



**TALENT CITY COUNCIL
REGULAR COUNCIL MEETING DRAFT MINUTES
TALENT URBAN RENEWAL AGENCY at 6:00 PM (see separate agenda)
TOWN HALL
August 5, 2015 – 6:45 P.M.**

Study Session, Regular Council & TURA meetings are being digitally recorded and will be available on the City website

The City Council of the City of Talent will meet in a Regular Council session at 6:45 P.M. on Wednesday, August 5, 2015 at 6:45 P.M. in the Town Hall, 206 E. Main Street. The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to the City Recorder at 541-535-1566, ext. 1012.

The City Council reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the study session and/or meeting.

REGULAR COUNCIL MEETING- 6:45 PM

Anyone wishing to speak on an agenda item should complete a Public Comment Form and give it to the City Recorder. Public Comment Forms are located at the entrance to the meeting place. Anyone commenting on a subject not on the agenda will be called upon during the "Citizens Heard on Non-agenda Items" section of the agenda. Comments pertaining to specific agenda items will be taken at the time the matter is discussed by the City Council.

1. Call to Order/Roll Call

2. Pledge of Allegiance

3. Mayor Announcements

4. Public Hearings

Public hearings are conducted under a prescribed procedure depending on the topic. The presiding officer will conduct the hearing in accordance with those procedures which will allow for public input at the announced time.

4.1 None

5. Citizens Heard on Non-Agenda Items

Limited to 5 minutes or less per Mayoral discretion

6. Public Presentations

Items that do not require immediate Council action, such as presentations, discussion of potential future action items. Time limited to 15 minutes per presentation unless prior arrangements have been made.

6.1 Styrofoam Ban – Sam Becker

7. Consent Agenda

The consent agenda consists of items of a repeating or routine nature considered under a single action. Any Councilor may have an item on the consent agenda removed and considered separately on request.

7.1 Approval of Regular Council Meeting Minutes for July 15, 2015.....Page 3-19

7.2 Acknowledge Receipt of Payables.....Page 20-22

8. Regular Agenda

Citizens will be provided the opportunity to offer comments on action items after staff has given their report and if there is an applicant, after they have had the opportunity to speak. Action items are expected to result in motions, resolutions, orders, or ordinances.

8.1 Transportation System Plan (TSP).....Page 23-135

8.2 Waiving Historical Society Fees.....Page 136

8.3 First Reading to Adopt Ordinance 15-891-O, An Ordinance Repealing Ordinance No. 01-709-O (as amended by 03-746-O & 06-797-O to include a declaration of the city of Talent's intent to participate in the national incident management system as the emergency management procedure to be followed in the event of an emergency.....Page 137-140

8.4	First Reading to Adopt Ordinance 15-892-O, An Ordinance Repealing Ordinance 99-678-O(as amended by Ordinance 00-684-O & 07-829-O), an Ordinance establishing a Transportation Utility, setting Transportation Utility fee amounts, and declaring an effective date.Page 141-145
8.5	Second Reading to Adopt Ordinance 15-882-O, adopt Ordinance #15-882 and by doing so repealing Ordinance #77-369 (as amended by Ordinance #91-520), an ordinance providing for a charge for each lien search.....Page 146
8.6	Second Reading to Adopt Ordinance #15-883 and by doing so repealing Ordinance #01-689 (as amended by Ordinance #12-863), an ordinance prescribing licensing guidelines to be followed in reviewing applications and making recommendations on liquor license applications and fees.....Page 147-151
8.7	Second Reading to Adopt Ordinance #15-884 and by doing so repealing Ordinance #76-351 (as amended by Ordinance #05-780), an ordinance creating a contract review board.....Page 152
8.8	Second Reading to Adopt Ordinance #15-885 and by doing so repealing Ordinance #91-543 (as amended by Ordinance #92-564, 97-625, 97-627, 99-660, 03-737, 03-741, 03-745, & 05-783), an ordinance controlling vehicular and pedestrian traffic and providing penalties.....Page 153-170
8.9	Second Reading to Adopt Ordinance #15-886 and by doing so repealing Ordinance #02-711 (as amended by Ordinance #12-864), an ordinance relating to curfews for minors.....Page 171
8.10	Second Reading to Adopt Ordinance #15-887 and by doing so repealing Ordinance #91-523 (as amended by Ordinance # 97-618 & 98-658), an ordinance prescribing general offenses and providing penalties.....Page 172-182
8.11	Second Reading to Adopt Ordinance #15-888 and by doing so repealing Ordinance #03-748 (as amended by Ordinance #07-823 & 07-827), an ordinance for the disposition and impounding of discarded vehicles.....Page 183-189
8.12	Second Reading to Adopt Ordinance #15-889 and by doing so repealing Ordinance #67-210 (as amended by Ordinance #98-650), an ordinance licensing peddlers.....Page 190-191
8.13	Determine attendance of LOC Conference.....(No agenda Report)

9. Information Items

9.1 None.

10. City Manager & Other Department Reports

Items for discussion by the City Manager and Department Heads as needed.

11. Other Business

11.1

12. Mayor and Councilor - Committee Reports and Councilor Comments

- Rogue Valley Area Commission on Transportation – Mayor Stricker (alternate)
- Together for Talent Committee – Melissa Huhtala & Mayor Stricker (alternate)
- Metropolitan Planning Organization – Mayor Stricker & Councilor Cooke (alternate)
- Planning Commission – Councilor Wise & Councilor Abshire (alternate)
- Public Art Advisory Committee – Councilor McManus
- Parks Commission – Mayor Stricker
- Traffic Safety & Transportation Commission – Councilor Cooke
- Rogue Valley Council of Governments – Councilor McManus & Mayor Stricker (alternate)
- Talent Historical Society – Councilor Pederson & Councilor Abshire (alternate)
- Harvest Festival Committee – Councilor McManus
- Economic Development - Councilor Pederson & Councilor McManus
- Chamber – Councilor Pederson
- Talent Charter Review – Councilor Cooke

13. Adjournment

The City of Talent is an Equal Opportunity Provider

Note: This agenda and the entire agenda packet, including staff reports, referenced documents, resolutions and ordinances are posted on the City of Talent website (www.cityoftalent.org) in advance of each meeting.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact TTY phone number 1-800-735-2900 for English and for Spanish please contact TTY phone number 1-800-735-3896.



**TALENT CITY COUNCIL
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1. Call to Order/Roll Call

2. Pledge of Allegiance

3. Mayor Announcements

- Mayor Stricker announced to add the Talent Food Project Special Use Permit as item 6.1 and move Emelia to 6.2. Council gave consensus.
- Add the Talent Historical Society waiving of fees to other business.
- City Hall has a new Solar Fountain.
- City Manager Review will be held next Council Meeting.
- There are 2 new occupants in downtown Talent.

4. Public Hearings

Public hearings are conducted under a prescribed procedure depending on the topic. The presiding officer will conduct the hearing in accordance with those procedures which will allow for public input at the announced time.

4.1 None

5. Citizens Heard on Non-Agenda Items

Limited to 5 minutes or less per Mayoral discretion

Louise Shawket 870Cambridge St. Talent & Lee Lull – 292 Willow Springs, Talent – Ms. Shawket and Lull spoke regarding "Our Critical Climate" Ms. Shawket announced that there will be a 2 day Climate Summit on October 13th and 14th. It was suggested to come back and present to Council at a future meeting.

6. Public Presentations

Items that do not require immediate Council action, such as presentations, discussion of potential future action items. Time limited to 15 minutes per presentation unless prior arrangements have been made.

6.1 Emilia Thiring

Eleven year old Emilia showed her PowerPoint Presentation Living in Talent (see attached).

7. Consent Agenda

The consent agenda consists of items of a repeating or routine nature considered under a single action. Any Councilor may have an item on the consent agenda removed and considered separately on request.

- 7.1 Approval of Regular Council Meeting Minutes for July 1, 2015**
- 7.2 Acknowledge Receipt of Together for Talent Minutes for June 2, 2015**
- 7.3 Acknowledge Receipt of Payables**

Councilor Pederson moved to approve the consent agenda. Councilor McManus seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

8. Regular Agenda

Citizens will be provided the opportunity to offer comments on action items after staff has given their report and if there is an applicant, after they have had the opportunity to speak. Action items are expected to result in motions, resolutions, orders, or ordinances.

8.1 IGA from the City of Talent to Talent Urban Renewal

Mr. Corrigan gave a brief Staff report.

Councilor Pederson moved to approve the Intergovernmental Agreement for the City of Talent and Urban Renewal Agency for a loan in the amount of \$250,000. Councilor McManus seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

8.2 Request to waive fees for Mural

Mr. Corrigan gave a brief Staff report.

Councilor Cooke moved to waive the administrative in house for the mural project. Councilor Pederson seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes.

8.3 OpenGov

Mr. Corrigan gave a brief Staff report. Mayor Stricker read an email from Councilor Abshire (*see attached*).

Councilor Pederson moved to reject the proposal to enroll in OpenGov at this time and reassess the software later. Councilor Collins seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

Mayor Stricker thanked Councilor Abshire for all of his work on this.

8.4 Adopt Ordinance 15-882-O, adopt Ordinance #15-882 and by doing so repealing Ordinance #77-369 (as amended by Ordinance #91-520), an ordinance providing for a charge for each lien search

Joi Riley – 1706 Lithia Way, Talent – Ms. Riley spoke regarding the Ordinances. Ms. Riley gave detailed notes about Ordinances that need to be updated.

Mr. Corrigan gave a brief Staff report. He spoke regarding the codification process. He explained that the Ordinances are being organized and not changed.

Mayor Stricker suggested that there be a Phase 2 in this project to make substance changes to the Ordinances and creating an Ad-Hoc Committee to do so. Council gave unanimous consensus to this.

Councilor Pederson moved to adopt Ordinance 15-882-O, adopt Ordinance #15-882 and by doing so repealing Ordinance #77-369 (as amended by Ordinance #91-520), an ordinance providing for a charge for each lien search

Councilor McManus seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

8.5 Adopt Ordinance #15-883 and by doing so repealing Ordinance #01-689 (as amended by Ordinance #12-863), an ordinance prescribing licensing guidelines to be followed in reviewing applications and making recommendations on liquor license applications and fees.

Councilor Pederson moved to Adopt Ordinance #15-883 and by doing so repealing Ordinance #01-689 (as amended by Ordinance #12-863), an ordinance prescribing licensing guidelines to be followed in reviewing applications and making recommendations on liquor license applications and fees. Councilor Collins seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

- 8.6 Adopt Ordinance #15-884 and by doing so repealing Ordinance #76-351 (as amended by Ordinance #05-780), an ordinance creating a contract review board

Councilor Cooke moved to Adopt Ordinance #15-884 and by doing so repealing Ordinance #76-351 (as amended by Ordinance #05-780), an ordinance creating a contract review board. Councilor Collins seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

- 8.7 Adopt Ordinance #15-885 and by doing so repealing Ordinance #91-543 (as amended by Ordinance #92-564, 97-625, 97-627, 99-660, 03-737, 03-741, 03-745, & 05-783), an ordinance controlling vehicular and pedestrian traffic and providing penalties

Councilor McManus moved to Adopt Ordinance #15-885 and by doing so repealing Ordinance #91-543 (as amended by Ordinance #92-564, 97-625, 97-627, 99-660, 03-737, 03-741, 03-745, & 05-783), an ordinance controlling vehicular and pedestrian traffic and providing penalties. Councilor Cooke seconded. Mayor Stricker repeated the motion. Discussion: Councilor Pederson spoke regarding how Talent treats skateboarders in the Community and would like to look into this in Phase 2. All Ayes. Motion passed unanimously.

- 8.8 Adopt Ordinance #15-886 and by doing so repealing Ordinance #02-711 (as amended by Ordinance #12-864), an ordinance relating to curfews for minors

Councilor Pederson moved to Adopt Ordinance #15-886 and by doing so repealing Ordinance #02-711 (as amended by Ordinance #12-864), an ordinance relating to curfews for minors Councilor Cooke seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

- 8.9 Adopt Ordinance #15-887 and by doing so repealing Ordinance #91-523 (as amended by Ordinance # 97-618 & 98-658), an ordinance prescribing general offenses and providing penalties

Councilor Cooke moved to Adopt Ordinance #15-887 and by doing so repealing Ordinance #91-523 (as amended by Ordinance # 97-618 & 98-658), an ordinance prescribing general offenses and providing penalties Councilor Pederson seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

- 8.10 Adopt Ordinance #15-888 and by doing so repealing Ordinance #03-748 (as amended by Ordinance #07-823 & 07-827), an ordinance for the disposition and impounding of discarded vehicles

Councilor Collins moved to Adopt Ordinance #15-888 and by doing so repealing Ordinance #03-748 (as amended by Ordinance #07-823 & 07-827), an ordinance for the disposition and impounding of discarded vehicles Councilor Pederson seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

- 8.11 Adopt Ordinance #15-889 and by doing so repealing Ordinance #67-210 (as amended by Ordinance #98-650), an ordinance licensing peddlers

Councilor Collins moved to Adopt Ordinance #15-889 and by doing so repealing Ordinance #67-210 (as amended by Ordinance #98-650), an ordinance licensing peddlers. Councilor Cooke seconded. Mayor Stricker repeated the motion. Discussion: None. All Ayes. Motion passed unanimously.

9. Information Items

9.1 6 month City report

Mr. Corrigan gave the 6 month report. He went over the status of the goals.

9.2 Medford Water Commission Update

Mr. Corrigan gave a Staff Report. He spoke that the Medford Water Commission is suggesting a 41.9% rate increase. It was decided by Council to direct Staff to draft a letter to the Medford Water Commission fighting this issue.

10. City Manager & Other Department Reports

Items for discussion by the City Manager and Department Heads as needed.

City Manager, Tom Corrigan gave Department and City Reports:

- Read email from Emilia Thiring thanking Council.
- On July 25th there will be a family fun bike ride.
- Bids for 2nd and School House Rd. have gone out.
- There was tree damage from the last storm.
- Council was given an Avista update.
- Gave a brief update on the railroad for Front Street. The City will not have to pay a lease agreement.
- Manager spoke of Belmont crossing for a possible future development. The City had previously requested an at-grade crossing from the RR. Mayor Stricker suggested that if there is a need for an update to direct it to the developer

- Gave an update on the Community Center.

11. Other Business

11.1

Councilor McManus suggested the Communicate with Emilias to present to the Chamber. Mayor Stricker will reach out to the family.

Mayor Stricker questioned that in the City Manager Report to add business licenses being issues.

Councilor Pederson suggested to add Chamber of Commerce Report to Committee Reports on the Council Agenda.

City Recorder, Melissa Huhtala would send City Manager Review form to Council.

Councilor Collins was appointed by Mayor Stricker to be the Council Liaison for Together for Talent.

Council gave Consensus to add Southern Oregon Climate Action Now (SOCAN) on a future agenda.

12. Mayor and Councilor - Committee Reports and Councilor Comments

Rogue Valley Area Commission on Transportation – Mayor Stricker (alternate) RVCT will meet Tomorrow.

Together for Talent Committee – Melissa Huhtala & Mayor Stricker (alternate) Ms. Huhtala announced Together for Talent discussed their mission statement and working on updating their webpage. Mayor Stricker recommended to work on the enacting Ordinance for this Committee to be more consistent with other Committees.

Metropolitan Planning Organization – Mayor Stricker & Councilor Cooke (alternate)
Meeting is coming up.

Planning Commission – Councilor Wise & Councilor Abshire (alternate)
No announcements.

Public Art Advisory Committee – Councilor McManus
TPAC will meet on the 3rd Thursday of the month.

Parks Commission – Mayor Stricker
There was no quorum however Don Steyskal gave a brief presentation on Roberts Rules.

Traffic Safety & Transportation Commission – Councilor Cooke
Meet next month.

Urban Renewal Agency – Councilor Pederson, Councilor Dean and Councilor Abshire
Meeting was today and was productive.

Rogue Valley Council of Governments – Councilor McManus & Mayor Stricker (alternate)
No meeting

Talent Historical Society – Councilor Pederson & Councilor Abshire (alternate)
Had a meeting last night. Councilor Pederson officially resigned from his position on the board. Councilor Abshire is interested in this position. It was decided to add the waiving of fees for the Historical Society to the next Council Agenda.

Harvest Festival Committee – Councilor McManus
Met last week. Sponsorships are up and planning is going well.

Economic Development - Councilor Pederson & Councilor McManus
There has been no meeting. It was discussed to add formalization on Economic Development to a future agenda.

Charter Review – Councilor Cooke
There will be a meeting on the 25th.

13. Adjournment

The Council Meeting was adjourned at 8:37

Respectfully submitted by:

City Recorder, Melissa Huhtala

Attest:

City Manager, Tom Corrigan

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Talent

By
Emelia Thiring

Talent Elementary School

- ▶ A school where they notice amazing gifts in kids who never thought they had any.
- ▶ A place where you can be you
- ▶ Where you are always loved



Talent Middle School



Talent Middle School
Growing and Learning Together

- ▶ A new start for fifth graders
- ▶ Known as a maze



Chuck Roberts Park

- ▶ An amazing place for kids to play and have fun
- ▶ It has an amazing water pad
- ▶ Great for spring and summer time picnics



City Hall

- ▶ A place to go and learn about the history of Talent
- ▶ The Talent library's neighbor
- ▶ A place to report issues
- ▶ A place to pay your rent or bill



Public Library

- ▶ A great place check out books
- ▶ An amazing place to read
- ▶ You can check out at least 6 books at a time



Skate Park

- ▶ A place to do flips and tricks on your skate board and scooters and bikes
- ▶ A place to have fun

Talent, Oregon



Rays

- ▶ A place to buy local and organic foods
- ▶ A place to get toys as well



Camelot

- ▶ A great place to see a play
- ▶ You can host shows there as well



Grotto

- ▶ A great place to dinner and food
- ▶ A place to hang out



Talent

- ▶ All these amazing places in Talent are definitely fun as... well, as everything else in town.
- ▶ Please consider coming and visiting; we would appreciate it a lot.



TRANSPARENCY----Transparency is something I think we need as a city to keep all citizens informed as to how we spend their tax dollars for all departments within Talent.

The program OpenGov in my opinion gets us going in the right direction for openness and trust by the people of Talent. The concept behind my thinking is simple to a fault. I will give the council a few reasons as to my thought process.

First off is confidence in staff and the elected officials for the people we represent. Trust in my opinion is foremost the number one item that we should build on now and in the future. Without trust we have nothing.

Second is economic reasons. It would seem that any business that might consider moving into Talent would surely look at the financial standing of the city to make the judgement call for themselves as to any move into our fair city.

Third and foremost I think it is the right thing to do, this meaning that we as council should give the citizens the right to be able to see how we operate as an open government and to build the trust that we need to move forward in into the future.

Lastly if need be we as council table this item until I return for the second meeting of August.

Thank you council members for listening and hope that we can all come to an understanding on Transparency.

Tony Abshire
City Councilor



City Council Accounts Payable Report

July 1 – July 15, 2015

Meeting Date:	August 5, 2015	Primary Staff Contact:	Denise Woodman <i>dfw</i>
Department:	Administration and Finance	E-Mail:	denise@cityoftalent.org
Approval:	Thomas J. Corrigan	Secondary Contact:	

Attached is the check register for July 1 – July 15, 2015 for your review. Miscellaneous reimbursements, Town Hall deposits and Utility Billing credit balance refunds (STMP...) were issued on July 15th, checks numbered 27145 through 27146. Check number 27147 was canceled for correction. Other expenditures for this period include:

- Adroit Construction – CDBG grant funded Community Center construction - \$289,390.78
- Blumenthals Corp – Police Uniforms - \$1214.50
- Central Oregon and Pacific Railroad Inc. – Colver Road waterline crossing annual lease - Total \$1,407.10
- Elwood Staffing. – Temporary staffing for City ordinance project - \$439.92
- Jackson County Recycling Partnership – Annual dues- \$815.65
- Local Government Personnel Institute – Annual membership - \$1,149.00
- Pauly Rogers & Co PC – Interim audit services for FY2015 - \$4,940.00
- Project A – Quarterly website hosting fee - \$450.00
- Rogue Valley Council of Governments – CDGB grant funded Community Center grant administration \$2,040.00 and annual Bear Creek TMDL Project dues \$7,837.20
- Southern Oregon Regional Economic Development Inc. – Annual dues - \$500.00
- US Bank Corporate Trust – West Valley View LID debt service fees - \$685.00
- Puls, Justin – Chuck Roberts Park Splash Pad concrete - \$2,285.00

If you see any items that you would like clarification on, please give me a call or send me an email.



Check Register - Summary-Supp.

Date : Jul 29, 2015

Time : 2:20 pm

Vendor : A1PAV001 To ZUMAR001
 Trans. Date : 01-Jan-2015 To 29-Jul-2015
 Check Date : 01-Jul-2015 To 15-Jul-2015
 Check No : All
 Batch No : All

Bank : Bank : 003 To 003

Status : All

Medium :

M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Chq/Ref #	Check Date	Vendor	Vendor Name	Status	Batch	Medium	Amount
00296-0001	01-Jul-2015	OTEAM001	OREGON TEAMSTERS EMPLOYERS TRU	Cleared	3	E	25783.12
00297-0001	02-Jul-2015	UNITE002	UNITED STATES TREASURY PR TAX EFT	Cleared	5	E	188.78
00298-0001	15-Jul-2015	ORDOJ002	OREGON DEPT OF JUSTICE	Cleared	15	E	193.00
00298-0002	15-Jul-2015	ORREV002	OREGON DEPARTMENT OF REVENUE	Cleared	15	E	5356.12
00298-0003	15-Jul-2015	UNITE002	UNITED STATES TREASURY PR TAX EFT	Cleared	15	E	15326.73
	13-Jul-2015	STMP001380	EKWALL, STEVEN & COLLEN	Cancelled	18	R	0.00
27106	01-Jul-2015	ADROI001	ADROIT CONSTRUCTION CO.INC.	Cleared	2	C	289390.78
27107	01-Jul-2015	STAND001	STANDARD INSURANCE CO	Cleared	2	C	1059.26
27108	01-Jul-2015	STAND001	STANDARD INSURANCE CO	Cleared	2	C	15.00
27109	09-Jul-2015	ALSCO001	ALSCO INC.	Cleared	7	C	153.60
27110	09-Jul-2015	ATTWI001	AT&T MOBILITY	Cleared	7	C	552.14
27111	09-Jul-2015	AVIST001	AVISTA UTILITIES	Cleared	7	C	157.55
27112	09-Jul-2015	BLUME001	BLUMENTHALS CORP.	Cleared	7	C	1214.50
27113	09-Jul-2015	CDWZG001	CDW GOVERNMENT INC	Cleared	7	C	235.20
27114	09-Jul-2015	CENTR001	CENTRAL OREGON & PACIFIC RAILROAI	Issued	7	C	1407.10
27115	09-Jul-2015	CITOT003	CITY OF TALENT	Cleared	7	C	23.37
27116	09-Jul-2015	ELWOO001	ELWOOD STAFFING SERVICES INC.	Cleared	7	C	439.92
27117	09-Jul-2015	GRITC001	GRITSCH, CONNIE	Cleared	7	C	57.00
27118	09-Jul-2015	JACKS009	JACKSON COUNTY RECYCLING PARTNER	Cleared	7	C	815.65
27119	09-Jul-2015	JCPLA001	JACKSON COUNTY PLANNING AND DEVI	Cleared	7	C	5746.53
27120	09-Jul-2015	JCROA001	JACKSON COUNTY ROADS	Cleared	7	C	4077.39
27121	09-Jul-2015	LEOSB001	LEOS, BRANDI	Issued	7	C	850.00
27122	09-Jul-2015	LOCAL001	LOCAL GOVERNMENT PERSONNEL INST	Cleared	7	C	1149.00
27123	09-Jul-2015	MASTE001	MASTER STITCH	Cleared	7	C	40.00
27124	09-Jul-2015	MIKES001	MIKES A FULL SERVICE PRINTER INC.	Cleared	7	C	184.85
27125	09-Jul-2015	PATHW001	PATHWAY ENTERPRISES INC.	Cleared	7	C	850.24
27126	09-Jul-2015	PAULY001	PAULY ROGERS & CO. PROF.CORP.	Cleared	7	C	4940.00
27127	09-Jul-2015	PROJE001	PROJECT A INC.	Cleared	7	C	450.00
27128	09-Jul-2015	RECOL001	RECOLOGY ASHLAND SANITARY SERVIC	Cleared	7	C	291.25
27129	09-Jul-2015	RICOH001	RICOH USA INC.	Cleared	7	C	582.19
27130	09-Jul-2015	ROGUE003	ROGUE VALLEY SEWER SERVICES	Cleared	7	C	343.14
27131	09-Jul-2015	ROGUE005	ROGUE VALLEY COUNCIL OF GOVERNMENT	Cleared	7	C	9877.20
27132	09-Jul-2015	SECUR001	SECURECOM INC	Cleared	7	C	284.25
27133	09-Jul-2015	SNEAK001	SNEAK PREVIEW NEWS & REVIEW LLC	Issued	7	C	500.00
27134	09-Jul-2015	SOUTH003	SOUTHERN OREGON REGIONAL ECONC	Cleared	7	C	500.00
27135	09-Jul-2015	SUPER001	SUPERIOR STAMP & SIGN CO	Cleared	7	C	130.00
27136	09-Jul-2015	USBAN002	USBANK CORPORATE TRUST	Cleared	7	C	685.00
27137	09-Jul-2015	USPOS001	US POSTMASTER - TALENT	Cleared	7	C	136.00
27138	09-Jul-2015	VERIZ001	VERIZON WIRELESS	Cleared	7	C	522.28
27139	09-Jul-2015	PULSJ001	PULS, JUSTIN	Cleared	9	C	2285.00
27140	15-Jul-2015	HRAVE001	HRA VEBA TRUST	Cleared	14	C	1265.00
27141	15-Jul-2015	NATIO004	NATIONWIDE RETIREMENT SOLUTION	Cleared	14	C	32.31
27142	15-Jul-2015	ORSAV001	VOYA-STATE OF OREGON PLAN	Cleared	14	C	480.00
27143	15-Jul-2015	TEAMS001	TEAMSTERS LOCAL 223	Cleared	14	C	795.00



Check Register - Summary-Supp.

Date : Jul 29, 2015

Time : 2:20 pm

Vendor : A1PAV001 To ZUMAR001
 Trans. Date : 01-Jan-2015 To 29-Jul-2015
 Check Date : 01-Jul-2015 To 15-Jul-2015
 Check No : All
 Batch No : All

Bank : Bank : 003 To 003
 Status : All
 Medium :
 M=Manual C=Computer R=Credit E=EFT-PAP T=EFT-File

Chq/Ref #	Check Date	Vendor	Vendor Name	Status	Batch	Medium	Amount
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27145	15-Jul-2015	MANZB001	MANZANO, BERENICE YAZMIN	Issued	16	C	350.00
27146	15-Jul-2015	STMP001379	NUMAIR, ABE	Cleared	16	C	16.58
27147	15-Jul-2015	STMP001380	EKWALL, STEVEN & COLLEN	Cancelled	16	C	42.81
27147	15-Jul-2015	STMP001380	EKWALL, STEVEN & COLLEN	Cancelled	17	C	-42.81

Total Computer Paid :	<u>334,711.78</u>	Total EFT PAP :	<u>46,847.75</u>	Total Paid :	<u>381,559.53</u>
Total Manually Paid :	<u>0.00</u>	Total EFT File Transfer :	<u>0.00</u>		

City of Talent

Community Development Department - Planning



STAFF REPORT and **FINDING OF FACT**

Type-4 Land Use Application — Legislative Review — Talent City Council

Meeting date: August 5, 2015
File no: CPA 2015-001
Prepared by: Zac Moody, Community Development Director
Item: Adoptions of 2015 Transportation System Plan (Element D).

GENERAL INFORMATION

Petitioner City of Talent

Requested Action Amendments to the City of Talent’s Comprehensive Plan, Element D, Transportation.

Amended Codes Element D, Transportation System

PROPOSAL

The purpose of this TSP update is to update the City’s documentation of existing transportation conditions and future transportation needs, achieve consistency with the recently-adopted 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 are also known as the Transportation Planning Rule (TPR). Figure 1 below illustrates the study area for the TSP Update, including the City Limits, Urban Growth Boundary (UGB), and Urban Reserve Areas (URAs).

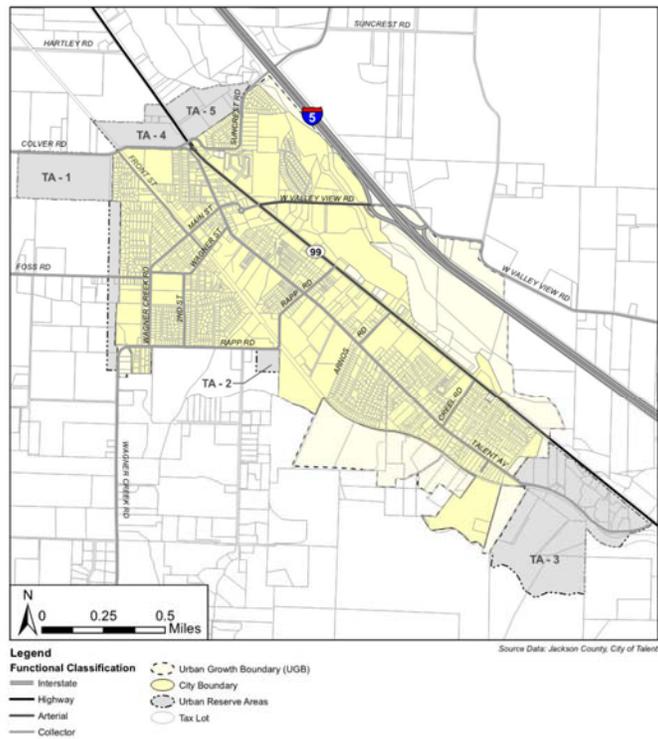


FIGURE 1
Planning Area

AGENCY AND PUBLIC COMMENTS

Statewide Planning Goal 1 requires cities to coordinate their planning efforts with other federal, state, regional and special district agencies and in addition, make use of existing local established citizen involvement programs.

During the course of the TSP update, the City and Consultant used a variety of widespread citizen involvement processes. The goal was to provide an effective two-way communication with citizens and offer an opportunity for citizens to be involved in all phases of the planning process.

The City and Consultant provided multiple forums for citizens to comment on the proposed information and made many user-friendly technical memoranda available for review. The project included a TAC which met four (4) times during the course of the update and a CAC which met on two (2) occasions. The general public was invited to participate in two open houses and given the opportunity to select preferred alternatives for various sections of the TSP.

In addition to these opportunities, the public will have had the opportunity to participate in at least two (2) public hearings; Planning Commission and City Council.

BACKGROUND

During the amendment process, the Consultant provided the TAC, CAC, Staff and the general public updates on the progress of the amendments through the technical memorandums. Five (5) memorandums in all were presented. The memorandums are summarized below. The technical memorandums were not included in the staff report due to their size, but are available online or by request.

Definitions and Background

Tech Memo #1 presents proposed amendments to the existing goals and objectives of the Talent TSP. The amendments proposed are necessary to achieve consistency and compliance with either the TPR or the 2013-2038 RTP, or both. Circumstances that may warrant revising local policies include instances where the section openly contradicts or otherwise fails to acknowledge guidelines mandated by regional and statewide planning documents. The revised goals and objectives and supporting policies are included in Appendix A of Tech Memo #1.

Relevant Plans and Policy Review

As part of the TSP Update, relevant plans and policies were reviewed to ensure the necessary compatibility, consistency, and compliance required by state law and ODOT policy. A summary description of the reviewed plans and policies is included in Appendix A of Tech Memo #1.

Proposed Analysis Methodology

The TSP Update also includes collection and evaluation of new traffic data as well as long-range forecasting for consistency with the 2013-2038 RTP. Appendix B summarizes the approach for collection and evaluation of information that the Transportation System Plan (TSP) will use for traffic analysis.

Existing System Inventory

Tech Memo #2 updates the existing transportation system inventory provided in the City of Talent's current 2007 TSP. It also provides additional data regarding land uses and environmental resources that will be used in the evaluation of future transportation system improvements.

Tech Memo #2 is broken down by the following topics:

- Inventory Review
- Street System
- Street Inventory Tables
- Street Jurisdiction
- Functional Classification
- Pavement Conditions
- Roadway Design Deficiencies
- Bicycle System along City Streets
- Multi-use Paths
- Transit

Transportation System Operations

Tech Memo #3 presents an evaluation of how the City of Talent transportation system operates under existing conditions and how it will continue to operate in the future as the City of Talent and other communities in the Rogue Valley grow over the next 25 years.

Alternatives Evaluation

Tech Memo #4 (available online) presents the alternatives analysis of projects for consideration in the Talent Transportation System Plan (TSP) update. The memorandum is divided into three sections:

1. A review of the projects in existing plans (Section 4.1). This includes the 2007 TSP Update as well as other local and regional plans. The review includes recommendations for 2014 TSP Update project lists such as which projects should be included and which should be deleted because of significant barriers to implementation.
2. An analysis of improvements that could be considered as additions to the plan (Section 4.2). These may be alternatives to existing recommendations or new projects that address concerns not previously addressed. These potential projects are listed by mode.
3. Two evaluation matrices. The first matrix presents goals and a qualitative evaluation scale. The second matrix each project and states the criterion applied.

This evaluation was used to determine the final list of projects to be included in the TSP and are detailed in Tech Memo #5, Preferred System Plan. The TAC and CAC as well as the public participated in this evaluation and provided feedback to City staff and the Consultant.

Preferred System Plan

Tech Memo #5 summarizes the recommendations for the prioritization of improvements that would constitute the preferred system plan for the City of Talent Transportation System Plan (TSP) Update. These recommendations are based on feedback from the Technical and Citizen Advisory Committees (TAC and CAC), comments received at the Public Open Houses, other community review, and input from other agency staff.

RECOMMENDATION

Based on the attached Finding of Facts and the signed Planning Commission Final Order, Planning Commission recommends approval of the amendments.

ATTACHMENTS

The following information was submitted regarding this application:

- (1) Draft Ordinance 15-890-O (with Exhibits A & B)



Zac Moody, Community Development Director

July 28, 2015

Date

Planning Commission held the initial public hearing on June 25, 2015 and recommended these amendments for approval. At least one public hearing before the City Council is required for a decision. The Talent Zoning Code establishes procedures for legislative hearings in Section 8-3M.160.

A public hearing on the proposed action is scheduled before the Talent City Council on August 5, 2015 at 6:30 PM at the Town Hall.

For copies of public documents or for more information related to this staff report, please contact the Community Development Director at 541-535-7401 or via e-mail at zmoody@cityoftalent.org.

ORDINANCE NO. 15-890-O

**AN ORDINANCE REPEALING ELEMENT D AND ASSOCIATED APPENDIX "A"
(COMMONLY KNOWN AS "THE TRANSPORTATION SYSTEM PLAN") OF THE
TALENT COMPREHENSIVE PLAN**

WHEREAS, after due consideration, the City of Talent has made certain findings in connection with the proposed amendments and have followed the statutory procedures.

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. The amended Transportation System Plan (TSP), attached as Exhibit A, is hereby adopted to replace the current version adopted by Ordinance No. 680 and amended by Ordinance No. 822.

Section 2. That the amendment as described herein complies with all applicable Comprehensive Plan Policies of the City of Talent as well as all applicable State and Federal Laws.

Section 3. The findings in support of this Ordinance are contained in Exhibit B, attached.

Section 4. That the amendment as described herein has been advertised and publically noticed in accordance with Section 8-3M. Article 1 of the Talent Zoning Code.

Section 5. Under the provisions of the Talent Charter of July 1998, Chapter VIII, Section 33, the provisions of this ordinance shall take effect thirty (30) days after adoption.

Duly enacted by the City Council in open session on August 5, 2015 by the following vote:

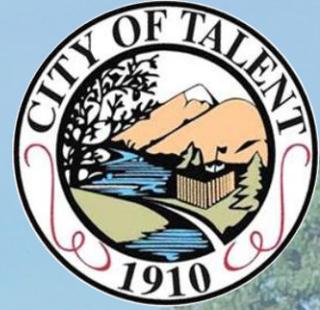
AYES:

NAYS:

ABSTAIN:

ABSENT:

Melissa Huhtala, City Recorder and Custodian of City Records



City of Talent Transportation System Plan

Volume 1

FINAL PREVIEW

June 2015





ACKNOWLEDGEMENTS

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

City of Talent Staff	
Zac Moody, Community Development Director	
Tom Corrigan, City Manager	
Bret Marshall, Public Works Superintendent	
Mark Knox, Former Community Development Director	
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Jennifer Danziger, Consultant Project Manager	
Sumi Malik, Consultant Multimodal Planning Lead	
Technical Advisory Committee (TAC)	
William Fitzgerald, Oregon Department of Transportation	
Peter Schuytema, Oregon Department of Transportation	
Paige Townsend, Rogue Valley Transit District	
Josh LeBombard, Department of Land Conservation and Development	
Mike Kuntz, Jackson County Roads Engineer	
Jenna Stanke, Jackson County Roads and Parks	
Dan Moore, Rogue Valley Council of Governments	
Andrea Napoli, Rogue Valley Council of Governments	
Citizen Advisory Committee (CAC)	
Eric Heesacker	Sherman Lamb
Charlie Hamilton	Steve Juul
Teresa Cooke	
Consultant Team (A Partnership between David Evans and Associates, Inc. and CH2M HILL)	
Jennifer Danziger, Project Manager (DEA)	Sumi Malik, Multimodal Planning (CH2M Hill)
Joshan Rohani, QA/QC Manager (DEA)	Reza Farhoodi, Multimodal Planning (CH2M Hill)
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Jordan Henderson, Traffic Analyst (DEA)	Ted Stewart, Civil Engineer (DEA)
Anneke Van der Mast, Planner (DEA)	Angie Jones, Project Assistant/Graphics



DAVID EVANS
AND ASSOCIATES INC.





EXECUTIVE SUMMARY	I
Why Plan for Transportation?	ii
What is a Transportation System Plan (TSP)?.....	ii
How was the TSP developed?.....	iii
What is the Planned System and Improvements?.....	iii
How Will Improvements Get Funded and Implemented?.....	iii
SECTION 1: INTRODUCTION	1
Why Plan for Transportation?	2
What is a Transportation System Plan (TSP)?.....	2
How was the TSP developed?.....	3
What is the Planning Area for the TSP?	4
SECTION 2: TSP VISION	7
Goals and Objectives.....	8
How Were the Goals Used to Develop the TSP?	11
SECTION 3: EXISTING GAPS AND FUTURE NEEDS	12
Assessing the Transportation System	13
Multimodal System Inventory	13
Existing Safety and Operations	17
Future Growth.....	19
SECTION 4: PROJECT PRIORITIZATION & FUNDING	20
TSP Project Selection Process	21
Funding Summary	21
Project Prioritization	23
SECTION 5: MODAL PLANS	30
Street System Plan	31
Bicycle System Plan.....	36
Pedestrian System Plan.....	41
Transit System Plan.....	44
Air Transportation.....	45
Rail Transportation	45
Pipeline Transportation	46
Water Transportation	46
SECTION 6: STANDARDS	47
Functional Classification	48
Complete Street Standards.....	50
Access Spacing Standards	54
Mobility Standards.....	55



LIST OF APPENDICES

- Appendix A: Goals, Objectives, and Policies
- Appendix B: Planned Local Street Connections

VOLUME 2

- Technical Memorandum # 1: Definition and Background
- Technical Memorandum # 2: Existing System Inventory
- Technical Memorandum # 3: Transportation System Operations
- Technical Memorandum # 4: Alternatives Evaluation
- Technical Memorandum # 5: Preferred System Plan
- Technical Memorandum # 6: Summary of Outreach



LIST OF TABLES

Table ES-1. Summary of Complete Street & Trail Projects	iv
Table 1. Summary of Complete Street & Trail Projects	26
Table 2. City of Talent Complete Street Design Standards.....	51
Table 3. Access Management Guidelines	55

LIST OF FIGURES

Figure ES-1. Street System Plan	ix
Figure ES-2. Bicycle System Plan.....	x
Figure ES-3. Pedestrian System Plan.....	xi
Figure 1. Talent TSP Planning Area	6
Figure 2. Street System Plan	32
Figure 3. Bicycle System Plan	37
Figure 4. Bikeway Priority Network	38
Figure 5. Pedestrian System Plan.....	42
Figure 6. Functional Classification System.....	49

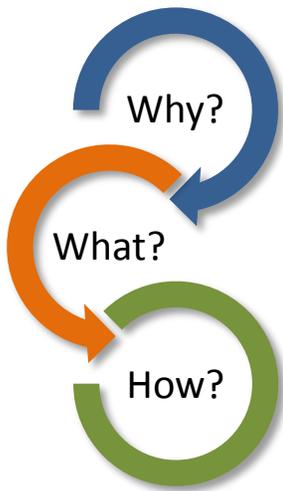


Executive Summary

Why Plan for Transportation? ii
What is a Transportation System Plan (TSP)?..... ii
How was the TSP developed?..... iii
What is the Planned System and Improvements?..... iii
How Will Improvements Get Funded and Implemented?..... iii

Table ES-1. Summary of Complete Street & Trail Projects..... iv

Figure ES-1. Street System Plan ix
Figure ES-2. Bicycle System Plan..... x
Figure ES-3. Pedestrian System Plan..... xi



The Talent Transportation System Plan (TSP) details projects and policies that address transportation problems and needs in the City of Talent. 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).

Why Plan for Transportation?

Transportation is part of everyday life for citizens and businesses in Talent. Whether you are commuting to a job in town or traveling to another nearby community, such as Ashland, running local errands or driving into Medford for a specialty store, you are using some form of transportation to achieve that task. Businesses rely on transportation for employees and transporting goods, both locally or accessing highways, such as OR Highway 99 (OR 99) or Interstate 5 (I-5), for longer trips. It is also important to remember that transportation is not just about driving a car or truck; it could be walking, riding a bicycle, or taking transit. It can also include rail, air, water, and pipeline facilities that may serve both businesses and people. A healthy transportation system is vital to the livability and economy of a community.

The City of Talent is a compact community with a well-developed transportation system but there are gaps in the system that need to be completed. As the community grows, the system also needs to expand. These are the reasons for developing and continually updating a transportation system plan (TSP).

What is a Transportation System Plan (TSP)?

A TSP provides a long-term guide for investments in the transportation network that improve existing facilities and plan for future growth. At the most basic level, it provides a blueprint for all modes of travel: vehicles (both personal and freight), bicycle, pedestrian, and transit. It is also an opportunity to build on community values and protect what makes Talent a great place to live, work, and visit.

The Talent TSP contains goals, objectives, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. It examines current transportation conditions and looks ahead 20 years at that may be needed to accommodate planned growth in the city and surrounding communities. Elements of the plan can be implemented by agencies (City, State or Federal) as well as private developers.

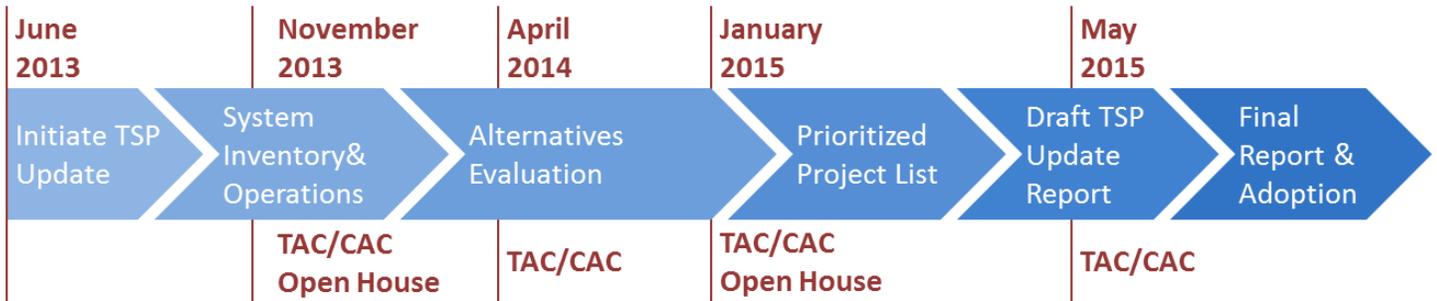
Statewide Planning Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.



How was the TSP developed?

The Talent TSP was updated through a collaborative process that involved public agencies and the community. Over a period of 20 months, members of the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), Project Management Team (PMT) met to aid in the development of the TSP. Additionally, citizens and business owners, along with some of the Planning Commission members and City Councilors attended open houses to help shape the TSP.



This document provides a summary of each of the key analysis and evaluation steps shown above. That majority of this report focuses on the modal plans, proposed projects, and transportation standards. A second volume provides the detail and supporting documentation that led to the development of the plan.

What is the Planned System and Improvements?

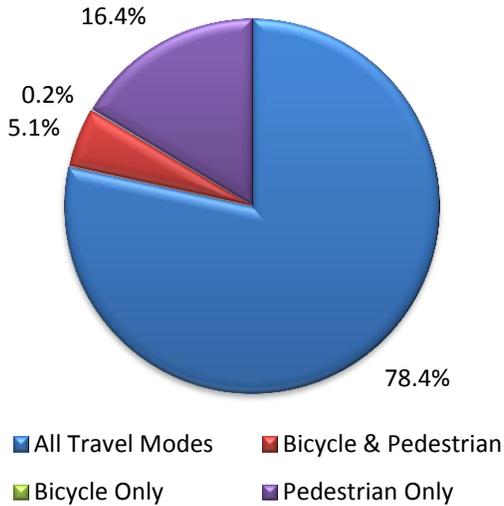
The preferred project list resulting from the selection and prioritization process is summarized in Table ES-1 and illustrated in Figures ES-1 through ES-3. The list consists of 50 “complete streets” and trails projects. The complete streets projects include all improvements that upgrade streets to better serve all travel modes. These projects may be as simple as adding a sidewalk to one side of the street or may involve a complete upgrade to improve the quality of the facility for vehicles, bicyclists, and pedestrians. All new street construction for development would meet the city standard for complete streets. The trails projects are off-street facilities that connect and expand trail network and also connect to or cross the street network.

How Will Improvements Get Funded and Implemented?

Over 20 years, the City is expected to earn \$12.3 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 \$5.2 million in net revenue over the 20-year planning horizon of the TSP.



Distribution of City Transportation Project Funding by Type of Improvement



This TSP offers a menu of 50 projects that can be selected as funding sources become available or as adjacent improvements are made. Recognizing that current funding resources are not sufficient for implementing all of the city improvements, the project list was further divided into Tier 1 projects, which have a reasonable likelihood of being funded with existing sources, and Tier 2 projects, which would require new funding sources for implementation. Eighteen projects were identified as Tier 1, including one project on OR 99 that is currently funded by the state. The result was approximately \$7 million in city-funded projects which is still greater than the forecast of city revenue for transportation projects based on recent trends. Additional refinement to the project list may be necessary unless higher local revenues for transportation can be secured.

A breakdown of how city revenue would be invested in the transportation system is illustrated to the left. This estimate includes both Tier 1 and Tier 2 projects that would be implemented by the City.

Table ES-1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
Short Term (0-5 years)										
1	West Valley View Rd - OR 99 to I-5	Restripe roadway to three lanes with buffered bike lanes and address bike lane transition at OR 99	✓	✓	✓	✓	\$250,000	High	City	Tier 1
2	First St - Main St to 850 feet north	Upgrade to local street standards	✓	✓	✓		\$380,000	High	City	Tier 1
3	Second St - Main St to West St.	Upgrade to local street standards	✓	✓	✓		\$210,000	High	City	Tier 1
4	Front St - Colver Rd to Urban Renewal Boundary	Add curbs and sidewalks to both sides of street	✓	✓	✓		\$450,000	High	City	Tier 1
5	Citywide Network	Create a bike priority network with hierarchy of bicycle routes throughout the city		✓			\$20,000	High	City	Tier 1



Table ES-1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
6	OR 99 - Rapp Rd to Talent City Limits	Add curbs and sidewalks and restripe existing roadway to three lanes with bike lanes (STIP Key Number 17478)	✓	✓	✓	✓	\$3,300,000	High	State	Tier 1
7	Second St – Wagner St to Schoolhouse Rd	Add curb and sidewalk to west side of street			✓		\$150,000	High	City	Tier 1
8	Schoolhouse Road – Wagner Creek Road to 2nd Street	Add curb and sidewalk to north side of street			✓		\$160,000	High	City	Tier 1
9	Bear Creek Greenway at Suncrest Rd	Install traffic calming improvements on Suncrest Rd		✓	✓		\$100,000	High	County	Tier 2
10	Wagner St RR Crossing	Upgrade crossing and provide for pedestrians and bicyclists and upgrade warning devices	✓	✓	✓		\$500,000	Medium	City	Tier 2
11	Talent Ave - Creel Rd to Alpine Way	Upgrade to collector standard	✓	✓	✓		\$960,000	Medium	City	Tier 2
12	Wagner St - Wagner Creek Road to 1st Street	Add curb and sidewalk to north side of street			✓		\$200,000	Medium	City	Tier 2
13	Wagner St - Railroad Crossing to John Street	Add curb and sidewalk to south side of street			✓		\$70,000	Medium	City	Tier 2
14	Main St - West St to Front St	Add curb and sidewalk to south side of street			✓		\$240,000	Medium	City	Tier 2
Medium Term (5-10 years)										
15	West Valley View Rd - OR 99 to I-5	Add hardscaping (landscaped islands and/or raised barrier) in bike lane buffers	✓	✓	✓	✓	\$250,000	High	City	Tier 1
16	Rapp Rd - 150' south of Graham Way to Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$1,080,000	High	City	Tier 1
17	Foss Rd - Wagner St to City Limits	Upgrade to collector standard	✓	✓	✓		\$400,000	High	City	Tier 1
18	Creel Rd – 75 feet east of Lithia Way to OR 99	Add curb and sidewalk to north side of street			✓		\$120,000	High	City	Tier 1
19	West Valley View Rd @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	High	City	Tier 1
20	OR 99 - Creel Rd to Bear Creek Greenway connection	Construct a 10-foot-wide multi-use path along the east side of the highway		✓	✓		\$250,000	High	State	Tier 2



Table ES-1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
21	First St - Main St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$270,000	Medium	City	Tier 2
22	Second St. - Main St to Wagner St.	Upgrade to local street standards	✓	✓	✓		\$240,000	Medium	City	Tier 2
23	OR 99 – Creel Rd (Talent City) Limits to S Valley View Rd	Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulder	✓	✓	✓	✓	\$700,000	Medium	State	Tier 2
24	Talent Ave - 200' south of Wagner St to Main St	Remove parking on one side of street (west) and stripe bike lanes through downtown Talent		✓			\$10,000	Medium	City	Tier 2
25	Front St - Urban Renewal Boundary to Wagner St	Add curb and sidewalk to west side of street			✓		\$320,000	Medium	City	Tier 2
26	OR 99 @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	Medium	City /State	Tier 2
27	Wagner Creek Greenway Path OR 99 to 225 feet west of OR 99	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$25,000	Medium	City	Tier 2
28	Wagner Creek Greenway Path OR 99 to West Valley View Rd	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$60,000	Medium	Other	Tier 2
29	Wagner Creek Greenway Path West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$500,000	Medium	City	Tier 2
30	Bear Creek Greenway	Enhance connections to OR 99 throughout OR 99 corridor with wayfinding signage and other amenities		✓	✓		\$450,000	Medium	Other	Tier 2
Long Term (10-20 years)										
31	Rapp Rd - Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$600,000	Medium	City	Tier 1
32	Rapp Rd - Wagner Creek Bridge to Wagner Creek Rd	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$950,000	Medium	City	Tier 1
33	Wagner Creek Rd - West St to Rapp Rd	Upgrade to collector standard	✓	✓	✓		\$960,000	Medium	City	Tier 1
34	Talent Avenue – Rapp Road to Creel Road	Add curb and sidewalk to east side of street			✓		\$920,000	Medium	City	Tier 1



Table ES-1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
35	Rapp Rd – Graham Way to OR 99	Add curb and sidewalk to south side of street to eliminate gaps			✓		\$70,000	Medium	City	Tier 1
36	Wagner Creek Greenway Path—Rapp Rd to Talent Ave	Construct new 10-foot-wide multimodal path near Wagner Creek		✓	✓		\$200,000	Medium	City	Tier 2
37	Bear Creek Greenway Access	Create ramp connection to north side of West Valley View Rd		✓	✓		\$250,000	Medium	Other	Tier 2
38	Wagner St Extension - Talent Ave to West Valley View Rd	Construct new collector street (50 ft) to complete downtown improvements	✓	✓	✓		\$730,000	Medium	City	Tier 1
39	Bain St - First St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$230,000	Low	City	Tier 2
40	Westside Bypass - Wagner Creek Rd/Rapp Rd to Colver Rd	Construct new collector street west of city in Urban Reserve Area TA-1	✓	✓	✓	✓	\$2,730,000	Low	City	Tier 2
41	West Valley View Rd east of I-5	Widen shoulders		✓	✓		\$1,500,000 ¹	Low	City/ County	Tier 2
42	West Valley View Road I-5 Overcrossing	Widen shoulders		✓	✓		\$8,000,000 ¹	Low	State	Tier 2
43	Bear Creek Greenway	Upgrade 800 feet of path north of West Valley View Road to statewide multi-use path standards (minimum 10 feet, desired 12 feet)		✓	✓		\$305,000	Low	Other	Tier 2
44	Arnos Trail	Connect Arnos St to the Bear Creek Greenway		✓	✓		n/a	Low	Other	Tier 2
Development Driven Projects										
45	Railroad District Collector—Belmont Rd to Rapp Rd	Construct new collector street to serve UGB area south and west of Railroad tracks and Urban Reserve Area TA-2	✓	✓	✓		\$4,100,000	Low	Other	Tier 2
46	Rapp Rd Railroad Crossing	Realign street and upgrade crossing	✓	✓	✓	✓	\$800,000	Low	City	Tier 2
47	Belmont Rd - Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hilltop, public to south)	✓	✓	✓		\$800,000	Low	City	Tier 2
48	Suncrest Road Connector	Construct new collector street through Urban Reserve Area TA-5 from east of signal at OR 99 to Willow Springs Dr	✓	✓	✓		\$1,500,000	Low	Other	Tier 2
49	Colver Road – West UGB to OR 99	Add sidewalk to north side of street			✓		\$260,000	Low	City	Tier 2

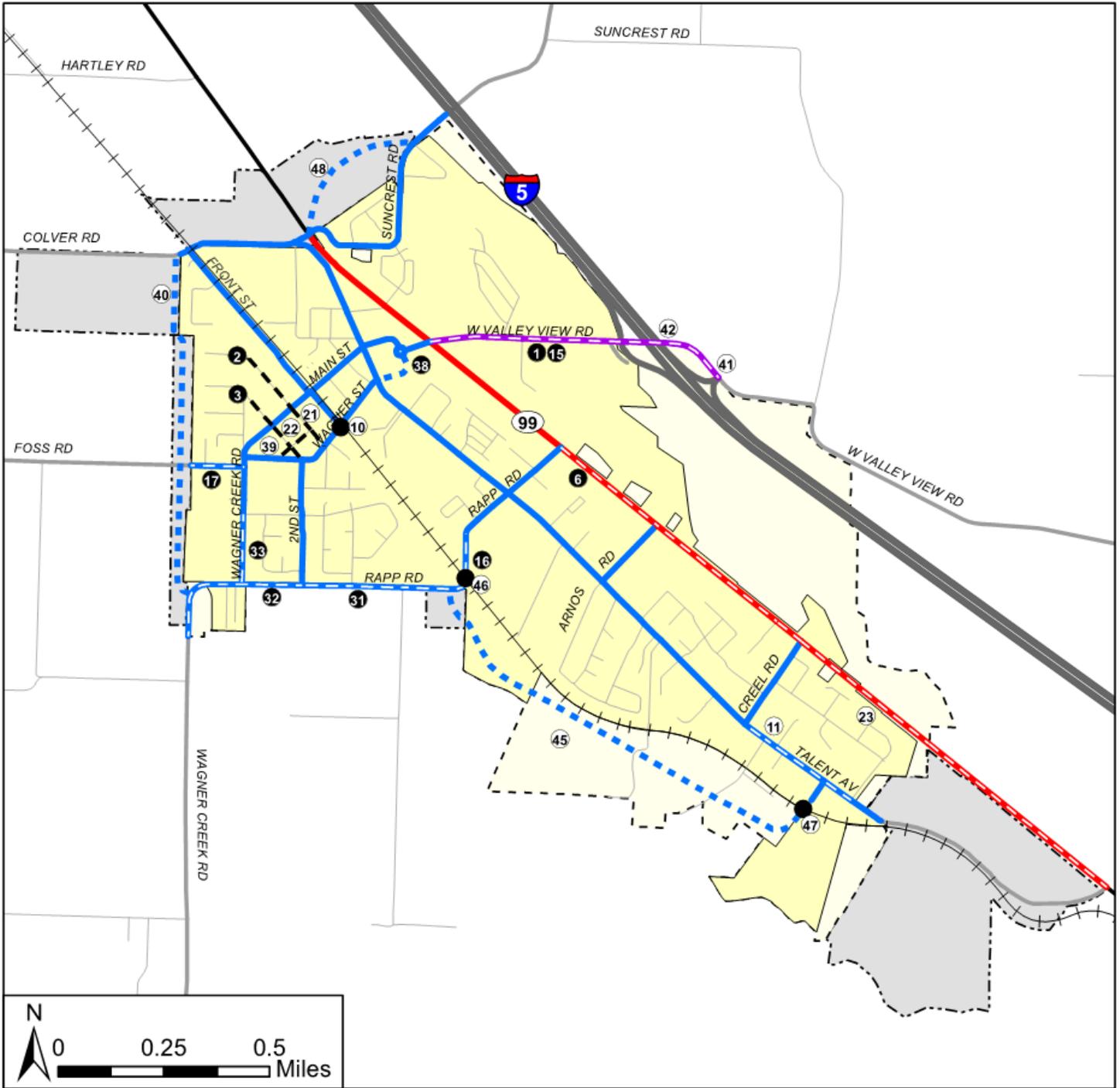


Table ES-1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
50	Suncrest Road – Autumn Ridge Road [east] to East UGB	Add curb and sidewalk to north side of street			✓		\$160,000	Low	City	Tier 2
Cost Totals			City Only				All Projects²			
Short Term (0-5 years)			\$1,620,000				\$4,920,000			
Medium Term (5-10 years)			\$1,950,000				\$1,950,000			
Long Term (10-20 years)			\$4,230,000				\$4,230,000			
Tier 1 Subtotal			\$7,800,000				\$11,100,000			
Short Term (0-5 years)			\$1,970,000				\$2,070,000			
Medium Term (5-10 years)			\$1,365,000				\$2,925,000			
Long Term (10-20 years)			\$3,160,000				\$13,215,000			
Development Driven Projects			\$2,020,000				\$5,600,000			
Tier 2 Subtotal			\$8,515,000				\$25,830,000			
TOTAL COST			\$16,315,000				\$36,930,000			

Notes:

1. Project cost estimates from I-5 Exit 21 Interchange Area Management Plan
2. "All Projects" includes those funded by the City as well as projects funded by other agencies or developers.

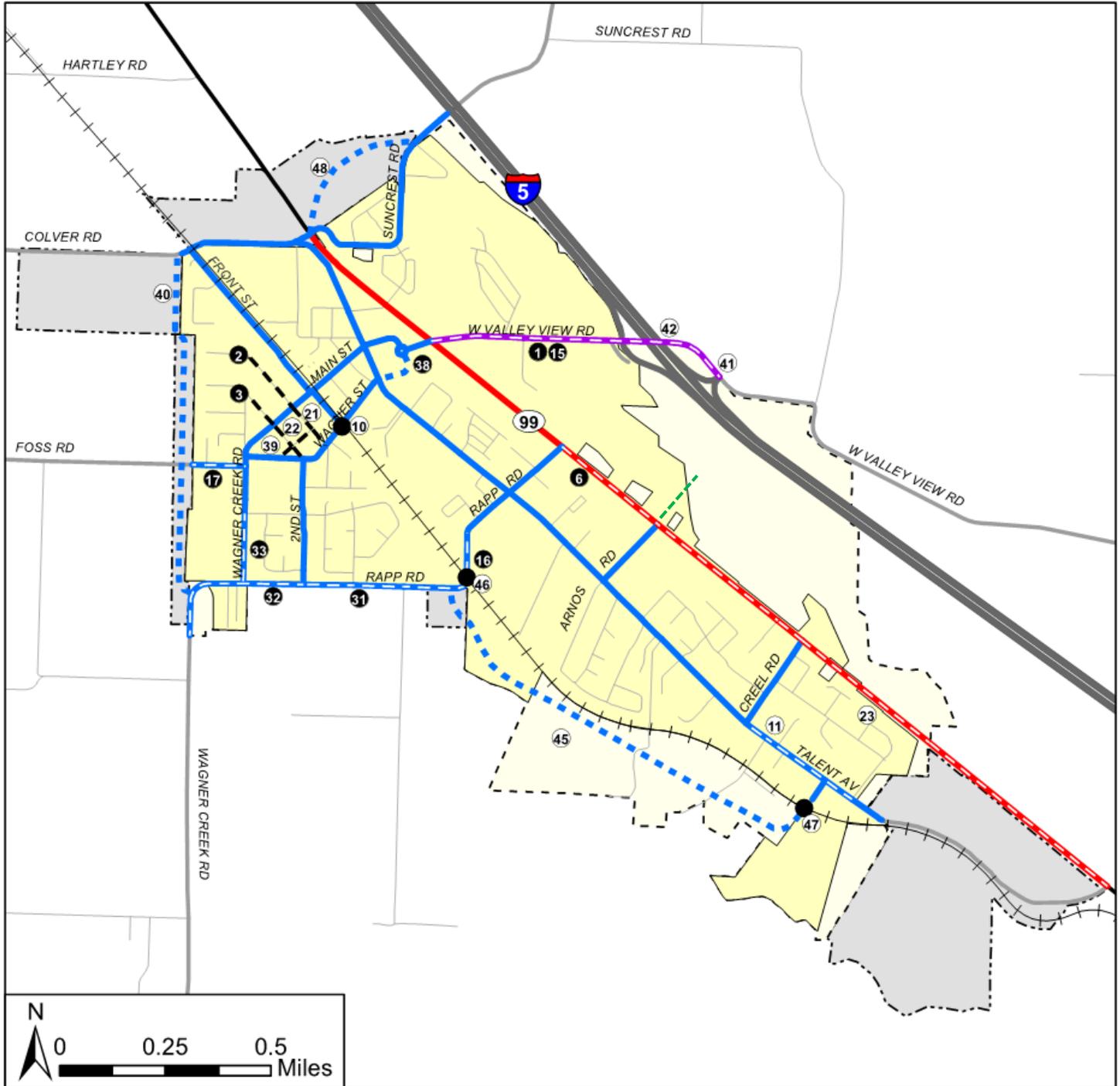


Source Data: Jackson County, City of Talent

Legend

- Major Arterial
- Minor Arterial
- Collector
- Existing Street Upgrade
- Future Street
- | Railroad
- Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas

FIGURE ES-1 Street System Plan

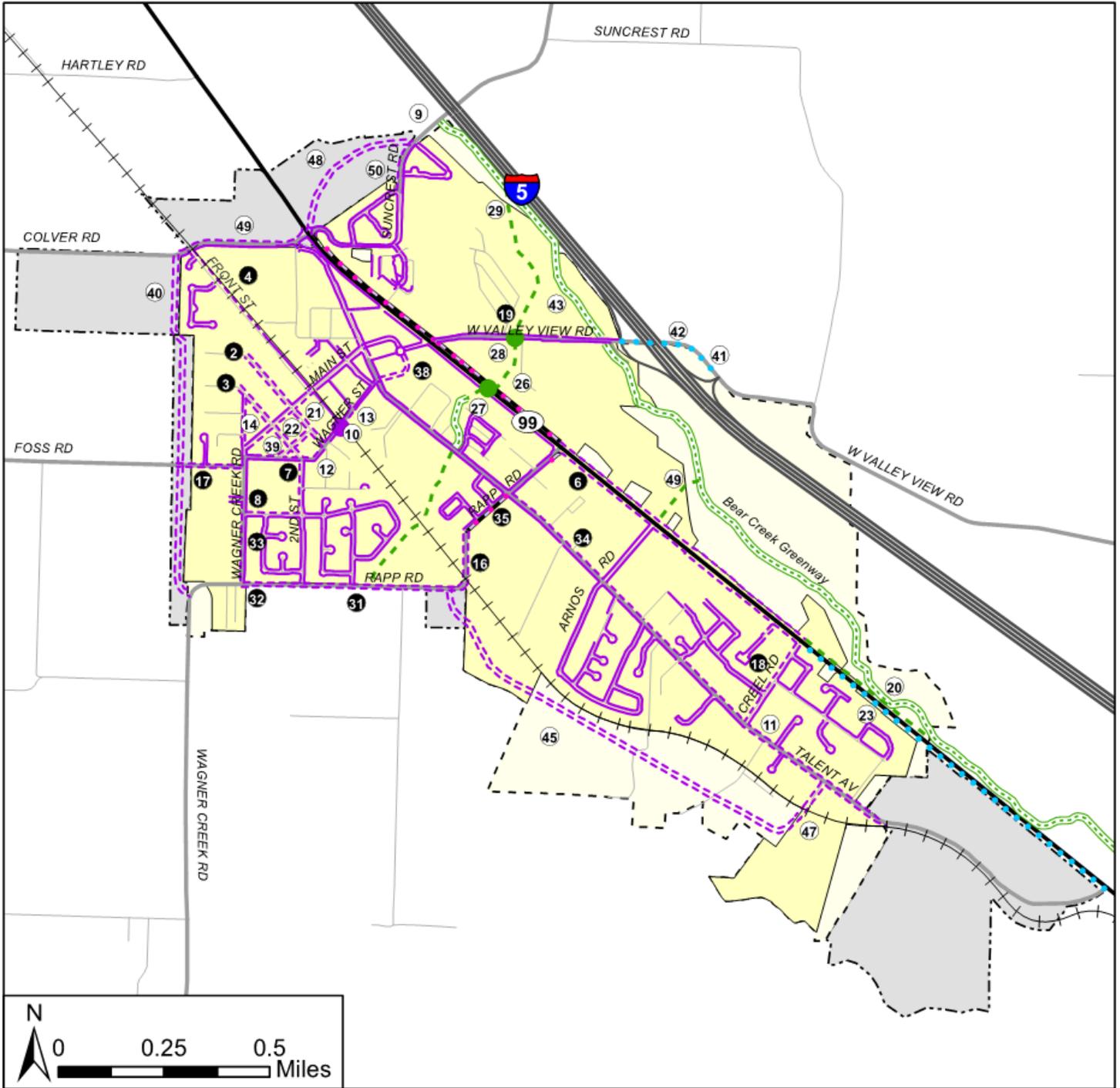


Source Data: Jackson County, City of Talent

Legend

- Major Arterial
- Minor Arterial
- Collector
- Existing Street Upgrade
- Future Street
- Railroad
- Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas

FIGURE ES-2
Bicycle System Plan



Source Data: Jackson County, City of Talent

Legend

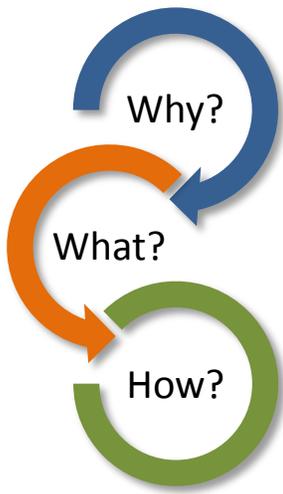
- Existing Multi-Use Trail
- Existing Sidewalks
- Future Multi-Use Trail
- Future Sidewalks
- Future Sidewalk Infill
- Future Shoulders
- Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- Railroad

FIGURE ES-3
Pedestrian System Plan



Section 1: Introduction

Why Plan for Transportation?	2
What is a Transportation System Plan (TSP)?.....	2
How was the TSP developed?.....	3
Updating the TSP	3
Coordination with Other Projects.....	4
What is the Planning Area for the TSP?.....	4
Agency Coordination	4
Figure 1. Talent TSP Planning Area	6



Why Plan for Transportation?

Transportation is part of everyday life for citizens and businesses in Talent. Whether you are commuting to a job in town or traveling to another nearby community, such as Ashland, running local errands or driving into Medford for a specialty store, you are using some form of transportation to achieve that task. Businesses rely on transportation for employees and transporting goods, both locally or accessing highways, such as OR Highway 99 (OR 99) or Interstate 5 (I-5), for longer trips. It is also important to remember that transportation is not just about driving a car or truck; it could be walking, riding a bicycle, or taking transit. It can also include rail, air, water, and pipeline facilities that may serve both businesses and people. A healthy transportation system is vital to the livability and economy of a community.

So, what does a healthy transportation system look like? It should:

- Provide a well-connected travel network for both residents and businesses
- Offer choices of how to travel (driving, walking, bicycling, transit)
- Support safe travel for all system users
- Accommodate the needs of both local users and those visiting or traveling through the community

The City of Talent is a compact community located in the Rogue Valley in southern Oregon. It already has a transportation system with many of these features but there are gaps in the system that need to be completed. As the community grows, the system also needs to expand. These are the reasons for developing and continually updating a transportation system plan (TSP).

What is a Transportation System Plan (TSP)?

A TSP provides a long-term guide for investments in the transportation network that improve existing facilities and plan for future growth. At the most basic level, it provides a blueprint for all modes of travel: vehicles (both personal and freight), bicycle, pedestrian, and transit. It is also an opportunity to build on community values and protect what makes Talent a great place to live, work, and visit.

Talent's TSP is part of a larger planning process required by Oregon's Statewide Planning Goals and implemented through Transportation Planning Rule (TPR). The TPR requires that all governing agencies, from cities and counties to the state plan "plan and develop transportation facilities and services in close coordination with urban and rural development." These plans build upon each other to form the statewide transportation system.

Statewide Planning Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system.



The Talent TSP contains goals, objectives, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. It examines current transportation conditions and looks ahead 20 years at that may be needed to accommodate planned growth in the city and surrounding communities. Elements of the plan can be implemented by agencies (City, State or Federal) as well as private developers.

TSPs are not static documents; they must be updated to reflect changing conditions. Each update revisits how the system is currently operating and what demand may be, always looking 20 years into the future. Projects that have been built are removed and new projects are added. An update is also an opportunity to bring ideas and projects from other plans into the TSP for consistency.

How was the TSP developed?

The Talent TSP was updated through a collaborative process that involved public agencies and the community. Over a period of 20 months, members of the Citizen

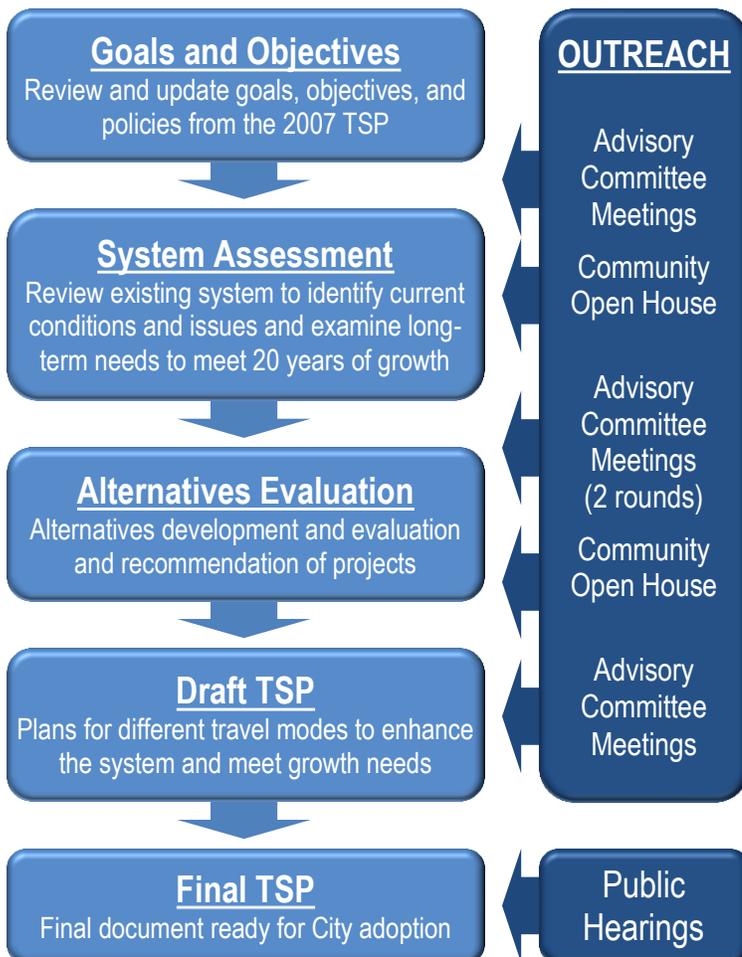
Advisory Committee (CAC), Technical Advisory Committee (TAC), Project Management Team (PMT) met to aid in the development of the TSP. Additionally, citizens and business owners, along with some of the Planning Commission members and City Councilors attended open houses to help shape the TSP.

The key steps in developing the TSP are illustrated to the left. This document provides a summary of each of the key analysis and evaluation steps. That majority of this report focuses on the modal plans, proposed projects, and transportation standards. A second volume provides the detail and supporting documentation that led to the development of the plan.

Updating the TSP

The TSP update builds upon the previous planning efforts rather than starting over. It includes minor revisions to the Goals, Objectives, and Policies from the 2007 TSP. It updates system inventory data and identifies gaps that still remain in the system. One of the more major steps was gaining an understanding of

TSP DEVELOPMENT PROCESS

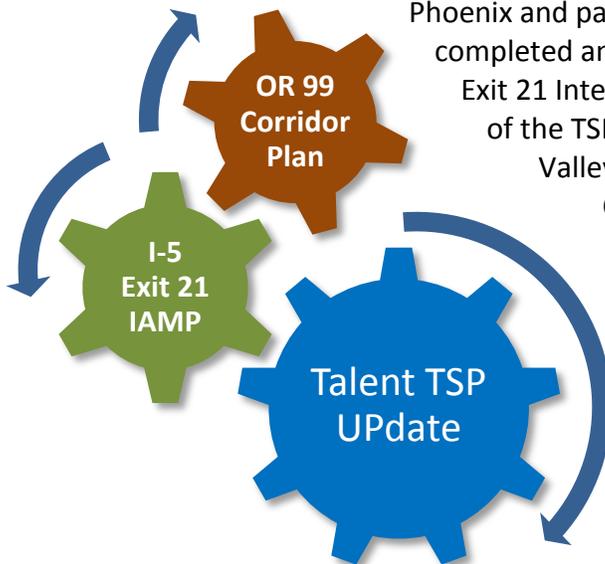




existing operating conditions (traffic and safety) and then projecting how things may change over the next 20 years based on both Talent’s growth and the expected growth in the Rogue Valley. The projects identified in this plan build on those identified in the 2007 TSP and other community plans combined with some new ideas that support the transportation system’s transition to provide a more integrated and comprehensive multi-modal network for all users.

Coordination with Other Projects

Two other projects were under way while the Talent TSP was being developed. The OR 99 Rogue Valley Corridor Plan included the highway through Talent as well as Phoenix and parts of Medford and Jackson County. A final plan has been completed and the projects have been incorporated into the TSP. The I-5 Exit 21 Interchange Area Management Plan (IAMP) started after the outset of the TSP update. This project focuses on the interchange and West Valley View Road from OR 99 across the freeway and into Jackson County. This project has been closely coordinated with the TSP efforts to ensure consistency in recommendations.



What is the Planning Area for the TSP?

The planning area for the Talent TSP is illustrated in Figure 1. The TSP addresses the transportation system within the City of Talent, its Urban Growth Boundary (UGB), and the Urban Reserve Areas (URAs) outside of the city that may be added to the UGB in the future.

The majority of the city’s downtown area, most of its businesses, the post office, fire station, and employers lie to the east of the railroad tracks. The city’s interchange for I-5 is at the eastern portion of the city. A very small portion of the city’s urban growth boundary (UGB) lies to the east of I-5.

I-5 is the principal highway in Talent, but OR 99 also bisects the community. West Valley View Road connects Highway 99 with the I-5 interchange.

Agency Coordination

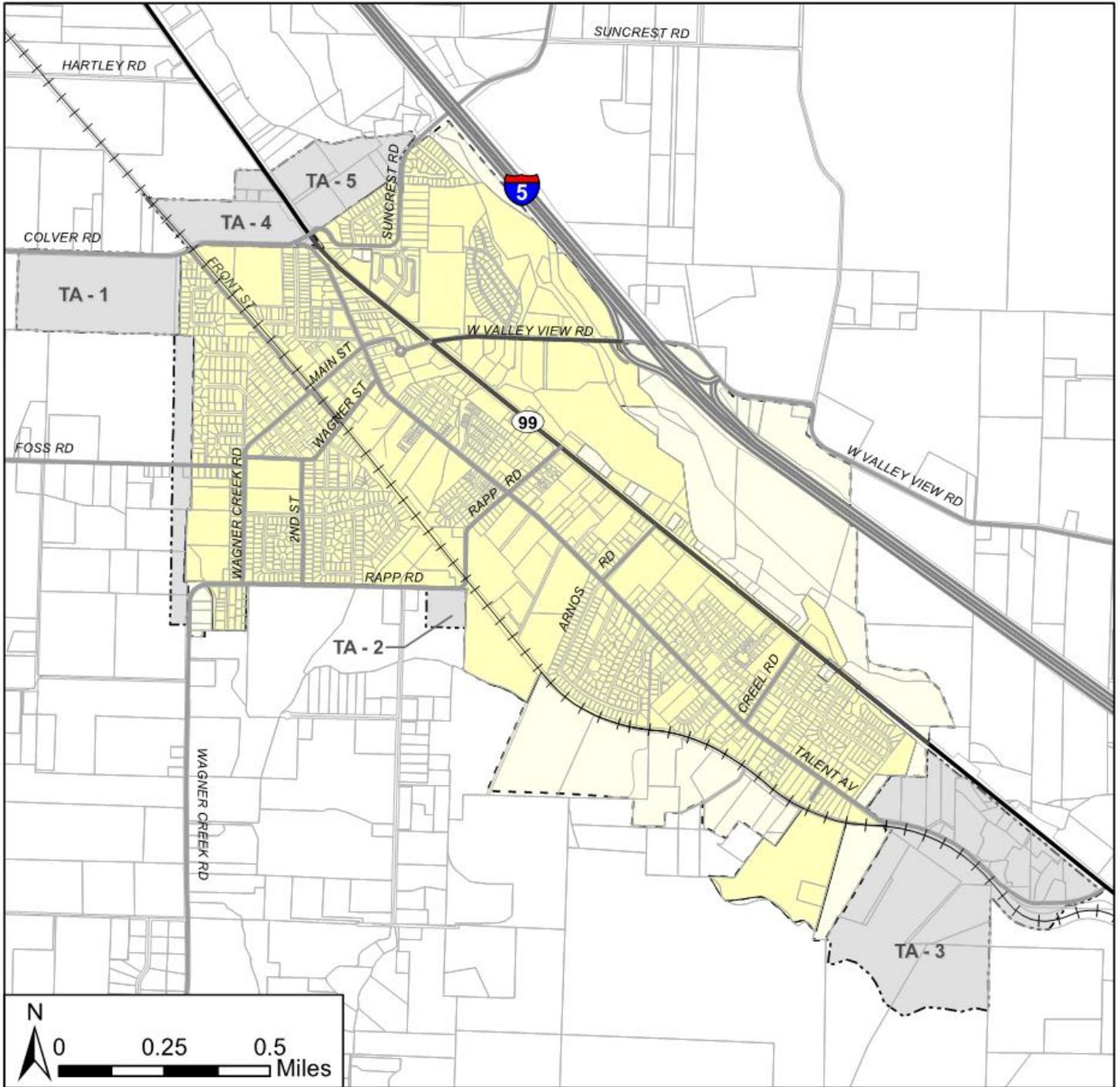
The street system within the City of Talent includes roadways under three jurisdictions: State, County, and City. The state facilities include all of OR 99 and the freeway (I-5) including its ramps and overpass. Jackson County maintains several roads abutting the Talent UGB including Colver Road and portions of Suncrest Road, West Valley View Road, and Wagner Creek Road.

This TSP, including the 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 to develop and plan well-connected and efficient transportation network. The Plan does not, however, obligate the State of Oregon, Jackson County or any other governmental partner to take any action or construct any projects.

SECTION 1: INTRODUCTION



Source Data: Jackson County, City of Talent

Legend

- Functional Classification**
- City Boundary
 - Urban Growth Boundary (UGB)
 - Urban Reserve Areas
 - Tax Lot
 - Interstate
 - Highway
 - Arterial
 - Collector
 - Railroad

FIGURE 1
Talent TSP Planning Area



Section 2: TSP Vision

Goals and Objectives..... 8
How Were the Goals Used to Develop the TSP? 11



Goals and Objectives

The vision for Talent’s transportation system is reflected in its goals and objectives. These were carried forward from the 2007 TSP with minor updates to reflect regional coordination and state ordinance. The supporting policies for the goals and objectives are included in Appendix A.

General Transportation Goal

Provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants and public costs, and provides for the needs of those not able or wishing to drive automobiles.

Finance Goal

Establish adequate funding to meet the current and future capital, maintenance and operations needs of the transportation system for the Talent urban area.

- Objective 1: Meet the current and future capital improvement needs of the transportation system for the Talent urban area, as outlined in this plan, through a variety of funding sources.*
- Objective 2: Secure adequate funding to implement a street maintenance program that will sustain a maximum service life for pavement surface and other transportation facilities.*
- Objective 3: Secure adequate funding for the operation of the transportation system including advance planning, design engineering, signal operations, system management, illumination, and cleaning activities.*

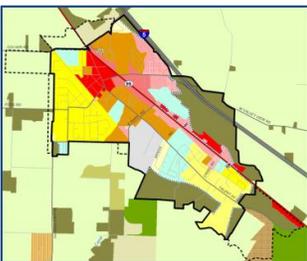
Land Use Goal

Encourage land uses that reduce reliance on single-occupancy automobiles.

Transportation System Management Goal

Maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

- Objective 1: Maintain and operate a system of traffic control devices at an optimal level of service and efficiency that is consistent with existing funding levels.*
- Objective 2: Maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.*





Access Management Goal

Maximize the efficiency and safety of surface transportation systems by managing access.

Objective: Increase street system safety and capacity through the adoption and implementation of access management standards.



Transportation Demand Management Goal

Reduce the demands placed on the current and future transportation system by the single-occupant automobile.

Objective 1: Encourage the use of alternative travel modes by serving as an institutional model for other agencies and businesses in the community.

Objective 2: Work towards reducing the vehicle miles traveled (VMT) in the Talent urban area by assisting individuals in choosing alternative travel modes.



Parking Goal

Ensure the Talent urban area has an appropriate supply of parking facilities that supports the goals and objectives of this plan.

Objective 1: Define an appropriate role for on-street parking facilities.

Objective 2: Promote economic vitality and neighborhood livability by requiring an appropriate supply of off-street parking facilities.

Objective 3: Work towards meeting the State Transportation Planning Rule goals to reduce per capita parking supply by the year 2019 to discourage reliance on private cars and consequently encourage the use of public transit, bicycles and walking.



Streets Goal

Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.

Objective 1: Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Talent urban area.

Objective 2: Design City streets in a manner that: maximizes the utility of public right-of-way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.



Objective 3: Continue to promote traffic safety by enforcing clear vision area regulations applicable to public and private property located at intersections.

Objective 4: Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community.

Objective 5: Improve the street system to accommodate travel demand created by growth and development in the community.

Economic Goal

Build and maintain the transportation system to facilitate economic development in the region.

Objective: The City of Talent will build and maintain the transportation system to facilitate economic development in the region.

Bicycle Goal

Facilitate and encourage the increased use of bicycle transportation in Talent by ensuring that convenient, accessible and safe cycling facilities are provided.

Objective 1: Create a comprehensive system of bicycle facilities.

Objective 2: Promote bicycle safety and awareness.



Pedestrian Goal

To provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

Objective 1: Create a comprehensive system of pedestrian facilities.

Objective 2: Support mixed-use development that encourages pedestrian travel by including housing close to commercial and institutional activities.

Objective 3: Encourage education services and promote safe pedestrian travel to reduce the number of accidents involving pedestrians.

Transit Goal

Support a transit system that provides convenient and accessible transit services to the citizens of the Talent urban area.

Objective 1: Ensure that transit services are accessible to Talent urban area residences and businesses.

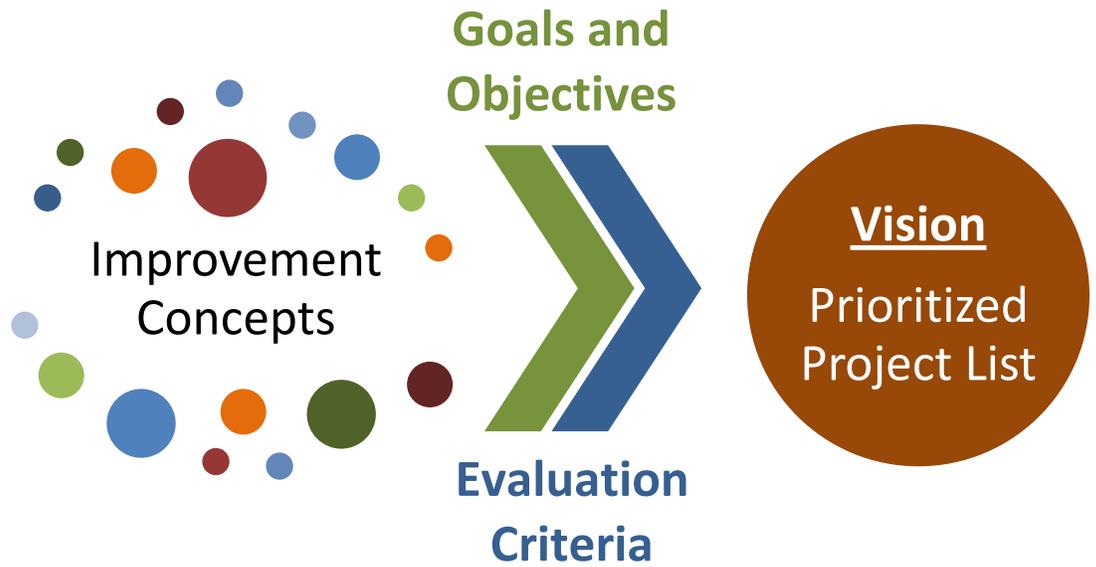
Objective 2: Increase overall daily transit ridership in the Talent urban area to mitigate a portion of the traffic pressures expected by regional growth.





How Were the Goals Used to Develop the TSP?

The goals and objectives were used to develop evaluation criteria for to assess whether projects should be included in the TSP. The evaluation criteria were then used to objectively evaluate potential improvements for consistency with the city vision for its transportation system. Once filtered through the evaluation criteria, and presented to the community for input, a prioritized project list was developed.





Section 3: Existing Gaps and Future Needs

- Assessing the Transportation System 13
- Multimodal System Inventory 13
 - Existing Street Facilities 14
 - Pedestrian System 14
 - Bicycle System 15
 - Transit System 15
 - Air Transportation..... 16
 - Rail Transportation 16
 - Pipeline Transportation 17
 - Water Transportation 17
 - Additional Resources 17
- Existing Safety and Operations 17
 - Safety Review..... 17
 - Traffic Demand 18
 - Intersection Operations..... 18
- Future Growth..... 19



Assessing the Transportation System

There are three parts to the assessment of the transportation system:

- Conducting an inventory of transportation facilities to understand what is complete (fully meets standards) and where gaps in the system exist.
- Evaluating how the system works today from an operational and safety perspective.
- Anticipating how well the system will accommodate future growth in Talent and the surrounding region over the next 20 years.

Each of these elements is summarized briefly in this section with the detailed inventory presented in *Technical Memorandum # 2: Existing System Inventory* and *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2.

Multimodal System Inventory

An inventory of the existing transportation system in Talent was conducted as part of the TSP process. This inventory includes the street, pedestrian, bikeway, public transportation, rail, air, water, and pipeline systems within the UGB as shown in the open house exhibit below.

Transportation System Inventory Update – Exhibit from Open House

Street

- Block-by-block review of facilities
- Focuses on major roadways based on functional classification
- Identifies system deficiencies (pavement and urban design)



Pedestrian

- Identifies location of sidewalks and pathways and system deficiencies

Bikeway

- Identifies location of bike lanes and pathways and system deficiencies

Public Transportation

- Identifies Bus Route and stop amenities and other public transit services



Other

- General inventory of Rail, Air, Water, and Pipeline facilities



Existing Street Facilities

Initially, Talent developed parallel to the highway and the railroad tracks, resulting in a slightly skewed alignment from a true north-south and east-west orientation. The newer portions of the town; however, have developed with a true north-south and east-west orientation. A full inventory of the street network is included in *Technical Memorandum # 2, Appendix A* of TSP Volume 2.

Talent generally has a well-connected network of arterial and collector streets that allow traffic to move through the city. The railroad tracks are the most significant disruption to the continuity of the grid street pattern. Much of the newer residential development and the schools are on the west side of the railroad tracks. Limited railroad crossings are present. The most important are: Colver Road, Main Street, Wagner Street, and Rapp Road.

Pavement conditions for the city streets were reviewed conditions were fair or better on all of the arterial and collector system with the exception of Belmont Road. This street is a designated collector because it would eventually provide access across the railroad tracks to lands that could develop in the future as the Railroad District.

The street network was also assessed for urban design deficiencies such as missing curb and gutter, sidewalks, or bike facilities. Streets that include all of these amenities are also known as “Complete Streets” because they provide a range of safe travel options for all types of users. Talent has complete street segments throughout its system but many streets are improved on one side with urban facilities but remain unimproved along the other side.



No Curb, Gutter, or Sidewalk



Fully Developed Urban Street or “Complete Street”

Pedestrian System

Talent’s sidewalk system varies widely from neighborhood to neighborhood. Most of the newer subdivisions have complete sidewalk systems. The sidewalk network was more intermittent in the downtown area when the 2007 TSP was prepared; however, the city has been actively building sidewalks since then. While there are still gaps in the network, new sidewalks have been constructed as part of many improvement projects. They have been added along street segments where none existed at all and a second sidewalk has been added to streets which had only one sidewalk previously.



In addition to sidewalks, pedestrians can also use multi-use trails. The Bear Creek Greenway runs through Talent between OR 99 and I-5. For much of its length the Greenway is located on the east side of Bear Creek, which limits accessibility to three locations: 1) just south of the city limits, where there are currently no connecting facilities, 2) West Valley View Road, and 3) Suncrest Road. The Wagner Creek Greenway Trail is a planned multi-use trail that will eventually extend from the residential areas on the west side of the city to the Bear Creek Greenway. Currently, only a short segment of this trail has been constructed.

Both OR 99 and West Valley View Road have at least four travel lanes and higher travel speeds (40 or 45 mph) and pose a greater barrier to pedestrian activity. Traffic signals are located at three intersections on OR 99 (Suncrest/Colver Road, West Valley View Road, and Rapp Road). While these signalized intersections include crosswalks and provide a pedestrian phase to support crossing, the spacing between signals is over 2,000 feet. In addition to the signal at OR 99, a second traffic signal is located at Hinkley Road with crosswalks and pedestrian phases. Pedestrians can also cross West Valley View Road using the grade-separated Bear Creek Greenway.

Bicycle System

The number of roadways with on-street bicycle facilities has grown considerably within Talent since the 2007 TSP update, especially in centrally-located areas. OR 99 features bicycle lanes between Colver Road/Suncrest Road and Rapp Road. Talent Avenue now has continuous bicycle lanes from Eva Way to Creel Road, while Main Street has bicycle lanes in its entirety from Wagner Creek Road to Talent Avenue. Other notable additions on Wagner Street, Creel Road, Rapp Road and Valley View Road have helped create a more cohesive bicycle network in Talent.

Bicyclists face the same challenge as pedestrians when it comes to crossing OR 99 and West Valley View Road. However, unlike pedestrians, the green time is not extended to aid bicyclists with crossing these wider roadways. At the intersections with lower side street volumes, crossing the street while the signal is green can be challenging for some bicyclists. While a bicyclist can choose to activate the pedestrian signal, he or she must get onto the sidewalk to press the pedestrian-activation button.

Bicyclists also have access to the multi-use trail system.

Transit System

The Rogue Valley Transportation District (RVTD) provides public transportation to the Talent area. RVTD Route 10 passes through Talent along OR 99 and Talent Avenue. The route connects Talent to the Cities of Ashland, Phoenix, and Medford with connections available to five additional routes at the Front Street Transfer Station in Medford. In recent years, service frequency was increased on Route 10 to 20-minute





headways during peak periods with Saturday and Evening service through a Congestion Mitigation and Air Quality (CMAQ) grant. As of 2015, RVTD no longer provides these services and Route 10 now provides 30-minute frequency due to a funding shortfall. RVTD has been exploring options to improve schedule reliability and ensure adequate passenger capacity.

Route 10 currently experiences on-time performance issues. The route is long (over 13 miles one way) and the current route cycle is approximately one hour and 45 minutes, making schedule adherence difficult. RVTD is reviewing options to improve on-time performance, which may include eliminating or combining some stops along the route. As of March 2015, RVTD changed the Route 10 in Talent to use OR 99 south of Arnos Road to travel at a higher speed for schedule purposes (changes were also made in Medford and Ashland). RVTD considered Rapp Road or Arnos Road but cannot use Creel Road due to pavement integrity issues in the spring caused by a high water table. After discussions with City Officials, Arnos Rd. was considered the best choice because it has sidewalks and good potential ridership areas. Stops were established on OR 99 south of Arnos Road amid concerns over pedestrian safety. A future ODOT project to urbanize the highway south of Rapp Road will enhance the pedestrian experience and could include enhanced pedestrian crossings.

Bus stops in Talent have a mix of amenities. Only half of the bus stops within Talent have sidewalks and loading pads. The Americans with Disabilities Act (ADA) requires that a solid surface, such as a sidewalk, in order to provide amenities like bus shelters and seating. Furthermore, without these pedestrian facilities, accessibility for some users is limited.

Air Transportation

Although the City of Talent does not have an airport within its UGB, two airports are located within 10 miles. The Rogue Valley International Medford Airport offers commercial passenger service and air freight transportation approximately seven miles north of the city. Regularly scheduled service to nearby international airports in Portland, San Francisco, and other west coast destinations is available. The City of Ashland operates a general aviation airport located approximately seven miles to the south of Talent. Charter passenger and freight service is available.

Rail Transportation

The Central Oregon and Pacific (CORP) Railroad line runs through Talent, west of OR 99 from Springfield, Oregon to Black Butte, California. Although no trains are currently running on the section of CORP track south of Medford, Oregon and CORP were awarded a \$7.1 million grant to repair and reopen the line. Once repairs are made, it is very likely that freight service will resume on the rail line within Talent. No passenger rail service is available.



Talent has seven rail crossings within the city limits. These include:

- Colver Road – public crossing with activated gate system
- Main Street – public crossing with activated gate system
- Wagner Street – public crossing with STOP sign control
- Rapp Road – public crossing with activated gate system
- Pleasant View – private crossing
- Hilltop Road – private crossing
- Belmont Road – public crossing with STOP sign control

Pipeline Transportation

A natural gas distribution line located along the I-5 corridor between Grants Pass and Ashland serves the entire Talent area. The distribution lines in the area are operated by WP Natural Gas, a subsidiary of Washington Water Power. The Talent area’s distribution lines connect at Grants Pass to a major natural gas transmission line operated by Northwest Pipeline Company. This natural gas transmission line connects from Grants Pass north to Portland and Vancouver, Washington. From the Portland/Vancouver area, it continues east to Umatilla and Ontario, Oregon.

Water Transportation

No water transportation is located in Talent.

Additional Resources

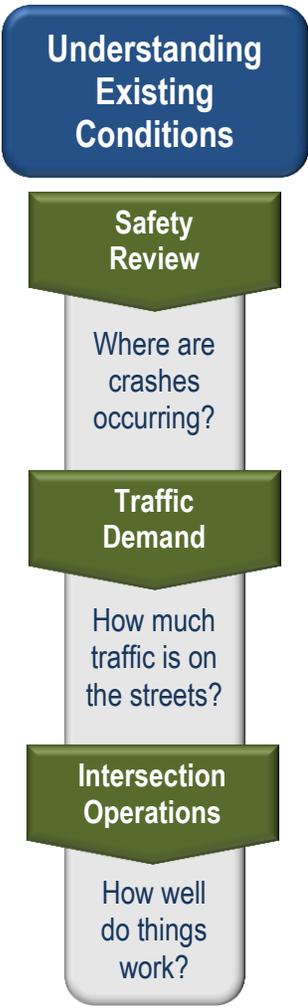
In addition to the system inventory, data regarding land uses and environmental resources were collected to inform the selection of projects for the TSP. These data are summarized in *Technical Memorandum # 2: Existing System Inventory* in TSP Volume 2.

Existing Safety and Operations

The assessment of existing traffic conditions includes development of existing traffic volumes, analysis of traffic operations, and a review of historical crash patterns. Additional data about existing conditions is included in *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2.

Safety Review

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 includes a review of crash records, critical crash rates, and ODOT Safety Priority Index System (SPIS) data.





A review of five year of crash data¹ showed that approximately 60 percent of reported crashes occurred at intersections and about 40 percent were along street segments. Just over one third of the crashes resulted in minor injury(s), but there were no crashes that resulted in a fatality or severe injury. The three intersections with the greatest number of crashes that warrant monitoring include:

- OR 99 and West Valley View Road (traffic signal)
- OR 99 and Arnos Road
- OR 99 and Creel Road

ODOT is working with the City of Talent to examine signal improvements at OR 99 and West Valley View Road. The State also has a funded project to improve OR 99 from Rapp Road through Creel Road in the next few years that should improve safety at the other two locations.

West Valley View Road experienced the highest number of crashes with eight reported between study area intersections, mostly due to the number of driveways and intersections along the corridor.

Traffic Demand

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

OR 99 is the busiest street in Talent (excluding the freeway) with traffic demand currently averaging under 9,000 vehicles during a day; summer months are slightly busier than winter months. Historic data shows that volumes in the OR 99 corridor peaked in 2007 and have been lower since then. This trend is consistent throughout the region where volumes have remained steady or declined.

West Valley View Road is the second busiest street in the city, but daily volumes are lower than those on OR 99 (about 85 percent). Volumes elsewhere in the city are generally less than half of the two busiest streets.

Intersection Operations

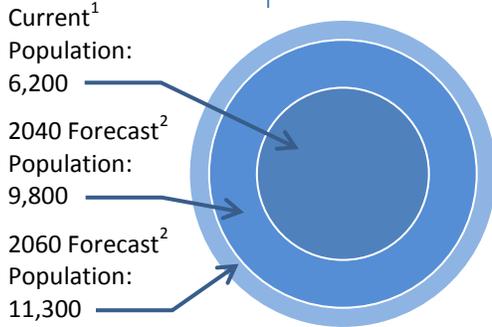
A review of how existing intersections are working shows little to no congestion on the transportation network. Not surprisingly, the intersection of West Valley View

¹ January 1, 2007, and December 31, 2011

² Oregon law requires that coordinated population forecast be prepared for all counties. In the past, these forecasts were prepared by the counties themselves. However, in 2013, the Oregon Legislature assigned coordinated population forecasting to the Population Research Center (PRC) at Portland State University (PSU).



Road and OR 99 is the busiest in the city, but even this intersection experiences only minor congestion during peak travel hours in the morning and evening.



Notes:
¹ Oregon Blue Book, 2015
² Greater Bear Creek Valley Regional Plan

Future Growth

Talent’s current population is nearly 6,200 residents within the city limits. According to the Greater Bear Creek Valley Regional Plan, anticipated future population of Talent is about 9,800 by the year 2040 and about 11,300 by 2060.²

Future traffic volumes were estimated for the year 2038, which is consistent with regional forecasting for the Rogue Valley. Forecast volumes on the street system are expected to increase by 20 to 30 percent over the next 20+ years. With this growth, study area intersections would still work well even during the busiest hours of the day. Additional data about future conditions is included in *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2.

² Oregon law requires that coordinated population forecast be prepared for all counties. In the past, these forecasts were prepared by the counties themselves. However, in 2013, the Oregon Legislature assigned coordinated population forecasting to the Population Research Center (PRC) at Portland State University (PSU). The process is underway and proposed forecasts for Jackson County have been prepared but not finalized. Preliminary Jackson County forecast numbers show growth for the City of Talent through 2040 that is consistent with the numbers in the Bear Creek Valley Regional Plan.



Section 4: Project Prioritization & Funding

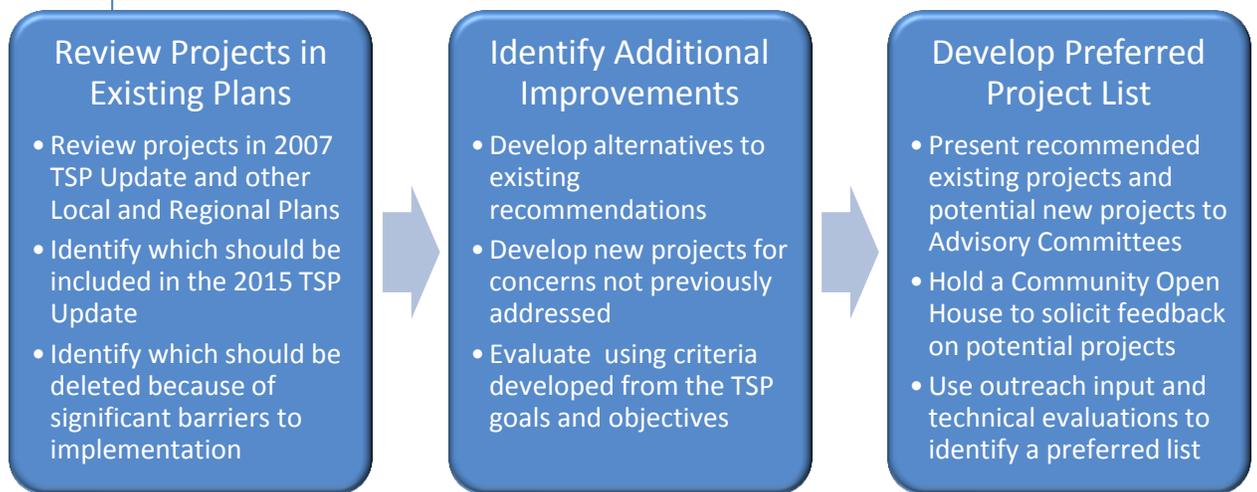
TSP Project Selection Process	21
Funding Summary	21
Existing Revenue	22
Revenue Expectations.....	22
Additional Revenue Resources	23
Project Prioritization	23
Funding Considerations	24
Recommended Project List.....	25
Table 1. Summary of Complete Street & Trail Projects	26



This section summarizes how projects were identified and prioritized for the preferred system plan for the TSP. These recommendations are based on feedback from the Technical and Citizen Advisory Committees (TAC and CAC); comments received at the Public Open Houses; other community review; and input from other agency staff.

TSP Project Selection Process

The preferred project list for this TSP update was developed in steps, as illustrated below. The first two steps are described in detail in *Technical Memorandum # 4: Alternatives Evaluation* in TSP Volume 2.



The initial project list was refined and then presented to the Technical and Citizen Advisory Committees and a Community Open House was held to solicit feedback. Using the outreach input and the technical evaluations, City staff reviewed the project list and developed the preferred list of projects. Several local street projects were also added that were noted to be important to the community. Once the project list was established, it then moved into the prioritization process.

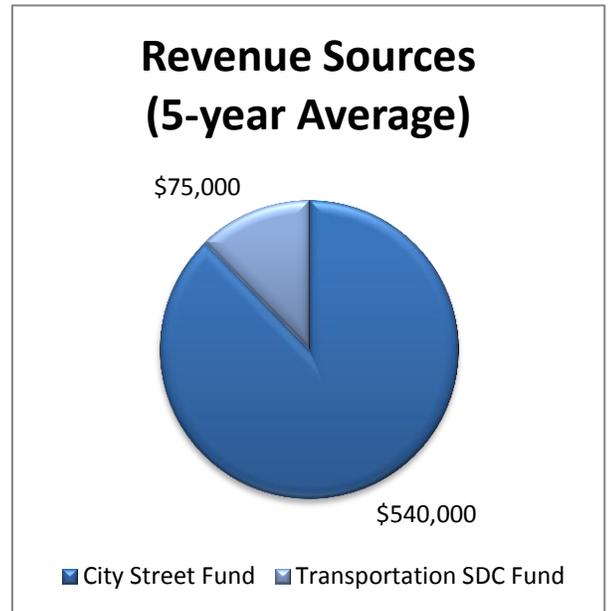
Funding Summary

Although a financing plan is not required for small city TSPs, developing an understanding of how projected funding needs compare with available revenues is important.



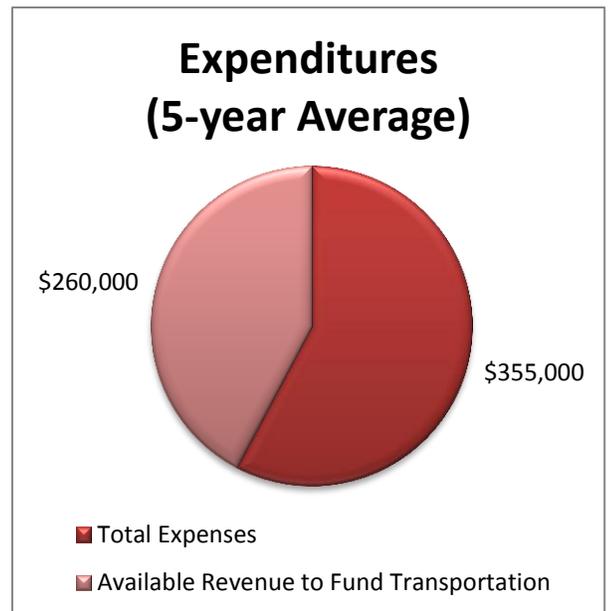
Existing Revenue

The City of Talent collects revenue from a variety of sources that can be used to fund roadway, pedestrian, bicycle, and transit maintenance and improvement projects. The City’s Street Fund allocates monetary resources toward general transportation system operations, maintenance, and minor improvement projects. Spending priorities for the Street Fund have been placed on right-of-way maintenance, street repairs, striping, and other maintenance actions necessary to keep the transportation system in stable, usable condition. A smaller source of revenue are System Development Charges (SDCs), which are fees assessed on new building permits at the time development occurs to mitigate the impact of new developments on existing public infrastructure. Street projects are funded by the Transportation SDC fund, which collects fees from new development based on the expected level of traffic generation for a given land use.



Revenue Expectations

Based on a review of previous City budgets, an estimated \$615,000 of revenue is available annually from the Street and Transportation SDC funds, the two main sources of revenue for transportation projects. Over 20 years, the City is expected to earn \$12.3 million in transportation revenue (2014 dollars) assuming that existing funding sources remain stable and no new revenue streams are established. In addition, the City spends an average of \$355,000 annually on expenses related to personnel, materials and services. Assuming that expenses continue at approximately 58 percent of total revenue, the City can expect \$260,000 per year or \$5.2 million in net revenue over the 20-year planning horizon of the TSP.





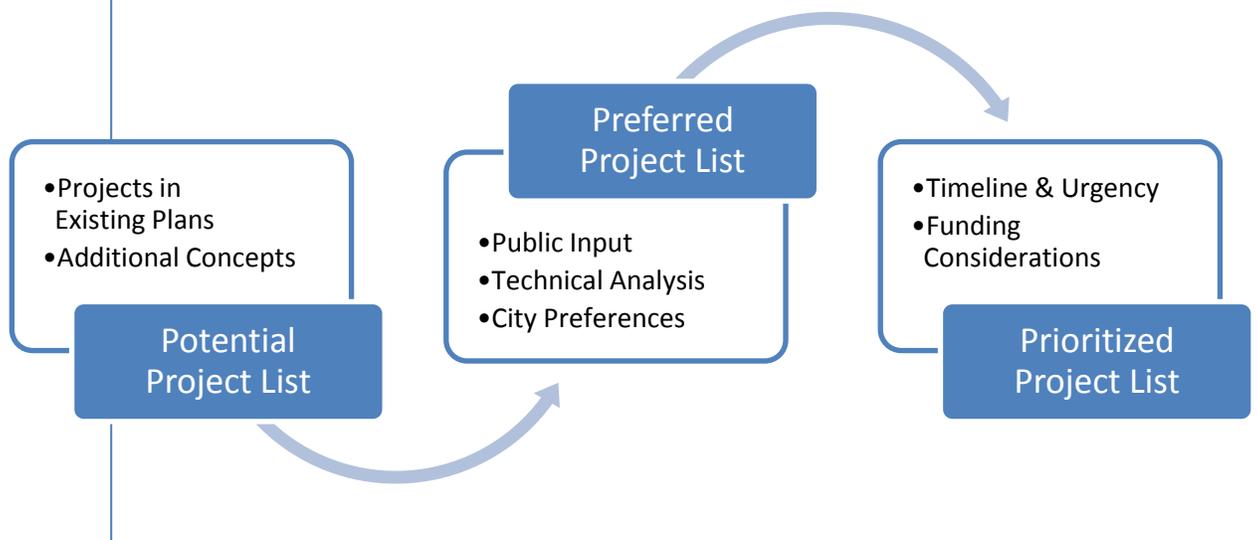
Additional Revenue Resources

In addition, there are various funding sources 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 Talent entered into the Statewide Transportation Improvement Program (STIP) are eligible for federal funding from the Surface Transportation Program (STP). Talent 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 which include 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) can be financed through formula funds from the Federal Transit Administration.

Technical Memorandum # 5: Preferred System Plan, Appendix A provides a complete overview of funding for transportation system projects in the Talent TSP. It identifies potential local, state, regional, and federal funding sources that could be used for the implementation of projects recommended as part of the preferred transportation system. Transportation system revenue forecast assumptions that incorporate these funding sources are also included.

Project Prioritization

The general steps taken to move from the potential project list to a prioritized list of projects are illustrated below.





Since the advancement of any project is contingent upon the availability of future funding, it is important to establish a flexible program of prioritized projects that meet diverse stakeholders needs while leveraging current and future funding opportunities. Ultimately, this refined and prioritized list is intended to serve as a menu of projects, with multiple factors that can be used together to assess the highest priority projects that can be completed within the available budget.

Projects for the TSP are prioritized based on community priorities, urgency of the need, funding availability and complexity of the project. Two factors were considered in the prioritization process 1) need (high, medium, and low priority), and 2) by time frame for implementation (short, medium, long, and development driven). The factors below were used for prioritizing projects.

Using the outreach input, technical evaluations, and suggested guidelines for prioritizing projects, City staff reviewed the preferred project list and identified a priority (high, medium, low) and timeline (short, medium, long, development driven) for each project.

Priority

- High priority with significant benefits to the community
- Medium importance with moderate benefits to the community
- Low importance with limited localized benefits

Time Frame

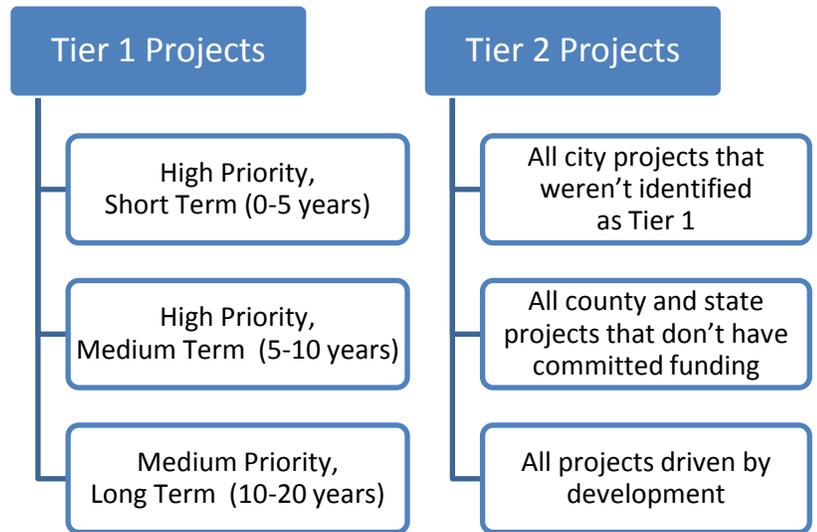
- Short Term - Projects addressing existing transportation issues which should be prioritized for funding
- Medium Term - Projects are generally larger and more complex in nature (possibly needing planning or environmental analysis) but still requiring near-term funding consideration
- Long Term - Projects with unmet “triggers” or other dependence on interim projects; with the least urgent need for funding
- Development Driven - Projects that would only occur with future development

Funding Considerations

The preferred project list was developed with an unconstrained budget to identify a comprehensive list that focuses on filling gaps and meeting needs. However, the total cost of the project list is greater than the City’s ability to raise transportation funds. Projects that would be funded with the City as the primary funding source total nearly \$16 million and an additional \$2 million in projects could require some city contributions. As identified in the Funding Summary, net revenue for transportation projects is estimated at \$5.2 million in net revenue over the 20-year planning horizon of the TSP. The difference is a gap of more the \$10 million.



To acknowledge the gap in funding, the project list was further divided into Tier 1 projects, which have a reasonable likelihood of being funded with existing sources, and Tier 2 projects, which would require new funding sources for implementation. For the draft project list, a simple process was used to suggest a funding tier for City projects, as shown to the right.



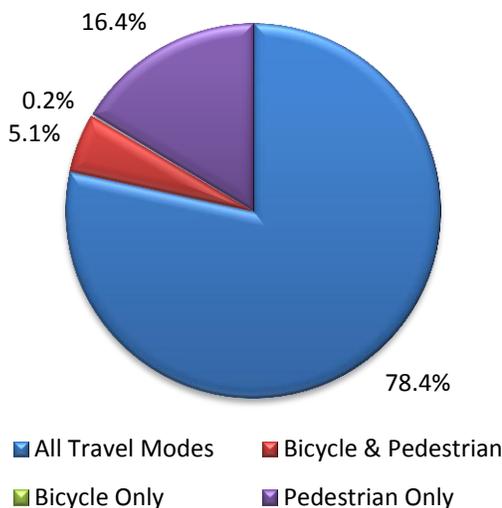
Using these criteria, 18 projects were identified as Tier 1, including one project on OR 99 that is currently included in the STIP. The result was approximately \$7 million in city-funded projects which is greater than the forecast of city revenue for transportation projects based on recent trends. Additional refinement to the project list may be necessary unless higher local revenues for transportation can be secured.

Recommended Project List

The preferred project list resulting from the selection and prioritization process is summarized in Table 1. The list consists of 50 “complete streets” and trails projects. The complete streets projects include all improvements that upgrade streets to better serve all travel modes. These projects may be as simple as adding a sidewalk to one side of the street or may involve a complete upgrade to improve the quality of the facility for vehicles, bicyclists, and pedestrians. All new street construction for development would meet the city standard for complete streets. The trails projects are off-street facilities that connect and expand trail network and also connect to or cross the street network. More detailed descriptions are included in the Section 5: Modal Plans.

A breakdown of how city revenue would be invested in the transportation system is illustrated to the left. This estimate includes both Tier 1 and Tier 2 projects that would be implemented by the City.

Distribution of City Transportation Project Funding



SECTION 4: PROJECT PRIORITIZATION & FUNDING



Table 1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
Short Term (0-5 years)										
1	West Valley View Rd - OR 99 to I-5	Restripe roadway to three lanes with buffered bike lanes and address bike lane transition at OR 99	✓	✓	✓	✓	\$250,000	High	City	Tier 1
2	First St - Main St to 850 feet north	Upgrade to local street standards	✓	✓	✓		\$380,000	High	City	Tier 1
3	Second St - Main St to West St.	Upgrade to local street standards	✓	✓	✓		\$210,000	High	City	Tier 1
4	Front St - Colver Rd to Urban Renewal Boundary	Add curbs and sidewalks to both sides of street	✓	✓	✓		\$450,000	High	City	Tier 1
5	Citywide Network	Create a bike priority network with hierarchy of bicycle routes throughout the city		✓			\$20,000	High	City	Tier 1
6	OR 99 - Rapp Rd to Talent City Limits	Add curbs and sidewalks and restripe existing roadway to three lanes with bike lanes (STIP Key Number 17478)	✓	✓	✓	✓	\$3,300,000	High	State	Tier 1
7	Second St – Wagner St to Schoolhouse Rd	Add curb and sidewalk to west side of street			✓		\$150,000	High	City	Tier 1
8	Schoolhouse Road – Wagner Creek Road to 2nd Street	Add curb and sidewalk to north side of street			✓		\$160,000	High	City	Tier 1
9	Bear Creek Greenway at Suncrest Rd	Install traffic calming improvements on Suncrest Rd		✓	✓		\$100,000	High	County	Tier 2
10	Wagner St RR Crossing	Upgrade crossing and provide for pedestrians and bicyclists and upgrade warning devices	✓	✓	✓		\$500,000	Medium	City	Tier 2
11	Talent Ave - Creel Rd to Alpine Way	Upgrade to collector standard	✓	✓	✓		\$960,000	Medium	City	Tier 2
12	Wagner St - Wagner Creek Road to 1st Street	Add curb and sidewalk to north side of street			✓		\$200,000	Medium	City	Tier 2
13	Wagner St - Railroad Crossing to John Street	Add curb and sidewalk to south side of street			✓		\$70,000	Medium	City	Tier 2
14	Main St - West St to Front St	Add curb and sidewalk to south side of street			✓		\$240,000	Medium	City	Tier 2
Medium Term (5-10 years)										
15	West Valley View Rd - OR 99 to I-5	Add hardscaping (landscaped islands and/or raised barrier) in bike lane buffers	✓	✓	✓	✓	\$250,000	High	City	Tier 1

SECTION 4: PROJECT PRIORITIZATION & FUNDING



Table 1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
16	Rapp Rd - 150' south of Graham Way to Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$1,080,000	High	City	Tier 1
17	Foss Rd - Wagner St to City Limits	Upgrade to collector standard	✓	✓	✓		\$400,000	High	City	Tier 1
18	Creel Rd – 75 feet east of Lithia Way to OR 99	Add curb and sidewalk to north side of street			✓		\$120,000	High	City	Tier 1
19	West Valley View Rd @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	High	City	Tier 1
20	OR 99 - Creel Rd to Bear Creek Greenway connection	Construct a 10-foot-wide multi-use path along the east side of the highway		✓	✓		\$250,000	High	State	Tier 2
21	First St - Main St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$270,000	Medium	City	Tier 2
22	Second St. - Main St to Wagner St.	Upgrade to local street standards	✓	✓	✓		\$240,000	Medium	City	Tier 2
23	OR 99 – Creel Rd (Talent City) Limits to S Valley View Rd	Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulder	✓	✓	✓	✓	\$700,000	Medium	State	Tier 2
24	Talent Ave - 200' south of Wagner St to Main St	Remove parking on one side of street (west) and stripe bike lanes through downtown Talent		✓			\$10,000	Medium	City	Tier 2
25	Front St - Urban Renewal Boundary to Wagner St	Add curb and sidewalk to west side of street			✓		\$320,000	Medium	City	Tier 2
26	OR 99 @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	Medium	City /State	Tier 2
27	Wagner Creek Greenway Path OR 99 to 225 feet west of OR 99	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$25,000	Medium	City	Tier 2
28	Wagner Creek Greenway Path OR 99 to West Valley View Rd	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$60,000	Medium	Other	Tier 2
29	Wagner Creek Greenway Path West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$500,000	Medium	City	Tier 2

SECTION 4: PROJECT PRIORITIZATION & FUNDING



Table 1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
30	Bear Creek Greenway	Enhance connections to OR 99 throughout OR 99 corridor with wayfinding signage and other amenities		✓	✓		\$450,000	Medium	Other	Tier 2
Long Term (10-20 years)										
31	Rapp Rd - Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$600,000	Medium	City	Tier 1
32	Rapp Rd - Wagner Creek Bridge to Wagner Creek Rd	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$950,000	Medium	City	Tier 1
33	Wagner Creek Rd - West St to Rapp Rd	Upgrade to collector standard	✓	✓	✓		\$960,000	Medium	City	Tier 1
34	Talent Avenue – Rapp Road to Creel Road	Add curb and sidewalk to east side of street			✓		\$920,000	Medium	City	Tier 1
35	Rapp Rd – Graham Way to OR 99	Add curb and sidewalk to south side of street to eliminate gaps			✓		\$70,000	Medium	City	Tier 1
36	Wagner Creek Greenway Path—Rapp Rd to Talent Ave	Construct new 10-foot-wide multimodal path near Wagner Creek		✓	✓		\$200,000	Medium	City	Tier 2
37	Bear Creek Greenway Access	Create ramp connection to north side of West Valley View Rd		✓	✓		\$250,000	Medium	Other	Tier 2
38	Wagner St Extension - Talent Ave to West Valley View Rd	Construct new collector street (50 ft) to complete downtown improvements	✓	✓	✓		\$730,000	Medium	City	Tier 1
39	Bain St - First St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$230,000	Low	City	Tier 2
40	Westside Bypass - Wagner Creek Rd/Rapp Rd to Colver Rd	Construct new collector street west of city in Urban Reserve Area TA-1	✓	✓	✓	✓	\$2,730,000	Low	City	Tier 2
41	West Valley View Rd east of I-5	Widen shoulders		✓	✓		\$1,500,000 ¹	Low	City/County	Tier 2
42	West Valley View Road I-5 Overcrossing	Widen shoulders		✓	✓		\$8,000,000 ¹	Low	State	Tier 2
43	Bear Creek Greenway	Upgrade 800 feet of path north of West Valley View Road to statewide multi-use path standards (minimum 10 feet, desired 12 feet)		✓	✓		\$305,000	Low	Other	Tier 2
44	Arnos Trail	Connect Arnos St to the Bear Creek Greenway		✓	✓		n/a	Low	Other	Tier 2

SECTION 4: PROJECT PRIORITIZATION & FUNDING



Table 1. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight				
Development Driven Projects										
45	Railroad District Collector—Belmont Rd to Rapp Rd	Construct new collector street to serve UGB area south and west of Railroad tracks and Urban Reserve Area TA-2	✓	✓	✓		\$4,100,000	Low	Other	Tier 2
46	Rapp Rd Railroad Crossing	Realign street and upgrade crossing	✓	✓	✓	✓	\$800,000	Low	City	Tier 2
47	Belmont Rd - Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hilltop, public to south)	✓	✓	✓		\$800,000	Low	City	Tier 2
48	Suncrest Road Connector	Construct new collector street through Urban Reserve Area TA-5 from east of signal at OR 99 to Willow Springs Dr	✓	✓	✓		\$1,500,000	Low	Other	Tier 2
49	Colver Road – West UGB to OR 99	Add sidewalk to north side of street			✓		\$260,000	Low	City	Tier 2
50	Suncrest Road – Autumn Ridge Road [east] to East UGB	Add curb and sidewalk to north side of street			✓		\$160,000	Low	City	Tier 2
Cost Totals			City Only				All Projects²			
Short Term (0-5 years)			\$1,620,000				\$4,920,000			
Medium Term (5-10 years)			\$1,950,000				\$1,950,000			
Long Term (10-20 years)			\$4,230,000				\$4,230,000			
Tier 1 Subtotal			\$7,800,000				\$11,100,000			
Short Term (0-5 years)			\$1,970,000				\$2,070,000			
Medium Term (5-10 years)			\$1,365,000				\$2,925,000			
Long Term (10-20 years)			\$3,160,000				\$13,215,000			
Development Driven Projects			\$2,020,000				\$5,600,000			
Tier 2 Subtotal			\$8,515,000				\$25,830,000			
TOTAL COST			\$16,315,000				\$36,930,000			

Notes:

1. Project cost estimates from I-5 Exit 21 Interchange Area Management Plan

2. "All Projects" includes those funded by the City as well as projects funded by other agencies or developers.



Section 5: Modal Plans

Street System Plan	31
Lane Conversion Projects	31
Street Upgrades	33
Future Connections	35
Bicycle System Plan	36
Citywide Network	36
Downtown Connectivity	39
Bear Creek Greenway Improvements	39
Wagner Creek Greenway Improvements	40
Additional Trail Connections.....	41
Pedestrian System Plan.....	41
Sidewalk Network Improvements	43
Additional Projects with UGB Expansion	43
Transit System Plan.....	44
Existing Route 10 Enhancements	44
High Capacity Transit	45
Air Transportation.....	45
Rail Transportation	45
Pipeline Transportation	46
Water Transportation	46
Figure 2. Street System Plan	32
Figure 3. Bicycle System Plan.....	37
Figure 4. Bikeway Priority Network	38
Figure 5. Pedestrian System Plan.....	42



The modal plans describe Talent’s preferred transportation system. The planned projects will provide a balanced and connected transportation network over the next 20 years. The list of planned projects consists of 50 complete streets and trails improvements (see Table 1 in Section 4: Project Prioritization & Funding).

The complete streets projects include all improvements that upgrade streets to better serve all travel modes. These projects may be as simple as adding a sidewalk to one side of the street or may involve a complete upgrade to improve the quality of the facility for vehicles, bicyclists, and pedestrians. Each future complete street project is identified in the modal maps if the improvements are relevant to the travel mode (i.e., street, pedestrian, bicycle).

The trails projects are off-street facilities that connect and expand trail network and also connect to or cross the street network. Each future trails project is identified on both the pedestrian and bicycle maps.

Streets Goal:

Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.

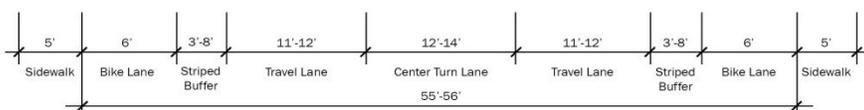
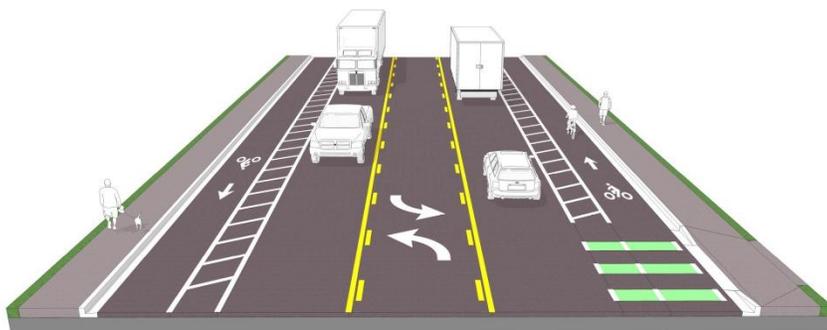
Street System Plan

The street system plan consists of lane conversion projects, upgrades to existing roadways to full urban design standards, and new construction that would be driven by future development. Figure 2 illustrates the street system plan including the location of projects and the functional classification of the roads. (Additional information is provided about functional classification in Section 6: Standards.)

Lane Conversion Projects

A lane conversion project is intended to improve the safety of all roadway users (vehicles, bicycles, and pedestrians) by modifying how the public right of way and pavement surface are used. Three lane conversion projects are identified in Talent. One is located on West Valley View Road, a city street, and two are located on OR 99.

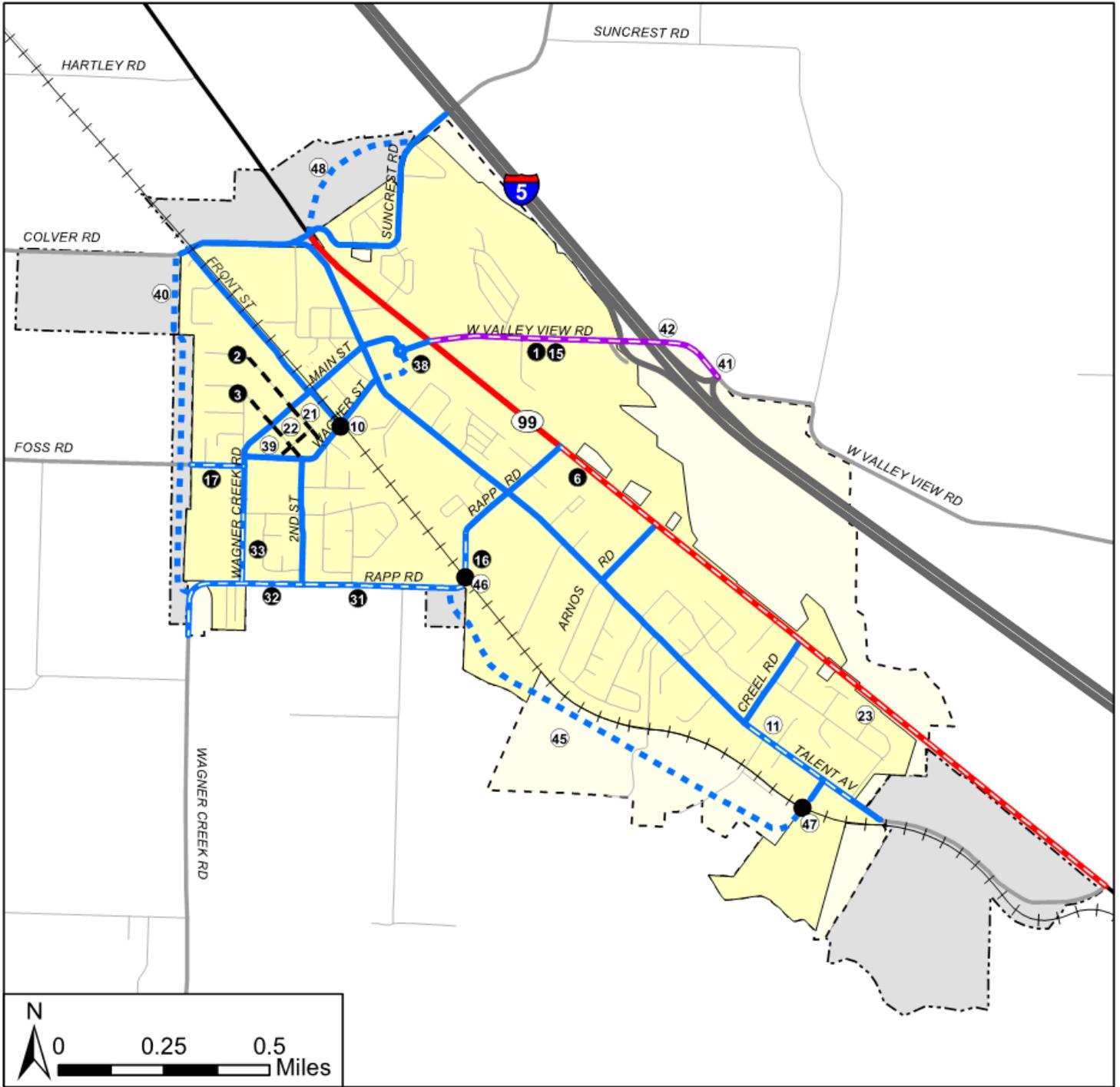
Project 1: West Valley View Road Striping Concept



West Valley View Road (Projects 1 and 15)

Projects 1 and 15 are phased improvements that would convert West Valley View Road from its current layout to three lanes with a buffered bike like between OR 99 and the Bear Creek Greenway. The first phase (Project 1) of the improvement would restripe the entire length of roadway as shown to the left. A center refuge lane would run the entire length between OR 99 and I-5 to improve vehicular safety.

SECTION 5: MODAL PLANS



Source Data: Jackson County, City of Talent

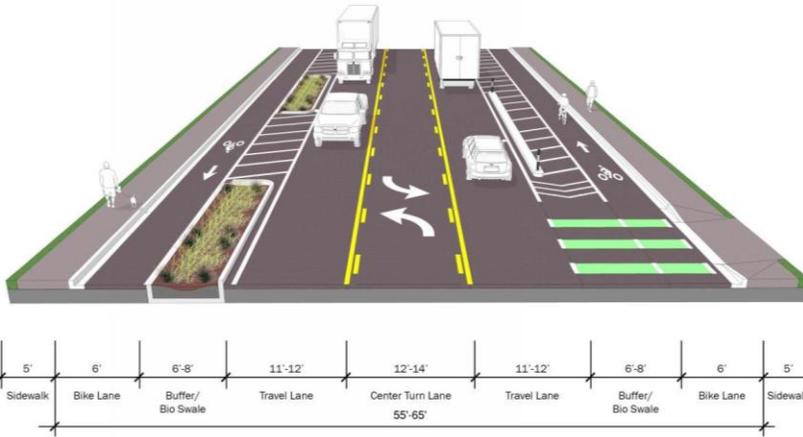
Legend

- Major Arterial
- Minor Arterial
- Collector
- Existing Street Upgrade
- Future Street
- + + Railroad
- Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas

FIGURE 2
Street System Plan

Although the new striping plan shows only one through travel lane in each direction, the three-lane plan should have plenty of capacity to meet future demand. Reducing the number of vehicular travel lanes allows the city to widen the bike lane and add a striped buffer between bicyclists and cars using the street. The bike lane transition at OR 99 will also be improved with the lane conversion.

Project 15: West Valley View Road Hardscaping Concept



In the second phase (Project 15 shown to the left), some form of hardscaping, most likely low-maintenance landscaped islands, would be added. In addition to providing a more permanent buffer, the added treatment would enhance the gateway from the freeway into the city.

Pedestrians would also benefit from these improvements. When walking along the sidewalk, they would be further from the vehicular travel lanes. When crossing the street, they would have a shorter distance where they are exposed to traffic.

OR 99 – Rapp Road to Talent City Limits (Project 6)

ODOT currently has a project in the Statewide Transportation Improvement Program (STIP) to add curbs and sidewalks to OR 99 and restripe the existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes on both sides of the highway. This project (STIP Key Numb 17478) is currently planned for construction in 2017.

OR 99 – Talent City Limits to South Valley View Road (Project 23)

The OR 99 Corridor Plan identifies that the lane conversion on OR 99 within the city limits continue southward on the rural section of highway to South Valley View Road. A rural cross section would be provided with two through travel lanes (one in each direction), a center turn lane, and wide shoulders to accommodate other users (bicyclist and pedestrians) and allow for a distressed vehicle to pull out of the travel lane in the event of an emergency. Some portion of this project is located within the Talent UGB.

Street Upgrades

Twelve city street segments were identified for upgrades to full urban design standards that include adequate paved surface for vehicular demand, sidewalks on both sides of the street, and appropriate bike facilities. Most of these projects are on collector roadways but there are some local street improvements included as well. In



In addition to the city projects, two projects on the state- and county owned segments of West Valley View Road have been identified in the I-5 Exit 21 IAMP.

Talent Avenue Upgrade (Project 11)

Talent Avenue runs parallel to OR 99 for the entire length of the city. It is mostly improved to urban standards within the city limits but the segment south of Creel Road still needs urban features. Project 11 would upgrade Talent Avenue to a collector standard (assumed two travel lanes, bike lane, sidewalks, no parking) from Alpine Way to Creel Road.



Rapp Road Upgrades (Projects 16, 31, and 32)

Rapp Road is improved with sidewalks and bike lanes east of Graham Way but is unimproved west of Graham Way. Three projects would incrementally upgrade Rapp Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) for its entire length. Project 16 would upgrade Rapp Road from the end of the current improved section, about 150 feet south of Graham Way to just east of the Wagner Creek Bridge. Project 31 would upgrade the bridge over Wagner Creek. Project 32 would upgrade Rapp Road from the bridge west to the city limits.



Foss Road Upgrade (Project 17)

Foss Road is a county collector street that enters Talent from the west city limits and connects with Wagner Creek Road near Talent Elementary School. Project 17 would upgrade Foss Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) within the city limits.



Wagner Creek Road Upgrade (Project 33)

Wagner Creek Road has sidewalks on the east side of the street between West Street to Rapp Road and bike lanes from West Street to School House Road. However, the bike lanes do not extend to Rapp Road and sidewalk is missing on the east side. This street provides access to both Talent Elementary and Middle Schools. Project 33 would upgrade Wagner Creek Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) within the city limits.



Wagner Street Rail Crossing (Project 10)

The Wagner Street rail crossing is currently controlled with STOP signs and does not include any type of warning device or gates that would be activated in the presence of a train. Project 10 would upgrade the crossing to include activated gates and also improve the bicycle and pedestrian facilities across the tracks.



Local Street Improvements (Projects 2, 3, 21, 22, and 39)

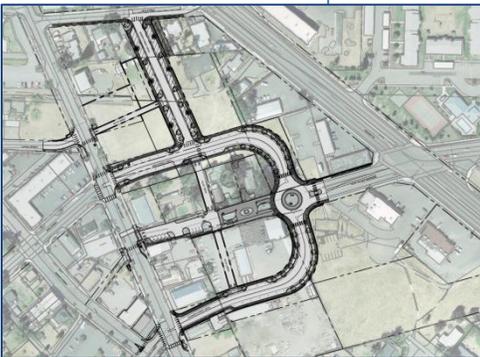
Some of the older residential neighborhood streets were constructed without curbs or sidewalks. Five projects would incrementally upgrade sections of First Street, Second Street, and Bain Street over time to local residential street standards (assumed 28-foot narrow section).

West Valley View Road (Projects 41 and 42)

The I-5 Exit 21 IAMP identifies two projects on West Valley View Road east of the Talent city limits. Project 41 would retrofit the bridge crossing over I-5 to allow two standard travel lanes with 4-foot shoulders for non-vehicular modes. Project 42 would widen West Valley View Road east of the overcrossing to the I-5 northbound ramp terminal with the same cross section (two travel lanes and 4-foot shoulders).

Future Connections

Six future connections projects are identified in the project list. These have all been identified previously in the 2007 TSP. With the exception of the Wagner Street extension, all of these projects are expected to be driven by development within the current UGB or in one of the Urban Reserve Areas; alignments have not been determined and the lines on Figure 2 are only intended to indicate the concept.



Prepared by ZCS Engineering

Wagner Street Extension (Project 38)

Project 40 would complete the downtown improvements by extending Wagner Street from Talent Avenue eastward to connect with the roundabout on West Valley View Road. This project is part of the urban renewal plans for downtown but has not yet been constructed because the right of way is not currently available.

Westside Bypass (Project 40)

The westside bypass is identified as a connection between Colver Road and Wagner Creek Road to be constructed in the Urban Reserve Area TA-1 west of the current city limits.

Railroad District Master Plan Network (Projects 45, 46, and 47)

Three projects associated with the development of the land identified as the Railroad District have been included in the TSP. Project 45 is the collector roadway that would extend the length of the Railroad District from Rapp Road to Belmont Road. Project 46 would realign Rapp Road and improve the railroad crossing when the Railroad District connection to Rapp Road occurs. Project 47 would upgrade Belmont Road and improve the railroad crossing when the Railroad District connection to Belmont Road occurs. Project 47 could also involve restricting other private and public crossing in exchange for the increased activity at Belmont Road.



Bicycle Goal:

Facilitate and encourage the increased use of bicycle transportation in talent by ensuring that convenient, accessible and safe cycling facilities are provided.

Suncrest Road Connector (Project 48)

Project 48 would extend through Urban Reserve Area TA-5 as a collector street connecting with Suncrest Road east of the traffic signal with OR 99 and in the vicinity of Willow Springs Drive.

Planned Local Connections

Other opportunities exist for extensions of the local street system; however, they have not been included as projects in the TSP. However, planned connections of the local street system are tabulated and mapped Appendix B. These planned connections focus on vacant or under-utilized parcels. The City of Talent will require that any development proposal in these areas include these planned connections. They are deemed to be essential components in the transportation system. The locations and alignments shown are not intended to be precise; they are starting points for planning.

Bicycle System Plan

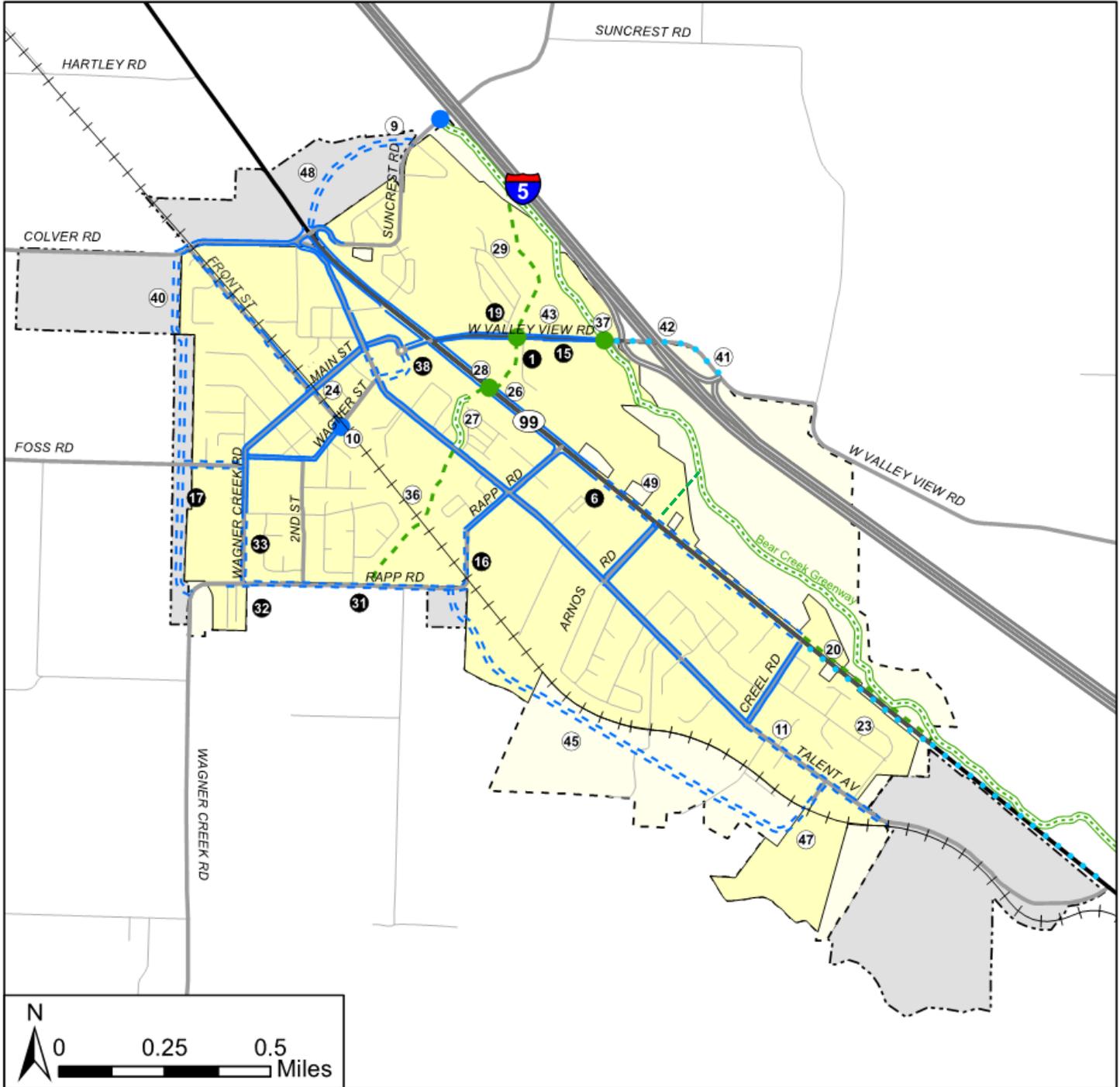
Talent's bicycle system benefits from many of the lane conversion and upgrade projects identified under the street system improvements. The additional projects that benefit the bicycle system are mostly trails projects but there is one on-street project identified as well. Figure 3 illustrates the location of existing bicycle facilities along with the type and location of future improvements. It identifies all projects that benefit the system, including those described for the street plan.

Citywide Network

Project 5 identifies a citywide priority network of interconnected bicycle routes that would enable people to satisfy their daily travel needs within the city or surrounding region by bicycle. As illustrated in Figure 4, the priority network would provide connections to key local destinations, including schools, parks, the library, downtown Talent, and other identified activity centers. The classification system would set up a hierarchy of bikeways in Talent that reflect the type of facility and would be accompanied by bicycle wayfinding signage that indicates the direction of travel, location of nearby destinations, and travel time and distance to those destinations.

- Type 1 Bikeways.** These regional facilities would form the spine of the network, consisting of high-quality, high-priority routes that provide direct, relatively unimpeded access between local and regional area destinations. The existing Bear Creek Greenway presently performs this function, as it connects Talent with major regional destinations in Ashland and Medford. Type 1 Bikeways would prioritize bicycle traffic on separated or buffered facilities, primarily multi-use paths.

SECTION 5: MODAL PLANS



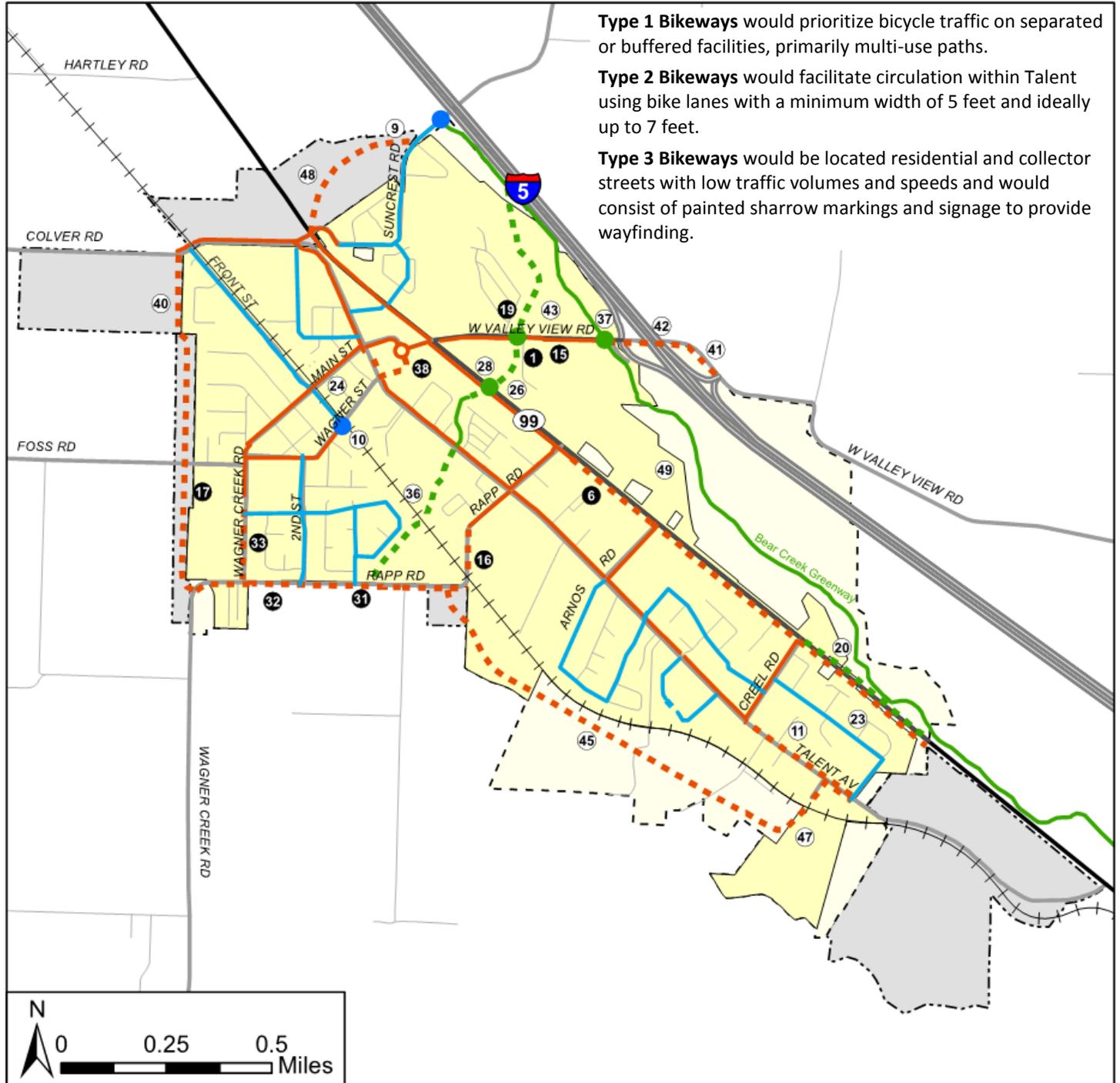
Source Data: Jackson County, City of Talent

Legend

- Existing Multi-Use Trail
- Existing Bike Lane
- Future Multi-Use Trail
- Future Bike Lane
- Future Shoulders
- ● Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- Railroad

FIGURE 3
Bicycle System Plan

SECTION 5: MODAL PLANS



Type 1 Bikeways would prioritize bicycle traffic on separated or buffered facilities, primarily multi-use paths.

Type 2 Bikeways would facilitate circulation within Talent using bike lanes with a minimum width of 5 feet and ideally up to 7 feet.

Type 3 Bikeways would be located residential and collector streets with low traffic volumes and speeds and would consist of painted sharrow markings and signage to provide wayfinding.

Source Data: Jackson County, City of Talent

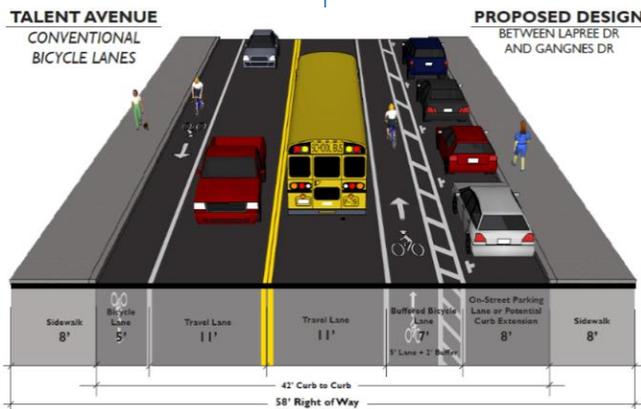
- Legend**
- Type 1 Bikeway
 - Type 2 Bikeway
 - Type 3 Bikeway
 - Future Improvement
 - ● Improved Crossing
 - # Tier 1 Project
 - # Tier 2 Project
 - City Boundary
 - Urban Growth Boundary (UGB)
 - Urban Reserve Areas
 - Railroad

FIGURE 4
Bikeway Priority Network

- Type 2 Bikeways.** These routes would facilitate circulation within Talent using bike lanes with a minimum width of 5 feet and ideally up to 7 feet. Type 2 facilities would provide relatively quick access between residential neighborhoods and local destinations such as downtown Talent, schools, transit stops and parks.
- Type 3 Bikeways.** These neighborhood routes would be located mostly on residential and collector streets with low traffic volumes and speeds. They are designed to provide safe, comfortable, low-stress access to short-distance destinations within neighborhoods and for individuals of all bicycling confidence levels and families of all ages. Bicycle-specific infrastructure would consist of painted sharrow markings and signage to provide wayfinding.

Downtown Connectivity

Talent Avenue is an important north-south bicycling route within the city, with bike lanes in both directions for the majority of the way between Colver Road and Creel Road. The one exception is a short stretch (approximately 850 feet) between Lapree Street and a point south of Wagner Street where the bike lanes end because the street is too narrow to provide bike lanes in addition to two travel lanes and on-street parking. Project 24 would eliminate parking on one side of the street to allow bike lanes to be striped through town. The removal of parking on the west side of the street would result in the loss of 9 existing on-street spaces.



Bear Creek Greenway Improvements

Four projects to enhance the Bear Creek Greenway trail in or near Talent are included in the TSP.

Bear Creek Greenway at Suncrest Road (Project 9)

There is a gap in the Bear Creek Greenway trail at Suncrest Road just north of the Talent city limits. The south leg intersection is 375 feet east of the north leg intersection, and trail users are required to use Suncrest Road on a narrow bridge across Bear Creek with two travel lanes and no bike lanes or sidewalks. Project 9 would install warning signage and possibly user-activated traffic safety warning devices to alert motorists to the presence of trail traffic. Due to the location along the outside of the city UGB, this would be a Jackson County project.





Bear Creek Greenway Access from West Valley View Road (Project 37)

The Bear Creek Greenway currently connects to West Valley View Road with a ramp on the south side of the street and a staircase on the north side. This configuration provides easy access to the trail for bicyclists traveling eastbound on West Valley View but requires bicyclists to dismount and use the stairs to access the westbound bike lane. Project 37 would create a ramp connection on the north side between the Bear Creek Greenway and West Valley View Road. This improvement would require additional right of way not currently available. Should the adjacent parcel (RV Park) redevelop, parkland dedication would be required to create a ramp connection to the Greenway.



Bear Creek Greenway Trail Widening (Project 43)

Currently, the Bear Creek Greenway is only 7 feet wide for approximately 800 feet north of West Valley View Road due to topography and right of way constraints. The narrow width compromises safety and comfort as it makes it difficult for trail users going in opposite directions to pass each other, or for faster users to overtake slower users travelling in the same direction. Project 43 would widen the Bear Creek Greenway trail to statewide multi-use path standards where it is currently substandard north of the Bear Creek Bridge. Parkland dedication would be required from adjacent property for implementation.

Bear Creek Greenway Enhanced Connections

The OR 99 Corridor Plan includes a project to enhance connections between the Bear Creek Greenway and OR 99 with wayfinding signage and other amenities at existing and new trail access points. Project 30 in this TSP supports the plan for enhancing existing connections from South Medford to North Ashland. The TSP also includes three future multi-use path connections to the Greenway that would be developed in the future.

Wagner Creek Greenway Improvements

The planned Wagner Creek Greenway is a trail that would connect from Rapp Road to the Bear Creek Greenway traversing northward through Talent. A short segment of the trail has been constructed northward from Talent Avenue; however, most of the trail does not yet exist. Construction of the remainder of the Wagner Creek Greenway has been divided into six discrete projects.



Wagner Creek Greenway Trail Completion (Projects 27, 28, 29, and 36)

Completing the Wagner Creek Greenway from the existing segment northward to the Bear Creek Greenway has been identified as three project segments because land ownership may affect how and when segments can be completed. Project 27 would connect the trail from its current end to OR 99. Project 28 would complete the trail



segment between OR 99 and West Valley View Road. Project 29 would make the connection from West Valley View Road to Bear Creek Greenway.

Project 36 would complete the Wagner Creek Greenway trail southward from Talent Avenue to Rapp Road. The trail would likely pass under the railroad tracks because grade separation is needed.

Wagner Creek Greenway Trail Crossings (Projects 19 and 26)

The Wagner Creek Greenway would cross both OR 99 and West Valley View Road at midblock crossings. Project 19 would create a crossing with a pedestrian-activated device, such as a rectangular rapid flashing beacon (RRFB), on West Valley View Road. This midblock crossing has additional merit because it can serve connect residential development on the south side of West Valley View Road with commercial services to the north. Project 26 would install a midblock crossing with pedestrian-activated device on OR 99. This project is also identified in the OR 99 Corridor Plan.

Additional Trail Connections

Two additional multi-use trail connections are identified in the TSP.

OR 99 Multi-Use Path (Project 20)

The OR 99 Corridor Plan identifies a multi-use trail on the east side of the highway from Creel Road southward to a connection with the Bear Creek Greenway. This connection (Project 20) would allow users who cross the highway at Creel Road to safely travel on an off-street facility to the Greenway. This trail would be the southernmost connection to the Greenway, which crosses to the east side of Bear Creek and has no other connection points until West Valley View Road.

Arnos Multi-Use Path (Project 44)

Project 44 would create a multi-use path connection from OR 99 (near Arnos Road) across Bear Creek to connect with the Bear Creek Greenway. This trail is identified in the Parks Master Plan.

Pedestrian System Plan

Talent’s pedestrian system benefits from many of the lane conversion and upgrade projects identified under the street system improvements as well as the trail projects described for the bicycle system. The additional projects that benefit pedestrians are sidewalk projects that fill in gaps in the pedestrian system. Figure 5 illustrates the location of existing pedestrian facilities along with the type and location of future improvements. It identifies all projects that improve the pedestrian network, including those described for the street and bicycle plans.

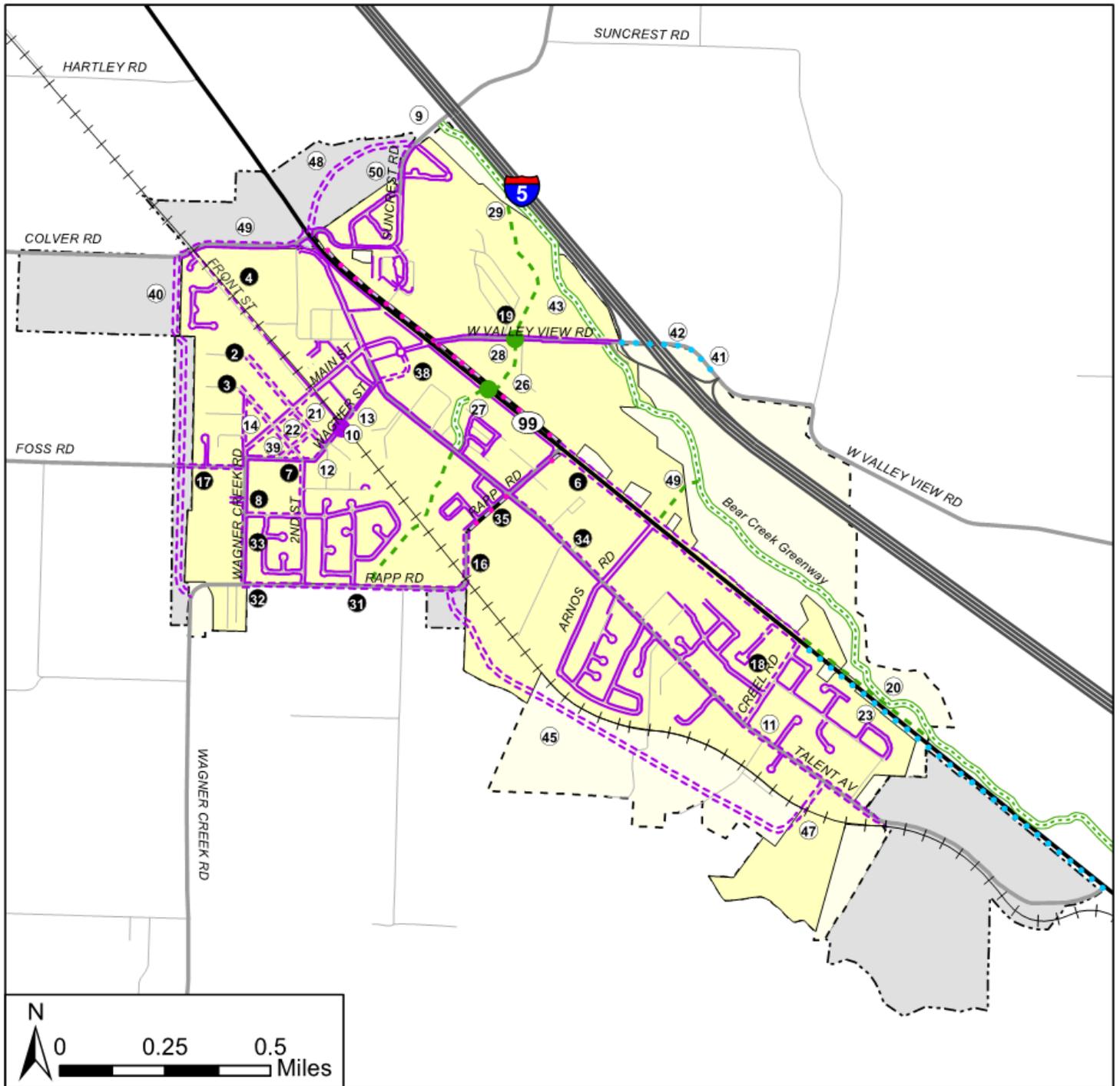


Rectangular Rapid Flashing Beacon

Pedestrian Goal:

Provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

SECTION 5: MODAL PLANS



Source Data: Jackson County, City of Talent

Legend

- Existing Multi-Use Trail
- Existing Sidewalks
- Future Multi-Use Trail
- Future Sidewalks
- Future Sidewalk Infill
- Future Shoulders
- Improved Crossing
- # Tier 1 Project
- # Tier 2 Project
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- + Railroad

FIGURE 5
Pedestrian System Plan

Sidewalk Network Improvements

Since 2007 TSP was adopted, the City of Talent has made large strides in completing its sidewalk network along arterial and collector roadways; however, some gaps still remain. The following new or improved connections are recommended to improve pedestrian mobility and access to local destinations such as schools, parks, and downtown destinations. Most are along arterial or collector roadways, with the exception of one that is adjacent to Talent Elementary School.

Sidewalk network improvements are illustrated in Figure 5 and include:

- Project 4: Front Street – Add curbs and sidewalks to both sides of the street from the Urban Renewal Boundary to Colver Road
- Project 7: Second Street- Add curb and sidewalk to the west side between Wagner Street and Schoolhouse Road
- Project 8: Schoolhouse Road – Add curb and sidewalk to the north side between Wagner Creek Road and Second Street
- Project 12: Wagner Street – Add curb and sidewalk to the north side between Wager Creek Road and First Street
- Project 13: Wagner Street – Add curb and improve sidewalk on the south side between the railroad crossing and John Street
- Project 14: Main Street – Add curb and sidewalk to the south side between West Street and Front Street
- Project 18: Creel Road – Add curb and sidewalk where missing on the north side between Lithia Way and OR 99
- Project 25: Front Street – Add curb and sidewalk to the west side between the Urban Renewal Boundary and Wagner Street.
- Project 34: Talent Avenue – Add curb and sidewalk to the east side between Rapp Road and Creel Road
- Project 35: Rapp Road – Add curb and sidewalk to the south side to fill in remaining gaps between Graham Way and Talent Avenue

Additional Projects with UGB Expansion

Two additional sidewalk projects were identified should Talent’s UGB expand to include one or more of the Urban Renewal Areas. These projects include:

- Project 49: Colver Road – Add curb and sidewalk to the north side from OR 99 to the west UGB when TA-4 is brought into the UGB
- Project 50: Suncrest Road – Add curb and sidewalk to the north side from Autumn Ridge Road (east) to the east UGB when TA-5 is brought into the UGB



Transit Goal:

Support a transit system that provides convenient and accessible transit services to the citizens of the talent urban area.



Transit System Plan

RVTD provides public transportation to the City of Talent. RVTD Route 10 passes through Talent along OR 99 and Talent Avenue. The route connects Talent to the Cities of Ashland, Phoenix, and Medford with connections available to five additional routes at the Front Street Transfer Station in Medford.

The complete streets and trails projects identified in this TSP support transit by improving multimodal links to bus stops along the existing routes. New sidewalks at bus stops will allow for amenities, such as shelters and seating, to be added along the Route 10.

Existing Route 10 Enhancements

Route 10 currently experiences on-time performance issues. The route is long (over 13 miles one way) and the current route cycle is approximately one hour and 45 minutes, making schedule adherence difficult. RVTD is continuing to review options to improve travel speeds and on-time performance, which may include eliminating or combining some stops along the route as well as different route options.

Route Service Adjustments

RVTD is also evaluating the possibility of splitting Route 10 into two separate routes with a transfer in Talent. Splitting the route would improve on-time performance and better serve the relatively high demand for transit travel between Talent and Ashland. The Talent Depot building has been identified as a potential transfer location.³

City Circulator

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 Talent. RVTD is presently evaluating potential route options for the circulator service. The circulator could serve residential areas to the west of Talent Ave that are currently beyond the ¼-mile walking distance generally considered ideal for transit access.

Feeder Service

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; the Feeder service

³ Talent Depot construction was partially funded with grants monies from RVTD. The grant stipulates that RVTD have access to the property and building for potential transit use.



would be available to residents within ¼ 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 (dependent on location).

Schedule Information

None of the bus stops in Talent have printed schedule information available. As indicated by the rider survey, many transit riders likely rely on printed schedule information. Schedule information could be provided at all stops in Talent at relatively low cost.

High Capacity Transit

RVTD is also exploring options for providing High Capacity Transit (HCT) between Central Point and Ashland within the OR 99 corridor. The process is in the early stages of development with a focus on understanding community perception of transit enhancements. The goal of HCT is to provide improved travel times and schedule reliability in the heavily used OR 99 corridor. HCT options could include express bus service, Bus Rapid Transit (BRT), and commuter rail service.

In conjunction with the community perceptions work, RVTD is completing an operational analysis to better understand the capital and funding requirements to implement HCT. They have documented the schedule reliability and passenger capacity issues experienced along the corridor. RVTD has many of the HCT elements already in place. These include such low-floor buses, an upcoming electronic fare collection system, and a strong marketing program. RVTD is now pursuing transit signal priority in the corridor.

Air Transportation

The City of Talent does not have an airport within its UGB and relies on other airports in the region for air service. The Rogue Valley International Medford Airport offers commercial passenger service and air freight transportation. The City of Ashland operates a general aviation airport.

Rail Transportation

The Central Oregon and Pacific (CORP) Railroad line runs through Talent, west of OR 99 from Springfield, Oregon to Black Butte, California. Although no trains are currently running on the section of CORP track south of Medford, Oregon and CORP were awarded a \$7.1 million grant to repair and reopen the line. Once repairs are made, it is very likely that freight service will resume on the rail line within Talent. No passenger rail service is available.

This TSP includes three projects to upgrade existing rail crossings in Talent:





- Project 10: Wagner Street Railroad Crossing – Upgrade crossing warning devices and provide for pedestrians and bicyclists
- Project 46: Rapp Road Railroad Crossing – Realign street to improve angle of crossing when the Railroad District collector street is developed
- Project 47: Belmont Road Railroad Crossing – Upgrade crossing warning devices and restrict other crossings (Pleasant View and Hilltop Road) when Railroad District collector street is developed

Pipeline Transportation

No changes to the pipeline system are planned.

Water Transportation

No water transportation is located in Talent.



Section 6: Standards

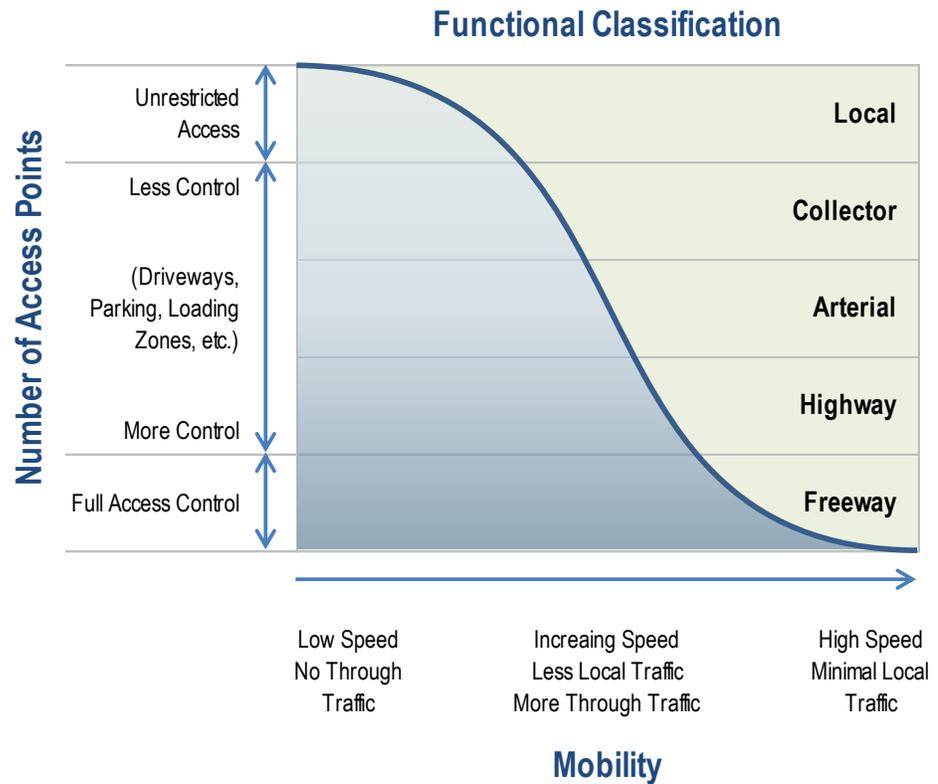
Functional Classification	48
Complete Street Standards.....	50
Arterials.....	50
Collector Streets	52
Local Streets.....	53
Access Spacing Standards	54
Mobility Standards.....	55
Table 2. City of Talent Complete Street Design Standards.....	51
Table 3. Access Management Guidelines	55
Figure 6. Functional Classification System.....	49



Standards ensure that the projects in this plan have clear guidance on how they should look. Combined with supporting code, the standards also ensure that future development is consistent with the goals of this TSP. This section defines the functional classification of the transportation system and the appropriate street design, access, and mobility standards.

Functional Classification

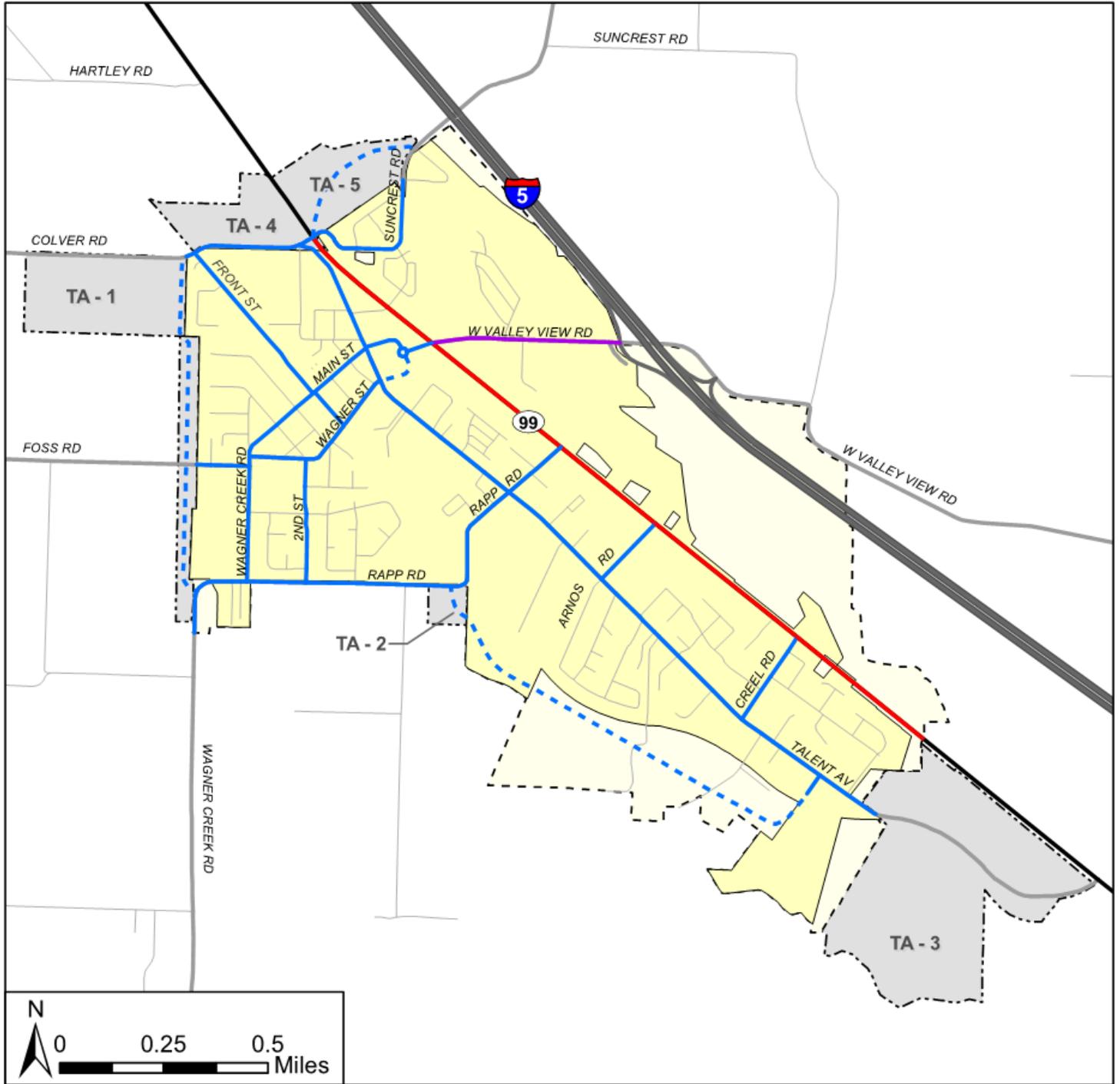
Streets and highways are assigned a classification to indicate purpose, design and function. This functional classification ensures that streets are built and maintained with features that can support demand from both the surrounding land uses and from traffic that may be traveling through parts of the city. It also describes how adjacent properties are accessed and how much mobility the street provides, as illustrated below.



The functional classification system for the Talent street network includes five classifications as shown in Figure 6:

- Interstate
- Minor and Major Arterial (including highways)
- Collector
- Local Street

SECTION 6: STANDARDS



Source Data: Jackson County, City of Talent

- Legend**
- Functional Classification**
 - Interstate
 - Major Arterial
 - Minor Arterial
 - Collector
 - - - Future Street
 - Urban Growth Boundary (UGB)
 - Urban Reserve Areas
 - City Boundary

FIGURE 6
Functional Classification System



Complete Street Standards

The traditional term “street standards” implies a focus on the requirements to serve motor vehicles but the design guidance actually addresses pedestrian, bicycle, and motor vehicle needs. The standards are multimodal or “complete.”

The standards in Table 2 generally apply to new development. Where the City is upgrading existing streets and cannot obtain more right-of-way, it shall not be bound by a strict application of the standard cross-sections. Safety and efficiency for all modes should be the primary concern when designing the upgrade.

Arterials

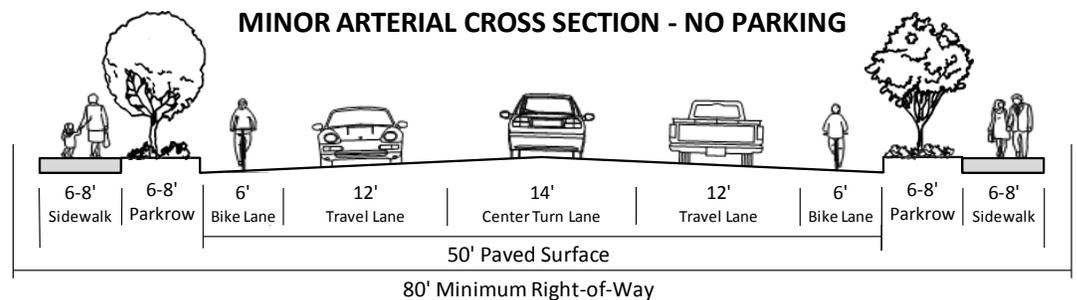
Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. They provide limited access to abutting land with a greater focus on mobility and through traffic movement. Arterial streets carry the highest volumes on the network. On-street parking is rarely provided on new arterial streets. Talent’s functional classification includes major and minor arterial streets.

Major Arterial

The only street classified as a major arterial in Talent is OR 99. The segment from Suncrest Road to Rapp Road is five lanes and was constructed to ODOT standards. The section from Rapp Road to the Talent city limits will be improved by ODOT to provide three lanes with bike lanes and sidewalks according to their standards.

Minor Arterial

The minor arterial standard includes three travel lanes (two through lanes and a center turn lane) with bike lanes and sidewalk, as illustrated below. Table 2 also includes an option with on-street parking. Sidewalks shall be at least 8 feet in commercial areas. Tree wells may be substituted for the parkrow if on-street parking is included to allow direct sidewalk access from vehicles. The center turn lane may be replaced with a 10-foot raised median.



SECTION 6: STANDARDS



Table 2. City of Talent Complete Street Design Standards

Functional Classification	Minimum Design Widths								Average Daily Trips (ADT)
	Right-of-Way	Minimum Curb-To-Curb Paving ¹	Within Curb-To-Curb Area				Parkrow (Both Sides)	Sidewalks (Both Sides)	
			Motor Vehicle Travel Lane	Median and/or Center Turn Lane	Bike Lane (Both Sides)	On-Street Parking			
Major Arterial/Highway									
3 Lanes	ODOT standards				6 ft	None	Min. 4 ft or Tree Wells	6-10 ft	10,000 to 30,000
5 Lanes									
Minor Arterial									
3 Lanes	80 ft	50 ft	12 ft	14 ft	6 ft	None	Min. 4 ft or Tree Wells	6-8 ft	5,000 to 14,000
3 Lanes with Parking	90 ft	66 ft	12 ft	14 ft	6 ft	8 ft			
Collector – Residential									
No parking	70 ft	36 ft	12 ft	N/A	6 ft	None	6-8 ft	6 ft	1,500 to 6,000
Parking one side	70 ft	43 ft	11-12 ft			7-8 ft	3-8 ft		
Parking both sides	80 ft	50 ft			11-12 ft		10-12 ft path	4-6 ft	
Multi-Use Path ²	70 ft	36 ft							
Collector – Commercial									
Parking one side	70 ft	43 ft	11-12 ft	N/A	6 ft	7-8 ft	Tree Wells	8-10 ft	2,000 to 6,000
Parking both sides	70 ft	50 ft							
Local – Residential/Commercial									
Parking one side	60 ft	32 ft	Unstriped	N/A	N/A	Unstriped	6-8 ft	5 ft	200 to 1,500
Parking both sides	60 ft	36 ft							
Narrow Exception ^{3,4}	50 ft	28 ft	Unstriped	N/A	N/A	Unstriped	5 ft	5 ft	200 to 800
Cul-de-sac ⁴	60 ft	32 ft	Unstriped	N/A	N/A	Unstriped	None	5 ft	< 500
Alley ⁴	20-24	18-20	N/A	N/A	N/A	none	none	optional	N/A
Local – Industrial									
Parking both sides	60 ft	40 ft	Unstriped	N/A	N/A	Unstriped	Behind ⁵	5-6 ft	<1,200
Local – Commercial Service/Alley									
No Parking	30 ft	20 ft	Unstriped	N/A	N/A	None	None	4 ft ⁶	200 to 1,500
Parking one side	40 ft	28 ft				Unstriped			
Trails									
Trails	10-20 ft	10-12 ft	N/A	N/A	N/A	N/A	2-7	N/A	N/A

Notes:

1. Curbs are generally six (6) inches wide.
2. Collector with multi-use path includes sidewalk on one side of street and path on other side of street.
3. This standard is only applicable to residential streets under certain conditions and requires Planning Commission approval for the exception.
4. Not appropriate standards for commercial streets.
5. Street trees shall be located on the outside edges of the ROW.
6. Sidewalk required on one side only.

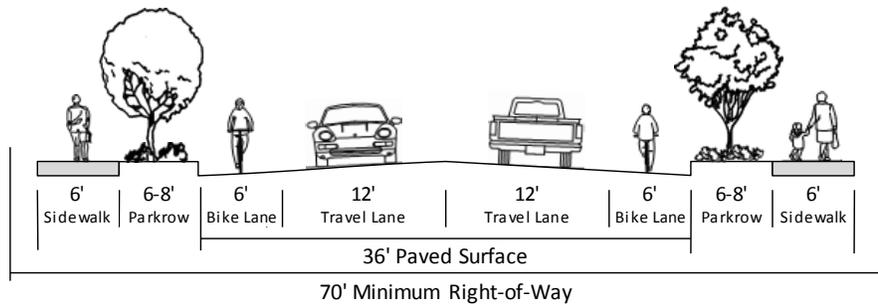


Collector Streets

Collector streets gather traffic from neighborhoods local streets and distribute traffic to and from arterial streets. Collector streets are primarily intended to serve abutting lands and local access needs of neighborhoods. They are intended to carry between 1,200 and 6,000 vehicles per day, including limited through traffic. Collector streets can serve residential, commercial, industrial, or mixed land uses.

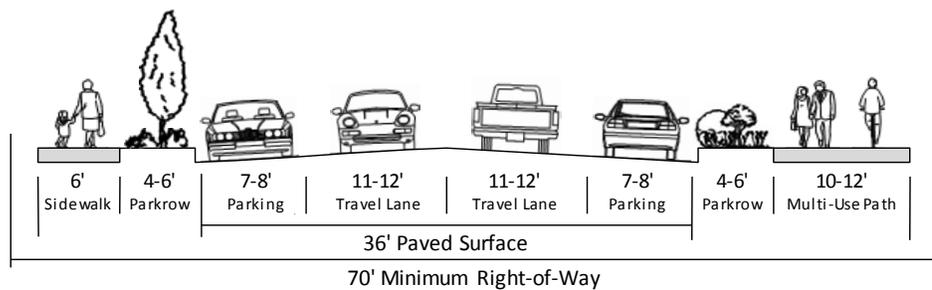
The residential collector standard includes two travel lanes with bike lanes and sidewalk, as illustrated below. An option to include on-street parking on one or both sides of the street has also been included.

RESIDENTIAL COLLECTOR CROSS SECTION - NO PARKING



A residential collector with a multi-use path has also been identified as an option that provides an off-street bicycle facility rather than bike lanes.

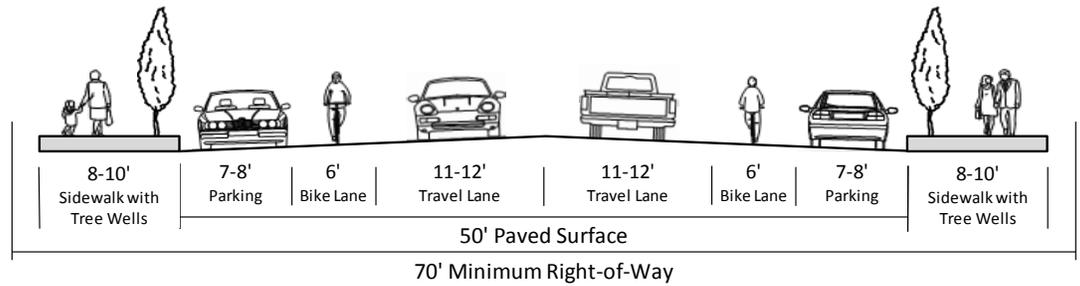
RESIDENTIAL COLLECTOR CROSS SECTION WITH MULTI-USE PATH



Sidewalks shall be at least 8 feet in commercial areas and tree wells should be substituted for the parkrow when on-street parking is present so that drivers have direct sidewalk access from vehicles.



COMMERCIAL COLLECTOR CROSS SECTION - PARKING BOTH SIDES

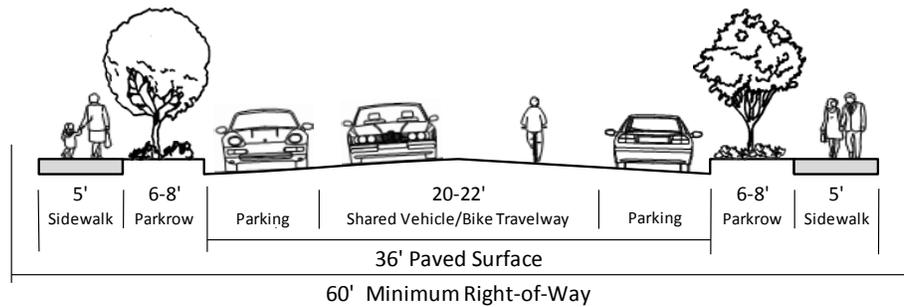


Local Streets

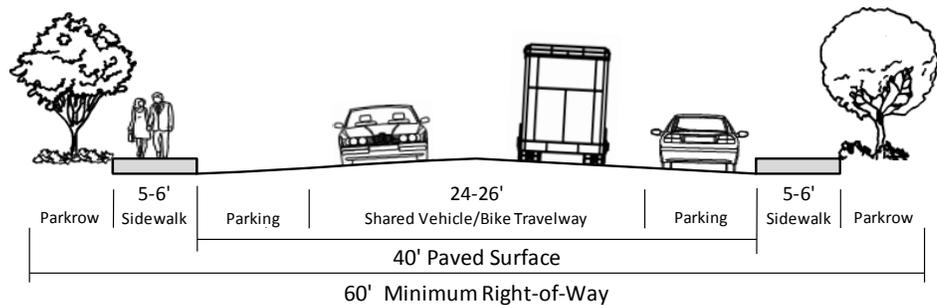
Local streets are intended to serve adjacent land uses with unrestricted access and almost no traffic traveling through the area. These streets serve all modes of travel and should have sidewalks to accommodate pedestrians but bicyclists share the roadway with motor vehicles because demands are low and travel speeds are slow.

Local residential streets are narrower and generally allow on-street parking while local industrial streets may be wider to accommodate turning trucks, as illustrated below.

LOCAL RESIDENTIAL CROSS SECTION - PARKING BOTH SIDES



LOCAL INDUSTRIAL CROSS SECTION



Narrow Street Exception

An exception to the local residential standard may be considered by the Planning Commission under certain conditions:

- Average Daily Traffic is not reasonably expected to exceed 800 trips.
- Distance between cross streets is no more than 600 feet.
- The street is a cul-de-sac not designed to provide future through-connection.
- Expected parking demand can be met off street (considering the land uses/zoning in the vicinity).
- The street is provided as an infill connecting street within an existing grid system or will be a short segment (no more than two blocks) fulfilling a similar secondary role in a proposed subdivision.
- The street has alley access on at least one side (however, the City may still require standard right-of-way widths because of the resultant availability of uninterrupted curb for continuous on-street parking).

Although the City may agree that a wide street is not necessary *now*, it may become necessary in the future. For this reason, the Planning Commission may require dedication of a standard right-of-way—with reduced paving width when initially built—so the City may increase capacity when needed. The Commission may also consider requiring the provision of additional parking on a one-to-one basis to compensate for loss of on-street parking. Such parking may be located in mini-lots or some other alternative.

Cul-de-Sacs

Cul-de-sac streets are common in the newer, westerly part of the community. Few are longer than 200 feet. Cul-de-sac streets are intended to serve only the adjacent land in residential neighborhoods. Based on recent guidance from the Department of Land Conservation and Development and from various urban planning organizations, the City of Talent prohibits cul-de-sac streets except in special circumstances. New cul-de-sac streets shall not be permitted except where topography or other natural or man-made features prohibit through connections. These streets shall be short, serving a maximum of 12 dwelling units.

Access Spacing Standards

Access management is an important key to balanced urban growth. As evidence, the lack of a prudent access management plan has led to miles of strip commercial development along the arterial streets of many urban areas. Business activities along arterial streets lead to increased traffic demands and the provision of roadway improvements to accommodate the increasing traffic demand. Roadway improvements stimulate more business activity and traffic demands. This often



continues in a cyclical fashion, and requires extensive capital investments for roadway improvements and relocation. However, with the tightening of budgets by federal, state, and local governments, the financial resources to pay for such solutions are becoming increasingly scarce.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial streets lead to an increased number of potential conflict points among vehicles entering and exiting the driveways, and through vehicles on the arterial streets. This leads to increased vehicle delay and deterioration in the level of service on the arterial. Increases in volumes and conflict points may also lead to a reduction in safety. Thus, it is essential that all levels of government try to maintain the efficiency of existing streets through better access management.

Table 3 describes recommended access management guidelines by roadway functional classification for all categories of city streets in Talent.

Table 3. Access Management Guidelines

Functional Classification	Posted Speed	Minimum Spacing between Driveways and/or Streets ^{1,2}	Minimum Spacing between Intersections ^{1,2}
Major Arterial	35-45 mph	ODOT Standard	ODOT Standard
Minor Arterial	30-40 mph	300 feet	600 feet
Collector	25-30 mph	50 feet	300 feet
Local Residential	25 mph	Access to each lot permitted	125 feet
Local Industrial	25 mph	Access to each lot permitted	300 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.

Mobility Standards

Mobility standards help agencies maintain acceptable and reliable performance, primarily vehicular, for a transportation system. They apply to land use decisions as a way to understand how development could impact the function of the transportation system. The Transportation Planning Rule (TPR) also requires that comprehensive plan amendments and zone changes must be consistent with the adopted TSP and uses mobility standards as one tool for evaluating consistency.

The Oregon Highway Plan (OHP) has established several policies for maintaining highway mobility include Policy 1F, which establishes maximum volume-to-capacity



(v/c) ratio⁴ targets for peak hour operating conditions for all highways in Oregon. The OHP policy also specifies that the v/c ratio targets be maintained for ODOT facilities through a 20-year horizon. The OHP target for OR 99 is v/c ratio less than or equal to 0.95. The target for the I-5 ramps is a v/c ratio less than or equal to 0.85.

With this TSP update, the City of Talent is creating a mobility standard for traffic operations. A dual standard based on v/c ratio and level of service⁵ is proposed:

- Maximum v/c ratio = 0.95
- LOS D or better for signalized intersections
- LOS E or better for unsignalized intersections

⁴ A volume-to-capacity (v/c) ratio compares traffic demand to an estimate of capacity, which is the amount of traffic that an intersection can serve during a fixed period of time. A v/c ratio less than 1.00 indicates that the volume is less than capacity. When the v/c ratio is closer to 0.00, 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.

⁵ Six level of service (LOS) standards have been established ranging from LOS A where there is little or no delay, to LOS F, where there is delay of more than 50 seconds at unsignalized intersections, or more than 80 seconds at signalized intersections.



APPENDIX A: GOALS, OBJECTIVES, AND POLICIES

General Transportation Policies

Goal: Provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants and public costs, and provides for the needs of those not able or wishing to drive automobiles.

Policies

1. The City will implement its transportation goals through this Transportation System Plan (TSP) and will review and update the TSP during periodic review, or more frequently if necessary.
2. The construction of transportation facilities shall be timed to coincide with community needs, and shall be implemented in a way that minimizes impacts on existing development. Where possible, the timing of facility maintenance will be coordinated with other capital improvements to minimize cost and avoid extraordinary maintenance on a facility scheduled for reconstruction or replacement.
3. Investments that preserve the existing transportation system, including the implementation of transportation system and demand management measures, enhanced transit service, and provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are considered.
4. Transportation facilities shall be designed and constructed to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, health, environmental and institutional impacts, and to encourage the use of public transit, bikeways and walkways.
5. Aesthetics and landscaping shall be considered in the design of the transportation system. Within the physical and financial constraints of the project, landscaping, and where appropriate, public art, shall be included in the design of the transportation facility. Various landscaping designs, suitable plants and materials shall be used by the City, private entities or individuals to enhance the livability of the area.
6. The rapid and safe movement of fire, medical and police vehicles shall be an integral part of the design and operation of the transportation system. Transportation facilities shall be designed to support development of alternate transportation routes to respond to emergency needs.
7. The City shall coordinate transportation planning and construction efforts with County, regional, State and Federal plans.

8. The City shall promote and encourage the development of the Talent Transportation Depot.
9. The TSP shall identify transportation needs relevant to the City and the scale of the transportation network being planned to meet the needs of the transportation disadvantaged, including low-income, elderly, youth, and disabled populations that require non-single occupant vehicle (SOV) modes for mobility and access.
10. The City shall determine local transportation needs based upon population and employment forecasts and distributions that are consistent with the City's Comprehensive Plan and the RVMPO Regional Transportation Plan.
11. The City shall design and operate its transportation system to reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies, and natural hazards.
12. The City shall support 20-year regional alternative performance measures adopted by RVMPO to demonstrate reduced reliance on the automobile and bring the RTP into compliance with the TPR. The following seven measures were adopted in 2000 (with 2020 targets in parenthesis):
 - Transit and bicycle/pedestrian mode share (3% transit and 11% bike/ped)
 - Percentage of dwelling units within ¼ mile walk to 30 minute transit service (50%)
 - Percentage of collectors and arterials with bicycle facilities (60%)
 - Percentage of collectors and arterials in TOD areas with sidewalks (75%)
 - Percentage of mixed-use DUs in new development (49%)
 - Percentage of mixed-use employment in new development (44%)
 - Regional funding dedicated to alternate transportation (\$6.4 million)

Finance

Goal: Establish adequate funding to meet the current and future capital, maintenance and operations needs of the transportation system for the Talent urban area.

Objective 1: *Meet the current and future capital improvement needs of the transportation system for the Talent urban area, as outlined in this plan, through a variety of funding sources.*

Policies:

1. Transportation system development charges (SDCs), as defined by Oregon Revised Statutes and City ordinances, will be collected by the City to offset

costs of new development on area-wide transportation facilities. The City will continue to collect SDCs as an important and equitable funding source to pay for transportation capacity improvements.

2. The City shall require those responsible for new development to mitigate their development's impacts to the transportation system, as authorized in the Talent Zoning Code and Oregon Revised Statutes, concurrent with the development of the property.
3. The City shall continue to set-aside one-percent of its allocation of State Highway Fuel Tax funds for creation of on-street bicycle and pedestrian facilities.
4. When the City agrees to vacation of a public right-of-way at the request of a property owner, conditions of such agreement shall include payment by the benefited property owner of fair market value for the land being converted to private ownership. Funds received for vacated lands shall be placed in a trust fund for the acquisition of future rights-of-way.

Objective 2: Secure adequate funding to implement a street maintenance program that will sustain a maximum service life for pavement surface and other transportation facilities.

Policies:

1. Assuming no changes in State funding mechanisms, the primary funding sources for street system maintenance activities shall be the City's allocation of the State Highway Fuel Tax.
2. The City shall seek additional funding sources to meet the long-term financial requirements of sustaining a street maintenance program.
3. The City shall continue to participate in cooperative agreements with other State and local jurisdictions for maintenance and operation activities based on equitable determinations of responsibility and benefit.

Objective 3: Secure adequate funding for the operation of the transportation system including advance planning, design engineering, signal operations, system management, illumination, and cleaning activities.

Policies:

1. Assuming no changes in State funding mechanisms, transportation system operations shall be funded primarily from the City's allocation of the State Highway Fuel Tax. Other funding sources should be pursued to augment the financial requirements of providing adequate future system operations.

2. The City shall encourage the formation of local street lighting districts when a neighborhood proposes the installation or improvement of lighting facilities. Lighting District members assume or share the costs of capital improvements, maintenance and operations of their own lighting system. Entire subdivisions shall be served by a proposed lighting district whenever practicable to promote cost equity and reduce costs.
3. The City shall continue to pursue federal, state and private grants to augment operations activities, especially in the planning and engineering functions.

Land Use

Goal: Encourage land uses that reduce reliance on single-occupancy automobiles.

Policies:

1. The City shall consider changes to the Zoning Code that will more effectively implement Comprehensive Plan goals that encourage transit-oriented, mixed-use and high-density development near the city center to reduce private vehicle trips by increasing access to transportation alternatives in conformity with the Oregon Transportation Planning Rule (TPR).
2. The City shall implement plans for both the traditional downtown area and the area designated for future downtown development that include mixed-use, high-density (where appropriate), transit oriented and pedestrian-friendly design standards.
3. To reinforce the implementation of this transportation plan in land use decision-making, corridors for future auto, bicycle and pedestrian facilities have been adopted into this plan.
4. The City shall adopt a new Subdivision Code that includes simplified Planned Unit Development requirements, and that includes design standards and review criteria for adequate transportation facilities. Such provisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.
5. The City shall revise the Talent Zoning Code wherever appropriate, especially the articles regarding Off-Street Parking, Site Development Plan review and Conditional Use Permit review, to add or improve transportation-related design standards and review criteria. Such revisions shall include, but are not limited to, connectedness between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

6. The City shall coordinate land use planning with transportation planning by notifying the City Administrator, Traffic Committee, Public Works Director, City Engineer, Fire Department and Police Department of all planning proposals that include transportation components. All departments will be invited to make suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.
7. The City shall coordinate land use planning for properties with access onto Highway 99 and Valley View Road, and other projects large enough to impact traffic counts on those roads, with the Oregon Department of Transportation. To this end, the City will provide notice of pending decisions and invite ODOT to make suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.

Transportation System Management

Goal: Maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

Objective 1: *Maintain and operate a system of traffic control devices at an optimal level of service and efficiency that is consistent with existing funding levels.*

Policies:

1. The City recognizes that efficient management of the transportation system can reduce costs by avoiding the need for more expensive roadway expansion projects. The City shall effectively integrate technology with transportation infrastructure consistent with strategies and projects in the RVMPO's Intelligent Transportation Systems (ITS) Plan.
2. The City shall continue to modernize the signal system and improve its coordination and efficiency by ultimately connecting all of its signals to a centralized traffic control center. The City shall employ traffic signal timing plans that maximize the efficiency of the system given the particular travel demand during different time periods throughout the typical weekday and weekend day.
3. The City shall conduct regular and preventative maintenance on the signals within its inventory, to prevent traffic delays and congestion due to avoidable malfunctions.
4. The City shall regularly maintain all of the traffic control devices (signs and markings) within its inventory to minimize congestion and driver delay due to confusion. While priority shall always be given to regulatory and warning

signs, informational (street name and directional) signs shall also be given proper maintenance.

5. The City shall consider the removal of traffic signals where they are no longer justified due to land use changes and the resultant change in traffic patterns.

Objective 2: Maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.

Policies:

1. The City shall give the physical improvement of intersections a higher priority in the design process than general street corridor widening, when seeking ways to increase capacity and relieve congestion on a street.
2. Where on-street parking is permitted on a congested arterial street, the City shall give first priority to removing on-street parking as a means of enhancing the capacity of the facility. The exception will be arterial streets within the central business district, where parking will not be removed. Depending upon the situation and proper analysis, the City may consider timed on-street parking prohibitions during peak travel periods in lieu of permanent removal.
3. The City shall facilitate implementation of bus bays by RVTD on congested arterial streets as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays shall be developed in consultation between the City and RVTD.

Access Management

Goal: Maximize the efficiency and safety of surface transportation systems by managing access.

Objective: Increase street system safety and capacity through the adoption and implementation of access management standards.

Policies:

1. The City shall develop and adopt specific access management standards to be contained in the *Department of Public Works Standard Details*, based on the following principles:
 - A. Properties with frontage along two streets shall take primary access from the street with the lower classification.

- B. Any one development along the arterial street system shall be considered in its entirety, regardless of the number of individual parcels it contains. Individual driveways will not be considered for each parcel.
 - C. Signalized access for private streets and driveways onto the major street system shall not be permitted within 1,320 feet (1/4 mile) of any existing or planned future signal.
 - D. Shared, mutual access easements shall be designed and provided along arterial street frontage for both existing and future development.
 - E. The spacing of access points shall be determined based on street classification. Generally, access spacing includes accesses along the same side of the street or on the opposite side of the street. Access points shall be located directly across from existing or future access, provided adequate spacing results.
 - F. All access to the public right-of-way shall be located, designed, and constructed to the approval of the Public Works Director, or his designee. Likewise, variances to access management standards shall be granted at the discretion of the Public Works Director, or his designees.
2. The City shall incorporate access management standards into all of its arterial street design projects. Access management measures may include, but are not limited to, construction of raised median, driveway consolidation, driveway relocation, and closure of local street access to the arterial.
 3. Consistent with the City's goal of improving mobility, the City shall consider developing access management projects for congested arterials to help improve safety and traffic flow. Access management projects may include, but are not limited to, construction of raised medians, driveway consolidation, driveway relocation, and closure of local street access to the arterial.
 4. The City shall maintain carrying capacity and safety of pedestrian, bicycle, public transit and motor vehicle movement on arterials and collectors through driveway and curb cut consolidation or reduction.
 5. The City shall discourage direct driveway access onto streets designated as collectors and arterials whenever an economically feasible alternative exists or can be made available.
 6. The City shall require design that combines multiple driveway accesses to a single point in a residential and commercial development.

Transportation Demand Management

Goal: Reduce the demands placed on the current and future transportation system by the single-occupant automobile.

Objective 1: Encourage the use of alternative travel modes by serving as an institutional model for other agencies and businesses in the community.

Policies:

1. The City shall serve as a leading example for other businesses and agencies by maximizing the use of alternative transportation modes among City employees through incentive programs. The City shall provide information on alternative transportation modes and provide incentives for employees who use alternatives to the single-occupant automobile.
2. The City shall offer flexible schedules and compressed workweek options whenever feasible, as a way of reducing travel demand. The City shall allow employees to telecommute, whenever feasible.

Objective 2: Work towards reducing the vehicle miles traveled (VMT) in the Talent urban area by assisting individuals in choosing alternative travel modes.

Policies:

1. The City shall encourage major employers to allow work arrangements providing an alternative to the 8-to-5-work schedule. These arrangements shall include, but are not limited to, employee flextime programs, staggered work hours, and compressed workweeks.
2. The City shall encourage major employers to allow telecommuting where feasible.
3. The City and major employers shall encourage ridesharing by making ridesharing more convenient.
4. The City shall encourage major employers to work with RVTD to adopt trip reduction goals designed to reduce site vehicular trip generation.

Parking

Goal: Ensure the Talent urban area has an appropriate supply of parking facilities that supports the goals and objectives of this plan.

Objective 1: Define an appropriate role for on-street parking facilities.

Policies:

1. The City shall manage the supply, operations and demand for parking in the public right-of-way to encourage economic vitality, traffic safety and livability of neighborhoods. Parking in the right-of-way, in general, should serve land uses in the immediate area.
2. The provision of on-street parking is second in priority to the needs of the travel modes (i.e., vehicle, transit, bicycle, and pedestrian) using the street right-of-way, except where abutting properties have no ability to provide their own off-street parking, or where on-street parking is needed to support an existing business district.
3. Where practical, existing on-street parking will be removed in preference to widening streets for additional travel lanes, except for streets within the central business district. Efforts will be made to mitigate the impact of parking removal in those areas where abutting properties have no ability to provide their own adequate supply of off-street parking, or where on-street parking is needed to support an existing business district.
4. The City shall re-evaluate parking space size requirements due to the increased use of smaller cars.
5. In those areas where demand exists, an adequate supply of on-street carpool and vanpool parking spaces shall be provided. The location of these spaces shall have preference over those intended for general-purpose on-street parking.

Objective 2: Promote economic vitality and neighborhood livability by requiring an appropriate supply of off-street parking facilities.

Policies:

1. To avoid the negative impacts to surrounding residential neighborhoods or other nearby land uses, new development must provide, or have access to, an appropriate supply of off-street parking.
2. The City shall consider establishing lower minimum parking requirements in their current zoning codes to encourage in-fill development, shared parking facilities, and the use of alternative travel modes.
3. The City shall consider adopting maximum parking requirements in the current zoning code to reduce the amount of off-street parking supply provided by new businesses.

4. The location of major activity centers shall be accessible by transit, and shall meet their parking demand through a combination of shared, leased, and new off-street parking facilities.
5. The City shall encourage sharing of existing and future parking facilities by various nearby businesses.
6. The City shall continue to require effective landscaping throughout continuous paved parking areas to provide shading, screening and buffering aesthetics, and shall consider standards for percolation of water into the groundwater table.

Objective 3: Work towards meeting the State Transportation Planning Rule goals to reduce per capita parking supply by the year 2019 to discourage reliance on private cars and consequently encourage the use of public transit, bicycles and walking.

Policies:

1. The City of Talent shall carefully monitor how new lands are designated in the Talent Comprehensive Plan to achieve a decrease in the parking supply per capita for commercial, industrial, and institutional lands over the next 20 years.
2. Impacts on overall parking supply and Transportation Planning Rule compliance shall be taken into account when any significant expansion in the supply of commercial, industrial, or institutional designated land is considered.
3. The City shall inventory the parking spaces available and shall set up a process for updating the parking space inventory.
4. The City will create a parking management plan to support the development of a vibrant area for shopping, working, living, and playing and meet the needs of the community's businesses, residents, employees, and visitors. The plan will establish the framework for assessing and managing the supply of on- and off-street parking in the central business district to accommodate existing and future demand, while supporting regional vehicle miles traveled (VMT) reduction goals by encouraging alternative access modes, including public transit, biking, walking, and carpooling.

Streets

Goal: Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.

Objective 1: Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Talent urban area.

Policies:

1. The City shall fulfill its system wide travel capacity needs through the use of multiple travel modes within the public rights-of-way.
2. The City's street system shall contain a grid network of arterial streets and highways that link the central core area and major industry with regional and statewide highways.
3. The City's street system shall contain a network of collector streets that connect local traffic to the arterial street system.
4. The City shall classify streets and highways within the Talent urban area based on how they will function within the overall system.
5. The City shall periodically review and revise street design standards. The City shall consider incorporating traditional neighborhood design elements including, but not limited to, planting strips, minimum necessary curb radius, alleys and skinny streets in standards.
6. To facilitate pedestrian crossing, discourage through traffic, and reduce speeds, local streets shall not be excessive in width. However, local streets must have sufficient width to provide emergency access.
7. The City shall integrate traffic calming techniques into city street design standards to reduce automobile speeds within new and existing neighborhoods.
8. The City shall maintain street surfaces to achieve maximum pavement life so that road conditions are good and pavement maintenance costs are minimized.
9. The City shall prohibit development of new unpaved roads.
10. The City shall discourage new development on unpaved roads.
11. The City shall discourage cul-de-sac or dead-end street designs whenever an interconnection alternative exists. Development of a modified grid street pattern shall be encouraged for connecting new and existing neighborhoods during subdivisions, partitions, and through the use of the Street Dedication Map.

12. The City shall require street dedications as a condition of land development.
13. Improvements to streets in addition to those in or abutting a development may be required as a condition of approval of subdivisions and other intensification of land use.

Objective 2: Design City streets in a manner that: maximizes the utility of public right-of-way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.

Policies:

1. The City of Talent shall design its streets to safely accommodate pedestrian, bicycle and motor vehicle travel.
2. Arterial and collector street intersections shall be designed to promote safe and accessible crossings for pedestrians and bicyclists. Intersection design should incorporate measures to make pedestrian crossings convenient, minimizing barriers to pedestrian mobility.
3. Left-turn pockets shall be incorporated into the design of intersections of arterial streets with other arterial and collector streets, as well as collector streets with arterials and other collectors.
4. The City of Talent Standard Details shall be the basis for all street design within the Talent urban area.
5. The City of Talent shall apply the street design standard that most safely and efficiently provides motor vehicle capacity appropriate for the functional classification of the street.
6. Wherever possible the City of Talent shall incorporate safely designed, aesthetic features into the streetscape of its public rights-of-way. These features may include street trees, shrubs, and grasses; planting strips and raised medians; and, in some instances, street furniture, planters, special lighting, public art, or non-standard paving materials.
7. When existing streets are widened or reconstructed they shall be designed to the adopted street design standards for the appropriate street classification. Adjustments to the design standards may be necessary to avoid existing topographical constraints, historic properties, schools, cemeteries, existing on-street parking and significant cultural features. The design of the street shall be sensitive to the livability of the surrounding neighborhood.

8. Affected neighborhoods shall be invited to review proposed designs before construction begins.
9. To maintain the utility of the public right-of-way for the mobility of all users; access location and spacing to arterial and collector streets shall be controlled.

Objective 3: Continue to promote traffic safety by enforcing clear vision area regulations applicable to public and private property located at intersections.

Policies:

1. The City shall work with other federal, state and local government agencies to promote traffic safety education and awareness, emphasizing the responsibilities and courtesies required of drivers and cyclists.
2. Through its law enforcement resources, the City shall continue to work to increase traffic safety by actively enforcing the City and State motor vehicle codes.
3. The City shall place a higher priority on funding and constructing street projects that address identified vehicular, bicycle, and pedestrian safety problems than those projects that solely respond to automotive capacity deficiencies in the street system. Exceptions are those capacity improvements that are designed to also resolve identified safety problems.
4. The City shall work to increase traffic safety by requiring private property owners to maintain vision areas adjacent to intersections and driveways clear of fences, landscaping, and foliage that obstruct the necessary views of motorists, bicyclists, and pedestrians.
5. The City shall develop a process for identifying and addressing areas prone to traffic accidents.

Objective 4: Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community.

Policies:

1. The City shall select street improvement projects from those listed in the Talent Transportation System Plan when making significant increases in system capacity or bringing arterial or collector streets up to urban standards. The selection of improvement projects should be prioritized based on consideration of improvements to safety, relief of existing congestion,

response to near-term growth, system-wide benefits, geographic equity, and availability of funding.

2. To maximize the longevity of its capital investments, the City shall design street improvement projects to meet existing travel demand and, whenever possible to accommodate anticipated travel demand for the next 20 years for that facility.
3. New arterial and collector street alignments shall be surveyed and delineated after their adoption in the Talent Transportation System Plan. The determination of alignments will allow for the preservation of land for public rights-of-way and give advance notice to property owners and citizens of where future expansions of the street system will occur.
4. The City shall involve representatives of affected neighborhood associations and citizens in an advisory role in the design of street improvement projects.

Objective 5: Improve the street system to accommodate travel demand created by growth and development in the community.

Policies:

1. The City shall require Traffic Impact Analyses as part of land use development proposals to assess the impact that a development will have on the existing and planned transportation system. Thresholds for having to fulfill this requirement and specific analysis criteria shall be established in the Talent Zoning Code.
2. The City shall require new development to make reasonable site-related improvements to connecting streets where capacity is inadequate to serve the development.
3. The City may require new development to pay charges towards the mitigation of system-wide transportation impacts created by new growth in the community through established Street System Development Charges (SDCs) and any other street fees that are established by the City. These funds can be used towards improvements to the street system. Projects funded through these charges are growth-related and should be selected from the approved list and prioritized based upon the established criteria.

Economic

Goal: Build and maintain the transportation system to facilitate economic development in the region.

Objective: *The City of Talent will build and maintain the transportation system to facilitate economic development in the region.*

Policies:

1. The City shall consider effects on freight mobility when prioritizing projects.
2. The City supports projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
3. The City plans for enhanced train-truck-transit interface for the movement of goods and people.

Bicycle

Goal: Facilitate and encourage the increased use of bicycle transportation in Talent by ensuring that convenient, accessible and safe cycling facilities are provided.

Objective 1: *Create a comprehensive system of bicycle facilities.*

Policies:

1. The City of Talent recognizes bicycle transportation as a necessary and viable component of the transportation system, both as an important transportation mode, and as an air quality improvement strategy.
2. The City shall support and promote bicycling for transportation and recreation recognizing the benefits to human health, economic, and environmental for the individual and community.
3. The Bicycle Element of this plan serves as the Talent Bicycle Master Plan.
4. The City of Talent shall progressively develop a linked bicycle network, focusing on the arterial and collector street system, and concentrating on the provision of bicycle lanes, to be completed within the planning period (20 years). The bikeway network will serve bicyclists needs for travel to employment centers, commercial districts, transit centers, institutions and recreational destinations.
5. The City of Talent shall use all opportunities to add bike lanes in conjunction with road reconstruction and restriping projects on collector and arterial streets.

5. The City of Talent shall assure that the design of streets and public improvement projects facilitates bicycling by providing proper paving, lane width, traffic control, storm drainage grates, striping, signage, lighting, etc.
6. The City of Talent shall assure regular maintenance of existing bicycle facilities, and take actions to improve crossings at railroads, creeks, major streets.
7. The City of Talent shall assure the provision of bicycle racks and/or shelters at critical locations within the downtown and other locations where publicly provided bicycle parking facilities are called for.
8. The City of Talent shall actively work with ODOT to improve bicycling on State Highway 99 within Talent.
9. The City of Talent shall support the local transit provider in their efforts to facilitate bikes on buses and bicycle facilities at transit stations and stops.
10. The City of Talent shall give priority to bicycle traffic over parking within public rights-of-way designated on the Bicycle Master Plan or otherwise determined to be important bicycling routes.
11. The City of Talent shall encourage bicycle recreation.
12. The City shall require pedestrian and bicycle easements to provide neighborhood connectors and reduce vehicle trips. The City shall modify the street vacation process so pedestrian and bicyclist through access is maintained.
13. The City shall require sidewalks and pedestrian access in all new developments.
14. The City shall require secure, sheltered bicycle parking in business developments, institutions, duplexes and multi-family developments.
15. The City shall coordinate bicycle planning efforts with Jackson County and the Jackson County Bicycle Master Plan.

Objective 2: Promote bicycle safety and awareness.

Policies:

1. The City of Talent shall actively support and encourage local and state bicycle education and safety programs intended to improve bicycling skills, observance of laws, and overall safety for both children and adults.



2. The City shall consider the use of the media, bicycle committees, bicycle plans and other methods to promote use of bicycling for transportation purposes.

Pedestrian

Goal: To provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

Objective 1: *Create a comprehensive system of pedestrian facilities.*

Policies:

1. The City shall continue to inventory and map existing pedestrian facilities.
2. The City shall establish a Sidewalk Construction Program to complete the pedestrian facility network.
3. Sidewalks and walkways shall complement access to transit stations/stops and multi-use paths. Activity centers and business districts should focus attention on and encourage pedestrian travel within their proximity.
4. All future development shall include sidewalk and pedestrian access construction as required by the Talent Zoning Code and adopted Street Standard Details. All road construction or renovation projects shall include sidewalks.
5. All signalized intersections shall have marked crosswalks. Crosswalks at controlled intersections should be provided near schools, commercial areas, and other high volume pedestrian locations.
6. The location and design of sidewalks shall comply with the requirements of the Americans with Disabilities Act.
7. The City shall require pedestrian and bicycle easements to connect neighborhoods and reduce vehicle trips. The City shall modify the street vacation process so pedestrian and bicyclist through-access is maintained.
8. Pedestrian walkway or accessway connections shall be required between adjacent developments when roadway connections cannot be provided.
9. The City will establish evaluation criteria for prioritizing sidewalk projects.
10. The City shall identify a systematic approach to filling gaps in the sidewalk system.

Objective 2: *Support mixed-use development that encourages pedestrian travel by including housing close to commercial and institutional activities.*

Policies:

1. The City shall establish standards for the maintenance and safety of pedestrian facilities. These standards shall include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping.
2. Zoning shall be developed to allow for mixed land uses that promote pedestrian travel.
3. The City shall support and promote walking for transportation and recreation recognizing the benefits to human health, economic, and environmental for the individual and community.
4. The City shall encourage the development of a connecting, multi-use trail network, using linear corridors including, but not limited to: Bear Creek, Wagner Creek, utility easements, and rail lines, that complement and connect to the sidewalk system.
5. The City shall provide sidewalks and other amenities to make pedestrian access to bus stops easier.

Objective 3: Encourage education services and promote safe pedestrian travel to reduce the number of accidents involving pedestrians.

Policies:

1. The City shall encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on pedestrian safety issues that focus on prevention of the most important accident problems. The programs shall educate all roadway users of their privileges and responsibilities when driving, bicycling and walking.
2. The City shall enforce pedestrian safety laws and regulations to help increase safety as measured by a reduction in accidents. Attention should be focused on areas where high volumes of automobile and pedestrian travel occur. Warnings and citations given to drivers and pedestrians should serve to impress the importance of safety issues.
3. The City shall work toward the completion of the street lighting system, designed to city illumination standards, on all arterial and collector streets within the City limits. Through the use of neighborhood street lighting districts, property owners shall be encouraged to provide street lighting, designed to city illumination standards, on all public local streets within the City limits.

4. Pedestrian traffic should be separated from auto traffic on streets in parking lots wherever possible.

Transit

Goal: Support a transit system that provides convenient and accessible transit services to the citizens of the Talent urban area.

Objective 1: *Ensure that transit services are accessible to Talent urban area residences and businesses.*

Policies:

1. The City shall work with the local transit provider to encourage transit services be routed in a manner that, where practical, provides service coverage within a 1/4 mil walking distance of Talent urban area residences and businesses.
2. To encourage accessibility and increased ridership, the City shall continue to encourage future transit-supportive land uses, such as mixed uses, multiple-family, and employment centers to be located on or near transit corridors.
3. Through its zoning and development regulations, the City shall continue to facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience and safety.
4. The City shall include the consideration of transit operations in the design and operation of street infrastructure wherever it is appropriate.
5. The City shall support the continued development and implementation of accessible fixed-route and appropriate complementary paratransit services.
6. The City of Talent shall encourage connectivity between different travel modes. The Talent Transportation Depot and park-and-ride facilities should be accessible by pedestrian, bicycle, bus and automobile travel modes.
7. The City shall cooperate with the local transit provider to identify and include features beneficial to transit riders and transit district operations when developing plans for roadway projects.
8. The City shall support the local transit providers' efforts to provide pleasant, clean, safe, comfortable shelters along transit lines, at or near transit stops.
9. The City shall install bike racks or lockers at transit stops when adequate financial resources are available.



10. The City shall identify park and ride, bike and ride, and walk and ride lots in Talent to support ridesharing.

Objective 2: Increase overall daily transit ridership in the Talent urban area to mitigate a portion of the traffic pressures expected by regional growth.

1. Through rideshare programs and other TDM efforts, the City shall work with Talent employers and other government agencies to increase commuter transit ridership through voluntary, employer-based incentives such as subsidized transit passes and guaranteed ride home programs.
2. The City shall work through RVTD rideshare programs and other transportation demand efforts (TDM) efforts to assist in the effective marketing of the local transit provider services to Talent urban area residents and businesses.
3. The City shall encourage promotional and educational activities that encourage school children and people who own cars to use public transit.

Aviation

Policies

1. The City shall support reasonably priced air transportation and convenient connections with other areas in the state, nation and abroad.
2. The City shall support intermodal connections between the City of Talent and the Medford International Airport.

Rail

Policies

1. The City shall support rail transportation in the region and its connections with the other areas in the state and nation. The City shall encourage passenger service as part of statewide rail transportation planning efforts.
2. The City shall encourage mitigation of railroad noise by recommending appropriate berming and landscaping in developments adjacent to the railroad that are impacted by railroad noise.

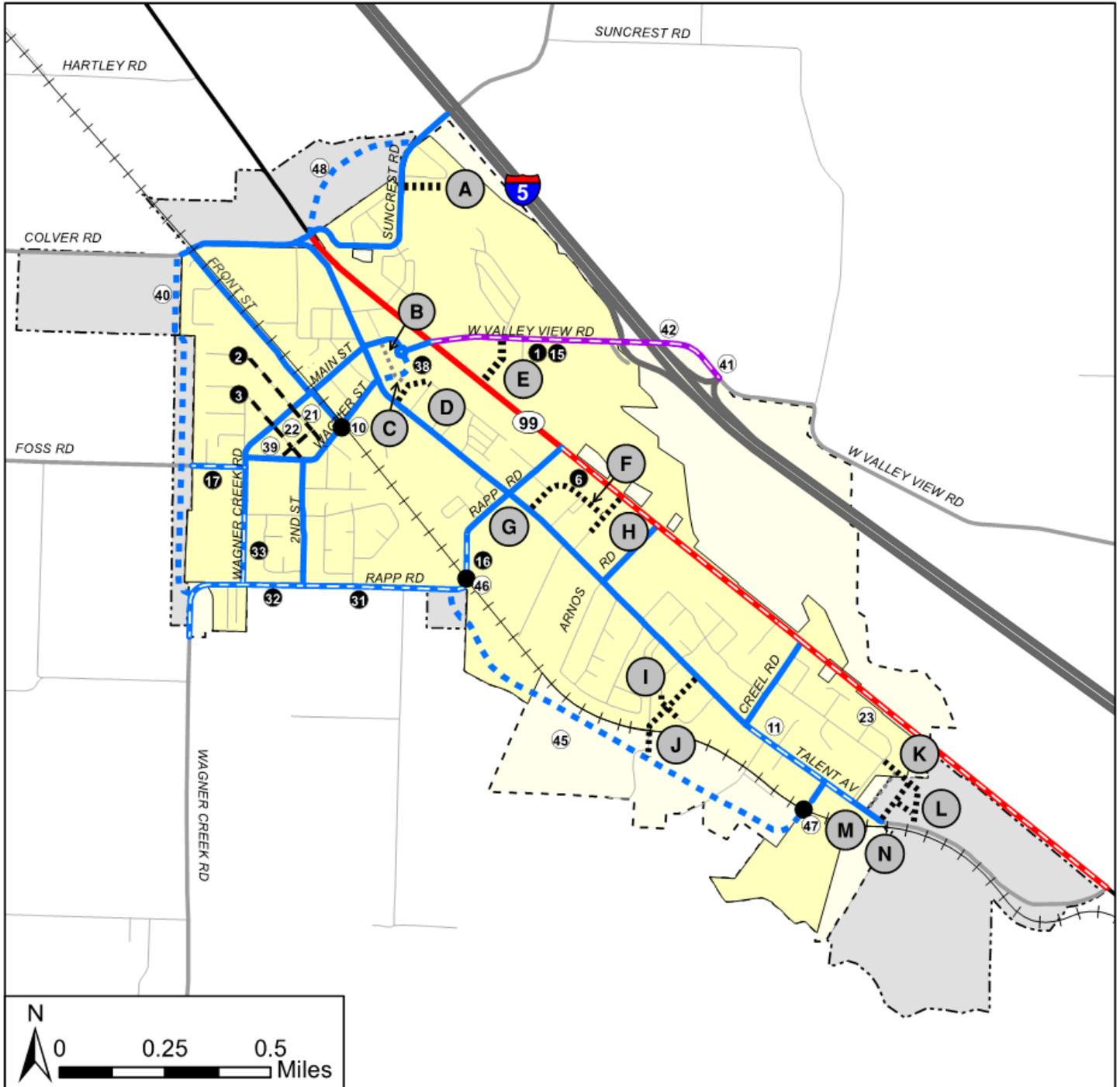


APPENDIX B: PLANNED LOCAL STREET CONNECTIONS



Planned Local Street Connections

Project ID	Location/Description
A	Suncrest Park access
B	New alley (Alley)
C	From terminus of Gangnes St to Talent Ave (Alley)
D	Connection from new Gangnes St alley to E. Wagner extension (Alley)
E	S. Oak Valley Dr (W. Valley View to OR 99) with adjacent bike path
F	Commercial access road
G	New local street
H	Rogue River Pkwy extension
I	Nerton St extension to Joy Dr stub at Mariah Ct
J	Mariah extension to RR tracks (poss. emergency crossing loc.)
K	Lithia Way extension to Talent Ave (Proposed)
L	New local street (Possible)
N	New local street (Possible)
M	Access for Alpine Way properties (Alley)



Source Data: Jackson County, City of Talent

Legend

- | | | |
|-------------------------|----------------------------|--------------------|
| Major Arterial | Improved Crossing | Planned Connection |
| Minor Arterial | Tier 1 Project | Local Street |
| Collector | Tier 2 Project | Alley |
| Existing Street Upgrade | City Boundary | |
| Future Street | Urban Growth Boundary (UC) | |
| Railroad | Urban Reserve Areas | |

Planned Local Street Connections





**BEFORE THE TALENT PLANNING COMMISSION
STATE OF OREGON, CITY OF TALENT**

IN THE MATTER OF PLANNING COMMISSION FILE NO. CPA)
2015-001, AMENDMENTS TO THE TALENT COMPREHENSIVE) ORDER
PLAN, ELEMENT D, TRANSPORTATION SYSTEM PLAN, THE)
CITY OF TALENT PLANNING COMMISSION FINDS THE)
FOLLOWING:

1. The Planning Commission held a properly noticed public hearing on this matter on June 25, 2015;
2. The City properly published notice of public hearing in the Medford Mail Tribune on June 11, 2015;
3. The City properly noticed all affected transportation facility and service providers, Metropolitan Planning Organizations (MPO), Rogue Valley Transit Districts (RVTD), Jackson County Roads and the Oregon Department of Transportation (ODOT);
4. The City held two public open houses to engage the public and aid in the development of the Transportation System Plan (TSP).
5. At the public hearing evidence was presented by the Community Development Director and the public was given an opportunity to comment;

IT IS HEREBY ORDERED THAT the Talent Planning Commission recommends approval of the amendments to the Talent Comprehensive Plan, Element D, as proposed in Exhibit A and based on the information presented in the staff report and the following findings of fact:

In the following, any text quoted directly from City codes appears in *italics*; staff findings appear in regular typeface.

TALENT ZONING CODE

8-3M.160(G) Decision-Making Considerations. The recommendation by the Planning Commission and the decision by the City Council shall be based on consideration of the following factors:

1. *The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes (ORS) Chapter 197 (for Comprehensive Plan amendments only);*

FINDING: The proposal includes changes to the City's Comprehensive Plan, Element D and is therefore applicable. The Comprehensive Plan is a higher level planning document that can be modified if the proposed changes are consistent with the Statewide Planning Goals and Guidelines adopted under ORS 197. All applicable Statewide Planning Goals are addressed

below under the heading Statewide Planning Goal. **The provisions of this section have been met.**

2. *Comments from any applicable federal or state agencies regarding applicable statutes or regulations;*

FINDING: Task 2 of the Scope of Work for the amendments to the Transportation System Plan outlines the public and agency involvement and adherence to this plan was strictly followed.

David Evans & Associates, the consultant for the project was responsible for implementing the public involvement program. The public involvement program was sufficient to satisfy the requirements of all State and Local public involvement policies. As required by the scope of work, a single Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) was established to oversee the development of the TSP. Throughout the course of the project, four TAC meetings, four CAC meetings and two public open houses were completed.

The TAC provided technical and policy guidance to the Consultant and City throughout the project. The TAC included representatives from the City, Jackson County, Oregon Department of Transportation (ODOT), Rogue Valley Metropolitan Planning Organization (RVMPO), Department of Land Conservation and Development (DLCD), Rogue Valley Transportation District (RVTD), and the Rogue Valley Council of Governments (RVCOG).

The CAC provided a public review and discussed the project's progress. The CAC played an integral part of the process since all CAC members are Talent residents. Their role was to ensure that the goals and objectives from resident's standpoint were being fulfilled. The CAC included local builders, bicycling groups and commissioners and councilors.

All comments received from the TAC and CAC have been incorporated into the Technical Memoranda and are included as Volume 2 to the draft Transportation System Plan. **The provisions of this section have been met.**

3. *Any applicable intergovernmental agreements; and*

FINDING: No intergovernmental agreements were found to be applicable to the proposed ordinance amendment. **The provisions of this section have been met.**

4. *Any applicable Comprehensive Plan policies and provisions of the Talent Zoning Code that implement the Comprehensive Plan. Compliance with Section 160 of this Article shall be required for Comprehensive Plan Amendments, Zoning Map, and Text Amendments.*

FINDING: There are three elements to the Comprehensive Plan that must be addressed as part of the proposed amendment. Element B – Parks, Element E – Economy, and Element F – Public Facilities. The above listed policies are addressed in the findings below. **The provisions of this section have been met.**

TALENT COMPREHENSIVE PLAN

ELEMENT B

POLICY 3 - RECREATION

Objective: Provide recreational opportunities that balance the needs of all ages and users.

IMPLEMENTATION STRATEGIES

1. *Develop a Master Plan for a parks and open space system in the City of Talent. The plan will specifically discuss accessibility for all ages and abilities, an action plan, and a network of connections to parks through designated bike and pedestrian paths.*

The following projects are either in progress or proposed to enhance the parks and recreation system in Talent:

- *Bicycle Network Master Plan: "Greenway Loop" (Pending)*
- *Bear and Wagner Creek Greenway Master Plan (Pending)*

FINDING: The 2015 proposed TSP addresses all modes transportation by adding a Modal Plan section. The Modal Plan section of the TSP provides direction for future street upgrades, including the construction of curb, gutter, sidewalks and bike lanes. The Modal Plan section also identifies gaps in the pedestrian and bicycle system through a series of maps and text.

Additionally, the Modal Plan provides a new bicycle network priority system, where bicycle facilities are identified by three types. Identifying these facilities by type, provides the City direction on how to update the bicycle network either through construction of new multi-modal paths or the addition of bike lanes or sharrows.

The proposed TSP addresses concerns of connectivity and encourages the development of local multi-modal transportation systems that benefit the residents of the City of Talent.

The proposed TSP outlines a plan for the connection of the Wagner Creek Greenway to the Bear Creek Greenway with the goal of providing residents of the City more multi-modal options. **The provisions of this section have been met.**

Consider changes to the Talent Zoning Ordinance (TZO) to implement the following:

- b. *Analyze the TZO for parks and open space opportunities with regard to the urban growth boundary amendment (UGBA) process. The City Planner, Planning Commission, and City Council will have an opportunity to identify land for parks, open space, or public use. The purchase of property will follow the same guidelines of an open space acquisition program described in Policy 2, Strategy 2.*

FINDING: The proposed TSP update provides new design standards for residential and commercial collector streets. These standards identify specific areas for multi-modal transportation including the development of 8'-10' sidewalks. The addition of these standards

provide the City the opportunity to accomplish modal transportation goals, while minimizing the amount of private, buildable land being consumed.

6. *A system of bicycle and pedestrian walkways should be developed as part of the state-mandated Transportation System Plan (TSP) in cooperation with the Public Works Department and City Planner. It should be consistent with both recreation and alternative transportation goals. (Please refer to Element D).*

FINDING: The 2007 TSP incorporated some bicycle and pedestrian facilities but did not reference all adopted plans. The 2015 proposed TSP addresses all adopted plans, including the Parks Master Plan, Bear Creek Greenway Plan and the Wagner Creek Greenway Plan.

All of the adopted plans identify a multi-modal trail along Wagner Creek from Rapp Road to the Bear Creek Greenway. The OR 99 Corridor Plan also acknowledges the proposed trail system and adds rapid flashing beacons at the trail crossing at OR 99. Also included in the proposed TSP is a rapid flashing beacon on W. Valley View at the trail crossing.

Additional provisions have been included that provide separated bike lanes on W. Valley View. This is accomplished by reducing W. Valley View to a 3-lane cross section.

The OR 99 Corridor Plan, which is referenced in the proposed TSP also provides enhancements to the bike/pedestrian system. The OR 99 Corridor Plan reduces the current 5-lane cross section to a 3-lane cross section, allowing for the installation of sidewalks and bike lanes. **The provisions of this section have been met.**

ELEMENT E

POLICY 4 – INFRASTRUCTURE SUPPORT

Objective: City will continue to pursue funding for needed infrastructure to support economic development activities. (Specific infrastructure Goals and strategies are included in the Public Facilities and Services and Transportation Elements).

FINDING: The economic development of the City is dependent upon a complete, safe and efficient Transportation System Plan. When considering amendments to the TSP, special care was taken to ensure that facilities were appropriate for the area they were proposed. Specifically, access to the City from the Bear Creek Greenway was considered. Emphasis was placed on providing a safe means for bicycle and pedestrian traffic to get to the downtown. This access is key to pulling users traveling along the greenway to the city center.

Additionally, providing safe access through the downtown was a top priority. However, providing safe access through an already existing and constrained Talent Avenue proved to be a challenge. Currently, Talent Avenue through the downtown does not have proper bike facilities. There are no bike lanes on Talent Avenue from Wagner Street to LaPree Street.

In order to receive feedback on possible solutions, two alternatives were presented to the public. Of the two alternatives, the most popular was the reduction of on-street parking along the west side of Talent Avenue. The elimination of parking spaces provides adequate right-

of-way to install standard bike facilities while at the same time, providing a traffic calming element.

These proposed modifications to the existing system provide an opportunity for those using the greenway facility to exit and come into the downtown area, tapping into a population that has not commonly been considered and spurring economic development. **The provisions of this section have been met.**

POLICY 5 - LIVABILITY

Objective: City recognizes that livability is an important factor in the location choices of some types of businesses, and the policy of maintaining livability for the benefits of City residents is further reinforced by the potential for economic benefits.

IMPLEMENTATION STRATEGIES

3. *Create a walkable, bikable community where residents and visitors can make connections between home, work and commerce with a minimal reliance on the automobile.*

FINDING: The proposed City of Talent TSP addresses concerns of connectivity and encourages the development of local multi-modal transportation systems that benefit the residents of the City of Talent.

The proposed TSP outlines a plan for the connection of the Wagner Creek Greenway to the Bear Creek Greenway with the goal of providing residents of the City more multi-modal options. **The provisions of this section have been met.**

ELEMENT F

POLICY 1 – PROVIDE ADEQUATE FUNDING FOR PUBLIC FACILITIES AND SERVICES

IMPLEMENTATION STRATEGIES

Objective 1.1: Capital Improvements: Secure adequate funding for the timely development of new facilities where needed, and modernization of existing facilities.

- 1.1.2. *Coordinate Public Works, City Administration, Parks Commission and Community Development resources, and other agency resources where appropriate, to develop effective partnerships and/or grant proposals for funds for specific public facilities and services projects.*

FINDING: A broad set of evaluation criteria that represent the proposed set of goals for the Talent TSP update were used to evaluate proposed projects and alternatives. Table 4-6 in Tech Memo #4 describes the criteria and provides a qualitative scale that was used to evaluate projects. Table 4-7 in Tech Memo #4 lists each project discussed in the 2007 TSP and applies the criterion to each one. Information from this table was used to produce the preferred projects list and subsequently, the preferred system plan.

Tech Memo #5 from April 2015, summarizes the recommendations for the prioritization of the improvements based on feedback from the Technical and Citizen Advisory Committees, comments received at public open houses, other community review and from City staff.

Since the advancement of any project is contingent upon the availability of future funding, it was important to establish a flexible program of prioritized projects that meet diverse stakeholders needs while leveraging current and future funding opportunities. Ultimately, this refined and prioritized list served as a menu of projects, with multiple factors that could be used together to assess the highest priority projects that can be completed within the available budget.

Although a financing plan was not required by the TPR (OAR 660-12-040), developing an understanding of how projected funding needs compare with available revenues was important. Tech Memo #5 explains in detail existing revenue, revenue expectations and additional revenue resources. This information was compiled by taking the past 5 years of budgets.

The preferred project list was developed with an unconstrained budget to identify a comprehensive list that focuses on filling gaps and meeting needs. However, the total cost of the project list was greater than the City's ability to raise transportation funds. Projects that would be funded with the City as the primary funding source total nearly \$16 million and an additional \$2 million in projects could require some city contributions. As identified in the Funding Summary, net revenue for transportation projects are estimated at \$5.2 million over the 20-year planning horizon of the TSP. The difference is a gap of more the \$10 million.

To acknowledge the gap in funding, the project list was further divided into Tier 1 projects, which have a reasonable likelihood of being funded with existing sources, and Tier 2 projects, which would require new funding sources for implementation. For the draft project list, a simple process was used to suggest a funding tier for City projects. **The provisions of this section have been met.**

1.1.4. Support the timely review of Systems Development Charges, and appropriate increases in such charges, to ensure that developers pay a fair share of the public costs of providing public facilities and services for new development.

FINDING: The proposed TSP provides the City with a complete project list as well as cost estimates for future development. These estimates can and should be used to determine an appropriate Transportation System Development Charge for future development. **The provisions of this section have been met.**

Objective 1.1: Operations and Maintenance: Secure sustainable revenue resources for the operation and maintenance of all City facilities and services.

1.2.1 Support the timely review of public facility user fees, and appropriate increases in such fees, to ensure that city facilities and services can be properly maintained without putting an unfair burden on residents of the City.

FINDING: The proposed TSP provides the City with a complete project list as well as cost estimates for future development. These estimates can and should be used to determine an appropriate Transportation utility bill fee for future development and maintenance. **The provisions of this section have been met.**

POLICY 7: GOVERNMENT FACILITIES AND SERVICES:

Objective 7.2: Recreation Facilities and Services: Parks and Recreation Facilities throughout the City to serve a wide variety of recreation needs, connected by safe and attractive pedestrian, bicycle and auto routes.

IMPLEMENTATION STRATEGIES

Provide technical, staffing and grant writing support for the Parks Commission in their implementation of Element B of this plan, "Parks, Recreation, Open Space, and Urban Forestry" and in their effort to develop a City Parks System Master Plan.

FINDING: Although the Parks Master Plan has been completed, future updates will be necessary to address the current and future needs of the City's residents. The TSP provides a detailed list of multi-modal paths which are key to the continued development of the City's parks and open space system. Information from the TSP can be used and adopted in to a revised Parks Master Plan when it becomes necessary to update. **The provisions of this section have been met.**

STATEWIDE PLANNING GOALS

The local comprehensive plans must be consistent with the Statewide Planning Goals. When the state's Land Conservation and Development Commission (LCDC) officially approves a local government's plan, the plan is said to be acknowledged. It then becomes the controlling document for land use in the area covered by that plan. Oregon's planning laws strongly emphasize coordination—keeping plans and programs consistent with each other, with the statewide planning goals, and with acknowledged local plans. The goals that are most pertinent to transportation system planning are described below.

Goal 1 – Citizen Involvement (OAR 660, Division 4)

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

FINDING: Goal 1 requires federal, state, regional and special district agencies to coordinate their planning efforts with the City of Talent and in addition, make use of existing local established citizen involvement programs.

During the course of the TSP update, the City and Consultant used a variety of widespread citizen involvement processes. The goal was to provide an effective two-way communication with citizens and offer an opportunity for citizens to be involved in all phases of the planning process.

The City and Consultant provided multiple forums for citizens to comment on the proposed information and made many user-friendly technical memoranda available for review. The project included a TAC which met four (4) times during the course of the update and a CAC which met on two (2) occasions. The general public was invited to participate in two (2) open houses and given the opportunity to select preferred alternatives for various sections of the TSP.

In addition to these opportunities, the public will have had the opportunity to participate in at least two (2) public hearings; Planning Commission and City Council. **The provisions of this section have been met.**

Goal 2 – Land Use Planning (OAR 660, Division 4)

Goal 2, Land Use Planning. To establish a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land and to assure an adequate factual base for such decisions and actions.

FINDING: The purpose of this TSP update is to update the City's documentation of existing transportation conditions and future transportation needs, achieve consistency with the recently-adopted 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).

In addition to State and Regional plan review, the City is required to review its Comprehensive Plan, Zoning Code and other local plans to determine consistency with the proposed changes. As part of the review, the City reviewed and included information from the Parks Master Plan, Railroad District Master Plan, West Valley View Plan and the Bear Creek and Wagner Creek Greenway Plans. **The provisions of this section have been met.**

Goal 11 – Public Facilities and Services (OAR 660, Division 11)

Goal 11, Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING: An update of the 2007 TSP is necessary to plan and develop a timely, orderly and efficient arrangement of public facilities and services. The proposed 2015 TSP includes updates to access management, transportation demand management, parking, streets, as well as bicycle, pedestrian and transit facilities based on population forecasts for 2038. These updates are critical to ensure that the public facility system remain efficient and safe and take in to consideration future needs based on future zoning and maximum build out.

The proposed TSP also includes an analysis of existing gaps and future needs. As part of the process, DEA along with CH2MHILL completed an inventory of the existing transportation facilities allowing them to determine gaps in the system. This process was completed in cooperation with ODOT and the Interchange Area Management Plan for exit 21. This collaborative approach was critical to ensuring that the future needs of the interchange and city facilities were consistent.

Project Prioritization and funding were also considered in the development of proposed projects. The prioritization process included reviewing existing adopted local and regional plans, identifying additional improvements and developing a preferred list. **The provisions of this section have been met.**

Goal 12– Transportation (OAR 660, Division 12)

Goal 12, Transportation. To provide and encourage a safe, convenient and economic transportation system.

FINDING: Statewide Planning Goal 12 (Transportation) is implemented by the TPR and ensures the promotion and development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of Goal 12 is to promote more careful coordination of land use and transportation planning, to assure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

The TPR divides transportation planning into two phases: transportation system planning and transportation project development (660-012-0010(1)). This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. These include replacement of an intersection with an interchange, channelization, and medians. The local government must identify reasonable build design alternatives, assess their impacts, and select the alternative with the least impact.

The Land Conservation and Development Commission adopted amendments to the TPR. These include amendments to OAR 660-012-0060 (plan and land use regulation amendments). The primary focus of this rule is keeping land use and transportation in balance. When a plan or zoning amendment would result in levels of traffic that exceed the highway performance standards for a roadway, it is deemed to have a significant effect on the roadway.

TSPs are required to be developed in accordance with the TPR. Table A-1 Transportation Planning Rule Compliance in Technical Memorandum #1, beginning on page A-2 details the required compliance with the TPR and whether or not the current TSP is in compliance. Compliance has either been obtained through the update of the TSP or will be made to be in compliance with a future zoning code amendment. **The provisions of this section have been met.**

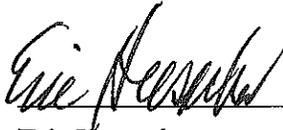
Goal 14– Urbanization (OAR 660, Division 14 and 22)

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

FINDING: As proposed, the draft TSP provides for an orderly and efficient transition from rural to urban lands. The proposed TSP address street connectivity between future growth areas and existing City limits, including the areas of TA1, TA2, TA4 and TA5. Each area is addressed separately and included in the street project list with an appropriate priority level.

Additional planning for TA5 was included in the TSP and the preferred alternatives for street connectivity was discussed in detail with the TAC, CAC and extensively at two public open houses and through the conceptual planning process happening concurrently.

Because these areas are outside of the current UGB, the City is limited to the amount of detail that can be included. Each future growth area is discussed in the Modal Plan section of the TSP under Future Connections. **The provisions of this section have been met.**



Eric Heesacker
Chairperson

ATTEST



6/30/15

Zac Moody
Community Development Director

Budget Report By Function

Date : Jul 30, 2015

Time : 2:41 pm



From Category : 100

To Category : 900

Account Code : 10-?-114-???? To : 10-?-114-????

Account Code	Account Description	2013 ACTUAL	2014 ACTUAL	2015 ADOPTED	2015 ACTUAL	2016 ADOPTED
10-->	GENERAL FUND					
114-->	105 MARKET STREET					
3-->	REVENUES					
10-3-114-3620	105 N MARKET RENTAL INCOME	-1,000	-1,300	-1,200	-1,300	-1,200
10-3-114-3999	105 N MARKET MISC REFUNDS	-1,836	-2,312	-2,000	-2,223	-2,600
	Total REVENUES	-2,836	-3,612	-3,200	-3,523	-3,800
4-->	EXPENDITURES					
10-4-114-4411	SEWER UTILITIES	191	191	225	196	225
10-4-114-4423	CUSTODIAL	0	0	200	0	200
10-4-114-4424	LAWN AND TREE CARE	0	0	0	0	500
10-4-114-4430	REPAIR & MAINTENANCE SERV	20	775	6,000	1,076	3,000
10-4-114-4520	PROPERTY AND CASUALTY INS	351	440	500	448	500
10-4-114-4610	GENERAL SUPPLIES	34	71	125	253	150
10-4-114-4620	ENERGY UTILITIES	2,251	2,168	2,850	2,208	2,500
	Total EXPENDITURES	2,847	3,645	9,900	4,181	7,075
	105 MARKET STREET Surplus/Deficit	11	33	6,700	658	3,275
	Total GENERAL FUND	11	33	6,700	658	3,275

ORDINANCE NO. 15-891-O

AN ORDINANCE REPEALING ORDINANCE NO. 01-709-O (AS AMENDED BY 03-746-O & 06-797-O) TO INCLUDE A DECLARATION OF THE CITY OF TALENT'S INTENT TO PARTICIPATE IN THE NATIONAL INCIDENT MANAGEMENT SYSTEM AS THE EMERGENCY MANAGEMENT PROCEDURE TO BE FOLLOWED IN THE EVENT OF AN EMERGENCY

Commented [TT1]: Consolidating Ordinances: 01-709-O, 03-746-O, & 06-797-O

WHEREAS,

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Definitions. The following words and phrases whenever used in this ordinance shall be construed as defined in this section unless from the context a different meaning is clearly intended.

- A. City Manager. City Manager or the City Manager's designee.
- B. Emergency. Includes any human caused or natural event or circumstances causing or threatening to cause loss of life, injury to person or property, human suffering or financial loss, and includes, but is not limited to fire, explosion, flood, severe weather, drought, earthquake, spills or releases of oil or hazardous material, contamination, disease, blight, infestation, civil disturbance or riot.
- C. ICS – Incident Command System
- D. NIMS – National Incident Management System. A nationwide approach for federal, State, local and tribal governments to work together to effectively and efficiently prepare for, prevent, respond to, and recover from domestic incidents regardless of cause, size or complexity.

Section 2. Declaration and ratification of Emergency. When the Mayor determines that a state of emergency exists, the Mayor shall make a written declaration to that effect, and within 24 hours, call a special meeting of the City Council to ratify the declaration of Emergency, or if a quorum of the council is not available, then as soon as a quorum can be assembled.

- A. The declaration by the Mayor of a state of emergency shall specify:
 - 1. The nature of the emergency.
 - 2. The geographical boundaries of the area subject to the emergency management procedures.
 - 3. Any special regulations imposed as a result of the state of emergency.

B. The ratification by the council may also authorize additional specific emergency powers for the duration of the emergency period set forth in the declaration. Failure by the City Council to ratify the declaration shall cause the declaration and state of emergency to terminate and thereafter to be null and void.

Section 3. NIMS Operating Procedure.

A. The City and its Emergency Management Team shall follow the National Incident Management System (NIMS) as the standard for incident command, coordination and support activities during all emergency management program elements including mitigation, preparedness, response and recovery within the City's jurisdiction.

B. The City shall provide appropriate training on the NIMS and its core components to personnel responsible for managing and/or supporting major emergency and disaster operations.

Section 4. Succession of Authority. In the event the Mayor is not available or unable to perform his/her duties under this ordinance, the duties shall be performed by:

- A. President of the Council
- B. Senior member of the Council
- C. City Manager

Section 5. Authority of City Manager.

- A. During a declared emergency, the City Manager shall have the authority to:
1. Exercise, within the area designated in the proclamation, all police powers vested in the City by the Oregon Constitution, City Charter and the City ordinances in order to reduce the vulnerability of the city to loss of life, injury to persons or property and human suffering and financial loss resulting from emergencies, and to provide for recovery and relief assistance for the victims of emergencies.
 2. Direct any department of the City to utilize and employ city personnel, equipment and facilities for the performance of any activities designed to prevent or alleviate actual or threatened damage due to the emergency, and may direct the departments to provide supplemental services and equipment to federal, state, or local agencies to restore any services in order to provide for the health and safety of the citizens of the City.
 3. Designate persons to coordinate the work of public and private relief agencies operating in such area and exclude from such area any person or

agency refusing to cooperate with and work under such coordinator or to cooperate with other agencies engaged in emergency work.

4. Require the aid and assistance of any state or other public or quasi-public agencies in the performance of duties and work attendant upon the emergency conditions in such area.

5. Clear or remove from publicly or privately owned land or water, debris and wreckage, which may threaten public health or safety, or public or private property.

B. Whenever the City Manager provides for the clearance of debris or wreckage pursuant to this section, employees of the city or individuals appointed by the City Manager are authorized to enter onto private land, or waters and perform any tasks necessary to the removal or clearance operation.

C. Except in cases of willful misconduct, gross negligence or bad faith, any employee or individual appointed by the City Manager authorized to perform duties necessary to the removal of debris or wreckage shall not be liable for death of or injury to persons or damage to property.

Section 6. Regulations of Persons and Property. When a state of emergency is declared to exist and has been ratified, the City Manager may order the following measures in the interest of the public health, safety or welfare, in the area designated as an emergency area:

A. Redirect city funds for emergency use and suspend standard city procurement procedures.

B. Barricade streets and prohibit vehicular or pedestrian traffic, or regulate the traffic on any public street leading to the emergency area for such a distance as necessary under the circumstances.

C. Evacuate Persons.

D. Prohibit the sale of alcoholic beverages.

E. Prohibit or restrict the sale of gasoline or other flammable liquids.

F. Curtail or suspend commercial activity

G. Turn off water.

H. Control, restrict and regulate by rationing, freezing, use of quotas, prohibitions on shipments, price fixing, allocation or other means the use, sale or distribution of food, fuel, clothing and other commodities, materials, goods and services.

I. Close all roads and highways in such area to traffic or limit the travel on such roads to such extent as the City Manager deems necessary and expedient.

J. Order such other measures necessary for the protection of life or property, or for the recovery from the emergency.

K. All orders issued under authority conferred by this section shall have the full force and effect of law during the declaration of a state of emergency. All existing laws, ordinances, rules and orders inconsistent with this chapter shall be inoperative during this period of time and to the extent such inconsistencies exist.

Section 7. Termination of State of Emergency. The Mayor shall terminate the state of emergency by proclamation when the emergency no longer exists, or when the threat of an emergency has passed.

This Ordinance shall become effective within thirty (30) days of its adoption by the City Council.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-892-O

AN ORDINANCE REPEALING ORDINANCE 99-678-O (AS AMENDED BY ORDINANCE 00-684-O & 07-829-O), AN ORDINANCE ESTABLISHING A TRANSPORTATION UTILITY, SETTING TRANSPORTATION UTILITY FEE AMOUNTS, AND DECLARING AN EFFECTIVE DATE.

Commented [TT1]: Consolidating Ordinances: 99-678-O, 00-684-O, & 07-829-O

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Purpose.

There is hereby created a transportation utility fee for the purpose of providing funds for the maintenance and expansion of the transportation system, including but not limited to local streets and related facilities under the jurisdiction of the City of Talent. The Council hereby finds, determines and declares the necessity of providing operation, maintenance and minor improvement of the city's streets and related assets and facilities operating within the right-of-way as a comprehensive transportation utility. Operation, maintenance and minor improvement includes such activities as are necessary in order that streets and related facilities may be properly operated and maintained to safeguard the health, safety, and welfare of the City and its inhabitants and visitors. The following activities are to be funded by the transportation utility: costs of administering the transportation utility, patching, crack sealing, seal coating, pavement overlays including minor widening, repairing and installing sidewalks or curb cuts, street sweeping, repairing and installing curb and gutter, replacing and installing signs, striping, repairing and installing signals, illumination, rebasing or placing additional road base on local streets, street trees, miscellaneous repairs, plus related operations of the Public Works Department on City streets and intersections with City streets.

The Council further finds that bicycle, pedestrian, and transit facilities, including access for the disabled or handicapped, are an integral part of the transportation network. A portion of transportation utility funds may be used for maintenance of bicycle, pedestrian, and transit facilities and services whether within public streets or off of street right-of-way on other publicly-owned land or easements, provided the facilities are accepted by the City or a public entity recognized by the City for operations and maintenance.

Section 2. Establishment of Transportation Utility Fee; Revisions.

A) The City Council hereby establishes, a transportation utility fee to be paid by the responsible party (whether owners or occupants). Payments due for each improved premises shall be based upon traffic generation and developed use of the premises. A schedule of charges, including land use categories, chargeable daily trips, unit of measure, fee per trip and monthly utility fee shall be adopted by resolution. This fee is deemed reasonable and is necessary to pay for the operation and maintenance of the transportation system within the City. The

Commented [TT2]: Changed from "The amount of the monthly transportation utility fee shall be adopted by resolution."

transportation utility fee shall not be charged during any period when the premises is not receiving City water service, or is proven to be vacant and not generating traffic.

B) Collection of the fee for previously unimproved premises shall commence at the time a water meter is installed for said premises.

C) The City Council may, from time to time, by resolution, change the transportation utility fee based upon revised estimates of the costs of maintaining streets City streets, revised priorities for local improvements that would reduce long-term maintenance costs, revised categories of use, revised trip generation or trip length factors or other relevant factors.

D) The transportation utility fee imposed by the City of Talent is classified as not subject to the limits of Section 11b of Article XI of the Oregon Constitution. The transportation utility fee does not in any way create an *in rem* obligation in respect of property. The obligation to pay the fee is a personal obligation of the responsible party.

Section 3. Transportation Utility Fee -- Dedicated.

A) All transportation utility fees collected by the City shall be paid into the Transportation Utility Fund. All revenues shall be used for the purposes described in Section 1 of this ordinance.

Transportation utility fees shall not be imposed in amounts greater than that which is necessary, in the judgment of the City Council, to provide sufficient funds to properly maintain and improve streets and related transportation facilities.

Section 4. City to Maintain Local Streets; Exclusions.

The City shall maintain all accepted local streets within City-owned land, City rights-of-way, and City easements. The City may maintain other accepted local streets, bicycle and pedestrian facilities, and intersections with county roads or state highways within or adjacent to the City based on agreements approved by the City Council. Local streets to be maintained exclude private streets and streets or any other facilities not yet accepted by the City for maintenance.

Section 5. Billing and Collection for Transportation Utility Fee.

A) The responsible party for any improved premises within the City of Talent shall pay a transportation utility fee according to the methodology adopted by the transportation utility fee resolution. Unless another responsible party has agreed in writing to pay and a copy of the writing is filed with the City, the person(s) paying the City's water bill shall pay the transportation utility fees. When the bill remains unpaid by the name of record on the utility bill then the property owner becomes

Commented [TT3]: Changed from "The responsible party for any improved premises within the City of Talent shall pay a transportation utility fee according to the formula set forth in this Code in Exhibit "A""

responsible for the bill. The obligation to pay the transportation utility fee is personal to the responsible party. The City of Talent will not assess a subsequent owner of a property for uncollected amounts due from a previous owner (or responsible party under a lease or rental agreement), and will not withhold utility services to a subsequent owner.

B) Transportation utility fees shall be billed monthly by the City and shall become due and payable in accordance with the rules and regulations pertaining to the collection of water service fees. Monthly transportation utility fees for new development shall commence the date the water service is established. Areas annexed to the City of Talent or under contract to annex shall become subject to the transportation utility fee, if there is a building on the property being annexed, on the date of annexation or the date of the annexation contract, whichever comes first; as long as there is a water hook up to City water. When that is not the case, then the applicant shall be required to connect to the City water system as soon as reasonably possible, but no later than one year from the date of annexation.

Commented [TT4]: Removed word 'Manager'

Commented [TT5]: Changed from "Monthly transportation utility fees for new development shall commence the date the water meter is."

C) The City Manager shall deposit all such fees so collected into the Transportation Utility Fund to be used for the purposes provided herein. Partial payments on utility bills shall be allocated first to streets, parks and then the remainder to water. The customer shall not be allowed to specify the allocation of the payment.

D) When the tenant or property owner moves out mid-month, the Transportation utility fee shall be prorated based on the days of occupancy.

Section 6. Enforcement.

Any charge due hereunder which is not paid when due may be recovered from the responsible party in an action at law by the City. In addition to any other remedies or penalties provided by this or any other ordinance of the City, failure of any user of City utilities within the City to pay said charges promptly when due shall subject such user to discontinuance of any utility services provided by the City. The City Manager is hereby empowered and directed to enforce this provision against such delinquent users. The employees of the City shall, at all reasonable times, have access to any premises served by the City for inspection, repair, and enforcement of the provisions of this ordinance.

Section 7. Administration; Review; Appeals.

A) The City Manager shall be responsible for administration of this ordinance in regards to utility billings, accounting for revenues collected, and general administrative tasks. In addition, the City Manager shall be responsible for determining fee amounts in accordance with usage, developing street maintenance and improvement programs, measuring areas, performing traffic counts, and establishing standards for the operation and maintenance of streets

and related facilities to the end that the transportation system shall be maintained and that the City's investment therein kept available for the benefit of the public.

B) Any responsible party of nonresidential premises may request in writing a specific adjustment in the transportation utility fee based on the application of the formulas. The request shall be in writing and submitted to the City Manager. The petitioner shall have the burden of proof.

C) The City shall make findings of fact based on relevant information, shall make a determination based upon such findings, and if found appropriate, modify such fee or determination accordingly. Such determination by the City shall be considered a final order. The City Manager also make findings about any use not specifically listed in the adopted transportation utility fee resolution, since all improved premises for which a building permit is required are subject to a review and determination of fee amount.

D) Every decision or determination of the City Manager or City Council shall be in writing, and notice thereof shall be mailed or served upon the petitioner within a reasonable time from the date of such action. Service by certified mail, return receipt requested, shall be conclusive evidence of service for the purpose of this ordinance.

Commented [TT6]: Changed from "The City Manager also make findings about any use not specifically listed in Exhibit "A", since all improved premises for which a building permit is required are subject to a review and determination of fee amount.

Section 8. Definitions.

"Responsible party" shall mean the person or persons who by usage, occupancy or contractual arrangement are responsible to pay the utility bill for improved premises.

"Improved premises" shall mean structures, landscaping, paved areas, and any area which has been altered such that runoff from the site is greater than that which could have historically been expected.

"Trip-End" means a trip to or from an origin or destination. A trip-end is the standard unit of measure for trip generation and can be measured as one pass by a traffic counter. Two trip-ends are involved in a simple round trip. Round trips with multiple stops include "pass by trips" at the destinations between the beginning and end of the trip.

"Chargeable Daily Trip-End" is a figure that represents adjustments of the Institute of Transportation Engineers trip generation rates to:

- A) remove pass by trips from various nonresidential uses; and
- B) multiply trip generation rates by a trip length ratio to better estimate usage.

Section 9. Methodology.

A) The City Manager may, upon appropriate findings, recalculate a nonresidential utility fee based on a demonstration of a permanent change in transportation system use.

B) Any adjustment shall take effect in the month following the completion of the demonstration of permanent change.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-882-O

AN ORDINANCE REPEALING ORDINANCE 77-369-O (AS AMENDED BY ORDINANCE 91-520-O), AN ORDINANCE PROVIDING FOR A CHARGE FOR EACH LIEN SEARCH.

WHEREAS, in connection with land sales transactions, many requests are made of the City for municipal lien search reports; and

WHEREAS, when such a search is made, a City employee must give a great deal of time to the search; and

WHEREAS, it is only reasonable to make a charge for this service, now, thereof,

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. That a charge shall be made for each and every lien search which is conducted.

Section 2. The charge provided for in Section 1 shall be set by resolution of the City Council.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-883-O

AN ORDINANCE REPEALING ORDINANCE 01-689-O (AS AMENDED BY 12-863-O), PRESCRIBING LICENSING GUIDELINES TO BE FOLLOWED IN REVIEWING APPLICATIONS AND MAKING RECOMMENDATIONS ON LIQUOR LICENSE APPLICATIONS AND FEE.

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Title: This ordinance shall be known as the "liquor license review ordinance" of the City of Talent.

Section 2. Definitions: a used in this ordinance, the following terms shall have the meanings indicated:

"Application" means the written request of the City to grant, modify or renew a liquor license.

"City" means the City of Talent.

"Commission" means the Oregon Liquor Control Commission.

"Council" means the governing body of the City of Talent.

Section 3. Application: Any person or business requesting Council recommendation to the Commission of a liquor license application shall make application upon suitable forms furnished by the City and/or the Commission. The application shall contain:

- A) The type of license applied for and a description of the nature of the business for which the application is made.
- B) The name and address of the applicant(s); if a partnership, the names and addresses of all partners; if the business is a corporation, the name and address of the home office, and the name and address of the registered agent in this state and the name and address of the local agent or representative who will be in charge of the business in the City.
- C) Name and address of all businesses and locations for which the applicant ever possessed a license to sell alcoholic beverages, both in Oregon and elsewhere.
- D) The address of the location where the business will be located in the City.
- E) The date of application.

- F) Any other information the City Manager or City Recorder or Council deems necessary for review.
- G) The signature of the applicant or agent making the application.
- H) The applicant shall be required to pay prior to processing the application, the fee established by the Council as provided by applicable resolution.

Section 4. City Manager or City Recorder duties:

- A) The City Manager or City Recorder may cause any application to be reviewed by the Chief of Police, City Planner, Building Official, or any other departmental manager, at his/her discretion, for the purpose of obtaining information necessary to make a recommendation to the City Council. The applicant shall promptly supply to the City Administrator/Recorder such other or additional information as the City Administrator/Recorder may deem necessary to fully and completely review the application and formulate a recommendation to the City Council.
- B) The City Manager or City Recorder may waive any of the provisions of this article, other than City Council review, for any annual renewal. In such a case, the recommendation of the City Administrator/Recorder may be placed on the City Council consent agenda, from which it may be removed for discussion upon the request of any member of the City Council.
- C) Upon completion of the review, the City Manager or City Recorder shall make a recommendation to the City Council.

Section 5. Special Event

The OLCC requires that every applicant for issuance of a special event obtain an endorsement from the City concerning the suitability of the license.

Any person or business requesting City endorsement for a special event winery/temporary permit must submit the applicable Oregon Liquor Control Commission application and pay an application processing fee to the City of Talent. The liquor license application processing fee which is set by Council resolution and is non-refundable. The applicant or licensee must also verify if applicable that they have obtained a valid business license.

In order to expedite service to applicants or licensees seeking written endorsement for a special event winery/special event grower or temporary sales liquor license, the City

Council delegates the City Manager or designee the authority to endorse special event and temporary sales liquor license applications and make recommendation to OLCC.

The City Manager or City Recorder may refuse to accept any liquor license application if the applicant or licensee has not allowed at least seven (7) days before the event date to obtain recommendation from the City and/or the liquor license application was not submitted in the form prescribed by the City.

In case of refusal to accept a liquor license application, the City Manager or designee will prepare a written letter addressed to the OLCC stating the reason(s) for refusal or non-acceptance of the liquor license or application.

The Chief of Police or designee will review all permits of this nature.

Section 6. Hearing procedure:

A) If the City Manager or City Recorder recommends approval of an application, the matter will be scheduled as an agenda item before the City Council. Any member of the Council or any person determined by the Council to be affected may request a public hearing before the City Council prior to approval of an application. Such public hearing will be scheduled and notice given pursuant to Section 6 and Section 7 of this ordinance.

B) The Mayor shall preside over the hearings provided in this section and shall make rulings on all matters of procedure and evidence incident to the hearing not inconsistent with the provisions of this ordinance.

C) The City, the applicant, and any interested parties shall have the right to present evidence and witnesses. The Mayor and Council Members may ask questions of any witnesses.

D) Any other person wishing to present testimony will be given the opportunity before closing of the public hearing.

E) The City, the applicant, or any other affected party may be represented by legal counsel at their own expense.

F) After due consideration of pertinent information and testimony, the Council shall make its recommendation. The recommendation shall be based on substantial evidence relative to the criteria in this ordinance and shall be final. In the case of an adverse recommendation, findings shall be produced and forwarded to the Commission along with the Council recommendation.

Section 7. Applicant notice: Before the City Manager or City Recorder forwards a recommendation of denial to the City Council, notice to the applicant shall be given either

personally or by registered or certified mail, postmarked no later than ten working days prior to the meeting at which the matter will be considered. The notice shall:

- A) State the time and place of the meeting;
- B) Afford the opportunity for the applicant or an affected party to request a public hearing;
- C) State the City Manager or City Recorder's reasons for the recommendation of denial;
- D) State that if the applicant desires a public hearing, the City Manager or City Recorder must receive notice in writing, within ten days of the date of notice of recommendation for denial.

Section 8. Public notice:

- A) In order to facilitate public participation in liquor license applications, the City shall cause to be placed on the City Council agenda an item specifying all liquor license applications by business name and address pending before the City Council.
- B) In the event that a public hearing is scheduled, the City in addition to any regular City Council agenda, shall cause to be published in a newspaper of general circulation in the City a notice specifying a time, date and location of the hearing and business name and address of the applicant. The notice shall inform the public that testimony may be given for or against the application.

Section 9. Council action: The Council shall recommend to the Commission on each liquor license application either approval, denial or modification in particulars stated. In making such determination, the Council may consider among other factors the following:

- A) The completeness and accuracy of the application;
- B) The timeliness and responsiveness of the applicant in supplying information requested by the City Manager or City Recorder or Council;
- C) The frequency of persons under twenty-one years of age, unaccompanied by adults, in the area of the applicant's premises;
- D) Compliance with all statutes and ordinances related to the control and use of alcoholic beverages and controlled substances;
- E) The criminal record and moral character of the applicant(s) and the agents and employees of the applicant;

F) The maintenance of the applicant's former or existing licensed premises including, but not limited to, noise, sanitation, cleanliness, orderliness, law enforcement incident experience and compliance with applicable nuisance laws, and other ordinances and regulations;

G) The relative condition of the premises with respect to sanitation and cleanliness;

H) The anticipated demands on City services to include law enforcement;

I) The number and sufficiency of licensee premises in the locality set out in the application; (If a reduction in dispenser licenses is warranted, the Council may make a decision based on reasonable comparisons of services, facilities and economic benefit to the area, as well as convenience and public interest.)

J) Conformance to City ordinances or regulations pertaining to zoning, building and fire codes;

K) Any other factors, which in the opinion of the Council, have bearing on the public health, safety, welfare, convenience or necessity of the City and/or its citizens.

Section 10. Severability: If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses and parts shall remain in full force and effect.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-884-O

AN ORDINANCE REPEALING ORDINANCE 76-351-O (AS AMENDED BY 05-780-O), AN ORDINANCE CREATING A CONTRACT REVIEW BOARD

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Contract Review Board Pursuant to provisions of ORS 279.055, the city council of the City of Talent, Oregon, is hereby designated as the local Contract Review Board and relative to contract concerns of this city shall have all the powers granted to the State Public Contract Review Board.

Section 2. Definitions The following words and phrases shall mean:

A) Board: The local Contract Review Board is established in Section 1 of this ordinance.

B) Contracting Agency: The City of Talent, acting by and through its City Manager, or his/her designated representative, shall be the purchasing agent for purposes of contracting powers and duties assigned to the City of Talent under the State of Oregon Public contracting powers and duties assigned to the City of Talent under the State of Oregon Public Contracting Code or the Model Rules.

Section 3. Policies and Procedures Pursuant to provisions of ORS 279.055 and ORS 279A.060, the City Council of the City of Talent, Oregon, shall adopt by resolution Contracting Rules that will be consistent with, and supplement the Public Contracting – General Provisions as outlined in ORS Chapters 279A, 279B and 279C and the Model Rules adopted by the Attorney General as they pertain to local governing agencies.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-885-O

AN ORDINANCE REPEALING ORDINANCE 91-543 (AS AMENDED BY 92-564, 97-625, 97-627, 99-660, 03-737, 03-741, 03-745, & 05-783), CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC AND PROVIDING PENALTIES.

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Short Title. This ordinance may be cited as the “Talent Uniform Traffic Ordinance.”

Section 2. Applicability of State Traffic Laws. Oregon Revised Statutes, chapter 153, and the Oregon Vehicle Code, ORS chapters 801 and 822, are adopted by reference. Violation of an adopted provision of those chapters is an offense against this city.

Section 3. Definitions. In addition to the definitions contained in the Oregon Vehicle Code, the following mean:

Bus Stop - A space on the edge of a roadway designated by sign for use by buses loading or unloading passengers.

Loading Zone - A space on the edge of a roadway designated by sign for the purpose of loading or unloading passengers or materials during specified hours of specified days.

Person - An individual, firm, partnership, association or corporation.

Street - The terms “highway”, “road”, and “street” shall be considered synonymous, unless the context precludes such construction. “Street” includes alleys and both public and private streets.

Taxicab Stand - A space on the edge of a roadway designated by sign for use by taxicabs.

Traffic Control Device - Any sign, signal, marking or device placed, operated or erected by order of the Traffic Safety and Transportation Commission for the purpose of guiding directing, warning or regulating traffic.

Traffic Lane - That area of the roadway used for the movement of a single line of traffic.

Traffic Safety and Transportation Commission - Responsible authority designated to review transportation related issues and, when appropriate, determine where traffic safety measures shall be implemented on all highways, roads, streets, and alleys, other than state and county highways, within the boundaries of the incorporated City limits.

Section 4. Powers of the Council.

- A) Subject to state laws, the city council hereby authorizes the Traffic Safety and Transportation Commission to be the municipal traffic authority for the City and reserves the right to override the Traffic Safety and Transportation Commission on any traffic related matter.
- B) The powers of the council include, but are not limited to:
- 1) Designation of through streets.
 - 2) Designation of one-way streets.
 - 3) Designation of truck routes.
 - 4) Designation of parking zones and parking control devices.
 - 5) Designation of certain streets as bridle paths and prohibition of horses and animals on other streets.
 - 6) Authorization of greater maximum weights or lengths for vehicles using city streets than specified by state law.
 - 7) Initiation of proceedings to change speed zones.
 - 8) Revision of speed limits in parks.
 - 9) Temporary blocking or closing of streets.
 - 10) Establishment of bicycle lanes and paths and traffic controls for such facilities.
 - 11) Restriction of the use of certain streets by any class or kind of vehicle to protect the streets from damage.
 - 12) Issuance of oversize or overweight vehicle permits.
 - 13) Establishment, removal or alteration of the following classes of traffic controls:
 - (a) Crosswalks, traffic calming devices, safety zone and traffic lanes.
 - (b) Intersection channelization and areas where drivers of vehicles shall be prohibited from making right, left or U-turns and the times when the prohibitions apply.

- (c) Parking areas and time limitations, including the form of permissible parking (e.g., parallel or diagonal).
- (d) Loading zones and temporary stops for vehicles.
- (e) Traffic control devices including stop, yield, and other traffic control signs.

C) A Traffic Safety and Transportation Commission shall be designated to act on behalf of the Council in making decisions related to the powers enumerated in Section 4, (2) above. In executing its responsibilities regarding traffic controls, the Commission shall apply all reasonable conditions and standards designed to enhance public safety. The Traffic Practices Handbook for Local Roads and Streets in Oregon prepared by the Oregon Department of Transportation should be used as a reference to ensure uniformity and consistency throughout the state. In addition, Commission shall be responsible for reviewing traffic safety related programs.

1) The Traffic Safety and Transportation Commission shall consist of seven/eight voting members including 2 City Council members, Public Works/City Engineer, Chief of Police, City Planner and no less than two nor more than 3 members from the community at large. The Mayor and City Council shall appoint at large members who may be non-residents.

- (a) To recommend traffic safety priorities and actions for the City;
- (b) To coordinate common safety concerns with other commissions;
- (c) To promote public awareness of official City traffic programs, traffic law enforcement, and traffic engineering needs;
- (d) To promote safety education programs to the public; and
- (e) To cooperate with the public and private school systems in promoting traffic safety education programs.

2) The term of the voting members shall be for three years, expiring on December 31st of each year. Any vacancy shall be filled by appointment by the Mayor, with confirmation by the City Council, for the unexpired portion of the term. Any member absent from four or more meetings in a year shall be considered no longer active and the position vacant.

3) The Commission shall issue orders related to actions taken that would address any of the traffic safety issues covered in Section 4, (2) of this ordinance.

4) The Director of Public Works shall serve as Secretary to the Commission and shall ensure that minutes are taken of all meetings and an index of the orders of the Commission by type and date of adoption is maintained and distributed to all departments to ensure public access to these records.

5) The Commission may make rules and regulations for its government and procedures, consistent with the laws of the state and the City Charter and Ordinances.

6) In addition to traffic safety regulations the Commission shall be responsible for the following.

(a) To develop and coordinate traffic safety programs;

(b) To recommend traffic safety priorities and actions for the City;

(c) To coordinate common safety concerns with other commissions;

(d) To promote public awareness of official City traffic programs, traffic law enforcement, and traffic engineering needs;

(e) To promote safety education programs to the public; and

(f) To cooperate with the public and private school systems in promoting traffic safety education programs.

Section 5. Implementation of Regulations. The City Manager or his or her designee shall implement the ordinances, of the council, or orders of the commission by installing, maintaining, revolving and altering traffic control devices. The installation shall be based on the standards contained in the "Oregon Manual on Uniform Traffic Control Devices for Streets and Highways."

Section 6. Public Danger. Under conditions constituting a danger to the public, the City Manager or his or her designee may install temporary traffic control devices.

Section 7. Standards. The regulations of the City Manager or his or her designee shall be based on:

- A) Traffic engineering principles and traffic investigations.
- B) Standards, limitations, and rules promulgated by the Oregon Transportation Commission.
- C) Other recognized traffic control standards.

Section 8. Authority of Police and Fire District No. 5.

- A) It is the duty of police officers to enforce the provisions of this ordinance.
- B) In the event of a fire or other public emergency, officers of the police and fire departments may direct traffic as conditions require, notwithstanding the provisions of this ordinance.

(Sections 9 and 10 reserved for expansion)

General Regulations

Section 11. Crossing Private Property. No operator of a motor vehicle shall proceed from one street to an intersecting street by crossing private property or premises open to the public. This provision does not apply to the operator of a motor vehicle who stops on the property to procure or provide goods or services.

Section 12. Unlawful Riding.

- A) No operator of a motor vehicle shall permit a passenger to, and no passenger shall, ride on a motor vehicle on a street except on a portion of the vehicle designed or intended for the use of the passengers. This provision does not apply to an employee engaged in the necessary discharge of a duty or to a person riding within a truck body in space intended for merchandise.
- B) No person shall board or alight from a motor vehicle while the vehicle is in motion on a street.

Section 13. Skateboards.

A) No person shall ride a skateboard upon a street, except while crossing at a crosswalk or upon a play street, or in specifically designated areas such as a skateboard park, nor upon any sidewalk or parking surface in the downtown area defined as:

Highway 99 from West Valley View Road to Talent Avenue, south along Talent Avenue to Lapree Street, west on Lapree Street to Home Street, south on Home Street to East Main Street, west on East Main Street to the railroad tracks, south along the railroad tracks to East Wagner Avenue, to Talent Avenue, north on Talent Avenue to West Valley View Road, east on West Valley View Road along both sides of the road.

B) The Chief of Police and those sworn police officers acting under the command of the Chief of Police, upon probable cause that a person is in violation of Section (A) above, shall impound the skateboard, provided, however, that such impounding shall be done only as to persons who have one or more convictions for violation of Section (A) above within the twelve months.

1) First impoundment: The first time property is impounded due to violation under this ordinance, it shall be returned, after conviction of the violator and satisfaction of the terms of the sentence, to the owner, or if the person shall be acquitted of the charge, the impounded personal property shall be forthwith returned to the persons from whom it was taken for impoundment.

2) Second impoundment; additional impoundments: When property is impounded a second time, or multiple times, due to violations of this ordinance, it shall be disposed of according to the order of the court, provided that if the person shall be acquitted of the charge, the impounded personal property shall be forthwith returned to the persons from whom it was taken for impoundment.

C) No person shall use the streets for traveling on skis, toboggans, sleds, or similar devices, except where authorized.

Section 14. Damaging Sidewalks and Curbs.

- A) The operator of a motor vehicle shall not drive on a sidewalk or roadside planting strip except to cross at a permanent or temporary driveway.
- B) No unauthorized person shall place dirt, wood, or other material in the gutter or space next to the curb of a street with the intention of using it as a driveway.
- C) No person shall remove a portion of a curb or move a motor vehicle or a device moved by a motor vehicle onto a curb or sidewalk without first obtaining authorization from the City and posting bond if required. A person who causes damage shall be responsible for the cost of repair.

Section 15. Removing Glass and Debris. A party to a vehicle accident or a person causing broken glass or other debris to be on a street shall remove the glass or other debris from the street.

Section 16. Storage of Motor Vehicles, Trailers, and Personal Property on Streets.

No person shall store, or permit to be stored on a street or other public property, without permission of the Council, motor vehicles, recreation vehicles, boat trailers, horse trailers, storage trailers, or other similar devices, and personal property for a period in excess of seventy-two (72) hours. In order to avoid a violation of this ordinance, vehicles, or other similar devices, or personal property shall be moved no less than 1000 feet from the original location in one direction and can only be at this new location for a period not greater than seventy-two (72) hours. Failure to move vehicles, or other similar devices, or personal property shall constitute prima facie evidence of storage of a motor vehicle.

Section 17. Obstructing Streets. No person shall park or leave on a street, including an alley, parking strip, sidewalk or curb, a vehicle part, trailer, box, ware, merchandise of any description, or any other thing that impedes traffic or obstructs the view, except as is allowed by this or other ordinances of the City.

Section 18. Speed Limits in Public Parks. No person shall drive a vehicle on a street in a public park of this city at a speed exceeding 15 miles per hour unless signs erected indicate otherwise.

Section 19. Unnecessary Noise. No person shall operate a motor vehicle in the City in such manner as to create or cause excessive noise. The operation of compression brakes, commonly known as “Jacob” brakes, in a manner that creates unnecessary noise is prohibited.

(Section 20 reserved for expansion)

Parking Regulations

Section 21. Method of Parking.

- A) No person shall stand or park a motor vehicle in a street other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement, and with the curbside wheels of the vehicle within 12 inches of the edge of the curb, except where the street is marked or signed for angle parking.
- B) Where parking spaces are designated on a street, no person shall stand or park a vehicle other than in the indicated direction and, within a single marked space, unless the size or shape of the vehicle makes compliance impossible.
- C) The operator who first begins maneuvering a motor vehicle into a vacant parking space on a street has priority to park in that space, and no other vehicle operator shall attempt to interfere.
- D) When the operator of a vehicle discovers that the vehicle is parked close to a building to which the fire department has been summoned, the operator shall immediately remove the vehicle from the area, unless otherwise directed by police or fire officers.

Section 22. Prohibited Parking or Standing. No person shall park or stand:

- A) A vehicle in violation of state motor vehicle laws or in violation of a lawfully erected parking limitation sign or marking.
- B) A vehicle in an alley other than for the expeditious loading or unloading of persons or materials, and in no case for a period in excess of 20 consecutive minutes in any two-hour period.

Section 23. Prohibited Parking. No operator shall park and no owner shall allow a vehicle to be parked on a street for the principle purpose of:

- A) Displaying the vehicle for sale.
- B) Repairing or servicing the vehicle, except repairs necessitated by an emergency.
- C) Displaying advertising from the vehicle.
- D) Selling merchandise from the vehicle, except when authorized.

Section 24. Use of Loading Zone. No person shall stop, stand or park a vehicle for any purpose or length of time other than for the expeditious loading or unloading of persons or materials, in a place designated as a loading zone when the hours applicable to that loading zone are in effect. When the hours applicable to the loading zone are in effect, the loading and unloading shall not exceed the time limits posted. If no time limits are posted, than the use of the zone shall not exceed 5 minutes for loading or unloading of passengers and personal baggage and 15 minutes for loading or unloading materials.

Section 25. Passenger Loading Zone. No person shall stop, stand, or park a vehicle for any purpose or length of time other than for the expeditious loading or unloading of passengers in a place designated as a passenger loading zone when the hours applicable to that zone are in effect.

Section 26. Standing or Parking of Buses and Taxi-cabs. The operator of a bus or taxicab shall not stop, stand, or park the vehicle on a street in a business district other than at a bus stop or taxicab stand, respectively, except that this provision shall not prevent the operator of a taxicab from temporarily stopping the taxicab outside a traffic lane while loading or unloading passengers.

Section 27. Restricted Use of Bus and Taxicab Stands. No person shall stop, stand, or park a vehicle other than a taxicab in a taxicab stand, or a bus in a bus stop, except that the operator of a passenger vehicle may temporarily stop while actually engaged in loading or unloading passengers when stopping does not interfere with a bus or taxicab waiting to enter or about to enter the restricted space.

Section 28. Lights on Parked Vehicles. No lights need to be displayed upon a vehicle that is parked in accordance with this ordinance on a street where there is sufficient light to reveal a person or object at a distance of at least 500 feet from the vehicle.

Section 29. Extension of Parking Time. Where maximum parking time limits are designated by sign, the movement of a vehicle within a block shall not be interpreted to extend the time limits for parking.

Section 30. Unattended Vehicles. When a police officer finds a motor vehicle parked or standing unattended with the ignition key in the vehicle, the officer is authorized to remove the key from the vehicle and deliver the key to the person in charge of the police station.

Section 31. Exemption. The provisions of this ordinance that regulate the parking, stopping, or standing of vehicles do not apply to:

- A) A vehicle of the city, county, state, or a public utility while necessarily in use for construction or repair work on a street.
- B) A vehicle owned by the United States while in use for the collection, transportation, or delivery of mail.
- C) A vehicle of a disabled person who complies with the provisions of ORS 811-610 to 811-630.

(Sections 32 to 35 reserved for expansion)

Bicycles

Section 36. Operating Rules. In addition to observing all other applicable provisions of this ordinance and state law pertaining to bicycles, a person shall:

- A) Not leave bicycles, except in a bicycle rack. If no rack is provided, the person shall leave the bicycle so as not to obstruct any roadway, sidewalk, driveway, or building entrance.
- B) Not ride a bicycle on any sidewalk within the city.

Section 37. Impounding of Bicycles.

- A) No person shall leave a bicycle on private property without the consent of the owner or person in charge. Consent is implied on private business property unless bicycle parking is expressly prohibited.
- B) A bicycle left on public property for a period in excess of 24 hours may be impounded by the police department.
- C) In addition to any citation issued, a bicycle parked in violation of this ordinance, that obstructs or impedes the free flow of pedestrian or vehicular traffic or otherwise endangers the public, may be immediately impounded by the police department.
- D) If the owner of a bicycle impounded by this ordinance can be readily determined, the police shall make reasonable efforts to notify the owner.
- E) A bicycle impounded under this ordinance that remains unclaimed shall be disposed of in accordance with City and state laws.

Section 38. Bicycle Licensing Requirements.

- A) **Bicycle License Required.** No person who resides in the City shall operate a bicycle on a street or public right-of-way without a current, valid bicycle license.
- B) **Bicycle License Issuance.** The Police Chief or his authorized designee upon receipt of an application shall issue a bicycle license to a person if he finds:
- 1) The bicycle has not been reported lost or stolen and not yet recovered; and
 - 2) The applicant provides documentary evidence of ownership of the bicycle.
- C) **Bicycle License Term.** Bicycle licenses shall be valid for as long as an owner keeps a bicycle.

(Sections 39 to 40 reserved for expansion)

Pedestrians

Section 41. Pedestrians Must Use Crosswalks. No person shall cross a street other than within a crosswalk in blocks with marked crosswalks, except where there is no marked crosswalk within 200 feet from the point of crossing.

Section 42. Right Angles. No person shall cross a street other than by a route at right angles to the curb or by the shortest route to the opposite curb, unless crossing within a crosswalk.

(Sections 43 to 45 reserved for expansion)

Parades and Processions

Section 46. Prohibited Activity. No person shall organize or participate in a parade that may disrupt or interfere with traffic without obtaining a permit. A permit shall always be required of a procession of people using the public right-of-way and consisting of 100 or more persons or 10 or more vehicles.

Section 47. Parade Permit.

- A) Application for parade permit shall be made to the City Manager at least seven days prior to the intended date of the parade, unless the time is waived by him or her.
- B) Applications shall include the following information:
 - 1) The name and address of the person responsible for the proposed parade.
 - 2) The date of the proposed parade.
 - 3) The desired route, including assembling points.
 - 4) The number of persons, vehicles, and animals that will be participating in the parade.
 - 5) The proposed starting and ending time.
- C) The application shall be signed by the person designated as chairperson.
- D) The City Manager shall issue a parade permit conditioned on the applicant's written agreement to comply with the terms of the permit unless the City Manager finds that:
 - 1) The time, route, and size of the parade will unreasonably disrupt the movement of other traffic.
 - 2) The parade is of a size or nature that requires the diversion of so great a number of police to properly police the line of movement and contiguous areas that allowing the parade would deny reasonable police protection to the city.
 - 3) The parade will interfere with another parade for which a permit has already been issued.
 - 4) Information contained in the application is found to be false or a material detail is omitted.
 - 5) The applicant refuses to agree to abide by or comply with all conditions of the permit.

E) If one of more of the conditions listed in subsection (4), other than subpart (e), exists, the City Manager may impose reasonable conditions in the permit, including but not limited to:

- 1) Requiring an alternate date.
- 2) Requiring an alternate route.
- 3) Restricting the size of the parade.

F) The City Manager shall notify the applicant of the decision within three days after receipt of the application.

G) If the City Manager proposes alternatives or refuses to issue a permit, the applicant shall have the right to appeal the decision of the Council.

Section 48. Appeal to Council.

A) An applicant may appeal the decision of the City Manager to the Council by filing a written request of appeal within 48 hours of the City Manager's decision.

B) The Council shall schedule a hearing date, which shall not be later than three days following the filing of the written appeal, and shall notify the applicant of the date and time that he or she may appear either in person or by a representative.

Section 49. Offenses Against Parade.

A) No person shall unreasonably interfere with a parade or parade participant.

B) No person shall operate a vehicle that is not part of a parade between the vehicles or persons comprising a parade.

Section 50. Permit Revocable. The City Manager may revoke a parade permit if circumstances clearly show that the parade can no longer be conducted consistent with public safety.

Section 51. Funeral Procession.

- A) No permit is required for a funeral procession.
- B) A funeral procession shall proceed to the place of interment by the most direct route that is both legal and practical.
- C) The procession shall be accompanied by adequate escort vehicles for traffic control.
- D) All motor vehicles in the funeral procession shall be operated with their lights on.
- E) No person shall unreasonably interfere with a funeral procession.
- F) No person shall operate a vehicle that is not a part of the procession between the vehicles of a funeral procession.
- G) Each driver in the procession shall follow the vehicle ahead as closely as is practical and safe.

Section 52. Offenses Against Funeral. No person shall operate a vehicle that is not part of a funeral procession between the vehicles comprising the procession.

(Sections 53 to 55 reserved for expansion)

Parking Citations and Owner Responsibility

Section 56. Citation on Illegally Parked Vehicle. When a vehicle without an operator is found parked in violation of a restriction imposed by this ordinance, the officer finding the vehicle shall take its license number and any other information displayed on the vehicle that may identify its owner, and shall conspicuously affix to the vehicle a parking citation instructing the operator to respond to the charge or pay the penalty imposed within five days at the stated time and location.

Section 57. Failure to Comply With Parking Citation Attached to Parked Vehicle. If the operator does not respond to a parking citation affixed to a vehicle within five working days, the municipal court may send a letter to the owner of the vehicle informing the owner of the violation and giving notice that if the citation is disregarded for a period of 10 days:

- A) The fine will be doubled; and
- B) The vehicle is subject to impoundment and may be sold if not redeemed.

Section 58. Cancellation of Parking Citation. No person shall cancel or solicit the cancellation of a parking citation in any manner, except when approved by the municipal judge.

Section 59. Owner Responsibility. The owner of a vehicle in violation of a parking restriction shall be responsible for the offense, unless the use of the vehicle was secured by the operator without the owner's consent.

Section 60. Registered Owner Presumption. In a proceeding against a vehicle owner charging a violation of a restriction on parking, proof that the vehicle was registered to the defendant at the time of the violation shall constitute a presumption that the defendant was the owner.

(Section 61 to 65 reserved for expansion)

Impoundment and Penalties

Section 66. Impounding the Vehicle. As provided in this section, a vehicle may be removed by a police officer without prior notice and taken to a garage, parking lot, or other suitable storage place and held until the owner or an authorized agent files an application for redemption. A vehicle may be removed when:

- A) The vehicle is illegally parked on a public street in a traffic lane where parking is prohibited to designated classes of vehicles or periods of time, or at any time when the vehicles interferes with the intended use of such traffic land;
- B) The vehicle was in possession of a person taken into custody by a police officer and no other disposition of the vehicles was available; or
- C) The police officer reasonable believes the vehicle operator does not possess a valid operator's license and/or is driving uninsured, or has been arrested for driving under the influence of intoxicants.

A vehicle impounded pursuant to this section shall be held at the expense of the owner or person entitled to possession of the vehicle. Personnel, equipment, and the facilities of the City or private tow companies may be used for the removal and storage of the vehicle.

Section 67. Post Impoundment Notice. After a vehicle has been impounded pursuant to Section 66 notice shall be provided to the registered owner, if known, indicating:

- A) The location of the vehicle;
- B) That a lien has arisen on the vehicle in favor of the person who towed and is storing the vehicle;
- C) That the vehicle may be sold at public auction to satisfy the lien; and
- D) That a hearing on the validity of the impoundment may be held, if requested within five (5) calendar days of receipt of notice by the owner.

Section 68. Redemption. A vehicle which has been impounded under this ordinance may be released to the registered owner or legal owner, if different, or to the person operating the vehicle at the time of impoundment if:

- A) The owner or driver of the vehicle has paid all of the accrued towing and storage costs, unless otherwise ordered by the hearings officer; and
- B) The owner of the vehicle has paid a \$100.00 administrative fee to the City and has provided proof of insurance for the impounded vehicle and proof of registration in the owner's name if there is a violation of 1C of this Ordinance; and
- C) The police department has released its hold, if any, on the vehicle.

Section 69. Sale.

- A) If the vehicle is not redeemed within thirty (30) days, then it shall be sold in accordance with the applicable provisions relating to the sale of abandoned vehicles; or
- B) If a tow company took the vehicle into custody, it shall have a lien on the vehicle for the just and reasonable towing and storage charges, may retain possession of the vehicle until the charges are paid, and may have the vehicle sold at public auction to satisfy the lien. The lien that attaches to the vehicle shall be a possessory chattel lien in accordance with ORS 87.142 and shall be foreclosed in the manner provided in ORS 87.152 to 87.212. If the appraised value of the vehicle is \$750.00 or less, it shall be disposed of in the manner provided in ORS 819.220.

Section 70. Hearing.

- A) The registered owner or legal owner, if different, may request a hearing within five (5) calendar days after receipt of the notice described in Section 2. The request must be made in writing to the Chief of Police. Failure to make a timely request for a hearing shall constitute a waiver of the right to a hearing.
- B) Hearing Procedures:
- 1) When a timely request for a hearing is made, a hearing shall be held before a hearing officer.
 - 2) The hearing shall be set and conducted within seventy-two (72) hours of receipt of the request, excluding holidays, Saturdays, and Sundays. The hearing can be set for a later date if the owner wishes to contest the validity of the impoundment.
 - 3) At the hearing, the owner may contest the validity of the impoundment.
 - 4) The City shall have the burden of providing by preponderance the validity of the impoundment.
- C) Decision of the Hearings Officer. If the hearings officer finds that:
- 1) Impoundment of the vehicle was proper, the hearings officer shall:
 - (a) Enter an order supporting the removal; and
 - (b) Find that the owner or person entitled to possession is liable for any towing and storage charges resulting from the impoundment.
 - 2) Impoundment of the vehicle was improper, the hearings officer shall:
 - (a) Order the vehicle released to the owner or person entitled to possession.
 - (b) Find that the owner or person entitled to possession is not liable for any towing or storage resulting from the impoundment; and
 - (c) Order the City to satisfy the towing and storage lien.
- D) Failure to Appear at the Hearing. If the person requesting the hearing does not appear at the scheduled hearing, the hearings officer may enter an order supporting the impoundment and assessment of towing and storage costs.

Section 71. Classification of the Fee. The fees specified in Section 1 of this ordinance are classified as not subject to the limits of Section 11b of Article XI of the Oregon Constitution (Ballot Measure #5).

Section 72. Severability. The sections and subsections of this ordinance are severable. The invalidity of any one section or subsection shall not effect the remaining sections or subsections.

Section 73. Existing Control Devices and Markings. Parking and traffic control devices and markings installed prior to the adoption of this ordinance are lawfully authorized.

Section 74. Repeal. Ordinance No. 282, adopted September 2, 1972, and Ordinance No. 465, adopted December 18, 1985, are hereby repealed.

Section 75. Saving Clause. The repeal of any ordinance by Section 70 shall not preclude any action against any person who violated the ordinance prior to the effective date of this ordinance.

Section 76. Effective Date. Under the provisions of the Charter of the City of Talent, Chapter VIII, Section 33, this Ordinance shall take effect on the thirtieth day after its enactment.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-886-O

AN ORDINANCE REPEALING ORDINANCE 02-711-O (AS AMENDED BY 12-864-O), RELATING TO CURFEWS FOR MINORS

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. No minor shall be in or upon any street, highway, park, alley, or other public place between the hours of 12 midnight and 5 a.m. of the following morning, unless:

- A) Such minor is accompanied by a parent, guardian, or other person 18 years of age or over and authorized by the parent or by law to have care and custody of the minor;
- B) Such minor is then engaged in a lawful pursuit or activity which requires his presence in such public places during the hours specified in this section; or;
- C) The minor is emancipated pursuant ORS 109.550 to 109.565.
- D) Violation of this section is a violation.

Section 2. No parent, guardian, or other person having the care and custody of a minor under the age of 18 years shall allow such minor to be in or upon any street, highway, park, alley, or other public place between the hours specified in Section 1, except as otherwise provided in that section. Violation of this section is a violation.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-887-O

AN ORDINANCE REPEALING ORDINANCE 91-523-O (AS AMENDED BY ORDINANCE 97-618-O & 98-658-O), AN ORDINANCE PRESCRIBING GENERAL OFFENSES - PROVIDING PENALTIES

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Oregon Criminal Code Adopted:

A) Oregon Revised Statutes, Chapters #161, #162, #163, #164, #165, #166 and #167, except for any provisions classified as a felony under state law, are adopted by reference. Violation of an adopted provision of those chapters is an offense against this city.

B) The provisions of Oregon Revised Statutes, Chapter #161, relating to defenses, burden of proof, general principles of criminal liability, parties and general principles of justification apply to offenses defined and made punishable by this ordinance.

C) Except where the context clearly indicates a different meaning, definitions appearing in the general definitional and other particular sections of chapters adopted by subsection (1) above are applicable throughout this ordinance.

DISORDERLY CONDUCT AND RELATED OFFENSES

Section 2. Disorderly Conduct at Fires:

A) No person at or near a fire shall obstruct or impede fighting of the fire, interfere with fire department personnel or fire department apparatus, behave in a disorderly manner, or refuse to observe promptly an order of a member of the fire or police department.

B) For purposes of this section, members of the fire department are endowed with the same powers of arrest as are conferred on peace officers for violations of city ordinances.

Section 3. Drinking in Public Places:

No person shall drink or consume alcoholic liquor in or on a street, alley, mall, parking lot or structure, motor vehicle, public grounds or other public place unless the place has been licensed for that purpose by the Oregon Liquor Control Commission. Provided, however, consumption of alcohol is permitted in a park when a permit has been obtained from the council.

Section 4. Unnecessary Noise

No person shall create or assist in creating or permit the continuance of unreasonable noise in the city. The following enumeration of violations of this section is not exclusive but is illustrative of some unreasonable noises:

- A) Keeping an animal that, by loud and frequent or continued noise, disturbs the comfort and repose of a person in the vicinity.
- B) Using an engine, thing or device, that is so loaded, out of repair or operated in such a manner as to create a loud or unnecessary grating, grinding, rattling or other noise.
- C) Using a mechanical device operated by compressed air, steam or otherwise, unless the noise created by it is effectively muffled.
- D) Construction, excavation, demolition, alteration or repair of a building between the hours of 10:00pm and 7:00am, except by special permit granted by the city.
- E) Using or operating an automatic or electric piano, phonograph, loudspeaker or sound amplifying device so loudly that it disturbs persons in its vicinity, or in a manner that makes it a public nuisance. However, on application to the council, permits may be granted to broadcast music, news, speeches or general entertainment.

Section 5. Threshold Inquiry - Protective Search

A) Temporary Detention.

- 1) A peace officer who reasonably suspects that a person has committed a crime may stop the person and, after informing the person the peace officer is a peace officer, make a reasonable inquiry.
- 2) The detention and inquiry shall be conducted in the vicinity of the stop and for no longer than a reasonable time.

3) The inquiry shall be considered reasonable only if limited to the immediate circumstances that arouse the officer's suspicion.

B) Protective Search.

1) A peace officer may frisk a stopped person for dangerous or deadly weapons if the officer reasonably suspects that the person is armed and presently dangerous to the officer or other persons present.

2) If in the course of a frisk, the peace officer feels an object which the peace officer reasonably suspects is a dangerous or deadly weapon, the peace officer may take such action as is reasonably necessary to take possession of the weapon.

(Section 6 to 15 reserved for expansion)

Section 16. Concealed Weapons.

Except as provided in ORS 166.260 and 166.290, no person shall carry concealed on his or her person or conceal in a vehicle a revolver, pistol or other firearm, a knife other than an ordinary pocket knife; a dirk, dagger, or stiletto; metal knuckles; or any weapon that could be used to inflict injury on a person or the property of another. For the purposes of this section, an ordinary pocket knife is one with a maximum blade length of 3 ½ inches that is not a switchblade or spring-blade knife.

Section 17. Discharge of Weapons.

Except at a firing range approved by the council, no person other than a peace officer shall fire or discharge a gun, including a spring or air-activated pellet gun, air gun, BB gun, or other weapon that propels a projectile by use of gunpowder or other explosive, jet or rocket propulsion.

Section 18. Fireworks.

The following sections of the Oregon Fireworks Law are adopted by reference and made a part of this ordinance:

ORS 480.110, 480.120, 480.130, 480.140(1), 480.150 and 480.170

(Sections 19 to 35 reserved for expansion)

SEXUAL AND RELATED OFFENSES

Section 36. Public Indecency:

No person shall, while in or in view of a public place, perform:

- A) An act of sexual intercourse.
- B) An act of deviate sexual intercourse.
- C) An act of exposing his genitals with the intent of arousing the sexual desire of himself or another person.
- D) An act of urination or defecation except in toilets provided for that purpose.

(Sections 37 to 40 reserved for expansion)

OFFENSES RELATING TO MINORS

Section 41. Endangering Welfare of Minor:

- A) No person shall employ a person under 18 years of age in or about a cardroom, poolroom, billiard parlor or dance hall, unless the establishment is a “recreational facility” as defined in Section 42 (3).
- B) No person shall solicit, aid, or cause a person under 18 years of age to:
 - 1) Violate a law of the United States or a state, or to violate a city or county ordinance.
 - 2) Run away or conceal himself from a person or institution having lawful custody of the minor.

Section 42. Places of Amusement:

- A) No person under 18 years of age shall enter, visit or loiter in or about a public cardroom, poolroom or billiard parlor.
- B) No person operating or assisting in the operation of a public cardroom, poolroom or billiard parlor shall permit a person under 18 years of age to engage in a game of cards, pool, billiards, dice or games of chance, for amusement or otherwise.

C) This section shall not apply to playing billiards in a recreational facility. As used in this section, "recreational facility" means an area, enclosure or room in which facilities are offered to the public to play billiards or pool for amusement only and;

- 1) Is clean, adequately supervised, adequately lighted and ventilated.
- 2) No alcoholic liquor is sold or consumed.
- 3) Where access does not require passing through a room where alcoholic liquor is sold or consumed.

Section 43. Providing Liquor to Minors:

No person shall sell, give, serve or otherwise make available any alcoholic liquor to a minor except as provided in Section 45 of this ordinance.

Section 44. Purchase or Possession of Liquor by Minor:

- A) Except as provided in Section 45 of this ordinance, no minor shall attempt to purchase or acquire, or have in his or her possession alcoholic liquor.
- B) For the purposes of this section, possession of alcoholic liquor includes acceptance or consumption of a bottle of such liquor, or any portion of it, or a drink of such liquor. However, this section does not prohibit a person from accepting or consuming sacramental wine as part of religious rite or service.

Section 45. Lawful Consumption of Liquor by Minor:

Nothing in this ordinance shall be construed as prohibiting a parent or other responsible Relative of a minor from giving the minor alcoholic liquor and permitting the minor to consume it within the home of the parent or other responsible relative, or at another private place not in view of the public where the parent or other responsible relative is present.

Section 46. Purchase of Property from Minors:

No person shall purchase any property or article of value from a minor, or have dealings respecting the title of property in the possession of a minor without the written consent of the parent or guardian of the minor.

(Sections 47 to 50 reserved for expansion)

OFFENSES RELATING TO ANIMALS

Section 51. Cruelty to Animals:

- A) Except as otherwise authorized by law, no person shall intentionally or recklessly:
- 1) Subject any animal under human custody or control to cruel mistreatment.
 - 2) Subject any animal under his or her custody or control to cruel neglect.
 - 3) Kill without legal privilege any animal under the custody or control of another, or any wild bird.
- B) As used in this section “animal” includes birds.

Section 52. Poisoning Animals:

No person shall put out or place poison where it is liable to be eaten by cattle, sheep, horses, hogs, dogs, or other domestic animals.

(Sections 53 to 57 reserved for expansion)

OBSTRUCTING GOVERNMENTAL ADMINISTRATION

Section 58. Police and Fire Communications:

No person shall operate any generator or electromagnetic wave or cause a disturbance of a magnitude that interferes with the proper functioning of a police or fire department radio communication system. Interference caused by equipment operated in compliance with Federal Communications Commission regulations does not violate this section.

Section 59. Deliveries to Prisoners:

No person shall deliver, by any means, intoxicating liquor, dangerous drugs or narcotic drugs, as defined by state law, to a person confined in the city detention facility or attempt to convey or deliver any article to a prisoner without the consent of the officer in charge.

(Sections 60 to 70 reserved for expansion)

SIDEWALK AND STREET OFFENSES

Section 71. Obstruction of Building Entrances:

No person shall obstruct an entrance to a building.

Section 72. Open Cellar Doors or Grates:

No owner or person in charge of property shall permit a cellar door or grate located in or on a sidewalk or public pathway to remain open unless the entrance is being used and, when being used, there are adequate safeguards for pedestrians using the sidewalk.

Section 73. Obstruction of Fire Hydrants:

No owner of property adjacent to a street upon which a fire hydrant is located shall place or maintain a bush, shrub or tree or other obstruction within eight (8) feet of the fire hydrant.

Section 74. Vending Goods on Streets or Sidewalks:

No person shall use or occupy a portion of a street or sidewalk for the purpose of vending goods, wares or merchandise by public outcry unless a license has been obtained.

(Sections 75 to 79 reserved for expansion)

MISCELLANEOUS

Section 80. Gambling:

A) Except as provided in subsection (2), no person shall engage in social games or gambling within the City.

B) Gambling does not include bingo or lotto when operated by a charitable, fraternal or religious organization when no person other than the organization or player profits in any manner from the operation of the lottery and when the organization has complied with the provisions of subsection (2) of ORS 465.100.

C) For the purposes of this section “gambling”, “social games”, and “bingo and lotto” are defined as provided by ORS 167.117.

Section 81. Begging

No person shall accost another in a public place to solicit alms.

Section 82. Lodging

No person shall lodge in a car, outbuilding or other place not intended for that purpose without permission of the owner or person entitled to possession.

Section 83. Selling or Pledging Property of Intoxicated Persons

No person shall purchase property from a person who is in an intoxicated condition or under the influence of a narcotic drug, or advance, loan money to, or have dealings with such person respecting the title to property.

Section 84. Notices and Advertisements

A) No person shall attach or cause to be attached a placard, bill, advertisement or poster upon real or personal property, without first securing permission from the owner or person in control of the property.

B) No person shall attach a placard, bill, advertisement or poster upon any City property, to include light poles, trees, telephone poles or similar structures, at other than designated places, at any time.

C) Any person posting the above descriptive signs in any lawful manner shall be required to remove same within 24 hours after the event for which the notice was posted.

D) This section shall not be construed as an amendment to or a repeal of any City regulation of the use and location of signs.

Section 85. Hauling

No person shall haul sand, gravel, rock, wood or other substance in a vehicle or conveyance that is so constructed or in such condition as to allow the sand, gravel, rock, wood or other substance to fall on and litter public streets.

Section 86. Loitering

A person commits the crime of loitering if he:

A) Loiters in or near a school building or grounds, not having any reason or relationship involving custody or responsibility for a student; or, upon inquiry by a peace officer or school official, not having a specific, legitimate reason for being there; or

B) Loiters or prowls in a public place without apparent reason and under circumstances which warrant justifiable alarm for the safety of persons or property in the vicinity and, upon inquiry by a peace officer, refuses to identify himself and give a reasonably credible account of his presence and purposes.

(Sections 87 to 90 reserved for expansion)

GENERAL

Section 91. Offenses Outside City Limits

This ordinance applies to acts committed on property owned or leased by the City that is outside the corporate limits of the City.

Section 92. Soliciting or Confederating to Violate Ordinances

No person shall solicit, aid, employ or engage another, or confederate with another to violate a provision of any City ordinance.

Section 93. Attempt to Commit Offenses

A person who attempts to commit an offense mentioned in this ordinance or any ordinance of the City but who, for any reason, is prevented from consummating such act is guilty of an offense.

Section 94. Separate Violations

When in any City ordinance, an act is prohibited or is made or declared to be unlawful or an offense, or doing an act is required, or the failure to do an act is declared to be unlawful or an offense, each day a violation continues constitutes a separate offense.

Section 95. Penalties

Violation of a provision of this ordinance is punishable by a fine not to exceed \$500.00. However, if a violation of a provision is identical to a state statute with a lesser penalty, punishment shall be limited to the lesser penalty prescribed in state law.

Section 96. Nuisance Abatement

No provision in this ordinance shall preclude abatement of a nuisance as provided in the City's general nuisance ordinance.

Section 97. Severability

Invalidity of a section or part of section of this ordinance shall not affect the validity of the remaining sections or parts of sections.

Section 98. Application of State Statutes

Provisions of the Oregon Criminal Code of 1990, as now constituted, relating to defenses, burden of proof, general principles of criminal liability, parties, and general principles of justification apply to offenses defined and made punishable by this ordinance.

Section 99. Repeal

Ordinance #523, passed January 17, 1990, is hereby repealed.

Section 100. Saving Clause

Notwithstanding Section 99, ordinances repealed shall remain in force to authorize the arrest, prosecution, conviction and punishment of a person who violated the ordinances prior to the effective date of this ordinance.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-888-O

AN ORDINANCE REPEALING ORDINANCE 03-748 (AS AMENDED BY ORDINANCE 07-823 & 07-827), FOR THE DISPOSITION AND IMPOUNDING OF DISCARDED VEHICLES.

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Definitions.

As used in this ordinance, unless the context requires otherwise:

Costs: shall mean the expense of removing, storing or selling a junked vehicle.

Chief of Police: includes any authorized law enforcement officer of the City.

Discarded Vehicle: shall mean any vehicle which does not have lawfully affixed thereto a valid license plate, current registration, or is in one or more of the following conditions:

- (a) Inoperative
- (b) Wrecked
- (c) Dismantled
- (d) Partially Dismantled
- (e) Abandoned
- (f) Junked

Discarded vehicles may be deemed to include major parts thereof, including but not limited to bodies, engines, transmissions or rear ends.

Vehicle Owner: shall mean any individual, firm, corporation or unincorporated association with a claim, either individually or jointly, of ownership or any interest, legal or equitable, in a vehicle.

Person in Charge of Property: shall mean any agent, occupant, lessee, contract purchaser, owner or person having possession, control or title of property where a vehicle is located.

Vehicle: shall mean every device in, upon or by which any person or property is or may be transported or drawn upon a public street or highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

Structure: As defined in 8-3B.1 of the Zoning Code

Section 2. Declaration of Public Nuisance

The open accumulation and storage of a discarded vehicle is hereby found to create a condition tending to reduce the value of private property, to promote blight, deterioration and unsightliness, to invite plundering, to create fire hazards, to constitute an attractive nuisance creating a hazard to the health and safety of minors, to create a harborage for rodents and insects and to be injurious to the health, safety, and general welfare. Therefore, the presence of a discarded vehicle on private or public property is hereby declared to constitute a public nuisance, which may be abated in accordance with the provisions of this ordinance.

Section 3. Prohibited Action

A) Storage of a discarded vehicle upon any private property within the City of Talent is prohibited unless:

- 1) The vehicle is completely enclosed within a roofed structure or building that meets the setback requirements for its zoning district and the vehicle is not visible from the public right-of-way, or
- 2) It is in connection with a licensed business enterprise dealing in junked vehicles lawfully permitted by the Department of Motor Vehicles and conducted within the city.

Section 4. Investigation - Contents of Notice

A) It shall be the duty of the Chief of Police, whenever a discarded vehicle is found upon private property, to:

- 1) Make an investigation to discover the owner of the vehicle and the person in charge of the property upon which such vehicle is located, and give written notice to them by personal service or by registered or certified mail that the vehicle is in violation of this ordinance; and
- 2) If the owner of the vehicle is not found, to place a notice upon the subject property, windshield of the vehicle, or some other part of the vehicle where it can be easily seen.

B) The notice shall state that a certain discarded vehicle is in violation of this ordinance, and that within seven (7) days of the day of the sending or posting of the notice:

1) The vehicle must be removed from the city or to the storage yard of a licensed business enterprise dealing in junked vehicles, or

2) The vehicle must be completely enclosed within a structure or building. Fences are not acceptable.

C) The notice shall also state that the alternative to compliance with subsection (2) of this section is to petition the City Manager and request appearance in writing before the City Council within seven (7) days of sending or posting of the notice and show cause why such vehicle should not be immediately abated, as provided in this ordinance.

D) The notice shall also state that failure to comply with this ordinance authorizes the City to remove the vehicle and charge the cost against the property from which it was removed, and to sell the vehicle to satisfy the costs of removal and storage.

Section 5. Entry upon Private Property

A) The Chief of Police, or designee, is authorized at all reasonable times to enter upon private property and examine any vehicle for the purpose of determining whether or not it is in a discarded condition. However, before entering upon private property, the designated officer shall obtain the consent of an occupant thereof or a warrant of the municipal court authorizing his entry for the purpose of inspection, except when an emergency exists.

B) No search warrant shall be issued under the terms of this ordinance until an affidavit has been filed with the municipal court, showing probable cause for such inspection by stating the purpose and extent of the proposed inspection, citing this ordinance was the basis for such inspection, whether it is an inspection instituted by complaint or other specific or general information concerning the vehicle in question or the property on which it is situated.

C) It is unlawful for any person to interfere with or attempt to prevent the Chief of Police, or designee, from entering upon private premises and inspecting any vehicle when an emergency exists or the Chief exhibits a warrant authorizing entry.

Section 6. Hearing by City Council

Pursuant to a request, the City Council shall fix a time for a hearing to show cause why a vehicle should not be immediately abated. It shall receive the evidence and testimony of the Chief of Police and other interested person concerning the existence, location, and condition of the vehicle. After the hearing, the Council may authorize and order the vehicle removed by the City in accordance with the provisions of this ordinance. The Council shall make its order in the form of a resolution, which declares the vehicle to be a public nuisance. The resolution may order the removal of more than one (1) vehicle, and may consolidate the hearings, and orders relating to more than one vehicle. The persons receiving the notice specified in Section 4 shall be sent copies of the resolution of the Council. In addition, the Council may impose conditions and take such other action as it deems appropriate under the circumstances in order to carry out the purposes of this ordinance. It may delay the time for removal of said vehicle where, in its opinion, the circumstances justify it. It shall refuse to order the removal of the vehicle where the vehicle, in the opinion of the Council, is not subject to the provisions of this ordinance. The Council shall not be bound by the technical rules of evidence in the conduct of the hearing.

Section 7. Abatement by City and Appraisal

A) Seven (7) days after the giving of notice required in Section 4, or seven (7) days after adoption of a resolution declaring a vehicle to be a public nuisance, as set forth in Section 6, the City shall be deemed to have acquired jurisdiction to abate the nuisance and may remove the vehicle by use of City employees or duly authorized independent contractors. It shall be unlawful for any person to interfere with, hinder or refuse to allow such persons to enter upon private property for the purpose of removing a vehicle under the provisions of this ordinance.

B) City staff shall, in performing the appraisal, use available published data and reference material as it deems relevant and appropriate.

Section 8. Low Value Vehicle

A) If the vehicle is appraised at \$750.00 or less, the Chief of Police shall file with the Motor Vehicle Division an affidavit describing the vehicle, including the license plates, if any, stating the location and appraised value of the vehicle, and stating that the vehicle will be junked or dismantled. The Chief of Police may, without notice and public auction, dispose of the vehicle and execute a certificate for sale.

B) The certificate of sale shall be on a form approved by the City Manager.

Section 9. Public Sale Notice

A) If the vehicle is appraised over \$750.00, the Chief of Police shall cause to be published in a newspaper of general circulation within the city a notice of sale. The notice of sale shall state:

- 1) The sale is of discarded property in possession of the city.
- 2) A description of the vehicle, including the type, make, license number, I.D. number, and any other information, which will aid in accurately identifying the vehicle.
- 3) The terms of the sale.
- 4) The date, time, and place of the sale.

B) The notice of sale shall be published two (2) times. The first publication shall be made not less than ten (10) days prior to the date of the proposed sale, and the second shall be made not less than three (3) days prior to the date of the proposed sale.

Section 10. Public Sale

A) If a vehicle is subject to Section 9, the Chief of Police shall hold a sale at the time and place appointed within the view of the vehicle to be sold.

B) The vehicle shall be sold to the highest and best bidder; providing that if no bids are entered, or those bids which are entered are less than the costs incurred by the city, the Chief of Police may enter a bid on behalf of the city in an amount equal to such costs.

C) At the time of payment of the purchase price, the Chief of Police shall execute a certificate of sale, in duplicate, the original of which shall be delivered to the purchaser and the copy thereof filed with the City Manager of the city.

D) The certificate of sale shall be on a form provided by the City Manager.

Section 11. Redemption Before Sale

A) A vehicle impounded under the provisions of this ordinance may be redeemed by its owner or by the person in charge of the property from which the vehicle is removed before a sale or disposition has taken place by applying to the Chief of Police. The person shall:

- 1) Submit evidence of his ownership or interest in the vehicle to the Chief of Police.

2) Pay the costs due and owing at the time the application to redeem is made.

3) Give evidence that the nuisance character of the vehicle will not be allowed to be resumed.

B) Upon compliance with subsection (1) of this section, the Chief of Police shall execute a receipt and cause the vehicle to be returned.

Section 12. Assessment of Costs

A) After disposing of the discarded vehicle and deducting any money received from any sale of the vehicle from the costs, the City Manager shall give notice by personal service or by registered or certified mail to the person in charge of the property from which the vehicle was removed:

1) Of the unpaid costs of abatement.

2) That the costs as indicated will be assessed to and become a lien against the real property unless paid within thirty (30) days from the date of the notice.

3) That if the person in charge of the property objects to the cost of the abatement indicated, a written notice of objection may be filed with the City Manager within twenty (20) days from the date of the notice.

B) Within forty (40) days after the date of the notice of objection, objection to the proposed assessments shall be heard and determined by the Council.

C) If the costs of the abatement are not paid within thirty (30) days from the date of the notice, or within ten (10) days of a council determination made under subsection 2) of this section, assessment of the costs shall be made by resolution of the City Council and shall be entered in the docket of city liens, and upon such entry being made shall constitute a lien upon the real property from which the nuisance was removed or abated.

D) The lien shall be enforced in the same manner a liens for street improvements are enforced and shall bear interest at the rate of six percent (6%) per annum. Such interest shall accrue from the date of the entry of the lien in the lien docket.

E) An error in the name of the person in charge of the property shall not void the assessment, nor will a failure to receive the notice of the proposed assessment render the assessment void. The assessment shall remain a valid lien against the property.

Section 13. Effective Date

Under the provisions of the Charter of the City of Talent, Chapter VIII, Section 33, this Ordinance shall take effect on the thirtieth day after its enactment.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records

ORDINANCE NO. 15-889-O

AN ORDINANCE REPEALING ORDINANCE 67-210-O (AS AMENDED BY ORDINANCE 98-650-O), AN ORDINANCE LICENSING PEDDLERS.

THE CITY OF TALENT ORDAINS AS FOLLOWS:

Section 1. Purpose. The fees imposed by the terms of this ordinance are for revenue purposes only.

Section 2. Definition. For purposes of this ordinance, peddler shall be defined as one who goes in and upon private property and calls at residences, not having been requested or invited to do so, by the owner or occupant, for the purpose of soliciting orders and peddling.

Section 3. No person or person, association, partnership, company or corporation, or any agent or representative thereof shall within the city limits of the City of Talent carry on or engage in any of the aforesaid callings without having first paid a fee and obtained a license so to do.

Section 4. Fee, Application and License.

A) **Fee:** The fee provided for in Section 1 shall be set by resolution of the City Council.

B) **Application:** The application for a peddler's license shall be submitted on forms to be provided to the recorder. Every application shall be signed by the owner or a duly authorized agent and shall contain the following information:

- 1) Name of person or persons owning business;
- 2) Assumed business name, if any;
- 3) Address of business premises, or business mailing address, if different;
- 4) Nature of business;
- 5) Number of employees peddling within the City for each day the license covers;
- 6) Copy of photo identification for each employee peddling within the City;
- 7) The dates peddling will occur.

C) **License:** The peddlers license shall be issued in the name of the business or owner and shall contain the following:

- 1) Name of the employee peddling within the City, along with a copy of the employee's photo identification. Where more than one employee will be peddling within the City, a separate peddlers license shall be issued for each employee and shall contain a copy of the employee's photo identification.
- 2) The nature of the business;
- 3) The business address;
- 4) The dates covered by the license.
- 5) The licensee shall display the City license upon request.

Section 5. Penalty.

A person found guilty of violating any of the provisions of this ordinance shall be subject to a fine not to exceed \$500.00 per day that the violation exists prior to abatement.

Duly enacted by the City Council in open session on _____ by the following vote:

Ayes: 0 Nays: 0 Abstain: 0 Absent: 0

Melissa Huhtala, City Recorder and Custodian of City records