



City Council Study Session

Agenda

August 23, 2018

6:00 p.m.

City Hall, Medford Room

411 W. 8th Street, Medford, Oregon

1. Final Transportation System Plan Review
2. Cooling/warming Shelters



City of Medford

Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Transportation System Plan – Draft document
File no. CP-16-036
To Mayor and City Council
From Karl MacNair, P.E. Transportation Manager & Carla Angeli Paladino CFM,
Principal Planner
Date August 2, 2018 *for 08/09/2018 Study Session*

COUNCIL DIRECTION

Project List

- What funding scenario do you want included in the TSP?

Document Draft

- What comments or questions do you have on the draft?
- What additions or changes would you like to see incorporated?

PRESENTATION OUTLINE

Introduction and Presentation – Karl MacNair and Carla Angeli Paladino
Discussion and Direction - Mayor and City Council

OVERVIEW

Since 2010, the City has been working on updating the Transportation System Plan. The current plan was adopted in 2003. The City has grown since that time and a new plan is needed. A revised and adopted transportation plan is necessary in order to accommodate growth within the City limits as well as for development to occur within the approved Urban Growth Boundary expansion areas.

Since July 2017, staff, City Council, the advisory committees, and the public have been involved in shaping the elements of the plan. Staff and the City Council have met regularly since August 2017, to review, discuss, and provide feedback on the following topics related to the document.

- Public Participation and Outreach
- Vision, Goals, Objectives, and Action items
- Level of Service and Concurrency
- Transportation Planning Rule
- Design Guidelines and Implementation
- South Stage Overcrossing project
- Project Prioritization

The Planning Commission and advisory committees have been kept informed about these topics also. The advisory committees including the Planning Commission will be presented the draft TSP in late August.

A copy of the draft TSP was provided to Council on May 24, 2018. A brief overview of the different elements of the plan was presented during the study session. In June, a subcommittee of the Council met to discuss the Goals and Objectives of the plan and make changes. The proposed changes have been incorporated into the draft document for the Council's review and comment. The legacy street table that was inserted into the Goals and Objectives section has been reformatted and moved to Section 5 under the Legacy Street information. A new action item related to adopting legacy street standards into the Land Development Code has been added to the Goals and Objectives (Action 16-c). Codifying the changes related to the legacy street standards is also included in the list of Key Code and Policy Amendments addressed in Section 6 of the plan.

PROJECT FUNDING

Historical Grant Funding

Staff has been asked to report on the amount of funds that have been received from grants to help leverage local funds over the years. Staff was able to determine that a total of approximately \$42 million in grants have been received for street projects since 2004. A listing of the grants and their amounts is attached as **Exhibit 7**.

\$42 million over 14 years averages to \$3 million per year. However, grant funding is typically allocated through a competitive process and is only available for a specific purpose. Some of the grants received over the years have been for projects not identified in the last TSP such as paving alleys, improving railroad crossings, and bridge replacements. For this reason, staff included a conservative assumption of \$700,000 per year for the TSP 20-year Revenue Estimate. The impacts to the project list of assuming either \$3 million or \$1.5 million annually were studied and are discussed under the various scenarios.

Beginning Fund Balance

Included in the \$30,000,000 beginning fund is the Street SDC Fund (\$11,736,700), Gas Tax (\$15,606,900) and the Street Improvement Fund (\$3,029,600) and excludes the Street Utility Fund, which is for maintenance. These total \$30,373,200, which is the actual beginning fund balance for fiscal year 2018. Note that ending fund balances fluctuate in response to the types and funding sources of projects in the budget. For example, the gas tax beginning fund balance is

projected to be \$11.3M in the next budget. Beginning fund balances are also effected by grant awards. In the past few years, we have received substantial grant funds. Grants have to be spent quickly or be returned, so other projects may be deferred to focus on these requirements.

At the time the revenue estimate was initially put together, we were still using a projected balance so staff rounded to \$30,000,000. The Street SDC Fund is for collector and arterial street improvements (construction). The Gas Tax can be spent on construction, maintenance, and operations.

Currently, the following projects are obligated in the beginning fund balance and total approximately \$16.7 million:

- Columbus Ave Extension
- Delta Waters Road fill-ins
- Obligated SDC Credits for completed developer projects
- Contingency

STREET IMPROVEMENT FUND

HB2017 and Street Utility Fee Increases

Staff has been asked to answer questions about the projected revenue estimate and project funding as it relates to the Street Utility Fee increases. The projected revenue increase from the state as from HB2017 can be used to offset the proposed Street Utility Fee increases over the next three years. By the third year, the anticipated amount generated by the Street Utility Fee increases is essentially equal to the anticipated revenue from HB2017. If HB2017 is used to fund maintenance in lieu of Street Utility Fee increases, then \$36,581,000 is removed from the projected revenue estimate. Impacts to the project list are discussed below under the various scenarios.

Street Maintenance Costs

Part of what is driving the maintenance cost increases are the requirements to replace ADA ramps which are triggered by pavement maintenance activities. This requirement has led to funds being reduced for general street maintenance and are highlighted in the following paragraph.

2011 Pavement Management Analysis Report by Infrastructure Management Services, Tempe, AZ. "Steady State – identifies the annual budget to maintain the Pavement Condition Index at 75. For Medford the Steady State budget is \$2.5M/yr."

For 2015-2017 Budget:

Contract pavement maintenance was budgeted at \$3M
City forces did approximately \$1M of pavement maintenance in these two years

For fiscal year 2016 which started July 1, 2015:

2016 pavement maintenance required budget adjusted for inflation = \$2.8M
2016 pavement maintenance spent= \$1.98M
2016 ADA ramps = \$639K

For fiscal year 2017 which started July 1, 2016:

2017 pavement maintenance required budget adjusted for inflation = \$2.9M
2017 pavement maintenance spent = \$696K
2017 ADA ramps = \$696K

Note: Without ADA ramp expense pavement maintenance would equal 70% of steady state recommendation.

Project Funding Scenarios

Six project funding scenarios have been developed to show the Council how different decisions impact the proposed project list. These are explained in detail below. None of the scenarios include a projection of escalation for revenue or expenditures. This is a simplification that staff made because the estimated costs of projects are not being escalated. We do not know when the projects will be constructed. There is escalation applied to the cost of maintenance to account for the fact that gas tax revenue is expected to be flat or decrease as people buy more fuel-efficient or alternate fuel cars.

Scenario 1 is the scenario council has previously seen, assuming all the HB2017 revenue is available for projects and including a conservative estimate of grant funding (\$700,000 annually). **Exhibit 1a** is the Projected Revenue Estimate and **Exhibit 1b** is the associated TSP Tier 1 Project List.

Scenario 2 assumes HB2017 revenue is spent on maintenance and includes a conservative estimate of grant funding (\$700,000 annually), reducing projected revenue by \$36,581,000. **Exhibit 2a** is the Projected Revenue Estimate, **Exhibit 2b** is the associated TSP Tier 1 Project List, and **Exhibit 2c** is the list of projects that were moved from Tier 1 to Tier 2 to create the new project list. Fourteen (14) projects were moved to Tier 2 and the funding for the three programmatic projects was reduced.

The remaining Tier 1 projects, shown on **Exhibit 2b**, include the two remaining 17-Project List projects, all projects needed to maintain Level-of-Service targets (LOS D and E), the \$15,000,000 allocated to Foothill / N Phoenix / S Stage Rd corridor, already budgeted Spring and Springbrook intersection improvements, replacement of the signal at 12th and Riverside, and the programmatic projects for sidewalk infill, bicycle network gaps, and signal controller upgrades at a reduced funding level.

Scenario 3 assumes HB2017 revenue is spent on projects and includes the historical annual average of grant funding (\$3,000,000 annually), increasing projected revenue by \$46,000,000. **Exhibit 3a** is the Projected Revenue Estimate, **Exhibit 3b** is the associated TSP Tier 1 Project List, and **Exhibit 3c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. The Foothill / N Phoenix / S Stage Rd corridor funding was increased, Eleven (11) projects were moved to Tier 1, and funding for the sidewalk and bicycle network programmatic projects was increased.

Scenario 4 assumes HB2017 revenue is spent on maintenance and includes the historical annual average of grant funding (\$3,000,000 annually), increasing projected revenue by \$9,419,000. **Exhibit 4a** is the Projected Revenue Estimate, **Exhibit 4b** is the associated TSP Tier 1 Project List, and **Exhibit 4c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. Three (3) projects were moved to Tier 1, and funding for the sidewalk programmatic project was increased.

Scenario 5 assumes HB2017 revenue is spent on projects and includes grant funding of \$1,500,000 annually, increasing projected revenue by \$16,000,000. **Exhibit 5a** is the Projected Revenue Estimate, **Exhibit 5b** is the associated TSP Tier 1 Project List, and **Exhibit 5c** is the list of projects that were moved from Tier 2 to Tier 1 to create the new project list. Five (5) projects were moved to Tier 1 and funding for the sidewalk and signal controller upgrade programmatic projects was increased.

Scenario 6 assumes HB2017 revenue is spent on maintenance and includes grant funding of \$1,500,000 annually, reducing projected revenue by \$20,595,000. **Exhibit 6a** is the Projected Revenue Estimate, **Exhibit 6b** is the associated TSP Tier 1 Project List, and **Exhibit 6c** is the list of projects that were moved from Tier 1 to Tier 2 to create the new project list. Six (6) projects were moved to Tier 2 and the limits of the Kings Highway Urban Upgrade was reduced.

Scenario Summary:

Scenario #	HB2017	Annual Grant Funding	20-year Revenue Available for Capital Projects	Difference from Scenario 1	Exhibits
1	Projects	\$700,000	\$72,440,343	\$0	1a, 1b
2	Maintenance	\$700,000	\$35,859,063	(\$36,581,280)	2a, 2b, 2c
3	Projects	\$3,000,000	\$118,440,343	\$46,000,000	3a, 3b, 3c
4	Maintenance	\$3,000,000	\$81,859,063	\$9,418,720	4a, 4b, 4c
5	Projects	\$1,500,000	\$88,440,343	\$16,000,000	5a, 5b, 5c
6	Maintenance	\$1,500,000	\$51,859,063	(\$20,581,280)	6a, 6b, 6c

Council direction is needed on what funding scenario and project list to include in the TSP.

PLAN ELEMENTS

The plan is separated into two volumes. Volume I is the main document which is organized into six sections and an attachment. Within Volume I reside the goals and objectives, existing conditions analysis, project list, funding sources and the City’s plans for auto, bike, pedestrian, and transit travel modes. Volume II is the appendix to the main document and provides the background data, technical memoranda, and analysis for the plan. A brief description of each of the sections and what they contain is described below.

Volume I

Section 1: Introduction

The Introduction section frames the purpose of the document and how the plan can be achieved through the planning period. It sets the context for why this plan is needed, describing changes occurring with the expansion of the Urban Growth Boundary and growth in general. This section also identifies the statutory requirements found in the Oregon Revised Statute and Oregon Administrative Rules the plan must adhere to. The Introduction explains how the project was coordinated with City Council, regional partners, the advisory committees, and the public, and explains how projects are prioritized.

Section 2: Vision, Goals, Objectives, and Action Items (VGO&A)

This section outlines the Vision, Goals, Objectives and Actions that help guide the future transportation system and how it is envisioned to be implemented. The VGO&As have been updated several times throughout this process. As currently written, the VGO&As incorporate comments and revisions identified by a subcommittee of the Council who reviewed them in June 2018.

Section 3: Existing Conditions and Future Needs Assessment

The assessment portion of the plan provides a baseline of the existing infrastructure from sidewalks to the roadway Functional Classification Plan. It identifies the deficiencies and opportunities that exist within the system helping set the framework for needed projects in the next section.

In regards to intersection capacity needs (Level of Service), this section identifies existing conditions at signalized intersections and the projected traffic conditions in the future year (2038). This data informs intersection improvements needed in order to maintain Level of Service "D" into the future for all intersections with the exception of two. The Baseline Conditions Memorandum found in Volume II of the plan provides the detailed analysis of this summary. Direction on the level of service standard was provided at the March 22nd City Council study session.

Another example of information provided in this section relates to safety and the historical crash data related to automobile, pedestrian, and bicycle incidences from 2011-2015. The detailed information regarding crash rates, crash trends, as well as the intersections and roadway segments identified through ODOT's Statewide Priority Index System (SPIS) and All Roads Traffic Safety (ARTS) program are further detailed in the Safety Memorandum included in the appendix.

Section 4: Transportation Funding and Implementation

The funding and implementation section provides the priority projects and estimated funding the City will have to spend over the life of the plan. On March 22nd and March 29th, a consensus of City Councilors endorsed a prioritized project list that included the following:

- The regionally significant Foothill/N. Phoenix corridor and South Stage overcrossing project
- Engineering staff's recommendations for 36 other projects

At the March 22nd study session, City Council also expressed a strong desire to maintain the current level of service "D", with the exception of two intersections located at Highland and Barnett and at South Pacific Highway and Stewart, (intersection projects I17 and I78, respectively). The City's priority projects to be funded are identified as Tier 1 projects. The remaining unfunded projects are identified as Tier 2.

Staff was asked to evaluate changes to the project list during discussions related to the proposed utility fee increases. Staff's analysis and revised project list is discussed under Project Funding above.

Section 5: Transportation System Plan

This section identifies the different modes served by the transportation system, including everything from cars, bicycles, walking, and the transit system, to the airport, and even pipeline distribution. Details regarding the Tier 1 and Tier 2 projects can be found in this section. The modal plans included in Section 5 provide information pertaining to Streets, Safety, Pedestrians, Bicycles, Transit and Freight. In addition, Section 5 outlines several strategies and projects needed to implement Transportation Demand Management (TDM) strategies, parking management, access management, and other items not addressed in the various modal plans.

In this section, Council can find all of the street cross sections. On January 25, 2018, City Council identified the preferred cross sections for Major and Minor Arterials that provide separated bicycle facilities as the preferred alternative. At that same study session, Council provided direction on the concept of addressing legacy streets. Legacy streets are existing, higher order roadways that do not meet the cross-section standards. Such streets may lack facilities such as vehicle lanes, center turn lanes, sidewalk/planter strips, or bicycle facilities to name a few. The legacy streets information has been updated based on discussions at the June 28th study session. This section introduces this new concept and addresses how the City will handle these streets as development occurs.

Section 6: Key Code and Policy Amendments

The plan includes follow up work that would amend Chapter 10 of the Municipal Code. Any changes within the updated TSP will need to be implemented through revised code language. Some of the amendments include revised parking standards, changes to the review of traffic impact analyses, and updates pertaining to the Transportation Planning Rule. The plan identifies several Oregon Department of Transportation (ODOT) signalized intersections that currently exceed the State's volume to capacity (v/c) ratio or will exceed the v/c in the future. Follow up work with the State and the need to establish alternate mobility standards will also be needed after the adoption of the plan.

Any future code changes will be legislative land use actions that will be reviewed by the Planning Commission and ultimately adopted by City Council. Topics that are outside of the requirements of the Transportation Planning Rule can be addressed at the discretion of the Council when deemed appropriate.

During the June study session, the topic of concurrency was raised. Council agreed with staff's recommendation to adopt the TSP first and address the topic of concurrency separately with help from a stakeholder group. The goal is to

work with the stakeholders to evaluate the current policy and determine whether it works or should be modified. If modifications are suggested, the goal is to adopt changes by the end of this year.

Volume II

Volume II is a list of technical memorandums and data that helped to guide the information in Volume I. It is the appendix and data center for the plan. The following documents are including in Volume II.

Appendix A: Plans and Policies Review	Appendix G: 2038 Future Baseline Conditions Figures and Synchro Outputs
Appendix B: Safety Memorandum	Appendix H: 2038 Future Mitigated Conditions Figures and Synchro Outputs
Appendix C: Base Year Volumes	Appendix I: TPR Checklist
Appendix D: Base Year Conditions Synchro Outputs	Appendix J: Functional Classification Memorandum
Appendix E: RVMPO Travel Demand Model Outputs	Appendix K: Operations Analysis
Appendix F: Future Volume Post Processing Worksheets	Attachment A – Bicycle and Pedestrian Toolkit

If Council is interested in reading any of the above documents, Planning staff can provide them either by e-mail or paper copies.

NEXT STEPS

Staff will present the draft TSP to the JTS/CAC, TAC, and PC at the end of August. One final outreach effort will be organized to let the public review and comment on the draft in late August or early September.

Based on Council input, staff will make final edits to the draft document, including map changes and getting the document and staff report ready to enter the hearing process.

The tentative hearing schedule is as follows:

- Planning Commission (September 27, 2018)
- City Council (October 18, 2018 or November 1, 2018)

EXHIBITS

1.
 - a. Scenario 1 Funding Forecast
 - b. Scenario 1 Project List
 2.
 - a. Scenario 2 Funding Forecast
 - b. Scenario 2 Project List
 - c. Scenario 2 List of Projects *Removed*
 3.
 - a. Scenario 3 Funding Forecast
 - b. Scenario 3 Project List
 - c. Scenario 3 List of Projects *Added*
 4.
 - a. Scenario 4 Funding Forecast
 - b. Scenario 4 Project List
 - c. Scenario 4 List of Projects *Added*
 5.
 - a. Scenario 5 Funding Forecast
 - b. Scenario 5 Project List
 - c. Scenario 5 List of Projects *Added*
 6.
 - a. Scenario 6 Funding Forecast
 - b. Scenario 6 Project List
 - c. Scenario 6 List of Projects *Added*
 7. Grant Funding History
- Volume I – Transportation System Plan 2018–2038 (paper copy)
 - Volume II – Appendix (available upon request)

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 3,500,000	\$ 3,500,000	\$ 7,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 72,750,000</i>	<i>\$ 72,750,000</i>	<i>\$ 145,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 79,234,160	\$ 82,637,520	\$ 165,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 6,746,320	\$ 11,000,661	\$ 24,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 36,746,320	\$ 11,000,661	\$ 24,693,362

20-year Total Revenue Available for Capital Projects \$ 72,440,343

2018-2038 Medford Transportation System Plan Project List - TSP & Utility Fee as Projected

Committed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I22	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I26	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
I04	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
I12	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
I14	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
I15	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
I24	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	\$880
I39	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
I40	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
I45	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
I73	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
I75	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections

I17	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
I78	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
I27	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juan/pero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juan/pero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
I03	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
I05	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
I13	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
I21	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
I08	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,474
Other Recommended Projects					\$55,055
Total					\$72,440
Available Funding					\$72,440

City of Medford 20-Year Transportation Revenue Estimates

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Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 3,500,000	\$ 3,500,000	\$ 7,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 72,750,000</i>	<i>\$ 72,750,000</i>	<i>\$ 145,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	(Funds Maint Only) \$ -	\$ -	\$ -
Total Estimated Revenues	\$ 72,750,000	\$ 72,750,000	\$ 145,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 262,160	\$ 1,113,141	\$ 4,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 30,262,160	\$ 1,113,141	\$ 4,483,762
20-year Total Revenue Available for Capital Projects	\$	35,859,063	

2018-2038 Medford Transportation System Plan Project List - HB2017 Funds Utility Fee Increases

Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I22	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I26	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
I04	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
I12	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
I14	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
I15	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
I24	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	\$880
I39	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
I40	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
I45	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
I73	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
I75	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
I17	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
I78	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
I27	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	\$15,000
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanpero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center-turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanpero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
I03	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$70,000 annually)	\$1,400
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$35,000 annually)	\$700
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$974
Other Recommended Projects					\$18,474
Total					\$35,859
Available Funding					\$35,859

2018-2038 Medford Transportation System Plan Project List - HB2017 Funds Utility Fee Increases

Removed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 2	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 2	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 2	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
621	Tier 2	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
606	Tier 2	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
708	Tier 2	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
447	Tier 2	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 2	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
I05	Tier 2	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
I13	Tier 2	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
I21	Tier 2	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 2	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 2	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
I08	Tier 2	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Pr1	Tier 1 Reduced	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Reduced by \$130,000 annually)	\$2,600
Pr2	Tier 1 Reduced	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (Reduced by \$65,000 annually)	\$1,300
Pr3	Tier 1 Reduced	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$500
Removed Projects					\$36,581

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 15,000,000	\$ 15,000,000	\$ 30,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 84,250,000</i>	<i>\$ 84,250,000</i>	<i>\$ 168,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 90,734,160	\$ 94,137,520	\$ 188,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 18,246,320	\$ 22,500,661	\$ 47,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 48,246,320	\$ 22,500,661	\$ 47,693,362
20-year Total Revenue Available for Capital Projects	\$ 118,440,343		

2018-2038 Medford Transportation System Plan Project List					
Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Della Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
433	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240
LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as per-ppst	\$880
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
173	Tier 1	Foothill Road & Della Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645
LOS E Intersections					
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500
Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Della Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$20,130
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanpero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanpero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
123	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
108	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
458	Tier 1	Diamond Street, Columbus Avenue to Kings Highway	Urban Upgrade	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn-lane, bike facilities, and sidewalk. Stripe to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn-lane and bike facilities.	\$2,150
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Losler Lane to Dule Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
497	Tier 1	Highland Road, Siskyou Boulevard to Keene Way Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$1,135
612	Tier 1	Barneburg Road, Highland Drive to Sunrise Avenue connection	Urban Upgrade	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center-turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	\$1,985
613	Tier 1	Highland Drive, Keene Drive to Main Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,810
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065
679	Tier 1	Orchard Home Drive, South Stage Road to Cunningham Avenue	Urban Upgrade	Construct new major collector standard (center turn-lane, bike facilities, and sidewalks)	\$4,500
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$400,000 annually)	\$8,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$200,000 annually)	\$4,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,474
N/A	Tier 1	Other Intersection Improvements	Intersection	Intersection improvements for locations not elsewhere identified (assumes 3 signals and 3 roundabouts over 20 years)	\$7,800
Other Recommended Projects					\$101,055
Total					\$118,440
Available Funding					\$118,440

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	\$5,130
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
458	Tier 1	Diamond Street, Columbus Avenue to Kings Highway	Urban Upgrade	Upgrade to major collector standard from McKenzie Drive to Kings Highway, including one lane in each direction, center turn-lane, bike facilities, and sidewalk. Stripe to major collector standard from Columbus Avenue to McKenzie Drive, including one lane in each direction, center turn-lane and bike facilities.	\$2,150
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
497	Tier 1	Highland Road, Siskyou Boulevard to Keene Way Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$1,135
612	Tier 1	Barneburg Road, Highland Drive to Sunrise Avenue connection	Urban Upgrade	Upgrade to major collector standard from Highland Drive to E. Main Street including one lane in each direction, center-turn lane, bike facilities, and sidewalks and upgrade to minor collector standard from E. Main Street to Sunrise Avenue including one lane in each direction, bike facilities, and sidewalks	\$1,985
613	Tier 1	Highland Drive, Keene Drive to Main Street	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,810
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065
679	Tier 1	Orchard Home Drive, South Stage Road to Cunningham Avenue	Urban Upgrade	Construct new major collector standard (center turn-lane, bike facilities, and sidewalks)	\$4,500
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (Additional \$100,000 annually)	\$2,000
N/A	Tier 1	Other Intersection Improvements	Intersection	Intersection improvements for locations not elsewhere identified (assumes 3 signals and 3 roundabouts over 20 years)	\$7,800

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 15,000,000	\$ 15,000,000	\$ 30,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 84,250,000</i>	<i>\$ 84,250,000</i>	<i>\$ 168,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	(Funds Maint Only) \$ -	\$ -	\$ -
Total Estimated Revenues	\$ 84,250,000	\$ 84,250,000	\$ 168,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 11,762,160	\$ 12,613,141	\$ 27,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 41,762,160	\$ 12,613,141	\$ 27,483,762
20-year Total Revenue Available for Capital Projects	\$	81,859,063	

2018-2038 Medford Transportation System Plan Project List

Committed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I22	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I26	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
I04	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
I12	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
I14	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
I15	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
I24	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as permaprot	\$880
I39	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
I40	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
I45	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
I73	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
I75	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections

I17	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
I78	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
I27	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$15,000
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanpero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanpero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
I03	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
I05	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
I13	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
I21	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
I08	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozler Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$300,000 annually)	\$6,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,343
Other Recommended Projects					\$64,474
Total					\$81,859
Available Funding					\$81,859

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	(\$131)

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 7,500,000	\$ 7,500,000	\$ 15,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 76,750,000</i>	<i>\$ 76,750,000</i>	<i>\$ 153,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	\$ 6,484,160	\$ 9,887,520	\$ 20,209,600
Total Estimated Revenues	\$ 83,234,160	\$ 86,637,520	\$ 173,709,600
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 10,746,320	\$ 15,000,661	\$ 32,693,362
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 40,746,320	\$ 15,000,661	\$ 32,693,362
20-year Total Revenue Available for Capital Projects	\$ 88,440,343		

2018-2038 Medford Transportation System Plan Project List						
Committed Projects						
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)	
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815	
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425	
Committed Projects					\$6,240	
LOS D Citywide						
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)	
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0	
122	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-	
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0	
126	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-	
104	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160	
112	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0	
114	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0	
115	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400	
124	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	\$880	
139	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400	
140	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5	
145	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400	
173	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200	
175	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200	
LOS D Projects					\$6,645	
LOS E Intersections						
117	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection Improvements such as second southbound left and second eastbound left-turn lanes	\$3,000	
178	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection Improvements such as second northbound right-turn lane (protected)	\$1,500	
LOS E Projects					\$4,500	
Other Recommended Projects						
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)	
466	Tier 1	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510	
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065	
475	Tier 1	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$3,400	
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525	
127	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0	
606	Tier 1	Kings Highway, South Stage Road to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$8,495	
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5		
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks		
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks		\$15,000
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center turn-lane, bike facilities, and sidewalks		
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks		
708	Tier 1	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345	
103	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	\$400	
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575	
490	Tier 1	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045	
105	Tier 1	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400	
113	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400	
121	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400	
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810	
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811	
108	Tier 1	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400	
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695	
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210	
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645	
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065	
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875	
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$250,000 annually)	\$5,000	
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000	
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,984	
Other Recommended Projects					\$71,055	
Total					\$88,440	
Available Funding					\$88,440	

2018-2038 Medford Transportation System Plan Project List

Added Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
460	Tier 1	12th Street, Central Avenue to Cottage Street	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$695
468	Tier 1	Spring Street, Sunrise Avenue to Pierce Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,210
496	Tier 1	Stewart Avenue, Lozier Lane to Dixie Lane	Urban Upgrade	Upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$2,645
640	Tier 1	Bullock Road, Crater Lake Highway to Lawnsdale Road	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$4,065
680	Tier 1	South Peach Street, Garfield Street to Archer Drive	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,875
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (Additional \$50,000 annually)	\$1,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$510

City of Medford 20-Year Transportation Revenue Estimates

Budget Item	2018-2022	2023-2027	2028-2038
Revenue Estimates			
<i>Existing Revenue Sources:</i>			
State Gas Tax	\$ 23,500,000	\$ 23,500,000	\$ 47,000,000
Street System Development Charges (SDC)	\$ 8,750,000	\$ 8,750,000	\$ 17,500,000
Street Utility Fees	\$ 37,000,000	\$ 37,000,000	\$ 74,000,000
Miscellaneous (CBDG, grants, MURA, etc.)	\$ 7,500,000	\$ 7,500,000	\$ 15,000,000
<i>Total Estimated Revenue from Existing Sources</i>	<i>\$ 76,750,000</i>	<i>\$ 76,750,000</i>	<i>\$ 153,500,000</i>
<i>Anticipated Revenue Sources:</i>			
State Transportation Revenue Increase from HB 2017	(Funds Maint Only) \$ -	\$ -	\$ -
Total Estimated Revenues	\$ 76,750,000	\$ 76,750,000	\$ 153,500,000
Fixed Expenditures			
Operating Expenses (staff, indirect, non-road capital)	\$ 49,000,000	\$ 49,000,000	\$ 98,000,000
Maintenance (includes 3% annual increase)	\$ 13,272,840	\$ 15,386,859	\$ 38,516,238
Loan Repayment (Foothill)	\$ 5,000,000	\$ 5,000,000	
SDC Credits	\$ 2,250,000	\$ 2,250,000	\$ 4,500,000
Contingency	\$ 2,965,000		
Total Fixed Expenditures	\$ 72,487,840	\$ 71,636,859	\$ 141,016,238
Balance Available for Capital Street Projects	\$ 4,262,160	\$ 5,113,141	\$ 12,483,762
Fund Balance Carried Forward	\$ 30,000,000		
Total Revenue Available for Capital Projects	\$ 34,262,160	\$ 5,113,141	\$ 12,483,762
20-year Total Revenue Available for Capital Projects	\$	51,859,063	

2018-2038 Medford Transportation System Plan Project List

Committed Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
437	Tier 1	Delta Waters Road, Nome Court to Foothill Road	Urban Upgrade	Complete street improvements to Major Collector standard where one or both sides are not already completed	\$1,815
413	Tier 1	Columbus Avenue, West McAndrews Road to Sage Road	New Roadway	Realign, extend Columbus Avenue to Sage Rd, and widen to major arterial standard including center-turn lane, bike facilities, and sidewalks	\$4,425
Committed Projects					\$6,240

LOS D Citywide					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
469	Tier 1	Foothill Road, Hillcrest Road to McAndrews Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I22	Tier 1	McAndrews Road at Foothill Road Ramps	Intersection	Install traffic signals	-
446	Tier 1	Springbrook Road, Pheasant Lane to Cedar Links Drive	Urban Upgrade	Upgrade to major collector standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$0
I26	Tier 1	Springbrook Road & Cedar Links Drive	Intersection	Install roundabout	-
I04	Tier 1	Biddle Road & Lawnsdale Road	Intersection	Update signal phasing and install protected/permitted signal heads in northbound and southbound directions	\$160
I12	Tier 1	Crater Lake Avenue & Owens Drive	Intersection	Install traffic signal or roundabout when warranted	\$0
I14	Tier 1	Highland Drive & East Main Street	Intersection	Install traffic signal or roundabout when warranted	\$0
I15	Tier 1	Hillcrest Road & Pierce Road	Intersection	Install traffic signal or roundabout when warranted	\$400
I24	Tier 1	Phoenix Road & Barnett Road	Intersection	Intersection improvements such as second SBTH lane, WBTH lane, and phasing all lefts as perm+prot	\$880
I39	Tier 1	Crater Lake Avenue & East Vilas Road	Intersection	Re-align Crater Lake Ave to the east and install traffic signal	\$400
I40	Tier 1	Crater Lake Highway & East Vilas Road	Intersection	Monitor needs after construction of Crater Lake Highway Bypass	\$5
I45	Tier 1	Foothill Road & Lone Pine Road	Intersection	Intersection control improvements such as right-in/right-out only due to proximity to planned signal at McAndrews ramp - TBD by intersection further analysis and safety analysis	\$400
I73	Tier 1	Foothill Road & Delta Waters Road	Intersection	Install turn lanes and traffic signal or roundabout when warranted	\$2,200
I75	Tier 1	Valley View Drive & Hillcrest Road	Intersection	Install traffic signal or roundabout when warranted	\$2,200
LOS D Projects					\$6,645

LOS E Intersections					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
I17	Tier 1	South Pacific Highway & Stewart Avenue	Intersection	Intersection improvements such as second southbound left and second eastbound left-turn lanes	\$3,000
I78	Tier 1	Highland Drive & Barnett Road	Intersection	Intersection improvements such as second northbound right-turn lane (protected)	\$1,500
LOS E Projects					\$4,500

Other Recommended Projects					
Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
615	Tier 1	Stevens Street, Crater Lake Avenue to Wabash Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$2,065
621	Tier 1	Owen Drive, Springbrook Road to Torrent Street	New Roadway	Construct new major collector roadway (includes center turn-lane, bike facilities, and sidewalks)	\$525
I27	Tier 1	Springbrook Road & Spring Street	Intersection	Install traffic signal or roundabout when warranted	\$0
606a	Tier 1	Kings Highway, Garfield St to Stewart Avenue	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,000
537	Tier 1	South Stage Road, South Pacific Highway to North Phoenix Road	New Roadway	Construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks) and overcrossing of I-5	\$15,000
609	Tier 1	Foothill Road, McAndrews Road to Delta Waters Road	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
610	Tier 1	Foothill Road, Delta Waters Road to North UGB	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
611	Tier 1	North Phoenix Road from Barnett Road to Juanipero Way	Widening	Widen to regional arterial standard including two lanes in each direction, center-turn-lane, bike facilities, and sidewalks	
721	Tier 1	North Phoenix Road from Juanipero Way to South Stage	Urban Upgrade	Upgrade to regional arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks	
I03	Tier 1	12th Street & Riverside Avenue	Intersection	Replace/upgrade traffic signal and increase vertical clearance	
447	Tier 1	Table Rock Road, Merriman Road to Interstate 5	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$3,575
I13	Tier 1	Creek View Drive & North Phoenix Road	Intersection	Install traffic signal when warranted. Remove traffic signal at Albertson's access and convert to right-in/right-out only (See SE Plan)	\$400
I21	Tier 1	Main Street & Lindley Street	Intersection	Replace/upgrade traffic signal	\$400
P20	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$810
P19	Tier 1	Southeast Medford	Bicycle/Pedestrian	Construct Multi-Use Path	\$811
Pr1	Tier 1	Various sidewalk gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Pedestrian	Construct sidewalks or other pedestrian facilities at high-priority locations (\$200,000 annually)	\$4,000
Pr2	Tier 1	Various bicycle network gap locations with focus on high-priority areas including schools, activity centers and essential destinations, transit routes, and transit oriented development areas	Bicycle	Evaluate and construct potential roadway reconfigurations to accommodate bicycle facilities through re-striping and/or minor reconstruction at high-priority locations (\$100,000 annually)	\$2,000
Pr3	Tier 1	Signal System Upgrades	Intersection	Upgrade signal controllers to Advanced Traffic Controllers, upgrade communications to signals, and other signal technology upgrades	\$1,488
Other Recommended Projects					\$34,474
Total					\$51,859
Available Funding					\$51,859

2018-2038 Medford Transportation System Plan Project List

Removed Projects

Project #	Tier	Project Location	Project Type	Project Description	Cost (\$1,000)
466	Tier 2	Spring Street, Crater Lake Avenue to Sunrise Avenue	Urban Upgrade	Major collector standard including one lane in each direction, center turn-lane, bike facilities, and sidewalks	\$4,510
475	Tier 2	Coker Butte Road, Crater Lake Avenue to Springbrook Road	New Roadway	Realign and upgrade to major arterial standard including two lanes in each direction, center-turn lane, bike facilities, and sidewalks.	\$3,400
606b	Tier 2	Kings Highway, South Stage Road to Garfield St	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$5,495
708	Tier 2	South Stage Road, City Limits to Orchard Home Drive	New Roadway	Realign S Stage Rd and construct new minor arterial roadway (includes center turn-lane, bike facilities, and sidewalks)	\$4,345
490	Tier 2	McAndrews Road, Ross Lane to Jackson Street	Urban Upgrade	Upgrade to minor arterial standard including one lane in each direction, center-turn lane, bike facilities, and sidewalks	\$2,045
105	Tier 2	Biddle Road & Stevens Street	Intersection	Replace/upgrade traffic signal	\$400
108	Tier 2	Crater Lake Avenue & Brookhurst Street	Intersection	Replace/upgrade traffic signal to increase vertical clearance and optimize signal timing/phasing	\$400
Removed Projects					\$20,595

Grant Funding History
City of Medford Public Works

Year	Agency	Description	Project	Amount	Project #	IGA
2004	State	OTIA Local Bridge Program	McAndrews Bridge Replacement	\$ 7,554,000	CT0557	21504
2004	State	OTIA Local Bridge Program	Barnette Bridge	\$ 8,346,000	CT0554	21504
2007	Federal	STIP/CMAQ	Owens Drive/Coker Butte	\$ 3,484,200	CA1542	23589/26854
2007	Federal	SAFETEA-LU	Various Schools	\$ 3,491,964	CV	23187
2007	Federal	CMAQ	Mace Rd.: Howard Elem. Sidewalk	\$ 457,624	CD1535	24111
2010	Federal	CMAQ/STP	Garfield; Columbus to Lillian	\$ 1,905,529	CA1778	27326
2010	State	Mutual Maintenance	Flexible Service Maintenance	\$ 500,000	Ops	26601
2011	Federal	ARRA - CMAQ	BC Greenway: Barnett to Blue Heron	\$ 2,328,700	CT0625	25515
2011	Federal	CMAQ	Jackson/Stevens Alleys	\$ 1,183,538	M0609	25149
2012	Federal	Federal Hwy Admin	Larson Creek Trail-Greenway to Ellendale	\$ 540,000	CY0640 STP0653530	28259
2013	Federal	Highway RR Crossing Program	3rd Street Railroad Crossing	\$ 127,440	M0646	28980
2014	Federal	Connect Oregon Grant	Larson Creek Segment 2	\$ 868,000	CY0653	30143
2015	State	CMAQ	Foothill Rd.	\$ 3,000,000	P1825	26803
2015	State/ Federal	CMAQ/STIP/MTEP	Lozier Lane Improvements	\$ 6,729,955	CA1806 STA1806550	28298
2015	State	Jurisdictional Transfer-Maint	Crater Lake Ave. and Owen/Coker	\$ 250,000	Ops	28665
2017	Federal	HSIP/ ARTS		\$ 1,123,945		31801

Total Grant Funding Since 2004

\$ 41,890,895



MEMORANDUM

Subject Temporary Shelters (formerly Cooling/Warming Shelters)
File no. DCA-17-062
To City Council *for August 9, 2018 study session*
From Kyle Kearns, Planner II – Long Range Division
Date August 2, 2018

COUNCIL DIRECTION

Staff is seeking Council direction on the below items:

1. Are there additional changes needed to DCA-17-062 (Exhibit A) prior to submitting the proposal for City Council hearing on September 6, 2018?

PRESENTATION OUTLINE

Introduction and Presentation – Kyle Kearns
Discussion and Direction – Mayor and City Council

OVERVIEW

City Council last reviewed DCA-17-062 at the April 26, 2018, City Council study session. Since then, the Planning Commission recommended approval of DCA-17-062 on June 14, 2018, with the following motion:

“The Planning Commission...initiates the amendment, and forwards a favorable recommendation for adoption of DCA-17-062 to the City Council per the staff report dated June 7, 2018, including Exhibits A through L, staff’s changes discussed at the June 11, 2018, Planning Commission study session and per Exhibit L, and incorporation of public input from local homeless services providers.”

(Planning Commission Meeting Agenda and Minutes June 14, 2018, 50.3)

Unless otherwise directed by City Council, staff is prepared to bring DCA-17-062 before the Council in a public hearing. Currently, the public hearing is scheduled for September 6, 2018, in which a decision is being sought of the proposed language.

BACKGROUND

Staff has presented DCA-17-062 for temporary shelters at the following public forums:

- Six Commission/Council meetings/study sessions prior to April 26, 2018
- April 26, 2018 City Council Study Session
- June 11, 2018 Planning Commission Study Session
- June 14, 2018 Planning Commission Hearing
- July 10, 2018 Non-Profit Sector Listening Session

Summaries of all the meetings prior to April 26, 2018, have been provided previously and thus omitted from this memo; any changes derived from these meetings have been incorporated into the latest proposal (Exhibit A). Major comments and revisions that resulted from meetings after and on April 26, 2018, are noted below.

City Council Study Session April 26, 2018

Direction from April 26	Staff Response
Want to require services, (e.g. case management, child care, and counseling) as a part of the operations plan.	Providing services, although beneficial, is something that needs to be done on a case-by-case basis. Some operators of shelters may not have the capacity to provide certain services.
Desire a Conditional Use Permit in Residential Zones.	Now require a conditional use permit when serving greater than 15 clients and when in residential zones.
Neighbors should have opportunity to provide input.	Conditional use process enables this.

Planning Commission Study Session June 11, 2018

Direction from June 11	Staff Response
Need to change current “temporary shelter” code language 10.314(1)(d) & 10.840 (D)(4)(g).	Changed language to “temporary residence” instead of “temporary shelter.”
Need to change language regarding City Manager decisions within 10.819A(D)(4)(h).	Changed from “...shall be final...” to “...shall be effective immediately.”

Remove requirement that an operations plan address transitioning clients to permanent housing.	Have removed this requirement.
--	--------------------------------

Planning Commission Hearing June 14, 2018, and July 10, 2018, Listening Session

As stated above, the Planning Commission voted to recommend approval of DCA-17-062 with changes incorporated from the June 11 study session “...and incorporation of public input from local homeless service providers.” On July 10, 2018, the City hosted a listening session and invited representatives of the non-profit agencies seeking to host temporary shelters this winter. Representatives of ACCESS, Maslow Project, Jackson County Homeless Task Force, Jackson County Housing Authority, and local churches were present. Many of the proposed additions/revisions revolved around removing barriers and allowing for “lower-barrier” shelters. Staff has prepared a concise summary of these changes below:

Non-Profit Service Provider Listening Session June 11, 2018

Direction from July 10	Staff Response
Make Continuum of Care (CoC) reporting requirements mandatory.	Incorporated into 10.819A(D)(3)(a). Many organizations providing these services will have to do this anyway.
Want less restrictions for temporary shelters of a smaller capacity.	Created two different temporary shelters; one for 15 or fewer clients and a second for more than 15 clients (explained in detail below).
Prefer that each operator sign consent to inspection forms, not the clients themselves for fear of clients not participating in shelter services.	Changed the language in 10.819A(D)(5)(c) to require the operator sign waivers, not the clients of shelters.

SUBSTANTIVE CHANGES

A majority of the language proposed within DCA-17-062 has not changed since the last time the draft (Exhibit A) was reviewed by City Council on April 26, 2018. The changes have been highlighted within the Exhibit and are briefly summarized below.

Creation of 15 or Fewer Client Shelter

In meeting with local service providers it was requested that a “low-barrier” shelter be provided for in the proposal. This meant removing or changing some of the more onerous requirements. Staff closely mirrored the land use of “Residential Facility” which permits residential treatment (i.e. rehabilitation services) up to 15 residents in all

residential zones. Temporary shelters, 15 or fewer clients, also have the following requirements:

- An institutional use in residential zones (are still conditional use permit (CUP) in SFR-00 & SFR-2)
- A conditional use in the Neighborhood-Commercial (C-N) and Heavy Industrial (I-H) Zones
- Must still adhere to creating an operations plan, the City of Medford Temporary Shelter Policy, and most of the special standards in 10.819A

Staff has included some minor exemptions for shelters of 15 or fewer clients, which include the following:

- Supervision requirements have been reduced to one on-duty representative instead of a minimum of two
- Population size standards have been reduced to 15 or fewer
- 500 foot buffer from other shelters removed

Additional Operations Plan Requirements

With direction from the Building and Fire-Rescue Departments, staff has added 10.819A(D)(1)(b)(ii) allowing for additional requirements of the operations plan based on applicable code requirements. This is intended to allow for discretion in exempting certain building or fire codes with additional requirements of the shelters operations. For example, requiring activities be on a ground floor with an exit due to an exemption on sprinkler systems.

Operational Period Time Limits

Previously, temporary shelters could not re-open in the same location until 12 months had passed since the start date of operations. That time frame has been changed to nine months in order to allow for a shelter to open earlier if a cold/hot spell affects Medford that was previously unforeseen. For example, if a shelter operates January to March, it could reopen again in December.

Other Changes

Additionally, staff has changed the requirements of reporting to a mandatory requirement rather than voluntary. Lastly, any waiver required by code shall be signed by the operator, not the clients. Both of these changes came out of feedback provided by the non-profit service providers.

EXHIBITS

A Proposed Text DCA-17-062

Exhibit A

Proposed Text DCA-17-062

Deleted Text

New Text

SPECIAL USE REGULATIONS (10.811 - 10.838839)

- 10.811 Nursery Schools, Day or Child Care (Centers) Facilities
- 10.813 Agricultural Services and Animal Services
- 10.814 Animal Hospitals and Veterinary Clinics
- 10.815 Cemetery, Crematory, Mausoleum, Columbarium
- 10.816 Churches, Hospitals, or Other Religious or Charitable Institutions
in an "R-Residential" District
- 10.817 Community Buildings, Social Halls, Lodges, Fraternal
Organizations, and Clubs in an "R-Residential" District
- 10.819A Temporary Shelters
- 10.820 Two Single-Family Residences in Lieu of Duplex
- 10.821 Accessory Dwelling Unit (ADU)
- 10.822 Permitted Uses in All Industrial Zones
- 10.823 Small Food Vendors
- 10.824 Wireless Communication Facilities
- 10.826 Single-Family Dwelling in Multiple-Family Residential Zones
- 10.827 Mines, Quarries, Gravel Pits
- 10.828 Bed and Breakfast Service
- 10.830 Public Utility Service Facilities
- 10.831 Outdoor Storage, Display and Sales of Merchandise; Permit Required
- 10.832 Garage Sales and Yard Sales
- 10.833 Restaurants - Outdoor Eating Areas
- 10.834A Craft Alcohol Production
- 10.835 Residence for Caretaker or Watchman
- 10.836 Residential Facility
- 10.837 Dwelling Units in Commercial Districts
- 10.838 Accessory Uses in Group (Congregate) Living Facilities
- 10.839 Marijuana-Related Businesses

ARTICLE I - GENERAL PROVISIONS

* * *

10.012 Definitions, Specific.

When used in this chapter, the following terms shall have the meanings as herein ascribed:

* * *

Emergency Shelter. Any facility, the primary purpose of which is to provide permanent facilities that are used as a temporary or transitional shelter for the homeless in general or for specific populations of the homeless. See SIC Classification 832. [KWK1]

* * *

Homeless. Individual(s) or families who are experiencing one or more of the following living conditions:

- (1) Living in a place not meant for human habitation, in an emergency shelter, in transitional housing, or are exiting an institution where they temporarily resided;
- (2) Losing their primary nighttime residence, which may include hotels/motels or a doubled up situation (sleeping in a residence as a temporary guest), within 14 days and lack the resources or support networks to remain in housing;
- (3) Families with children or unaccompanied youth who are unstably housed and likely to continue that way;
- (4) Attempting to flee domestic violence, have no other residence, and lack the resources or support networks to obtain permanent housing. [KWK2]
- (5) For the purpose of temporary shelters this may include families or individuals at risk to exposure of extreme weather conditions.

Homeless Shelter. See Emergency Shelter or SIC Classification 832.

* * *

Temporary Shelter. A temporary use within a building meant to provide relief from extreme weather and/or substandard living conditions for individuals or families who are homeless.

* * *

Transitional housing. A programmatic housing development that is run by an organization to transition tenants from homelessness to permanent housing in a time period of 24 months or less. Tenants of transitional housing must be homeless and shall enter into a lease and/or occupancy agreement that outlines the programs for transitioning to permanent housing and the standards that one must adhere to for residency. [KWK3]

* * *

Sleeping unit. A room, space, or structure intended for occupancy in which people sleep that can also include permanent provisions for living, eating, and either sanitation or kitchen facilities but not both.^[KWK4]

* * *

ARTICLE III - ZONING DISTRICTS

10.314 Permitted Uses in Residential Land Use Classification.

* * *

PERMITTED USES IN RESIDENTIAL ZONING DISTRICTS	SFR 00	SFR 2	SFR 4	SFR 6	SFR 10	MFR 15	MFR 20	MFR 30	Special Use or Other Code Section(s)
1. SINGLE-FAMILY RESIDENTIAL									
(a) Single-Family Detached Dwelling	P	P	P	P	P	Ps	Ps	Ps	10.710 & 10.826
(b) Zero Lot-Line Detached Dwelling	P	P	P	P	P	X	X	X	10.707
(c) Manufactured Home on Individual Lot	Ps	Ps	Ps	Ps	Ps	Ps	Ps	Ps	10.710, 10.826 & 10.900
(d) Temporary ShelterResidence	Ps	Ps	Ps	Ps	Ps	Ps	Ps	Ps	10.840
(e) Residential Home (care, training, treatment) (5 or fewer residents)	P	P	P	P	P	P	P	P	

* * *

PERMITTED USES IN RESIDENTIAL ZONING DISTRICTS	SFR 00	SFR 2	SFR 4	SFR 6	SFR 10	MFR 15	MFR 20	MFR 30	Special Use or Other Code Section(s)
6. NONRESIDENTIAL									

Table 10.743-1 – City of Medford Minimum and Maximum Parking Standards			
Parking Standards are based on number of spaces per 1,000 Square Feet of Gross Floor Area (unless otherwise noted)			
Land Use Category	Minimum Number of Required Parking Spaces		Maximum Permitted Parking Spaces
	Central Business District C-B Overlay (outside of Downtown Parking District)**	All Other Zones	All Zones
<u>Temporary Shelter*</u>	<u>1 space per 30.0 resident beds, plus 1.0 space per employee on the largest shift</u>	<u>1 space per 25.0 resident beds, plus 1.0 space per employee on the largest shift</u>	=
<u>Emergency Shelter</u>	<u>1 space per 30.0 resident beds, plus 1.0 space per employee on the largest shift</u>	<u>1 space per 25.0 resident beds, plus 1.0 space per employee on the largest shift</u>	=

* A single asterisk indicates that minimum parking standards may be exempt for a particular use, by the approving authority, if adequate parking can be demonstrated to already exist.

**The Downtown Parking District is bound by Fourth Street on the north, Tenth Street on the south, Bear Creek on east, and the railroad right-of-way on the west.

* * *

SPECIAL USE REGULATIONS. (10.811 - 10.838839)

* * *

10.816 Churches, Hospitals, or Other Religious or Charitable Institutions in an "R" District. Residential District

(1) In any residentially zoned district, hospitals or other religious or charitable institutions, excepting churches, shall be located on a designated arterial or collector street. Side and rear yard setbacks shall be a minimum of thirty (30) feet and landscaped as required to buffer adjacent properties.

(2) In the C-S/P zone, with conditional use approval, overnight parking for travel trailers, campers and similar vehicles for use by patients and families of patients at a hospital, may be

allowed as an accessory use to a hospital, subject to the following standards:

- (a) A minimum twenty (20) foot setback to the paved parking and maneuvering area for the spaces shall be provided along all lot lines, including the front lot line, and sufficiently landscaped so as to avoid adverse impacts on adjacent properties.
 - (b) Each of the spaces may be provided full hookups for power, water, and sanitary sewer.
 - (3) Churches located within the residential district shall be subject to the following standards:
 - (a) All buildings shall be set back a minimum of thirty (30) feet from the side and rear property lines. All setbacks shall be landscaped as required to buffer adjacent properties.
 - (b) Located on a standard residential street, collector or arterial street.
- (4) Temporary shelters, with 15 or fewer clients shall be permitted as an accessory use to all churches, hospitals, religious, or charitable institutions as permitted per Section 10.314(6)(c)(i).
- (5) Temporary shelters, with more than 15 clients, shall be conditionally permitted as an accessory use to all churches, hospitals, religious, or charitable institutions as permitted per Section 10.314 (6)(c)(ii).

10.817 Community Buildings, Social Halls, Lodges, Fraternal Organizations, and Clubs in a "R" Residential District.

- (1) All buildings shall be set back a minimum of thirty (30) feet from the side and rear property lines. All setbacks shall be landscaped as required to buffer adjacent properties.
 - (2) There shall be no external signage, advertising or other evidence of any incidental commercial activities taking place within the building.
 - (3) All such uses, except Public Parks Recreation and Leisure Facilities and Services and appurtenant buildings and structures, shall be located on an arterial or collector street and be able to provide access without causing traffic congestion on local residential streets, and any such use shall prove that there will be no harm to adjacent existing or potential residential development due to excessive traffic generation, noise, or other circumstances.
- (4) Temporary shelters, 15 or fewer clients, shall be permitted as an accessory use to all community buildings, social halls, lodges, fraternal organizations, and clubs as permitted per Section 10.314(6)(c)(i) of this Code.
- (5) Temporary shelters, with more than 15 clients, shall be conditionally permitted as an accessory use to all community buildings, social halls, lodges, fraternal organizations, and clubs as permitted per Section 10.314(6)(c)(ii) of this Code.

* * *

10.819A Temporary Shelters

(A) Purpose and Intent. [KWKS]

Temporary shelters provide short-term relief for homeless individuals and families, as well as those without adequate protection during times of extreme weather, within an existing or newly constructed building. It is the intent of these standards to ensure that any conflicts

with temporary shelters and the surrounding land uses are mitigated through the special regulations set forth.

(B) Definitions Pertaining to Temporary Shelters

The following definitions shall only be applied, as defined in this subsection, to temporary shelters. If used otherwise in Chapter 10 refer to Section 10.012 Definitions, Specific.

(1) Access Point: The main point of entry and exit for a temporary shelter where users, visitors, and other persons must sign in and out to maintain security within a shelter.

(2) Client(s): Person or persons who receive services from an operator of a temporary shelter which shall include overnight sleeping, and may include other items established per the shelter's operations plan as required in Section 10.819A(D)(1)(b).

(3) Operator: The organization in charge of daily operations of a temporary shelter. The operator shall be a civic, non-profit, public, religious, membership based, or otherwise competent organization and shall be the applicant for the land use review of a temporary shelter.

(4) Operational Period: An operator's established days of operations.

(5) Operations Plan: The guiding document for an operator to use in determining the standards clients must adhere to in a shelter.

(6) Shelter Area(s): Designated space(s) within a temporary shelter intended for sleeping and/or relief from weather events. Shelter areas do not include common areas, points of ingress or egress from the shelter, bathrooms, hallways, public right-of-way, or kitchens.

(7) User(s): See 10.819A(B)(2) client(s).

(C) Temporary Shelter Permit Requirements [KWK6]

(1) The conditional use permit (CUP) as required by Sections 10.314 and 10.337 of this Code shall run with the lot(s), tract(s), or parcel(s) of land in which a temporary shelter was conditionally permitted. Unless modifications to the original CUP are made, a new CUP shall not be required for each new operational period.

(2) This Section shall not preclude an operator of a temporary shelter from required permits (e.g. Building and Fire Department approvals) unrelated to land use applications/reviews, unless waived by the appropriate approving authority/official.

(3) The Planning Director may waive filing fees, and any other fees required by the Planning Department, if a need for the waiver is determined.

(4) An operator shall apply for and receive an approved Temporary Shelter Operational Permit from the Medford Fire-Rescue Department for each operational period.

(5) Shelters operating with extensions, granted per Section 10.819A(D)(2)(e), shall be required to perform all improvements, acquire all permits, and fulfill all other requirements of the Medford Municipal Code, unless waived by the appropriate approving authority.

(6) All applicable permits must be approved prior to the initial date of operations.

(7) Each temporary shelter shall adhere to the Temporary Shelter Policy as established by the City.

(D) General Standards for Temporary Shelters

The words operator and applicant in this subsection may be used interchangeably as they refer to the same party. The requirements for temporary shelters are as follows:

(1) Operational Requirements. [KWK7] The operator shall be required to meet the following standards as it pertains to shelter operations:

(a) Conformance. It shall be the duty of the operator to ensure and maintain compliance with applicable Local, State, and Federal regulations relating to the operations of temporary shelters. Temporary shelters shall comply with all applicable building, fire, health, life, and safety codes as they pertain to temporary shelters. Compliance with this section requires the Operator maintain a Temporary Shelter Operational Permit.

(b) Operations Plan. An operations plan shall be required for a temporary shelter.

i. An operations plan shall include, without limitation, items addressing client interaction, rules for shelter use, facility operations and maintenance, safety and security provisions, signage that complies with this Code, and the dates of the operational period. Additional requirements may be required as a part of the operations plan as deemed necessary by the Building, Fire-Rescue, Legal, Parks, Planning, Police, and Public-Works/Engineering Departments. Any additional requirements shall be based on applicable codes and approved by the appropriate approving authority for each department representative.

(c) Supervision. There shall be one on-duty representative of the temporary shelter for every 25 occupants at all times during operations, and no fewer than two on-duty representatives at any time, unless approved otherwise. The representative(s) contact information shall be clearly posted at the shelter's access point each day. The representative may be a volunteer, hired employee, or otherwise competent and responsible adult.[KWK8]

i. When required by Medford Fire-Rescue, a fire watch shall be required in addition to an on-duty representative(s).

ii. On duty-representatives shall monitor all areas of a temporary shelter, including shelter areas, which may result in the lack of privacy. Monitoring shall be in conformance with all applicable local, State, and Federal laws and shall not engage in unlawful discrimination under State and Federal law.

(d) Population Size. Shelter population sizes shall be determined by applicable Building and Fire Codes.

(e) Shelter Areas. Temporary shelters may have separate and designated areas for sleeping or shelter for the comfort of clients by separating clients into male only, female only, and family only sleeping areas. The operator shall not engage

in unlawful discrimination under State and Federal law.

- (f) Shelter queuing. During times of shelter intake lines or queues of people awaiting admittance shall not block any public space or right of way from otherwise being used by the public, maintaining a three foot clearance on all sidewalks.
- (g) Documentation shall be maintained and regularly updated regarding the requirements of this Section and shall be available in hard copy at the temporary shelter's access point and shall also be made available to the Fire Code Official, upon request.
- (h) Operational Requirements stated in this Section may be conditions of approval as deemed necessary by the approving authority.

(2) Operational Period.

- (a) The use of a temporary shelter shall not exceed 90 days, unless otherwise permitted by this Code, within a nine-month period. The operational period shall start on the first day of operations in which individuals were provided shelter and shall end once shelter has been provided for 90 days within a nine-month period or nine months after the first day of operations.
- (b) The intended timeframe in which an operational period is to take place shall be clearly stated in an operations plan. This shall include one of the following:
 - i. The allowance for weather based operations that enables opening and closing based on local weather events such as, but not limited to, temperature extremes, persistent smoke or fog, and other acts of nature that are unsuitable for human habitation. Conditions for opening and closing based on weather events shall be clearly stated in the operations plan.
 - ii. Specific dates in which operations are to occur, not exceeding 90 days in a nine-month period as identified in this Section, subject to the 180 day limitation for Temporary Uses.
- (c) The operator shall notify Medford Fire-Rescue each time the shelter is closing.
- (d) The operator shall notify Medford Fire-Rescue a minimum of four business days prior to each re-opening of the shelter and shall provide the opportunity for inspection prior to re-opening the shelter. In times of emergency the operator shall coordinate with Medford Fire-Rescue if a shorter notice time is needed.
- (e) The operational period may be extended for a temporary shelter by the City if local conditions warrant an extension. Extensions may be granted for a total of 30, 60, or 90 calendar days. Extensions shall be approved by the City Manager. The total operational period, including extensions, shall not exceed a total of 180 consecutive days, in a 12 month period. Extensions are subject to the following conditions:
 - i. Operators must request to extend the operational period a minimum of

- 14 business days prior to the first anticipated day of extended operations.
 - ii. An extension for a temporary shelter may require additional improvements that were not previously required. Additional improvements shall be pursuant to the applicable Building and Fire Codes, unless otherwise waived by the appropriate approving authority or the City Manager.
- (f) Operational periods shall apply to the lot(s), tract(s), or parcel(s) of land on which a temporary shelter operates.

(3) Reporting Requirements^{[KWK9][KWK10]}. The operator shall be required to submit a report to the Housing and Community Development Commission (HCDC) once a temporary shelter has ceased operations, and/or in applying for an extension under Section 10.819A(D)(2)(e) of this Code. The report shall include:

(a) The operator shall coordinate the reporting requirement with the Medford, Ashland/Jackson County Continuum of Care using the industry standard software (e.g. Homeless Management Information System) in place at the time of reporting.

(b) At a minimum, reports to the HCDC shall be created in coordination with City staff and shall include the following, without limitation:

- i. Number of clients served
- ii. Number of public service calls and reason for call
- iii. Services provided, if applicable
- iv. Number of nights spent at full capacity (if applicable)
- v. Number of clients provided with more permanent or transitional housing

(4) Standards for Closing/Suspending Temporary Shelters

The City shall consider the reports submitted by operators to HCDC in determining whether to close or suspend a temporary shelter. A shelter may be closed or suspended in accordance with the following procedures and criteria.

(a) The City may close or suspend a temporary shelter use if:

- i. The City Manager has determined that it would be in the public interest to terminate the temporary shelter.
- ii. Excessive emergency service calls exceeding 40 calls within 30 calendar days.
- iii. Any safety issues identified during an inspection, including, but not limited to, any fire and life safety issues identified during any fire inspections in accordance with State law. Nothing in this Section shall limit the authority granted by State law.
- iv. Any violation of the Medford Municipal Code, State law, or Federal law.

- (b) Closing or suspending of a temporary shelter, as determined by the City, shall be permitted when inspections indicate non-conformance with applicable codes as they pertain to the life and safety of temporary shelter users, employees, and surrounding properties.
- (c) When temporary shelters are closed or suspended due to lack of conformance with applicable codes, any days on which the temporary shelter are closed shall not count towards the days considered within the operational period.
- (d) Closing of a temporary shelter under this section terminates all temporary shelter permits for the tax lot(s) on which the terminated shelter is located, including temporary shelters in other buildings on the same tax lot, but does not eliminate a conditional use permit issued pursuant to Section 10.184 of this Code.
- (e) When a temporary shelter is terminated due to violation of the standards outlined in this Section, it shall not be allowed on the same tax lot(s) for a time period of one year (365 days) from the final day of operations, unless otherwise approved by the City Council.
- (f) Users of a temporary shelter, the operator, and the property owner shall be given seven calendar days for the operator and owner to remove temporary shelter components, and for users to vacate the location in which a shelter operates, once the use has been terminated. The owner or operator shall not be required to remove components utilized for the temporary shelter that are also part of the owner or operator's routine operations. Shorter notice may be required and no sections of this code shall preclude adherence to local, State, or Federal laws pertaining to building, health, and life safety.
- (g) The City Manager's decision to revoke a temporary shelter's permits shall be effective immediately. Appeals shall be made to the City Council.

(5) Consent to Inspection of Temporary Shelter(s)

(a) Temporary shelters are subject to inspection, as deemed necessary, by the City to verify safe operations at any point during the operations of a shelter.

- i. Inspections by the City may include inspections of shelter areas and all other portions of a temporary shelter. Inspections shall be in conformance with all applicable local, State, and Federal laws.
- ii. Areas used for bathrooms and showers shall be subject to inspections by the City, but any users of the facilities shall be given ten minutes to allow for the privacy needs of individuals who may be using the facilities.

(b) Inspections shall be required prior to each opening of a temporary shelter. All violations of applicable codes found through an inspection shall be resolved prior to commencing operations of a temporary shelter. Inspections may be required from the below City departments to check conformance with applicable codes, prior to operations commencing, from the Medford:

- i. Building Department

- ii. Planning Department
- iii. Police Department
- iv. Fire-Rescue Department

(c) Each operator of temporary shelter must sign a waiver and give consent to inspections from the departments listed in this Section for reasons deemed necessary to ensure safe operations of a temporary shelter. This waiver shall include consent to walk-through inspections of sleeping areas as well as inspections of the facility. This shall be a part of the operations plan and may differ from shelter to shelter.

(d) Signage stating “Inspection by the City of Medford Fire-Rescue and Police Departments may occur without notice. There shall be no expectations of privacy within this shelter,” shall be posted within areas of the temporary shelter including shelter areas, areas for sleeping, and other areas of operations deemed necessary by the operator.

(E) Site Standards for Temporary Shelters

The following standards shall apply to the development and use of temporary shelters.

(a) Temporary shelters must be at least 500 feet, measured from any property line, from any other temporary shelter’s closest property line. This Section applies to temporary shelters during their operational period, not for land use approvals.

(b) Temporary shelters shall be an accessory use in residential zones and shall be within an existing or newly constructed building.

(c) In commercial and industrial zones, temporary shelters may be an accessory or primary use and shall be within an existing or newly constructed building.

(d) A site plan depicting how the standards of Section 10.819A of this Code have been met shall be submitted as a part of the application submittal. A site plan shall, at a minimum, include the following:

i. Building footprint(s) of the primary and accessory uses on the site in which the temporary shelter will be located

ii. A floor plan, with square footage measurements labeled clearly for:

1. The location and size of the shelter area(s) and areas intended for sleeping

2. Location and size of other areas used in conjunction with the warming shelter (e.g. common area(s), kitchen(s), bathroom(s), and similar spaces.

3. Total population size within shelter areas and areas intended for sleeping

iii. Location of buildings access point(s)

iv. Location(s) of trash receptacle(s)

v. Location(s) of lighting for site and building(s)

(e) Adequate space shall be provided for tenant’s personal items; storage space shall not block the public right-of-way and shall not displace required parking per Sections

10.741-10.751.

(f) Access points shall have a trash receptacle that does not block the public right of way and is large enough for trash disposal during times of intake.

(g) Adequate access shall be given for emergency vehicles and personnel, where applicable.

(h) Tents, yurts, and similar temporary structures do not qualify as a structure for the temporary shelter land use.

(F) Temporary Shelters of 15 or Less Clients

When a temporary shelter has 15 or fewer clients, a temporary shelter permit shall be issued by the City, including the Temporary Shelter Operational Permit from Medford Fire-Rescue. All standards of Section 10.819A are applicable and required for shelters of 15 or fewer clients unless stated in this Section.

(1) **Supervision.** There shall be at least one on-duty representative of the temporary shelter when the client population is 15 persons or fewer. The representative(s) contact information shall be clearly posted at the shelter’s access point each day. The representative may be a volunteer, hired employee, or otherwise competent and responsible adult.

(2) **Fire Watch.** When required by Medford Fire-Rescue, a fire watch shall be required in addition to an on-duty representative(s).

(3) **Monitoring.** The on duty-representative(s) shall monitor all areas of a temporary shelter, including shelter areas, which may result in the lack of privacy. Monitoring shall be in conformance with all applicable local, State, and Federal laws and shall not engage in unlawful discrimination under State and Federal law.

(4) **Population Size.** The shelter population size shall not exceed 15 clients, each client representing one individual person. Inspections need not include consent to searches of bags or persons, but shall include consent to walk-through inspections of sleeping areas as well as inspections of the facility.

(5) **Location.** 10.819A(E)(1) is replaced by: Shelters with 15 or less clients need not be 500 feet from other temporary shelter’s property lines as stated in 10.819A(E)(1).

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10.840 Temporary Uses and Structures.

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D. Types of Temporary Uses and/or Temporary Structures.

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(4) Temporary Residential Uses of Movable Structures and Vehicles.

* * *

(d) Temporary ResidenceShelter.

When fire or natural disaster has rendered a single-family residence unfit for human habitation, the temporary use of a recreational vehicle located on the single-family lot during rehabilitation of the original residence or construction of a new residence is permitted subject to the following:

1. A building permit for the temporary ~~shelter~~residence shall be obtained from the Building Safety Department, pursuant to Chapter 9.
2. Required water and sanitary facilities shall be provided.
3. The maximum length of the permit shall be six (6) months, but may be extended for a period not to exceed 60 days in the event of circumstances beyond the control of the owner.
4. Application for the extension shall be made at least 15 days prior to expiration.

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10.859 Location and Use of Movable Structures or Vehicles Outside of Mobile Home, Manufactured Dwelling, or Recreational Vehicle Parks.

No person shall use or occupy, or rent or offer for rent, a house trailer, mobile home, trailer coach, travel trailer, manufactured dwelling, recreational vehicle, or other similar movable structure or vehicle within the city at any location other than a mobile home park, a manufactured dwelling park, or a recreational vehicle park, as defined in this Code, operating under a conditional use permit, except as allowed in Section 10.840(D)(4) Temporary ~~Shelter~~Residence, and Section 10.900 Manufactured Housing.