



Planning Commission

Agenda

Study Session

February 27, 2017

Noon

City Hall, Medford Room 330

411 West Eighth Street, Medford, Oregon

10. Introductions
20. Discussion items
 - 20.1 National Hazards Mitigation Plan
 - 20.2 Greenway Trails Amendment Initiation
 - 20.3 TSP amendment regarding Foothills Rd.
30. Adjournment



MEMORANDUM

Subject Natural Hazards Mitigation Plan Update

To Planning Commission

From Carla Angeli Paladino, Planner IV *CA*

Date February 22, 2017

for 2/27/2017 study session

NATURAL HAZARD MITIGATION PLAN

The City's Emergency Management office, the Planning Department, and other agencies in coordination with the Oregon Department of Land Conservation and Development are in the process of updating the City's Natural Hazard Mitigation Plan. An approved plan is important to the City and its residents because it makes the City eligible to receive pre- and post-disaster funds from the Federal Emergency Management Agency (FEMA) and as a participant in the National Flood Insurance Program provides property owners an opportunity to purchase flood insurance.

In August 2016, the Commission heard about this plan. The study session will provide an update on the progress of the plan since that time.

ATTACHMENTS

- Natural Hazard Mitigation Plan information sheet
- Hazard Analysis Worksheet

The draft plan (Parts 1 and 2) can be found at the following links:

Part 1

[http://www.ci.medford.or.us/SIB/files/Medford%20NHMP%20Update%20Part%201%20REV%20\(working%20copy%201-27-17\)\(2\).pdf](http://www.ci.medford.or.us/SIB/files/Medford%20NHMP%20Update%20Part%201%20REV%20(working%20copy%201-27-17)(2).pdf)

Part 2

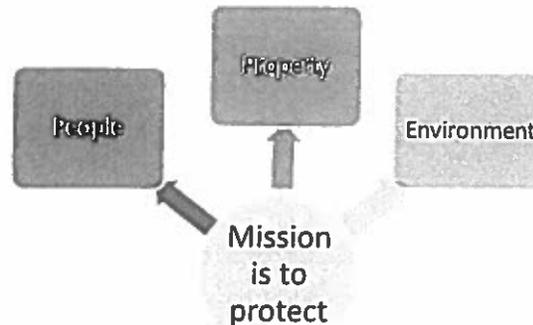
[http://www.ci.medford.or.us/SIB/files/Medford%20NHMP%20Update%20Part%202%20\(working%20copy%201-27-17\).pdf](http://www.ci.medford.or.us/SIB/files/Medford%20NHMP%20Update%20Part%202%20(working%20copy%201-27-17).pdf)

Medford Natural Hazards Mitigation Plan Update

February 2017

The overarching mission and purpose is to protect people, property, and the environment from the impact of natural disasters.

**City of Medford
2010 Natural Hazards Mitigation Plan**



The City of Medford first completed a Natural Hazards Mitigation Plan (NHMP) in November 2004 and updated it in August 2010.

Since June of 2016, the City of Medford has been collaborating with the Oregon Department of Land Conservation and Development (DLCD) to update the NHMP again. An approved plan is required to maintain eligibility to receive pre- and post-disaster funds from FEMA. The updated NHMP will maintain that eligibility. The City is a participant in the National Flood Insurance Program (NFIP) which enables property owners to purchase flood insurance. In addition, the City participates in the Community Rating System program. This voluntary program provides a reduction in flood insurance premium rates to policyholders as an incentive for communities who provide programs that exceed minimum NFIP standards.

A Steering Committee of more than 20 agency and community representatives, led by Emergency Management and Planning Department staffs, is working with the DLCD staff. The updated NHMP is targeted for completion by June 30, 2017.

The NHMP is part of Medford's emergency preparedness and hazard mitigation planning efforts. Integration of the NHMP with Medford's other plans, programs, and policies helps ensure that hazard management will be considered in emergency management and land use planning decisions; thus the NHMP makes the Medford community safer and more resilient.

Medford's top natural hazards are: 1. severe weather; 2. emerging infectious diseases; 3. air quality; 4. wildland-urban interface fires, and; 5. earthquakes. Other hazards include volcanic eruptions, floods, and landslides.



Oregon
Department of
Land
Conservation
and
Development

Website: <http://readymedford.org>
Email: naturalhazards@cityofmedford.org



Hazard mitigation includes any actions taken to eliminate or reduce the vulnerability of people, property, and the environment to hazards. Mitigation actions may include adopting hazard-sensitive construction, enhancing policy and regulation, modifying land use, enhancing response capabilities, and insuring against severe hazards.

The NHMP examines and prioritizes the hazards facing the community and assesses the vulnerability of its people, property, and environment. The plan also identifies a set of mitigation actions that may be taken to reduce the impacts of those hazards.

The NHMP Steering Committee will meet for the fourth time on March 2, 2017. Between meetings project collaboration is maintained by use of telephone, email, and the Web.

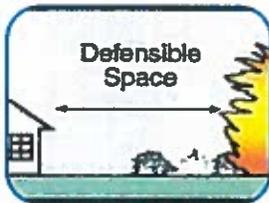
A Hazard Analysis was performed to identify and rank Medford’s natural hazards. Existing maps have been updated with new data and new maps have been created.

An open house was held January 12, 2017 to inform interested community members and elicit their input into the planning process.

The City of Medford website has been updated throughout the project to include information about the NHMP. The Emergency Management home page, <http://www.ci.medford.or.us/SectionIndex.asp?SectionID=584>, alerts the reader to the Natural Hazards Mitigation Plan and directs them to click on the link to <http://readymedford.org> where additional details are provided.

Key remaining steps include: Prioritizing mitigation actions, refining the current draft plan, submitting the document for approval by City, State, and Federal agencies, continued collaboration with Jackson County on their NHMP and the inclusion of the Medford NHMP.

Goals of the Medford NHMP



Prevention



Enhancing Emergency Services



Promoting Public Awareness



Forming Private/
Public Partnerships

City of Medford 2017 NHMP Update Hazard Analysis - Summary

Methodology:

This Hazard Analysis was first developed by FEMA in 1983, gradually refined by Oregon Emergency Management (OEM) and shared with local jurisdictions across Oregon. Although nearly every jurisdiction in Oregon uses this process, the range of scored values is relative only within the individual jurisdiction; it is not meant to compare one jurisdiction to another.

The methodology produces scores that range from 24 (lowest possible) to 240 (highest possible):

- **Vulnerability** examines both typical and maximum credible events in terms of the amount of population and property likely to be affected.
- **Probability** is a measure of the likelihood of a future event occurring within a specific period of time. It uses the frequency of the occurrence of hazard events.

Vulnerability accounts for approximately 60% of the total risk score, and probability accounts for approximately 40%.

Hazard analysis is an early step in determining the risk – the potential for harm – facing a community. When complete, it provides a table of relative risks to focus planning priorities on those hazards most likely to occur and cause the most damage. This hazard analysis, therefore, is constructed to:

- Establish priorities for planning, capability development, and hazard mitigation,
- Identify needs for hazard mitigation measures,
- Educate the public as well as public officials about hazards and vulnerabilities, and
- Make informed judgments about potential risks.

The City of Medford's prior hazard analysis was completed on March 3, 2004 and used in both the 2004 and 2010 Natural Hazards Mitigation Plans (NHMP). The current hazard analysis was performed on September 23, 2016 as part of the 2017 NHMP update. It provided an opportunity to revisit the hazards, update the analysis, and reorder the priorities if necessary.

Medford's natural hazards are shown in tables later in this summary.

Values assigned as scores are inherently subjective. Use of a large steering committee is intended to avoid artificially high or low scores based on personal experience or bias.

DESIGNATION	RATING
LOW	0 to 3
MEDIUM	4 to 7
HIGH	8 to 10

By multiplying the *weight factors* associated with the categories by the *severity ratings*, we arrive at a sub-score for history, vulnerability, maximum threat, and probability for each hazard. Adding the sub-scores produces a **total risk score** for each hazard.

History is the record of previous occurrences requiring a response. Weight factor: 2.

- Low: 0-1 event in the past 10 years
- Medium: 2-3 events in the past 10 years
- High: 4+ events in the past 10 years

Vulnerability is a measure of the percentage of the population and property likely to be affected during an occurrence of an incident. Weight factor: 5.

- Low: <1% affected
- Medium: 1 – 10% affected
- High: >10% affected

Maximum Threat is a measure of the highest percentage of the population or property which could be impacted under a worst-case scenario. Weight factor: 10.

- Low: <5% affected
- Medium: 5 – 25% affected
- High: >25% affected

Probability is a measure of the likelihood of a future event occurring within a specified period of time. Weight factor: 7.

- Low: more than 10 years between events
- Medium: from 5 to 10 years between events
- High: likely within the next 5 years

Hazard Analysis Summary

2016 Scores (2004 total scores and rankings included for comparison)

HAZARD (Former category names shown in parentheses)	HISTORY WF = 2	VULNERABILIT WF = 5	MAX THREAT WF = 10	PROBABILITY WF = 7	2016 SCORES	2016 RANKING	2004 SCORES	2004 RANKING
Severe Weather: Includes drought, winter storms, snow, ice, cold, heat, wind, rain (Severe Storms)	10	10	10	10	240	1	233	1
Emerging Infectious Diseases (Epidemics)	6	7	10	7	196	2	178	5
Air Quality (Poor Air Quality)	8	8	7	9	189	3	179	4
Wildland-Urban Interface Fires	9	5	7	10	183	4	159	7
Earthquakes	1	10	10	3	173	5	201	3
Volcanic Eruptions	1	10	10	1	159	6	160	6
Floods	6	5	8	5	152	7	225	2
Landslides	8	3	3	9	124	8	148	8

2016 Risk Levels

HAZARD	RISK SCORE	RISK LEVEL
Severe Weather	240	High
Emerging Infectious Diseases	196	High
Air Quality	189	Medium-High
Wildland-Urban Interface Fires	183	Medium-High
Earthquakes	173	Medium
Volcanic Eruptions	159	Medium
Floods	152	Medium
Landslides	124	Low

HAZARD ANALYSIS RECAP

The hazard analysis work was performed at the September 23, 2016 Medford NHMP Steering Committee meeting. This Summary was prepared on February 22, 2017.

Issues Identified During the Discussion

In this assessment, four measures characterizing risk – history, vulnerability, maximum threat, and probability – are assessed as to severity, weighted, and added together to derive a relative risk score for each hazard. The weights for each measure are provided in the matrix above.

Much discussion occurred regarding the definitions of the weighted measures. For example, when defining vulnerability and maximum threat, the percentages are based on those “affected”. Questions arose as to how much impact or influence is considered “affected” to the population and property. Estimating the appropriate percentage for vulnerability and maximum threat provided some challenge.

The group continued to come to consensus on the ratings for each of the four measures, as well as the total score, for each hazard. Several hazards - floods, air quality, and wildland-urban interface fires (WUI) - were discussed more than once, and revised ratings were made as a result of the discussions. Wildland-urban interface fires were further discussed with Chief Fish of Medford Fire-Rescue after the meeting. Medford Fire-Rescue provides response in the City and has provided response since 1952 to the Medford Rural Fire Protection District. With this in mind, the risk ratings for WUI were adjusted to reflect the events that occur in both areas.

Earthquakes generated discussion regarding the idea that the methodology really does not fit. Catastrophic earthquake is appropriately a focus of preparedness by local agencies, non-profits, and the entire community, however they do not happen frequently in this area. Researchers recently calculated the likelihood of a Magnitude 8 to 9 Cascadia Subduction Zone earthquake at 37% over the next 50 years. The last such event occurred in January of 1700, causing a tsunami in Japan, however the tool’s History scale only accounts for events within the past ten

years. Similarly, the **Probability** scale assigns a low designation to any event unlikely to occur at ten-year intervals or greater. The Medford NHMP Steering Committee agreed that the risk score for earthquakes is artificially low.

Floods most commonly occur naturally. It should be noted that levees and dams can be breached (by natural or other hazards) and have flood impacts. Medford could be impacted by breaches of Lost Creek, Emigrant, and/or Hosler Dams. Flooding could restrict travel across Bear Creek, potentially impacting response and recovery operations and routine transportation.

Severe storms scored all the points possible due to the breadth of hazard types within this category, the frequency, and numbers of people impacted.

MEDFORD'S HAZARDS IN SUMMARY

Severe Weather: Severe weather includes drought, winter storms, snow, ice, cold, heat, wind, and rain. In Medford, rain, wind, snow, and ice events most commonly occur in October through March or April.

Floods: Medford experiences the most severe flooding conditions when the effects of snowmelt and direct, heavy rainfall combine during periods of warmer temperatures in winter and early spring months. Most commonly, floods occur from natural events (impacts from which can be greatly influenced by rural and urban development). It is also possible that levees and dams (Lost Creek Dam, Emigrant Dam, and Hosler Dam) could be breached and would potentially impact Medford.

Earthquakes: Medford is susceptible to impacts from earthquakes from four sources: (a) the off-shore Cascadia Subduction Zone (CSZ), (b) deep intraplate events within the subducting Juan de Fuca plate, (c) shallow crustal events within the North America Plate, and (d) earthquakes associated with renewed volcanic activity. The Cascadia Subduction Zone and the subduction process is responsible for most of the earthquakes in the Pacific Northwest as well as for creating the volcanoes in the Cascades.

Air Quality: Given its bowl-like shape, the Rogue Valley experiences periods of air stagnation and atmospheric temperature inversions that trap airborne pollutants. Although past air quality issues typically arose from use of wood stoves for winter heating, recent issues have been related to summer and fall smoke from wildfires in southern Oregon and northern California.

Emerging Infectious Diseases: Recent infectious diseases have demonstrated the potential to cause widespread concern and cost communities' healthcare systems vast amounts of money, even when occurring in small numbers. Ebola and Zika are contemporary examples.

Volcanic Eruptions: Although not highly vulnerable to most direct volcanic hazards such as blast effects, relatively nearby volcanoes could inundate the area with ashfall sufficient to paralyze transportation and cause widespread health concerns.

Wildland-Urban Interface Fires: The areas where development meets vegetative fuels, such as forestland, are commonly referred to as the wildland-urban interface (WUI). Although not at high risk for wildfire per se, sustained smoke exposure is a hazard throughout the community.

Landslides: Some areas of Medford, primarily on Roxy Ann slopes, are highly vulnerable to land movement. This hazard can be exacerbated during flooding or earthquake conditions.



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Request to initiate a code amendment to implement planned greenway trails

File no. GF-17-024

To Planning Commission

From Carla Angeli Paladino, Planner IV *CAP*

Date February 22, 2017 *for 2/27/2017 study session*

BACKGROUND

The Parks and Recreation Department is interested in revising the Municipal Code and Comprehensive Plan as needed to create standards for construction and implementation of greenway trails as development occurs throughout the City. The initial discussion about this topic began last April between Brian Sjothun, Pete Young, and CSA Planning staff. In January 2017, CSA Planning met with Matt Brinkley and Kelly Akin to discuss the issue and propose moving this amendment forward.

The code changes will consider issues such as:

- Construction standards for the trails and surrounding landscaping
- Irrigation and costs to maintain new landscaping
- Review of land use procedures and how trails are integrated into the approval process
- Coordinating and integrating greenway improvements and storm water management requirements within developments

CSA Planning has provided a scope of work to the Parks and Recreation Department to assist with this project. They will draft the language and coordinate with the applicable departments and commissions for input and feedback.

A list of possible code sections in Chapter 10 of the Municipal Code and different elements of the Comprehensive Plan have been preliminarily identified for revision.

EVALUATION OF REQUEST

The Parks and Recreation Department staff has identified trail implementation as an issue that needs review. A code amendment will assist in outlining and clarifying requirements associated with dedication and construction of identified trail systems within adopted elements of the Comprehensive Plan such as the Transportation System Plan and Leisure Services Plan. A code update will help tie all of these pieces together.

ATTACHMENTS

- Letter dated February 21, 2017, from Craig A. Stone with CSA Planning, Ltd.
- List of Chapter 10 and Comprehensive Plan elements to review for needed code changes
- Proposed Scope of Work from CSA Planning, Ltd.



CSA Planning, Ltd

4497 Brownridge, Suite 101
Medford, OR 97504

Telephone 541.779.0569
Fax 541.779.0114

Craig@CSAplanning.net

February 21, 2017

MS. CARLA PALADINO
c/o City of Medford Planning Department
Medford City Hall Annex
Medford, OR 97504

**TRANSMITTAL OF TASK 1
Implementation of Greenway Trails Program**

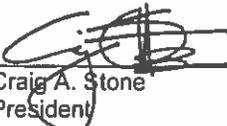
Dear Ms. Paladino:

This communication is sent pursuant to Task 1 of the above captioned parks planning project. Task 1 is outlined in a letter from this office to Medford Parks Director, Rich Rosenthal, dated January 16, 2017.

This communication is accompanied by a spreadsheet which summarizes portions of the City of Medford Comprehensive Plan and Medford Land Development Code (MLDC) which may require changes. The spreadsheet sets forth the various sections of the MLDC and comprehensive plan, which may come into play, along with our assessment with respect to the level of amendment that may be required.

Please call if we should furnish any additional information pursuant to Task 1.

CSA Planning, Ltd.



Craig A. Stone
President

CAS/m

cc. Project File

Trails and Greenways Code Revisions

CSA Planning, Ltd

MLDC	10.732	Fencing of Lots	0
MLDC	10.920	Riparian Corridors, Purposes	0
MLDC	10.923	Riparian Corridors, Location	0
MLDC	10.924	Permitted Activities within Riparian Corridors	0
MLDC	10.101	Signage Definitions	0
Comprehensive Plan	Public Facilities Element	Parks, Recreation, Leisure Services	2
Comprehensive Plan	General Land Use Plan Element	GLUP Designations for Parks, Greenways, Trails	1
Comprehensive Plan	Leisure Services Plan	Chapter 6: Paths, Trails & Greenways	1
Comprehensive Plan	Environmental Element	Wetlands, Recreation, Education, Research	0
Comprehensive Plan	Regional Plan Element	Overall Review	0
Comprehensive Plan	Transportation System Plan	Chapter 10: Non-motorized Transportation System; Chapter 13: Goals and Policies	0
Comprehensive Plan	Neighborhoods Element	Overall Review	0

Level of Change Key

0 - Review for Needed Changes

1 - Minor Text Changes

2 - More Significant Text Changes

Trails and Greenways Code Revisions

CSA Planning, Ltd

Source	Citation	Nature	Level of Change
MLDC	10.287	Site Plan and Architectural Review Application Form	2
MLDC	10.337	Uses Permitted in Commercial and Industrial Zoning Districts- (Parks 7999)	2
MLDC	10.230	Planned Unit Development (PUD) - General Provisions	2
MLDC	10.248	Conditional Use Permit Criteria	2
MLDC	10.267	Form of Tentative Plat and Accompanying Data	2
MLDC	10.273	Final Plat Approval Required	2
MLDC	10.277	Form of Final Plat and Data to Appear Thereon	2
MLDC	10.285	Application, Site Plan and Architectural Review	2
MLDC	10.291	Conditions of Approval	2
MLDC	10.297	Property Line Adjustments	2
MLDC	10.790	Bufferyards	2
MLDC	10.801	Agricultural Buffering in Non-Urban Reserve Areas	2
MLDC	10.802	Urban-Agricultural Conflict Mitigation in Urban Reserve	2
MLDC	10.931	Hillside Ordinance, General Standards	2
MLDC	10.235	Preliminary PUD Plan - Application Procedures	1
MLDC	10.250	Modifications and Expiration of a Conditional Use Permit	1
MLDC	10.481	Improvement Standards Adopted	1
MLDC	10.728	Information to be included on Grading Plan and in Specifications	1
MLDC	10.773	Pedestrian Walkway Connections and Routing	1
MLDC	10.780	Landscape and Irrigation Requirements	1
MLDC	10.925	Conditional Uses within Riparian Corridors	1
MLDC	10.207	Transportation Facility Development Criteria	0
MLDC	10.240	Final PUD Plan - Application Procedures	0
MLDC	10.464	Accessways	0
MLDC	10.465	Accessway Routing	0
MLDC	10.466	Accessway Design	0
MLDC	10.474	Open Space Easements	0
MLDC	10.475	General Public Easements	0
MLDC	10.482	Public Improvement Plan Requirements	0
MLDC	10.495	Street Lighting and Pedestrian-Scale Street Lighting	0
MLDC	10.500	Sidewalks	0
MLDC	10.501	Sidewalk Specifications	0
MLDC	10.667	Security for Public Improvements	0

**PROPOSAL FOR
PROFESSIONAL SERVICES:**

**UPDATE TO THE MEDFORD LAND
DEVELOPMENT CODE TO IMPLEMENT
PLANNED GREENWAY TRAILS**

PREPARED FOR:

MEDFORD PARKS AND RECREATION DEPARTMENT



CSA Planning, Ltd

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www.CSAplanning.net

JANUARY 16, 2017

PROPOSAL TO UPDATE THE MEDFORD LAND DEVELOPMENT CODE TO IMPLEMENT PLANNED GREENWAY TRAILS

TABLE OF CONTENTS

LETTER OF SUBMITTAL

1. QUALIFICATIONS.....	3
(a) PROJECT TEAM.....	3
(b) RELEVANT TEAM EXPERIENCE.....	3
(c) REFERENCES.....	4
2. RESUMES.....	5
3. WORK PLAN.....	7
4. PROJECT SCHEDULE.....	10
5. INFORMATION PROVIDED BY DISTRICT....	10
6. PRELIMINARY BUDGET.....	10





Ltd

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January 16, 2017

Rich Rosenthal
Director
City of Medford
701 North Columbus Avenue
Medford, OR 97501

PROFESSIONAL SERVICES PROPOSAL TO UPDATE THE MLDC

Dear Mr. Rosenthal:

On April 26, 2016, CSA met with Brian Sjothun and Pete Young to discuss issues concerning the delivery methods for the implementation of planned greenway trails. The discussion primarily focused on trails in the Southeast Plan Area but the discussion recognized that work on this issue could be extended beyond the Southeast Area as other planned trails are developed throughout the City. Specific issues discussed included the following:

- Need for construction standards for the trail itself and landscaping in the greenway area. Standards need to have appropriate life-cycle costs and survival assurances for plantings. Construction standards need to reflect geotechnical issues associated with the trail segments.
- Irrigation of new plantings is a challenge. Potential solution might be return of water connection charges at the end of the 5-year plant survival period.
- Land donation and the construction of improvements needs to be better integrated with the rest of the planning review and land development process.
- Consider donation licenses for use prior to formal construction and dedication for interim trail facilities.
- Look for opportunities to coordinate and integrate storm drainage requirements with greenway improvement elements.
- Develop GIS database to identify existing greenway segments and future dedication and commitment areas.

Following last April's meeting, several staff changes transpired at City Hall such that the originally submitted proposal was shelved until the new Planning Director was hired and began work. We had a follow-up meeting with Matt Brinkley (new Planning Director) and Kelly Akin. At that meeting, we discussed the project approach they would like to see. During the meeting, the agreed upon approach was the following:

Task 1- CSA will draft a letter to the Planning Commission requesting the Planning Commission vote to initiate amendments to the applicable code sections and plan elements that might be affected by the proposed amendments. This is not a lot of work and can be billed to CSA's open consulting contract with Parks and Recreation. This will get project moving forward.

Tasks 2 and 3 - These tasks are described in detail below. CSA will prepare a set of draft amendments on behalf the Parks and Recreation Department. As the amendment documents are drafted and prepared, they will be coordinated with City Planning staff and other affected City agencies like Public Works. Drafts will be coordinated with the Parks Commission and Parks Foundation as well as a Project Advisory Team if one is formed. This work will be done under specific contract for this project.

Task 4 - Task 4 will involve the adoption process. CSA's scope of work for this task will be negotiated between CSA and City of Medford Parks and Recreation Department based upon input from the Planning Director on the preferred adoption procedures. Additional work on this phase of the project may be through extension of the Phase 2 contract or under the open consulting contract between CSA Planning Ltd. and Medford Parks and Recreation Department.

The attached proposal lays forth our team's qualifications, experience, and approach to the project. CSA has working knowledge of the City's greenway objectives and the City's development processes.

We appreciate the opportunity to submit this proposal to the Department. I am authorized to represent CSA Planning in negotiations and sign contracts, and will serve as the Department's primary contact throughout the project. We thank you for considering our proposal and I look forward to hearing your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Harland". The signature is written in a cursive, somewhat stylized font.

Jay Harland
Principal

1. QUALIFICATIONS

PROJECT TEAM AND RELEVANT EXPERIENCE

CSA Planning Ltd. is the leading land use planning and real property analysis firm in Southern Oregon and has been for over thirty-five years. CSA Planning Ltd. is owned by Craig Stone, Jay Harland and Raul Woerner. Over its tenure, CSA has been involved in major facility plans, project designs, entitlement and ultimate development of over a thousand projects in the Southern Oregon area with investments well exceeding a billion dollars. CSA is a key professional in early-stage phases of major land development and public facilities projects, and this experience brings a thorough and unique understanding of the Southern Oregon economy and facility and service demands.

CSA works closely with private, institutional and government clients to assure projects and policies do more than just satisfy applicable regulatory requirements. CSA strives to create implementable strategies and economically viable plans. In developing master plan documents, CSA works to create language and structure that will facilitate implementation and provide maps and graphics that make our technical analysis easy to follow for professionals and the general public. This approach requires a thorough understanding of the particular facility needs context that can only be achieved through hard work, careful analysis and close collaboration with the facility provider. When working on projects, CSA is constantly analyzing the underlying plan fundamentals to make sure that the plans and associated strategies optimize the deployment of available resources.

The land use planning process in Oregon requires extensive citizen involvement and public process. CSA facilitates effective public involvement for a wide variety of plans and policy development. Success of the trails plan update will depend, in large part, on the Citizen Engagement process and our firm has a proven track record of citizen engagement that builds consensus and educates the public about the facility plan needs and objectives.

RELEVANT TEAM EXPERIENCE

CSA Planning Ltd.

2016 TO PRESENT - PHOENIX-TALENT SCHOOL DISTRICT FACILITY MASTER PLAN

CSA and Straus and Seibert Architecture teamed up to evaluate all the District's facilities and produce a 10 to 20 year facility master plan for the District. This Plan is in-process. All the facility evaluations are complete and proposed facility solution options are in the process of being prioritized based upon costs and benefits of alternative improvement scenarios.

2011 TO 2013 - MEDFORD SCHOOL DISTRICT 549C FACILITY MASTER PLAN

CSA provided technical support to Johnson Economics in the update to the School Facility Master Plan. The Plan was adopted into the City of Medford Comprehensive Plan and is the working policy document that provides direction to the district on real estate strategy and facility planning.

2014-2016 - MCNEAL PAVILION RENOVATION

Straus and Seibert Architects partnered with Sink Combs Dethlefs to design the new McNeal Pavilion renovation. The renovation project will completely reconstruct the largest indoor athletics facility in Southern Oregon. CSA Planning was engaged and worked closely with the project architects on the land use application process with the City of Ashland.

2010 TO 2015 - ST. MARY'S SCHOOL MASTER PLAN

CSA Planning has worked closely with the St Mary's School and its design team to guide master planning to support expansion of the campus. Many of the Phase I planned improvements have been completed and additional refinements are under development with the school and its design team.

2015- GOLD HILL PARKS AND OPEN SPACE MASTER PLAN



In collaboration with landscape architects, CSA was charged with the implementation component of the facility planning project. This included project prioritization for parks facility funding allocations. CSA developed and planned the project funding strategies and policies. CSA prepared technical materials to be used in the establishment of a Parks Systems Development Charges for the City of Gold Hill to facilitate future parks construction. The Master Plan and and system development chargers were adopted by the City Council.

2006 TO 2007 - U.S. CELLULAR COMMUNITY PARK MASTER PLAN

This project involved the establishment of the largest outdoor artificial turf sports complex in the western United States. CSA coordinated design elements with the project engineers to assure programmatic designs met applicable standards. CSA was also the lead negotiator in a delicate negotiation between the City of Medford and the Rogue Valley Manor regarding potential lighting impacts from the project. CSA and the Manor's negotiating team arrived at appropriate design and operational parameters that resulted in an amicable agreement between the parties and the land use review was uncontested.

1993 TO PRESENT - SOUTHEAST PLAN AREA

CSA Planning has performed work on the Southeast Plan Area for numerous clients, in coordination with the City, for over twenty years. CSA is familiar with the policy and infrastructure objectives for the Southeast Plan Area.

REFERENCES

The following is a partial list of references. Additional references will be furnished upon request.

CSA References:

Kelly Madding, Director
Jackson County Development Services
10 South Oakdale
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(541) 774-6900
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Randy Jones
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Medford, OR 97504

Stephen Gambee, CEO
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2. RESUMES

JOHN "JAY" H HARLAND, III

Principal Planner, CSA Planning, Ltd

As a Principal Planner at CSA Planning, Jay's work involves project management for a wide variety of land use planning, transportation planning, and facility planning projects.

Recent major projects for which he served as the lead planner for comprehensive plan map amendments and associated master plans, including the:

Education:

University of Montana
Missoula, Montana
Master of Arts in Geography
Rural, Town and Regional
Planning Option

University of Montana
Missoula, Montana
B A in Philosophy

Areas of Specialization:

- Statistical analysis including non-linear regression and survey methods
- All facets of urban development and entitlements including design concepts, entitlement strategy development and implementation, public hearing presentations and entitlement advocacy, litigation support for entitlement decisions that are taken on appeal, review and coordination of transportation impact studies, and overall project management
- Proficient with ArcGIS 10, Word, Excel, and SPSS

- City of Medford Comprehensive Plan Economic Element and Housing Element
- City of Central Point Economic Element
- Urban Growth Boundary amendment for Combined Logistics Group (large multi-modal and logistics company)
- Rogue Valley Transportation District Boundary Study and follow-on development of a new transit planning and ridership forecasting model in collaboration with the Center for Urban Transportation Research at the University of South Florida
- Entitlements for the Master Plan for the regional landfill that added aggregate resource extraction entitlements
- Pending 650 dwelling unit project with two lifecycles (lifecycle 1 supports workforce housing for development of an LNG terminal in Coos Bay Oregon and lifecycle 2 will convert to permanent standard multi-family development)
- Contract Planner to the City of Ashland on a Public-Private partnership application for an industrial development in the City of Ashland that will also establish a needed collector street connection
- Jay also was appointed by the Jackson County Board of Commissioners to Vice Chair of the Jackson County Economic Development Advisory Committee. The committee recommends economic development policy and strategy to the Board of Commissioners. The committee also reviews and makes recommendations on economic development initiatives prepared by others requesting support from Jackson County

Community Leadership

- Past President, Rogue Valley Foundation Board (member 2007-2013)
- Vice-Chair, Jackson County Economic Development Advisory Committee (2012-Present)
- Vice-Chair, Chamber of Medford-Jackson County Board of Directors (2013-Present)
- Medford Rogue Rotary Club
- Past Commodore, Rogue Yacht Club (Board member 2010-present, Commodore 2013)
- Executive Committee, Sustainable Valley Technology Group Board of Directors (2010-Present)
- Chair Elect - Medford-Jackson County Chamber of Commerce



BEVERLY THRUSTON

Associate Planner, CSA Planning, Ltd.

BEVERLY THRUSTON joined CSA Planning in 2007 as a Senior Associate Planner. In addition to her expertise as a land use planner, she offers over 20 years of architectural experience to CSA clients. Before relocating to the Rogue Valley, Ms. Thruston was a founding partner of a successful design and planning firm in the San Francisco Bay Area. Beverly's background includes the programming, planning and design of recreational, community, educational, commercial and retail new and adaptive reuse projects. Ms. Thruston is a highly skilled site planner

Recent Experience:

Ms. Thruston is presently working with the St Mary's School and its design team to guide master planning in support of expanding the school campus.

Education:

Pratt Institute
Brooklyn, NY
Bachelor of Architecture

California State University, Chico
Chico, CA
Master of Arts in Social Science
with emphasis in Research and
Urban Planning

Areas of Specialization:

- Program Development
- Site Planning
- Land Use Planning
- Project Feasibility
- Public Outreach

Registration:

- CA Architect License
#C29319

She provided graphic and technical support to Johnson Economics in the update to the 549C Medford School Facility Master Plan.

Ms. Thruston regularly works with the Asante Real Estate and Sustainability Department, assisting it with real property analysis and asset strategy development to support Asante leadership in its real property decision making. She was also CSA's project manager for entitlements involving major medical office building in Medford and Grants Pass, including recently constructed Women's Center and the Three Rivers Community Hospital Outpatient Building.

MIKE SAVAGE

Associate Planner, CSA Planning, Ltd.

MIKE SAVAGE joined CSA Planning in 2008 as an Associate with a specialty in GIS land use analysis and cartography. He has expertise in tackling major spatial and geo-database projects. Before joining CSA, Mr. Savage helped develop the award-winning, web-based planning and assessment program called *Front Counter Application*. He was a member of the management team for Jackson County Planning and Development. Mr. Savage brings to each project an in-depth knowledge of land use development ordinances. Mr. Savage is also a highly skilled site planner.

Education:

Southern Oregon University
Ashland, OR
Bachelor of Arts in Geography

Areas of Specialization:

- GIS Land-Use Analysis and Cartography
- Project Research and Development
- Land Use Findings and Conclusions
- Project Feasibility Review
- Site Plan Development

Recent Experience:

For the Rogue Valley Transportation District boundary study, Mike analyzed population and employment growth areas and created a detailed, color Atlas with 17 maps. He has played a key role in analysis, cartography, site planning and the preparation of detailed Findings of Fact Conclusions of Law for a large Planned Unit Development (Cedar Landing) which has an extensive open space and trail system.

Mr. Savage worked extensively on the analysis, maps and comprehensive entitlements for the regional Dry Creek Landfill which added aggregate resource extraction entitlements.



3. WORK PLAN

The work plan describes the services and deliverables which our team will use as the basis of our work.

GENERAL APPROACH

CSA's will utilize the amendment process in the Medford Land Development Code (MLDC) to establish new code language for planned trail implementation. This work will need to be coordinated with the Planning Department because the Department will need to provide administrative support to the project. The code amendment process is a pretty well established and understood procedure in the City. It is not uncommon for City's contract out special planning projects for specific work products (as CSA has done for the Planning Department and other municipal departments over many years) and the only thing slightly different about this particular project is that CSA will be engaged by the Parks Department and not directly by the Planning Department.

The below sections outline the specific tasks we propose for the project.

TASK 1: PROJECT INITIATION

CSA will prepare a letter on behalf of the Parks and Recreation Department requesting the Planning Commission to formally initiate code amendments to better implement the construction of planned municipal trails. CSA will attend and represent the Department at any and all meetings of the Planning Commission to review the initiation request.

This letter will be prepared upon your request and will be charged against CSA's open consulting contract with the Medford Parks and Recreation Department. The specific consulting contract for Tasks 2 and 3 will begin upon initiation of the amendments by the Planning Commission.

Deliverables:

Code Amendment Initiation Letter

TASK 2: EXISTING CONDITIONS ANALYSIS

Following formal initiation by the Council, CSA will analyze existing conditions and issues in connection with the project.

Activities:

Prior Land Use Reviews Requiring Trail Construction: CSA will review historical records for prior land use applications concerning trail implementation. CSA will examine and summarize the manner in which trail implementation has occurred in the past.

Inventory and Assess Existing Facilities: CSA will map the existing trail network and any additional trails that have been approved but not yet constructed. CSA will provide a general conditions report for the trail sections. CSA will inventory and analyze the ownership/conveyance mechanisms for the existing trail network. Relevant trail inventory data will be incorporated into the GIS database for the project.

GIS Database and Future Trail Analysis: CSA will map and analyze planned future trails. The database will be structured so that it can be updated and amended to capture future trail sections as they are constructed. The analysis will look at

CSA Planning has expert GIS capabilities and can map and analyze spatial data quickly and effectively. In particular, CSA has a lot of base data for the Medford area that is ready to go because of all the work we do in the City. Because we have experience in both analysis and government administration we can structure new GIS products in a manner that is appropriate for future asset management activities.



ownership patterns and lengths of trail to estimate future obligations and opportunities associated with likely future land development actions.

Review of Policy, Regulatory Context: Requiring public improvements as part of land development permitting is subject to limitations placed on exactions by federal and state law. CSA is familiar with this body of law but will also conduct additional case law research to examine circumstances specific to trail construction. CSA will also analyze the best location and structure for new code language to be added to the Medford Land Development Code for trail implementation requirements.

Civil and Geotechnical Engineering: CSA will engage duly qualified civil engineers and geotechnical engineers to provide input on the planning process with regard to standard cross-sections, site preparation, and other technical construction details.

Meeting with the Advisory Team and Planning Staff: Review and obtain comments on the existing conditions analysis from the advisory team and Planning Department staff.

Deliverables:

Tech Memo #1 - Existing Conditions Analysis

TASK 3: DRAFT AMENDMENT LANGUAGE

This task involves synthesizing work from the previous section and developing actual code language to address the issues identified.

Activities:

Draft of Amendment Language: The actual language drafting is an iterative process. First, CSA will prepare an initial draft for review by Parks and Recreation staff. This will prompt language adjustments. Then we will coordinate with the Planning Department on this draft to obtain their feedback. We may have several drafts go back and forth with the Planning Department to arrive at a good first draft to present to the Advisory Team and to coordinate feedback from other City Departments and obtain input from the Planning Commission. The Advisory Team, Other City Departments and the Planning Commission may have a number of questions or concerns which may necessitate one or more revisions to arrive at a draft appropriate to take to public hearing and adoption.

Planning Department Staff Coordination: Receiving input from the Planning Department Staff on the draft code language will be important for a number of reasons. Planning Staff can identify issues with their own internal procedures that will need to be addressed to make sure the new code language aligns with their processes. Planning Staff may also have comments on the specific content of the code language which may be valuable during the process.

Coordination with other Pending Legislation: During our meeting with the Planning Director, he and Kelly expressed their desire to make sure proposed amendments are coordinated with other pending land use regulation changes, like the TSP update and the Leisure Services Plan update. This may require minor amendments to these pending legislative changes to assure the trail implementation code provisions are consistent with the Comprehensive Plan.

Advisory Team Meetings: The advisory team meetings will tend to look at the code amendments from a practical application standpoint. They will provide valuable input on constructability and their perspective on how the construction should be integrated with the overall development process.

Coordination with Other City Departments: Other City Departments will have their own specific concerns or issues. Police may have thoughts on planting to prevent overgrown or poorly lighted trails that could create a safety issue or there may be some management discussions that need to occur regarding improvement plan reviews and inspections with the Public Works Department.



Planning Commission Study Session: The Planning Commission is charged with making a recommendation to Council on the proposed amendments so their input is obviously important. CSA will work hard to explain the issues the Planning Commission so that they can provide thoughtful consideration of the amendment and we can address any concerns prior to the initial public hearing on the code amendment.

Deliverables:

- Tech Memo #2 - 1st Draft Code Amendment Language and rationale explaining draft language
- Tech Memo #3 - Draft Code Amendment Language to begin adoption process and provide rationale explaining draft language

TASK 4: ADOPTION PROCESS

This task is self-explanatory. CSA's precise scope of work and fees for this Task will be negotiated based upon input from the Planning Director on the amount of work on this Task that City Planning expects to undertake "in-house". Depending on that negotiated future scope of work, the remaining work may be done as an extension of the specific contract for Tasks 2 and 3 or it may be billed against the Parks and Recreation Department's open contract with CSA Planning Ltd.

Activities:

Planning Commission Hearing Packet: Code amendments require findings of compliance with the applicable criteria for code amendments and CSA will prepare draft findings for the Planning Commission's consideration.

Planning Commission Hearings: CSA and the Parks Department will present the proposed code amendments jointly to the Planning Commission. CSA will respond to questions of the Commission or concerns raised during the hearings proceedings.

Adjust Code Amendments and Findings as Necessary: CSA will make any necessary adjustments to the proposed code amendments or the findings consistent with the deliberation and recommendation of the Planning Commission.

City Council Hearings: It is expected that the Parks and Recreation Department would take the lead in the hearing in front of the Council and CSA would be available to answer questions and make changes to the findings or proposed code amendment as directed by the Council.

Deliverables:

Adopted Ordinance Amendments and supporting Findings



4. INFORMATION TO BE PROVIDED BY CITY OF MEDFORD

We would expect that the City would provide all readily available City information and resources related to trails implementation that that has already been prepared or reviewed by the City.

5. PRELIMINARY SCHEDULE AND BUDGET

This is a pretty straightforward legislative code amendment but all such code amendments necessitate a certain amount of research and meetings. Meeting scheduling always seems to stretch the timeframes for completion but it is a necessary part of the process. CSA estimates it will take 4-5 months from the date the Planning Commission initiates the amendments to complete a draft that is suitable to begin the formal adoption process. The adoption process typically takes 3-4 months. CSA proposes to bill the project on a time and charges basis for its work on Tasks 2 and 3 plus with a not-to-exceed amount of \$16,500 plus a lump sum for geotechnical and civil engineering consulting in the amount of \$6,500. If the project goes smoothly the actual costs may be less. Total project costs for Tasks 2 and 3 will not exceed \$23,000.

See below for each firm's standard hourly rates:

CSA Consulting Services Rates

- | | | |
|---------------|--------|--------------------------------|
| • Principals | \$ 170 | hourly to nearest quarter hour |
| • Associates | \$ 120 | hourly to nearest quarter hour |
| • Technicians | \$ 70 | hourly to nearest quarter hour |

Out-of-pocket expenses for materials and services charged at actual cost.

Travel expense (if charged) at \$0.58 per mile; air travel, lodging and meals charged at actual cost.

Rates to be adjusted annually as the cost of living changes.

Lump Sum for Civil Engineering and Geotechnical Engineering Consulting

\$6,500- Subcontracts between CSA Planning Ltd. and the Civil Engineer and Geotechnical Engineer shall be approved by the Parks and Recreation Director prior to initiating work, such approval may be executed via email.





MEMORANDUM

Subject TSP Amendment – Foothill Rd
File no. CP-17-010
To Planning Commission
From Kyle Kearns, Planner II *KK*
Date February 22, 2017 *for 02-27-2017 study session*

BACKGROUND

The Transportation System Plan for the City of Medford was adopted in 2003 as the City’s guiding document for transportation planning and funding for the next 20 years. As with most long range planning documents priorities shift, projects develop ahead of schedule and the built environment around the transportation system evolves. Given the shifts in development over time, it can be expected that from time to time planning documents will need to be updated and amended to reflect current conditions; one such amendment has come to be needed to reflect the development along Foothill Rd.

FRAMEWORK FOR TSP AMENDMENT CP-17-010

Over the course of the TSP’s planning period (2003-2023) projects within the TSP project list have been funded and developed, some of which have varied over time. Below is the framework in which this TSP amendment (CP-17-010) has come to be needed.

TSP Inconsistencies

At the time of adoption the TSP designated Foothill Rd. as a Major Arterial, which when seen to fruition, is a five lane road with large traffic volumes. However, the project list within the TSP describes the development of Foothill Rd. as a three lane road. Specifically the project list references the portions of Foothill Rd. between McAndrews and Delta Waters (Project ID# 223) and the portion between Hillcrest and McAndrews (Project ID # 469).

The project list, at the time of adoption, must be financially constrained to reflect projected sources of income for the City. Thus, the project list had three lanes to reflect future conditions as determined in 2003. As priorities have shifted and projects have developed City Council has directed the development of Foothill Rd. to match the fullest potential of its designation, a Major Arterial. Having the inconsistencies in the TSP could cause issues when applying for State and Federal funds, making the update necessary.

Council Direction and Actual Development

Since the adoption of the TSP in 2003 both local and regional transportation priorities have shifted. Population growth on the east side of Medford has continued to steadily increase and the need for a stronger north to south connection on Medford's eastside has become a regional and local priority. City Council has made the development of Phoenix/N. Foothill roads a top transportation priority for the City dating back to 2013.

To further foster the north south connection on the eastside of Medford, N. Phoenix Rd. the southern terminus of Foothill Rd., has been developed as a five lane arterial. To the north, the final terminus is Corey Rd, which directly connects to Highway 140. This connection will be critical as an eastern arterial and as a relief to I-5 when a disaster renders the interstate unpassable. Also, as development moves north along Foothill and Phoenix, the need for a consistent streetscape will be crucial to efficient travel.

Regional Transportation Plan Update (RTP)

The Rogue Valley Metropolitan Planning Organization (RVMPO) has created the RTP, which guides regional transportation projects. Medford's TSP is tightly linked to the RTP and the RTP project list, in this regard when the RTP is updated the TSP should follow suit. The 2017 RTP update will list the portion of Foothill Rd. between Hillcrest and McAndrews as a "...five lane road with curb, gutter, sidewalks, and bike lanes," (See attachment RVMPO 2017-2042 RTP Project List). In order to remain eligible for funding under the Transportation Improvement Program (TIP), the short term project list discussed above, the TSP must reflect what is within the RTP project list.

Designation of Critical Urban Freight Corridors

The Oregon Department of Transportation, through the RVMPO, is tasked with designating critical urban freight corridors (CUFC) within the Rogue Valley to support the National Highway Freight Network. Foothill is planned to be included in the newest proposed expansion of CUFCs. This designation enables more opportunities for Federal and State funds to aid in the development of Foothill Rd.

ATTACHMENTS

Code amendment draft text attachment

RVMPO 2017-2042 RTP Project List

Figure 5-2: Medford Street Functional Classification Plan

Table 5-6: Major Street Cross-Sections and Dimensions

City of Medford
Transportation System Plan

Adopted
November 20, 2003

Prepared for:
City of Medford

Prepared by:
Parametrix
700 NE Multnomah Street, Suite 1160
Portland, OR 97232
(503) 233-2400

* * *

New Text ~~Deleted Text~~

Chapter 5 Street Plan

* * *

**Table 5-8 Continued
Summary of Street System
Capacity and Operations Improvements**

Project No.	Location	Improvement	Source of Improvement
<i>Medford Street Improvements Continued</i>			
469	Foothill Rd, Hillcrest to McAndrews Rd	<u>Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.</u> Widen to three lanes with bike lanes and sidewalks	RTP
470	Hillcrest, Highcrest to Cherry	Widen to three lanes with bike lanes and sidewalks	RTP
471	Spring St, Pierce to Foothill Rd	Construct new three lane road with bike lanes and sidewalks	RTP

* * *

Chapter 13 Plan Goals and Implementation

* * *

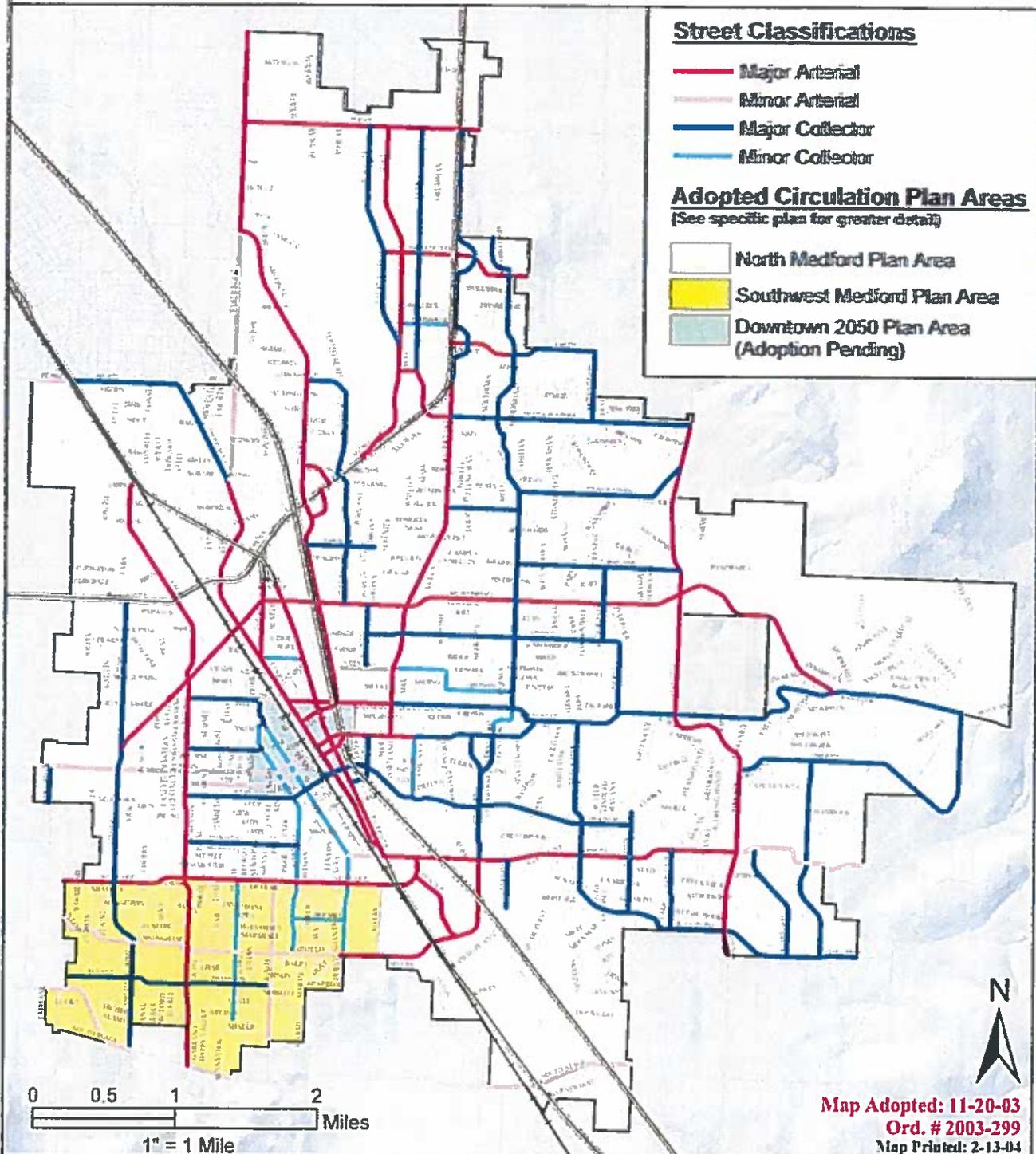
**Table 13-5
Transportation System Improvements
Medford UGB – Tier 2 (Projects without Funding or Beyond 2023)**

Project ID No.	Location	Improvements	Funding Agency		Cost
			Medford	Other	
<i>Medford Tier 2 Improvements</i>					
444	N Fir Street Extension	Extend Fir Street as three-lane section from Jackson to McAndrews	◆		\$8,676,000
<i>Sub-total 17-Project List</i>					<i>\$8,676,000</i>
422	Columbus at Prune	Install new traffic signal	◆		\$225,000
427	Crater Lake at Roberts (west)	Install new traffic signal	◆		\$225,000
430	Keene at McAndrews	Install new traffic signal	◆		\$225,000
510	Biddle at Jackson	Add WBR lane	◆		\$450,000
511	Biddle at Lawnsdale	Add SBL lane and widen Bullock to accommodate the added lane	◆		\$700,000
521	McAndrews at Columbus	Add second SBL lane (on McAndrews)	◆		\$770,000
526	McAndrews Rd at Foothills ramp terminus	Install signals when warranted	◆		\$350,000
540	McAndrews at Springbrook	Add second EBL lane and widen Springbrook to accommodate the added lane	◆		\$1,640,000

New Text ~~Deleted Text~~

541	McAdnrews at Riverside	Add second WBR lane	◆	\$290,000
Sub-total Congestion				\$4,875,000
447	Table Rock Rd, Merriman Rd to I-5	Widen to three lanes with curb, gutter, bike lanes and sidewalks.	◆	\$1,000,000
455	Garfield, Columbus to Peach	Widen to three lanes with bike lanes and sidewalk	◆	\$1,074,000
456	Sunset, South Stage Rd to Orchard Home	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$780,000
457	Pierce, Hillcrest to Spring	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$650,000
458	Diamond, Peach to Kings Hwy	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$520,000
459	Highland, Keene to Main	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
460	12 th , Central to Cottage	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
461	Barneburg, Keene to Main	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$390,000
462	Edwards, Niantic to Riverside	Widen to provide curb, gutter, bike lanes and sidewalk	◆	\$130,000
465	Columbus, South Stage to Stewart	Widen to three lanes with bike lanes and sidewalks	◆	\$2,080,000
466	Spring St, Crater Lake Ave to Sunrise	Widen to five lanes with curb, gutter, bike lanes and sidewalks	◆	\$1,920,000
468	Spring St, Sunrise to Pierce Rd	Widen to three lanes with curb, gutter, bike lanes and sidewalks	◆	\$1,120,000
469	Foothill Rd, Hillcrest to McAndrews Rd	<u>Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.</u> Widen to three lanes with bike lanes and sidewalks	◆ ◆	\$1,120,000
470	Hillcrest, Highcrest to Cherry	Widen to three lanes with bike lanes and sidewalks	◆	\$1,120,000
<u>223</u>	<u>Foothill Rd, McAndrews to Delta Waters</u>	<u>Widen to five lanes curb, gutter, sidewalk, bike lanes and multi-use path.</u>	◆ ◆	<u>\$4,340,000</u>

Figure 5-2: Medford Street Functional Classification Plan



Other Streets
 Highway
 Railroad

UGB



The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Medford and Jackson County. GIS data is not the official representation of any of the information included. The maps and data are made available to the public solely for informational purposes.

THERE MAY BE ERRORS IN THE MAPS OR DATA. THE MAPS OR DATA MAY BE OUTDATED, INACCURATE, AND MAY OMIT IMPORTANT INFORMATION. THE MAPS OR DATA MAY NOT BE SUITABLE FOR YOUR PARTICULAR USE. THIS INFORMATION IS BEING PROVIDED "AS IS" OR "WITH ALL FAULTS." THE ENTIRE RISK AS TO THE QUALITY OR PERFORMANCE IS WITH THE BUYER AND IF INFORMATION IS DEFECTIVE, THE BUYER ASSUMES THE ENTIRE COST OF ANY NECESSARY CORRECTIONS OR SERVICES.

**Table 5-6
Major Street Cross-Sections and Dimensions**

Functional Classification	Features/Dimensions (Each Direction)					Left or Center		Total Paved Width	Total Right-of-Way Width
	Travel Lanes	Bike Lane	On-Street Parking	Sidewalk	Planter Strip *	Turn Lane/Median **			
Major Arterial	11' 11'	6'	None	5'	10'	14'	70'	100'	
Minor Arterial	12'	5'	None	5'	10'	14'	48'	78'	
Major Collector	11'	5'	None	5'	10'	12'	44'	74'	
Alternative	11'	5'	7'	5'	10'	None	46'	76'	
Minor Collector	11'	5'	7'	5'	8'	None	46'	72'	
Commercial Street	11'	None	7'	5'	8'	None	36'	63'	
Industrial Street	12'	None	8'	5'	8'	14'	54'	80'	
Standard Residential	11'	None	7'	5'	8'	None	36'	63'	
Minor Residential	11'	None	7'	5'	8'	None	28' +	55'	

Bold font indicates changes from existing city street standards.

Note 1: These street standards would only apply to new or reconstructed streets owned and maintained by the City of Medford, Jackson County and ODOT have their own street design standards that are applicable to facilities owned and maintained by these agencies.

Note 2: See Downtown 2050 Plan and other adopted specific or Neighborhood Circulation Plans for exceptions to these standards. Adopted downtown standards are also included in Table H-4 of Appendix H.

- * Need to provide a pedestrian pad at all bus stops to ensure ADA compliance. Planter strip could be paved in areas with greater pedestrian activity (such as Downtown or in transit-oriented districts) thus providing up to 13 feet of walking areas (including a "furniture zone" for utilities, benches, trees and other streetscape components.
- ** Raised median shall always be installed with turn bays as necessary. Traffic analysis shall be conducted to determine need for turn bays and required vehicle storage length.
- + Street width numbers are not additive. When cars are parked on both sides of the street, travel lane width is effectively reduced to accommodate only a single car at any one time.

RVMPO 2017-2042 RTP Project List
February 1, 2017

Attachment 4
(Appendix B)(ii)(f)

PROJECT NUMBER	LOCATION	DESCRIPTION	TIMING	COST	Cost by Range	Funds Available	Funds Needed	Conformity Status	Within PM1000 Maintenance Areas
Medford									
5013	Foothill Rd. Hillcrest to McAndrews	Widen to 5 lanes, curb, gutter, sidewalk and bike lanes (Approx. 6,100 LF)	short	\$ 11,000,000				Non-Exempt Non-Exempt	PM1000
5012	Columbus Ave. McAndrews to Sage	New roadway section and urban upgrade: 5 lane major arterial	short	\$4,000,000					PM1000
5014	Delta Waters Rd. Provincial to Foothill	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 1,100 LF) no new travel lanes	short	\$1,200,000				Exempt - Table 2	PM1000
5015	Springbrook at Spring	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$275,000				Exempt - Table 3	PM1000
5016	4th at Riverside	Add NBR lane (City/MURA) (Approx. 250 LF)	short	\$200,000				Exempt - Table 3	PM1000
5017	Main St at Barneburg	Install new traffic signal or roundabout (Intersection, no linear distance)	short	\$300,000				Exempt - Table 3	PM1000
5018	Crater Lake at Jackson	Add left-turn lanes on all approaches and protect movements (Intersection, total length approx. 500 LF)	short	\$2,000,000				Exempt - Table 3	PM1000
5020	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications (ITS Project, N/A)	short	\$400,000				Exempt - Table 3	PM1000
Short Range (2017-2022) Total					\$ 22,475,000	\$ 67,867,000	\$		
5024	Barnett at N. Phoenix	Widen and add WBR lane and second EBL lane (Intersection, approx. 500 LF) no new travel lanes	medium	\$200,000				Exempt - Table 3	PM1000
5025	Crater Lake at Delta Waters	Add EBL and WBL turn lanes and protect movements. Add EBR lane (Intersection, approx. 500 LF)	medium	\$2,500,000				Exempt - Table 3	PM1000
5026	Main at Columbus	Add NBL and SBL lanes and protect movements. Extend second WB lane further west. Add SBR lane. (Intersection, approx. 500 LF)	medium	\$1,600,000				Exempt - Table 3	PM1000
5027	Springbrook. Cedar Links to Delta Waters	Widen to three lanes with curb, gutter, bike lanes and sidewalks (Approx. 2,500 LF) no new travel lanes	medium	\$3,500,000				Exempt - Table 3	PM1000
5028	Highland, Siskiyou Blvd to E. Main	Widen to three lanes with bike lanes and sidewalks (Approx. 2,550 LF) no new travel lanes	medium	\$2,600,000				Exempt - Table 2	PM1000
5029	Arterial or collector locations as needed	2070 signal controller upgrades (ITS, N/A)	medium	\$600,000				Exempt - Table 2	PM1000
5031	10th Street Bridge at Bear Creek	Repair bridge (assume 60% federal share/20% city share - city share shown) (N/A, replace bridge)	medium	\$2,000,000				Exempt - Table 2	PM1000
5032	Garfield, Holly to Kings Highway	Widen to provide curb, gutter, bike lanes and sidewalk (Approx. 2,700 LF) no new travel lanes	medium	\$1,602,000				Exempt - Table 2	PM1000
Medium Range (2023-2032) Total					\$14,782,000	\$ 52,283,000	\$		
5037	Hillcrest at N. Phoenix	Add EBR turn lane and provide signal overlap (Intersection, 200 LF)	long	\$760,000				Exempt - Table 3	PM1000
5038	McAndrews at Royal	Add second NBL lane from Royal onto McAndrews (Intersection, approx. 200 LF)	long	\$760,000				Exempt - Table 3	PM1000
5039	McAndrews at Springbrook	Add SBR lane (Intersection, approx. 200 LF)	long	\$760,000				Exempt - Table 3	PM1000
5040	Black Oak, Hillcrest to Acorn	Widen to two lanes with curb, gutter and sidewalks (Approx 1,500 LF), no new travel lanes	long	\$760,000				Exempt - Table 2	PM1000
5041	Cherry Lane, N Phoenix Rd to Hillcrest	Widen to three lanes with bike lanes and sidewalks (Eastern 1/2) (Approx. 5,200 LF), no new travel lanes	long	\$2,500,000				Exempt - Table 2	PM1000
5042	Lear Way, Coker Butte to Vilas	Construct new two lane road with bike lanes and sidewalks (Approx. 4,700 LF)	long	\$2,500,000				Non-Exempt	PM1000
5042	Arterial and collector streets as needed	Install ITS equipment to facilitate traffic flow and enhance system communications	long	\$200,000				Exempt - Table 2	PM1000
5043	Foothill Rd, McAndrews to Delta Waters	Widen to three lanes with bike lanes and sidewalks (Approx. 7,000 LF), no new travel lanes	long	\$22,000,000				Exempt - Table 2	PM1000
5044	Kings Hwy, South Stage Rd to Stewart Ave	Widen to three lanes with bike lanes and sidewalks (Approx. 7,400 LF), no new travel lanes	long	\$4,000,000				Exempt - Table 2	PM1000
Long Range (2033-2042) Total					\$34,280,000	\$ 126,674,000	\$		