by the Public Works Director to apply:

- (a) The responsible property owner of a residential property is age 65 or older, or;
- (b) The original notice of defective sidewalk was mailed between November 1 and March 1;
- (c) The cost of sidewalk repairs for a single property exceeds \$1,500.

(7) By adopting these sections, the City does not intend to undertake any obligation to inspect and repair sidewalks as such is the obligation of the abutting property owner.

[Added, Sec. 3, Ord. No. 2008-117, July 2, 2008; Amd. Ord. No. 2009-154, July 2, 2009.]

SIDEWALK REPAIR PROGRAM

Organizations that may be able to help Medford Citizens

NON-VETERAN RELATED ORGANIZATIONS

- **Home Repairs – Oregon**
The programs and resources listed below help homeowners with home repairs and improvements.
<https://www.hud.gov/states/oregon/homeownership/homerepairs>
- **FHA Section 203K Acquisition & Rehabilitation Mortgage**
The Section 203(k) program is FHA's primary program for the rehabilitation and repair of single family properties. As such, it is an important tool for community and neighborhood revitalization, as well as to expand homeownership opportunities
https://www.hud.gov/program_offices/housing/sfh/203k
- **Rogue Valley Habitat for Humanity – ReStores**
Learn about both of our Rogue Valley ReStores that offer new and quality used home improvement and building supplies to the public at greatly reduced prices. The ReStores also carry furniture, paint, household items, miscellaneous house decor, office supplies, and Inventory changes daily!
<https://www.roguevalleyhabitat.org/>
- **Habitat for Humanity International**
With the help of volunteers, homeowners build and renovate the places they will call home. They attend financial education and budget planning classes. Some help staff the local Habitat ReStore; others serve on committees or help out in the local Habitat office.
<https://www.habitat.org/>
- **Salvation Army**
It is our goal to get people back on their feet and into a better life. When times are tough, we are there for children, families, and seniors in Jackson County with necessities such as food, heat, and more. Emergency food bags, Utility assistance, Assistance for seniors 65 and older, Clothing, Furniture, Other services.
922 N. Central Ave, Medford, 541-772-8149
http://www1.usw.salvationarmy.org/usw/www_usw_medford.nsf/vw-text-dynamic-arrays/7419C079378BF8257AAD0056653B?openDocument&charset=utf-8

ORGANIZATIONS SPECIFIC TO THE ELDERLY

- **Reach Community Development**
We are dedicated to helping older adults and people with disabilities age safely in their homes. Free Home Repairs. This is for the City of Portland, but may consider outside applications.
<https://reachcdc.org/our-work/free-home-repairs>

NOTE: These organizations have not been contacted to determine the extent of assistance, if any, that can be provided. This is for informational purposes only as potential areas of outreach. 3/6/2019

SIDEWALK REPAIR PROGRAM

Organizations that may be able to help Medford Citizens

- **Help Now Advocacy Center**
Help Now! is a non-profit organization located in southern Oregon providing ... We have a particular focus on and interest in helping seniors, the disabled, those in need.
(541) 732-1911
www.helpnowadvocacy.org
- **Community Development Block Program**
The City of Medford was granted entitlement status under the Community Development Block Grant (CDBG) program by the United States Department of Housing and Urban Development (HUD) in 1989. Since then, HUD has granted the City an average annual entitlement of approximately \$600,000. CDBG funding is used to benefit low- and moderate-income persons, eliminate conditions of slum and blight, or meet an urgent need (as defined by HUD) within the City of Medford. The CDBG program provides the City of Medford with an essential funding source to financially support a variety of programs and projects including but not limited to the following:
[Public Service Programs](#)
[Capital Improvement Projects](#)
[City Capital Projects](#)
[Homeowner Repair Loans](#)
- **Salvation Army**
It is our goal to get people back on their feet and into a better life. When times are tough, we are there for children, families, and seniors in Jackson County with necessities such as food, heat, and more. Emergency food bags, Utility assistance, Assistance for seniors 65 and older, Clothing, Furniture, Other services.
922 N. Central Ave, Medford, 541-772-8149
http://www1.usw.salvationarmy.org/usw/www_usw_medford.nsf/vw-text-dynamic-arrays/7419C079378BFCFF88257AAD0056653B?openDocument&charset=utf-8

ORGANIZATION SPECIFIC TO VETERANS

- **Veterans Services**
140 S. Holly Street
Medford, Oregon 97501
Phone: (541) 774-8214
Fax: (541) 774-8177
General Information Email: jcvso@jacksoncounty.org
- **Rogue Valley Veterans and Community Outreach**
The RVVCO empowers families and individuals of Jackson and Josephine Counties to attain self-sufficiency with an enduring commitment to treating all people with dignity and respect.
601 N Grape St
Medford, OR 97501
(541) 779-8564
<http://www.rvvco.com>

NOTE: These organizations have not been contacted to determine the extent of assistance, if any, that can be provided. This is for informational purposes only as potential areas of outreach. 3/6/2019

SIDEWALK REPAIR PROGRAM

Organizations that may be able to help Medford Citizens

- **Salvation Army**
304 Beatty St
Medford, OR 97501
(541) 773-6965
http://www.salvationarmy.usawest.org/usw20/plugins/gdosCenterSearch?query=97501&mode=query_1
- **Oregon Veterans Home**
The Oregon Veterans' Home provides a residence for veterans who have honorably served our country, or their spouses, who are now in need of skilled nursing and rehabilitative or Alzheimer's care.
700 Veterans Drive, The Dalles, OR 97058
Phone: 800-846-8460
Fax: 541-296-7862
<http://www.oregon.gov/ODVA/Pages/index.aspx>
- **Social Security Wounded Warrior Program**
Military Service Members can receive expedited processing of claims from Social Security. Benefits available through Social Security are different than those of the Department of Veterans Affairs and require a separate application. The expedited process is used for military service members who become disabled while on active military service on or after October 1, 2001, regardless of where the disability occurs.
<http://socialsecurity.gov/woundedwarriors>
- **Oregon Dept. of Veterans Affairs**
As a veteran, you have certain benefits you earned as a result of your service to your state and country. Survivors and dependents of veterans may also have benefits available; however, these benefits are there for you only if you apply for them.
Phone: 503-373-2000
Phone: 800-828-8801
700 Summer St. NE
Salem, Oregon 97301-1285
<http://www.odva.state.or.us/>
- **Veterans Affairs Regional Loan Center**
Our mission is to help Veterans and Service members maximize their opportunity to obtain, retain, and adapt homes by providing a viable and fiscally responsible benefit program in recognition of their service to the nation. We administer VA home loan and housing benefits and services.
www.hud.gov

NOTE: These organizations have not been contacted to determine the extent of assistance, if any, that can be provided. This is for informational purposes only as potential areas of outreach. 3/6/2019



MEMORANDUM

TO: Mayor and Council
FROM: Brian Sjothun, City Manager
RE: Goat Grazing Amendment
DATE: March 7, 2019

Seeking Council Direction

Staff is seeking Council direction on the following areas:

- Interest in a Code Amendment to allow goat grazing for specific purposes
- Approach to allowing such an amendment: via special use or by requiring grazing permit
- Scope of limitations on goat grazing, if amendment is allowed

Presentation Outline

- Introduction and initial information – Brian Sjothun and Lori Cooper
- Discussion and Direction by Council – Mayor and Council

Background

The Medford Municipal Code prohibits livestock within city limits, other than in the Exclusive Agricultural overlay district. However, questions periodically arise about whether the City allows the use of goat grazing for the purposes of vegetation management, weed abatement, and fire safety.

In the past several years, communities across the nation have turned to using goats for managing overgrown vegetation, invasive weeds (including blackberry vine overgrowth), and dense underbrush in fire-prone areas. Goats are relatively fast workers, clearing large swaths of land in a matter of days; goats are also much more nimble than people and machines, and are able to navigate steep and rugged terrain.

A number of goat grazing rental operations exist in Oregon, where a goatherd brings his or her flock to sites that need management, then lets the goats work until the job is done. The goats typically do not reside within city limits; they are rented out on a job-by-job basis.

Options for Approaching Goat Grazing

There are two primary options for addressing goat grazing in our code: as a special use or as a permit-based option. There is some precedent in the state for allowing goat grazing as a special use. There's some precedent nationwide for allowing goat grazing on a permit-based system.

A. Goat grazing allowed as a special use

The City of Salem passed a Goat Grazing Ordinance in 2015, which amended their land development code. A description of Salem's approach is included in this memo. The city's code sets out a list of requirements for the special use of goat grazing, and the rules are enforced by the City's code enforcement office.

The City of Medford's Code is organized similarly to Salem's, and includes provisions for special uses that may not otherwise be allowed in City limits. The closest analogue in Medford's Code to Salem's goat-grazing exception is the beekeeping provision, which is described in LDC 10.813(C). Beekeeping is recognized as an agricultural service that may be conducted within City limits, subject to seventeen (17) conditions of use. These conditions are enforceable, and require beekeepers to register with the City of Medford's Planning Department, but do not require beekeepers to obtain City-issued permits.

B. Permit required:

An alternative to setting special-use guidelines for goats would be to require a permit. There are two ways to address this process: a land-use-based approach or a contractor/business-owner-based approach (similar to a business license requirement).

A code amendment could require a property owner who wishes to use goat grazing to go through the process of obtaining a conditional use permit in order to allow grazing on their property. This method could be clunky and time-consuming to apply, particularly under the City of Medford's existing CUP process. A CUP takes at least 90 days to obtain and involves a great deal of administrative planning, which may be unnecessarily burdensome on both landowners and staff.

Alternatively, goat grazing could be managed by issuing permits to owners of goat herds who wish to rent their herds out to City residents for grazing. For example, the City of Dubuque, Iowa has an interesting approach to goat grazing. In 2018, the City of Dubuque established a "Controlled Livestock Grazing Program." The program allows goat owners ("Contractors") to apply for a livestock grazing permit, which is valid for one year. In order to obtain a permit, the Contractor must pay a fee of \$300, provide insurance and bonding, and verify that their herd meets the City's standards. A copy of the City of Dubuque's "Questions and Answers" is attached.

Goat Grazing Rules

Categories: [Animals and Pets \(/Pages/animals-and-pets.aspx\)](#)

You can use goats for clearing vegetation from land without a permit by following a few rules [[SRC 400.120 \(/http://eweb1.cityofsalem.net/SRCUtility/src/10.400.120\).\(d\)\(3\)](#)].

Grazing rules

Goat herding companies specialize in renting out herds of goats for targeted grazing. Although not required, it is strongly suggested that you hire one of these experienced goat herders to ensure that the goats are properly monitored and cared for while they are grazing your land.

- Only goats may be used for targeted grazing in Salem.
- The keeping of goats permanently on a property is not allowed. Within the Residential Agriculture Zone, you can keep goats permanently for your own private noncommercial use on a lot 10,000 square feet.
- Goats are allowed to graze for no more than 21 days at a time on a single property that is half an acre or less in area. Properties over half an acre in area may be split into penned areas of at least half an acre in size, and goats are allowed to graze for no more than 21 days at a time in any one penned area.
- Goats may not return to a grazed property or penned area for 30 days.
- No more than three grazing treatments at a single property or penned area are allowed in a calendar year.

Sites with protected vegetation

Goats eat all vegetation. It is your responsibility as the property owner and goat herder to make sure that goats do not eat protected vegetation. In Salem, all native vegetation is protected within riparian corridors. A riparian corridor is the area on both sides of a waterway, such as a creek or river. The riparian corridor boundary is measured 50 feet horizontally from the top of bank on each side of the waterway. Generally, goat grazing is only appropriate on sites where the entire understory of vegetation is dominated by invasive species.

Use of an electric fence to pen goats

Temporary electric fences used to pen grazing goats are allowed within the City. Goat herders often use temporary electric fences to pen goats for targeted grazing. Electric fences must be posted at 15 foot intervals with warning signs notifying persons of a dangerous fence.

Noise regulations

Goats cannot create a noise disturbance for neighboring property owners. Property owners using grazing goats on their land should take care not to allow the goats to make continuous loud noises in close proximity to neighboring homes. Police officers who respond to complaints of loud goats will treat them the same way as [barking dogs \(/Pages/report-barking-dogs-and-noise-complaints.aspx\)](#), and could issue your a citation and fine for keeping continuously loud goats.

To avoid noise disturbances, please remember that goats will generally remain quiet if they are contented. However, goats will vocalize loudly when they are:

- Hungry or thirsty
- Injured or sick
- In rutting season

Care of goats grazing your land

If you rent your grazing goats from an experienced goat herder, they will monitor and care for the goats while they are grazing your land.

If you choose not to do this there are a few things to know about the proper care of goats:

Shelter

- Goats cannot tolerate wet conditions and will always seek out dry shelter during bad weather.
- Goats should have access to a shelter at all times, regardless of the season.
- Goat shelters cleaning regularly to remove any accumulated waste. Please contact the City's Planning Division before establishing any shelter structures on your property to make sure all applicable accessory structure development standards are met.

Feed

- Goats cannot just eat the vegetation growing on your property.
- Goats require a well-rounded diet that typically includes bulk foods such as well-made hay that is free from mold, seasonal green vegetation, and daily mineral supplements.
- You should seek advice on a suitable diet for your particular goats from an experienced goat owner or a veterinarian.

Water

- Goats need a constant supply of clean, fresh water.
- Position and secure water containers so that goats cannot accidentally urinate or defecate in them or knock them over.
- Provide six gallons of water per day per goat.

Fencing

- Fences should be at least four feet in height and checked regularly.
- Gaps in fences must be small enough so that goats will not get their heads and limbs stuck.

Tethering

- Do not tether (tying up on a long leash) goats.
- A tethered goat can injure or strangle themselves on the line.
- Tethered goats cannot escape predatory animals.



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You can use goats for clearing vegetation without a permit by following a few rules.

Contact us



Planning Division
Community Development Department



Monday–Friday
8:00 a.m.–5:00 p.m.



555 Liberty ST SE RM 305
Salem OR 97301

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<https://egov.cityofsalem.net/DynamicWebForms/ContactUs?>

[Title=Contact+Planning+Division&address=planning@cityofsalem.net&phone=true&mailing=true&attachment=true&subject=Contact+Planning+Division](https://egov.cityofsalem.net/DynamicWebForms/ContactUs?Title=Contact+Planning+Division&address=planning@cityofsalem.net&phone=true&mailing=true&attachment=true&subject=Contact+Planning+Division)

Email: planning@cityofsalem.net ([https://egov.cityofsalem.net/DynamicWebForms/ContactUs?](https://egov.cityofsalem.net/DynamicWebForms/ContactUs?Title=Contact+Planning+Division&address=planning@cityofsalem.net&phone=true&mailing=true&attachment=true&subject=Contact+Planning+Division)

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Phone: [503-588-6213](tel:503-588-6213) (<tel:+15035886213>)

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City of Dubuque Controlled Livestock Grazing Program

The City of Dubuque's Controlled Livestock Grazing Program governs the use of goats and sheep for a limited duration to clear vegetation from land. This targeted grazing is becoming increasingly useful as an environmentally-sensitive alternative to chemical herbicides and mechanical methods of clearing land, especially in areas with difficult geography, or where invasive species have become an issue.

The City of Dubuque Code of Ordinances prohibits owning or keeping livestock within the City of Dubuque. The Controlled Livestock Grazing Program is a limited exception that allows sheep and goats to remain in the City on a temporary basis, for no more than thirty days and no more than once annually, on a specific property, for the sole purpose of clearing vegetation on land, provided that the contractor obtains the proper permitting and other requirements of the Controlled Livestock Grazing Program.

How does controlled livestock grazing work?

Controlled livestock grazing is allowed within the City of Dubuque for a period thirty days or less at one time to manage appropriate areas of natural vegetation. Controlled livestock grazing must comply with City of Dubuque Code of Ordinances section 7-6A-2 and any other applicable local, state or federal laws and the rules of the program as stated in this document.

Goats and sheep eat undesirable and desirable vegetation. Generally, goat or sheep grazing is only appropriate on sites where the entire area being served is dominated by invasive species, or where the geography of the property makes other means of vegetative management prohibitive. The property owner and Contractor must ensure that the animals do not eat protected vegetation and are properly confined and cared for at all times.

Is a permit required?

Yes. A Controlled Livestock Grazing permit must be obtained from the City Clerks Office prior to introducing livestock to a property to complete a controlled grazing program. The permit application must be submitted by the Contractor (owner of the animals). The cost of the permit, which is valid for one calendar year, is \$300.

In addition to the permit, the Contractor must notify the City each time he/she services a new address within city limits. The notice must include property address, owner name

and contact information, and a basic site plan which notes where the animals will be working.

What animals can be used for controlled grazing within the City?

Only goats and sheep may be used for controlled grazing within city limits. Only females and castrated males may be used. Number of animals should be determined based on the area being serviced.

What property may this program be used on?

Controlled livestock grazing may be used to manage vegetation on specific public or private property when a permit is obtained by the contractor. All applicable sections of the City of Dubuque Code of Ordinances and the Controlled Livestock Grazing Program must be complied with at all times when the animals are located on the property.

What insurance and bond requirements must be met for controlled livestock grazing?

Insurance requirements for Controlled Livestock Grazing will be negotiated and determined by the Contractor and the owner of the property on which the livestock will graze. The City will not obtain, require, or provide insurance on behalf of any Controlled Livestock Grazing Contractors or owners of property upon which controlled livestock grazing occurs.

However, if the livestock will graze areas within the public right of way, the Contractor must obtain from the City a permit to work within the public right of way and comply with all requirements, including insurance requirements contained in that permit application.

The Contractor must file a Surety Bond in the amount of five thousand dollars (\$5,000) with the City Clerk in order to provide service within city limits.

How often can controlled livestock grazing be utilized on a property?

Animals used for controlled livestock grazing may not remain on the property for more than thirty (30) consecutive days. A controlled livestock grazing permit will only be granted for a property once during any twelve-month period.

How do I properly care for the animals while they are grazing?

All controlled grazing must be carried out in accordance with best animal husbandry practices and all state and local laws related to animal care. All animals must be healthy, well-nourished, properly hydrated, and free of internal and external parasites.

The Contractor or other qualified individual must visit the animals at least once every 24 hours to ensure the animals are appropriately confined, hydrated, fed, sheltered, and completing the desired task.

How should the animals be contained while on my property?

City of Dubuque Code of Ordinances sets forth fencing regulations within City limits. Temporary exemptions (for the time period specified on the approved permit) exist for the

Controlled Livestock Grazing Program. Temporary fences for the containment of grazing animals must be at least 3 feet in height and should be checked regularly. Gaps in fences must be small enough so that animals may not escape the property or become stuck. Temporary electric fences used to pen grazing animals are allowed. These fences must be posted at 15 foot intervals with warning signs notifying the public of the presence of a dangerous fence. Signs must contain Contractor business name and phone number. Temporary fencing must be removed when animals are not present on the property.

Are there noise regulations?

Yes. It is important to remember to be a respectful neighbor if you choose to host controlled grazing on your property. Noise, nuisance and other City ordinances apply to controlled grazing livestock operations and may be enforced, even during permitted grazing periods. Verified complaints regarding noise, nuisance, or other code violations may result in the revocation of your Controlled Livestock Grazing permit, denial of future permit applications, municipal infractions, or other consequences.

To avoid noise and other disturbances, please remember that goats and sheep will generally remain quiet if they are content and well cared for. However, they will vocalize loudly in certain situations, such as when they are hungry, thirsty, injured, sick, or feel threatened. Proper care for animals can minimize noise disturbances

Is neighbor notification required?

Notification of neighbors prior to controlled grazing is not required, but is encouraged. Signage identifying the Contractor business name and contact phone number must be posted on the grazing site.

How do I obtain a controlled grazing permit?

Grazing Contractors should complete the controlled grazing permit application found at www.cityofdubuque.org/cityclerk. Permit application must be completed at least seven days prior to the desired start date of controlled grazing. The permit is valid for one year. In addition, a property contact information notice should be completed for each property the Contractor is servicing at least 48 hours prior to beginning work at that property. For questions, please contact the City Clerk's Office at 563-589-4100.

Medford Land Development Code 10.813

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D. Goat Grazing for Vegetation Management.

The City recognizes the benefits of employing the use of goat grazing for the purpose of vegetation management, weed abatement, and fire safety. As used herein, the term "targeted grazing" means the application of goats to accomplish a defined vegetation or landscape goal.

The use of goats for the sole purpose of targeted grazing of vegetation is permitted in the [single family/multi-family/residential/commercial/ industrial/public parks] district[s] in the city limits, subject to the following standards:

- (1) Registration with City staff?
- (2) Number of goats permitted
 - a. Size of parcel up to _____
 - b. Size of parcel over _____
- (3) Duration of grazing time:
 - a. Size of parcel?
 - b. Zone of parcel?
 - c. Maximum allowable time?
- (4) Fencing required?
- (5) Daily grazing requirements?
 - a. Goats must be sheltered on site? OR
 - b. Goats must be transported off property before _____ p.m. daily, and may return to site at _____ a.m. for duration of grazing time
- (6) ...
- (7) ...

Medford Municipal Code - Goat Grazing Business Permit (8.XXX – 8.XXX)

8.XX0 Title, Intent, and Purposes of this section

This ordinance shall be known and may be cited as the “Goat Grazing and Vegetation Management Permit Code.” The City Council of the City of Medford finds and declares that the purpose of this ordinance is to promote the safety and welfare of the general public by allowing and regulating the use of goats for the purpose of grazing for targeted vegetation removal within the City of Medford.

8.XX5 Definitions

Words and phrases used in this ordinance shall have the following meanings ascribed to them:

- (1) Contractor
- (2) Client
- (3) Grazing
- (4) Goat handler
- (5) Targeted vegetation management
- (6) . . .

8.X10 Business license required; regulatory license fees

- (1) No Contractor shall conduct business in the City without obtaining the applicable regulatory license set out in subsection (2).
- (2) The City may issue a License to a Contractor if the company certifies on a form acceptable to the City that it is in compliance with all requirements of this chapter, including but not limited to insurance requirements, operating standards, and any other code requirements, and actually meets all applicable standards and requirements.
- (3) The City may include conditions, restrictions, or special provisions in the License, including but not limited to conditions related to times of operation, fencing and containment, lighting, or other conditions, if, in the sole discretion of the City, the applicant’s materials or the nature of the property on which the goats are to manage, warrant conditions, restrictions, or special provisions.
- (4) The license issued under this chapter is valid for [one year/two years/five years]. Any renewal must be approved by the City prior to the expiration date in order for the Contractor to continue providing vegetation management services within the City.
- (5) The application fee shall be [\$XXX for each Contractor/\$XXX for each goat handler employed by the Contractor/\$XX per goat owned by the Contractor/etc.].
- (6) The application fee shall be paid to the City at the time of submitting [both initial and renewal] Permit applications.

(7) No Contractor or Goat Handler shall conduct business in the City without a valid business license.

8.X15 Contractor/Goat Handler requirements

8.X20 Operational Requirements

8.X30 Revocation, Suspension

8.X10 License Effective Date