

**CITY OF PHOENIX
EXECUTIVE SESSION/CITY COUNCIL MEETING
PUBLIC WORKS OFFICE
1000 S. "B" STREET
MONDAY, SEPTEMBER 19, 2016
6:00 P.M.**

1) Call to order/Roll call

6:00 p.m. Executive Session:

The City Council of Phoenix will now meet in executive session for the purpose of considering the employment of a public officer, employee, staff member or individual agent. The executive session is held pursuant to ORS 192.660 (2)(a), which allows the City Council to meet in executive session to consider the employment of a public officer, employee, staff member or individual agent.

Representatives of the news media, designated staff and specified persons shall be allowed to attend the executive session. All other members of the audience are asked to leave the room. Representatives of the news media are specifically directed not to report on any of the deliberations during the executive session, except to state the general subject of the session as previously announced. No decision may be made in executive session. At the end of the executive session, we will return to open session and welcome the audience back into the room.

Executive Session adjourns and reconvenes into open meeting

DOORS WILL OPEN TO THE PUBLIC AT 6:30 P.M.

2) Pledge of Allegiance

3) Mayor's Comments

- a) Discussion Regarding Main Street

4) Swearing In of Officers

5) Citizen's Comments:

The purpose of citizen comment is to allow citizens to present information or raise an issue regarding items not on the agenda. A time limit of three minutes per individual shall apply unless the Presiding Officer extends time (*Persons wishing to address Council on any matter are encouraged to do so. Please sign up, and if applicable, indicate the agenda item you want to discuss. When your name is called, step up to the podium, state your name and address for the record. In accordance with state law, copies of the complete recording of this meeting will be available at City Hall. If you are hearing impaired and need accommodation, please give 48 hours prior notice to City Hall.*).

6) Updates/Reports:

- a) PHURA
- b) Parks and Greenway Commission
- c) City Council Issue Tracking Log..... p.1
- d) Fiscal Year End Finance Report p.3

7) Presentations:

Chamber of Commerce Request for Funds

8) Ordinances, including reading and/or adoption:

- a) Second Reading and Public Hearing for an Ordinance Amending the Comprehensive Plan Pertaining to the Transportation System Element.....p.5

9) Consent Calendar:

- a) Approval of Minutes from September 1, 2016 Special City Council Meeting p.84
- b) Approval of Minutes from September 6, 2016 Regular City Council Meeting p.85
- c) Approval of Minutes from September 8, 2016 Special City Council Meeting/Executive Session p.90
- d) Approval of Minutes from September 13, 2016 City Council Study Session..... p.92
- e) Approval of a Temporary Liquor License for the Phoenix Clubhouse p.93

10)Unfinished Business:

11)New Business:

- a) Approval of Five Year Extension of Rogue Disposal Franchise Agreement p.96
- b) Discuss New Contract for Planning Director p.106
- c) Update on Status of City Manager Contract p.129
- d) Consider Contract Renewal with Medford Water Commission..... p.130
- e) Resolution Approving Real Estate Agreement Between the City of Phoenix and Fire District 5 to Purchase the Property at 116 W 2nd St.p.140

12)Questions for Staff:

- a) Attorney's Report
- b) City Manager's Report

13)Council items, comments/reports:

Any councilor may bring before the Council any business not on the agenda the councilor feels should be deliberated upon by Council, but the Council may decline formal action on such matters or defer them to a subsequent meeting.

14)Adjournment

Next City of Phoenix Scheduled Meetings:
All meetings are at 6:30 unless otherwise noted.

September 22, 2016	Parks and Greenway Commission Meeting
September 26, 2016	Planning Commission Meeting
October 3, 2016	City Council Meeting
October 10, 2016	Planning Commission Meeting
October 12, 2016	Phoenix Urban Renewal Board Meeting
October 17, 2016	City Council Meeting
October 24, 2016	Planning Commission Meeting

Council Action Log

Open Issue	Action	Responsibility	Priority	Estimated Next Step Date
Lead Testing	Testing currently being performed on 10 homes, results expected this week; DPW staff and CM attending lead training on 9-21; developing response protocol	CM, DPW	High	9/19/2016
PW Superintendent Recruitment	Contract signed, waiting for start	CM	High	10/17/2016
City Manager Recruitment	Interviews completed, candidate selected, awaiting contract review and approval	CM, CC	High	9-19-16
3% Marijuana Tax	Ballot submitted to county, awaiting election results	CA, CM, REC	High	11-7-16
Negotiate Union Contracts	Demand letter submitted to CBU rep., 1st meeting scheduled for 9-20	CM, Council	High	9/20/2016
N. Rose Connection TAP Line	Project completed--on time; inspected; pay order signed	PD, CM, PWD	High	9-16-16
SCADA Upgrade	Contractor has had ongoing problems with installation, will meet with Talent and engineer to discuss	DPW, CM	High	10-3-16
ADA Ramps	Knife River still scheduling work with concrete contractor, CM to contact them directly; design exception documents submitted to ODOT for review and comments;	CM, PE	High	9-16-16
Bridge Medallions	Estimates completed, fabricator has come up with 4 designs	CM	High	9/19/2016
City Banners	Banners to the printer for install after Phoenix Parade	CM, CC	High	9/16/2016
Transportation system Plan	Public hearing at 9-19-16 CC meeting; recommended for approval by PC at its 7-11-16 meeting	PD	High	9/19/2016
Urban Growth Management Plan	CAC formed, scheduling first meeting for week of 9-19; will review work plan for update of comp plan, schedule public meetings; consultant working on LEOA, staff working on EBLI; final modeling of ph-5 and 10 conceptual land use and transportation plan	Planning	High	9-19-16
New TAP Line Agreement	CM to review agreement, coordinate with partners;	CM	High	9-26-16
Personnel Manual	Present revised draft to CC at 1st October meeting	CM, FD, City Attorney	Medium	10/3/2016
Christmas Tree lighting				
Update Parks Master Plan	Work proceeding on final plan	PWD, PD	Medium	8/1/2016
First Street Sidewalk and Storm Drain	Bid awarded, project start 10-1; property owner & resident notices week of 9-19	PWD, CM, PD	High	9-19-16
Medford Water Commission Other Cities	Agreement revised to address City's concerns, to CC on 9-19	CM	High	9-19-16
Fire District Five Contract	Consider FD5 proposal at CC Special Meeting on Wed., July 13	CM, Council	Low	10/3/2016
Main Street resurfacing	CM to develop work plan to explore options for resurfacing Main & other City streets, should discuss at 9-19 CC meeting	CM, UR, PW	Low	9/19/2016
List of study sessions needed for Council	List at this time for scheduling	CM	Low	ONGOING
Main Street landscaping	95% complete, 1 island not completed		Low	9-15-16
Strategic Planning Session	Staff recovered online access to website, will present at 1st CC in October	CM	High	10/3/2016

Review of Contracts	Builders Contract needs to be reviewed if company changes.	CM, PD	Low	2017
City Website re-design	Council will revisit website in July	CM	Low	Ongoing
COMPLETED				
Finance Director Recruitment	CM currently recommends appointment of Interim FD to permanent position	CM, CC	High	Complete
Talent/Phoenix Water Meter	Waiting for payment from Talent, expected week of July 18 or 25; CM to check status of payment (7-12-16)	CM	High	Complete
Recruitment for new Council Member	Council to review applicant at first meeting in July	CM	Completed	Complete
Create low income subsidy for water bills	Bills with program selection box have been completed and should go out in the June rbilling cycle.	CM FD	Completed	Complete
Water Rights	Joe Strahl forwarded file to CM and forwarded email from Water Board.	Council, CM	COmpleted	Complete



To: Mayor & Council
 From: Janette Boothe, Finance Director
 Date: September 13, 2016
 Subject: End of FY 2015-16 Finance Report

Background:

The preliminary June 30, 2016 financial statements reflect unaudited amounts for the fiscal year. A review of the fiscal year, shows revenues coming higher than expected and that expenditures are in line with the period and within budget authority.

<u>General Fund</u>	<u>Year-to-Date</u>	<u>Budget</u>	<u>% of Budget</u>	<u>Prior Year</u>
Revenues	\$ 1,974,314	\$ 1,859,044	106%	\$ 1,802,917
Expenditures				
Executive	\$ 124,792	\$ 127,650	98%	\$ 100,011
Admin	\$ 128,853	\$ 129,455	100%	\$ 114,136
Police	\$ 1,180,896	\$ 1,182,750	100%	\$ 1,092,297
Planning	\$ 121,627	\$ 130,510	93%	\$ 109,049
Building	\$ 121,981	\$ 110,610	110%	\$ 96,360
Parks	\$ 95,672	\$ 100,660	95%	\$ 83,955
Interdepartment	\$ 101,192	\$ 238,279	42%	\$ 78,157
Debt Service	\$ -	\$ -	0%	\$ -
Contingency		\$ 136,780	0%	\$ -
Total Expenditures	\$ 1,875,013	\$ 2,156,694	87%	\$ 1,673,965
Revenues over/(under)				
Expenditures	\$ 99,301	\$ (297,650)		\$ 128,952

General Fund:

Year to date, revenues exceed expenditures by \$99,301 (\$1,974,314 vs. \$1,875,013), which is significantly better than this time last year. Overall revenues came in higher than targeted at 106.2%. Current Property Tax revenues as well as Fines & Forfeiture receipts surpassed expectations at 101.72% and 124.49% respectively. Plan checks showed annual receipts that far exceeded budgeted amounts, coming in at 554.91%. Additionally, the receipts exceeded expectations substantially in the Land Use Applications and Building and Electrical Permits at 401%, 192.88%, and 139.17% respectively.

Expenditure categories came in on target as total expenditures are at 86.94% for the fiscal year. We were over in expenditures in the Building Department Materials and Services. The over expenditure was due to unforeseen building inspection costs that were not billed until after the end of the fiscal year; however, in direct correlation with the expense, is higher revenues than expected in Licenses and Permits for the fiscal year

<u>Street Fund</u>	<u>Year-to-Date</u>	<u>Budget</u>	<u>% of Budget</u>	<u>Prior Year</u>
Revenues	\$ 690,070	\$ 849,630	81%	\$ 566,453
Expenditures				
Operating				
Personal Services	\$ 158,147	\$ 174,085	91%	\$ 141,763
Materials & Supplies	\$ 270,892	\$ 295,835	92%	\$ 281,950
Capital Outlay	\$ -	\$ -	0%	
Non-Operating				
Transfers	\$ 123,886	\$ 123,886	100%	\$ -
Contingency	\$ -	\$ 75,000	0%	\$ -
Total Expenditures	\$ 552,925	\$ 668,806	83%	\$ 423,713
Revenues over/(under) Expenditures	\$ 137,145	\$ 180,824		\$ 142,740

Street Fund:

Operating revenues overall show below budget at 81.22%. This is due to the ODOT jurisdictional transfer of \$250,000 and SCA Grant of \$50,000 budgeted (35%). Actual receipts are calculated at a much higher percentage, aided by franchise fees (\$67,726) and diesel fuel tax (\$54,955). Total street fund expenditures are at 82.67%. Overall operations show revenues exceed expenditures by \$137,145 (\$690,070 vs. \$552,925).

<u>Water Fund</u>	<u>Year-to-Date</u>	<u>Budget</u>	<u>% of Budget</u>	<u>Prior Year</u>
Revenues				
Operating	\$ 1,269,491	\$ 1,292,995	98%	\$ 1,195,995
Non-Operating	\$ 191,970	\$ 179,860	107%	\$ 2,159,759
Total Revenues	\$ 1,461,461	\$ 1,472,855	99%	\$ 3,355,754
Expenditures				
Operating				
Personal Services	\$ 398,666	\$ 398,835	100%	\$ 387,173
Materials & Supplies	\$ 510,763	\$ 514,205	99%	\$ 574,036
Capital Outlay	\$ 10,837	\$ 12,500	0%	\$ -
Debt Service	\$ 131,052	\$ 134,160	98%	\$ 2,003,358
Non-Operating				
Debt Refunding	\$ -	\$ -		\$ -
Transfers	\$ 134,179	\$ 134,179	100%	\$ 751,457
Contingency	\$ -	\$ 100,000	0%	
Total Expenditures	\$ 1,185,497	\$ 1,293,879	92%	\$ 3,716,024
Revenues over/(under) Expenditures	\$ 275,964	\$ 178,976		\$ (360,270)

Water Fund: Revenues overall show slightly below the amounts budgeted at 99%; primarily due to Water sales coming in at only 94.83% for the year. Water purchases in the current year are \$182,536 vs. \$194,205 during the previous year. Total overall expenditures are coming in under budget at 91.62%. Overall, revenues are \$275,964 over expenditures for the year (\$1,461,461 vs. \$1,185,497).

AGENDA BILL

AGENDA ITEM: 8 A

AGENDA TITLE: **Second Reading and Public Hearing of an Ordinance Amending the Transportation System Element of its Comprehensive Plan**

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: _____

MOTION: XX

INFORMATION: _____

EXPLANATION: After holding and closing a duly noticed public hearing, the Planning Commission made a recommendation to City Council to approve the proposed amendment to the Comprehensive Plan pertaining to the Transportation System Element with modifications (see attached Staff Report).

The Phoenix Transportation System Plan (TSP) details projects and policies that address transportation problems and needs in the City of Phoenix. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all transportation users, including pedestrians, bicyclists, drivers, and public transit users.

The TSP update provides a 20-year list of improvement projects and a plan for implementing the projects.

The TSP has been developed in compliance with the requirements of the state Transportation Planning Rule (TPR) and to be consistent with the state, regional, and local plans, including the recently adopted 2013-2039 Rogue Valley Metropolitan Organization's 2013-2038 Regional Transportation Plan and Fern Valley Interchange Area Management Plan.

This item was tabled at the City Council meeting on August 15, 2016 because some of the pages in the attached staff report were not correct. Attached is the updated staff report which Council reviewed prior to the last meeting on September 6, 2016. At the previous City Council meeting on September 6, 2016, a first reading by title only of the ordinance was conducted.

FISCAL IMPACT: There will be no fiscal impact until any of the individual projects are selected. Estimated cost and revenue sources are included in the Update. The updated TSP will provide a basis for identifying and securing funding resources from multiple sources for capital and O&M expenses.

ALTERNATIVES: The Council may refuse to do a second reading of the ordinance.

STAFF RECOMMENDATION: Staff recommends Council conduct a second reading and public hearing at this meeting on September 19, 2016.

MOTION: "I MOVE TO APPROVE ORDINANCE NO. _____, AMENDING THE TRANSPORTATION SYSTEM ELEMENT OF ITS COMPREHENSIVE PLAN."

PREPARED BY: Steffen Roennfeldt REVIEWED BY: MB

**CITY OF PHOENIX
PHOENIX, OREGON**

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF PHOENIX
AMENDING THE TRANSPORTATION SYSTEM ELEMENT OF ITS
COMPREHENSIVE PLAN**

WHEREAS, Oregon law requires that state, regional and local governments adopt interrelated Transportation System Plans (TSPs); and

WHEREAS, an integrated and well-planned transportation system benefits citizens and business by providing a safe, convenient and economical system for vehicles, bicycles, pedestrians and freight; and

WHEREAS, TSP adoption will result in compliance with Statewide Planning Goal 12 – Transportation; and

WHEREAS, since the last Transportation System Plan adoption (Ord. 800, 1999), the City has experienced significant growth that has placed demands on the transportation system, necessitating a re-evaluation of the transportation needs, services and facilities; and

WHEREAS, preparation of the TSP included extensive policy, planning and engineering analysis to inventory current transportation conditions and facilities, determine the needs and community desires for roadway networks, non-motorized facilities, identify and address gaps and deficiencies in the system, develop and evaluate transportation system alternatives, analyze level of service standards, plan for multi-modal connectivity, forecast future funding, and identify projects and programs to meet future transportation needs; and

WHEREAS, the City of Phoenix Planning Commission conducted work sessions, joint workshops and public open houses;

WHEREAS, on July 11, 2016, the Planning Commission conducted a duly noticed public hearing on the TSP, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, following receipt of public testimony at the July 11, 2016 public hearing, the Planning Commission deliberated and forwarded an unanimous recommendation of approval to the City Council; and

WHEREAS, the City Council has considered the Planning Commission's recommendation, the staff reports in this matter, and testimony and evidence of interested parties, and has evaluated the draft TSP against Statewide Goals, state, county, and regional requirements, the Comprehensive Plan, and other applicable standards;

NOW, THEREFORE, THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts as findings and conclusions the foregoing recitals and the conclusionary findings in this matter attached hereto as Exhibit 1 and adopted as if set forth fully herein.

Section 2. Order. The City Council hereby adopts the 2016 City of Phoenix Transportation System Plan attached as Exhibit 2 incorporated as if set forth fully herein.

Section 3. Staff Directive. To reflect adoption of the TSP, Staff is directed to make conforming changes to the Comprehensive Plan necessary to incorporate the amendments adopted herein.

PASSED AND ADOPTED by the City Council and signed by me in authentication of thereof on this 19th day of September, 2016.

Jeff Bellah, Mayor

ATTEST:

Janette Boothe, City Recorder

Approved as to form:

City Attorney



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

Exhibit 1
Staff Report
&
Findings of Fact and Conclusions of Law

1
2
3
4
5
6 **File Number:** CP15-01

7 **Date of Report:** June 23, 2016

8 **Type of Action:** Type IV Legislative Action

9 **Action Requested:** Comprehensive Plan Amendment—applicant is requesting that the current
10 “Transportation Element” of the City’s Comprehensive Plan be replaced in its entirety with an
11 updated transportation system plan

12 **Street Address:** N/A

13 **Date of Application:** June 23, 2016

14 **Applicant:** City of Phoenix

Phone: 541-535-2050 ext. 316

15 **Applicant Address:** 112 W. 2nd Street

16 Phoenix, OR 97535

17 **Information Reviewed:** Application file; City of Phoenix Comprehensive Plan

18 Attachments: Final Draft Phoenix TSP dated February, 2016 (with all appendixes);

19 **Related permits:** N/A

20 **Date of 1st Evidentiary Hearing:** July 11, 2016

21 **Date of 2nd Evidentiary Hearing:** September 19, 2016

22 **Staff Recommendation:** Accept Findings of Fact and Conclusions of Law as presented in this
23 staff report and recommend approval of the updated Transportation System Plan to the Phoenix
24 City Council.



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

I. Introduction

1
2
3 The City of Phoenix last amended the Transportation Element of its city wide Comprehensive
4 Plan (also known as the "Transportation System Plan" or TSP) in 1999. The amendment was
5 acknowledged by the State of Oregon in December of 2003. Conditions have changed between
6 1999 and 2016: a major regional comprehensive plan known as the "Greater Bear Creek
7 Regional Problem Solving Plan" or RPS was completed; the Fern Valley Interchange project will
8 be completed in a matter of months; and the City has continued to add population and
9 commercial enterprise. Phoenix is growing and evolving, altering in significant ways the
10 assumptions that informed the creation of the current TSP. For many reasons, revision of the
11 current TSP is timely and essential to the future improvement of living conditions and life
12 opportunities for this community.

13
14 Work began on this amendment in late 2013 and was completed in late 2015. The proposed
15 amendment consists of a new Transportation System Plan, produced under the direction of a
16 Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC) and the Planning
17 Commission. The TAC included representatives from ODOT, the Rogue Valley Metropolitan
18 Planning Organization, Jackson County, Rogue Valley Transit District, and the Department of
19 Land Conservation and Development. These groups met on multiple occasions throughout the
20 process. Four public meetings were conducted, the final having been conducted in April, 2015.
21 The entire project was supported through a Transportation and Growth Management Grant
22 awarded to the City by ODOT.

23
24 Technical research, analysis, and recommendations were provided by an independent
25 consultant, David Evans and Associates (DEA). Over the course of the project, DEA produced
26 7 technical memoranda (TM):

- 27
28
- TM1 Project Context, Goals, and Baseline Assumptions
 - TM2 Existing System Inventory
 - TM3 Transportation System Operations
 - TM4 Alternatives Evaluation
 - TM5 Preferred System Plan
 - TM6 Ordinances and Code Changes
 - TM7 Complete Street Design Guidelines
- 34
35

36 In summary, the document establishes broad policy goals and objectives; inventories and
37 evaluates the existing transportation network; proposes a preferred alternative network that
38 addresses known deficiencies; and recommends policies and strategies to implement the
39 preferred alternative. The preferred alternative or "preferred system plan" addresses
40 pedestrian, bicycle, vehicular, public transportation, and freight travel.
41 Many factors were considered in defining a preferred alternative to replace the current, outdated
42 Transportation System Plan. These factors included community sentiment and desires as well



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

1 as quantitatively measurable phenomena like observed and projected traffic volumes, crash
2 data, and the operational capacity of existing and proposed network component.
3 The proposed amendment to the City's current Comprehensive Plan would replace, in its
4 entirety, Section X Transportation Element, adopted by the Phoenix City Council on October 4,
5 1999 and acknowledged by the Department of Land Conservation and Development on
6 December 2, 2003 with the *Transportation System Plan Update, January 2016* attached to this
7 Staff Report.
8

10 II. Review Procedure

11
12 Amendments to the comprehensive plan require a Type IV Legislative review process according
13 to Table 12: 4.1.2 Summary of Development Decisions/Permit by Type of Decision-making
14 Procedure. Section 4.1.6 of the Phoenix Land Development Code defines that procedure.
15

16 Type IV actions require a "minimum of two hearings, one before the Planning Commission and
17 one before the City Council [...]". The Department of Land Conservation and Development
18 (DLCD) must be notified of the first public hearing on an amendment to the Comprehensive Plan
19 "at least 35 days before" the hearing. At least 20 days, but no more than 40 days before the first
20 hearing, the following notices must be issued:
21

- 22 1. Each owner of property that would undergo a zone change as a result of the action;
- 23 2. Any affected government agency;
- 24 3. Recognized neighborhood groups affected by the action;
- 25 4. Any person who requests notice in writing; and
- 26 5. All mailing addresses within a manufactured home park, pursuant to ORS 227.175.
27

28 At least 10 days for a scheduled City Council public hearing, notice must be published on the
29 City's website, at City Hall, and "other locations as appropriate."
30

31 Findings of Fact:

- 32 1. Notice of the proposed comprehensive plan amendment was provided to the DLCD on July
33 2, 2015, and notices of revised submittal were provided on April 1, 2016 and again on June
34 23, 2016.
- 35 2. External agencies including Fire District 5, Jackson County Roads and Parks, ODOT,
36 Jackson County Planning & Development Department, Rogue Valley Sewer District, RVTD,
37 and RVCOG were provided noticed and asked to provide written comments on June 24,
38 2016. (None have been received as of July 8, 2016).
- 39 3. A notice was posted on the City's website, at City Hall, the community information kiosk, and
40 post office and further publicized through the Planning Department social media outlet.
- 41 4. No properties are anticipated to need to be "rezoned" as a result of this comprehensive plan
42 amendment.
- 43 5. There are no recognized neighborhood organizations that will be affected by the proposed
44 amendment. In fact, the City has only 1 active neighborhood organization that is located in



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

1 the Phoenix Hills/Meadowview subdivision. No transportation projects are proposed within
2 this neighborhood by the updated TSP.
3

4 **Conclusions of Law:**

5 The noticing requirements for a Type IV land use action have been duly performed for the first
6 public hearing. The application **CONFORMS TO THE REQUIREMENTS OF PHOENIX LAND**
7 **DEVELOPMENT CODE** for comprehensive plan amendments.
8

9
10 **III. Standards of Review**
11

12 Section 4.1.6.G of the PLDC defines "Decision-Making Considerations" or Standards of Review
13 for Type IV land use actions. This section requires that the Statewide Planning Goals and
14 Guidelines promulgated under ORS 197 must be met. These include
15

16 Goal 1: Citizen Involvement. To develop a citizen involvement program that insures the
17 opportunity for citizens to be involved in all phases of the planning process.
18

19 Goal 2: Land Use. To establish a land use planning process and policy framework as a basis for
20 all decision and actions related to use of land and to assure an adequate factual base for such
21 decisions and actions.
22

23 Goal 3: Agricultural Lands. To preserve and maintain agricultural lands.
24

25 Goal 4: Forest Lands. To conserve forest lands by maintaining the forest land base and to protect
26 the state's forest economy by making possible economically efficient forest practices that assure
27 the continuous growing and harvesting of forest tree species as the leading use on forest land
28 consistent with sound management of soil, air, water, and fish and wildlife resources and to
29 provide for recreational opportunities and agriculture.
30

31 Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces. To protect natural
32 resources and conserve scenic and historic areas and open spaces.
33

34 Goal 6: Air, Water, and Land Resources Quality. To maintain and improve the quality of the air,
35 water and land resources of the state.
36

37 Goal 7: Areas Subject to Natural Hazards. To protect people and property from natural hazards.
38

39 Goal 8: Recreational Needs. To satisfy the recreational needs of the citizens of the state and
40 visitors and, where appropriate, to provide for the siting of necessary recreational facilities
41 including destination resorts.
42

43 Goal 9: Economic Development. To provide adequate opportunism throughout the state for a
44 variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

1
2 Goal 10: Housing. To provide for the housing needs of citizens of the state.

3
4 Goal 11: To plan and develop a timely, orderly and efficient arrangement of public facilities and
5 services to serve as a framework for urban and rural development.

6
7 Goal 12: Transportation. To provide and encourage a safe, convenient and economic
8 transportation system.

9
10 Goal 13: Energy Conservation. To conserve energy.

11
12 Goal 14: Urbanization. To provide for an orderly and efficient transition from rural to urban land
13 use, to accommodate urban population and urban employment inside urban growth boundaries,
14 to ensure efficient use of land, and to provide for livable communities.

15
16 Section 4.1.6.G.2 of the PLDC requires that comments from state, local, and federal agencies
17 are considered

18
19 Section 4.1.6.G.3 requires that the impacts of any intergovernmental agreements are
20 considered during the review of an amendment to the Comprehensive Plan.

21
22 Finally, Section 4.1.6.G.4 requires that amendments to the Comprehensive Plan must comply
23 with the standards of review established in Chapter 4.7 – Land Use District Map and Text
24 Amendments. According to Section 4.7.2.B, these criteria include

- 25
26 1. The proposed amendment is consistent with the purpose of the subject section and
27 article.
28
29 2. The proposed amendment is consistent with other Provisions of this Code.
30
31 3. The proposed amendment is consistent with the goals and policies of the
32 Comprehensive Plan, and most effectively carries out those goals and policies of all
33 alternatives considered.

34
35 **Findings of Fact:**

- 36
37 1. At the onset of this initiative, a Citizens Advisory Committee was established that met
38 throughout the process. The CAC included representation from businesses involved in the
39 shipping goods in and out of the City; active transportation advocates; and elected and
40 appointed city officials. Later in the process, the City utilized social media to broaden the
41 extent of public awareness of the updated TSP and encourage greater community
42 involvement. A series of open houses were conducted, the last of which was attended by
43 approximately 70 individuals, the majority of whom reside in the City.
44



Department

112 W. 2nd Street, Phoenix, Oregon 97535

Office: 541-535-2050

- 1 2. The updated TSP does not propose land use change and therefore has no direct
2 relationship to Goals 2, 3, 4, 5, 6, 13, and 14. Nor does the updated TSP significantly alter
3 the "land use planning process" or land use "policy framework" already used by the City and
4 the State of Oregon.
5
- 6 3. Transportation network improvements proposed by the updated TSP are not known or
7 anticipated to impact or be impacted by environmentally sensitive lands or lands that are
8 uniquely subject to natural hazards (steep slopes, special flood hazard areas, etc.), with the
9 exception of projects S-10, B-8, P-8, and P-10, collectively known as "OR-99/Coleman
10 Creek Culvert". Other than this project and the future expansion of the transportation
11 network into the City's Urban Reserve Areas (S-8 and S-9), the updated TSP does not
12 propose significant expansions of the current transportation system. Transportation
13 improvement projects within the current UGB would consist of enhancements rather than
14 the extension of new infrastructure into undeveloped lands. This greatly reduces the
15 likelihood of potential environmental impacts or the possibility that a particular transportation
16 facility would be constructed in a location where it is particularly vulnerable to natural
17 hazards.
18
- 19 4. Neither the current nor the TSP update propose new transportation infrastructure related to
20 Goal 8.
21
- 22 5. The updated TSP was drafted in consultation with representatives from the shipping and
23 logistics industry. The viability of local industries that rely on a transportation network that
24 facilitates efficient movement of goods and services was considered when formulating build
25 alternatives. The updated TSP also considered the impacts of the current transportation
26 network on community economic development goals. Most significant among them is the
27 creation of a viable, traditional downtown. TSP projects S-1, S02, S-3, S-11, S-10 and
28 associated pedestrian and bicycle projects are primarily intended to support this economic
29 and community development goal.
30
- 31 6. The updated TSP does not have a direct relationship to Goal 10. Residential lands within
32 the City's UGB are served by existing transportation, though improvement of non-motorized
33 facilities is needed in some cases.
34
- 35 7. Projects proposed by the updated TSP are designed to meet the needs of existing and
36 future land uses surrounding them. Intensity of use was a key consideration as was the
37 anticipated timing of construction of improvements and facilities. The prioritization process
38 reflects, in part, these factors. Other plans were considered in developing TSP projects
39 including the City's Capital Improvements Plan.
40
- 41 8. Development of the updated TSP was completed under the guidance of a Technical
42 Advisory Committee that included representatives from Jackson County, RVMPO, ODOT,
43 and RVTD. The projects proposed by the TSP were evaluated for consistency with existing
44 and planned transportation facilities operated by these agencies. Projects were found to be



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

1 consistent with other long range transportation plans such as ODOT's OR-99 Corridor Plan
2 that was adopted in 2015. Comments from these and other agencies were solicited
3 throughout the planning process and taken into consideration in developing the final plan
4 and prioritized project list.
5

6 9. Except where new transportation facilities will be required to serve newly urbanized in the
7 City's PH-5 and 10 urban reserve areas, future transportation facilities will use existing right-
8 of-way. Land acquisition requirements for facility improvements are relatively minimal.
9

10 10. Except for PH-5 and 10 URAs, no new transportation facilities are planned outside of the
11 City's UGB. These URAs were designated as such through an extensive comprehensive
12 planning process that produced the "Greater Bear Creek Regional Problem Solving Plan" or
13 "RPS" Plan". Non-urbanized lands are screened using a range of factors in order to identify
14 candidate lands for urbanization that would yield the fewest negative environmental, social,
15 economic, and equity impacts. PH-5 and 10 are undergoing further conceptual and land
16 use planning, and one of the goals of that effort is to further minimize negative ESEE
17 impacts.
18

19 11. No transportation facilities are planned that would divide agricultural or urban social units.
20 As mentioned in Finding #10, further conceptual planning for PH-5 and 10 URAs is intended
21 to ensure that, among other concerns, transportation facilities avoid these impacts.
22

23 12. As mentioned previously, land use types and intensity of use were considered in developing
24 transportation improvement projects. Technical Memoranda 3, 4, and 5 evaluated proposed
25 improvements to the existing transportation network. In particular, TM 4 examines each
26 proposed transportation improvement project in the context of its relative ability to address
27 an identified deficiency (or deficiencies) within the existing transportation system. The
28 projects in the proposed TSP are, therefore, the comparatively best measures identified to
29 address known problems given concerns for traffic congestion, safety, efficient travel, etc.
30

31 **Conclusions of Law:**

32 The requested action is consistent with State Planning Goals and Guidelines **CONFORMS TO**
33 **THE REQUIREMENTS FOR APPROVAL OF AN AMENDEMNT TO THE CITY'S**
34 **COMPREHENSIVE PLAN AS ESTABLISHED BY THE PHOENIX LAND DEVELOPMENT**
35 **CODE.**
36



Department

112 W. 2nd Street, Phoenix, Oregon 97535
Office: 541-535-2050

IV. Staff Recommendation

Planning Commission should recommend that the City Council adopt Comprehensive Plan amendment CP15-01 with findings of fact and conclusions of law as presented in this staff report.

Matt Brinkley, AICP
Planning Director
City of Phoenix
Department of Planning & Building

Date

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28
- 29
- 30
- 31
- 32
- 33
- 34
- 35
- 36
- 37
- 38
- 39
- 40
- 41
- 42
- 43

EXHIBIT 2

Transportation System Plan Update

AUGUST 2016



**City of Phoenix
Transportation System Plan Update**

Prepared for

City of Phoenix, Oregon

With support from

Oregon Department of Transportation

Prepared by

David Evans and Associates, Inc.

and

CH2M HILL

August 2016

ACKNOWLEDGMENTS

The development of this Transportation System Plan has been the collective effort of the following people:

City of Phoenix Staff	
Matt Brinkley, Planning Director	Dale Schulze, Retired Planning Director
Steffen Roennfeldt, Assistant Planner	Laurel Samson, Interim Planning Director
Kevin Caldwell, Public Works Superintendent	

Project Management Team (PMT)	
Matt Brinkley, City Project Manager (PM)	Don Morehouse, ODOT PM
Angela Rogge, Consultant Project Manager	Ian Horlacher, ODOT Co-PM
Joshan Rohani, Consultant Senior PM/Advisor	Sumi Malik, Consultant Multimodal Planning Lead

Technical Advisory Committee (TAC)	
Jeff Ballard, City of Phoenix/Talent	Mike Kuntz, Jackson County
Marla Cates, City of Phoenix URA	Kelly Madding, Jackson County
Dan Dorrell, ODOT (Traffic)	Jenna Stanke, Jackson County
William Fitzgerald, ODOT (Traffic)	Dan Moore, RVCOG
Peter Schuytema, ODOT (TPAU)	Andrea Napoli, RVCOG
Jon Sullivan, RVTD	Paige Townsend, RVTD
Josh LeBombard, ODOT DLCD	

Citizen Advisory Committee (CAC)	
David Lewin, Phoenix Planning Commission	Terry Helfrich, Phoenix City Council/URA
Laurie Nielsen, Bike Friendly Phoenix	David Van deVelde, Stakeholder
Edgar Quintero, Noel Lesley Event Services	Vicki D'Alessandro

Consultant Team (A Partnership between David Evans and Associates, Inc. and CH2M HILL)	
Angela Rogge, Project Manager (DEA)	Sumi Malik, Multimodal Planning Lead (CH2M Hill)
Joshan Rohani, Senior PM/Advisor (DEA)	Reza Farhoodi, Multimodal Planning Lead (CH2M Hill)
Jennifer Danziger, QA/QC Manager (DEA)	Kate Lyman, Deputy PM Emeritus (CH2M Hill)
Jordan Henderson, Engineer-in-Training (DEA)	Ryan Farncomb, Planner
Anneke Van der Mast, Planner (DEA)	Angie Jones, Project Assistant/Graphics Specialist (DEA)
Ted Stewart, Civil Engineer (DEA)	Andrew Mortensen, Funding & Implementation (DEA)
Shelly Alexander, Senior Engineer/Project Liaison (DEA)	



TABLE OF CONTENTS

EXECUTIVE SUMMARY	III
CHAPTER 1: INTRODUCTION	1
1.1 <i>Why Update This TSP?</i>	1
1.2 <i>What Is a TSP and What Is Included?</i>	2
1.3 <i>How Was the TSP Developed and How Were Decisions Made?</i>	2
CHAPTER 2: VISION FOR THE TRANSPORTATION SYSTEM	5
2.1 <i>What Is the TSP Planning Area?</i>	5
2.2 <i>What Are the Guiding Goals?</i>	5
CHAPTER 3: EXISTING GAPS AND FUTURE NEEDS	9
3.1 <i>Existing Traffic Assessment</i>	9
3.2 <i>Existing Multimodal Assessment</i>	11
3.3 <i>Summary of Deficiencies</i>	14
CHAPTER 4: MODAL PLANS	16
4.1 <i>Street System</i>	16
4.2 <i>Bicycle and Pedestrian System</i>	21
4.3 <i>Pedestrian Projects</i>	26
4.4 <i>Transit System</i>	32
4.5 <i>Air, Rail, Water, and Pipelines</i>	36
4.6 <i>Revised FVI Street Naming</i>	36
4.7 <i>Funded and Unfunded Project Lists</i>	37
CHAPTER 5: FUNCTIONAL CLASSIFICATION & DESIGN GUIDANCE	44
5.1 <i>Functional Classification Overview</i>	44
5.2 <i>Goals for Design</i>	45
5.3 <i>Access Management</i>	46
5.4 <i>Goods Movement Routes (GMR)</i>	47
5.5 <i>Mobility Standards (Targets)</i>	48
5.6 <i>Trip Budget Overlay Zone</i>	48
CHAPTER 6: IMPLEMENTATION AND FUNDING	49
6.1 <i>Implementation</i>	49
6.2 <i>Funding</i>	51
CHAPTER 7: APPENDICES	53
Appendix 1. <i>Technical Memo #1: Definition and Background</i>	
Appendix 2. <i>Technical Memo #2: Existing System Inventory</i>	
Appendix 3. <i>Technical Memo #3: Transportation System Operations</i>	
Appendix 4. <i>Technical Memo #4: Improvement Concepts Evaluation</i>	
Appendix 5. <i>Technical Memo #5: Preferred System and Prioritization</i>	
Appendix 6. <i>Technical Memo #6: Implementing Ordinance and Code</i>	
Appendix 7. <i>Technical Memo #7: Functional Classifications & Design Guidelines</i>	
Appendix 8. <i>Trip Budget Overlay Zone</i>	

LIST OF TABLES

TABLE ES-1: STREET SYSTEM PROJECTS	VI
TABLE ES-2: BICYCLE SYSTEM PROJECTS	VIII
TABLE ES-3: PEDESTRIAN SYSTEM PROJECTS.....	X
TABLE 3-1. CURRENT DAILY TRAFFIC VOLUMES.....	10
TABLE 3-2. SEGMENTS WITHOUT ADEQUATE BICYCLE FACILITIES.....	12
TABLE 3-3. SEGMENTS WITHOUT ADEQUATE SIDEWALKS	13
TABLE 4-1: STREET SYSTEM PROJECTS	17
TABLE 4-2: BICYCLE SYSTEM PROJECTS	22
TABLE 4-3: PEDESTRIAN SYSTEM PROJECTS	26
TABLE 4-4: TRANSPORTATION SYSTEM PROJECTS.....	37
TABLE 5-1: ACCESS MANAGEMENT GUIDELINES.....	46
TABLE 5-2: ACCESS SPACING STANDARDS ALONG OR 99	47
TABLE 5-3: GOODS MOVEMENT ROUTE (GMR) DESIGNATIONS	48
TABLE 6-1: OVERVIEW: LOCAL TRANSPORTATION FUNDING SOURCES AND EXPENDITURES	52

LIST OF FIGURES

FIGURE ES-1: TWENTY-YEAR LOCAL FUNDING FORECAST	V
FIGURE ES-2: TIER 1 – PLANNED CITY PROJECT COSTS BY MODE.....	V
FIGURE ES-3: TIER 2 - PLANNED CITY PROJECT COSTS BY MODE	V
FIGURE ES-4: TIER 2 - PLANNED SHARED PROJECT COSTS BY MODE.....	V
FIGURE ES-5: STREET MODAL PLAN.....	VII
FIGURE ES-6: BICYCLE MODAL PLAN.....	IX
FIGURE ES-7: PEDESTRIAN MODAL PLAN	XII
FIGURE 2-1. STUDY AREA	6
FIGURE 4-1. STREET MODAL PLAN.....	18
FIGURE 4-2: BICYCLE MODAL PLAN	23
FIGURE 4-3: PEDESTRIAN MODAL PLAN.....	28
FIGURE 4-4: TRANSIT MODAL PLAN.....	34
FIGURE 6-1. TWENTY-YEAR LOCAL FUNDING FORECAST.....	51
FIGURE 6-2. TIER 1 - PLANNED CITY PROJECT COSTS BY MODE.....	51
FIGURE 6-3. TIER 2 - PLANNED CITY PROJECT COSTS BY MODE	51
FIGURE 6-4. TIER 2 - PLANNED SHARED (CITY/ODOT/DEVELOPER) PROJECT COSTS BY MODE.....	51



EXECUTIVE SUMMARY

The Phoenix Transportation System Plan (TSP) details projects and policies that address transportation problems and needs in the City of Phoenix. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers, and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects. The TSP has been developed in compliance with the requirements of the state Transportation Planning Rule (TPR) and to be consistent with state, regional, and local plans, including the recently adopted 2013-2038 Rogue Valley Metropolitan Planning Organization’s 2013–2038 Regional Transportation Plan (RTP) and Fern Valley Interchange Area Management Plan (IAMP).

The graphic below identifies the three key questions answered by this Executive Summary.

Why?What?How?

Why? Why develop this updated Transportation System Plan?

What? What is a TSP and what’s included?

How? How was this TSP developed and how can it be used?

Why Update This TSP?

The purpose of this TSP is to provide a guide for a transportation system that meets the existing and future transportation needs within the City of Phoenix. Further, this TSP establishes a rationale for making prudent transportation investments and land use decisions, consistent with the City’s vision as well as other local, regional, and statewide planning documents. Ultimately, this TSP can help the City make short- and long-term decisions based on a community-supported vision, and inform collaboration with private developers as well as with regional and state agencies.

The TSP achieves this by examining both short- and long-term transportation needs for all transportation modes: driving, biking, walking, or taking transit. The plan identifies current and future needs and provides solutions to those needs. The TSP reflects existing land use plans, policies, and regulations that affect the transportation system. The plan includes policies, a 20-year list of projects by mode, and an implementation plan for how (and when) to finance future projects. Plan elements will be implemented by the City, private developers, and regional or state agencies.

What Is a TSP?

Fundamentally, a Transportation System Plan (TSP) is a blueprint for biking, walking, driving, and using transit through the year 2035, because it will include plans and policies for automobiles, bikes, freight vehicles, pedestrians, and transit. The TSP is

a comprehensive document containing goals, objectives, policies, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. The City of Phoenix TSP integrates mobility options for all modes of travel: automobile, transit, bicycle, pedestrian, and freight movement.

How Was This TSP Developed and How Can It Be Used?

The City’s TSP reflects the efforts of citizens and technical advisors working with the City’s planning staff to meet the existing and future mobility needs of the City’s residents. Over a period of 11 months, members of the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and Project Management Team (PMT), as well as Planning Commission members and City Councilors, met to aid in the development of the plan. Development of a TSP relies upon the completion of a number of interrelated and dependent tasks. The key tasks, events, and

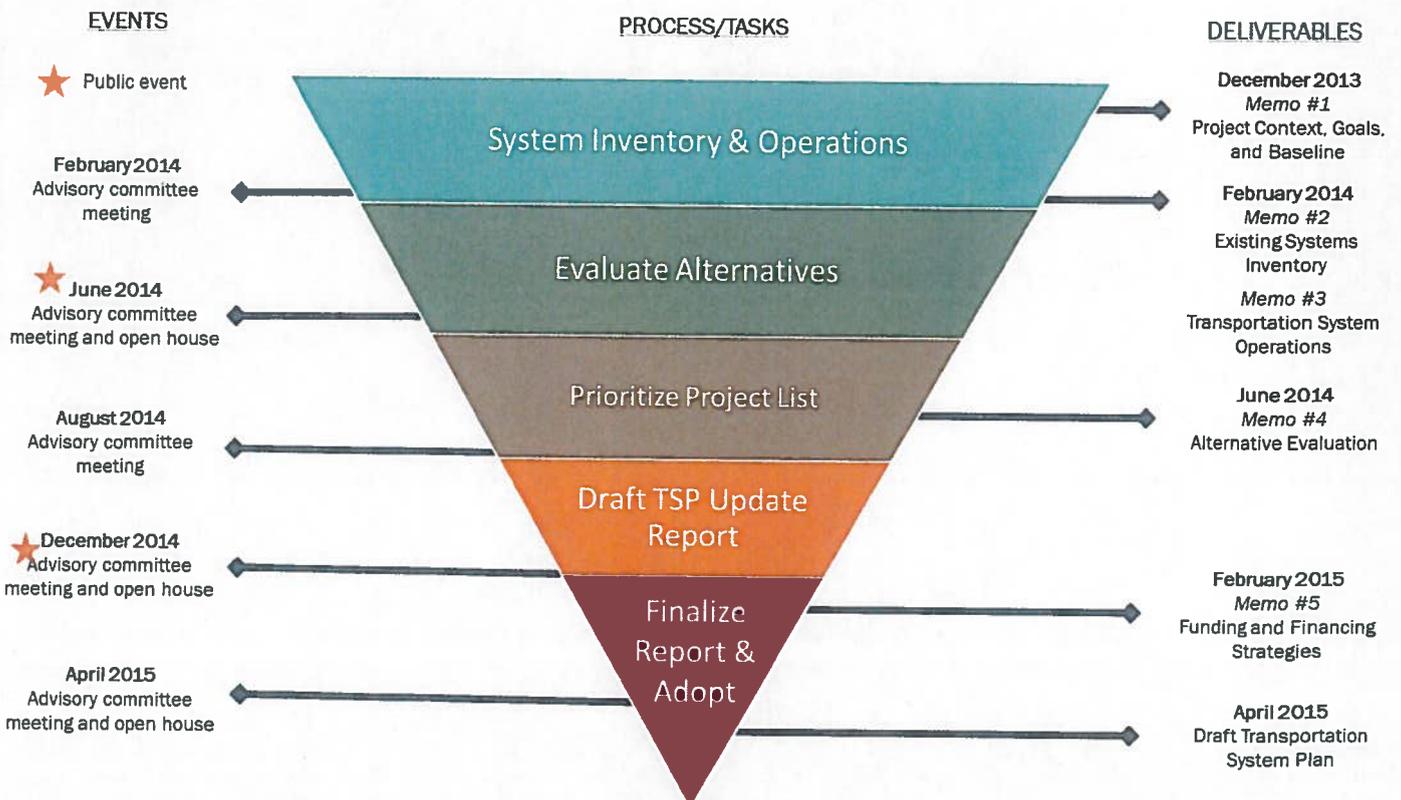
deliverables involved in this effort are shown in the illustration below.

This TSP provides a collection of guiding goals and objectives, maps and tables illustrating planned projects, and supporting guidance and documentation that can be used in a variety of different ways, depending on the user’s needs.

How Is This TSP Organized?

The City’s TSP is divided into the executive summary and seven key sections:

- Executive Summary*
- Chapter 1: Introduction*
- Chapter 2: Vision for the Transportation System*
- Chapter 3: Existing Gaps and Future Needs*
- Chapter 4: Modal Plans*
- Chapter 5: Functional classification & Design Guidance*
- Chapter 6: Implementation and funding*
- Chapter 7: Appendices*



Where Can I Find More Detailed Information?

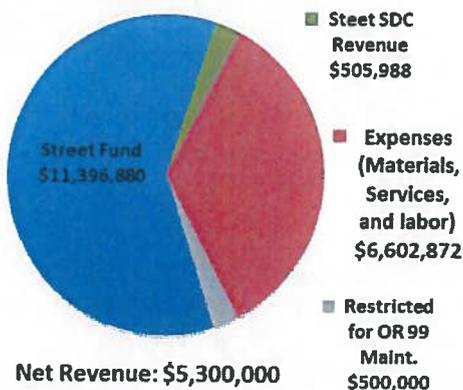
Each of the chapters in this TSP is supported by more comprehensive documentation in the appendices, which include a compilation of technical memorandums developed throughout the TSP update process.

How Will TSP Improvements Get Funded and Implemented?

This TSP offers a menu of projects that can be selected as funding sources become available or as adjacent improvements are made. As funds become available, the mode-specific planned projects can be evaluated together to assess the highest priority projects that can be completed together within the available budget.

Over the next 20 years, the City is expected to receive approximately \$11.9 million in transportation revenue (2014 dollars), assuming that existing funding sources remain stable and no new revenue streams are established. Accounting for ongoing expenses, the City can expect approximately \$5.3 million in net revenue (revenue minus expenses) over the 20-year planning horizon of the TSP. The estimated cost of all planned Tier 1 projects (those with likely funding sources) included in this TSP is approximately \$4.2 million.

Figure ES-1: Twenty-Year Local Funding Forecast



The cost for the remainder of the planned (Tier 2) projects is approximately \$38 million (of which, \$28M would be shared with ODOT, developers, etc.). The following pie charts illustrate the approximate allocation of project costs by mode and funding. See Chapter 1: (Modal Plans) and Chapter 6: (Implementation and Funding) for more information.

Figure ES-2: Tier 1 – Planned City Project Costs by Mode

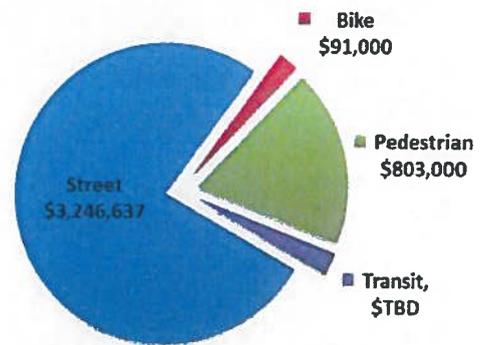


Figure ES-3: Tier 2 - Planned City Project Costs by Mode

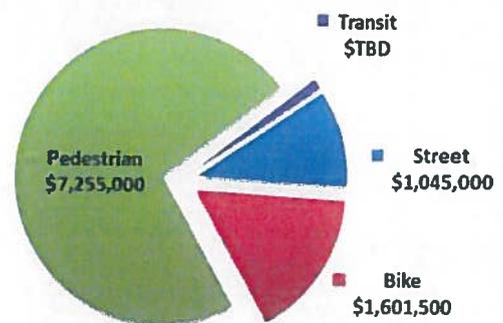
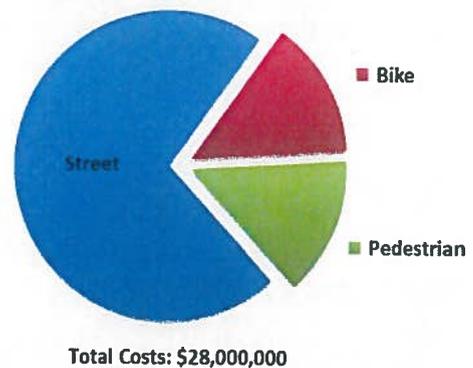


Figure ES-4: Tier 2 - Planned Shared (City/ODOT/Developer) Project Costs by Mode



What Is the Planned System and Associated Improvements?

The tables and figures in the following sections identify the planned improvements by mode.

Street System Plan

Table ES-1: Street System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to increase awareness of upcoming downtown area and lane reduction.	B-2, B-4, B-5, B-6, P-4, P-5	Short	High
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
S-3	Parking St: 2nd Street to 4 th Street	Construct new street within couplet with sharrows and sidewalks	S-2	Short	High
S-4	N Pine St: W 1st St to W 5th St	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows	B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement, sharrows	B-7	Short	High
S-6	Locke Ln: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	No	Short	High
Tier 2 – Unfunded					
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-12	OR 99/Northridge Ter Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right-turn movement; if warranted, improve turning radius on southeast corner	No	Long	Medium
S-13	Urban Reserve Area PH-1 and PH-1a	Implement a Conceptual Street Network as part of a long-term plan for development	No	Long	Low
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.

Bicycle System Plan

Table ES-2: Bicycle System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
B-1	Bear Creek Greenway connection with Northridge Ter	Install signage guiding travelers to the Bear Creek Greenway	OR 99 CP	Short	High
B-2	4th St: Main St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-3	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at 4th St to provide parallel and convenient bicycle and pedestrian facilities (north end)	P-3, B-10	Short	High
B-4	Main St – Downtown Phoenix	Modify striping to add bike lanes	B-2, B-6, P-4, P-5	Short	High
B-5	Bear Creek Dr – Downtown Phoenix	Modify striping to add bike lanes (west side pedestrian multi-use path)	B-2, B-6, P-4, P-5	Short	High
B-6	1st St: Church St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-7	Local Collector Streets Rose St: Independence Cir to OR 99 Rose St: Oak St to 1st St Oak St: Rose St to Main St Church St: Oak St to Bolz Rd Pine St: 1st St to 5th St	Install sharrows	S-4, S-5	Short	Medium
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
Tier 2 – Unfunded					
B-8	OR 99 – North UGB to Coleman Creek	Modify striping of existing 5-lane roadway cross section to add bike lanes	B-9, P-8, S-10	Medium	High
B-9	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add bike lanes while maintaining four through travel lanes (Interim)	B-8, P-11	Medium	High
B-10	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at Oak St to provide parallel and convenient bicycle and pedestrian facilities (south end)	B-3	Medium	Medium
B-11	Colver Rd: 4th St/Houston Rd to 1st St	Widen to provide bike lanes and sidewalks	P-12	Medium	Medium
B-12	Camp Baker Rd: Hilsinger to Colver Rd	Widen to provide bike lanes	P-20	Long	Low
B-13	4th St/Houston Rd: railroad crossing	Improve rail crossing for bicycle/pedestrian access	S-14	Long	Low
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.

Pedestrian System Plan

Table ES-3: Pedestrian System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
P-1	OR 99 – Charlotte Ann Rd to Coleman Creek	Install RRFB and median islands at multiple locations where pedestrian crossings occur: Northridge Ter and/or Walnut Way	OR 99 CP	Short	High
P-2	Cheryl Ln: Rose St	Install new or improved sidewalk to eliminate gap east of Rose St	No	Short	High
P-3	OR 99: Bolz Rd to 4th St	New or improved sidewalk on east side	B-3	Short	High
P-4	Main St – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping, install RFB at Main & 4th and Bear Creek Drive and 4th	B-2, B-6	Short	High
P-5	Bear Creek Dr – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	B-2, B-6	Short	High
P-6	1st St: Rose St to Church St	New or improved sidewalk on south side	No	Short	High
P-7	S Phoenix Rd: Fern Valley Rd and Furry Rd	Install new or improved sidewalk on east side and asphalt overlay	No	Medium	Low
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
S-4	N Pine St: W 1st St to W 5th St	Sidewalks included in street project “S-4”	S-4, B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Sidewalks included in street project “S-5”	S-5, B-7	Short	High
Tier 2 – Unfunded					
P-8	OR 99 – North UGB to Coleman Creek	Construct continuous sidewalks on both sides of OR 99	P-10, P-11, S-10, B-8	Medium	High
P-9	OR 99: Bolz Rd to South End of Couplet	Provide sidewalk travel width on west side of roadway of 6 feet around utility poles	No	Medium	High
P-10	OR 99: Cheryl Ln to Coleman Creek	New or improved sidewalks on both sides	P-8, P-11, S-10	Medium	Medium
P-11	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add sidewalks while maintaining four through travel lanes (Interim)	P-8, P-10, B-9	Medium	Medium
P-12	Colver Rd: 4th St/Houston Rd to 1st St	Install new or improved sidewalk on both sides	B-11	Medium	Medium
P-13	2nd St: 1st St to Rose St	Install new sidewalks on both sides	No	Medium	Medium
P-14	1st St/C St	Install new curb extension to reduce curb radius and install crosswalks	No	Medium	Medium
P-15	Colver Rd: 1st St to South UGB	Install multi-use path along east side	No	Medium	Medium
P-16	1st St: RR Crossing	Install new sidewalks on both sides to eliminate gaps at CORP railroad crossing	No	Long	Medium
P-17	1st St: Canal	New or improved (ADA) sidewalk over canal on south side	No	Long	Medium
P-18	Oak St: Rose St to Main St	New or improved sidewalk on both sides	P-21	Long	Medium
P-19	OR 99/Rose Street	Install new curbs to reduce curb radius and install crosswalks across OR 99	No	Long	Low
P-20	Camp Baker Rd: Hilsinger to Colver Rd	New or improved sidewalk on both sides	B-12	Long	Low

Transportation System Plan

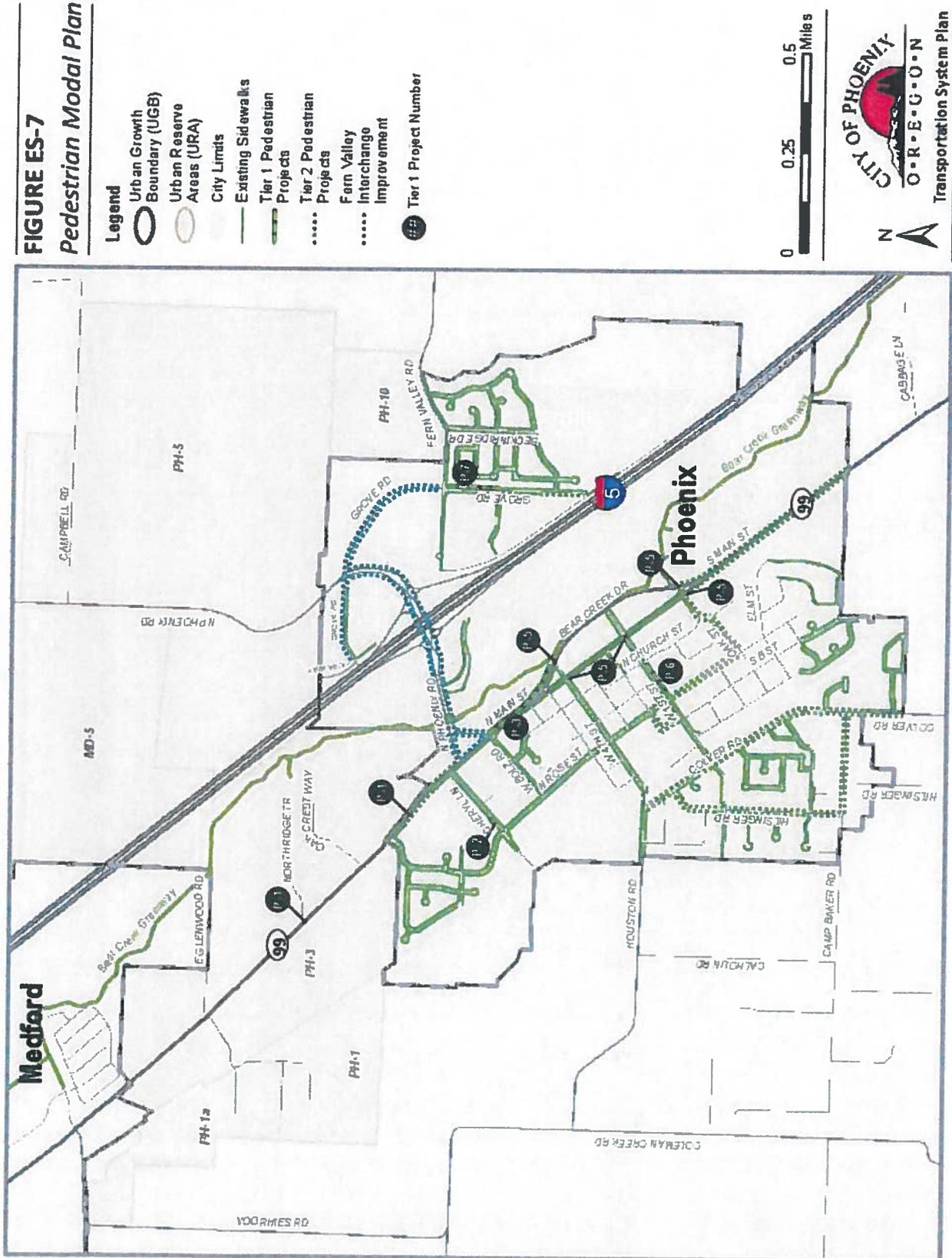


No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 2 – Unfunded					
P-21	Rose St: Oak St to 1st St	New or improved sidewalk on both sides	P-18	Long	Low
P-22	Colver Rd: 1st South UGB	Install new or improved sidewalk on both sides	No	Long	Low
P-23	C Street: 1st St to East of Elm St	New or improved sidewalk on both sides			
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.



Figure ES-7: Pedestrian Modal Plan





CHAPTER 1: INTRODUCTION

Included in this chapter:

Why?

What?

How?

Why? Why develop this updated Transportation System Plan (TSP)?

What? What is a TSP and what's included?

How? How was this TSP developed, how were decisions made, and how can it be used?

The purpose of this TSP is to provide a guide for a transportation system that meets the existing and future transportation needs within the City of Phoenix. Further, this TSP establishes a rationale for making prudent transportation investments and land use decisions, consistent with the City's vision as well as other local, regional, and statewide planning documents.

Unfortunately, most modes of travel are not supported by a fully functional, continuous network throughout the City of Phoenix. Only the street network, of the local relevant modes, can be described as continuous, comprehensive, and well connected. Throughout most of Phoenix's history, transportation facilities and investments have been dedicated to supporting the expansion of the system of auto travel.

A guiding objective of this TSP is to support our transportation system's continual focus to provide a more integrated and comprehensive multimodal network for all users. When combined with other comprehensive plan initiatives, the community can become more efficient with respect to transportation and land use. Residents can enjoy choice of modes and become less dependent upon their automobiles. Auto travel and congestion, nonetheless, will continue to grow as the City's and region's populations grow. One measure of the success of the plan will be the degree to which individuals *must* rely upon their autos for mobility.

Ultimately, this TSP can help the City make short- and long-term decisions based on a community-supported vision, and inform collaboration with private developers as well as regional and state agencies.



Context Supporting This Update

Since the previous version of this TSP (adopted in 1999), population growth and new development has changed the function of existing transportation facilities and the need for new facilities. In addition, new planning and construction efforts, including the OR 99 Corridor Study and the reconstruction of the Fern Valley Interchange, have changed the expectations and function of transportation facilities within Phoenix. These changes as well as others merit a revised vision for transportation within the City of Phoenix, establishment of the TSP's consistency with other planning efforts that have been conducted in Phoenix since 1999, and an updated set of short- and long-term priorities for improvements to the City's transportation system. This TSP update also helps achieve consistency with the recently adopted 2013–2038 Rogue Valley Metropolitan Planning Organization's *2013–2038 Regional Transportation Plan (RTP)*, and in doing so, continue to fulfill requirements in Oregon Administrative Rule 660-012, which is also known as the Transportation Planning Rule (TPR).

1.2 What Is a TSP and What Is Included?

Fundamentally, the TSP is a blueprint for biking, walking, driving, and using transit through the year 2035, because it will include plans and policies for automobiles, bikes, freight vehicles, pedestrians, and transit. The TSP is a comprehensive document containing goals, objectives, policies, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. The City of Phoenix TSP integrates mobility options for all modes of travel: automobile, transit, bicycle, pedestrian, and freight movement.

What's Included in This TSP and Supporting Documents?

The City's TSP is divided into the executive summary and seven key sections:

- Executive Summary*
- Chapter 1: Introduction*
- Chapter 2: Vision for the Transportation System*
- Chapter 3: Existing Gaps and Future Needs*
- Chapter 4: Modal Plans*
- Chapter 5: Functional classification & Design Guidance*
- Chapter 6: Implementation and funding*
- Chapter 7: Appendicies*

1.3 How Was the TSP Developed and How Were Decisions Made?

The City's TSP reflects the efforts of citizens and technical advisors working with the City's planning staff to meet the existing and future mobility needs of the City's residents. Over a period of 11 months, members of the Citizens Advisory Committee (CAC), Technical Advisory Committee (TAC), and Project Management Team (PMT), as well as Planning Commission members and City Councilors, met to aid in the development of the plan.



Transportation System Plan



Development of a TSP relies upon the completion of a number of interrelated and dependent tasks. The key tasks, events, and deliverables involved in this effort are shown in the illustration below.

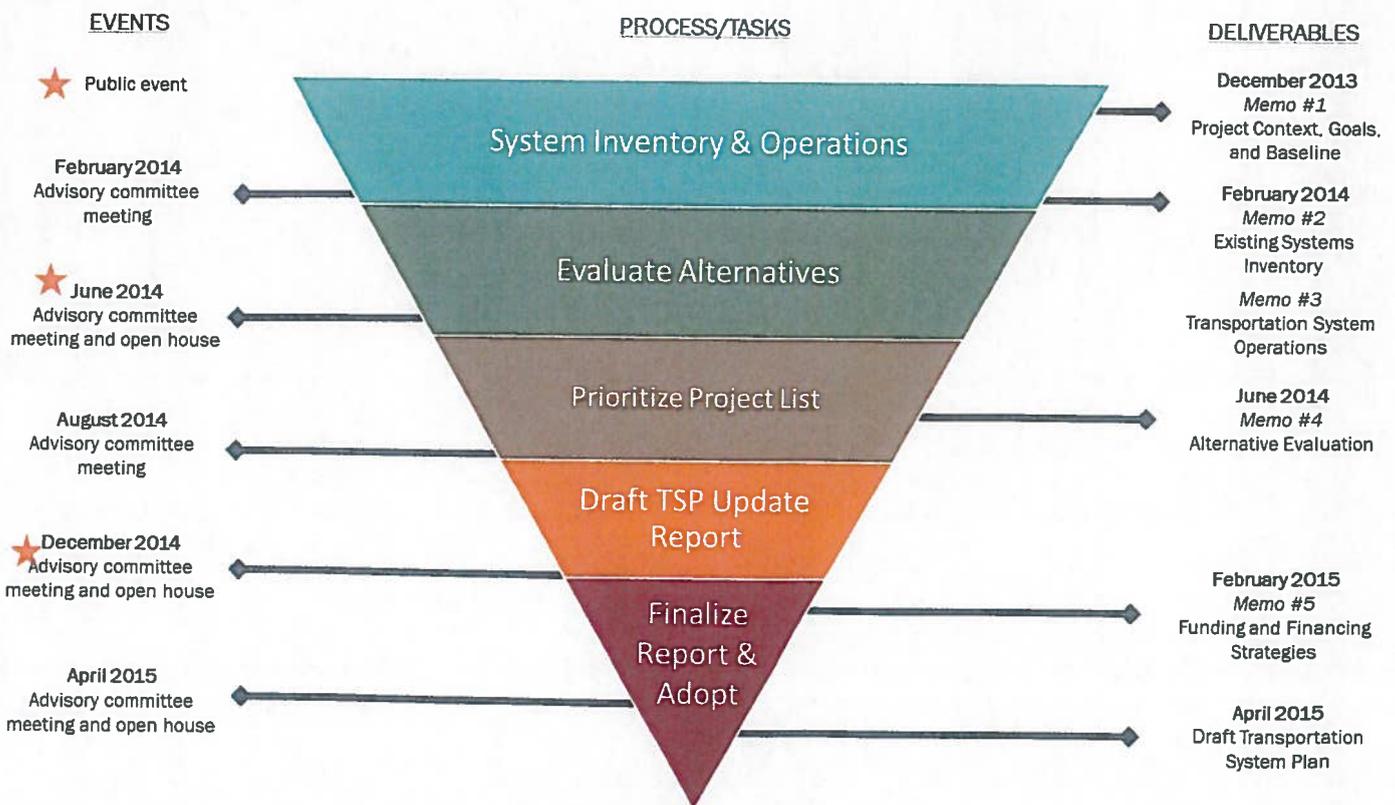
County. The TAC and CAC met throughout the planning process to provide direction to the PMT on aspects of the TSP.

Planning Process

Phoenix community members, stakeholders, City staff, and representatives of ODOT, Rogue Valley Council of Governments, and Jackson County all participated in the TSP development process. The Project Management Team, or PMT, composed of the City, ODOT, and the consultant team, met regularly to guide development of the plan.



The planning process took place over a two-year period between November 2013 and June 2015. The public involvement process began with the creation of a Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC) made up of stakeholders, city leaders, and representatives from agencies and organizations within Jackson



Transportation System Plan

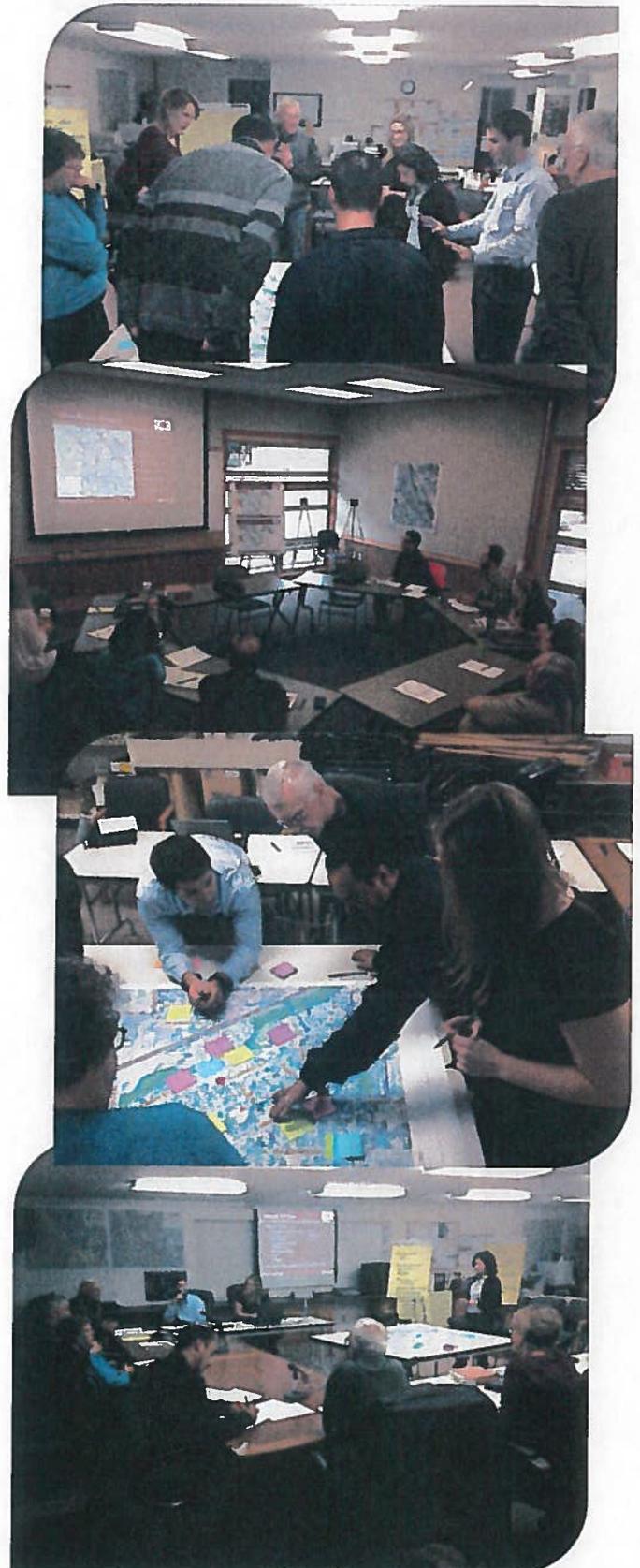


Two open houses were held during the planning process to allow community members to pinpoint concerns and opportunities in the area and evaluate potential transportation projects to be included in the TSP. An initial open house was held in June 2014, at which existing conditions, findings, analysis of needs, opportunities, and constraints were discussed. Participants were encouraged to share feedback and suggestions, in person or via comment cards. A final public open house was held in April 2015 to discuss all elements included in the draft TSP.

Agency Coordination

The street system within the City of Phoenix includes roadways under three jurisdictions: state, county, and City. Jackson County maintains several roads within the Phoenix urban growth boundary (UGB), including Camp Baker Road, and segments of Colver Road and Hilsinger Road.

This TSP, including the plan's project lists, does not have any legal or regulatory effect on state or county land or county transportation facilities. Without additional action by the State of Oregon or Jackson County, any project that involves a non-City facility is only a recommendation. Coordination and cooperation with City and governmental partners is needed in order to develop and plan a well-connected and efficient transportation network. The TSP does not, however, obligate the State of Oregon, Jackson County or any other governmental partner to take any action or construct any projects.





CHAPTER 2: VISION FOR THE TRANSPORTATION SYSTEM

Included in this chapter:

2.1 What is the TSP Planning Area?

2.2 What Are the Guiding Goals?

2.1 What Is the TSP Planning Area?

The study area for the Phoenix TSP (the TSP planning area) is illustrated in Figure 2-1. The TSP addresses transportation projects within the City of Phoenix and its UGB, and in those areas outside of the city limits that may be added to the UGB in the future.

2.2 What Are the Guiding Goals?

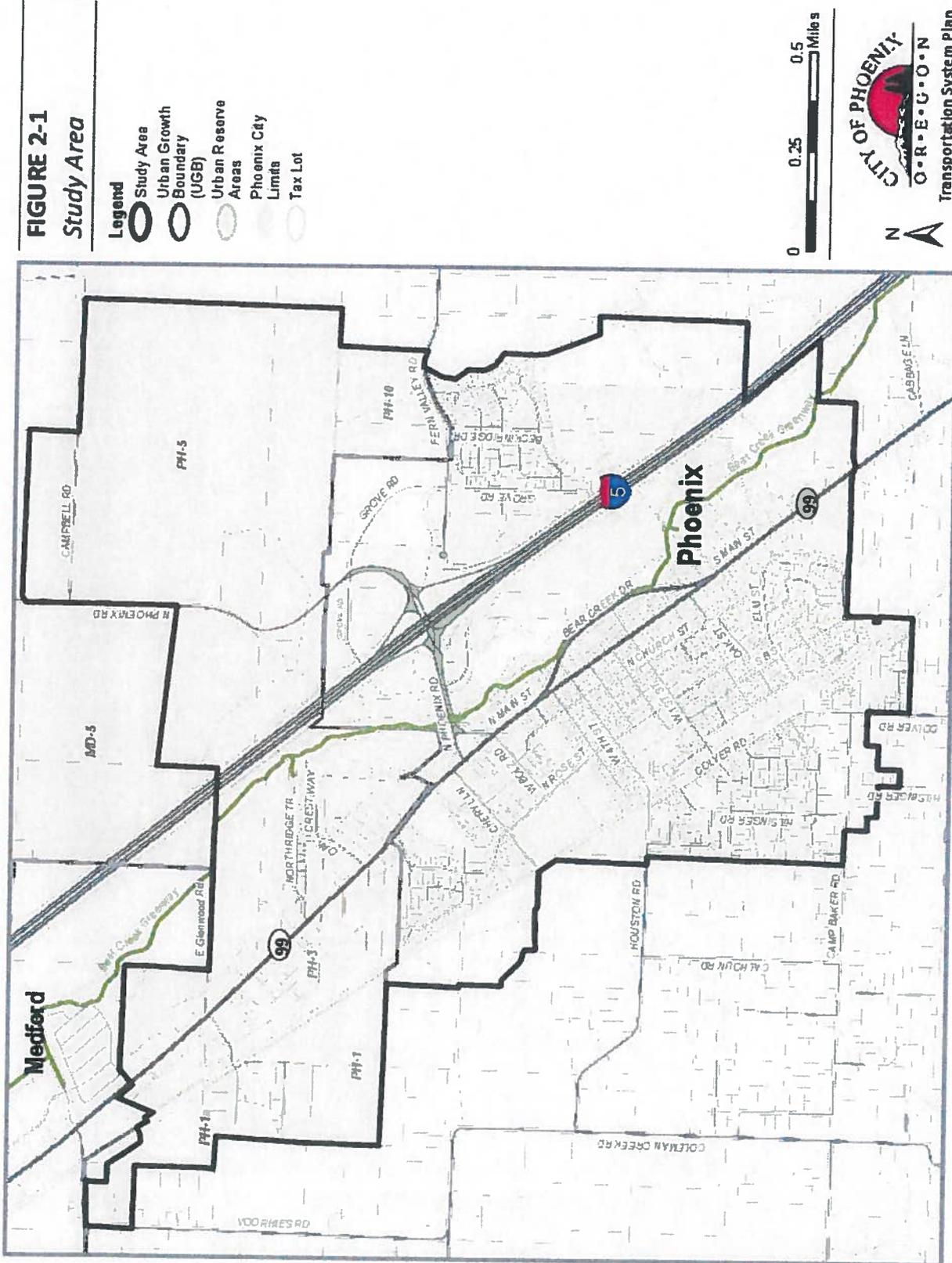
The TSP policies and projects are determined by the goals and objectives developed with input from the Phoenix community. The TSP is the long-range plan to guide transportation investments within the City of Phoenix. The overall goal of the TSP is to establish a system of connected transportation facilities, services, and policies to meet long-range (20-year) local transportation needs. The TSP addresses local transportation needs with cost-effective street, transit, freight, bicycle, and pedestrian facility improvements. The plan provides a connected transportation network for residents, employers, and visitors, through a balanced system, to support livability and economic development. The goals and objectives are based on prior goals set in the existing Phoenix

TSP (1999). The goals have been updated to reflect the current and future needs of the City of Phoenix. The goals and objectives are based on regional coordination, state ordinance, and public input and were used to develop evaluation criteria for TSP projects included in Chapter 4: Modal Plans. Evaluation criteria are used to objectively evaluate TSP projects for their consistency with goals and objectives.



This plan contains comprehensive transportation goals and several supportive policies that are intended to guide the City's transportation-related decisions. The plan has developed goal and policies within specific policy areas, as described below. The full list of goals and policies are located in Appendix 1, and reflect an emphasis on improving multimodal access, connectivity, and goods movement, and reducing reliance on single-occupancy vehicles, consistent with federal transportation and statewide planning goals. Where different, these goals and policies are to replace those currently contained in the Phoenix Comprehensive Plan.

Figure 2-1. Study Area



Transportation System Plan



Coordination and System

The City's TSP must be updated at regular intervals and should also be consistent with the Rogue Valley Metropolitan Planning Organization's (RVMPO's) Transportation System Plan and the statewide TPR. Fostering long-term coordination between the City, Rogue Valley Transportation District, Jackson County, RVMPO, and the Oregon Department of Transportation (ODOT) is crucial to creation of an integrated and seamless system. The intent of this plan is to guide the development of a multimodal transportation system that addresses existing and future needs, and promotes Phoenix as a sustainable and healthy community.

Transportation System Management

Transportation system management (TSM) is a collection of strategies directed at improving the efficiency, operation, safety, or capacity of the transportation system without increasing the facility size. TSM strategies are among the most effective of all transportation system improvements due to their relatively low cost to implement and relatively few impacts (such as right-of-way acquisition impacts).

Access Management

Accesses are driveways or lower order roadways that connect to adjacent land uses. Access management ensures that the roadways are managed consistently with their classification. Where mobility is the chief function of the roadway, as with arterial roads, access management can help maintain its function. However, if access to adjoining properties is the key function, as with local roads, then access management may not be counter to the function of the roadway. Roadway and land use classification provides a framework to balance property access and transportation system function.

Transit System

The Rogue Valley Transportation District operates the local transit system. As a special district, it levies local property taxes and uses state and federal transportation funds to operate its regional services. The City of Phoenix's City Center mixed-use land use strategy is a key element in increasing the effectiveness of fixed-route transit services. Providing a variety of uses and activities in proximity to transit stops, and offering usable span and frequency of service enhances the convenience and utility of transit as a viable alternative to the automobile.

Street Modal Plan

The Street modal plan establishes a framework for the continued development of the street network, with an emphasis on projects that address motor vehicle system deficiencies or establish future street networks in Phoenix's developing urban renewal areas. The roadway plan builds upon the City's existing largely gridded network, which helps to ensure that travel is reasonably direct and there is little out-of-direction travel.

Bicycle Modal Plan

The bicycle modal plan establishes a framework for the continued development of the on-street and off-street bicycle transportation network to enhance multimodal access and connectivity. The projects in this plan emphasize improving local access to the Bear Creek Greenway trail and installing bicycle facilities on collectors/arterials.

Pedestrian Modal Plan

The pedestrian modal plan establishes a framework for the continued development of the pedestrian transportation network to enhance multimodal access and connectivity. The projects included in the pedestrian plan emphasize establishing safer crossings along OR 99 and installing adequate sidewalk facilities on all collectors and arterials and in strategic locations on local streets.

Transportation System Plan



Parking Plan

Parking is an integral part of the transportation system. As such, on- and off-street parking management is key to meeting the City's goals to facilitate the movement of people and goods and foster economic development while reducing congestion, urban sprawl, and air pollution. The parking plan is intended to better manage overall parking supply within the city of Phoenix and to reduce the amount of parking per capita.

Freight System and Economic Development

The movement of freight by truck and rail plays an important role in Phoenix's and the Rogue Valley's economy. If local employers are to remain competitive, the capacity of roads and rails must be adequate to efficiently transport raw materials and finished products within, to, and through the region. To the extent that increased freight rail shipments would alleviate truck traffic on Interstate 5 (I-5) and Oregon Highway 99 (OR 99), reduce local emissions, and boost the regional economy, the City of Phoenix supports reactivation of rail service on the Central Oregon and Pacific (CORP) line. Goals within this policy area call for support of projects that reduce and remove barriers to safe, reliable, and efficient movement of goods and raw materials, particularly projects that support connecting farms to markets.

Safety and Security

Transportation safety and security is vital to the overall health and well-being of the residents of Phoenix. Improving the safety of the transportation system by supporting efforts to develop policies, programs, and projects supportive of pedestrians, bicyclists, transit users, motorists, and freight on all transportation facilities will help lead to safer roadways and intersections, reduced fatalities and injuries, enhanced mobility, and improved air quality.

Land Use and Design

The concepts of transportation and land use are fundamentally connected, because transportation investments and policies influence development patterns, which ultimately shape travel patterns. Land use policies that mandate or encourage automobile-dependent development patterns that create inefficient land use patterns that result in higher transportation systems maintenance costs, more trips and vehicle miles traveled (VMT), higher emissions of carbon dioxide and other pollutants, should be avoided, except when absolutely necessary and only when appropriate to local context (in this case, in the immediate proximity to I-5). Land use and design policies shall promote spatially efficient land use patterns, mixed-use development, and pedestrian-scale design can help encourage higher transit, bicycle, and walking mode share, and reduce automobile reliance.

Finance and Funding

The TSP reflects the City of Phoenix's commitment to responsible stewardship of public funds, recognizing that a plan is only as effective as the community's ability to fund it based on existing and potential sources. To implement the proposed TSP projects within the 20-year planning horizon, adequate funding must be available to construct and maintain the all proposed infrastructure.

Passenger Rail

Passenger rail service is not directly available in the Rogue Valley. The upcoming reactivation of the CORP line between Medford and Ashland could potentially accommodate Rogue Valley commuter rail or intercity rail service to Grants Pass, as studied by RVMPO and ODOT. Although the proposal is currently inactive, the City of Phoenix supports continued discussions with state and regional partners to determine whether implementation of passenger rail service may become feasible or cost-effective in the long term.



CHAPTER 3: EXISTING GAPS AND FUTURE NEEDS

Included in this chapter:

- 3.1 Existing Traffic Assessment
- 3.2 Existing Multimodal Assessment
- 3.3 Summary of Deficiencies

This chapter provides a summary of gaps and needs in the existing facilities, based on inventory and operational assessments documented in Appendix 2. Technical Memo #2: Existing System Inventory) and Appendix 3. Technical Memo #3: Transportation System Operations).

3.1 Existing Traffic Assessment

Safety Focus Areas

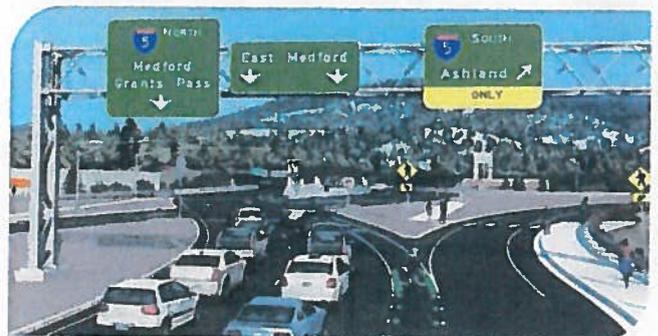
A safety analysis was conducted to determine whether any significant, documented safety issues exist within the study area and to inform future measures or general strategies for improving overall safety. This analysis included a review of accident records, critical crash rates, and ODOT Safety Priority Index System (SPIS) data.

Five intersections have had a frequency/severity of crashes that warrant monitoring. Three were signalized intersections and two were unsignalized. The three signalized intersections were all located along Fern Valley Road and coincide with the three highest crash locations:

- The signalized intersection of Fern Valley Road and OR 99

- The I-5 southbound ramp terminal intersection with Fern Valley Road
- The I-5 northbound ramp terminal intersection with Fern Valley Road

The Fern Valley (diverging diamond) Interchange project includes improvements that will substantially change traffic flow at these three intersections. This new interchange configuration can also offer a significant improvement in safety, with up to a 50% reduction in crashes, due to the reduction in potential conflict points and improved geometry. Pedestrians and bicyclists can also be accommodated through the interchange in a safe manner. The two unsignalized intersections were located on Main Street at 1st Street and Oak Street.



Current Traffic Volumes

Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the city, and annual data collected by ODOT on the state highway system.

Traffic volume data between years 2007 and 2013 shows negligible growth along OR 99, with a downward trend since volumes peaked in 2007. Lower present day traffic volumes on OR 99 are consistent with trends throughout the region and

likely reflect the economic downturn that influenced driver behavior. The current average annual daily traffic (AADT) volumes for OR 99, I-5, and the Interchange 24 (FVI) ramps, as well as intersection traffic volumes, are summarized in detail in Appendix 3. Technical Memo #3: Transportation System Operations. Traffic volumes are summarized at key locations in Table 3-1.

Current Traffic Operations

There are established methods for measuring traffic operations (mobility thresholds) of roadways and intersections. The City and State both a volume-to-capacity (v/c) ratio as a basis for performance criteria. This v/c metric involves consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to 0, traffic conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

Traffic Volumes (2007-2038)
Along OR 99, South of the Couplet

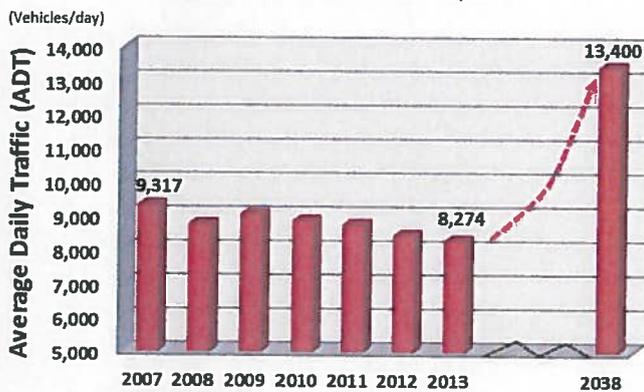


Table 3-1. Current Daily Traffic Volumes

Location Description	Volume
OR 99	
North City Limits	13,600 vpd
Between Rose St. and Fern Valley Rd.	15,000 vpd
Between Bolz Ln and 6 th St	13,700 vpd
Between 4 th St. and 1st St. (Couplet)	
Southbound One-Way Traffic	6,400 vpd
Northbound One-Way Traffic	6,200 vpd
South City Limits	8,400 vpd
I-5	
North of Interchange 24	37,840 vpd
South of Interchange 24	38,800 vpd
Interchange 24 (Fern Valley)	
Northbound Off-Ramp	4,500 vpd
Northbound On-Ramp	4,380 vpd
Southbound Off-Ramp	4,270 vpd
Southbound On-Ramp	5,110 vpd

vpd = vehicles per day

Source: 2012 Transportation Volume Tables, Oregon Department of Transportation

The Oregon Highway Plan (OHP)¹ identifies a target for OR 99 within the City of Phoenix, classified as a district highway, which is a v/c ratio less than or equal to 0.95. A separate Alternative Mobility Standard has been adopted through the FVI IAMP to preserve interchange capacity for future industrial and export service development (in PH-5 and MD-5), which sets a target for the I-5 ramp terminals of 0.75, with only potential exceptions described in the FVI IAMP and OAR 660-012-0060(1)(c). The City of Phoenix has also established performance standards based on v/c ratio. The standard for arterial, collector and local roads is a v/c ratio less than or equal to 0.90. Within the couplet, designated Special Transportation Area (STA), the mobility standard is a v/c ratio of less than or equal to 0.95.

¹ Table 6: Maximum Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Oregon Highway Plan, OHP Policy 1F Revisions, Adopted December 21, 2011, Oregon Department of Transportation, website: <http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf>

A review of existing conditions suggests there is only minor congestion (relative to applicable City and State mobility thresholds) present at any of the study area intersections, and all of them currently meet applicable mobility thresholds. The most congestion is at the Fern Valley Interchange (NB ramp terminal – v/c: 0.69, SB Ramp Terminal - v/c: 0.72). All other intersections within the City have less demand with a v/c of less than 0.64. A detailed summary of current traffic operations is included in Appendix 3. Technical Memo #3: Transportation System Operations.

3.2 Existing Multimodal Assessment

A qualitative assessment was conducted of how bicycle, pedestrian, transit, and auto facilities interact to serve the wide range of users throughout the City.

Bicycle Facilities



The *Oregon Bicycle and Pedestrian Design Guide* sets a standard bicycle lane width of 6 feet, with a minimum width of 5 feet against a curb or adjacent to a parking lane (4.5 feet is allowed where very severe physical constraints are present). Where there are uncurbed shoulders, bike lanes have a minimum width of 4 feet. The City of Phoenix's bicycle network has seen modest improvements since the previous TSP update, most notably along collector streets in older neighborhoods west of OR 99.

Continuous bicycle lanes have been added to Rose Street between Independence Circle and 1st Street,

1st Street between Colver Road and Main Street, and 4th Street/Houston Road west of Main Street, except at the location of the CORP railroad crossing, where the bicycle lanes are temporarily interrupted. These bicycle lanes are typically adjacent to curbs or parking lanes and are usually 5 feet or wider.

However, many arterials and collectors in the city continue to lack adequate bicycle facilities, hampering access across I-5 and within downtown Phoenix. This includes OR 99 (including the Main Street/Bear Creek Drive couplet), Rose Street between OR 99 and Independence Circle, and on Fern Valley Road west of Luman Road and at the I-5 interchange. The northbound bicycle lane on NB OR 99 near Oak Street (and the entrance to Blue Heron Park) deserves particular mention for dropping without advance warning, alongside 40 mph traffic and next to a guardrail without a usable shoulder.

Several arterial and collector roadways in more rural sections of Phoenix contain paved shoulders that are usually 5 feet wide and may or may not contain bicycle lane stencils or other markings. "Bicycle on shoulder" advance warning signs often accompany these facilities, such as along Colver Road, North Phoenix Road, and Houston Road. While these facilities are standard on roads with rural cross sections that lack curbs, they are not the most comfortable for users due to the potential of debris and lack of separation from fast-moving vehicle traffic.

Table 3-2 summarizes the remaining sections of arterials and collectors within the Phoenix UGB that do not have adequate bicycle facilities (at least 5 feet wide) on both sides, based on the minimum standards set in the Oregon Bicycle and Pedestrian Design Guide. Also,

Figure 4-2: Bicycle Modal Plan (in Chapter 4) shows the current and proposed bicycle network. Appendix 2 provides a detailed summary of these facilities.

Transportation System Plan



Table 3-2. Segments without Adequate Bicycle Facilities

Street Name	From	To
Arterial Streets		
OR 99/Main St./Bear Creek Dr.	North UGB	South UGB
Fern Valley Rd.	OR 99	Luman Rd.
Fern Valley Rd.	I-5 interchange	East UGB
Bolz Rd.	OR 99	Fern Valley Rd.
N. Phoenix Rd.	North UGB	Fern Valley Rd.
Collector Streets		
Rose St.	OR 99	Independence Circle
Rose St.	1 st St.	Oak St.
Oak St.	Rose St.	Bear Creek Dr. (OR 99)
Colver Rd.	Houston Rd./4 th St.	1 st St.
Hilsinger Rd.	Colver Rd.	Camp Baker Rd.
Camp Baker Rd.	West UGB	Colver Rd.
Pear Tree Ln.	150 ft. S of Fern Valley Rd.	700 ft. W of S. Phoenix Rd.
4 th St.	Main St.	Bear Creek Dr.
1 st St.	Church St.	Bear Creek Dr.

such as where power poles or street furniture is present. The City of Phoenix sidewalk network is continuing to become a more continuous system, although there are multiple key connectivity gaps.

Table 3-3 summarizes the remaining sections of arterials and collectors within the Phoenix UGB that do not have adequate sidewalks (at least 5 feet wide) on at least one side of the street, based on the minimum standards set in the *Oregon Bicycle and Pedestrian Design Guide*. Also,

Pedestrian Facilities



The *Oregon Bicycle and Pedestrian Design Guide* set a standard pedestrian zone width of 6 feet, with a minimum width of 5 feet where appropriate, such as local streets, as long as there is adequate separation of the roadway. In addition, sidewalks should not be less than 4 feet wide at pinch points,

Transportation System Plan



Figure 4-3: Pedestrian Modal Plan (in Chapter 4), shows the current and proposed pedestrian network. Appendix 2 provides a detailed summary of these facilities.

through the Rogue Valley metropolitan area, extending 18 miles north-south from Ashland to north of Central Point. The Greenway is located between I-5 and OR 99 in the Phoenix area, roughly paralleling Bear Creek.

Table 3-3. Segments without Adequate Sidewalks

Street Name	From	To
Arterial Streets		
OR 99	200 ft. S of Rose St.	300 ft. north of Cheryl Ln.
OR 99	100 ft. S of Oak St.	South UGB
Bear Creek Dr. (OR 99 NB)	Main St. (OR 99 SB)	4th St.
Fern Valley Rd.	OR 99	Luman Rd.
Fern Valley Rd.	I-5 SB interchange ramp	I-5 NB interchange ramp
N. Phoenix Rd.	North UGB	Grove Way
N. Phoenix Rd.	Grove Way	1000 ft. south of Grove Way
Collector Streets		
Rose St.	1 st St.	Oak St.
Oak St.	Rose St.	200 ft. W of Main St. (OR 99 SB)
Camp Baker Rd.	Hilsinger Rd. (west)	Colver Rd.
Hilsinger Rd.	150 ft. south of Colver Rd.	90 ft. S of Coral Circle
Hilsinger Rd.	1 st St.	Camp Baker Rd.
Colver Rd.	4 th St./Houston Rd.	Hilsinger Rd.
Colver Rd.	150 ft. S of Chelsea Ct.	South UGB
4 th St.	Colver Rd.	CORP RR crossing
Bolz Rd.	OR 99	Fern Valley Rd.
Pear Tree Ln.	150 ft. S of Fern Valley Rd.	700 ft. W of S. Phoenix Rd.

There is only one road crossing along the greenway in Phoenix, at Fern Valley Road, which is grade-separated. Two ramps provide access to the greenway from the north and south sides of Fern Valley Road. There are no sidewalks or bicycle lanes along Fern Valley Road at this location; however, the FVI Project will add sidewalks throughout the interchange and Project extents.

Transit Facilities



Currently, the Rogue Valley Transportation District (RVT) provides public transportation to the City of Phoenix. RVT Route 10 passes through Phoenix along OR 99. Almost all of the study area intersections along OR 99 can access a transit stop; however, some of the bus stops have limited sidewalks nearby and some lack amenities such as signing, seating, and shelter.

Multi-use Paths

The Phoenix transportation system also includes a regional multi-use path, the Bear Creek Greenway, which serves both pedestrians and bicyclists. The Bear Creek Greenway is the primary multi-use path



On some segments, transit facilities provide a higher level of service because there are adequate pedestrian facilities serving the bus stops. At intersections, level of service was influenced by proximity to transit stops, transit amenities, and how easy it is to cross OR 99 to access a transit stop.

3.3 Summary of Deficiencies



The key characteristics and identified deficiencies include:

- No significant operational vehicular deficiencies are anticipated under existing (year 2013) or future (year 2038) baseline conditions.
- The existing frequency and severity of crashes along Fern Valley Road is noteworthy; however, the Fern Valley Interchange project includes improvements that will substantially change traffic flow/design and reduce the anticipated crash risk at these areas of concern.
- The City of Phoenix sidewalk and bicycle networks are discontinuous, and have multiple key connectivity gaps.

3.4 Prioritization of Needs

Based on the assessment of future needs, proposed projects were prioritized by need—high, medium, and low priority—and by approximate time frame for implementation: short term (generally 0–5 years), medium term (generally 5–10 years), long term (generally 10–20 years), and very long term (generally beyond 20 years).

Projects were prioritized based on community priorities, urgency of the need, funding availability, and complexity of the project. Short-term projects generally address current or soon-to-emerge transportation issues, and should be prioritized for funding. Medium- and long-term projects are generally larger, have more impacts, and are more costly. The need for these projects is also less immediate, and the proposed projects may address a transportation problem that is likely to emerge in the future. In some cases, very long-term projects identify potential long-term needs that may develop beyond the 20-year planning horizon.

Prioritization Criteria

This section describes the general criteria used to guide the prioritization of identified projects.

Clearly defined but flexible prioritization criteria can serve a variety of purposes (e.g., funding plans, grant applications, etc.). The TSP Goals (Appendix 1. Technical Memo #1: Definition and Background) and TSP Evaluation Criteria and ratings (summarized in Appendix 4. Technical Memo #4: Improvement Concepts Evaluation)

serve as the foundation for this iterative prioritization process, in addition to the following factors:

- TSP Evaluation Criteria ratings related to each TSP Goal
- Level of significance/importance
- Time-sensitivity of the project

Based on input from the community, TAC, and CAC, projects were further screened and categorized using the aforementioned factors into two key categories, with several sub-categories within each:

- Priority
- Estimated time of implementation.

Priority

The project implementation priority is based on significance/importance and an estimate of project urgency, need and justification, and rate of development. Should any of the factors that influence priority prove to be different than expected, changes in priorities, and potentially timeline, might be required.

Timeline

The proposed project implementation timeline was based on the prioritized project list and also took into account an estimate of urgency/time-sensitivity, funding availability, and rate of land development. Should any of the factors that influence phasing prove to be different than expected, changes in phasing might be required.





CHAPTER 4: MODAL PLANS

Included in this Chapter:

- 4.1 Street System
- 4.2 Bicycle and Pedestrian System
- 4.3 Pedestrian Projects
- 4.4 Transit System
- 4.5 Air, Rail, Water, and Pipelines
- 4.6 Funded and Unfunded Project Lists

This chapter describes the preferred transportation projects for the City of Phoenix, which together will provide a balanced and connected transportation network over the next 20-years. The TSP takes a proactive approach to transportation planning, setting priorities and using a variety of programs and strategies to better serve expected transportation system demands. The City of Phoenix understands that the transportation system must serve all modes of transportation.

The TSP recognizes that the transportation system must address the needs of all users of the right-of-way and accommodate those needs in the most efficient way.

4.1 Street System

During the TSP update process, street and intersection concerns were identified by staff, stakeholders, and the public. Each project was given a level of priority and an anticipated time period during which the project might be built. Street system needs and recommended projects are listed in the following sections. Figure 2-1

describes the location of each recommended project.

Enhancements to OR 99

S-1 OR 99 – Downtown Phoenix (High Priority/Short Term)

This project would add gateway treatments at the north and south ends of the Main Street/Bear Creek Drive couplet in downtown Phoenix, in order to emphasize the transition in character from OR 99's rural highway segment to the Phoenix city center. This project is a component of the City Center Element in the City's Comprehensive Plan.

S-10 OR 99/Coleman Creek Culvert (High Priority/Medium Term)

Coleman Creek runs diagonally from southwest to northeast, crossing OR 99 in the north section of Phoenix just north of Cheryl Lane. OR 99 in this section is five lanes wide, with a center turning lane, two through lanes, substandard sidewalks, and no bicycle lanes. This project would replace the culvert over the creek and widen the roadway in this section to add bike lanes and sidewalks.

S-11 OR 99 – South of Couplet to South City Limits (Medium Priority/Long Term)

OR 99 south of downtown is a standard rural four-lane highway with limited shoulders and no sidewalk infrastructure. This project would restructure the roadway to include a center turning lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks.

Transportation System Plan



Street System Plan

Table 4-1: Street System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to increase awareness of upcoming downtown area and lane reduction.	B-2, B-4, B-5, B-6, P-4, P-5	Short	High
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
S-3	Parking St: 2nd Street to 4 th Street	Construct new street within couplet with sharrows and sidewalks	S-2	Short	High
S-4	N Pine St: W 1st St to W 5th St	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows	B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement, sharrows	B-7	Short	High
S-6	Locke Ln: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	No	Short	High
Tier 2 – Unfunded					
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-12	OR 99/Northridge Ter Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right-turn movement; if warranted, improve turning radius on southeast corner	No	Long	Medium
S-13	Urban Reserve Area PH-1 and PH-1a	Implement a Conceptual Street Network as part of a long-term plan for development	No	Long	Low
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

S-12 OR 99/Northridge Terrace Intersection (Medium Priority/Long Term)

At the northern edge of the city, Northridge Terrace intersects OR 99. In response to reported safety concerns, this project would encourage ODOT to monitor crash patterns for increased frequency of collisions related to the right-turn movement from northbound OR 99 to eastbound Northridge Terrace. If warranted, the southeast corner of the intersection would be improved to facilitate a wider turning radius.

Urban Reserve Areas

The Greater Bear Creek Valley Regional Plan (GBCVRP) established five urban reserve areas that would accommodate anticipated population and employment growth in Phoenix over the next 50 years.

S-8 Urban Reserve Area PH-5 (High Priority/Medium Term)

An established urban reserve area, PH-5 is approximately 427 gross acres and is located to the north of the city limits and east of I-5. Although this area currently lies outside of the Phoenix UGB, general planning for a transportation network to serve PH-5 is sought to be part of the TSP. In an effort to plan for future conditions and needed connections, North Phoenix Road is forecast to have two new connections. The primary east-west connection is a collector street, and the other connection extends from the old alignment of North Phoenix Road across the realigned arterial to extend northward through PH-5. A third north-south roadway is forecasted in the eastern portion of PH-5 and has the potential to extend southward to serve PH-10. Upgrades to Campbell Road would be necessary for a potential South Stage Road extension connects to North Phoenix directly opposite Campbell Road. A conceptual network for PH-5 is illustrated in Figure 4-1.

S-9 Urban Reserve Area PH-10 (High Priority/Medium Term)

Urban reserve area PH-10 is 43 total acres and is located to the north side of Fern Valley Road, east of I-5 and north of the Phoenix Hills neighborhood. Future forecasts for PH-10 include 85 percent residential and 15 percent open space uses in the area. PH-10 currently lies outside of the Phoenix UGB and shares a property line with PH-5 to the north. Its proximity to PH-5 will accommodate a north/south corridor from southeast Medford to northeast Phoenix. PH-10 lends itself to one north/south and one east/west local route. The north/south route would connect into Fern Valley Road at the same point as Breckinridge Drive or Meadow View Drive.

S-13 Urban Reserve Area PH-1 and PH-1a (Low Priority/Long Term)

The urban reserve areas PH-1 and PH-1a are located west of OR 99 and the CORP railroad line, and north of the city limits. Both URAs are located west of the CORP railroad line, which limits connectivity with the rest of the Phoenix street system. Their eastern border has limited road access, so it is unlikely a new or enhanced rail crossing could be added in order to accommodate industrial traffic. The proposed route into the urban reserve areas is a connection to S. Stage Road via Voorhies Road. By creating a north/south connection to S. Stage Road through PH-1 and PH-1a, there is no need for an additional rail crossing. New connections to S. Stage Road will be coordinated with the County and City of Medford.

City-Maintained Street Improvements

Listed below are projects that would improve streets that the City owns and maintains.

S-2 3rd Street: Main Street to New Internal Circulation Roadway [Parking Street] (High Priority/Short Term)

The eastern end of 3rd Street currently terminates at Main Street in downtown Phoenix. This project would extend 3rd Street one block east to a new internal circulation roadway (tentatively known as Parking Street) between the Main Street and Bear Creek Drive couplet, and would include new sidewalks and bicycle lanes. This project is a component of the City Center Plan.

S-3 New Internal Circulation Roadway [Parking Street]: 4th Street to 2nd Street (High Priority/Short Term)

This project would construct a new internal circulation roadway with sidewalks and bicycle lanes between the Main Street/Bear Creek Drive couplet and is a component of the City Center Plan.

S-4 N Pine Street: W 1st Street to W 5th Street (High Priority/Short Term)

Pine Street is a local neighborhood street that lacks sidewalks and curbs, and is in generally poor condition. This project will rehabilitate the roadway with an asphalt overlay, and widen the street to citywide local street standards, including curbs, gutters, sidewalks, and stormwater drainage. The existing AC waterline under the roadway would also be replaced.

S-5 N Church Street: W 1st Street to W 6th Street (High Priority/Short Term)

Church Street is a local neighborhood street that lacks sidewalks or curbs and is in generally poor condition. This project will rehabilitate the roadway with an asphalt overlay, and widen the street to

citywide local street standards, including curbs, gutters, sidewalks, and stormwater drainage. The existing AC waterline under the roadway would also be replaced.

S-6 Locke Lane/Coral Circle (High Priority/Short Term)

The City's Capital Improvement Plan includes projects on two residential streets in west Phoenix. This project would repair the severely degraded roadway surface with an asphalt overlay and replace the existing AC waterline underneath the roadway.

S-7 Hilsinger Road: Colver Road to Camp Baker Road (High Priority/Medium Term)

Hilsinger Road is classified as a collector roadway in the western section of Phoenix, yet the roadway is substandard, with only intermittent sidewalks and curbs and no bicycle lanes. As part of the City's Capital Improvement Plan, this project would include an overlay to replace deteriorating asphalt, roadway widening, new sidewalks, and drainage improvements. In addition, the existing asbestos cement (AC) waterline under the roadway would also be replaced. These upgrades would bring Hilsinger Road to collector standards, with the exception of sharrow pavement markings instead of bicycle lanes, which would reflect right-of-way constraints and the low traffic volumes on this street. A small section of Hilsinger is not in City limits, so additional coordination with Jackson County is required.

S-14 4th Street/Houston Road Railroad Crossing (Low Priority/Long Term)

Planned repairs to the CORP railroad line between Medford and Montague, California, makes freight service likely on the rail line within Phoenix. Since Houston Road/4th Street crosses the CORP railroad tracks at a skewed angle, this project will improve the driver experience for traffic that uses 4th Street/Houston Road via OR 99 and Colver Road.

Bicycle and pedestrian improvements, such as TSP Project B-6, will improve the user experience for users of this road. Freight access to industrial lands as well as to future growth areas in and around PH-1 and PH-1a will be improved.

S-19 1st Street: Rose Street to Church Street (High Priority/Short Term)

1st Street between Rose Street and Church Street is a collector with two travel lanes that was recently widened to install a sidewalk and drainage improvements on the north side of the street. The City’s Capital Improvement Plan includes a complementary widening project on the south side of the roadway that would also install new sidewalks and drainage improvements. These improvements would bring 1st Street up to collector standards.

4.2 Bicycle and Pedestrian System



Enhance Local Collector Streets

Several roads in Phoenix do not have adequate bicycle facilities (bicycle lane at least 5 feet wide) on both sides, based on the minimum standards set in the *Oregon Bicycle and Pedestrian Design Guide*. Projects that will install bicycle lanes, or extend lanes in certain parts of town, will have significant benefits to users of these roads.

B-2 4th Street: Main Street to Bear Creek Drive (High Priority/Short Term)

Currently, 4th Street/Houston Road has bicycle lanes between the west UGB and Main Street. This project would extend those bicycle lanes east towards Bear Creek Drive and the Bear Creek Greenway.

B-6 1st Street: Church Street to Bear Creek Drive (High Priority/Short Term)

Currently, 1st Street has bicycle lanes between Colver Road and Church Street. This project would extend those bicycle lanes east towards Bear Creek Drive and may require on-street parking restrictions to accommodate them.

B-7 Rose Street and Oak Street (Medium Priority/Short Term)

Currently, Rose Street has bicycle lanes between Independence Circle and 1st Street. South of 1st Street, Rose Street has the character of a local neighborhood street but no sidewalks. This project would extend the existing bicycle lanes north towards OR 99 and may require on-street parking restrictions to accommodate them. It would also add sharrow pavement markings between 1st Street and Oak Street.

B-11 Colver Road: 4th Street/Houston Road to 1st Street (Medium Priority/Medium Term)

Currently, Colver Road has paved shoulders between 1st Street and the south UGB. This project would extend those paved shoulders north towards 4th Street/Houston Road and would likely require new right-of-way acquisition.



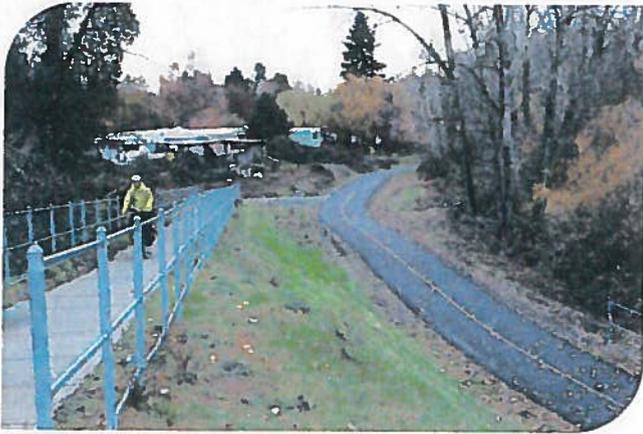
Bicycle Projects

Table 4-2: Bicycle System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
B-1	Bear Creek Greenway connection with Northridge Ter	Install signage guiding travelers to the Bear Creek Greenway	OR 99 CP	Short	High
B-2	4th St: Main St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-3	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at 4th St to provide parallel and convenient bicycle and pedestrian facilities (north end)	P-3, B-10	Short	High
B-4	Main St – Downtown Phoenix	Modify striping to add bike lanes	B-2, B-6, P-4, P-5	Short	High
B-5	Bear Creek Dr – Downtown Phoenix	Modify striping to add bike lanes (west side pedestrian multi-use path)	B-2, B-6, P-4, P-5	Short	High
B-6	1st St: Church St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-7	Local Collector Streets Rose St: Independence Cir to OR 99 Rose St: Oak St to 1st St Oak St: Rose St to Main St Church St: Oak St to Bolz Rd Pine St: 1st St to 5th St	Install sharrows	S-4, S-5	Short	Medium
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
Tier 2 – Unfunded					
B-8	OR 99 – North UGB to Coleman Creek	Modify striping of existing 5-lane roadway cross section to add bike lanes	B-9, P-8, S-10	Medium	High
B-9	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add bike lanes while maintaining four through travel lanes (Interim)	B-8, P-11	Medium	High
B-10	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at Oak St to provide parallel and convenient bicycle and pedestrian facilities (south end)	B-3	Medium	Medium
B-11	Colver Rd: 4th St/Houston Rd to 1st St	Widen to provide bike lanes and sidewalks	P-12	Medium	Medium
B-12	Camp Baker Rd: Hilsinger to Colver Rd	Widen to provide bike lanes	P-20	Long	Low
B-13	4th St/Houston Rd: railroad crossing	Improve rail crossing for bicycle/pedestrian access	S-14	Long	Low
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.

Improve Local Greenway Connections



The Phoenix transportation system includes a regional multi-use path, the Bear Creek Greenway, which serves both pedestrians and bicyclists. The Bear Creek Greenway is the primary multi-use path through the Rogue Valley metropolitan area, extending 18 miles north-south from Ashland to north of Central Point. Fern Valley Road is the only road crossing along the trail in Phoenix and currently lacks sidewalks or bicycle lanes. The upcoming Fern Valley Interchange project will install new pedestrian and bicycle facilities that will greatly improve user safety and comfort. However, Fern Valley Road (future North Phoenix Road) will continue to act as a high-volume, higher-speed street. There are two additional access points within Phoenix: one located at Northridge Terrace at the far northern edge of the city, and another at Blue Heron Park at the south end of downtown in the vicinity of Oak Street.

Future efforts for Bear Creek Greenway will be coordinated with current efforts by Jackson County to improve signage and access to the trail.

B-1 Bear Creek Greenway connection with Northridge Terrace (High Priority/Short Term)

This project would install signage along OR 99, guiding travelers to the existing Bear Creek Greenway access point at Northridge Terrace.

B-3 Bear Creek Greenway Connections – City Center (4th Street and Oak Street) (High Priority/Short Term)

To improve bicycle and pedestrian connections between Phoenix neighborhoods and the Bear Creek Greenway, especially at the northern end of the city center, the project would construct a new trail access point at 4th Street and install improved crossings where OR 99 (Main Street and Bear Creek Drive) intersects Oak Street and 4th Street. These improvements will help reduce the need for local residents to travel along Fern Valley Road in order to access to greenway.

This project is a component of the City Center Plan. An improved crossing at Oak Street that has high-visibility crosswalks and pedestrian-activated crossing signals and that connects to Blue Heron Park is currently funded within the Statewide Transportation Improvement Plan (STIP) at a projected cost of \$618,000. The project will include new and improved sidewalks. The project will also include new wayfinding signage and pavement markings to guide users to the trail and provide visible cues for motorists.

Complete Bicycle Network Gaps

B-4 Main Street – Downtown Phoenix (High Priority/Short Term)

Main Street currently carries southbound OR 99 traffic through the commercial center of downtown Phoenix, with two through lanes and two parking lanes. Main Street will be restriped to include a protected bicycle lane and one general travel lane. Each intersection in downtown will also have new ADA compliant ramps, crosswalk markings, and signage. A pedestrian activated RFB will be installed at the intersection of Main Street and East 4th Street and at Bear Creek Drive and East 4th Street.

Transportation System Plan



B-5 Bear Creek Drive – Downtown Phoenix (High Priority/Short Term)

Built in the 1950s as part of a couplet with Main Street, Bear Creek Drive currently carries northbound OR 99 traffic through downtown Phoenix. Unlike Main Street, Bear Creek Drive has a rural highway character, with two travel lanes and side guardrails but no curbs or sidewalks and limited intersections. As part of the City Center Plan, Bear Creek drive will be restriped to include a protected bicycle lane and one general travel lane.

B-8 OR 99 – North UGB to Coleman Creek (High Priority/Medium Term)

OR 99 in this section has a five-lane roadway cross section, with two travel lanes in each direction and a center turning lane, but with no bicycle lanes and substandard or intermittent sidewalks. This project would modify the existing striping to add a standard bicycle lane in each direction.

B-9 OR 99/Coleman Creek Culvert (High Priority/Medium Term)

Coleman Creek runs diagonally from southwest to northeast, crossing OR 99 in the north section of Phoenix just north of Cheryl Lane. OR 99 in this section is five lanes wide and has a center turning lane and two through lanes, but no bicycle lanes and substandard or intermittent sidewalks. This project would modify the existing striping to add a standard bicycle lane in each direction while maintaining four through travel lanes as an interim measure until a new culvert can be constructed over the creek.

B-12 Camp Baker Road: Hilsinger to Colver Road (Low Priority/Long Term)

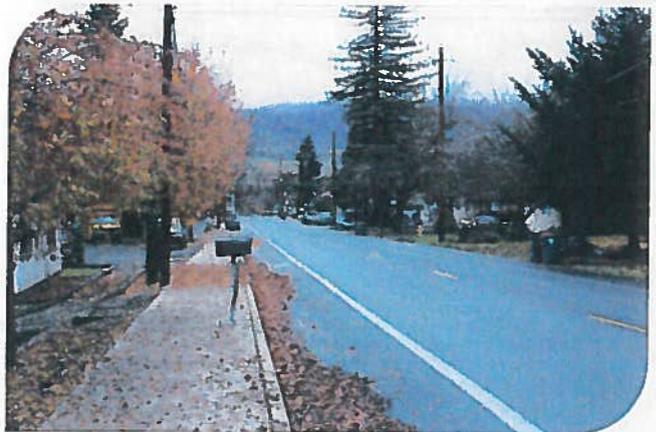
Camp Baker Road has a rural cross section, with two travel lanes and no sidewalks, curbs, or bicycle lanes. This project would bring the street up to the

collector standards by widening the roadway to provide bicycle lanes.

B-13 4th Street/Houston Road: Railroad Crossing (Low Priority/Long Term)

The existing bicycle lanes on 4th Street are discontinuous at the CORP railroad crossing, which can reduce the feeling of safety for less confident riders. This project would stripe bicycle lanes across the tracks, which may require widening the roadway. The City would need to coordinate with the railroad on potential right-of-way acquisition or easements, because this project would likely require relocation and potential modifications of the crossing devices.

Improve Pedestrian Network



P-3 OR 99: Bolz Road to 4th Street (High Priority/Short Term)

OR 99 in this section does not have a continuous sidewalk on the east side of the street. This project would bring the roadway up to arterial standards by extending the pedestrian facility improvements being constructed as part of the I-5 Fern Valley Interchange project farther south towards downtown. A new or improved east sidewalk would be installed between Bolz Road and 4th Street.

4.3 Pedestrian Projects

Table 4-3: Pedestrian System Projects

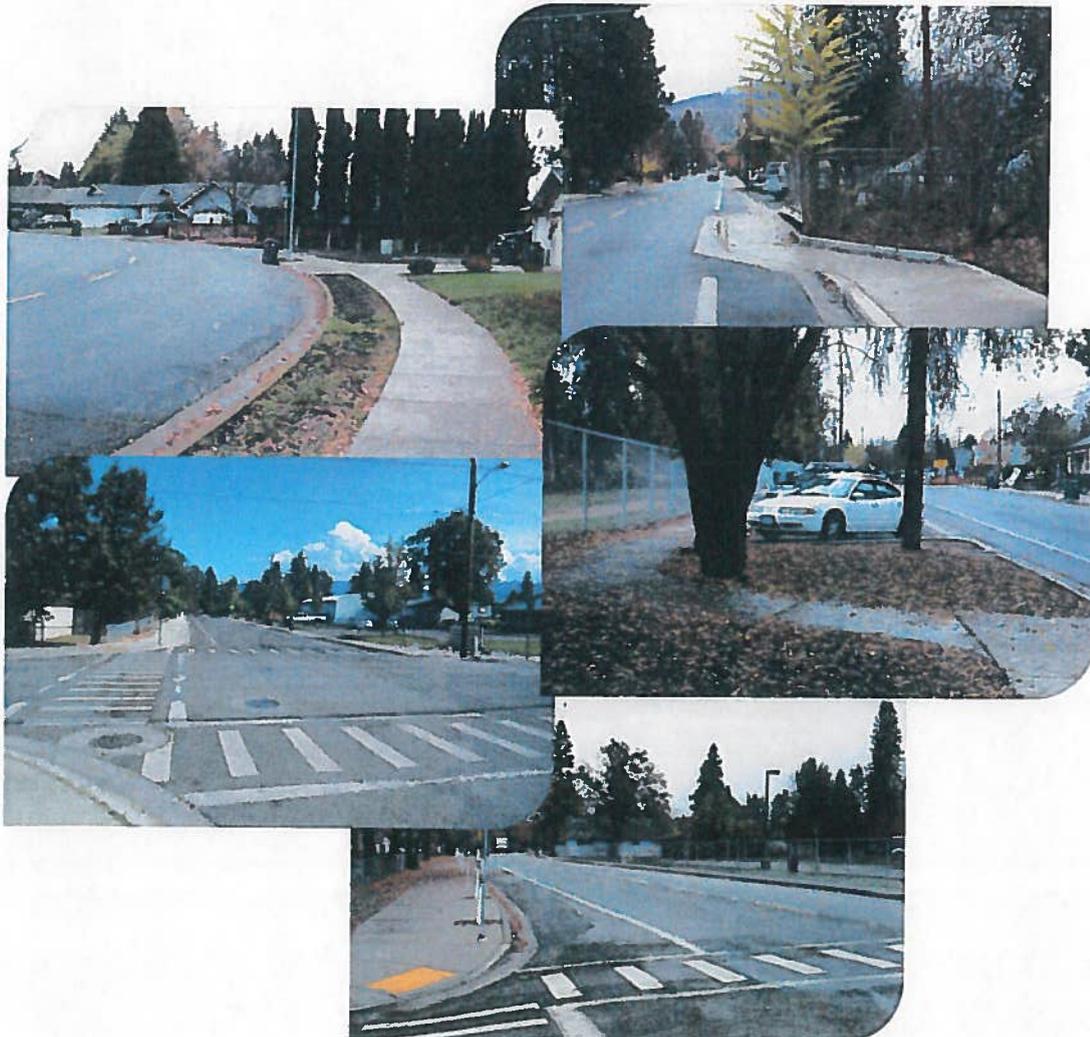
No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
P-1	OR 99 – Charlotte Ann Rd to Coleman Creek	Install RRFB and median islands at multiple locations where pedestrian crossings occur: Northridge Ter and/or Walnut Way	OR 99 CP	Short	High
P-2	Cheryl Ln: Rose St	Install new or improved sidewalk to eliminate gap east of Rose St	No	Short	High
P-3	OR 99: Bolz Rd to 4th St	New or improved sidewalk on east side	B-3	Short	High
P-4	Main St – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping, install RFB at Main & 4th and Bear Creek Drive and 4th	B-2, B-6	Short	High
P-5	Bear Creek Dr – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	B-2, B-6	Short	High
P-6	1st St: Rose St to Church St	New or improved sidewalk on south side	No	Short	High
P-7	S Phoenix Rd: Fern Valley Rd and Furry Rd	Install new or improved sidewalk on east side and asphalt overlay	No	Medium	Low
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
S-4	N Pine St: W 1st St to W 5th St	Sidewalks included in street project “S-4”	S-4, B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Sidewalks included in street project “S-5”	S-5, B-7	Short	High
Tier 2 – Unfunded					
P-8	OR 99 – North UGB to Coleman Creek	Construct continuous sidewalks on both sides of OR 99	P-10, P-11, S-10, B-8	Medium	High
P-9	OR 99: Bolz Rd to South End of Couplet	Provide sidewalk travel width on west side of roadway of 6 feet around utility poles	No	Medium	High
P-10	OR 99: Cheryl Ln to Coleman Creek	New or improved sidewalks on both sides	P-8, P-11, S-10	Medium	Medium
P-11	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add sidewalks while maintaining four through travel lanes (Interim)	P-8, P-10, B-9	Medium	Medium
P-12	Colver Rd: 4th St/Houston Rd to 1st St	Install new or improved sidewalk on both sides	B-11	Medium	Medium
P-13	2nd St: 1st St to Rose St	Install new sidewalks on both sides	No	Medium	Medium
P-14	1st St/C St	Install new curb extension to reduce curb radius and install crosswalks	No	Medium	Medium
P-15	Colver Rd: 1st St to South UGB	Install multi-use path along east side	No	Medium	Medium
P-16	1st St: RR Crossing	Install new sidewalks on both sides to eliminate gaps at CORP railroad crossing	No	Long	Medium
P-17	1st St: Canal	New or improved (ADA) sidewalk over canal on south side	No	Long	Medium
P-18	Oak St: Rose St to Main St	New or improved sidewalk on both sides	P-21	Long	Medium
P-19	OR 99/Rose Street	Install new curbs to reduce curb radius and install crosswalks across OR 99	No	Long	Low

Transportation System Plan



No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 2 – Unfunded					
P-20	Camp Baker Rd: Hilsinger to Colver Rd	New or improved sidewalk on both sides	B-12	Long	Low
P-21	Rose St: Oak St to 1st St	New or improved sidewalk on both sides	P-18	Long	Low
P-22	Colver Rd: 1st South UGB	Install new or improved sidewalk on both sides	No	Long	Low
P-23	C Street: 1st St to East of Elm St	New or improved sidewalk on both sides			
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	High
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.



Transportation System Plan



P-2 Cheryl Lane: Rose Street (High Priority/Short Term)

There is currently a short gap in the pedestrian network on the north side of Cheryl Street where the City has not been able to construct a standard sidewalk due to a dispute with the adjacent property owner. This project would install new or improved sidewalk to eliminate the gap east of Rose Street.

P-6 1st Street: Rose Street to Church Street (High Priority/Short Term)

1st Street recently had a new sidewalk installed on the north side of the street to improve pedestrian connectivity between Rose Street and Church Street. This project would bring the roadway up to collector standards by installing an identical new or improved sidewalk on the south side of the roadway.

P-7 S Phoenix Road: Fern Valley Road and Furry Road (Medium Priority/Short Term)

South Phoenix Road has a single sidewalk that alternates sides between Fern Valley Road and Pear Tree Lane, which forces pedestrians to cross the street at Furry Road and makes pedestrian travel inconvenient along the roadway. This project would install a new or improved sidewalk on the east side of the street between Fern Valley Road and Furry Road, creating a single, uninterrupted sidewalk.

P-8 OR 99 – North UGB to Coleman Creek (High Priority/Medium Term)

OR 99 in this section is five lanes wide with a center turning lane and two through lanes, but no bicycle lanes and substandard or intermittent sidewalks. This project would bring the roadway to arterial standards by constructing continuous, full sidewalks on both sides of OR 99 in this section.

P-9 OR 99: Bolz Road to South End of Couplet (High Priority/Medium Term)

OR 99 has a full sidewalk on the west side of the roadway between Bolz Road and the south end of downtown along Main Street. However, there are power utility poles installed within the sidewalk that prevent the sidewalk from providing adequate clearance for users in mobility devices, or that don't allow for multiple users to pass one another in opposite directions. This project would widen the sidewalk to provide adequate sidewalk travel of 6 feet width around utility poles.

P-10 OR 99: Cheryl Lane to Coleman Creek (Medium Priority/Medium Term)

OR 99 in this section is five lanes wide with a center turning lane and two through lanes, but no bicycle lanes and substandard or intermittent sidewalks. This project would bring the roadway to arterial standards by constructing continuous, full sidewalks on both sides of OR 99 in this section.

P-11 OR 99/Coleman Creek Culvert (Medium Priority/Medium Term)

OR 99 in this section is five lanes wide with a center turning lane and two through lanes, but no bicycle lanes and substandard or intermittent sidewalks. This project would bring the roadway to arterial standards by modifying striping of the existing roadway to add sidewalks, while maintaining four through travel lanes as an interim measure until a new culvert can be constructed over the creek.

P-12 Colver Road: 4th Street/Houston Road to Hilsinger Road (Medium Priority/Medium Term)

Colver Road currently lacks sidewalks between 4th Street/Houston Road and Hilsinger Road. This project would bring the roadway up to collector standards by installing new sidewalk on both sides of the street within this section.

Transportation System Plan



P-13 2nd Street/B Street: 1st Street to Rose Street (Medium Priority/Medium Term)

2nd Street/B Street between 1st Street and Rose Street is one-way westbound with one travel lane, one bicycle lane, and on-street perpendicular parking, and yet it lacks continuous sidewalks. This project would facilitate pedestrian access to Phoenix Elementary School by installing new or improved sidewalks on both sides of the street.

P-15 Colver Road: Multi-Use Path - 1st Street to South UGB (Medium Priority/Medium Term)

Colver Road has paved shoulders but no sidewalks from 1st Street south towards the UGB. To bring Colver Road in compliance with the collector standard, full sidewalks and curbs would need to be installed on both sides of the street, which could be expensive and challenging to construct without impacting adjacent properties. As an interim measure, this project would install a multi-use path along the east side of the roadway to improve pedestrian access and safety. An east-side facility would also connect residents with Colver Road Park, where there is an existing path that crosses the CORP railroad tracks.

P-18 Oak Street: Rose Street to Main Street (Medium Priority/Long Term)

Oak Street between Rose Street and Main Street has the character of a local neighborhood street but is classified as a collector in the City's TSP and lacks sidewalks. The street also connects the neighborhood to Blue Heron Park and the existing Bear Creek Greenway trailhead at the southern end of downtown Phoenix. To help meet collector standards, this project would install standard sidewalks on both sides of the street in this section.

P-20 Camp Baker Road: Hilsinger to Colver Road (Low Priority/Long Term)

Camp Baker Road has a rural cross section, with two travel lanes and no sidewalks, curbs, or bicycle lanes. This project would bring the street up to the

collector standards by widening the roadway to provide bicycle lanes and sidewalks.

P-21 Rose Street: Oak Street to 1st Street (Low Priority/Long Term)

Rose Street between Oak Street and 1st Street has the character of a local neighborhood street but is classified as a collector in the City's TSP and lacks sidewalks. To help meet collector standards, this project would install standard sidewalks on both sides of the street in this section.

P-22 Colver Road: Sidewalks - 1st Street to South UGB (Low Priority/Long Term)

Colver Road has paved shoulders but no sidewalks from 1st Street south towards the UGB. As an interim measure, this project would install full sidewalks and curbs on both sides of the street in order to bring Colver Road in compliance with the collector standard. Although improving pedestrian access and safety is a pressing need on Colver Road, constructing sidewalks is a lower priority than a multi-use path due to the expense and potential right-of-way acquisition involved.

Enhance Crossings



P-1 OR 99 – Northridge Terrace and Walnut Way Crossing Improvements (High Priority/Short Term)

Currently, there are no marked crosswalks north of Fern Valley Road along OR 99 in Phoenix to facilitate access between neighborhoods and the

Transportation System Plan



Bear Creek Greenway. This project would help improve crossing safety and encourage motorist compliance by installing new high-visibility crosswalks, signage, and user-actuated crossing devices to aid bicyclists and pedestrians crossing at Northridge Terrace and Walnut Way. The crossing devices could either be in the form of a rectangular rapid flash beacon (RRFB) or pedestrian hybrid beacon.

P-4 Main Street – Downtown Phoenix (High Priority/Short Term)

Main Street currently carries southbound OR 99 traffic through the commercial center of downtown Phoenix. As part of the PHURA City Center Plan, to be adopted in 2015, this project will enhance crossing opportunities with pedestrian-activated devices, curb extensions to reduce crossing distance, signage, and additional high-visibility crosswalk striping.

P-5 Bear Creek Drive – Downtown Phoenix (High Priority/Short Term)

Bear Creek Drive currently carries northbound OR 99 traffic through downtown Phoenix. As part of the PHURA City Center Plan, to be adopted in 2015, this project will enhance crossing opportunities with pedestrian-activated devices, curb extensions to reduce crossing distance, signage, and additional high-visibility crosswalk striping.

P-14 1st Street/C Street Intersection Improvements (Medium Priority/Medium Term)

The southeast corner of the 1st Street/C Street intersection currently has a wide curb radius to facilitate the movement of trucks that serve the industry located along C Street. While the intersection layout helps accommodate large trucks making wide turns, it degrades the environment for pedestrians, who have a longer distance to cross the street and are less visible. The wider curb radius also encourages drivers to take the turn at faster speeds, sometimes without stopping as required. This project would make

various improvements at this intersection, such as installing new bulb-outs to reduce the curb radius and crossing distance for pedestrians, and increasing visibility. In addition, new high-visibility crosswalks would be installed.

P-16 1st Street: CORP Railroad Crossing (Medium Priority/Long Term)

The existing sidewalks on 1st Street are discontinuous at the CORP railroad crossing, requiring pedestrians to walk either in the roadway or along the unpaved shoulder. This project would install new sidewalks on both sides of the street to eliminate gaps at the crossing. The City would need to coordinate with the railroad on potential right-of-way acquisition or easements, because this project would likely require relocation and potential modifications of the crossing devices.

P-17 1st Street: Canal Crossing (Medium Priority/Long Term)

1st Street between the CORP railroad tracks and B Street has sidewalks on both sides of the street. However, where the street crosses the Phoenix Canal (maintained by the Talent Irrigation District) near the Phoenix Library, there is a makeshift wooden bridge on the south side of the street for pedestrians that is narrow and not ADA-accessible. To meet City collector standards and to improve accessibility, this project would construct an improved sidewalk over the canal on the south side of the roadway.

P-19 OR 99/Rose Street Crossing Improvements (Low Priority/Long Term)

The OR 99/Rose Street intersection in north Phoenix is the main access point into residential neighborhoods for traffic heading south from Medford. Currently, there are wide curb radii that enable drivers to take turns at a high rate of speed, which compromises pedestrian safety at the intersection. In addition, there are no crosswalks on OR 99 between Fern Valley Road and the northern UGB. This project would install new curb extensions to reduce the turning radius and also

Transportation System Plan



install crosswalks across OR 99 to increase motorist awareness of pedestrians and bicycle riders.

Project 4 of the OR 99 Corridor Plan identifies a number of potential locations to install median islands that would possibly have crosswalks and an activated crossing device.

4.4 Transit System

The RVTD provides public transportation to the City of Phoenix. RVTD Route 10 passes through Phoenix along OR 99. The route connects Phoenix to the Cities of Talent, Medford, Central Point, and Ashland (shown in

Figure 4-4).



T-1 Route 10 Service Adjustments (High Priority/Short Term)

Route 10, the only routed bus service in Phoenix, currently experiences on-time performance issues. The route is long (more than 13 miles), and the current route cycle is approximately 1 hour and 45 minutes long, making schedule adherence sometimes difficult. RVTD is reviewing options for improving on-time performance, which may include eliminating or combining some stops along the route. The time required (50 minutes) to travel from Medford to Ashland on Route 10 is likely a deterrent to transit use for potential riders (driving between Medford and Ashland takes approximately 30 minutes).

Also, the northbound stop on Bear Creek Drive causes pedestrians to cross OR 99 and wait on Bear Creek Dr, where there is a narrow shoulder. Shifting this stop to the internal street network

Downtown (Route 10 /an express and one for the circulator to meet up with the Route 10) in the would facilitate a small transit center. RVTD would do this by using 1st street to enter northbound, but would require a connection at either 2nd, 3rd or 4th to re-enter OR 99 northbound. Southbound, RVTD could remain on Main St. or require another bus bay (or use 1st and turn around at 2nd).

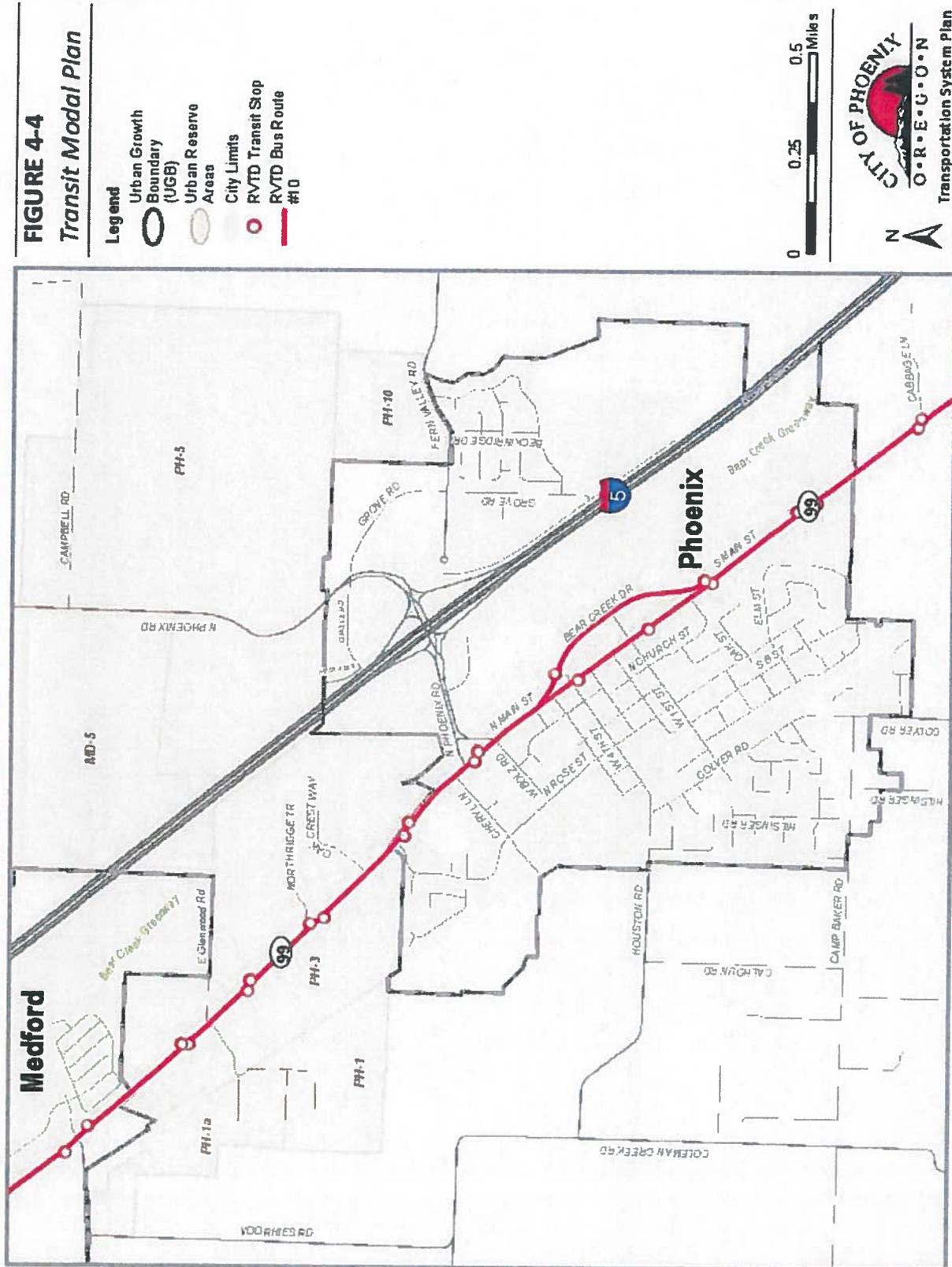
T-2 Route 10 Split (High Priority/Short Term)

RVTD is evaluating the possibility of splitting Route 10 into two separate routes with a transfer in Talent. Splitting the route would improve on-time performance for transit riders in Phoenix and increase travel time reliability between Phoenix and Ashland or Phoenix and Medford.

T-3 Feeder Service (Medium Priority/Short Term)

Deviated fixed-route and/or feeder service could connect riders who live too far from an existing RVTD stop to routed service. RVTD is considering a "Valley Feeder" service that would make use of unused capacity in the paratransit system. This feeder service would be available to residents who are within ¾ mile of an existing RVTD line. Riders could call and reserve a ride on an available paratransit vehicle to their nearest bus stop or final destination (depending on location).

Figure 4-4: Transit Modal Plan



T-4 Transportation Demand Management (TDM) Strategies (Medium Priority/Short Term)

Phoenix does not currently have park-and-ride facilities. The demand for park-and-ride lots is difficult to forecast, given that potential park-and-ride users are likely to be “choice” riders who have the option of driving to their destinations. Working with private property owners will help in efforts to establish park-and-ride stalls in areas where parking is underutilized, or existing public parking stalls may be dedicated as park-and-ride facilities. Policies supporting workplace TDM programs in the community and at the City of Phoenix itself exist within the TSP. Large employers in town, such as Harry and David, could be targeted with specific TDM programs.

Through rideshare programs and other TDM efforts, the City and RVTD will work with Phoenix employers and other government agencies to increase commuter transit ridership, biking, and walking through voluntary, employer-based incentives such as subsidized transit passes and guaranteed ride home programs.

Additionally, the City and RVTD will encourage promotional and educational activities that encourage school children and people who own cars to use public transit, bike, and walk.

T-5 City Circulator (High Priority/Medium Term)

RVTD includes circulator service in its long-range transit plan. A city-wide circulator service could connect riders to routed bus service and provide access to community destinations within Phoenix. The circulator could serve residential areas west of OR 99 and east of I-5, and serve as “feeder” service for Route 10. This service will support development of PH-5 and PH-10, providing alternative modes of travel and reduce the need for vehicular capacity improvements.

T-6 Bus Stop Amenities (High Priority/Medium Term)

Current bus amenities are lacking in Phoenix. Only one stop has bus schedules posted, and several stops lack adequate sidewalk and shelters. Sidewalks are not present at either of the stops on Bear Creek Drive. Improving sidewalks adjacent to and at the stops themselves will improve pedestrian safety and increase comfort for riders waiting at or coming to those bus stops.

T-7 High Capacity Transit (High Priority/Long Term)

The existing Route 10 service is unlikely to attract many more riders unless it becomes time-competitive with driving. RVTD’s long-range transit plan (Ten-Year Plan) includes discussion of bus rapid transit (BRT) and potential light rail between Medford and Ashland, but notes that it is very difficult to forecast the demand for such a service. BRT service along OR 99 between Medford and Ashland would be the most likely high capacity transit improvement in Phoenix, given the prohibitive costs of rail. One stop on OR 99 south of Fern Valley Road and north of the two-way split with Bear Creek Drive would likely be sufficient. RVTD has indicated that BRT is a long-range possibility, with a target of having interim express service available by 2020. High Capacity Transit service relies on Transit Signal Priority to enhance schedule reliability. RVTD is working with ODOT to make these improvements along the OR99 corridor with potential for signals in Phoenix to be upgraded with this technology.

4.5 Air, Rail, Water, and Pipelines

There is currently no direct air service for goods, passengers, and services within the Phoenix UGB. Air service for passengers and freight is available at the Ashland Municipal Airport and Rogue Valley International-Medford Airport. The Rogue Valley International-Medford Airport regularly scheduled service to national destinations and provide connections to nearby international airports in Portland, San Francisco, and other cities.

Phoenix has no freight or passenger rail service currently. The Central Oregon and Pacific (CORP) rail line runs northwest-southeast through Phoenix, west of OR 99 along Colver Road. There are two at-grade crossings within Phoenix; both crossings (at 4th Street/Houston Road and at 1st Street) have gates and flashing lights. Trains are not currently running on the section of CORP track south of Medford, due to significant repair work needed on the line across Siskiyou Pass. In May 2013, the State of Oregon and CORP were awarded a \$7 million TIGER grant from the U.S. Department of Transportation to repair the line between Medford and Montague, California. Once repairs are made, it is very likely that freight service will resume on the rail line within Phoenix.

The 2007 Rogue Valley Commuter Rail Project assessed the potential for developing commuter rail on existing CORP rail lines between Central Point and Ashland, a distance of 16 miles. Capital costs were estimated between \$27 million and \$42 million, with about \$3 million in operating costs per year. The study made only a cursory assessment of demand for such service, but did

conclude that commuter rail service would be feasible.



Pipeline transportation in and throughout the Phoenix area includes transmission lines for electricity, cable television, and telephone services, as well as pipeline transport of water, sanitary sewer, and natural gas.

4.6 Revised FVI Street Naming

As part of the FVI improvements, a new/ revised roadway network has been established. With these changes, there are also new/ revised street names. The exhibit below shows the new FVI roadway network with the previous (existing) street names as well as the new street names.



4.7 Funded and Unfunded Project Lists

Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Tier 1 – Funded								
<i>Street Improvements</i>								
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to emphasize upcoming downtown area	OR 99 CP	No	TBD	Short	High	
S-2	3rd St to 2nd St Extension	New local street with sharrows and sidewalks	City Center Plan; 2038 RTP	S-3	\$700,000	Short	High	Funded by PHURA, Being constructed in 2015
S-3	Parking St: 2nd St to 4th Street	Construct new street within couplet with sharrows and sidewalks	City Center Plan; 2038 RTP	S-2	\$700,000	Short	High	Funded by PHURA, Being constructed in 2015
S-4	N Pine Street: W 1st St to W 5th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement	CIP	No	\$530,000	Short	High	
S-5	N Church Street: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement	CIP	No	\$667,000	Short	High	
S-6	Locke Lane: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	CIP	No	\$650,000	Short	High	Being constructed in 2015

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
<i>Bicycle Improvements</i>								
B-1	Bear Creek Greenway connection with Northridge Terrace	Install signage guiding travelers to the Bear Creek Greenway		OR 99 CP	TBD	Short	High	As a bundle with other signage projects/wayfinding
B-2	4th St: Main St to Bear Creek Dr	Extend bike lanes		B-4, B-5	\$7,500	Short	High	Being constructed in 2015
B-3	Bear Creek Greenway	Improve connections to OR 99/ Bear Creek Dr at 4th St to provide parallel and convenient bicycle and pedestrian facilities (north end)	OR 99 CP	P-3, B-10	\$50,000	Short	High	
B-4	Main St – Downtown Phoenix	Modify striping to add bike lanes	City Center Plan; OR 99 CP	B-2, B-6, P-4, P-5	N/A	Short	High	Being constructed in 2015
B-5	Bear Creek Dr – Downtown Phoenix	Modify striping to add bike lanes	City Center Plan; OR 99 CP	B-2, B-6, P-4, P-5	N/A	Short	High	Being constructed in 2015
B-6	1st St: Church St to Bear Creek Dr	Extend bike lanes		B-4, B-5	\$18,500	Short	High	Being constructed in 2015
B-7	Local Collector Streets Rose St: Independence Cir to OR 99 Rose St: Oak St to 1st St Oak St: Rose St to Main St Church St: Oak St to Bolz Rd Pine St. 1st St to 5th St	Install sharrows		S-4, S-5	\$15,000	Short	Medium	

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Pedestrian Improvements								
P-1	OR 99 – Charlotte Ann Rd to Coleman Creek	Install RRFB and median islands at multiple locations where pedestrian crossings occur: Northridge Terr and/or Walnut Way	OR 99 CP		\$80,000	Short	High	
P-2	Cheryl Ln: Rose St	Install new or improved sidewalk to eliminate gap east of Rose Street		No	\$36,500	Short	High	
P-3	OR 99: Bolz Rd to 4th St	New or improved sidewalk on east side		B-3	\$338,500	Short	High	
P-4	Main St – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	City Center Plan; OR 99 CP; 2018 STIP	B-2, B-6	N/A	Short	High	Being constructed in 2015
P-5	Bear Creek Dr – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	City Center Plan; OR 99 CP; 2018 STIP	B-2, B-6	N/A	Short	High	Being constructed in 2015
P-6	1st St: Rose St to Church St	New or improved sidewalk on south side		No	\$151,000	Short	High	
P-7	S Phoenix Rd: Fern Valley Rd and Furry Rd	Install new or improved sidewalk on east side + Asphalt Overlay	CIP	No	\$197,000	Medium	Low	

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Transit Improvements								
T-1	Route 10 Service Adjustments	Service adjustments to improve on-time performance	RVTD	T-2	N/A	Short	High	
T-2	Route 10 Split	Split current route into two routes with Talent as a transfer point	RVTD	T-1	N/A	Short	High	
T-3	Feeder Service	Deviated fixed-route and/or feeder service within ¼ mile of existing RVTD line	RVTD	No	Funded	Short	Medium	
T-4	Transportation Demand Management Strategies	Establish park-and-ride lots/stalls in areas where parking is underutilized (and additional TDM measures)	RVTD	No	N/A	Short	Medium	
Tier 2 – Unfunded								
Street Improvements								
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	CIP	No	\$770,000	Medium	High	This estimate assumes sidewalks, curb, gutter and illumination both sides.
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development		No	\$19.5 million	Medium	High	Cost would be to developer
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development		No	\$1.1 million	Medium	High	Cost would be to developer
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	OR 99 CP	B-8, P-8, P-10	\$2-3 million	Medium	High	Cost shared with ODOT
S-11	OR 99 – South of couplet to South City Limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs and sidewalks	OR 99 CP	No	\$1.2 million	Long	Medium	Cost shared with ODOT

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
S-12	OR 99/Northridge Ter Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right -turn movement. If warranted, improve turning radius on southeast corner	OR 99 CP	No	\$125,000	Long	Medium	
S-13	Urban Reserve Area PH-1 and PH-1a	Implement a Conceptual Street Network as part of a long-term plan for development		No	\$3.9 million	Long	High	Cost would be to developer
S-14	4th St/Houston Rd Railroad Crossing	Improve crossing to ease driver experience		B-13	\$150,000	Long	Low	
Bicycle Improvements								
B-8	OR 99 – North UGB to Coleman Creek	Modify striping of existing 5-lane roadway cross section to add bike lanes	OR 99 CP	B-9, P-8, S-10	\$300,000	Medium	High	Cost shared with ODOT
B-9	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add bike lanes while maintaining four through travel lanes (Interim)	OR 99 CP	B-8, P-11	\$350,000	Medium	High	Cost shared with ODOT - Serious consideration should be given to likelihood/timing of S-5 before moving forward with B-3.
B-10	Bear Creek Greenway	Improve connections to OR 99/ Bear Creek Dr at 4 th St and Oak St to provide parallel and convenient bicycle and pedestrian facilities (south end)	OR 99 CP	B-3	\$400,000	Short	High	
B-11	Colver Rd: 4th St/Houston Rd to 1st St	Widen to provide bike lanes and sidewalks	2038 RTP	P-12	\$430,000	Medium	Medium	Includes drainage and illumination, not ROW or haz. mat.
B-12	Camp Baker Rd: Hilsinger to Colver Rd	Widen to provide bike lanes		P-20	\$121,500	Long	Low	
B-13	4th St/Houston Rd: Railroad Crossing	Improve rail crossing for bicycle/pedestrian access		S-14	\$350,000	Long	Low	

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Pedestrian Improvements								
P-8	OR 99 – North UGB to Coleman Creek	Construct continuous sidewalks on both sides of OR 99	OR 99 CP	P-10, P-11, S-10, B-8	\$3,300,000	Medium	High	This is north UGB to Coleman Creek
P-9	OR 99: Bolz Rd to South End of Couplet	Provide sidewalk travel width on west side of roadway of 6 feet around utility poles	City Center Plan; OR 99 CP	No	Incorporated into other infrastructure or development projects over time	Medium	High	
P-10	OR 99: Cheryl Ln to Coleman Creek	New or improved sidewalks on both sides		P-8, P-11, S-10	\$330,000	Medium	Medium	
P-11	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add sidewalks while maintaining four through travel lanes (Interim)	OR 99 CP	P-8, P-10, B-9	\$350,000	Medium	Medium	
P-12	Colver Rd: 4th St/Houston Rd to 1st St	Install new or improved sidewalk on both sides	2038 RTP	B-11	\$165,000	medium	Medium	
P-13	2nd St: 1st St to Rose St	Install new sidewalks on both sides		No	\$165,000	medium	Medium	
P-14	1st St/C St	Install new curb extension to reduce curb radius and install crosswalks		No	\$20,000	Medium	Medium	
P-15	Colver Rd: 1st St to South UGB	Install multi-use path along east side		No	\$250,000	Medium	Medium	Assumes 10' path
P-16	1st St: RR Crossing	Install new sidewalks on both sides to eliminate gaps at CORP railroad crossing		No	\$300,000	Long	Medium	
P-17	1st St: Canal	New or improved (ADA) sidewalk over canal on south side		No	\$300,000	Long	Medium	
P-18	Oak St: Rose St to Main St	New or improved sidewalk on both sides		P-21	\$363,000	Long	Medium	
P-19	OR 99/Rose Street	Install new curbs to reduce curb radius and install crosswalks across OR 99		No	\$70,000	Long	Low	

Transportation System Plan



Table 4-4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
P-20	Camp Baker Rd: Hilsinger to Colver Rd	New or improved sidewalk on both sides		B-12	\$445,500	Long	Low	Includes drainage and illumination, not ROW or haz. mat.
P-21	Rose St: Oak St to 1st St	New or improved sidewalk on both sides		P-18	\$346,500	Long	Low	
P-22	Colver Rd: 1st South UGB	Install new or improved sidewalk on both sides	2038 RTP	No	\$920,000	Medium	Medium	SECOND PHASE OF MULTI-USE PATH. Includes drainage and illumination, not ROW or haz. mat.
P-23	C Street: 1 st St to East of Elm St	New or improved sidewalk on both sides		No	TBD	Long	Low	
Transit Improvements								
T-5	City Circulator	Provide circulator to serve residential areas west of OR 99 and east of I-5	RVTD	No	TBD	Medium	High	
T-6	Bus Stop Amenities	Paved bus stations, posted schedule and bus stop shelters	RVTD	No	TBD	Medium	High	
T-7	High Capacity Transit	Between Medford and Ashland with stop in Phoenix	RVTD	No	TBD	Medium/ Long	High	



CHAPTER 5: FUNCTIONAL CLASSIFICATION & DESIGN GUIDANCE

Included in this chapter:

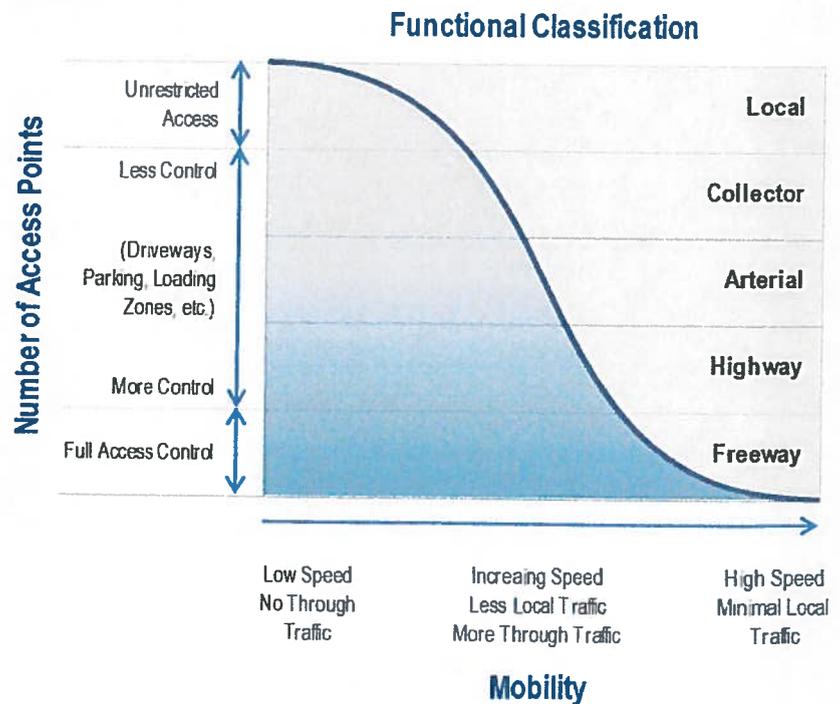
- 5.1 Functional Classification Overview
- 5.2 Goals for Design
- 5.3 Access Management
- 5.4 Mobility Standards (Targets)

The following exhibit illustrates the relationship between street functional classifications, and their corresponding access and mobility characteristics.

5.1 Functional Classification Overview

Streets and highways within an urban network are often grouped, or classified, with other streets sharing similar characteristics of purpose, design, and function. The City of Phoenix has adopted street functional classifications to help ensure that streets are built and maintained in based on their relationship to the surrounding land use and that adequate connectivity is maintained between streets with lower capacities and more local access and streets with higher capacities and greater circulation. See Appendix 7 for more information regarding the City’s Functional Classifications. Like most communities, the functional classification system for the Phoenix street network includes four primary classifications (as well as alleys and multiuse paths):

- Interstate (freeway)
- Arterials (including highways)
- Collectors
- Local streets



General descriptions of the existing classifications are:

Local Streets

Local streets are intended to serve adjacent land uses without carrying through traffic. These streets serve all modes of travel and should have sidewalks to accommodate non-vehicular traffic. Volumes on local streets speeds are generally conducive to shared travel space between motorists and bicycle riders.



Collectors

Collector streets gather traffic from local streets and distribute traffic to and from arterial streets. Collector streets generally provide direct access to abutting land and accommodate all modes of travel, with bicycle and pedestrian traffic accommodated on designated facilities. They are intended to carry between 1,000 and 10,000 vehicles per day, including through traffic.



Arterials (Including Highways)

Arterial streets are intended to move traffic, loaded from collector streets, between areas and across portions of a city and neighboring regions. Arterial streets provide limited access to abutting land and are designed primarily for vehicular traffic, with bicycle and pedestrian traffic accommodated on designated facilities. Arterial streets typically experience 10,000 vehicles per day or more.



Interstate (Freeway)

Interstate routes are typically two or more travel lanes in each direction, designed almost exclusively for motor vehicles and with limited access to abutting land. These facilities are intended to serve as primary routes for long distance travel, accommodating regional, inter-regional, or interstate trips. Traffic volumes on these facilities are generally over 30,000 vehicles per day. I-5 is the only interstate in the Rogue Valley, and is directly accessible to Phoenix via the newly improved Fern Valley Interchange. I-5 has an average of 38,000 vehicles per day.

5.2 Goals for Design

Street design guidelines are created based in part on the street functional classification to ensure that the function of the street is reflected in its design. Design guidelines ensure that streets function in a way that encourages safe and

convenient travel for drivers, bicyclists, pedestrians and others. Good design guidelines can also support other community development goals by improving the appearance of communities, implementing environmentally responsible stormwater management, and supporting fiscally sound decision making.

These guidelines provide design professionals and developers the necessary information to design and construct streets to the City’s desired standards. Street standards specify the widths and number of lanes recommended for each classification as well as bicycle facility, landscaping, pedestrian facilities, curb, and gutter requirements necessary to match the surrounding land uses with the intended function of each street class. The intent of the City’s **Complete Street Design Guidelines** is to achieve a better and balanced, multi-modal streetscape that is reflective of the City’s transportation and community development policies, while also seeking to minimize the growing costs of right-of-way and street construction and ongoing maintenance costs.

See Appendix 7 for detailed Complete Street Design Standards.

5.3 Access Management

The purpose of access management is to balance key principles of safety and mobility for all users with regional and local economic vitality, which is consistent with overarching goals. **Error! Reference source not found.** provides the City’s Access Management Guidelines. Principles of safety and mobility should be applied when considering access management:

1. **Safety:** Crashes that identify locations where turning or angle collisions have occurred.
 - *Triggers:* Access modifications should be considered when access restrictions

could potentially reduce crash frequency, especially those collision types that more often result in injuries.

- *Economic Considerations:* Raised median islands have been identified to support pedestrian crossings near unsignalized transit stops but are not identified for access control in this TSP.
2. **Mobility:** Projects that improve mobility for all system users while maximizing the use of existing infrastructure.
 - *Recommended Actions:* Projects include creating a complete sidewalk system along OR 99, adding bike facilities along OR 99, and widening shoulders. Access management would be considered with implementation of each project.
 - *Triggers:* Access modifications would be considered when improvements address existing deficiencies.
 - *Economic Considerations:* When multimodal accessibility to businesses and residences can offer numerous economic benefits (improved land values, health, and equity; and reduced congestion, vehicle costs, energy usage, and pollution).

Table 5-1: Access Management Guidelines

Functional Classification	Minimum Spacing between Driveways and/or Streets ^{1,2}	Minimum Spacing between Intersections ^{1,2}
State Arterial (Highway)	ODOT Standard	ODOT Standard
Arterial	300 feet	600 feet
Collector	50 feet	300 feet
Local	Access to each lot permitted	125 feet

Notes:

1. Desirable design spacing; existing spacing will vary. Each parcel is permitted one driveway regardless of the minimum driveway spacing standard although shared access is encouraged.
2. Spacing standards are measured centerline to centerline.

Table 5-2: Access Spacing Standards Along OR 99

Mile Points	Segment Description	Posted Speed (mph)	Minimum Spacing ¹ (feet)	
South Medford and Transition to Phoenix Segments				
8.56 to 11.03	Garfield St to Phoenix North City Limits	45	500	
Phoenix Segment				
11.03 to 11.43	Phoenix North City Limits to 5 th St	30	350	
11.43 to 11.85	Special Transportation Area (STA)	Main St (OR 99 SB) from 5 th St to Oak St	30	175 ²
11.43 to 11.85		Bear Creek Dr (OR 99 NB) from 5 th St to Oak St	35	175 ²
11.85 to 11.93	Main St (OR 99 SB) from Oak St to South End of Couplet	30	350	
11.85 to 11.93	Bear Creek Dr (OR 99 NB) from Oak Street to South End of Couplet	35	350	
11.93 to 12.37	South End of Couplet to Phoenix South City Limits	40	500	
Phoenix to Talent Transition Segment				
12.37 to 12.62	Phoenix South City Limits to End of Speed Zone	50	550	
12.62 to 13.86	End of Speed Zone to Talent North City Limits (Colver/Suncrest Rd)	55	700	

Notes:

1. Table 6: Access Management Spacing Standards for District and Unclassified Highways with Annual Average Daily Traffic > 5,000, OAR 734-51 Effective June 30, 2014 (Table 15 in the revised OHP).
2. OHP Table 15, Note 6, "the minimum access management spacing for driveways is 175 feet or mid-block if the current city block is less than 350 feet." (Also OAR 734-051-4020, Standards and Criteria for Approval of Private Approaches, Section 8(b)(D))

Access management is both a component of design and implementation, since these principals should be incorporated as development and modernization occurs. This TSP includes five projects along the segment of OR 99 between the Coleman Creek culvert and Cabbage Lane. One of these assumes sidewalk improvements that would occur with other projects or as adjacent parcels develop/redevelop and access management would be guided by the policies in this plan.

Jurisdictional Exchange of OR 99

Three projects are downtown improvements on the section of OR 99 designated as a Special Transportation Area (STA) that will transfer to City of Phoenix jurisdiction with the completion of the Fern Valley Interchange project. As project elements such as curb extensions or pedestrian crossings are implemented, measures to maintain safety for all travelers should be incorporated. Only one of these projects includes modifications to the roadway cross section which would likely

result in an access management strategy during project development.

5.4 Goods Movement Routes (GMR)

The designation of "Goods Movement Route" (GMR) is applied to facilities that may have a range of primary functions (local, collector, etc.) but are also critical to facilitate the movement of goods (freight) throughout the City. Supplemental design standards are applied to GMR designated facilities to maintain safe and efficient movement of freight. Primarily, the supplemental standards identify larger/more rounded corners (curb radii) at intersections and parking clear zones where larger trucks may frequently need more room to maneuver. These standards are identified in the Complete Street Design Guidelines in Appendix 7.

Transportation System Plan



Table 5-3: Goods Movement Route (GMR) Designations

Facilities/ Street Names	Locations	
	Starting at	Ending at
Fern Valley Rd.	OR 99	East City Limits
N. Phoenix Rd.	Fern Valley Rd	North City Limits
OR 99	North City Limits	South City Limits
4 th St.	OR 99/Bear Creek Dr.	Colver/Houston Rd.
1 st St.	OR 99/Bear Creek Dr.	Colver Rd.
Colver Rd.	4 th St.	South City Limits
PH-5 Street Network	Current and future roadway network.	
FVI Street Network	All new facilities constructed as part of the Fern Valley Interchange improvements.	

Designations may be added to or modified as growth, development, or changes in use occur.

5.5 Mobility Standards (Targets)

There are established methods for measuring traffic operations (mobility thresholds) of roadways and intersections. The City and State both a volume-to-capacity (v/c) ratio as a basis for performance criteria. This v/c metric involves consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to 0, traffic conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

The Oregon Highway Plan (OHP)² identifies a target for OR 99 within the City of Phoenix,

² Table 6: Maximum Volume to Capacity Ratio Targets for Peak Hour Operating Conditions, 1999 Oregon Highway Plan, OHP Policy 1F Revisions, Adopted December 21, 2011, Oregon Department of Transportation, website: <http://www.oregon.gov/ODOT/TD/TP/docs/ohp11/policyadopted.pdf>

classified as a district highway, which is a v/c ratio less than or equal to 0.95. A separate Alternative Mobility Standard has been adopted through the FVI IAMP to preserve interchange capacity for future industrial and export service development (in PH-5 and MD-5), which sets a target for the I-5 ramp terminals of 0.75, with only potential exceptions described in the FVI IAMP and OAR 660-012-0060(1)(c). The City of Phoenix has also established performance standards based on v/c ratio. The standard for arterial, collector and local roads is a v/c ratio less than or equal to 0.90. Within the couplet, designated Special Transportation Area (STA), the mobility standard is a v/c ratio of less than or equal to 0.95.

The City of Phoenix has also established performance standards based on v/c ratio. The standard for arterial, collector and local roads is a v/c ratio less than or equal to 0.90. Within the couplet, designated Special Transportation Area (STA), the mobility standard is a v/c ratio of less than or equal to 0.95. A detailed summary of traffic operations and related mobility targets is included in Appendix 3. Technical Memo #3: Transportation System Operations).

5.6 Trip Budget Overlay Zone

The Fern Valley Interchange Area Management Plan identifies trip budget measures that are applied to a Trip Budget Overlay Zone. The purpose of these measures and Trip Budget Overlay Zone is to foster development in the vicinity of the Fern Valley Interchange in a way that maintains uncongested traffic conditions that meet State of Oregon mobility performance standards applicable to the interchange, North Phoenix Road, Fern Valley Road, and OR99.

Appendix 8 (Trip Budget Overlay Zone) provides a detailed summary of the purpose, definitions, and approval process outlined in the Land Development Code (Ordinance No. 851/933, Chapter 2.9).



CHAPTER 6: IMPLEMENTATION AND FUNDING

Included in this chapter:

6.1 Implementation

6.2 Funding

6.1 Implementation

This TSP offers a menu of projects that can be selected as funding sources become available or as development occurs. As funds become available, the mode-specific planned project Figures (see Chapter 4: Modal Plans) can be evaluated together to assess the highest priority projects that can be completed together within the available budget. This TSP provides guidance, but allows for flexibility in case conditions change or opportunities arise – some projects may be advanced and others may be delayed. Ultimately, this TSP will help shape the development of the City’s capital improvement plans, budgets, and overarching goals.

Need for Implementation

The effectiveness of this TSP is supported by goals and policies as a foundation for decision-making. Its recommended projects and programs will not be undertaken unless supported and funded. In essence, a plan is only as good as the actions taken to implement it.

Implementation Policies

This TSP will help guide future, multi-modal transportation system improvements based on the following goal and implementation policies identified in Appendix 6. Technical Memo #6: Implementing Ordinance and Code.

Bundling Projects

A comprehensive list of all of the proposed projects is listed in Chapter 4: Modal Plans, along with their consistency with other planning documents, whether they could be bundled with another project, and a planning-level cost estimate. In some cases, a pedestrian improvement and a bicycle improvement could be bundled together, in which case the cost estimate would likely change.

Priority

Based on the assessment of needs, proposed projects were prioritized in by need – (high, medium, and low priority) – and by approximate time frame for implementation: short term (generally 0 – 5 years), medium term (generally 5 – 10 years), long term (generally 10 – 20 years), and very long term (generally beyond 20 years).

Projects were prioritized based on community priorities, urgency of the need, funding availability and complexity of the project. Short-term projects generally address current or soon-to-emerge transportation issues, and should be prioritized for funding. Medium- and long-term projects are generally larger, have more impacts, and are more costly. The need for these projects is also less immediate, and the proposed projects may address

Transportation System Plan



a transportation problem that is likely to emerge in the future. In some cases, very long-term projects identify potential long-term needs that may develop beyond the 20-year planning horizon.

Project priorities are not intended as a “to-do” list for the City, but as a suggestion for programming the City’s scarce transportation funding resources. Because some of the projects identified in this TSP are under ODOT and Jackson County’s jurisdiction, the City will need to work closely with partnering jurisdictions on review, funding, and approval.

Prioritization Criteria

By providing the priority groupings (timeline and priority), this TSP provides guidance, but allows for flexibility in case conditions change or opportunities arise. An example of a change in condition could be that a crash occurs, resulting in a greater safety concern. An example of an opportunity would be a new grant program targeted at a particular type of project or another larger project that creates an opportunity to implement a smaller project.

The following criteria are suggested for assessing priorities:

- **High priority:** High importance/significance with substantial benefits to the community
 - Projects designed to correct existing deficiencies (e.g. maintenance, operational or safety problems).
 - Projects needed to provide system continuity or service to developing areas to which other urban services are or will soon be provided.
 - Projects needed to upgrade to urban standards on collector and arterial streets in developed areas or in areas expected to develop within 5 years.
 - Low-cost solutions for problems that are relatively simple that may be combined with other efforts.

- **Medium priority:** Medium importance/significance with moderate benefits to the community
 - Projects with the need to purchase right-of-way or the need to complete environmental assessments.
 - Projects designed to correct existing deficiencies, but for which funding has not yet been identified and is unlikely to be available in the short term
 - Projects needed to correct operational or safety problems, which will likely result from relatively minor traffic increases.
 - Projects needed to upgrade to urban standards those collector and arterial streets where future land development is likely to occur in the first half of ten years of the planning period.
- **Low priority:** Low importance/significance with localized benefits
 - Projects with high capital cost for which funding will be unlikely until the later years of the TSP
 - Projects needed to ensure that urban standards are provided on all the remaining collector and arterial streets within the UGB.

Priority and timeline generally correspond but the ability to fund projects will also play a role in the timeline allocation. For instance, it may be desirable to complete all of the projects identified as having the highest priority in the short-range funding timeline; however, it may not be possible to construct all of them with the funding available. Thus some high priority projects could be included in the medium-range timeline. Conversely, some low-cost medium priority projects could be included in the short-range timeline because they are relatively easy to implement.

Transportation System Plan



6.2 Funding

Since the advancement of any project is contingent upon the availability of future funding, this TSP includes a flexible program of prioritized projects that meet diverse stakeholder's needs while leveraging current and future funding opportunities. Ultimately, this refined and prioritized list is intended to serve as an illustrative list of projects, with multiple factors that can be used together to assess the highest priority projects to complete within the available budget.

Over the next 20 years, the City is expected to receive approximately \$11.9 million in transportation revenue (2014 dollars) assuming that existing funding sources remain stable, no new revenue streams are established, and development that generates SDCs follows historical patterns. Accounting for ongoing expenses, the City can expect approximately \$5.3 million in net revenue (total revenue minus expenses) over the 20-year planning horizon of the TSP. The estimated cost of all planned Tier 1 projects (those with likely funding sources) included in this TSP is approximately \$4.2 million. The cost for the remainder of the planned (Tier 2) projects is approximately \$38 million (of which, \$28M would be shared with ODOT, developers, etc.). The following pie charts illustrate the approximate funding and allocation of project costs by mode. See Appendix 5 for more information.

Figure 6-1. Twenty-Year Local Funding Forecast

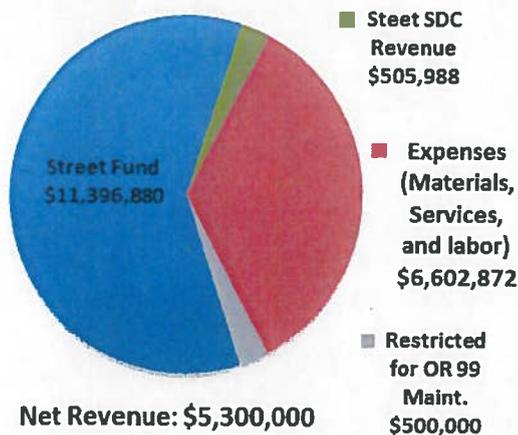


Figure 6-2. Tier 1 - Planned City Project Costs by Mode

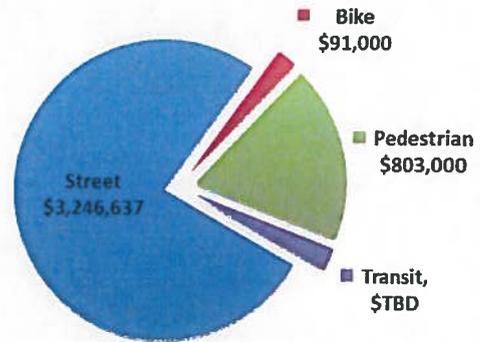


Figure 6-3. Tier 2 - Planned City Project Costs by Mode

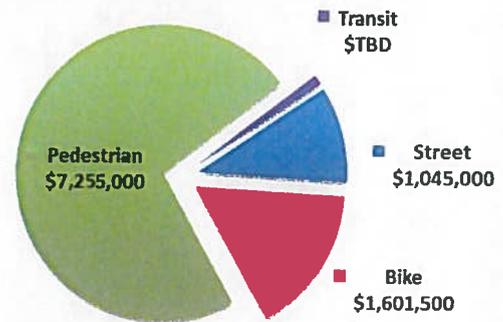


Figure 6-4. Tier 2 - Planned Shared (City/ODOT/Developer) Project Costs by Mode

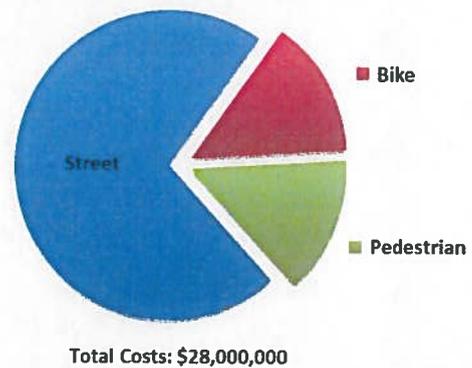


Table 6-1 (following page) provides a historical overview of City funds dedicated to maintaining the transportation system, as well as the total capital outlay of street projects during those years. (Note: FY 2014-15 figures are adopted, FY 2013-14 figures are estimated actual, and all preceding years are actual numbers). Spending priorities for the Street Fund have been placed on right-of-way

Transportation System Plan



maintenance, street repairs, striping, and other maintenance actions necessary to keep the transportation system in a usable condition. These funds cannot be used for new capital projects.

A smaller source of revenue is the Street System Development Charge Fund (SDC), which collects fees paid when expansion, new development, or an intensification of use occurs on property served by City infrastructure. The Street SDC fund is composed of accruing capital resources, investment interest, and charges for development that impacts the existing transportation network or requires construction of new transportation infrastructure. These funds may only be used to pay for expansion of the existing system or construction of new infrastructure. For example, SDCs may be used to add a lane to an existing road or construct a new sidewalk where one did not previously exist. Conversely, they may not be used to repave an existing road.

Additional Sources

In addition, there are various funding sources that which the City could leverage to finance transportation improvements. However, most of these opportunities would involve applying for competitive grants that require interagency

cooperation with regional and state partners. Any projects in Phoenix entered into the Statewide Transportation Improvement Program (STIP) are eligible for federal funding from the Surface Transportation Program (STP). Phoenix is also located in the Rogue Valley Metropolitan Planning Organization (RVMPO), which maintains a list of projects in its Regional Transportation Plan (RTP) that are eligible for discretionary funds paid through the federal STP and Congestion Management/Air Quality (CMAQ) programs. Other potential funding mechanisms include a citywide gas tax, local improvement districts (LID), downtown parking fees, revenue bonds and statewide grant and loan funding opportunities, including the ConnectOregon, Oregon Transportation Infrastructure Bank, Immediate Opportunity Fund and Special City Allotment programs. Transit improvements to local bus service in collaboration with the Rogue Valley Transit District (RVTD) could be financed through formula funds from the Federal Transit Administration.

Table 6-1: Overview: Local Transportation Funding Sources and Expenditures

Funding Source	FY2010-11	FY2011-12	FY2012-13	FY2013-14	FY2014-15	Total
Street Fund	\$731,432	\$622,944	\$468,639	\$486,865	\$539,340	\$2,849,220
Street SDC Fund	\$27,976	\$30,294	\$10,981	\$37,321	\$19,925	\$126,497
Total Dedicated Revenues (Gross)	\$759,408	\$653,238	\$479,620	\$524,186	\$559,265	\$2,975,717
Total Expenses	\$309,605	\$280,974	\$260,839	\$327,070	\$472,230	(\$1,650,718)
Total Dedicated Revenues (Net)	\$449,803	\$372,264	\$218,781	\$197,116	\$87,035	\$1,324,999
Total Capital Outlay	\$159,500	\$5,488	\$0	\$375,000	\$734,819	(\$1,274,807)
Transfers to Capital Reserve Fund	-	-	-	-	\$801,427	\$801,427



CHAPTER 7: APPENDICES

Appendix 1. Technical Memo #1: Definition and Background

- *Appendix A: Review of Plans and Policies*
- *Appendix B: Analysis Methodology*

Appendix 2. Technical Memo #2: Existing System Inventory

- *Appendix A: Street Inventory*
- *Appendix B: Environ. & Land Use Reconnaissance*
- *Appendix C: Socioeconomic and Environmental Justice Analysis*

Appendix 3. Technical Memo #3: Transportation System Operations

- *Appendix A: Seasonal Factors*
- *Appendix B: Existing Analysis Results (Synchro)*
- *Appendix C: Multimodal LOS Analysis*
- *Appendix D: Crash Data Summary*
- *Appendix E: Traffic Volume Development*
- *Appendix F: Future Analysis Results (Synchro)*
- *Appendix G: Highway Safety Manual Analysis*

Appendix 4. Technical Memo #4: Improvement Concepts Evaluation

Appendix 5. Technical Memo #5: Preferred System and Prioritization

- *Advisory Committee Prioritization Exercise*

Appendix 6. Technical Memo #6: Implementing Ordinance and Code

- *Functional Classification and Design Guidelines*

Appendix 7. Technical Memo #7: Functional Classifications & Design Guidelines

Appendix 8. Trip Budget Overlay Zone

**City of Phoenix
City Council Meeting
Public Works Office
1000 S. "B" Street
Thursday, September 1, 2016**

DRAFT

CALL TO ORDER

Mayor Jeff Bellah called the special meeting of the City Council to order on Thursday, September 1, 2016 at 6:30 p.m. in the Public Works Office.

ROLL CALL

PRESENT: Stan Bartell, Bruce Sophie, Carolyn Bartell, Terry Helfrich, Chris Luz, Jim Snyder, Jeff Bellah

INITIAL REVIEW OF CITY MANAGER APPLICANTS

On Thursday, September 1, 2016, City Council met to discuss applications for the position of City Manager. The City Council reviewed all eight applications for the City Manager position. Council had consensus on further action and chose the top three candidates to interview. In person interviews will take place on Thursday, September 8, 2016, at Urban Renewal beginning at 3:00 PM.

APPROVAL OF PERSONNEL AGREEMENT WITH THE PUBLIC WORKS DIRECTOR

No changes were made to the personnel agreement. City Council approved the personnel agreement with the new Public Works Director. Council requested staff inform the candidate of the approved personnel contract.

MOVED BY SOPHIE, SECONDED BY C. BARTELL, TO ACCEPT THE CONTRACT AS PRESENTED.

ROLL CALL VOTE AS FOLLOWS:

**Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES**

The meeting adjourned at 7:40 PM.

Respectfully submitted,

Janette Boothe

Sarah Lind
Executive Assistant

Finance Director/City Recorder

**City of Phoenix
City Council Meeting
Public Works Office
1000 S. "B" Street
Tuesday, September 6, 2016**

DRAFT

CALL TO ORDER

Mayor Jeff Bellah called the regular meeting of the City Council to order on Tuesday, September 6, 2016 at 6:00 p.m. in the Public Works Office.

ROLL CALL

PRESENT: Stan Bartell, Bruce Sophie, Carolyn Bartell, Terry Helfrich, Chris Luz, Jim Snyder, Jeff Bellah

Staff Present: Matt Brinkley, Interim City Manager
Janette Boothe, Interim Finance Director/City Recorder
Derek Bowker, Chief of Police
J. Ryan Kirchoff, City Attorney

Mayor Bellah convened into executive session at 6:00 p.m. under ORS 192.660 (2)(d), which allows the City Council to conduct deliberations with persons designated by the governing body to carry on labor negotiations.

Discussion followed and no decisions were made. Mayor Bellah closed the executive session and convened into a general session at 6:25 p.m. Following the executive session, Mayor Bellah gave an overview of what was discussed.

CALL TO ORDER

PRESENT: Stan Bartell, Bruce Sophie, Carolyn Bartell, Terry Helfrich, Chris Luz, Jim Snyder, Jeff Bellah

Staff Present: Matt Brinkley, Interim City Manager
Janette Boothe, Interim Finance Director/City Recorder
Derek Bowker, Chief of Police
J. Ryan Kirchoff, City Attorney

PLEDGE OF ALLEGIANCE

SWEAR IN NEW POLICE OFFICER:

Chief Bowker suggested waiting until a meeting when both officers would be present.

PRESENTATIONS:

- a) Update on Rogue Disposal's Franchise Agreement Renewal by Garry Penning – Rogue Disposal has a franchise agreement with the City of Phoenix which is reviewed every five years. Rogue Disposal has had a 25% increase over the past five years within their recycling market. Cardboard makes up a large portion of recyclables while comingle is the fastest growing portion.

Rogue Disposal's company's revenues have increased in recent years as the economy improves. China's economy affects the recycling prices locally. Due to market factors, Rogue Disposal's revenue did not catch up to their projection until 2015. They will increase their prices by a small portion in January of 2017 to help cover operating expenses such as a missed growth rate projection, DEQ costs, CPI, and some other miscellaneous costs. The increase will be \$2.05 per customer.

Rogue Disposal is requesting renewal of the five year franchise agreement with the City of Phoenix. Further discussion followed. Mayor Bellah suggested having the franchise agreement on the agenda for September 19, 2016 at which point there will be a vote.

UPDATES/REPORTS:

- a) PHURA – Mr. Brinkley discussed PHURA's meeting last week. PHURA approved a contract with the architect after resolving questions. The lease for suite C in the Home Power building was discussed. The tenant will be a yoga studio which will open in October of 2016. The building will be a mixed use property - both commercial and residential. Dollar General is in negotiation with Dollar General Corporate regarding finances.
- b) Parks and Greenway Commission – The next Parks meeting is on September 22, 2016. The Parks Master Plan is still being finalized. The High School Homecoming parade is set for September 28 at 6:00 PM. Fire trucks will be in the parade.
- c) Fire Department - Chief Darin Welburn from the Fire Department discussed the open house on October 12 from 5:00-7:00 PM as well as giving an overview of the wildfires in the area and progress on their containment. Further discussion followed.

MAYOR'S COMMENTS:

The annual ACCESS fundraising event is on October 8, 2016. On Thursday, September 8, 2016, there will be interviews for the City Manager position. At the next Council meeting, there will be a potential sale of the Fire District Five building. There is a signed contract with the new Public Works Superintendent.

ORDINANCES:

First Reading by Title Only of an Ordinance Amending the Comprehensive Plan Pertaining to the Transportation System Element. Second Reading and Public Hearing Scheduled for Monday, September 19, 2016 – City staff recommended Council approve the first reading of this ordinance amending the transportation element of the Comprehensive Plan. At the previous City Council meeting on August 15, 2016, this item was tabled to ensure that the correct staff report was included with the proposed ordinance.

MOVED BY SOPHIE, SECONDED BY C. BARTELL, THAT THE PROPOSED ORDINANCE, ALSO KNOWN AS CP15-01, BE READ BY TITLE ONLY AND THAT A SECOND READING AND PUBLIC HEARING BE SET FOR SEPTEMBER 19, 2016. There was no further discussion.

ROLL CALL VOTE AS FOLLOWS:

**Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES**

Mayor Bellah gave an overview of the executive session. Council discussed potential bargaining positions for the City of Phoenix for the Teamsters Union – police union, administrative, and public works. Mayor Bellah requested staff publish the letter soon and set up a meeting with the bargaining units.

UNFINISHED BUSINESS:

- a) Liquor License Application for Pizzatori – The liquor license for Pizzatori would encompass growler fills and to go orders; there would be no consumption on premises. Alcohol would be in the form of secured containers with malt beverages or wine. Pizzatori is a take-and-bake pizza, subs, and growlers business that offers delivery. Chief Bowker has reviewed and approved the application. **MOVED BY SOPHIE, SECONDED BY LUZ TO AUTHORIZE THE MAYOR TO SIGN THE LIQUOR LICENSE FOR PIZZATORI LLC FOR OFF PREMISES SALES ON SEPTEMBER 6, 2016.**

ROLL CALL VOTE AS FOLLOWS:

**Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES**

- b) Liquor License for Sushi and Bento – Sushi and Bento has applied for a limited on premise license which involves the sale of beer and wine. There is no carry out for alcoholic beverages. Chief Bowker has reviewed and approved the application. **MOVED BY LUZ, SECONDED BY SOPHIE TO AUTHORIZE THE MAYOR TO SIGN THE LIQUOR LICENSE FOR SUSHI AND BENTO FOR LIMITED ON PREMISE SALES ON SEPTEMBER 6, 2016.**

ROLL CALL VOTE AS FOLLOWS:

**Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES**

CONSENT CALENDAR:

- a) Approval of Minutes from August 8, 2016 Special City Council Meeting
- b) Approval of Minutes from August 15, 2016 Regular City Council Meeting
- c) Approval of Minutes from August 17, 2016 Special City Council Meeting

MOVED BY S. BARTELL, SECONDED BY SNYDER, TO APPROVE THE CONSENT CALENDAR. There was no further discussion.

ROLL CALL VOTE AS FOLLOWS:

Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES

NEW BUSINESS:

- a) Approve Bid 1st Street Sidewalk and Stormwater – This will be between Church and Rose streets. The alternative would be to wait until fall and open the bid process for a spring project start. The current bid is from Kogap Enterprises, Inc. for \$163,307. This is outside of the estimated cost of \$100,000 to \$150,000. The issue with prolonging the process is the risk of flooding in the area, particularly with heavier rainfall. There is no sidewalk in that particular section of 1st street. Further discussion followed. **MOVED BY SOPHIE, SECONDED BY HELFRICH, TO ACCEPT THE 1ST STREET SIDEWALK AND STORMWATER BID AS PROPOSED.**

ROLL CALL VOTE AS FOLLOWS:

Ayes: Sophie, C. Bartell, S. Bartell, Helfrich, and Snyder
Nays: Luz

MOTION APPROVED WITH FIVE AYES AND ONE NAY

- b) Approval of Personnel Agreement with Finance Director/City Recorder – Mr. Brinkley brought a redlined copy of the agreement to distribute at the meeting. The main change within the document was to change the position title to Finance Director/City Recorder. Councilor C. Bartell raised a question regarding the direction the proposed salary went. Mr. Brinkley clarified that the proposed salary of \$70,000 was countered by Ms. Boothe, and the salary of \$72,500 was agreed upon. It is up to Council whether or not to approve the salary and personnel agreement. **MOVED BY C. BARTELL, SECONDED BY SOPHIE, TO APPROVE THE PERSONNEL AGREEMENT WITH THE FINANCE DIRECTOR/CITY RECORDER.**

ROLL CALL VOTE AS FOLLOWS:

Ayes: Sophie, C. Bartell, S. Bartell, Luz, Helfrich, and Snyder
MOTION APPROVED WITH SIX AYES

Mayor Bellah suggested that the next Council in January form specific parameters for interactions and directions between Council and staff. This is in reference to the scheduled meetings with the City Manager, Mayor, Council President, and Council Vice President. He also suggested putting this topic on the action log.

STAFF REPORTS:

1) City Attorney's Report:

- a) Attorney Kirchoff had nothing to report for the open session.

City Manager's Report:

a) Mr. Brinkley announced further testing of homes for lead is taking place within the city. The vacant house which had an excess of lead and copper was retested and the retesting showed that the house met parameters. Homes built before 1950 are the focus of the tests at this time since they are more likely to have lead in their construction. Further discussion followed. For the Homecoming parade, all the necessary information has been relayed to ODOT.

COUNCIL ITEMS, COMMENTS/REPORTS:

Councilor Luz wanted to thank the Mormon missionaries who have been volunteering to take care of the Phoenix Cemetery.

Councilor Sophie discussed the Oregon Transportation Plan and the updates they are planning to do in the next year.

The meeting adjourned at 8:10 PM.

Respectfully submitted,

Janette Boothe

Sarah Lind
Executive Assistant

Finance Director/City Recorder

City of Phoenix
Special City Council Executive Session/Meeting
Urban Renewal Office
157 S. Main St
Thursday, September 8, 2016

DRAFT

CALL TO ORDER

Mayor Jeff Bellah called the special meeting of the City Council to order on Thursday, September 8, 2016 at 3:00 p.m. in the Urban Renewal Office.

ROLL CALL

PRESENT: Stan Bartell, Bruce Sophie, Carolyn Bartell, Terry Helfrich, Chris Luz, Jeff Bellah
ABSENT: Jim Snyder

Mayor Bellah convened into executive session at 3:00 p.m. under ORS 192.660 (2)(a), which allows the City Council to meet in executive session to consider the employment of a public officer, employee, staff member or individual agent.

Discussion followed and no decisions were made. Mayor Bellah closed the executive session and convened into a general session at 6:45 p.m. Following the executive session, Mayor Bellah gave an overview of what was discussed.

Mayor Bellah asked for Council's decision on the direction to go for City Manager. Three interviews were conducted and discussed. Council chose to make a motion to begin the process of creating a City Manager contract for the candidate they chose.

MOVED BY LUZ, SECONDED BY SOPHIE, TO BEGIN THE PROCESS OF OFFERING RYAN KIRCHOFF A CITY MANAGER CONTRACT. Further discussion followed.

ROLL CALL VOTE AS FOLLOWS:

Ayes: Sophie, C. Bartell, S. Bartell, Luz, and Helfrich
MOTION APPROVED WITH FIVE AYES

Mayor Bellah proposed to inform administrative, police, and public works staff the following day. Councilor Sophie inquired about the salary range. Mayor Bellah replied that the proposed amount is \$90,000 with evaluations after six months and one year, as well as a possible pay raise at the one year mark.

The meeting adjourned at 6:55 p.m.
Respectfully submitted,

Janette Boothe

Sarah Lind
Executive Assistant

Finance Director/City Recorder

**City of Phoenix
City Council Study Session
Public Works Office
1000 S. "B" Street
Tuesday, September 13, 2016**

DRAFT

CALL TO ORDER

Mayor Jeff Bellah called the regular meeting of the City Council to order on Tuesday, September 13, 2016 at 6:30 p.m. in the Public Works Office.

ROLL CALL

PRESENT: Stan Bartell, Bruce Sophie, Carolyn Bartell, Terry Helfrich, Chris Luz, Jim Snyder, Jeff Bellah

Staff Present: Matt Brinkley, Interim City Manager
Ryan Kirchhoff, City Attorney

PROPOSED MEDFORD WATER AGREEMENT

Ed Olson attended the meeting to answer questions Council may have about the Medford Water Commission Agreement. It is a five-year agreement for the water supply of the region. There are two main points in the contract: the amount of water supplied to individual cities and provisions for growth within a five-year period. There are two calculations the proposed changes in water supply are based on: peak times in winter and in the summer to account for difference in water usage over the year. Mr. Olson stated each City within the Medford Water Agreement will be encouraged to utilize a portion of their own water during peak hours of the day to avoid drawing too much water at once from any one source. Further discussion followed regarding potential scenarios of water use between cities.

The proposed Medford Water Agreement seeks to reduce the contract limits for the water. Each city has similar changes for reducing water contract limits based upon maximum days and usages. There is enough reservoir capacity in Phoenix to balance out the need versus usage of water at peak hours. Overall, the proposed Medford Water Agreement is similar to years past except that water usage during peak hours will come from the City's reservoirs as well as the Medford Water Commission.

The meeting adjourned at 7:30 p.m.

Respectfully submitted,

Janette Boothe

Sarah Lind
Executive Assistant

Finance Director/City Recorder

AGENDA BILL

9E

AGENDA ITEM: _____

AGENDA TITLE: Approval of a Temporary Liquor License for the Phoenix Clubhouse.

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: _____

MOTION: XX

INFORMATION: _____

EXPLANATION:

Christine Totten, owner of the Phoenix Clubhouse at 310 N. Main St, is requesting Council approve her temporary sale liquor license application. The event she is requesting a temporary sales license application for is a Halloween party that will take place at the Phoenix Clubhouse from October 31, 2016 at 8:00 PM to November 1, 2016 at 2:00 AM. A copy of her application was sent to the Police Chief and Planning Director on September 12, 2016. The application was reviewed and approved by Chief Derek Bowker on September 13, 2016.

FISCAL IMPACT:

N/A

ALTERNATIVES:

N/A

STAFF RECOMMENDATION:

Staff recommends Council approve Ms. Totten’s application for a temporary sales liquor license at the September 19, 2016 City Council Meeting.

MOTION: “I MOVE TO AUTHORIZE THE MAYOR TO SIGN THE TEMPORARY SALES LIQUOR LICENSE FOR THE PHOENIX CLUBHOUSE’S HALLOWEEN EVENT ON SEPTEMBER 19, 2016.”

PREPARED BY: Sarah Lind REVIEWED BY: _____



OREGON LIQUOR CONTROL COMMISSION

TEMPORARY SALES LICENSE APPLICATION

OR
MB

The Temporary Sales License (TSL) allows you to sell distilled spirits, malt beverages, wine, and cider for drinking within the special event licensed area, manufacturer-sealed containers of malt beverage, wine, and cider for drinking out of the special event licensed area, and malt beverages, wine, or cider in a securely covered container (i.e. growlers) for taking out of the special event licensed area.

- **Process Time:** OLCC needs your completed application in sufficient time to approve it. Sufficient time is typically 1 to 3 weeks before the first event date listed in #11 below. Some events may need extra processing time. OLCC may refuse to process your application if it is not submitted in sufficient time for the OLCC to investigate it.
- **License Fee:** \$50 per license day or any part of a license day. **Make payment by check or money order, payable to OLCC.** A license day is from 7:00 am to 2:30 am on the succeeding calendar day.
- **License Days:** In #11 below, you may apply for a maximum of **seven** license days per application form.

PLEASE PRINT

- Applicant Name: The Phoenix Clubhouse 2. E-Mail: thephoenixoregon@gmail.com
- Mailing address: P.O. Box 2033
- City: Phoenix 5. State: OR 6. Zip Code: 97535 7. Fax: N/A
- Contact Person: Christine Totten 9. Contact Phone: (541) 292-8532
- Event Name: Halloween Party
- Date(s) of event (no more than seven days): 10/31/16 - 11/1/16
- Start/End hours of alcohol service: 8:00 AM PM to 2:00 AM PM
- Address of **Special Event** Licensed Area: 310 N. Main St. Phoenix/97535
(Street) (City/Zip)
- Is the event outdoors? Yes No
 - If no, in what area(s) of the building is the event located? suite H, venue/main room
 - If yes, submit a drawing showing the licensed area and how the boundaries of the licensed area will be identified.
- List the primary activities within the licensed area: Live Music, Dancing, Costume Contest
- Will minors be allowed at the event? Yes No
- If yes, will minors and alcohol be allowed in the same area? Yes No
- What is the expected attendance per day in the licensed area (where alcohol will be sold or consumed)? 49

PLAN TO MANAGE THE SPECIAL EVENT LICENSED AREA: If your answer to #18 is 501 or more, in addition to your answers to questions 19, 20, and 21, you will need to complete the OLCC's **Plan to Manage Special Events** form, unless the OLCC exempts you from this requirement.

19. Describe your plan to prevent problems and violations.

Trained staff & volunteers, No outside food/drinks/Alcohol, No on-duty consumption. Taxi #'s on hand, coffee/soda/water/food available on-site.

20. Describe your plan to prevent minors from gaining access to alcoholic beverages and from gaining access to any portion of the licensed premises prohibited to minors. ID everyone at the door AND at the bar, use TLA & UCARD

methods to check ID's use wristbands first to prevent minors from gaining access to the room & second to prevent minors from acquiring alcohol if access is gained.

21. Describe your plan to manage alcohol consumption by adults.

We will have only a limited supply of Beer & Wine available for service, Food, coffee, water & snacks will be available during alcohol service, Drinking is NOT the primary activity & we will be charging for admission.

Limit 1 drink per person

A nonprofit or charitable organization with a Registry Number issued by the Oregon Secretary of State's office (see **TSL Application Guide**) may use servers who don't hold a service permit. These servers must attend training provided by the applicant and read, sign, and date the OLCC provided brochure **What Every Volunteer Alcohol Server Needs to Know**.

22. Nonprofit or Charitable Organization Oregon Registry Number (or "N/A" if not applicable): N/A

23. List name(s) and service permit number(s) of alcohol manager(s) on duty and in the licensed area:

Christine Totten #535655
Andrea Adams #535646

LIQUOR LIABILITY INSURANCE: If the licensed area is open to the public and **expected attendance is 301** or more per day in the licensed area, you must have at least \$300,000 of liquor liability insurance coverage as required by ORS 471.168.

24. Insurance Company: N/A 25. Policy #: N/A 26. Expiration Date: N/A

27. Name of Insurance Agent: N/A 28. Phone: N/A

29. Will you serve distilled spirits by the drink? Yes No

If yes, list three different substantial food items; if no, list two:

1) tacos 2) burritos 3) N/A

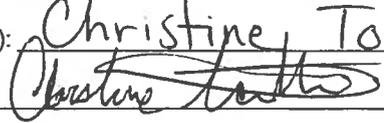
GOVERNMENT RECOMMENDATION: Once you've completed this form to this point, you must obtain a recommendation from the local city or county named in #30 below **before** submitting this application to the OLCC.

30. Name the city if the event address is within a city's limits or name the county if the event address is outside the city's limits:

City of Phoenix

I affirm that I am authorized to sign this application on behalf of the applicant.

31. Applicant Name (please print): Christine Totten

32. APPLICANT SIGNATURE:  33. Date: 9/9/16

CITY OR COUNTY USE ONLY

The city/county named in #30 above recommends:

Grant Acknowledge Deny (attach written explanation of deny recommendation)

City/County Signature: _____ Date: _____

FORM TO OLCC: This license is valid only when signed by an OLCC representative. Submit this form to the OLCC office regulating the county in which your special event will happen.

OLCC USE ONLY

Fee Paid: _____ Date: _____ Receipt #: _____

License is: Approved Denied

OLCC Signature: _____ Date: _____

AGENDA BILL

AGENDA ITEM: 11 A

AGENDA TITLE: **Approval of Five Year Extension of Rogue Disposal Franchise Agreement and Approving a Rate Increase**

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: XX

MOTION: _____

INFORMATION: _____

EXPLANATION:

At the previous City Council meeting on September 6, 2016, Garry Penning presented on Rogue Disposal's Franchise Agreement with the City of Phoenix. Rogue disposal asked Council to review and accept their 20th anniversary performance audit, collection and periodic rate adjustment report, revised rate schedule, rates for commercial commingled recycling services, and approve a five year extension (from January 2022 to December 2026) of the franchise agreement between the City of Phoenix and Rogue Disposal.

FISCAL IMPACT:

There is no direct fiscal impact to the City; however, there will be a rate change for customers. Residential customers would experience a rate increase of \$2.05 per month for a 35 gallon trash cart (the most commonly subscribed to service level).

Commercial customers would experience a rate increase of \$17.94 per month for a two yard trash container, serviced once per week.

ALTERNATIVES:

STAFF RECOMMENDATION: Staff recommends Council approve Rogue Disposal's request to approve a five year extension to the franchise agreement between the City of Phoenix and Rogue Disposal.

MOTION: "I MOVE TO ADOPT RESOLUTION NO. AND APPROVE A FIVE YEAR EXTENSION OF THE ROGUE DISPOSAL FRANCHISE AGREEMENT AND RATE INCREASE."

PREPARED BY: Sarah Lind REVIEWED BY: _____

**THIRD ADDENDUM TO SOLID WASTE
COLLECTION FRANCHISE AGREEMENT**

THIS THIRD ADDENDUM TO SOLID WASTE COLLECTION FRANCHISE AGREEMENT (hereinafter "Third Addendum"), effective as of January 1, 2017, is between the City of Phoenix (hereinafter "City"), a political subdivision of the State of Oregon, and Rogue Disposal and Recycling, Inc. (hereinafter "Rogue Disposal"), an Oregon corporation.

RECITALS

THIS THIRD ADDENDUM is entered into with reference to the following facts and circumstances:

A. The City and Rogue Disposal entered into a Solid Waste Collection Franchise Agreement (hereinafter "Franchise Agreement"), effective June 1, 2001.

B. A request for an extension of the franchise as provided in the Franchise Agreement to December 31, 2026.

C. A request for a rate increase effective January 1, 2017.

D. At a council meeting on September 19, 2016, the performance audit was approved, the requested extension was approved, and the requested rate increase was approved.

NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, the parties hereto agree as follows:

THE AGREEMENT entered into between the parties, effective June 1, 2002, is hereby amended and modified to provide that the rates listed on Exhibit C, which is attached hereto and, by this reference, incorporated herein, shall be effective as of January 1, 2017, and the franchise is extended to December 31, 2026.

Except as herein expressly amended and modified, all of the terms and conditions of the Franchise Agreement between the City and Rogue Disposal, effective June 1, 2009, as previously amended, shall remain in full force and effect and said agreements are hereby ratified and affirmed by the parties hereto.

IN WITNESS WHEREOF, City and Rogue Disposal have executed this Third Addendum as of the day and year first above written.

CITY OF PHOENIX, OREGON

BY: _____
JEFF BELLAH
TITLE: MAYOR

ATTEST:

BY: _____
MATT BRINKLEY
INTERIM CITY MANAGE

ROGUE DISPOSAL & RECYCLING, INC.

BY: _____
STEPHEN M. GAMBEE
TITLE: CHIEF EXECUTIVE OFFICER

CITY OF PHOENIX, PHOENIX, OREGON

RESOLUTION NO. _____

A RESOLUTION amending the Solid Waste Collection Franchise Agreement between the City of Phoenix (“City”) and Rogue Disposal and Recycling, Inc., dated June 1, 2001, as amended, by approving the performance audit presented by the Contractor, lengthening the term of the franchise, and approving a rate increase to be effective January 1, 2017.

WHEREAS, the City Council of Phoenix adopted Resolution No. 520 on May 21, 2001, approving a Solid Waste Collection Franchise Agreement (“Franchise Agreement”) between the City of Phoenix and Rogue Disposal and Recycling, Inc. (“Rogue Disposal”); and

WHEREAS, the purpose of the Franchise Agreement was to obtain the benefits of the franchise fee for the use of the City’s right-of-way and to establish rights and procedures for the use of the right-of-way and to approve the rates established by Rogue Disposal; and

WHEREAS, the Franchise Agreement has been amended by previous Addenda and Resolutions; and

WHEREAS, Rogue Disposal has submitted to the City a performance audit pursuant to paragraph 7.4 of the Ordinance as of June 1, 2016, which performance audit should be approved;

WHEREAS, Rogue Disposal has requested an extension of the franchise as provided in the Franchise Agreement to December 31, 2026; and

WHEREAS, Rogue Disposal has requested a rate increase effective January 1, 2017, which increase should be approved.

NOW, THEREFORE, THE CITY OF PHOENIX RESOLVES AS FOLLOWS:

1. By the City Council of the City of Phoenix, Oregon, that the Solid Waste Collection Franchise Agreement between the City of Phoenix and Rogue Disposal dated June 1, 2001, is hereby amended to provide as follows:

- a. The performance audit submitted by Rogue Disposal, effective as of June 1, 2016, be and it hereby is approved.
 - b. Pursuant to the Franchise Agreement, the parties agree to extend the term of the Solid Waste Collection Franchise Agreement to December 31, 2026.
 - c. The rate increase effective as of January 1, 2017, the rates to be in effect are listed on Exhibit "C" which is attached hereto and by this reference incorporated herein, be and it hereby is approved.
2. Except as modified and amended herein, the Franchise Agreement dated June 1, 2001, with all previous Addenda and Resolutions amending the Franchise Agreement shall remain in full force and effect.

PASSED AND APPROVED by the City Council, City of Phoenix, Oregon, on the ____ day of _____, 2016, and signed by me in authentication thereof.

CITY OF PHOENIX, OREGON

BY: _____
JEFF BELLAH
TITLE: MAYOR

Certified by me this ____ day of _____, 2016.

ATTEST:

BY: _____
MATT BRINKLEY
INTERIM CITY MANAGER

AGREEMENT BY ROGUE DISPOSAL AND RECYCLING, INC.

The terms, conditions and obligations of the foregoing resolution and referenced amendments to the Franchise Agreement are accepted by Rogue Disposal and Recycling, Inc., and said corporation agrees to collect the “garbage,” “refuse” and “litter” on the terms as set forth in the Resolution during the full term of the franchise created by Resolution.

DONE at Medford, Oregon, this ____ day of _____, 2016.

ROGUE DISPOSAL AND RECYCLING, INC.,
an Oregon corporation

BY: _____
STEPHEN M. GAMBEE, CEO

THIRD ADDENDUM TO SOLID WASTE COLLECTION FRANCHISE AGREEMENT

THIS THIRD ADDENDUM TO SOLID WASTE COLLECTION FRANCHISE AGREEMENT (hereinafter "Third Addendum"), effective as of January 1, 2017, is between the City of Phoenix (hereinafter "City"), a political subdivision of the State of Oregon, and Rogue Disposal and Recycling, Inc. (hereinafter "Rogue Disposal"), an Oregon corporation.

RECITALS

THIS THIRD ADDENDUM is entered into with reference to the following facts and circumstances:

A. The City and Rogue Disposal entered into a Solid Waste Collection Franchise Agreement (hereinafter "Franchise Agreement"), effective June 1, 2001.

B. A request for an extension of the franchise as provided in the Franchise Agreement to December 31, 2026.

C. A request for a rate increase effective January 1, 2017.

D. At a council meeting on September 19, 2016, the performance audit was approved, the requested extension was approved, and the requested rate increase was approved.

NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, the parties hereto agree as follows:

THE AGREEMENT entered into between the parties, effective June 1, 2002, is hereby amended and modified to provide that the rates listed on Exhibit C, which is attached hereto and, by this reference, incorporated herein, shall be effective as of January 1, 2017, and the franchise is extended to December 31, 2026.

Except as herein expressly amended and modified, all of the terms and conditions of the Franchise Agreement between the City and Rogue Disposal, effective June 1, 2009, as previously amended, shall remain in full force and effect and said agreements are hereby ratified and affirmed by the parties hereto.

IN WITNESS WHEREOF, City and Rogue Disposal have executed this Third Addendum as of the day and year first above written.

CITY OF PHOENIX, OREGON

BY: _____

JEFF BELLAH
TITLE: MAYOR

ATTEST:

BY: _____

MATT BRINKLEY
INTERIM CITY MANAGER

ROGUE DISPOSAL & RECYCLING, INC.

BY: _____

STEPHEN M. GAMBEE
TITLE: CHIEF EXECUTIVE OFFICER

**EXHIBIT C
CITY OF PHOENIX, OREGON
ROGUE DISPOSAL AND RECYCLING, INC.
MAXIMUM MONTHLY COLLECTION RATES
EFFECTIVE JANUARY 1, 2017**

Residential Collection

Garbage/Curbside Recycling			
35 gallon cart @ curb (1 can service)	\$	19.08	Per month
65 gallon cart @ curb (2 can service)	\$	31.98	Per month
95 gallon cart @ curb (3 can service)	\$	44.88	Per month
Each Additional Can Serviced Weekly	\$	12.90	Per month
Extra 32 gallon Can or Bag On Route	\$	4.77	Each
Special Pick-up - Non-Garbage Customer	\$	16.18	Each
Recycling Cart - Non-Garbage Customer	\$	5.64	Per month
Green Waste Cart - Garbage Customer	\$	7.28	Per month
Green Waste Cart - Non-Garbage Customer	\$	9.34	Per month

Commercial (Front-Load)

Monthly Front-Load Rates by Container size and Frequency of Pickup

	1 1/2 YD	2 YD	3 YD	4 YD	6 YD	8 YD
1 x Week	\$ 127.77	\$ 166.54	\$ 197.29	\$ 255.44	\$ 367.03	\$ 478.51
2 x Week	\$ 206.96	\$ 268.36	\$ 371.88	\$ 473.69	\$ 662.94	\$ 850.41
3 x Week	\$ 299.10	\$ 381.57	\$ 531.93	\$ 670.97	\$ 1,012.10	\$ 1,353.29
4 x Week	\$ 391.24	\$ 480.18	\$ 680.68	\$ 908.65	\$ 1,330.59	\$ 1,754.26
5 x Week	\$ 467.26	\$ 578.75	\$ 852.06	\$ 1,126.89	\$ 1,652.38	\$ 2,177.81
6 x Week	\$ 530.30	\$ 693.63	\$ 1,012.10	\$ 1,343.57	\$ 1,972.47	\$ 2,601.46
Extra p/u	\$ 46.06	\$ 55.74	\$ 75.16	\$ 94.62	\$ 133.39	\$ 172.18

Commercial Commingle Recycling (Front-Load)

Monthly Front-Load Rates by Container size and Frequency of Pickup

	1 1/2 YD	2 YD	3 YD	4 YD	6 YD	8 YD
1 x Week	\$ 38.33	\$ 49.96	\$ 59.19	\$ 76.63	\$ 110.11	\$ 143.55
Extra p/u	\$ 13.82	\$ 16.72	\$ 22.55	\$ 28.39	\$ 40.02	\$ 51.65

Commercial Commingle Recycling (Bins)

65 gallon cart @ curb (2 can service)	\$	9.59
95 gallon cart @ curb (3 can service)	\$	13.46

Industrial (Roll-off)

DROP BOX SERVICE RATES

<u>SIZE</u>	<u>RATE PER LOAD</u>		<u>DAILY RENT</u>	
	<u>LOOSE</u>	<u>COMPACT</u>	<u>PERM</u>	<u>TEMP</u>
10 Yard Box (rate per haul)	\$ 260.44	\$ 436.47	\$ 2.78	\$ 5.54
20 Yard Box (rate per haul)	\$ 391.51	\$ 740.95	\$ 3.47	\$ 6.93
27 Yard Box (rate per haul)	\$ 483.45		\$ 4.15	\$ 8.32
30 Yard Box (rate per haul)	\$ 522.26		\$ 4.15	\$ 8.32
33 Yard Box (rate per haul)	\$ 559.39		\$ 4.15	\$ 8.32
40 Yard Box (rate per haul)	\$ 677.61		\$ 4.15	\$ 8.32
50 Yard Box (rate per haul)	\$ 847.36		\$ 4.15	\$ 8.32

**EXHIBIT C
CITY OF PHOENIX, OREGON
ROGUE DISPOSAL AND RECYCLING, INC.
MAXIMUM MONTHLY COLLECTION RATES
EFFECTIVE JANUARY 1, 2017**

Residential Collection Miscellaneous Charges

\$ 26.74	Exchange Roll Cart
\$ 2.21	32 Gal Can Extra GW Pick-Up
\$ 1.52	Extra GW Cart Rent Per Month
\$ 2.90	On Call Extra GW Cart Pick-up
\$ 7.19	Recycle Bin Not Returned
\$ 2.90	For Each Addtl Resident Roll Cart
\$ 24.67	Off Route Charge
\$ 59.56	35 Gal Lost Cart Replacement
\$ 69.27	65 Gal Lost Cart Replacement
\$ 87.27	95 Gal Lost Cart Replacement
\$ 6.22	Cart/Can not at Curb (per Month)
\$ 6.50	Long Driveway with Cart (per Month)
\$110.82	Misc. Labor (Truck and Driver) per Hour
\$ 48.48	Misc. Labor (Helper) per Hour
\$ 46.96	Small Quantity Pgm - 5 Pre-Paid Bags
\$ 64.84	Small Quantity Pgm - 10 Pre-Paid Bags
\$ 72.02	1st Appliance
\$ 36.02	Ea. Additional Appliance
\$ 13.85	Tire - Passenger
\$ 27.70	Tire - Truck
\$ 27.70	Misc. Loose Waste - Per Yard
\$ 8.73	Christmas Tree - Per 3 Ft Section

Commercial Collection Special Charges

\$ 27.70	Per month temporary container rental
\$ 27.70	Per month temporary cardboard only; waived if minimum p/u every other week
\$ 36.02	Trip charge/pull fee
\$ 55.41	Cleaning
\$ 55.41	Deposit
\$ 55.41	Pickup & Delivery
\$ 16.63	Pull Out from 30-90 ft (multiply by p/u per week)
\$ 12.47	Key Acct
\$ 6.93	Per month auto lock container
\$ 22.17	Lock replacement
\$112.19	6 yd. or under FL compactor cleaning fee

	<u>Deliver</u>	<u>Pickup</u>
\$121.35		
\$137.53	Fri	Mon am
\$153.70	1st day	4th day
\$ 93.75		
\$109.39	Fri	Mon am
\$125.04	1st day	4th day

Industrial Special Charges

\$ 37.00	Compactor - Per Yard Under 20 Yds
\$ 34.24	Compactor - Per Yard 20 Yds and Over
\$123.30	Compactor Cleaning
\$ 36.02	Trip Charge(move box @ location) / Turn Around Charge
\$116.37	Haul Fee - Asbestos Box (Requires special per yard disposal charge)
\$116.37	Wood Box Haul Fee
\$ 2.78	Per Mile, starting after border boundary
\$ 27.70	Car tire in drop box
\$ 41.55	Truck tire in drop box
\$ 72.02	Haul Fee to haul appliance from landfill to transfer station

AGENDA BILL

AGENDA ITEM: 11 B

AGENDA TITLE: Discuss New Contract for Planning Director

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: _____

MOTION: _____

INFORMATION: XX

EXPLANATION:

A new contract has been drafted for the Planning Director. Both the original and updated contracts are attached for review and discussion at the City Council meeting on September 19, 2016.

FISCAL IMPACT:

N/A

ALTERNATIVES:

N/A

STAFF RECOMMENDATION:

Staff recommends Council review and discuss the updated contract for the Planning Director.

MOTION: “. ”

PREPARED BY: Sarah Lind **REVIEWED BY:** _____

**Agreement for Employment
as
Planning Director, City of Phoenix, Oregon**

This Agreement for Employment as Planning Director for the City of Phoenix, Oregon ("Agreement") is made and entered into on the last day written below, by and between the City of Phoenix, Oregon, an Oregon municipal corporation (the "City") and Matthew H. Brinkley.

Recitals

- A.** City is in need of a Planning Director to oversee and administer the duties and functions described herein and in Exhibit A attached hereto.
- B.** City desires to employ a Planning Director for this position, and Matthew H. Brinkley desires to continue such employment subject to the terms and conditions of this Agreement.

Agreement

Section 1. Employment, Cash Compensation and Benefits

1.1 Employment

1.1.1 General. Matthew H. Brinkley is (hereinafter, "Employee") employed by City for the position of Planning Director of City of Phoenix, Oregon. Any change in his position at the City shall not affect the enforcement of this Agreement unless agreed to by the parties by addendum to this Agreement.

1.1.2 Hours. Employee is expected to work a regular work week of forty (40) hours, distributed evenly over the work week to the extent practicable. However, Employee is expected to work additional hours as necessary or advisable to perform the Planning Director duties satisfactorily. Employee understands that he is an at-will and professional employee exempt from the payment of overtime under the federal Fair Labor Standards Act and Oregon law. No compensatory time shall be granted for hours worked in excess of forty (40) hours per week unless allowed by law and approved in advance by the City.

Excepting vacations and leave, the Director shall be physically available at all times for the City as circumstances dictate.

1.1.3 General Duties and Standards. Under the general supervision of the City Manager or other officials designated by the City Manager, and subject to City ordinances and policies, Employee shall perform the duties and assume the responsibilities described herein and in Exhibit A. In addition to the duties and obligations stated herein, Employee shall comply and be subject to all ordinances, laws and policies applicable to non-union employees of the City.

Employee shall at all times perform his duties and obligations in accordance with the highest professional and ethical standards.

1.1.4 Compliance with City Policies. Employee shall at all times comply with all instructions, rules and standards of the City, including any policies set forth in any employee handbook, policy manual or other personnel policy, which may from time to time be adopted or amended by City, provided that nothing contained in any employee handbook, policy manual or other personnel policy otherwise concerning Employee shall supersede the provisions of this Agreement. Where in conflict, the terms and conditions of this Agreement supersede those of any other policy document.

1.1.5 Employment at Will. Employee's employment with City is terminable at-will, either by Employee himself, or by the City, regardless of the length or nature of the employment, the actual or perceived performance of Employee, the granting of benefits of any kind, the adoption or modification of any employee handbook, policy manual or other personnel policy, any oral promise, or the establishment of any policy (whether written or unwritten) of progressive discipline. No relationship of employment other than on a strictly at-will basis has been expressed or implied, and no circumstances arising out of employment will alter Employee's at-will employment relationship unless unambiguously expressed in writing, with the understanding specifically set forth and signed by Employee and City.

1.2 Cash Compensation. Planning Director's initial compensation shall be in the gross amount of \$82,000.00 for the first year of employment, before withholding for taxes, FICA and any other deductions. Salary shall be paid on the same schedule as full-time regular City employees.

After the completion of the first year of employment, Employee shall thereafter receive an annual cost of living adjustment in the same amount as other department directors/employees received on July 1, 2017. Thereafter, Employee shall receive an annual cost of living adjustment in the same amount as other department directors/employees may receive each fiscal year.

1.3 Other Benefits

1.3.1 General. Except as stated herein, during his employment with the City, Employee is entitled to the benefits provided in this Agreement in addition to the benefits provided to other non-union City employees, unless express reference is made herein to specific benefits described in documents applicable to said employees, including, without limitations, any agreement with any employee collective bargaining unit, the City of Phoenix Personnel Manual, and any employee handbook, policy manual or other personnel policy, any oral promise, or the establishment of any policy (whether written or unwritten).

1.3.2 Health and Dental Plan. City shall provide Employee health and dental benefits consistent with those provided for full-time regular City Planning department employees as described in Section 15.1, 15.2, and 15.3 of the 'City of Phoenix And Teamsters Local 223 Collective Bargaining Agreement January 2014 to December 2016. Consistent with the status of the City Planning Department employees, Employee shall be responsible for applicable deductible payments, co-payments, optional services and other payments not considered part of the applicable health plan. The parties recognize that Employee is not a member of the Teamsters Local 223 or any other union, but have agreed to use the Collective Bargaining Agreement as a reference point solely as a matter of convenience to establish Employee benefits.

1.3.3 Medical Savings Account: The City agrees to contribute into VEBA (Voluntary Employee Beneficiary Association) an amount equal to that of other employees.

1.3.4 Paid Time Off. Except as provided below, Employee is entitled to three weeks of paid vacation during his first year of this contract. Beginning on July 1, 2018, Employee shall be entitled to five weeks of paid vacation.

Nothing in this Section shall be construed to modify the at-will status of Planning Director pursuant to Section 1 above. In the event of conflict, the provisions of those section 1 provisions of this Agreement shall prevail.

1.3.5 Retirement Plan. Employee shall participate in the Oregon Public Employees Retirement System (PERS) according to the rules and regulations of PERS.

Employee has option to contribute, at his expense, to ICMA 457 Deferred Compensation Plan.

1.3.6 Reimbursement of Expenses. City shall reimburse Employee for reasonable travel, lodging, meals and incidental expenses incurred while attending events and educational opportunities, subject to any limitations set forth in City policies. The City shall reimburse Employee reasonable costs incurred by the Employee in order to maintain status as a member of the American Institute of Certified Planners and Association of State Floodplain Managers certification. Employee shall provide appropriate documentation of claimed expenses consistent with IRS requirements. In addition, all expenses shall be documented on a form approved by City. Any air travel shall be coach class booked as far in advance as practicable to take advantage of discounted ticket sales. Travel by automobile shall be compensated at the standard IRS mileage rate in effect at the time of travel for business deductions for self-employed individuals.

1.3.7 Additional Benefits Not Generally Provided to other City Employees. This Agreement may provide benefits to Employee that are not provided to other City employees. Any such benefits must be expressly identified in this Agreement or they are not valid.

Section 2. Term

2.1 General. The term of this Agreement (the "Term") commences on the date the City signs this Agreement, (the "Commencement Date") and is continuous until notified by either party of a separation or termination date.

2.2 Termination for Convenience

2.2.1 General. In addition, and subject to Employee's at-will status, the City may terminate this Agreement at any time, for any reason at its convenience without cause upon written notice to Employee. In the event of such termination, Employee shall receive a severance payment in the amount of ninety (90) days pay and all vested accrued leave.

Employee may terminate this Agreement at any time for any reason at his convenience without cause upon thirty (30) (or more) days' prior written notice to the City.

Employee shall only be entitled to receive all vested accrued leave if Employee terminates this contract pursuant to Section 2.2.1(i). Employee shall receive a severance payment in the amount of ninety (90) days pay and

all vested accrued leave if Employee terminates this contract pursuant to Sections 2.2.1(ii) or 2.2.1(iii).

If and upon material breach of this Agreement by Employee, including the provisions requiring advanced notice of termination to the City by Employee, any pay out of accrued vacation benefits as of that date shall be reduced by eight (8) hours for each work (not calendar) day for which advanced notice was not timely, to be capped at eighty (80) hours. Employee expressly recognizes that such forfeiture of accrued vacation time upon termination of employment by Employee may be inconsistent with City personnel policies and hereby otherwise agrees to same.

2.3 Termination for Cause. Employee shall also be terminable for cause. Nothing in this section or agreement, including, without limitation, shall prevent the City from exercising its rights to place the employee on administrative leave for any purpose whatsoever, including, but not limited to the circumstances delineated in sections one through eight below. In any event, cause for termination shall consist of a good-faith determination by City of a sufficient cause for termination based on facts reasonably believed by City to be true and not for any arbitrary, capricious, or illegal reason.

- (i) Willful failure of Employee to comply with any applicable law, regulation or ruling of any governmental agency or court of competent jurisdiction.
- (ii) Arrest, conviction of, or confession by Employee to embezzlement, theft, fraud, any other tort or crime involving moral turpitude, or any felony.
- (iii) Mental or physical incapacity or other disability that substantially impairs or prevents Planning Director from actively and competently performing Planning Director's duties hereunder. No court order shall be necessary to establish incapacity or other disability under this section.
- (v) Basic inability of Planning Director to perform his duties as Planning Director effectively for any reason whatsoever.
- (vi) Material breach of this Agreement of any kind by Planning Director.
- (vii) Breach of or inability to adhere to any requirement set forth in Section 4 below.

- (viii) Other events reasonably constituting cause for termination.

2.4 City Prerogative for Employee to Be Placed on Paid

Administrative Leave. Nothing in this Agreement, including, without limitation, in this Section 2, shall prevent the City from exercising its rights to place Employee on paid administrative leave for any purpose whatsoever, including, but not limited to placement on such leave during any period of notice set forth herein. City may require Employee not to perform any employment duties for or on behalf of the City, or to have access to City facilities (barring bona fide emergencies or required personal business) during any period of paid or unpaid administrative leave.

Section 3. Performance Evaluations

City shall provide a performance evaluation of Employee twelve (12) months after the Commencement Date of this agreement, and thereafter shall provide a performance evaluation at least once per year on the anniversary of this agreement. The City may provide more frequent evaluations at its discretion. Performance evaluations shall be designed, among other things, to measure Employee's general job performance and the achievement of specific goals and benchmarks set by the City. Performance evaluations may be used at the sole discretion of the City Manager for purposes of reviewing and/or considering increases in Employee's rate of pay.

No performance evaluation shall be construed to change the "employment at will" relationship of the parties described in this Agreement.

Section 4. Planning Director's Additional Obligations

In addition to, and not in limitation of, any other obligation of Planning Director. Employee shall ensure and perform the following:

4.1 Professional Standards. Employee agrees to do all things reasonably necessary to maintain and improve his professional skills.

4.2 Compliance with Laws, Regulations and Standards. Employee shall comply with:

- (i) all rules and regulations of any federal, state or local agency governing or applicable to Employee's performance of services pursuant to this Agreement,

(ii) unless exemptions therefrom are approved in writing by the City, all ethical requirements applicable to Employee's performance of services under this Agreement.

4.3 Notification of Certain Events. Employee shall notify City in writing within twenty-four (24) hours or as soon as he is reasonably able after Employee becomes aware of the occurrence of one or more of the following events:

(i) Employee becomes the subject of or materially involved in an investigation by any law enforcement agency or any agency charged with law enforcement oversight.

(ii) Material certifications or privileges of Employee are denied, suspended, restricted, revoked or voluntarily relinquished, regardless of the availability of civil or administrative hearing rights or judicial review with respect thereto.

(iii) Any act of nature occurs which has, or may reasonably have a material adverse effect on Employee's ability to perform the services described in this Agreement or otherwise adhere to the terms and conditions of this Agreement.

Section 5. Miscellaneous Provisions

5.1 Assignment. This Agreement is personal in nature and shall not be assigned or delegated by Employee, either voluntarily or involuntarily.

5.2 Modification. No modification of this Agreement shall be valid unless it is in writing and is signed by all of the parties.

5.3 Waiver. Waiver by any party of strict performance of any provision of this Agreement shall not be a waiver of or prejudice any party's right to require strict performance of the same provision in the future or of any other provision.

5.4 Binding Effect. Subject to restrictions in this Agreement upon assignment, this Agreement shall be binding on and inure to the benefit of the heirs, legal representatives, successors, and assigns of the parties.

5.5 Survival of Terms. Termination or expiration of this Agreement for any reason shall not release any party from any liabilities or obligations set forth in this Agreement that:

(i) The parties have expressly agreed shall survive any such termination or expiration; or

(ii) Remain to be performed or by their nature would be intended to be applicable following such termination or expiration, including, without limitation, the exercise of any remedies available under this Agreement or at law.

5.6 Attorney Disclosure. This Agreement has been prepared by the City Attorney for the City of Phoenix. The City Attorney cannot provide Employee with legal advice pertaining to this Agreement. Employee is therefore advised to retain independent counsel for the review and interpretation of this Agreement.

■ ■ ■

Planning Director

_____ Date _____
Matthew H. Brinkley

City of Phoenix, Oregon

By _____ Date _____
Jeff Bellah, Mayor

Exhibit A

General Description of Planning Director's duties and obligations:

Plans, directs and administers all activities of the Planning and Building Department and activities related to current and long range planning programs of the City for the development, administration and enforcement of the State, Regional and Local land use regulations and policies.

Performs professional level land use planning work on land use development projects and the development of new land use regulations.

Direct the activities of department personnel, directly, conducting various supervisory activities, and effectively recommend hiring, disciplinary and termination actions.

Evaluate, develop and implement programs, policies and procedures to improve the effectiveness and efficiency of the department.

Select consultants/contractors involved in carrying out departmental programs. Direct and participate in the development and modification of the comprehensive City land use plan and community development program; presents written and verbal reports and recommendations on future development, land use, subdivision design and related community development projects.

Receive, review and process requests for annexation, conditional use permits, amendments to the Comprehensive Plan and related local regulations and actions.

Develop recommendations and communicate information to the City Manager, Planning Commission, City Council and other advisory committees and the public as needed.

Attend City Council, Planning Commission, Advisory Committees and various other meetings, providing input and receiving direction or other information as directed by the City Manager.

Assist in the preparation resolutions, ordinances and reports for action by Council, Planning Commission and other advisory committees as directed by the City Manager.

Provide direction to staff to ensure City goals and objectives are met

Serve as a liaison with neighborhood, development and business communities to promote high quality planning and development; to provide advice on City priorities and interests and to provide solutions to planning related problems.

Provide direction and set standards for excellence in internal and external customer service. Promote professional and courteous behavior with a creative approach to problem resolution that creates a positive experience for the customer.

Performs other duties as required by City Manager and Assistant City Manager.

The above duties and obligations are not to be construed as an exhaustive list of all job duties or roles performed by personnel so classified.

**Agreement for Employment
as
Planning Director, City of Phoenix, Oregon**

This Agreement for Employment as Planning Director for the City of Phoenix, Oregon ("Agreement") is made and entered into on the last day written below, by and between the City of Phoenix, Oregon, an Oregon municipal corporation (the "City") and Matthew Brinkley.

Recitals

- A. City is in need of a Planning Director to oversee and administer the duties and functions described herein and in Exhibit A attached hereto.
- B. City desires to employ a Planning Director for this position, and Matthew Brinkley desires to accept such employment subject to the terms and conditions of this Agreement.

Agreement

Section 1. Employment, Cash Compensation and Benefits

1.1 Employment

1.1.1 General. Matthew Brinkley is (hereinafter, "Planning Director") employed by City for the position of Planning Director of City of Phoenix, Oregon. Any change in his position at the City shall not affect the enforcement of this Agreement unless agreed to by the parties by addendum to this Agreement.

1.1.2 Hours. Planning Director is expected to work a regular work week of forty (40) hours, distributed evenly over the work week to the extent practicable. However, Planning Director is expected to work additional hours as necessary or advisable to perform the Planning Director duties satisfactorily. Planning Director understands that he is an at-will and professional employee exempt from the payment of overtime under the federal Fair Labor Standards Act. No compensatory time shall be granted for hours worked in excess of forty (40) hours per week unless allowed by law and approved in advance by the City.

1.1.3 General Duties and Standards. Under the general supervision of the City Manager or other officials designated by the City Manager, and subject to City ordinances and policies, Planning Director shall perform the duties and assume the responsibilities described herein and in Exhibit A. In addition, the Planning Director shall share "on-call" duties with subordinate bargaining unit employees, if any, from time to time. In addition to the duties and obligations

stated herein, Planning Director shall comply and be subject to all policies applicable to non-union employees of the City.

Planning Director shall at all times perform his duties and obligations in accordance with the highest professional and ethical standards.

1.1.4 Compliance with City Policies. Planning Director shall at all times comply with all instructions, rules and standards of the City, including any policies set forth in any employee handbook, policy manual or other personnel policy, which may from time to time be adopted or amended by City, provided that nothing contained in any employee handbook, policy manual or other personnel policy otherwise concerning Planning Director shall supersede the provisions of this Agreement. Where in conflict, the terms and conditions of this Agreement supersede those of any other policy document.

1.1.5 Employment at Will. Planning Director's employment with City is terminable at will, either by Planning Director himself, or by the City, regardless of the length or nature of the employment, the actual or perceived performance of Planning Director, the granting of benefits of any kind, the adoption or modification of any employee handbook, policy manual or other personnel policy, any oral promise, or the establishment of any policy (whether written or unwritten) of progressive discipline. No relationship of employment other than on a strictly "at will" basis has been expressed or implied, and no circumstances arising out of employment will alter Planning Director's "at will" employment relationship unless unambiguously expressed in writing, with the understanding specifically set forth and signed by Planning Director and City.

1.2 Cash Compensation. Planning Director's initial compensation shall be in the gross amount of \$66,500.00 for the first year of employment, before withholding for taxes, FICA and any other deductions. Salary shall be paid on the same schedule as full-time regular City employees. Upon performance of the following conditions to the satisfaction of the City Manager, and in addition to the performance of Planning Director's duties herein, the annual cash compensation shall increase to \$68,000:

- Revise/Update the System Development Charge system.
- Complete the review and update of City ordinances associated with building and land use planning;
- Develop and implement a plan to review and update the City's Master Plan.
- Develop and implement a plan to improve customer service in the planning department.

- Become familiar with the local community and start building relationships with local planners in the area.

1.3 Other Benefits

1.3.1 General. During his employment with the City, Planning Director is entitled to the benefits provided in this Agreement in addition to those provided to other non-union City employees, except as otherwise specifically stated herein.

1.3.2 Health and Dental Plan. City shall provide Planning Director health and dental benefits consistent with those provided for full-time regular City public works department employees as described in Section 15.1, 15.2, and 15.3 of the 'City of Phoenix Public Works Department And Teamsters Local 223 Collective Bargaining Agreement January 2013 to January 2014. Consistent with the status of the City Public Works Department employees, Planning Director shall be responsible for applicable deductible payments, co-payments, optional services and other payments not considered part of the applicable health plan. The parties recognize that Planning Director is not a member of the Teamsters Local 223 or any other union, but have agreed to use the MOU as a reference point solely as a matter of convenience to establish Planning Director's benefits.

1.3.3 Medical Savings Account: The City agrees to contribute into VEBA (Voluntary Employee Beneficiary Association) an amount equal to that of other employees.

1.3.4 Paid Time Off. Except as provided below, Planning Director is entitled to two weeks of paid vacation per year.

Planning Director is entitled to one administrative day of leave per month as a make-up for his attendance at City Council and/or Planning Commission meetings.

Nothing in this Section 1.3.3 shall be construed to modify the status of Planning Director pursuant to Sections 1.1.2 and 1.1.5 above. In the event of conflict, the provisions of those sections of this Agreement shall prevail.

1.3.5 Retirement Plan. Planning Director shall participate in the Oregon Public Employees Retirement System (PERS) according to the rules and regulations of PERS.

Planning Director has option to contribute, at his expense, to ICMA 457 Deferred Compensation Plan.

1.3.6 Reimbursement of Expenses. City shall reimburse Planning Director for reasonable travel, lodging, meals and incidental expenses incurred while attending events and educational opportunities approved in advance by City, subject to any limitations set forth in City policies. Planning Director shall provide appropriate documentation of claimed expenses consistent with IRS requirements. In addition, all expenses shall be documented on a form approved by City. Any air travel shall be coach class booked as far in advance as practicable to take advantage of discounted ticket sales. Travel by automobile shall be compensated at the standard IRS mileage rate in effect at the time of travel for business deductions for self-employed individuals.

1.3.7 Other Benefits. Planning Director shall receive the same benefits, and be subject to the same obligations, as those provided in MOU Sections 10.7, 14.8, 14.10, 14.11, 15.3, Section 16 (in its entirety), Section 17 (in its entirety).

1.3.8 Relocation/moving expenses. Planning Director shall receive up to \$2,000 for reimbursable moving expenses, which shall be paid upon Planning Director's submission of documented expenses/costs and the approval of the same by the City Manager.

1.3.9 Additional Benefits Not Generally Provided to other City Employees. This Agreement may provide benefits to Planning Director that are not provided to other City employees. Any such benefits must be expressly identified in this Agreement or they are not valid.

Section 2. Term

2.1 General. The term of this Agreement (the "Term") commences on June 9, 2014, (the "Commencement Date") and is continuous until notified by either party of a separation date.

2.2 Termination for Convenience

2.2.1 General. In addition and subject to Planning Director's at-will status, the City may terminate this Agreement at any time for any reason at its convenience without cause upon thirty (30) (or more) days' prior written notice to Planning Director. Planning Director may terminate this Agreement at any time for any reason at his convenience without cause upon thirty (30) (or more) days' prior written notice to the City.

2.2.2 City Prerogative for Employee to Be Placed on Paid Administrative Leave. Nothing in this Agreement, including, without limitation, in this Section 2.2, shall prevent the City from exercising its rights to place Planning Director on paid administrative leave for any purpose whatsoever,

including, but not limited to placement on such leave during any period of notice set forth in this Section 2.2. City may require Planning Director not to perform any employment duties for or on behalf of the City, or to have access to City facilities (barring bona fide emergencies or required personal business) during any period of paid or unpaid administrative leave.

Section 3. Performance Evaluations

City shall provide a performance evaluation of Planning Director (6) months and twelve (12) months after the Commencement Date of this agreement, and thereafter shall provide a performance evaluation at least once per year on the anniversary of this agreement. The City may provide more frequent evaluations at its discretion. Performance evaluations shall be designed, among other things, to measure Planning Director's general job performance and the achievement of specific goals and objectives set by the City. Performance evaluations may be used at the sole discretion of the City Manager for purposes of reviewing and/or considering increases in Planning Director's rate of pay.

No performance evaluation shall be construed to change the "employment at will" relationship of the parties described in this Agreement.

Section 4. Planning Director's Additional Obligations

In addition to, and not in limitation of, any other obligation of Planning Director. Planning Director shall ensure and perform the following:

4.1 Professional Standards. Planning Director agrees to do all things reasonably necessary to maintain and improve her professional skills.

4.2 Compliance with Laws, Regulations and Standards. Planning Director shall comply with:

- (i) all rules and regulations of any federal, state or local agency governing or applicable to Planning Director's performance of services pursuant to this Agreement,
- (ii) the standards of any applicable nationally-recognized credentialing board or body, and
- (iii) unless exemptions therefrom are approved in writing by the City, all ethical requirements applicable to Planning Director's performance of services under this Agreement.

4.3 Notification of Certain Events. Planning Director shall notify City in writing within twenty-four (24) hours or as soon as he is reasonably able after Planning Director becomes aware of the occurrence of one or more of the following events:

- (i) Planning Director becomes the subject of or materially involved in an investigation by any law enforcement agency or any agency charged with law enforcement oversight.
- (ii) Material certifications or privileges of Planning Director are denied, suspended, restricted, revoked or voluntarily relinquished, regardless of the availability of civil or administrative hearing rights or judicial review with respect thereto.
- (iii) Any act of nature occurs which has, or may reasonably have a material adverse effect on Planning Director's ability to perform the services described in this Agreement or otherwise adhere to the terms and conditions of this Agreement.

Section 5. Miscellaneous Provisions

5.1 Assignment. This Agreement is personal in nature and shall not be assigned or delegated by Planning Director, either voluntarily or involuntarily.

5.2 Modification. No modification of this Agreement shall be valid unless it is in writing and is signed by all of the parties.

5.3 Waiver. Waiver by any party of strict performance of any provision of this Agreement shall not be a waiver of or prejudice any party's right to require strict performance of the same provision in the future or of any other provision.

5.4 Binding Effect. Subject to restrictions in this Agreement upon assignment, this Agreement shall be binding on and inure to the benefit of the heirs, legal representatives, successors, and assigns of the parties.

5.5 Survival of Terms. Termination or expiration of this Agreement for any reason shall not release any party from any liabilities or obligations set forth in this Agreement that:

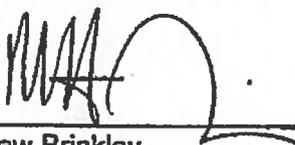
- (i) The parties have expressly agreed shall survive any such termination or expiration; or
- (ii) Remain to be performed or by their nature would be intended to be applicable following such termination or expiration, including, without limitation, the exercise of any remedies available under this Agreement or at law.

5.6 Attorney Disclosure. This Agreement has been prepared by the City Attorney for the City of Phoenix. The City Attorney cannot provide Planning Director with legal advice pertaining to this Agreement. Planning Director is therefore advised to retain independent counsel for the review and interpretation of this Agreement.

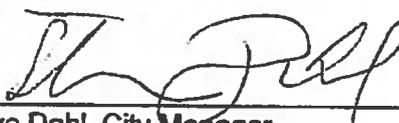
5.7 Changes to MOU. Certain benefits provided to Planning Director hereunder track the provisions of the City of Phoenix Public Works Department and Teamsters Local 223 Collective Bargaining Agreement January 2013 to January 2014. Planning Director's benefits shall change automatically in the event of changes to the referenced sections of the MOU.

■ ■ ■

Planning Director


_____ Date 4-30-14
Matthew Brinkley

City of Phoenix, Oregon

By 
_____ Date 4/25/14
Steve Dahl, City Manager

stated herein, Planning Director shall comply and be subject to all policies applicable to non-union employees of the City.

Planning Director shall at all times perform his duties and obligations in accordance with the highest professional and ethical standards.

1.1.4 Compliance with City Policies. Planning Director shall at all times comply with all instructions, rules and standards of the City, including any policies set forth in any employee handbook, policy manual or other personnel policy, which may from time to time be adopted or amended by City, provided that nothing contained in any employee handbook, policy manual or other personnel policy otherwise concerning Planning Director shall supersede the provisions of this Agreement. Where in conflict, the terms and conditions of this Agreement supersede those of any other policy document.

1.1.5 Employment at Will. Planning Director's employment with City is terminable at will, either by Planning Director himself, or by the City, regardless of the length or nature of the employment, the actual or perceived performance of Planning Director, the granting of benefits of any kind, the adoption or modification of any employee handbook, policy manual or other personnel policy, any oral promise, or the establishment of any policy (whether written or unwritten) of progressive discipline. No relationship of employment other than on a strictly "at will" basis has been expressed or implied, and no circumstances arising out of employment will alter Planning Director's "at will" employment relationship unless unambiguously expressed in writing, with the understanding specifically set forth and signed by Planning Director and City.

1.2 Cash Compensation. Planning Director's initial compensation shall be in the gross amount of \$66,500.00 for the first year of employment, before withholding for taxes, FICA and any other deductions. Salary shall be paid on the same schedule as full-time regular City employees. Upon performance of the following conditions to the satisfaction of the City Manager, and in addition to the performance of Planning Director's duties herein, the annual cash compensation shall increase to \$68,000:

- Revise/Update the System Development Charge system.
- Complete the review and update of City ordinances associated with building and land use planning;
- Develop and implement a plan to review and update the City's Master Plan.
- Develop and implement a plan to improve customer service in the planning department.

- Become familiar with the local community and start building relationships with local planners in the area.

1.3 Other Benefits

1.3.1 General. During his employment with the City, Planning Director is entitled to the benefits provided in this Agreement in addition to those provided to other non-union City employees, except as otherwise specifically stated herein.

1.3.2 Health and Dental Plan. City shall provide Planning Director health and dental benefits consistent with those provided for full-time regular City public works department employees as described in Section 15.1, 15.2, and 15.3 of the 'City of Phoenix Public Works Department And Teamsters Local 223 Collective Bargaining Agreement January 2013 to January 2014. Consistent with the status of the City Public Works Department employees, Planning Director shall be responsible for applicable deductible payments, co-payments, optional services and other payments not considered part of the applicable health plan. The parties recognize that Planning Director is not a member of the Teamsters Local 223 or any other union, but have agreed to use the MOU as a reference point solely as a matter of convenience to establish Planning Director's benefits.

1.3.3 Medical Savings Account: The City agrees to contribute into VEBA (Voluntary Employee Beneficiary Association) an amount equal to that of other employees.

1.3.4 Paid Time Off. Except as provided below, Planning Director is entitled to two weeks of paid vacation per year.

Planning Director is entitled to one administrative day of leave per month as a make-up for his attendance at City Council and/or Planning Commission meetings.

Nothing in this Section 1.3.3 shall be construed to modify the status of Planning Director pursuant to Sections 1.1.2 and 1.1.5 above. In the event of conflict, the provisions of those sections of this Agreement shall prevail.

1.3.5 Retirement Plan. Planning Director shall participate in the Oregon Public Employees Retirement System (PERS) according to the rules and regulations of PERS.

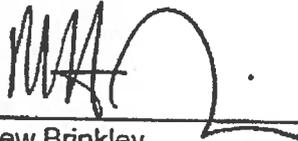
Planning Director has option to contribute, at his expense, to ICMA 457 Deferred Compensation Plan.

5.6 Attorney Disclosure. This Agreement has been prepared by the City Attorney for the City of Phoenix. The City Attorney cannot provide Planning Director with legal advice pertaining to this Agreement. Planning Director is therefore advised to retain independent counsel for the review and interpretation of this Agreement.

5.7 Changes to MOU. Certain benefits provided to Planning Director hereunder track the provisions of the City of Phoenix Public Works Department and Teamsters Local 223 Collective Bargaining Agreement January 2013 to January 2014. Planning Director's benefits shall change automatically in the event of changes to the referenced sections of the MOU.

■ ■ ■

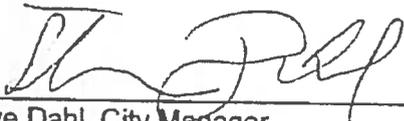
Planning Director



Matthew Brinkley

Date 4-30-14

City of Phoenix, Oregon



By Steve Dahl, City Manager

Date 4/25/14

Exhibit A

General Description of Planning Director's duties and obligations:

- Plans, directs and administers all activities of the Planning and Building Department and activities related to current and long range planning programs of the City for the development, administration and enforcement of the State, Regional and Local land use regulations and policies.
- Performs professional level land use planning work on land use development projects and the development of new land use regulations.
- Direct the activities of department personnel, directly, conducting various supervisory activities, and effectively recommend hiring, disciplinary and termination actions.
- Evaluate, develop and implement programs, policies and procedures to improve the effectiveness and efficiency of the department.
- Select consultants/contractors involved in carrying out departmental programs. Direct and participate in the development and modification of the comprehensive City land use plan and community development program; presents written and verbal reports and recommendations on future development, land use, subdivision design and related community development projects.
- Receive, review and process requests for annexation, conditional use permits, amendments to the Comprehensive Plan and related local regulations and actions.
- Develop recommendations and communicate information to the City Manager, Planning Commission, City Council and other advisory committees and the public as needed.
- Attend City Council, Planning Commission, Advisory Committees and various other meetings, providing input and receiving direction or other information as directed by the City Manager.
- Assist in the preparation resolutions, ordinances and reports for action by Council, Planning Commission and other advisory committees as directed by the City Manager.
- Provide direction to staff to ensure City goals and objectives are met.

- Serve as a liaison with neighborhood, development and business communities to promote high quality planning and development; to provide advice on City priorities and interests and to provide solutions to planning related problems.
- Provide direction and set standards for excellence in internal and external customer service. Promote professional and courteous behavior with a creative approach to problem resolution that creates a positive experience for the customer.
- Performs other duties as required by City Manager and Assistant City Manager.

The above duties and obligations are not to be construed as an exhaustive list of all job duties or roles performed by personnel so classified.

AGENDA BILL

AGENDA ITEM: 11 C

AGENDA TITLE: Update on Status of City Manager Contract

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: _____

MOTION: _____

INFORMATION: XX

EXPLANATION:

On Thursday, September 1, 2016, Council reviewed the applications for the position of City Manager. On Thursday, September 8, 2016, they conducted interviews with three applicants. There will be discussion and an update on the City Manager contract.

FISCAL IMPACT:

N/A

ALTERNATIVES:

N/A

STAFF RECOMMENDATION:

N/A.

MOTION: “.”

PREPARED BY: Sarah Lind **REVIEWED BY:** _____

AGENDA BILL

11D

AGENDA ITEM: _____

AGENDA TITLE: Consider Contract Renewal with Medford Water Commission

DATE: September 15, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: _____

MOTION: XX

INFORMATION: _____

EXPLANATION:

The City of Phoenix purchases water from the Medford Water Commission. This arrangement is defined by a 5 year agreement. The last agreement was approved in 2012 and is expiring.

The terms of the agreement have changed slightly, but in somewhat significant ways: Article 1 includes new limitations on the total amount of water supplied during certain parts of the year, and during certain hours. In the 2012 agreement, Phoenix was limited to 1600 gallons per minute during summer months (when usage is at its highest) and 1300 gallons per minute during winter months. The new agreement reduces supply during months May through October and between 5AM and 11AM to 1190 gallons per minute, and 440 gallons per minute during the other "winter" months. Supply would remain the same during all other times.

FISCAL IMPACT: The agreement does not affect the cost of water for the City and its customers directly.

ALTERNATIVES:

STAFF RECOMMENDATION: Approve the agreement as presented.

MOTION: "I MOVE TO APPROVE THE MEDFORD WATER COMMISSION AGREEMENT, AND AUTHORIZE THE MAYOR AND CITY MANAGER TO SIGN IT ON BEHALF OF THE CITY COUNCIL OF THE CITY OF PHOENIX."

PREPARED BY: Matt Brinkley REVIEWED BY: _____

WHOLESALE WATER SERVICE AGREEMENT

THIS WATER SERVICE AGREEMENT (Agreement), made and entered in duplicate to commence on the first day of October, 2016, between the City of Phoenix, a municipal corporation of the State of Oregon, acting as purchaser (Phoenix), and the City of Medford, a municipal corporation of the State of Oregon, acting by and through its Board of Water Commissioners, acting as vendor (MWC), together referred to as the Parties.

RECITALS:

- 1) MWC is an entity established under the Home Rule Charter (Charter) adopted by the citizens of the City of Medford, comprised of five citizens appointed by the Mayor and confirmed by the City Council, to manage the Water Fund for the purpose of supplying inhabitants of the City of Medford with water; and
- 2) Under Section 19 of the Charter, the MWC is authorized to sell water and/or supply facilities outside the legal boundaries of the City of Medford, only if said water and/or supply facilities are surplus to the needs of the inhabitants of the City of Medford, and meet certain conditions of MWC Resolution No. 1058; and
- 3) Under the Charter, the MWC is authorized to set rates for City of Medford inhabitants, and to make all necessary rules and regulations for the sale, disposition and use of water and water service from the City of Medford water system, and the MWC has adopted such rules and regulations; and
- 4) Per the MWC's projections, reports and plans, the MWC finds it has surplus water and supply facilities capacity available in its system to serve Phoenix; and
- 5) Phoenix desires to purchase surplus treated and transported water from MWC from October through April, and purchase surplus supply facilities treatment and transport services for Phoenix's own water appropriated under Phoenix's own state-issued water rights from May through September;

NOW, THEREFORE, for and in consideration of the foregoing and of the mutual promises herein, the Parties mutually agree as follows:

AGREEMENT:

ARTICLE 1. SCOPE OF SURPLUS WATER SUPPLY AND SERVICE

Subject to Article 3 of this Agreement, MWC agrees to supply surplus water up to a combined (from all connections) maximum of **440** gallons per minute (GPM) for the months of October through April, and surplus facilities capacity to treat and transport water up to a combined (from all connections) maximum of **1190** GPM for the months of May through September. Phoenix agrees to provide sufficient water storage as part of its water system to assure that the maximum rate of withdrawal in GPM by Phoenix is not exceeded.

During the 5 year term of this agreement the following conditions will be complied with: The above flow rates will not be exceeded between the hours of 5 am and 11 am. During all other hours the maximum flow rate will not exceed 1600 gallons per minute (GPM) in the summer and 1300 gallons per minute (GPM) in the winter. Measurement of total flow rates for the three TAP entities (Talent, Ashland, and Phoenix) will be based on the accumulative summation of the reading of the joint TAP meter at the TAP pump station on Samike Drive and the reading of the 2nd Phoenix meter at Garfield and Kings Highway Medford, Oregon. Notwithstanding the foregoing, in the event this agreement is renewed in October 2021, the maximum flow rates specified in this article may be recalculated by MWC based on future total source supply and future 2020 maximum month demand percentages, and such flow rates will be required over an entire 24 hour period.

Upon written request by Phoenix, this Agreement may be amended to provide supplemental supply and service to Phoenix if MWC determines that it has surplus capacity for Phoenix's use, and Phoenix agrees to reimburse MWC the reasonable cost of providing such supplemental supply and service.

ARTICLE 2. PHOENIX DISTRIBUTION SYSTEM EMERGENCY

Upon notice to MWC by Phoenix of a distribution system emergency, MWC will use its best efforts to provide supplemental water supply or services during the emergency.

For purpose of this agreement, "distribution system emergency" means: Any human or natural caused event that disables or impairs the distribution system such that its use constitutes an immediate threat to human life or health.

ARTICLE 3. MWC CONNECTIONS

MWC owns and is responsible for the construction, extension, maintenance, and operation of the MWC system up to the point of and including the master Phoenix meter(s). Phoenix shall

pay all costs of connections to the MWC system including initial metering, initial and ongoing backflow protection, and annual testing of the backflow device, all in accordance with MWC standards. MWC shall monthly read and annually test the master meter and provide readings and test results to Phoenix.

Phoenix's water supply is provided by the following master meter(s) with backflow connections to MWC:

- 10" Rosemount Spool Mag Meter at the Talent-Ashland-Phoenix (TAP) Pump Station on Samike Drive, Medford, Oregon
- 6" Turbine Meter at the intersection of Kings Highway and Garfield Street, Medford, Oregon

Temporary emergency connections to MWC with prior approval can be provided at the following location(s):

N/A

The following special conditions concerning connections to MWC apply:

- MWC acknowledges Phoenix's right to exchange and transfer water between the cities of Ashland, Talent, and Phoenix, Oregon within the total cumulative contracted GPM of all three noted cities served through TAP and their individual wholesale customer agreements with MWC.

ARTICLE 4. MWC REGULATIONS

Water service under this Agreement shall be in accordance with Section 30 SURPLUS WATER and Section 31 PROVISIONS RELATING TO UTILITY AND MUNICIPAL CUSTOMERS of the MWC Regulations Governing Water Service (Regulations), as now in effect or as may be amended. If there is any inconsistency between this Agreement and the Regulations, the Regulations control. Notwithstanding the foregoing, nothing herein is intended to relieve MWC of its obligation to supply surplus water in accordance with the terms of this Agreement, except as dictated by Federal/State regulations outside the control of MWC. The Parties acknowledge that implementation of this Agreement and the Regulations are subject to federal or state directives.

MWC shall promptly provide Phoenix a copy of any amendments to the Regulations.

ARTICLE 5. URBANIZATION POLICY

Phoenix agrees to provide water and services to customers within Phoenix city limits, or as otherwise approved by MWC in MWC Resolution No. 1058, as may be amended. Phoenix may provide water and services outside of city limits, but within its urban growth boundary, provided that the property requesting service has signed an irrevocable consent to annex to Phoenix, or as otherwise approved in writing by MWC. The current general water service map covering city limits and urban growth boundaries for Phoenix is attached to this Agreement as Exhibit A. Phoenix shall promptly notify MWC and provide a revised map as city limits and urban growth boundaries are modified.

ARTICLE 6. MEETING FUTURE WATER DEMANDS

Water and water services provided by MWC under this Agreement are pursuant to water rights held by the MWC and Phoenix. Nothing in this Agreement shall be construed to confer upon either party a legal or beneficial interest in each other's water rights, or to prevent either party from seeking additions or alterations to their water rights as deemed necessary.

Phoenix shall acquire and maintain such water rights as needed to meet the demand within its service area during the months of May through September. Phoenix may use the MWC intake facility, located at the intersection of Table Rock Road and the Rogue River in White City, as the designated point of diversion for Phoenix water rights. MWC shall cooperate in the perfection of any Phoenix water rights. Phoenix currently holds water rights with a diversion point on the Rogue River at the MWC Intake Facility site at the rate of 8.1 cubic feet per second and/or volume of **1000** acre feet. Delivery of such Phoenix water through MWC facilities shall be subject to the same terms and conditions as delivery of surplus MWC water. MWC shall measure and record at its Robert A. Duff Water Treatment Plant the amount of water withdrawn from the Rogue River by MWC and its municipal water service customers under each of their respective water rights. In its monthly water service invoice, MWC shall provide water use data for Phoenix. Phoenix shall provide MWC updated demand projections.

ARTICLE 7. SYSTEM DEVELOPMENT CHARGES

Pursuant to Resolution No. 774, MWC has established Water System Development Charges (SDCs) and supporting methodology to finance future MWC transmission and treatment facilities expansions. SDCs apply to all new customers, including customers of municipal wholesale customers served by MWC. Phoenix shall collect SDCs set by MWC from new Phoenix customers. MWC reviews the SDCs annually and reserves the right, in its sole

discretion, to modify or replace the SDCs with a different financing mechanism for system improvements.

All SDCs collected by Phoenix will be held in a separate account and forwarded to MWC along with an accounting of the number and sizes of the services installed. Phoenix shall provide MWC with a copy of the section within the annual Phoenix audit that shows accounting of MWC SDCs collected during the audited year. MWC shall, in turn, provide Phoenix an annual accounting of all SDCs collected.

MWC utilizes a utility basis for determining the water usage rate it charges Phoenix. Under this rate analysis, Phoenix is required to pay a return on investment for its share of the facilities paid for by MWC. Facilities funded by SDCs shall not be included in the return on investment portion of the rate analysis.

MWC shall render technical assistance to Phoenix in determining SDCs. MWC shall defend Phoenix against any legal action or appeals which may arise over the development, methodology, or implementation of the SDCs. Phoenix shall cooperate and support MWC in the defense, but shall not be obligated to incur any monetary obligation in such defense.

Upon termination of this Agreement, the following refund policy shall apply:

- (a) MWC shall return to Phoenix its prorated share of the unexpended balance of the SDCs fund. This prorated share shall be based upon the actual unexpended SDCs collected by Phoenix for the specific facilities funded by the SDCs, plus the interest earned.
- (b) MWC shall return to Phoenix a prorated share of the depreciated plant value of the specific MWC facilities funded by the SDCs and already installed. The prorated share shall be a percentage based upon the total amount of SDCs paid by Phoenix divided by the total SDCs collected and used to fund the facility, not including interest earned during the years in which the SDCs were collected.
- (c) In order to avoid a financial hardship, MWC shall develop a reasonable schedule of up to five (5) years for repayment of the depreciated value of the specific MWC facilities funded by the SDCs.
- (d) At the request of Phoenix, the MWC shall provide an accounting of the refunds made pursuant to this section.

ARTICLE 8. PAYMENTS TO MWC

Phoenix shall pay monthly for all water and services provided by MWC at MWC's scheduled wholesale rates then in place. Payment shall be made within ten (10) days after the meeting of the Phoenix's Council following receipt by Phoenix of a statement of charges from MWC.

MWC reserves the right, in its sole discretion, to change (with prior written notification of a rate study review) said rate at any time upon sixty (60) days written notice to Phoenix, following rate procedures and protocols in the MWC Regulations.

ARTICLE 9. TERM OF AGREEMENT

This term of this Agreement shall be five (5) years from its commencement. Phoenix may, at its option, extend the term for three additional five-year periods, which periods would run through October of **2026**, **2031**, and **2036** respectively. Extensions shall be subject to the same terms and conditions as this Agreement. Written notice of the election to exercise a five-year extension of this Agreement must be given to MWC not later than January 1st of the year in which the Agreement would otherwise expire. If Phoenix fails to provide MWC such notice, this Agreement shall be deemed canceled at the end of the term then in effect. MWC shall continue service for a reasonable period, determined in MWC's sole discretion, to allow Phoenix to secure other sources of water. Provided, however, Section 19 of the Charter of the City of Medford limits the term of water service contracts to 20 years and, therefore, the obligations of MWC under this Agreement, including renewal periods, shall not exceed that period of time.

ARTICLE 10. ASSIGNMENTS

Phoenix shall make no assignment of this Agreement without written permission from MWC. Any approved assignee or successor shall agree to be bound by the terms and conditions of this Agreement.

ARTICLE 11. WATER CURTAILMENT PLAN

During periods of drought or emergency, Phoenix shall be subject to the MWC Water Curtailment Plan, per MWC Resolution No. 1345, unless Phoenix has in effect a state-approved and adopted Water Curtailment Plan at least as stringent as that of MWC. In the event of a conflict between the Phoenix plan and the MWC plan, the MWC plan shall control. The MWC shall give Phoenix as much advance warning as possible prior to curtailment of water supplies.

The level of curtailment shall be determined by MWC based on the severity of the anticipated shortage. Phoenix shall be responsible for enforcing the MWC curtailment plan or the above mentioned Phoenix plan in its service area.

MWC will require and apply emergency curtailment of water use in an equitable, fair, and consistent manner consistent with Resolution 1345. Continued service during periods of emergency shall neither be construed as a waiver nor limitation of any kind on any water rights held by MWC, or a waiver or curtailment of any water rights held by Phoenix, nor as affecting any other terms in this Agreement.

ARTICLE 12. ANNUAL WATER QUALITY REPORTING

MWC will gather annual water quality data and prepare informational reports as required under state Consumer Confidence Reporting (CCR) rules. These CCR reports will include water quality information for MWC and all participating municipal water customers. Annual costs involved will be proportionally shared among participating municipal water customers and billed separately to each.

Statistical data necessary to create the CCR report for the prior year must be provided by Phoenix to MWC no later than April 1st of each year. If bulk mailing is the primary distribution method utilized, Phoenix shall also provide MWC with postal routes covering their respective service areas by April 1st of the delivery year. MWC reserves the right to utilize other approved delivery methods (e.g.; electronic), which may impact responsibilities for Phoenix.

In the event that Phoenix receives water into its system that is supplied by an entity other than MWC, the composite MWC report for that year will not include data for Phoenix. Phoenix shall be responsible for preparation of its own annual CCR, and MWC will provide MWC data by April 1st of the delivery year.

MWC maintains water quality test points throughout the MWC system and one specifically at the master meter location(s) of Phoenix. These test points are used to collect water samples for meeting required state water quality parameters on a weekly, monthly, and annual basis. All information collected is of public record and is accessible through state or MWC databases. Responsibility for water quality is transferred to Phoenix at the point of the master meter location(s), except where water quality problems are attributable to MWC.

ARTICLE 13. MUTUAL INDEMNITY

To the extent allowed by law, Phoenix and MWC shall each defend, indemnify and hold the other, and their officers, employees, and agents harmless from any and all claims, suits, actions, or losses arising solely out of the acts and omissions of the Party's own officers, employees, or agents while acting under this agreement.

ARTICLE 14. PARTIAL INVALIDITY

If any term, covenant, condition, or provision of this Agreement is found by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in force and effect, and shall in no way be affected, impaired, or invalidated thereby.

ARTICLE 15. INTEGRATION

This Agreement represents the entire understanding of MWC and Phoenix as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters covered herein. This Agreement may not be modified or altered except in writing signed by both parties.

ARTICLE 16. DEFAULT

For purposes of this Agreement "default" means failure to comply with any of the terms of this Agreement. If either party determines that a default has occurred, it shall provide the other party written notice of the default, which such party shall have thirty days in which (a) to cure the default, (b) show that the default is of such a nature that it cannot be reasonably cured within thirty days, or (c) show that no default occurred.

MWC and Phoenix will work in good faith to amicably resolve the default. If after thirty days of the notice of default, MWC determines, in its sole discretion, that Phoenix is unable or unwilling to cure the default within a reasonable time, MWC may impose escalating penalties as follows: (a) ten percent surcharge for a period of thirty days; (b) twenty percent surcharge for the next thirty days; and (c) termination of this Agreement. Such penalties are in addition to any other remedies at law or equity that may be available to MWC. Failure to issue notice of default or to enforce its remedies under this Article 16 shall not preclude MWC from taking such action for future defaults.

If after thirty days, Phoenix determines, in its sole discretion, that MWC is unable or unwilling to cure the default within a reasonable time, Phoenix may terminate this Agreement and pursue any other remedies at law or in equity that may be available to Phoenix.

ARTICLE 17. FORCE MAJEURE

Neither party hereto shall be liable for delays in performance under this Agreement by reason of fires, floods, earthquakes, acts of God, wars, strikes, embargoes, necessary plant repairs or replacement of equipment, of any other cause whatsoever beyond the control of such party, whether similar or dissimilar to the causes herein enumerated. This clause does not include causes related to water supply and demand planning or failure to engage in such planning.

ARTICLE 18. DISPUTE RESOLUTION

If a dispute arises out of or relates to this contract, and if the dispute cannot be settled through negotiation, the parties agree first to try to settle the dispute by non-binding mediation before resorting to litigation or other process. The parties agree to share equally the costs of mediation.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be signed by their proper officers on the dates noted below.

THE CITY OF MEDFORD
BY AND THROUGH ITS
BOARD OF WATER COMMISSIONERS

THE CITY OF PHOENIX

Leigh Johnson, Chair

Mayor

Karen Spoons, City Recorder

City Recorder

Date

Date

AGENDA BILL

AGENDA ITEM: 11E

AGENDA TITLE: Resolution Approving Real Estate Agreement Between the City of Phoenix and Fire District 5 to Purchase the Property at 116 W 2nd St.

DATE: September 19, 2016

ACTION REQUIRED:

ORDINANCE: _____

RESOLUTION: XX

MOTION: _____

INFORMATION: _____

EXPLANATION:

This resolution would approve the purchase of the property at 116 W 2nd St. by Fire District 5. They would be purchasing the property from the City of Phoenix for \$1.00.

FISCAL IMPACT:

The City of Phoenix will receive \$1.00 for the property at 116 W 2nd St.

ALTERNATIVES:

N/A

STAFF RECOMMENDATION: Staff recommends Council approve this resolution.

MOTION: "I MOVE TO APPROVE RESOLUTION NO. _____, TO APPROVE THE REAL ESTATE AGREEMENT BETWEEN THE CITY OF PHOENIX AND FIRE DISTRICT FIVE TO SELL CITY OWNED LOCATED AT 116 W 2ND ST FOR \$1.00."

PREPARED BY: Sarah Lind REVIEWED BY: _____

**CITY OF PHOENIX
PHOENIX, OREGON**

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE MAYOR, ON BEHALF OF THE CITY OF PHOENIX, TO EXECUTE A REAL ESTATE PURCHASE AND SALE AGREEMENT IN ORDER TO SELL PUBLICLY OWNED PROPERTY LOCATED AT 116 AND 118 WEST SECOND STREET TO JACKSON COUNTY FIRE DISTRICT NUMBER FIVE.

WHEREAS, Jackson County Fire District No. 5 has occupied and used property owned by the City of Phoenix located at 116 and 118 West Second Street as a fire station; and

WHEREAS, the City of Phoenix and Fire District No. 5 have determined it to be to the mutual benefit of both parties for the property to continue to be used for this purpose; and

WHEREAS, the City of Phoenix and Fire District No. 5 have negotiated a purchase and sale agreement and have found the terms and conditions therein to be acceptable.

NOW THREFORE, THE CITY OF PHOENIX RESOLVES AS FOLLOWS: The Mayor is hereby authorized to execute a purchase and sale for property owned by the City and located at 116 & 118 West Second Street in accordance with Exhibit "A" Real Estate Purchase and Sale Agreement.

APPROVED by the City of Phoenix on this 19th day of September, 2016.

Jeff Bellah, Mayor

ATTEST:

Janette Boothe, City Finance Director/Recorder

REAL ESTATE PURCHASE AND SALE AGREEMENT

This Real Estate Purchase and Sale Agreement ("Agreement") is made as of the latter of the two dates above the signature lines hereunder (the "Effective Date") by and between the City of Phoenix, Oregon, an Oregon municipal corporation ("Seller"), and Jackson County Fire District No. 5, an Oregon fire protection district ("Buyer"):

WHEREAS, Seller owns certain real property located at 116 and 118 West Second Street, in Phoenix, Oregon, as more particularly described in Exhibit A, attached hereto (collectively, the "Property");

WHEREAS, Buyer desires to acquire the Property from Seller, and Seller is willing to sell and convey all the Property to Buyer, on and subject to the terms of this agreement (the "Agreement");

NOW THEREFORE, in consideration of the terms and conditions below it is agreed as follows:

1. Purchase and Sale of the Property. Seller agrees to sell the Property to Buyer, and Buyer agrees to buy the Property from Seller, on the terms and conditions set forth in this Agreement. The Property that is the subject of the terms herein includes all of the following: (i) those certain parcels of land located at 116 and 118 West Second Street, Phoenix, Oregon and described in Exhibit A; (ii) all improvements currently situated on such property (the "Improvements"); and (iii) all licenses, permits, entitlements, reciprocal easements and easements, if any, used in the operation of, or located at, the Property or Improvements.

2. Purchase Price. The purchase price for the Property is one dollar (\$1.00) (the "Purchase Price"), payable at closing. Buyer shall be responsible for all necessary permits, approvals, surveying and land use actions or requirements associated with the transfer of the Property, and the costs of the same.

3. Costs of closing; title insurance; property and casualty insurance. Buyer shall be responsible for all costs of closing through a title company selected by the parties. Buyer shall be responsible for all title insurance in connection with closing, and upon transfer of the Property, Buyer shall maintain insurance coverage sufficient to insure the loss of the Property at its market value as of the date of closing, and thereafter at its market value every five years.

4. Future vacation or abandonment of Property. In the event Buyer vacates, abandons or otherwise does not use or need the Property for its operations, Buyer shall provide to Seller, at its administrative offices, written notice of its intent than sixty days prior to doing so, upon which Seller shall have ninety days to exercise

the option to repurchase the Property for one dollar (\$1.00). Seller may exercise this option by written notice to Buyer at its administrative offices. Further, in the event the Fire Station on the Property is no longer used to provide fire and medical response services, Seller shall have the same rights, at Seller's written election within sixty days after Seller becomes aware of such use of the Property, to repurchase the Property on the same terms as stated in this paragraph.

5. As-is. The Property is sold and transferred as-is. Buyer shall maintain the Property in good repair and working order.

6. Closing. The transaction contemplated by this Agreement shall be closed ("Closing" or "Closing Date") no later than ninety (90) days following the execution of this Agreement.

7. Representations and Warranties. Seller hereby warrants and represents to Buyer the following matters, and acknowledges that they are material inducements to Buyer to enter into this Agreement. The parties represent the following matters are true and correct, and will remain true and correct through Closing:

a. Authority. Seller and Buyer have full power and authority to enter into this Agreement, and the persons signing this Agreement for Seller have full power and authority to sign for Seller and to bind it to this Agreement. Seller and Buyer have full power and authority to sell, transfer and convey all right, title, and interest in and to the Property in accordance with this Agreement. No further consent of any judicial or administrative body, governmental authority, or other party is required.

b. Rights and Contracts Affecting Property. Except for this Agreement, Seller has not entered into any other contracts for the sale of the Property, nor do there exist any rights of first refusal or options to purchase the Property.

c. No Legal Proceedings. To Seller's knowledge, there is no suit, action, arbitration, judgment, legal, administrative, or other proceeding, claim, lien, or inquiry pending or threatened against the Property or against Seller that could (a) affect Seller's right or title to the Property (b) affect the value of the Property (except for pending or potential land use actions), or (c) subject an owner of the Property to liability.

8. Notices. All notices, demands, or other communications that are required or are permitted to be given under this Agreement shall be in writing and shall be deemed to have been delivered on the earlier of: (a) the date of actual receipt by personal service, receipt of a facsimile transmission thereof or receipt by delivery from a commercially recognized overnight courier, or (b) three (3) days after having been deposited in the U.S. mail, addressed to the parties at their respective administrative offices.

9. Miscellaneous.

a. Integration. This Agreement, together with any attached exhibits, is the entire contract between the parties, and no representations, warranties, projections, inducements, promises, understandings, assurances, or agreements (whether express or implied, or whether oral or written) made before the execution of this Agreement, will change its terms or have any binding effect on either party. There are no verbal or other agreements which modify or affect this Agreement.

b. Legal Relationships. This Agreement creates only the relationship of Seller and Buyer and no joint venture, partnership or other joint undertaking is intended hereby, and neither party hereto shall have any rights to make any representations or incur any obligations on behalf of the other.

c. Waiver. Failure of either party at any time to require performance of any provision of this Agreement shall not limit the party's right to enforce the provision. Waiver of any breach of any provision shall not be a waiver of any succeeding breach of the provision or a waiver of the provision itself or any other provision.

d. Attorney Fees. In the event suit or action is instituted to interpret or enforce the terms of this Agreement, the prevailing party shall be entitled to recover from the other party such sum as the court may adjudge reasonable as attorney fees in the preparation of its case at trial, on any appeal, and on any petition for review, in addition to all other sums provided by law. In the event either party is represented by in-house legal counsel, reasonable attorney fees as described in this section shall include the reasonable value of any services provided by in-house counsel. The reasonable value of services by in-house counsel shall be calculated by applying an hourly rate commensurate with prevailing market rates.

e. Applicable Law. This Agreement shall be construed, applied and enforced in accordance with the laws of the State of Oregon and the venue of any suit shall be Clackamas County.

f. Modification. This Agreement may be changed only by a writing that is executed and delivered by both Seller and Buyer.

g. Severability; Captions. The invalidity or unenforceability of one provision of this Agreement will not affect the validity or enforceability of the other provisions. The captions of the sections of this Agreement are inserted only for the convenience of the parties and are not to be construed as a part of this Agreement or as a limitation of the scope of the particular sections to which they refer.

h. Email Signatures; Counterparts. To the extent signed and delivered by means of electronic mail, this Agreement shall be treated in all manners and respects as an original agreement or instrument and shall be considered to have the same binding legal effect as if it were the original signed version thereof delivered in

person. In addition, this Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, this Agreement has been executed as of the later of the two dates signed and dated below.

City of Phoenix ("Seller") Date

Attest:

Mayor, City of Phoenix Date

Jackson County Fire District No. 5 ("Buyer") Date