



RVMPO Transportation Needs Assessment for Traditionally Underserved Populations

Draft Report

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Rogue Valley Metropolitan Planning Organization

The RVMPO is staffed by the Rogue Valley Council of Governments

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1. INTRODUCTION

As a recipient of federal funds, the Rogue Valley Metropolitan Planning Organization (RVMPO) has an adopted Environmental Justice and Title VI Plan.

The RVMPO Environmental Justice and Title VI Plan was developed to meet federal and state requirements for MPOs to fulfill obligations under Title VI of the 1964 Civil Rights Act, the 1994 Executive Order on Environmental Justice (EO 12898), and subsequent orders and enforcement regulations. While Title VI focuses on non-discrimination, Environmental Justice seeks to ensure full and fair consideration of minority and low-income populations in transportation planning. Specifically, as a recipient of federal funds, the RVMPO is responsible for integrating environmental justice standards into its transportation planning and programming activities. These standards include the following:

- 1) Avoid, minimize, or mitigate disproportionately high and adverse effects of its activities on minority and low-income populations.
- 2) Ensure opportunity for involvement of low-income and minority groups in the decision making process.
- 3) Ensure low-income and minority populations receive their fair share of benefits.

A key element of environmental justice compliance in metropolitan transportation planning is due consideration of the transportation needs of target populations.

The RVMPO Title VI and Environmental Justice Plan, Chapter 3.2 *Future Considerations* notes that completion of a Transportation Needs Assessment could enhance the RVMPO's response to environmental justice (EJ) concerns. As explained in the Plan, the main purpose of the assessment is to help the region identify gaps, barriers, and needs in the transportation system for traditionally underserved populations. For purposes of this assessment such populations include low-income, minority, younger persons, and seniors. *(EJ populations include low-income and minority, while consideration of younger persons and seniors is related to Title VI and age discrimination.)*

This transportation needs assessment identifies areas containing high concentrations of target populations within the Census defined Medford Urbanized Area (RVMPO Planning Area). It includes an analysis of a variety of transportation-related factors that may either help or intensify transportation challenges for these populations; includes and considers results from a transportation needs assessment survey; and includes a transportation investments analysis related to the Environmental Justice "fair share" standard.

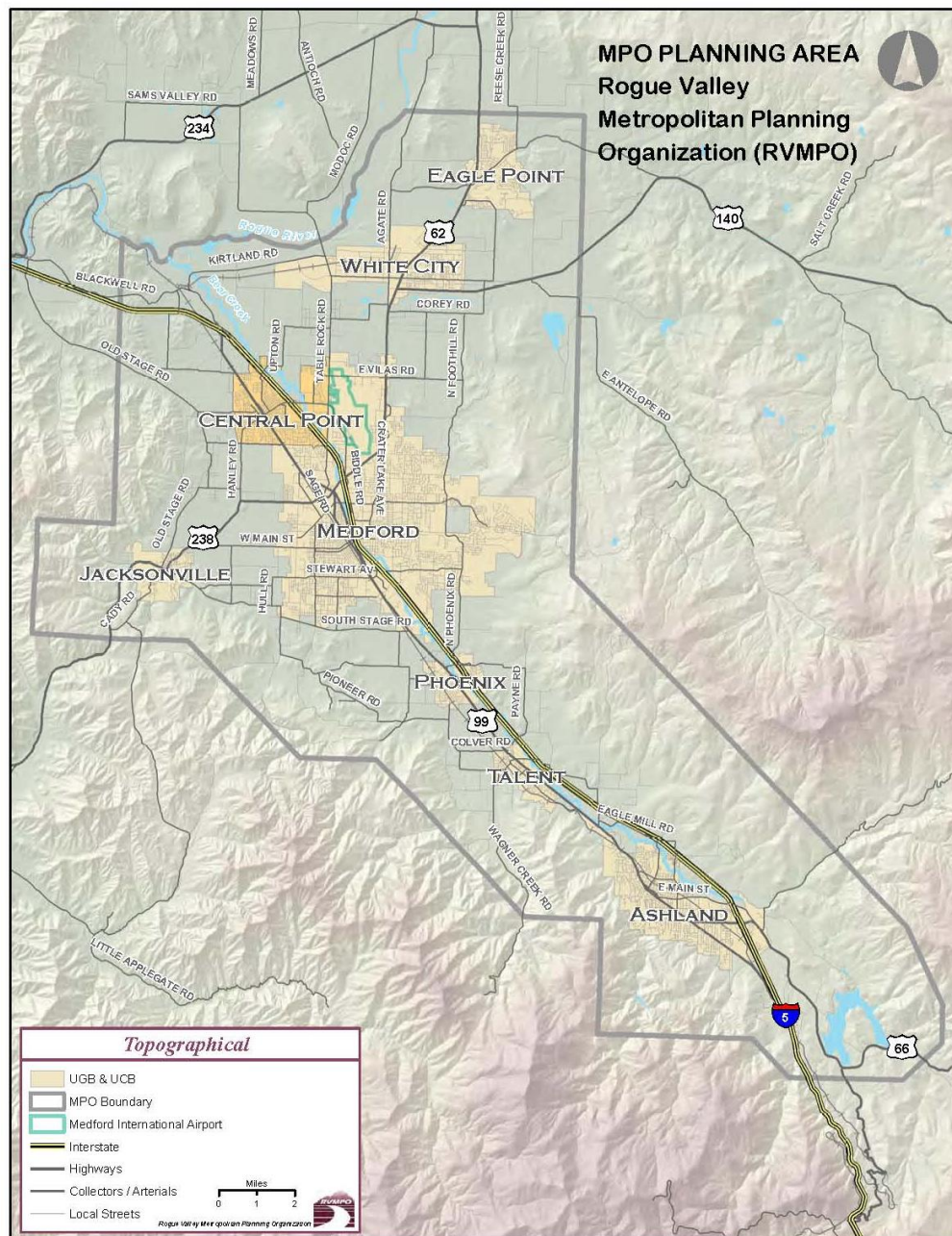
What is the RVMPO?

The RVMPO is a consortium of seven (7) cities and the surrounding rural areas of Jackson County that are within or adjacent to the Medford Urbanized Area. The RVMPO also includes the Oregon Department of Transportation (ODOT) and the Rogue Valley Transportation District (RVTD), the region's

public transit provider. Additionally, the Oregon Department of Environmental Quality (DEQ), the Oregon Department of Land Conservation and Development (DLCD), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the U.S. Environmental Protection Agency all participate in the RVMPO processes.

In general, Metropolitan Planning Organizations (MPO's) provide the forum for the many jurisdictions and agencies within a particular metropolitan region to come together to address the transportation issue that confront them all.

Map 1: RVMPO Planning Area



2. METHODOLOGY

Most environmental justice analyses make use of census data along with geographic information systems (GIS) to analyze factors that both benefit and impede transportation for target populations.

To begin to understand the transportation needs of low-income, minority, younger persons (under 18), and senior (65+) populations, we must start by identifying areas with high percentages of these target populations, common destinations, and existing transportation options and limitations. The mapping for this analysis has been completed as follows:

1. Within the RVMPO Planning Area, Census block groups have been identified that contain high percentages of **low income, minority, younger persons, and senior** populations that are above the regional average. Block groups containing TWICE the regional average and higher of these populations are identified as the Areas of Concern for this analysis. Census block groups containing TWICE the regional average for **zero-car households** are also identified and included as Areas of Concern when overlapping an identified high minority, low income, senior, or younger person area (**Map series 1 thru 4**, attached).
2. Areas of **major employers**, existing **transit routes** (with ¼ mile walk buffer), and **regional multi-use paths** are identified for the region. For this analysis, major employment areas are tax lots containing an employment density of 20+ and/or employee counts of 100 or more (**Map 5**, attached).
3. Short, medium and long range **planned investments** for the RVMPO region have been mapped and analyzed relative to Areas of Concern for purposes of quantifying any disproportionate investment. Projects are those contained in the RVMPO Regional Transportation Plan amended project list for years 2013 – 2038 and must be location specific (**Map 6**, attached).
4. Within the separate Areas of Concern maps (**Map series 1, 2, 3, & 4**) the following are identified:
 - **Transit routes**
 - **Sidewalks and bike lanes** on arterial and collector roadways
 - Existing **multi-use paths**
 - Public **school** locations (with ¼ mile walk buffer)
 - **Grocery store** locations with healthy foods (with ¼ mile walk buffer)
 - **Crash locations** that involve a bicyclist or pedestrian

Definitions: For purposes of this study the target populations are defined as follows: Low income include individuals living below the federal poverty level; Minority include those who do not identify as “White alone”; Younger persons are individuals under age 18; Seniors are individuals age 65 and over. Data for these populations was obtained from the U.S. Census Bureau, 2010 Census data and 2013 American Community Survey (ACS) 5-year data.

Stakeholders and community organizations representing target populations should be identified and contacted to ensure greater insight to transportation needs and burdens beyond what mapping can provide.

Input from organizations and agencies that serve or represent target populations can provide highly relevant information that is difficult to glean from secondary data sets (mapping). The following steps were taken to reach out to such organizations for their input on transportation needs and existing burdens for the target populations they work with or represent:

1. Identify organizations and agencies within the Rogue Valley that serve or represent target populations.

Table 1: Organizations Identified

RVCOG Senior and Disability Services	Phoenix-Talent School District	Hispanic Chamber of Commerce	Rogue Community Health / La Clinica	Jackson Co. Housing Authority
Community Works	Goodwill Industries	NW Seasonal Workers	S. Oregon Head Start	Central Point School District
Jackson Co. Dept. of Human Services: <i>Women, Infants, Children (WIC) program</i>	Jackson Co. Dept. of Human Services: <i>Supplemental Nutrition Assistance Program (SNAP)</i>	Jackson Co. Dept. of Human Services: <i>Jobs Opportunity and Basic Skills (JOBS) program</i>	Multi-Cultural Association of S. Oregon	Jackson County School District #9 (Eagle Point)
Kids Unlimited	United Way	Maslow Project	ACCESS	The Job Council
Medford School District	Hispanic Interagency Committee			

2. Establish contacts at each organization and explain purpose of assessment.
3. Create a five-question survey on transportation needs and burdens for target populations and distribute to contacts. Contacts asked to forward link to on-line survey (via SurveyMonkey) on to others within their agency/organization and to other applicable organizations as they see fit. See *Figure 1: Transportation Needs Assessment Survey, on the following page.*

Figure 1: Transportation Needs Assessment Survey

The Rogue Valley Metropolitan Planning Organization (RVMPO) is conducting a Transportation Needs Assessment for traditionally underserved populations such as low-income and minority populations, seniors and children. In doing so, the RVMPO would like your input related to identifying and improving transportation needs of these target populations.

1. *What organization do you represent?*
2. *What target populations do you primarily work/engage with?*
 - *Low Income*
 - *Minority*
 - *Seniors (65+)*
 - *Children (under 18)*
3. *In your experience, what do you see as their biggest transportation challenges?*
4. *Within the Rogue Valley's existing transportation system, what do you see as the most common barriers that burden these populations?*
 - *None*
 - *Lack of available public transportation*
 - *Cost of public transportation*
 - *Crossing wide, busy streets (on foot or bike)*
 - *No sidewalks or bike lanes*
 - *Lack of organized private transportation (Ex: ride-sharing/carpooling)*
 - *Distance of affordable housing to services/shopping/jobs*
 - *Other*

Describe "Other" and/or expand on your response(s):
5. *What types of improvements to the transportation system (infrastructure and/or services) do you feel would provide the biggest benefit to the target populations you work with?*

3. SURVEY ANALYSIS AND FINDINGS

A website link to the online survey was emailed out to the organization contacts and was made active from October 19, 2015 to November 12, 2015 using the online survey website SurveyMonkey. One-hundred and two (102) responses were received. Following are the survey questions including a response summary and graphs for a visual depiction of responses.

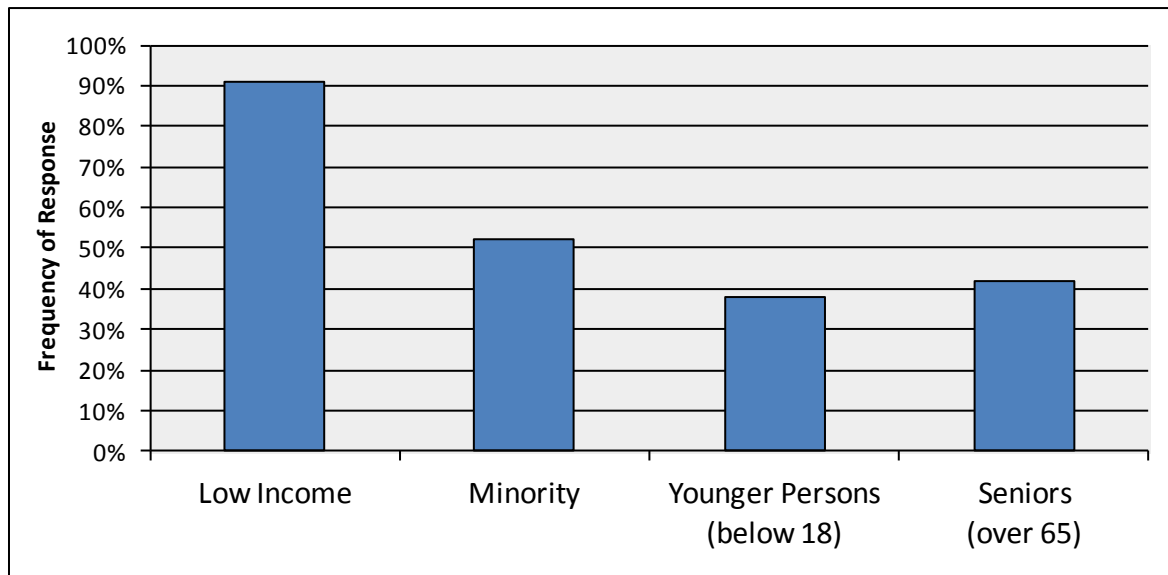
QUESTION 1: What organization do you represent?

Respondents inserted their own answers to Question 1. Responses were received from approximately 39 target population related organizations that operate within the RVMPO area. One-hundred and two (102) survey responses in total were received.

Table 1: Responding Organizations/Staff

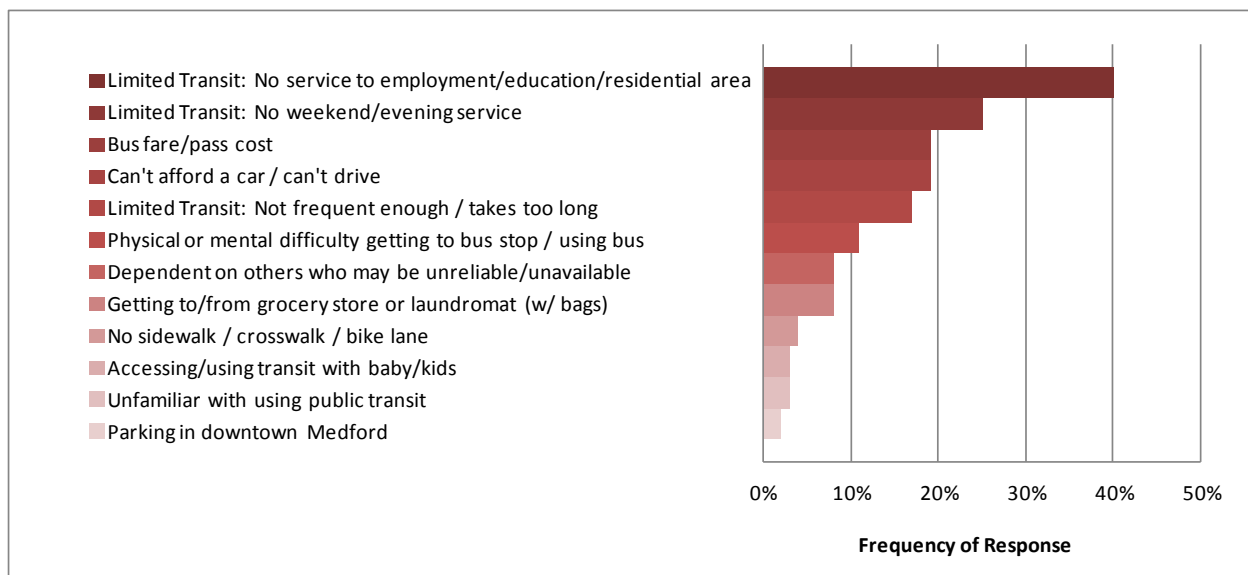
Access	Maslow Project
Ashland At Home	Medford School District
Community Volunteer Network Call-A-Ride	Medford UCC Congregational Church: Peace and Justice Committee
Community Works	Oregon Action
Compass House	Oregon Employment Department
Dept. of Human Services, Aging and People with Disabilities	Oregon Health Authority
Dept. of Human Services, Self - Sufficiency	Oregon Law Center
Disability Services Advisory Council	Osher Lifelong Learning Institute; RVCOG SAC; AACH Hospice; Choosing Options, Honoring Options
Dreamz Work Inc.	Phoenix Counseling Center
EJ Public (representing self)	Phoenix High School
Housing Authority of Jackson County	ResCare Workforce Services
Jackson Care Connect	Rogue Valley Transportation District
Jackson County Developmental Disabilities	Rogue Workforce Partnership
Jackson County Early Intervention/Early Childhood Special Education	RVCOG Senior & Disability Services
Jackson County Library	Southern Oregon Head Start
Jackson County Public Health	United Way of Jackson County
Jackson County School District 9	West Medford Health Center
La Clinica	Women, Infants, Children (WIC) Health and Human Services
Living Opportunities	Worksource Oregon
Magdalene Home	Youth Move Oregon

QUESTION 2: What target populations do you primarily work/engage with?



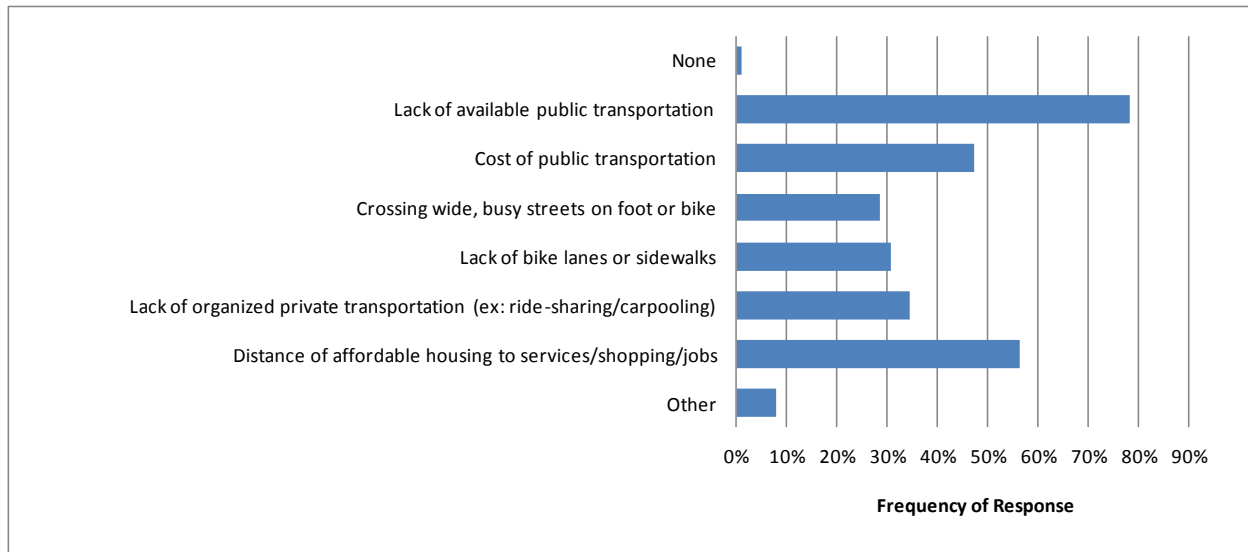
In Question 2, respondents were given the four answer selections, as shown above. More than one answer could be selected. All 102 respondents completed this question.

QUESTION 3: In your experience, what do you see as their biggest transportation challenges?



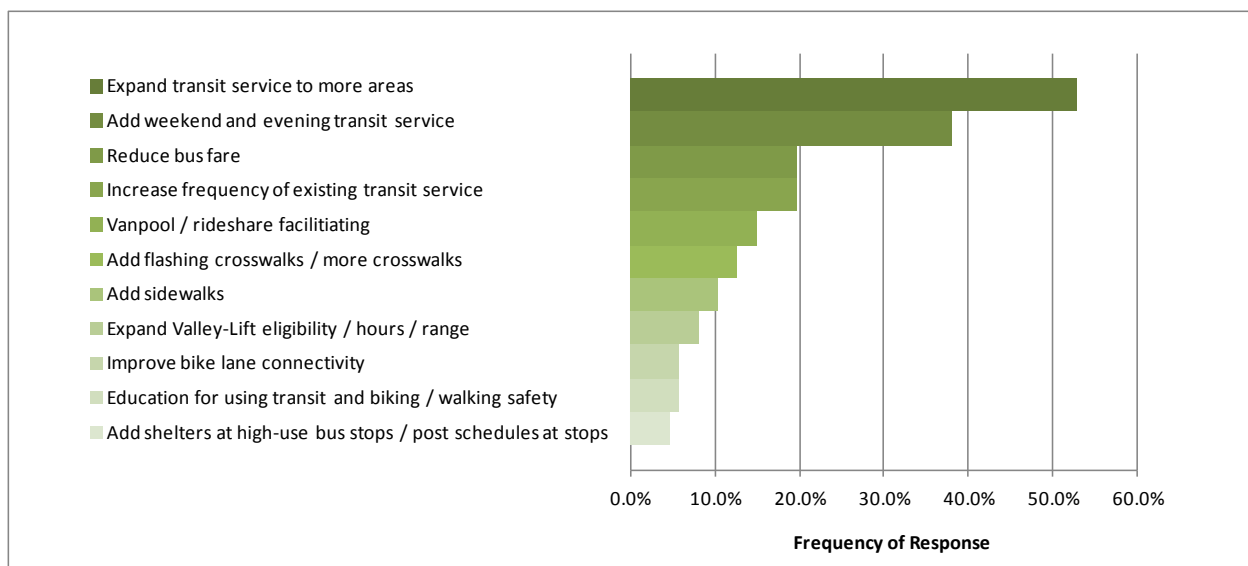
Question 3 was open-ended with respondents writing in their own answers. In order to quantify the responses, the answer categories (see chart above) were developed based on statements found in the written responses. More than one answer was often provided. One-hundred (100) of the 102 survey respondents answered this question.

QUESTION 4: Within the Rogue Valley’s existing transportation system, what do you see as the most common barriers that burden target populations?



In Question 4, the above responses were provided in the survey. The respondents could select more than one answer. The bar chart above shows the frequency of answer selection. One-hundred (100) of the 102 respondents answered this question.

QUESTION 5: What types of improvements to the transportation system (infrastructure and/or service) do you feel would provide the biggest benefit to the target populations you work with?



Question 5 was open-ended with respondents writing in their own answers. In order to quantify the responses, the answer categories as shown above in the chart were developed based on individual

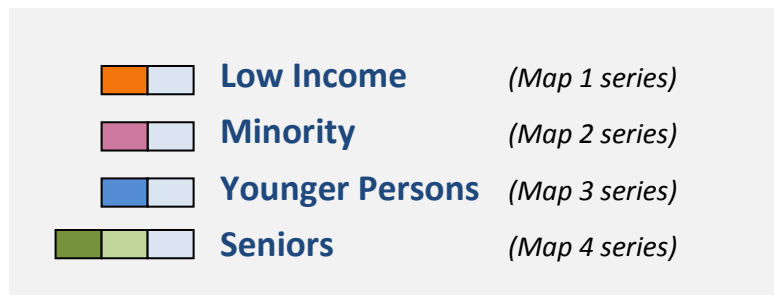
elements found in the written responses. More than one answer was often provided. Ninety-one (91) of the 102 survey respondents answered this question.

Main Findings of Survey Responses:



- **Over 90% of the respondents identified as working with low-income individuals.** This includes low-income minority, low-income seniors, and low-income younger persons.
- The **lack of public transit service to existing employment, education, and residential areas**, was the most frequently stated transportation challenge that target populations face. When a specific location was given by the respondent, **the most frequent locations included employment and education areas in western White City and service to Eagle Point.** A lack of evening and weekend transit service was the second-most common challenge noted.
- The overall lack of available public transportation in the region, followed by the **distance of affordable housing to services, shopping, and jobs**, were stated to be the most common barriers burdening target populations.
- Respondents indicated that **the most beneficial improvements to the transportation system would include expanding transit service to more areas.** When a specific location was given by the respondent, the most common expansion areas stated were to employment and education areas in western White City and service to Eagle Point. **Adding weekend and evening transit service** was the second-most frequent type of answer given.

4. MAPPING ANALYSIS AND FINDINGS, *Areas of Concern*

The information provided in this section reflects an analysis of map series 1 thru 4 containing the identified Areas of Concern. *Map 6: Major Employment Areas and RVTD Transit Routes* is also included in this analysis. Maps 1 - 6 can be found in the separate Maps document. Additionally, for reference, maps identifying arterials and collectors in the region can be found in Appendix A. (Note: sidewalks and bike lanes are only identified on arterials and collectors.)



Analysis of **LOW-INCOME** Areas of Concern (Map 1 series)

-  More than 36.6% **Low-Income** households (HH) (*more than 2x the regional rate*)
-  More than 36.6% **Low-Income** HH AND more than 16.2% of **HH without a car** (*more than 2x the regional rate for both*)

AREA OF CONCERN #1, ASHLAND: Low Income

General Description of Area: This identified low income Census block group (as shown on Map 1-1) contains Southern Oregon University and a residential neighborhood surrounding it. It is important to note, however, that the U.S. Census Bureau does not determine poverty status for people living in college dormitories.

Households without Access to a Vehicle: The Census block group identified as high poverty (over 2x the regional rate, >36.6%) is also identified as having a high rate of zero-car households (2x the regional rate, >16.6%).

Access to Transit: RVTD route 10 (30-min service) operates within the identified high poverty/high zero-car HH area.

Sidewalk Connectivity on Arterials and Collectors (A/C): The majority of A/C lane miles in and around the high poverty/high zero-car HH area have sidewalks. The exceptions are at portions of S. Mountain Avenue and Walker Avenue south of Siskiyou Blvd. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): Bike lanes exist on the two intersecting major arterials within this Area of Concern, and on one of the two N/S higher volume collectors (on Walker Ave. but not on Mountain Ave.). The remaining four (4) collectors do not have bike lanes. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: A large portion of the high poverty area is within walking distance to a grocery store (Market of Choice). Additionally, Route 10 runs along the high poverty area and serves this grocery store.

Access to Employment Areas (also see Map 6: Major Employment Areas and RVTB Transit Routes): This high poverty area is located around a major employment area, Southern Oregon University and other major employment areas exist nearby within walking distance. Route 10 serves this area and many major employers exist along its service area (the Hwy 99 corridor). Route 10 connects to other routes that serve many major employment areas in the region at Front Street Station in downtown Medford. Some major employment areas do not have transit service, however. Most notably this includes major employment areas in White City and along Biddle Road in Medford as shown on Map 6.

Access to Public Schools: Two (2) public schools exist within this area of concern. One (1) is within walking distance of the low income area, and sidewalks exist along all A/C's that serve both schools. Bike lanes exist along A/C's serving the schools.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): Three (3) vehicle crashes involving a bicyclist or pedestrian were reported within this high poverty area in 2013; no fatalities. All occurred on Siskiyou Boulevard, a major arterial fronting Southern Oregon University.

AREA OF CONCERN #2, MEDFORD: Low Income



General Description of Area: These identified high poverty Census block groups (as shown on Map 1-3) contain the Medford downtown core, with commercial, industrial, and residential areas, as well as the residential neighborhoods located just west of downtown Medford.

Households without Access to a Vehicle: The majority of the Census block groups identified as containing high rates of poverty also have high percentages of zero-car households (over 2x the regional rates for both).

Access to Transit: Front Street Station, RVTB's transfer station, is located within the identified Low-Income/Zero Car HH downtown area. All RVTB fixed routes converge and serve this area. Additionally, the westernmost Low Income area is served by Route 2 (30-min service) and is within a ½ mile of the transfer station.

Sidewalk Connectivity on Arterials and Collectors (A/C): Connectivity along A/Cs within the identified high poverty areas appears complete. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): The Bear Creek Greenway is the only N/S bikeway serving the downtown high poverty area, since no N/S bike lanes exist on A/Cs within this area. E/W bike lanes exist within the two high poverty areas individually, but no connection between downtown and the W. Medford high poverty area exists. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: The majority of the high poverty residential areas do not have grocery stores within walking distance. The exceptions are: 1) the very northernmost tip of the high poverty area which is within ¼ mile walking distance to Trader Joe's, and 2) the southernmost area that is within ¼ mile to Winco Foods and the Medford Food Co-op. Sidewalks on A/Cs exist within these ¼ mile distances. These grocery stores are served by Route 10 and Route 30 (both 30-min service) that run within the identified high poverty downtown area. The westernmost high poverty area does not have a grocery store within

walking distance, and the existing transit route serving this area (Route 2) does not include service to a grocery store (without transferring to another route).

Access to Employment Areas (also see Map 6: Major Employment Areas and RVTD Transit Routes): A number of major employment areas exist within the downtown high poverty area and the westernmost high poverty area of W. Medford. Route 2 (30-min service) serves the westernmost high poverty area with all RVTD fixed routes running through the downtown high poverty area and connecting at Front Street Transfer Station. The RVTD routes serve many of the existing employment areas, with the exception of the major employment areas in White City and in N. Medford along Biddle Road as shown on Map 6.

Access to Public Schools: No public schools exist within walking distance of the high poverty neighborhoods north of the downtown corridor above E. Jackson Street. Three (3) public schools exist within walking distance of portions of the remaining high poverty areas. Sidewalks exist along A/Cs serving these schools, but not bike lanes. At Rogue Community College (RCC), the nearest bike lanes exist on 10th Street providing a connection to/from the Bear Creek Greenway, but no bikeway connection exists from RCC to 10th Street.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): The identified low-income areas shown within this Area of Concern contain significantly more vehicle crashes involving a bicyclist or pedestrian than any of the other identified areas in this study. It should also be assumed, however, that by nature of being a downtown core there is a higher level of pedestrian activity than in any of the other Areas of Concern. In 2013, within these two identified low-income areas there were 14 crashes reported, including one fatality, all of which occurred on arterials or collectors.

AREA OF CONCERN #3, WHITE CITY: Low Income

General Description of Area: This identified low income Census block group (as shown on Map 1-5) primarily contains the Hwy 62 commercial corridor through White City and large areas of undeveloped lands, or lands containing industrial uses. A small number of residential units exist on the east side of Hwy 62 near the White Mountain Middle School within this block group. Additionally, this block group contains the Southern Oregon Rehabilitation and Clinics (SORCC) which includes a residential rehabilitation center with 600 residents. It is important to note, however, that the U.S. Census Bureau does not determine poverty status for people living in situations without conventional housing and those in institutional group quarters.

Households without Access to a Vehicle: This study only identifies Census block groups with a very high percentage of zero-car households (over 2x the regional rate, greater than 16.2%). Within the White City area there are no Census block groups that exceed twice the regional rate (>16.2%) of zero-car households.

Access to Transit: RVTD route 60 (30-min service) operates within the identified high poverty area.

Sidewalk Connectivity on Arterials and Collectors (A/C): Sidewalk connectivity between residential and commercial areas within this low income area is complete. Sidewalks exist at A/Cs along residential areas to Crater Lake Hwy. A separated multi-use path runs along Crater Lake Hwy from the residential Southern Oregon Rehabilitation Center south to Antelope Road. See *Arterial/Collector maps in Appendix A*.

Bike Lane Connectivity on Arterials and Collectors (A/C): Bike lane connectivity within and surrounding the high poverty area is complete. Bikeways exist along all A/Cs within this Area of Concern.

Arterial/Collector maps are located in Appendix A.



Access to Grocery Stores: There are no grocery stores in White City. The nearest grocery store to the identified poverty area is the Butcher Shop in Eagle Point, located north of White City. No transit service to Eagle Point is available, however. The nearest grocery stores served by transit with service to White City are in Medford using Route 60 (30-min service).

Access to Employment Areas (also see Map 6: Major Employment Areas and RVTB Transit Routes): The identified area is within walking distance to some of the White City major employment areas near Hwy 62. A number of major employment areas exist on the western side of White City. However, these areas are not within walking distance of the identified low-income area and transit service is not available. RVTB Route 60 (30-min service) provides service from White City and serves major employment areas along Hwy 62. This route continues to Front Street transfer station where connections can be made to other routes which serve many of the major employment areas in the region.

Access to Public Schools: Schools exist within a ¼ mile walking distance from identified low-income areas. Additionally, the schools are served by a complete bike lane and sidewalk network on A/Cs.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): None reported in this area in 2013.

Analysis of MINORITY Areas of Concern (Map 2 series)

-  More than 37.8% **Minority** population (*more than 2x the regional rate*)
-  More than 37.8% **Minority** population AND more than 16.2% of **households (HH) without a car** (*more than 2x the regional rate for both*)

AREA OF CONCERN #1, MEDFORD: Minority

General Description of Area: These identified high poverty Census block groups (as shown on Map 2-1) contain older residential neighborhoods that lie immediately north and west of downtown Medford. The block group located north of downtown also contains industrial uses along the railroad tracks and commercial uses along NB and SB Hwy 99 (N. Central Ave & N. Riverside Ave) above Jackson Street. It should be noted that these areas west of downtown also contain a very high percentage of households with children. (*See Younger Persons Map 3-1*)

Households without Access to a Vehicle: There is a strong correlation between high minority areas and high zero-car households. Most of the Census block groups identified as containing high minority populations also have high percentages of zero-car households.

Access to Transit: RVT routes 2 (30-min service), 30 (60-min service), and 40 (30-min service) operate within the identified high minority areas.

Sidewalk Connectivity on Arterials and Collectors (A/C): Connectivity from the high minority neighborhoods to the downtown core is generally good. Connectivity within the high minority areas is less complete. N. Columbus, Hamilton Street, and Summit Avenue are examples of A/Cs that serve high minority neighborhoods and lack sidewalks. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): No continuous N/S bike lane connections exist within the area, with the exception of the Bear Creek Greenway. No E/W connections exist from the high minority areas to the Greenway. E/W bike lanes exist within the downtown core and also exist within the identified neighborhoods themselves, but the two are not connected, with the exception of .75 mile of bike lanes along W. Jackson Street that terminate at N. Central Avenue. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: Nearly all of the high minority areas do not have grocery stores within walking distance, with the exception of the northernmost end which is within ¼ mile walking distance to Trader Joe's grocery store. Sidewalks on A/Cs exist within this ¼ mile distance. Grocery stores that lie outside of identified minority areas are served by public transit. Routes 10 and 30 serve a large portion of the high minority areas and have stops at Trader Joe's, Albertsons, and Sherm's Thunderbird.

Access to Employment Areas (also see Map 6: Major Employment Areas and RVT Transit Routes): Some of the downtown employment areas are within a ¼ mile walkable distance to identified neighborhoods, as are those that are located just north and northeast of downtown. Route 40 (30-min service), Route 30 (60-min service), and Route 2 (30-min service) serve the high minority areas and connect to other routes at Front Street Station in nearby downtown Medford. The RVT routes serve many of the existing employment areas, with the exception of the major employment areas in White City and in N. Medford along Biddle Road as shown on Map 6.

Access to Public Schools: Four public (4) schools exist within walking distance of the high minority areas. Sidewalks exist along A/C's serving these schools, with bike lanes available to two of the schools. At Rogue Community College (RCC), the nearest bike lanes exist on 10th Street providing a connection to/from the Bear Creek Greenway, but no bikeway connection exists from RCC to 10th Street.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): The identified high minority and high minority/high zero-car household areas (blue / purple) shown within this Area of Concern contain the second highest amount of vehicle crashes involving a bicyclist or pedestrian when compared to the other identified target population areas in this study. Nine (9) of the (10) reported crashes in 2013 occurred on arterials or collectors; no fatalities.

AREA OF CONCERN #2, WHITE CITY: Minority

General Description of Area: This Census block group contains residential neighborhoods that include primarily mobile home parks and single family dwellings.

Households without Access to a Vehicle: This study only identifies Census block groups with a high percentage of zero-car households (areas over 2x the regional rate of 16.2%). Within the White City area there are no Census block groups that exceed twice the regional rate (>16.2%) for zero-car households.

Access to Transit: This Area of Concern is served by RVTB Route 60 (30-min service).

Sidewalk Connectivity on Arterials and Collectors (A/C): Sidewalk connectivity within this Area of Concern is complete with sidewalks existing within and between residential and commercial areas. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): A complete bike lane network exists within and around the identified high minority area. *Arterial/Collector maps are located in Appendix A.*



Access to Grocery Stores: There are no grocery stores in White City. The nearest grocery store to the identified high minority area is the Butcher Shop in Eagle Point, located north of White City. No transit service to Eagle Point is available. The nearest grocery stores served by transit with service to White City are in Medford using Route 60 (30-min service).

Access to Employment Areas (also see Map 6: Major Employment Areas and RVTB Transit Routes): The identified high minority area is within walking distance to a small amount of White City major employment areas near Hwy 62. There are a number of major employment areas located on the western side of White City, but these areas are not within walking distance and transit service to this part of White City is not available. RVTB Route 60 (30-min service) provides service to major employment areas along Hwy 62 from White City south. This route continues to Front Street transfer station where connections can be made to other routes which serve many of the major employment areas in the region.

Access to Public Schools: Schools exist within a ¼ mile walking distance from portions of the identified high minority residential areas. The schools are served by a complete bike lane and sidewalk network on A/Cs.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): None reported within this Area of Concern in 2013.

Analysis of YOUNGER PERSONS (under 18) Areas of Concern (Map 3 series)

-  More than 40.2% of households (HH) with **Younger Persons** (*more than 2x the regional rate*)
-  More than 40.2% of HH with **Younger Persons** AND more than 16.2% of HH **without a car** (*more than 2x the regional rate for both*)

AREA OF CONCERN #1, MEDFORD: Younger Persons

General Description of Area: The identified Census block groups are located directly west of downtown Medford primarily contain residential neighborhoods and also contain high percentages of minority populations (*see Map 2-1, Minority*). The southwesternmost identified area is partially located outside of the Medford city limits and contains a mix of older residential neighborhoods, newer single-family dwelling subdivisions, and agricultural uses.

Households without Access to a Vehicle: The Census block group that lies within the W. Jackson Street / W. McAndrews Road area shows that in addition to more than 40% of its households having younger persons living within them, more than 16% of households in that area are without a car.

Access to Transit: RVTD routes 30 (60-min service) and 2 (30-min service) operate within the northernmost identified high younger persons areas. No transit routes exist within the southwestern identified tract.

Sidewalk Connectivity on Arterials and Collectors: Sidewalk connectivity along arterials and collectors connecting identified neighborhoods to downtown is generally good. N. Columbus, the main N/S roadway running thru identified neighborhoods lacks full sidewalk connectivity, however. Additionally, sidewalk connectivity is lacking along arterials and collectors that lie along the edges of these identified areas (ex: W. McAndrews Road, Stewart Avenue). *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors: No continuous N/S bike lane connections exist. E/W bike lanes exist within the downtown core and also exist within the identified neighborhoods themselves, but the two are not connected, with the exception of .75 mile of bike lanes along W. Jackson St. that terminate at N. Central Avenue. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: No grocery stores exist within a ¼ mile walking distance to any of the three Younger Person identified areas. The grocery stores nearest the identified areas are the Albertsons and the Thunderbird at Lozier Lane and W. Main Street. Roadway access from the identified areas are from W. Main Street which has bike lanes and sidewalks, Lozier Lane which does not have bike lanes or sidewalks, and W. McAndrews Road which has some sidewalks, but no bike lanes. RVTD Route 30 (60-min service) serves the grocery store area and travels through the northern portion of this Area of Concern.

Access to Public Schools: Four (4) schools exist within walking distance of the northernmost Younger Persons identified areas. None exist within a ¼ mile walking distance of the southeastern identified area. Within a ¼ mile radius of schools in the Area of Concern, all have sidewalks along A/C with the exception of S. Columbus Avenue serving Medford High School. Fewer than half of the A/C serving schools within this Area of Concern have bike lanes.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): The identified younger person and younger person/high zero-car household areas (dark blue / light blue) shown within this Area of Concern

had four (4) reported vehicle crashes involving a bicyclist or pedestrian in 2013; no fatalities. All four (4) occurred on arterials or collectors.

AREA OF CONCERN #2, CENTRAL POINT / MEDFORD: Younger Persons



General Description of Area: This identified area contains primarily agricultural, industrial and residential uses. The residential areas are made up mostly of newer residential subdivisions with some older residential neighborhoods. A portion of the Pine Street downtown Central Point commercial corridor is also included in this identified area.

Households without Access to a Vehicle: This study only identifies Census block groups with a very high percentage of zero-car households (areas over 2x the regional rate of 16.2%). Within this area there are no Census block groups that exceed twice the regional rate (>16.2%) of zero-car households.

Access to Transit: RVTD Route 40 (30-min service) operates within the eastern portions of the identified younger person areas.

Sidewalk Connectivity on Arterials and Collectors (A/C): In the identified Central Point downtown core, sidewalks exist along A/C's. Few sidewalks exist within the identified area on A/Cs beyond the downtown, however. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): There are stretches of A/Cs that have bike lanes within the identified area. Many, however, are disconnected from providing continuous E/W or N/S bike lanes, and disconnected from residential to commercial areas. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: Grocery stores exist within walking distance of the northernmost identified area. RVTD Route 40 provides N/S service through the identified area, providing service to these grocery stores and to the grocery stores located just south of the identified area. The much of the eastern neighborhoods within the identified area are beyond walking distance to grocery stores and bus stops.

Access to Public Schools: Four (4) public schools exist within ¼ mile walking distance of portions of the identified area, with two (2) more schools located a short distance beyond. Bike lanes and sidewalks exist along some but not all arterials/collectors within a ¼ radius of the schools.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): Within the identified area, five (5) vehicle crashes involving a bicyclist or pedestrian was reported in 2013. This includes one (1) fatality. All crashes were located on arterials or collectors.

AREA OF CONCERN #3, WHITE CITY: Younger Persons



General Description of Area: The identified Census block groups contain large areas of agricultural, industrial and residential uses, as well as the White City Hwy 62 commercial corridor. The residential areas are made up of a mix of older residences, newer residential developments, and a large amount of manufactured/mobile home parks. It should be noted that portions of this identified area also contains very high percentages of low income households and minority populations (*see Maps 1-5, Low Income & 2-3, Minority*).

Households without Access to a Vehicle: This study only identifies Census block groups with a very high percentage of zero-car households (over 2x the regional rate, greater than 16.2%). Within this area there are no Census block groups that exceed twice the regional rate (>16.2%) of zero-car households.

Access to Transit: RVT route 60 (30-min service) operates within the identified area.

Sidewalk Connectivity on Arterials and Collectors (A/C): Sidewalk connectivity is complete within and between residential and commercial areas in and around the identified area. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): Bike lane connectivity within and surrounding the identified area is complete. Bikeways exist along all A/Cs within this Area of Concern. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: There are no grocery stores in White City. The nearest grocery store to the identified area is the Butcher Shop in Eagle Point, located north of White City (NE corner of the Area of Concern). No transit service to Eagle Point is available. The nearest grocery stores served by transit with service to White City are in Medford using Route 60 (30-min service).

Access to Public Schools: Schools exist within a ¼ mile walking distance from the residential portions of the identified area. The schools are served by a complete bike lane and sidewalk network on arterials/collectors.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): None reported in this area in 2013.

AREA OF CONCERN #4, EAGLE POINT: Younger Persons



General Description of Area: The identified Census block group contains the northernmost half of the City of Eagle Point which includes the majority of the residential and commercial development in the City. This area can be characterized as containing highway commercial and main street commercial development, and residential types primarily include higher density single-family units.

Households without Access to a Vehicle: This study only identifies Census block groups with a high percentage of zero-car households (over 2x the regional rate, greater than 16.2%). Within the Eagle Point area there are no Census block groups that exceed twice the regional rate (>16.2%) of zero-car households.

Access to Transit: Public transit is not available in Eagle Point.

Sidewalk Connectivity on Arterials and Collectors (A/C): Within the identified downtown area, most of the A/Cs have sidewalks. Beyond the downtown area, most of the A/Cs within the identified area do not have sidewalks. *Arterial/Collector maps are located in Appendix A.*




Bike Lane Connectivity on Arterials and Collectors (A/C): Over half of the A/C lane miles within the identified area have bike lanes. Many A/Cs within the identified area do not, however; such as Teakwood Drive, Dianne Way, N. De Anjou Avenue, and S. Royal Ave. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: Two (2) grocery stores exist within ¼ mile walking distance of portions of the identified area. Bike lanes exist, but sidewalks do not - along the arterials and collectors serving the stores.

Access to Public Schools: Four (4) public schools exist within walking distance of portions of the identified area. Nearly all of the arterials/collectors serving the schools have sidewalks and bike lanes, except a short stretch along E. Main Street without sidewalks and no bike lanes at Dianne Way.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): None reported in this area in 2013.

Analysis of SENIORS (65+) Areas of Concern (Map 4 series)

-  More than 51.3% **Senior** population (*more than 3x the regional rate*)
-  34.3% - 51.2% **Senior** population (*more than 2x the regional rate*)
-  More than 34.3% **Senior** population AND more than 16.2% of **households (HH) without a car** (*more than 2 and 3x the regional rate for Seniors and 2x the regional rate for Zero Car HHs*)

AREA OF CONCERN #1, TALENT: Seniors



General Description of Area: This identified area primarily contains open space and agricultural land along Bear Creek. Additionally, there are areas of commercial development along Hwy 99, three (3) small mobile home parks, and a larger manufactured housing community for those age 55+.

Households without Access to a Vehicle: This study only identifies Census block groups with a high percentage of zero-car households (over 2x the regional rate, greater than 16.2%). Within this identified high senior population area there are no Census block groups that exceed twice the regional rate (>16.2%) of zero-car households.

Access to Transit: RVTD Route 10 (30-min service) operates along the length of this identified high senior population area.

Sidewalk Connectivity on Arterials and Collectors (A/C): Currently, the only section of sidewalk within this identified area exists along Hwy 99 between Rapp Road and W. Valley View, approximately a ¼ mile stretch. West Valley View is currently under construction and sidewalks are to be added in 2016. The remaining distances of Hwy 99 and S. Valley View Road do not have sidewalks. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): Bike lanes exist along portions of the A/Cs surrounding the identified area. The exceptions are found along Hwy 99 where gaps in bike lane connectivity exist. The Bear Creek Greenway, a regional multi-use path, runs N/S through this identified area. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: A grocery store exists at the north end of the identified area, approximately ½ mile from the main residential area in this Census block group located just south of W. Valley View Road. Sidewalks are currently being constructed on W. Valley View Road, with the remaining arterials and collectors serving the store having bike lanes and sidewalks. Route 10 provides service to the grocery store from Hwy 99, but bus stops are beyond a ¼ mile walking distance from the two mobile home parks that make up this high senior identified area (at W. Valley View and at W. Ashland Lane).

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): Three (3) vehicles crashes involving a bicyclist or pedestrian were reported in 2013; no fatalities. All have occurred on arterials.

AREA OF CONCERN #2, PHOENIX: Seniors



General Description of Area: This identified area contains two (2) age 55+ manufactured/mobile home parks, which make up for nearly all of the residences in this Census block group. Open space areas exist along Bear Creek with areas of commercial development along Hwy 99 (N. Main Street).

Households without Access to a Vehicle: The tail end of the Census block group along Fern Valley Road is identified as both having a high senior population and a high percentage of households without a car. This area, as shown in this Area of Concern map, does not contain any residences, however. As such, this identified Census block group is discussed in *Area of Concern #3, Medford: Seniors* (where residential neighborhoods exist in the northern portion of this identified block group).

Access to Transit: RVTD Route 10 (30-min service) operates along the length of this identified high senior population area.

Sidewalk Connectivity on Arterials and Collectors (A/C): Currently, Fern Valley Road is under construction with a complete sidewalk expected in 2016. Sidewalks exist along most of the identified area at Hwy 99 and additional pedestrian crossings are currently being constructed in the Phoenix downtown along Hwy 99. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): Currently, Fern Valley Road is under construction with a complete bike lane expected in 2016. Hwy 99 is currently also under construction with bike lanes to be added at Hwy 99 through downtown Phoenix, but at this time will not connect to those at Fern Valley Road. The Bear Creek Greenway, a regional multi-use path, runs through this identified area with access at Fern Valley Road. *Arterial/Collector maps are located in Appendix A.*

Access to Grocery Stores: A grocery store exists at the north end of the identified area, approximately ½ mile from the senior mobile home park at Luman Road – the primary residential neighborhood in this identified area. Sidewalks exist or are currently under construction within ¼ radius of the grocery store. Bike lanes are under construction and will provide access along Fern Valley Road, and will be added along Hwy 99 through downtown but will not extend to the grocery store shopping center.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): Three (3) vehicle crashes involving a bicyclist or pedestrian was reported for 2013; no fatalities. All had occurred along Hwy 99, a principal arterial.

AREA OF CONCERN #3, MEDFORD: Seniors



General Description of Area: The majority of the residential development in the identified area consists of the Rogue Valley Manor Retirement Community. Additionally, there are two (2) private golf courses, commercial development along E. Barnett Road, and undeveloped rural lands east of N. Phoenix Road.

Households without Access to a Vehicle: The identified area (shown in blue) contains a very high senior population and a high number of households without a car. As mentioned previously, a major portion of the identified area contains the Rogue Valley Manor, a large retirement community.

Access to Transit: RVTD Route 24 (60-min service) serves the north side of the identified area.

Sidewalk Connectivity on Arterials and Collectors (A/C): Sidewalks exist on all A/Cs within and surrounding the identified area. Sidewalk connectivity between the residential and commercial areas within the identified area, and to commercial areas just beyond, appears complete. *Arterial/Collector maps are located in Appendix A.*

Bike Lane Connectivity on Arterials and Collectors (A/C): Bike lane connectivity is lacking between the residential and commercial areas. Bike lanes exist within the commercial area on the east side of I-5 but

do not connect to the identified residential neighborhoods. No bike lanes exist connecting the residential area with the commercial areas on Barnett Road. Bike lanes exist along N. Phoenix Road.

Arterial/Collector maps are located in Appendix A.

Access to Grocery Stores: Grocery stores exist at both the east and west sides of the identify area. The sidewalk system serving the stores is complete, but the bike lane system is not. Transit route 24 (60-min service) operates on the north side of the identified area and provides service to the nearby grocery stores on the west side of I-5.

Pedestrian/Bike Accidents and Fatalities (Local Roads and A/Cs): One (1) vehicle accident involving a bicyclist or pedestrian was reported in 2013; no fatalities. It occurred on an arterial.

Main Findings of Areas of Concern Analysis:

All Areas of Concern have some level of indication of need, barriers, or gaps in the transportation system based on the factors analyzed in this chapter. The findings identified below are simply based on those areas that contain MULTIPLE target populations *and* MULTIPLE need indicators. This should not substitute for the findings provided in each Area of Concern described in this chapter, however.

Downtown/West Medford

- High percentages of: low income households, zero-car households, minority populations, and younger person populations
- Lack of bike lane connectivity
- Distance of West Medford low income/minority/zero-car household residential areas to grocery stores
- High numbers of vehicle crashes involving a bicyclist/pedestrian within low income and minority areas

White City

- High percentages of: low income households, minority populations, households with young persons
- No grocery stores exist in White City
- Lack of transit to western White City major employment areas

5. MAPPING ANALYSIS AND FINDINGS, *Transportation Investments*

“Transportation Investments” for purposes of this assessment are those projects listed in the amended RVMPO Regional Transportation Plan (RTP) as of December 2015 and are location specific. (Note that many transit projects in the RTP are not location specific as they are funds dedicated to maintenance, replacement, or outreach.) Maps 5 and 5.1, *Planned Investments (2013-2038)* are used in this analysis and contain project locations relative to areas containing very high low-income, minority, senior, and younger person populations (all 2x the regional rate or higher). **The purpose of this transportation investments analysis is to identify any disproportionality of investments.**

Table 2: Transportation Investment Types, below, defines project types by various project characteristics. The project type icons are used in *Table 3: Regional Transportation Investments at Areas of Concern*.

Table 2: Transportation Investment Types






Project Types	Assumptions
Roadway	
	Includes roadway improvements specific for vehicle travel
	Includes roadway improvements specific for vehicle travel and adds travel lanes
Bicycle	
	Includes bicycle facilities such as bike lanes, multi-use paths, or other bike related facilities/improvements
Pedestrian	
	Includes sidewalks, multi-use paths, pedestrian crossings, and traffic calming improvements
Transit	
	Includes all public transit related projects that are location specific <i>Note: Most transit projects are funds provided for service, maintenance, replacement, and outreach, and are therefore not location specific</i>

Table 3 on the following page lists the projects, or ‘planned investments’ in the 2013-2038 RTP (current as of December 2015). The table organizes projects by jurisdiction and timing, includes information on project type, location and description, and indicates if a project is located within or intersects an Area of Concern.

Tables later in this section give comparisons of transportation investment dollar amounts made region-wide to those located within and/or intersecting Areas of Concern. It is important to note that **this assessment does not analyze the positive or negative impacts individual projects may have on a community**. It can be assumed, however, that projects that improve the bicycle, pedestrian, or transit system may benefit those that cannot afford or are not able to own or drive a vehicle. It can also be assumed that projects that increase vehicle capacity, such as the addition of vehicle travel lanes, may impede travel by traditionally underserved populations by decreasing the comfort and potential safety for those trying to cross or navigate larger roadways as a pedestrian, bicyclist, or transit user. Maps 5 and 5.1, *Planned Investments (2013-2038)* map the projects listed in Table 3. The purpose of the maps is to give a visual depiction of the location of planned investments relative to the Areas of Concern.

Table 3: Regional Transportation Investments Within or Adjacent to Areas of Concern

Timing: "short" = within 5 years; "medium"= within 5-10 years; "long"=10-20 years





































Areas of Concern				Jurisdiction	Project Type	Location	Description	Timing
Low Income	Minority	Senior	Younger Persons					
	N/A	N/A	N/A	Ashland		Laurel St RR crossing	RR crossing improvements	short
	N/A	N/A	N/A	Ashland		Walker Avenue	RR crossing improvements, sidewalk Ashland to Iowa	short
	N/A	N/A	N/A	Ashland		Hersey St N. Main to Oak	Sidewalk construction	short
	N/A	N/A	N/A	Ashland		E. Nevada Street	Extend street to Kestrel Pw, bike lanes, sidewalks	medium
	N/A	N/A	N/A	Ashland		Washington St extension	Extend street to Tolman Cr Rd, bike lanes, sidewalks	medium
	N/A	N/A	N/A	Ashland		East Main and Oak Knoll Dr	Realign intersection, speed reduction treatments	medium
	N/A	N/A	N/A	Ashland		Normal Ave	Extend Normal to E. Main, bike lanes, sidewalks	long
	N/A	N/A	N/A	Ashland		Clear Creek Dr	Extend road to connect with N. Mountain Av	long
N/A	N/A		✓	Central Point / Talent		Central Point & Talent Parking Lot Improvements	Pave and improve alleys and parking facilities, both cities	short
N/A	N/A	N/A		Central Point		Central Pt Freeman Road	Urban upgrade, Hopkins-Oak, bike lanes, sidewalks	short
N/A	N/A	N/A		Central Point		Twin Creeks Rail Crossing	Construct 2-lane road, bike lanes, sidewalks, signal	short
N/A	N/A	N/A		Central Point		OR 99: Manzanita to Crater High School	Traffic Calming	medium
N/A	N/A	N/A		Central Point		Scenic Av, Mary's way to Middle school	Urban upgrade, bike lanes, sidewalks	medium
N/A	N/A	N/A		Central Point		Table Rock Rd. & Vilas Rd Intersection	Widen to increase capacity	long
N/A	N/A	N/A		Central Point		Scenic Av, 10th St to Scenic Middle School	Widen, add contra-turn lane, bike lanes, sidewalks	long
N/A	N/A	N/A	✓	Central Point		W. Pine St, Hanley St to Haskell St	Widen 3 lanes, bike lanes, sidewalks, urban upgrade	long
N/A	N/A	N/A		Eagle Point		Eagle Point	Mattie Brown Park paving, sidewalks at park	short
N/A	N/A	N/A		Eagle Point		Havenwood Dr-Barton Rd to Rolling Hills Dr	Extend collector, bike lanes, sidewalks	short
N/A	N/A	N/A		Eagle Point		Stevens Rd: East Main to Palma Dr	Urban upgrade, bike lanes, sidewalks	short
N/A	N/A	N/A		Eagle Point		OR 62 Frontage	Sienaa Hills extension from Barton Rd to Rolling Hills Dr	medium
N/A	N/A	N/A		Eagle Point		Arrowhead Trail, Black Wolf Lane to Pebble Creek	Extend collector, bike lanes, sidewalk	medium
N/A	N/A	N/A	✓	Eagle Point		Buchanan Av-Linn Rd to Fargo St	Extend collector, bike lanes, sidewalks	medium
N/A	N/A	N/A	✓	Eagle Point		S Shasta Av: Hwy 62 to Arrowhead Tr	Urban upgrade, bike lanes, sidewalks	medium
N/A	N/A	N/A	✓	Eagle Point		Linn Road: OR 62 to Buchanan	Urban upgrade, bike lanes, sidewalks	medium
N/A	N/A	N/A	✓	Eagle Point		Reese Creek Road - Royal Ave to Barton Rd	Urban upgrade, bike lanes, sidewalks	medium
N/A	N/A	N/A		Eagle Point		North Royal Ave - Loto St to E. Archwood Dr	Little Butte Creek pedestrian trail	medium
N/A	N/A	N/A		Eagle Point		Old Hwy 62/Royal Av: Hwy 62 to Loto St	Urban upgrade, bike lanes, sidewalks	medium
N/A	N/A	N/A		Eagle Point		Lava Street to Stevens Rd	Extend collector, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		Alta Vista Rd-S Shasta to Robert Trent Jones Blvc	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		N Royal Av: Loto St to Reese Cr Rd	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		Alta Vista Rd: Robert Trent to Riley Rd	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		Hannon Dr: West Linn Rd to Nick Young Rd	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		Nick Young Rd: Hannon Rd to OR62	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		Riley Rd: Stevens Rd to Alta Vista	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A	✓	Eagle Point		Barton Rd, Hwy 60 to Reese Cr Rd	Urban upgrade, bike lanes, sidewalks	long
N/A	N/A	N/A		Eagle Point		West Linn Rd: OR 62 to Dahlia Ter	Urban upgrade, bike lanes, sidewalks	long

Table 3, Cont.: Regional Transportation Investments Within or Adjacent to Areas of Concern




























































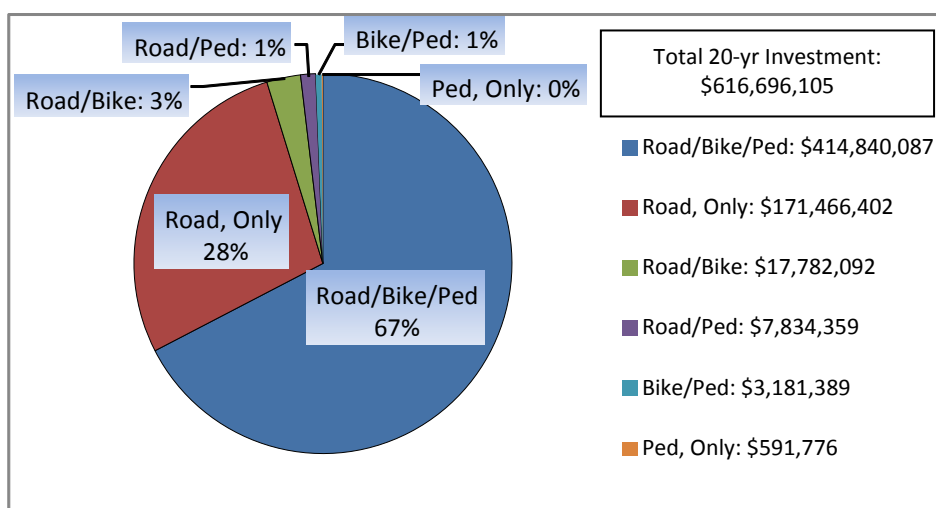
Areas of Concern				Jurisdiction	Project Type	Location	Description	Timing
Low Income	Minority	Senior	Younger Persons					
N/A	N/A	N/A	N/A	Jacksonville		First St and Main St Sidewalk and Streetscape	Install lighting, sidewalks, bike parking, ped improvements	short
				Medford		Adaptive Signal Timing	Install signal timing equipment Hwy 62 corridor	short
		✓		Medford		Larson Creek Trail	Build trail connecting Bear Cr Greenway to Ellendale Dr	short
			✓	Medford		Medford Lozier Lane	Urban upgrade, bike lanes, sidewalks	short
✓				Medford		Rail Safety improvements	Upgrade 3rd St RR crossing, sidewalks	short
			✓	Medford		Columbus Ave: Rossanley to McAndrews	New road section, bike lanes, sidewalks	short
			✓	Medford		Lozier Extension to Cunningham	New road section, 3 lanes, bike lanes, sidewalks	short
				Medford		Foothill Rd: Hillcrest to McAndrews	Add center turn lane, bike lanes, sidewalks	short
	✓			Medford		Jackson St and Mc Andrews Rd.	Signal upgrades	short
		✓		Medford		Stanford Rd., Coal Mine Rd. to Cherry Ln.	Construct new 3 lane street, bike lanes and sidewalk	medium
				Medford		Coker Butte Rd., Lear Way to Haul Rd.	Construct new 5 lane street, bike lanes and sidewalks	long
✓	✓			Medford		Manzanita St Extension	Construct new, 2-lane grade separated crossing to Spring	long
			✓	Medford		Springbrook Rd-Blackthorn Wy to Coker Butte	New 3 lane street, bike lanes, sidewalks	long
			✓	Medford		Diamond Street Extension	Extend street from S. Columbus to Orchard Home Dr	long
	✓			Medford		McAndrews Rd-Ross Lane to Jackson St	Widen from 2 to 5 lanes, bike lanes, sidewalks	long
			✓	Medford		Cunningham Rd-Orchard Home Dr to Columbus Av	Widen from 2 to 5 lanes, bike lanes, sidewalks	long
			✓	Medford		Stewart Av-Lozier Ln to Dixie Ln	Widen from 2 to 5 lanes, bike lanes, sidewalks	long
				Medford		Lear Way, Coker Butte Rd. to Vilas Rd.	Construct new 2 lane street, bike lanes and sidewalks	long
	✓			Medford		South Stage Rd Extension	3-lane extension of S. Stage Rd over I-5	long
N/A	N/A	✓	N/A	Phoenix		OR 99 at Oak Street	Sidewalk and Pedestrian Crossing	short
N/A	N/A	✓	N/A	Phoenix		Bolz Rd, 99 to Fern Valley Rd	Widen, bike lanes, sidewalks	medium
N/A	N/A		N/A	Phoenix		Colver Rd, 1st St to S. UGB limits	Widen, bike lanes, sidewalks	long
N/A	N/A	✓	N/A	Phoenix		3rd St, existing terminus to OR 99 (NB)	Construct new street with bike lanes and sidewalks	long
N/A	N/A	✓	N/A	Phoenix		Parking St, OR 99 (NB) to Third St	Construct new street with bike lanes and sidewalks	long
N/A	N/A		N/A	Talent		Rapp Rd - RR crossing to Wagner Cr Rd	Widen lanes, add bicycle lanes, sidewalks	medium
N/A	N/A	✓	N/A	Talent		Helms/Hilltop, Rapp Rd to Belmont St	Construct new collector street, bike lanes, sidewalks	long
N/A	N/A		N/A	Talent		Rogue River Parkway, OR 99 to Talent Ave	New street or upgrade extension to major collector	long
				Jackson Co.		Peachey Rd Paving	Pave and improve from Walker to Hillview, Ashland	short
				Jackson Co.		Foothill Rd, Corey Rd to Atlantic St	New 2 lane rural major collector, add signal	short
✓	✓			Jackson Co.		West Jackson Rd	Realign at Hwy 99, bike lanes, sidewalks	short
				Jackson Co.		Bear Creek Greenway	Construct multi-use trail from Pine St to Upton	short
				Jackson Co.		Foothill Rd: Delta Waters to Coker Butte	Widen existing travel lanes to rural collector standards	medium
				Jackson Co.		Foothill Rd: Coker Butte to Vilas Rd	Widen existing travel lanes to rural collector standards	medium
				Jackson Co.		Foothill Rd: Vilas to Corey Rd	Widen existing travel lanes to rural collector standards	long
				Jackson Co.		Table Rock Rd: Mosquito Ln to Antelope Rd	Widen from 2 to 4 lanes	long
				Jackson Co.		Old Stage Rd: Winterbrook to Taylor	Widen existing travel lanes to rural collector standards	long
				Jackson Co.		Foothill Rd: McAndrews to Delta Waters	Add center turn lane, bike lanes, sidewalks	long

Table 3, Cont.: Regional Transportation Investments Within or Adjacent to Areas of Concern

Areas of Concern				Jurisdiction	Project Type	Location	Description	Timing
Low Income	Minority	Senior	Younger Persons					
				Jackson Co.		Stewart: Hull to Thomas	Upgrade to 3-lane urban standard	long
			✓	Jackson Co.		Beall Ln: Hwy 99 to Merriman Rd	Add center turn lane, bike lanes, sidewalks	long
				Jackson Co.		Kings Hwy: S. Stage to UGB	Upgrade to 3-lane urban standard	long
			✓	Jackson Co.		Table Rock Rd: I-5 Crossing to Biddle	Add center turn lane I-5 to Biddle, add 2 lanes, bike/ped	long
				Jackson Co.		Harley: Beall to Pine	Upgrade to 3-lane urban standard	long
			✓	ODOT		I-5 Fern Valley Interchange Phase 2	Reconstruct/realign/widen connecting roads, replace bridge	short
				ODOT		OR 140 Freight Improvements	Upgrade roads for freight corridor linking Hwy 140 at Hwy 62	short
				ODOT		OR 62: Linn Rd to Hwy 234	Install 2 way center turn lane, Barton to Rolling Hills	short
✓				ODOT		Antelope Rd, White City	CNG fueling station	short
				ODOT		I-5 Viaduct, Medford	Overlay	short
				ODOT		Ashland Creek and OR 99	Bridge concrete repair	short
				ODOT		I-5 MP 12.2 - 27.0 and MP 30.8-35.5	Install cable barrier	short
				ODOT		I-5: Siskiyou Rest Area (Ashland)	Relocate rest area at new location	short
				ODOT		Hwy 140 / Hwy 62 Intersection	Relocate signal, modify lane configuration	short
		✓		ODOT		I-5: California State Line - Ashland Paving	Grind/Inlay	short
				ODOT		I-5: S. Medford - N. Ashland Paving	Grind/Inlay	short
				ODOT		OR 99: Ashland to Talent Lane Configuration	Continue lane configuration, left turn lane, bike lanes	short
				ODOT		OR 99: Laurel St Signal Upgrade (Ashland)	Upgrade traffic signal	short
				ODOT		OR 62: I-5 to Dutton Rd (Medford) JTA Phase	Construct phase funded by OR Jobs and Transportation Act	short
		✓		ODOT		Jackson County	I-5: Barnett Rd Overpass deck overlay	short
		✓		ODOT		OR 99: Rapp Rd to Talent City Limits	Reduce to 3 lanes, consolidate accesses, bike/ped improve	short
				ODOT		S Valley View Bridge Replacement - Exit 19	Realign, widen bridge, add turn lanes, connect bike/ped	short

Below, Figure 2 shows the percentage of planned investments (2013-2038) by project type.

Figure 2: Project Type, Regional Transportation Planned Investments (2013-2038)



Below, both Table 3 and Figure 3 show total investments region-wide and those in all Areas of Concern using population and households as the common units of measure. Note that Minority and Senior use population as a unit of measure, and Younger Person and Low Income use households. This is due to the U.S. Census Bureau data tables used. Similarly, you will notice in Low Income and Younger Persons that there is a slight difference in the total number of households in the region. Again, this is due to having used both 2010 Census data and American Community Survey data; one being a point in time survey and the other a rolling estimate collected over a 5-year span, resulting in slightly different numbers.

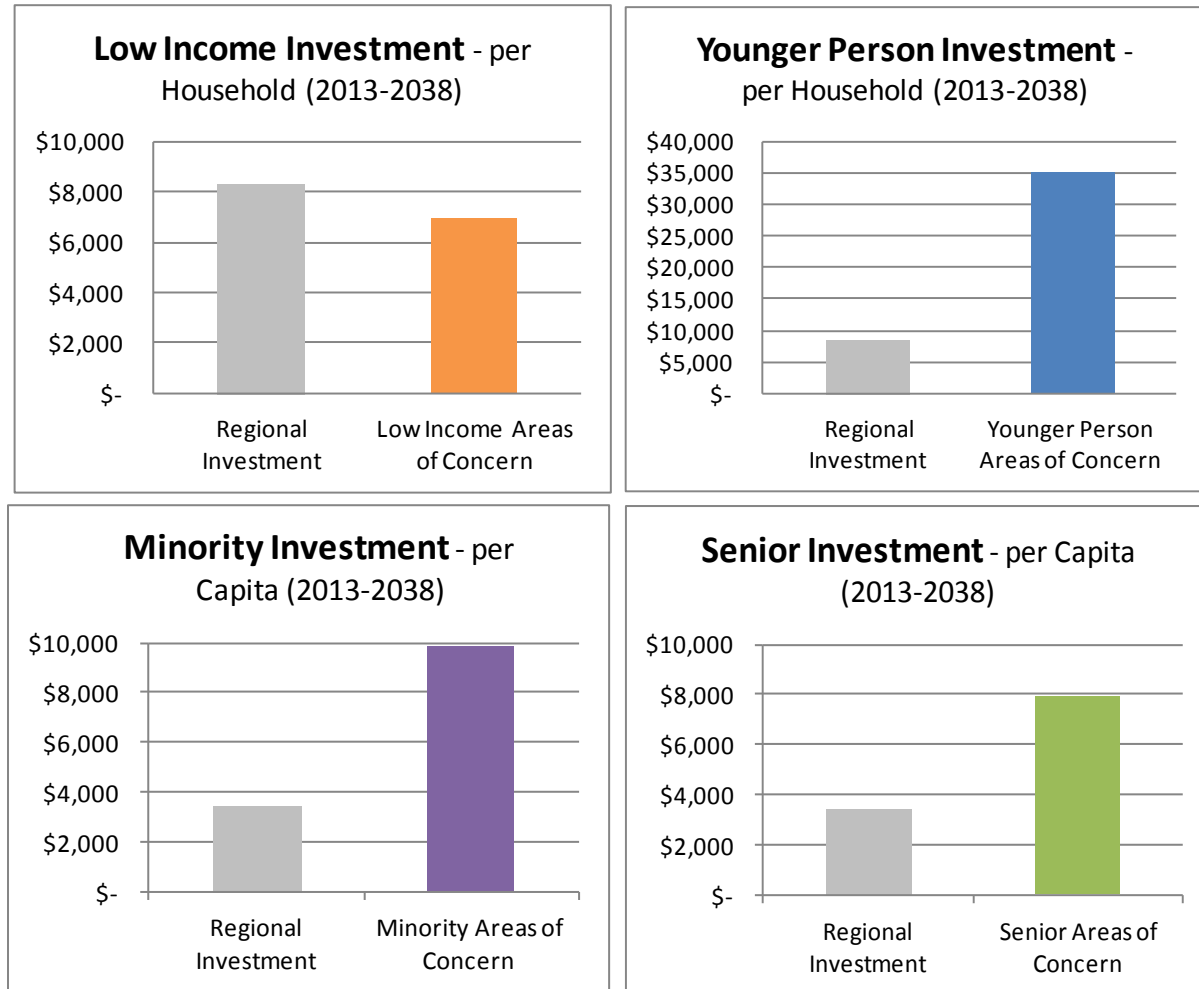
Table 3: Area of Concern Investment per Household or Population, Regional Transportation Planned Investments (2013-2038)

Low Income Investment - per Household	HH's	Total Investment	\$/HH
Regional Total:	74,151	\$ 615,696,105	\$ 8,303
Low Income Areas of Concern Total:	1,724	\$ 11,988,960	\$ 6,954
Minority Investment - per Population	Pop.	Total Investment	\$/Capita
Regional Total:	181,572	\$ 615,696,105	\$ 3,391
Minority Areas of Concern Total:	7,013	\$ 69,255,134	\$ 9,875
Senior Investment - per Population	Pop.	Total Investment	\$/Capita
Regional Total:	181,572	\$ 615,696,105	\$ 3,391
Senior Areas of Concern Total:	5,165	\$ 40,983,704	\$ 7,935
Younger Persons Investment - per Household	HH's	Total Investment	\$/HH
Regional Total:	73,922	\$ 615,696,105	\$ 8,329
Younger Persons Area of Concern Total:	3,971	\$ 139,886,958	\$ 35,227

Sources: American Community Survey Table B17017, 2010 Census Tables P5, P10, P12

Figure 3, below, displays the information contained in Table 3 in graph form. As mentioned previously, only location-specific projects are being considered in this analysis.

Figure 3: Investment Share, Regional Transportation Planned Investments (2013-2038)

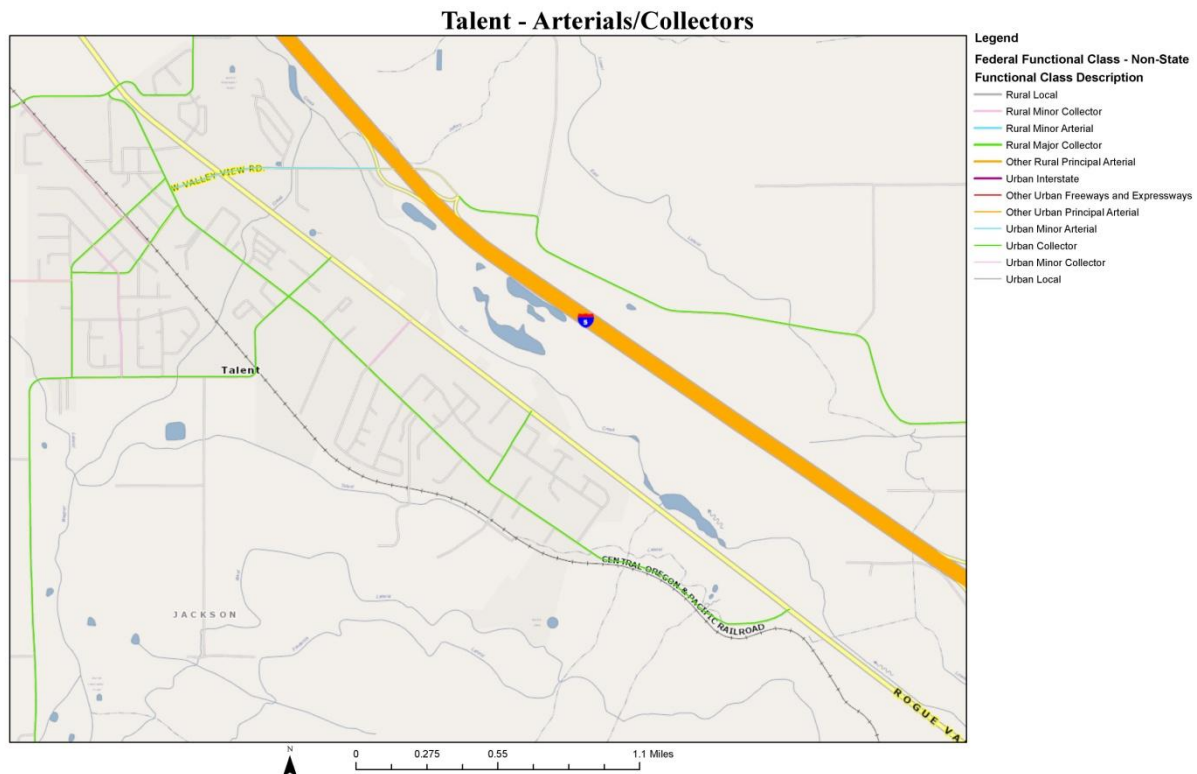


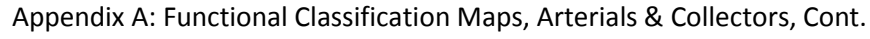
Main Findings of Transportation Investments Analysis:

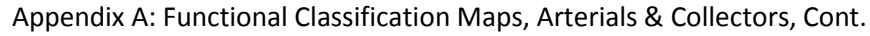
- **The majority of investments for projects (67%) include three types of improvements: roadway, bicycle, and pedestrian.** When looking at projects that include only one or two types of improvements, however, the majority of investments go to roadway only projects (28%) with 1% going to bike/ped only improvements.
- Looking at investments using a per household and per capita basis, the **investment ratios appear favorable to areas containing very high concentrations of seniors, minorities, and younger persons, but not to low income areas.**

APPENDICES

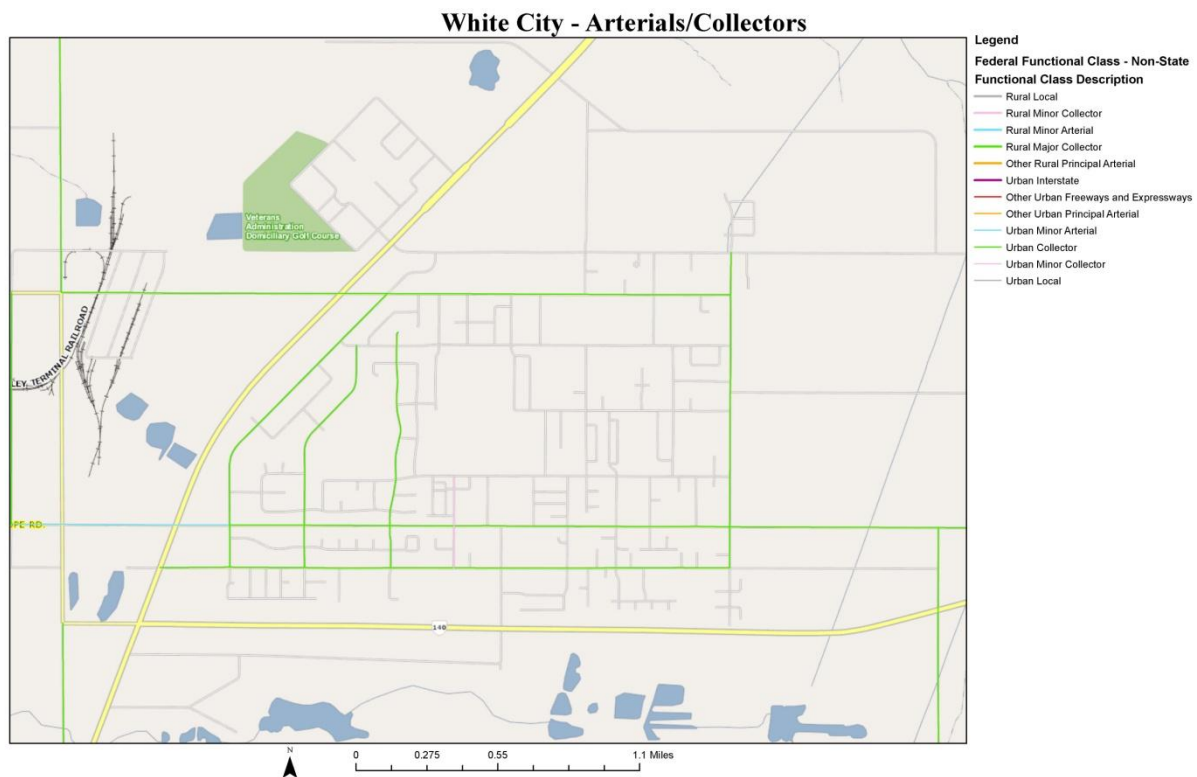
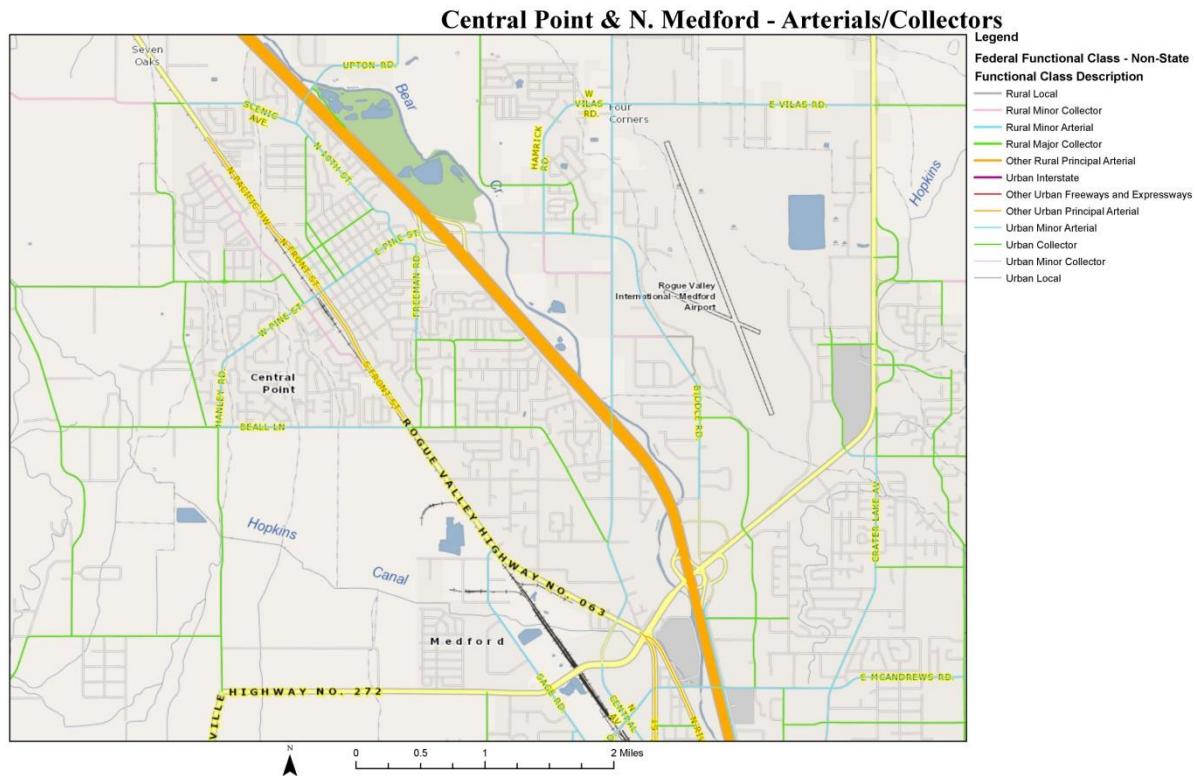
Appendix A: Functional Classification Maps, Arterials & Collectors



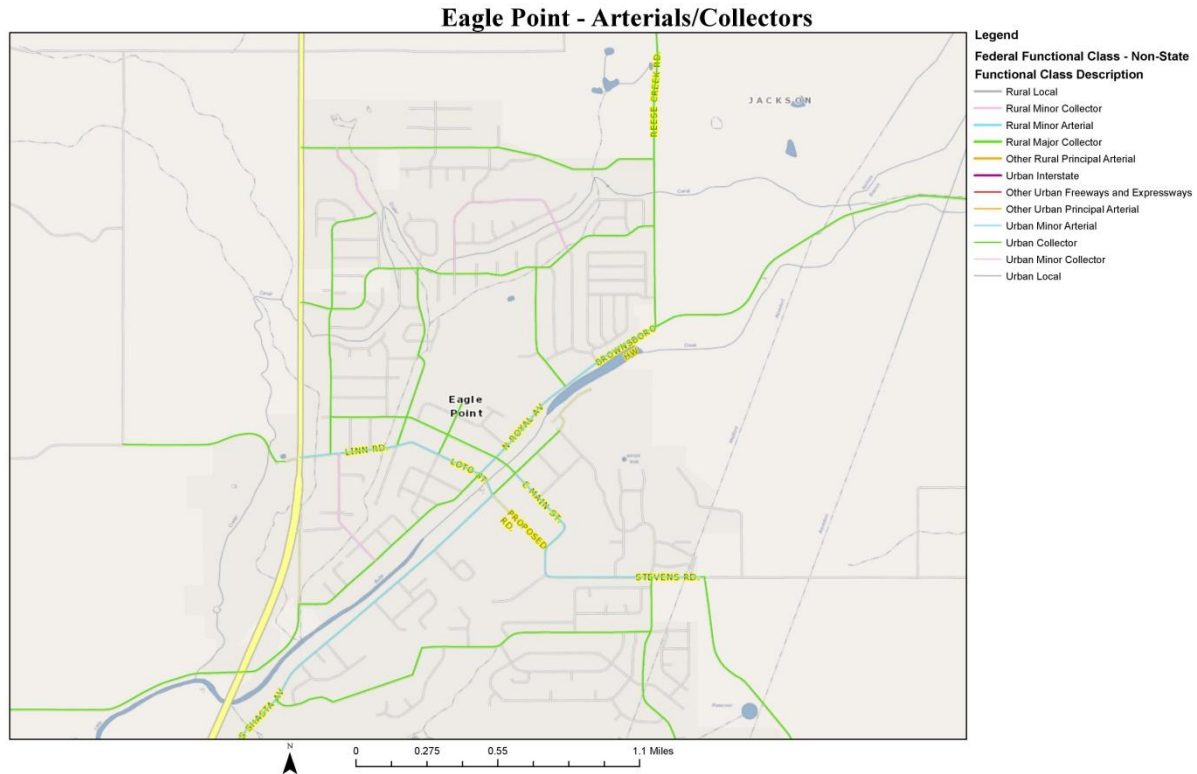




Appendix A: Functional Classification Maps, Arterials & Collectors, Cont.



Appendix A: Functional Classification Maps, Arterials & Collectors, Cont.



Appendix B: Survey Write-in Responses and Comments

Question #3: In your experience, what do you see as their biggest transportation challenges?

1	Within a mile from the school, students are requested to walk. Perhaps unsupervised by an adult. Ideally we would want every route for walking and/or bicycling to be the safest possible to reduce incident percentage.
2	Lack of service on nights and weekends. Accessibility
3	Limited budget for operating vehicle (fuel) or having no vehicle and applying for jobs all over the county with bus schedules and potential work sites not matching up.
4	Drop off and pick up at the RCC Table Rock Campus
5	need of bus passes
6	Not often enough transportation, does not go to the places it is needed.
7	Lack of a vehicle and the means to get one and/or extensive fines that they can't pay off
8	affordable travel between Grants Pass and Medford with several times throughout the day
9	Lack of funds for transportation, transportation such as buses available frequently and hours of operations
10	Bus does not travel to a location they need it to for work
11	transportation to non medical needs
12	Lack of transit routes in the area, we have a lot of rural areas with no bus routes
13	Any other than medical transportation
14	can't afford bus
15	Lack of bus service during off hours and weekends.

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #3)

16	Lack of public transportation options to many areas of Josephing and Jackson County
17	a lot of people just can't afford to own a car
18	Pain riding bus, anxiety
19	Limited Public Transportation routes and operating times. eg; RCC's Table Rock campus should have public transportation.
20	No license or no money for gas
21	Funds for bus passes and busses that are available to rural areas such as White City (RCC Table Rick Campus) and beyond.
22	Driving after dark, not having transportation to places like Amy's Kitchen or other worksites on the outskirts of town.
23	The ability to afford transportation, the hours of public transportation access and the limited routes offered by the bus system.
24	Difficulty getting to night shift and weekend jobs.
25	The bus line does not go to Shady Cove or Eagle Point
26	Suspended licence, transportation is too expensive and lack of support from others
27	Reliable affordable transportation
28	No public transportation in Eagle Point
29	No license and no bus service to outlying job areas
30	Lack of accessible convenient mass transit
31	No bussing in Eagle Point
32	I hear the majority of complaints about parking in the downtown area
33	Cost
34	No car, or insurance mandates they take bus. no same day services.
35	affordability, availability (buses don't run late or weekends)
36	lack of public transportation in outlying areas, NO WEEKEND SERVICE
37	no car, hard to get to bus stop, bus times don't coordinate with appointments, travelling with baby
38	homelessness, no transportation, no time off work available
39	not enough bus availability between communities which results in limited availability for scheduling health care appts
40	Cost, Lack of transportation routes
41	Lack of mobility to get to bus stops, or living too far away from bus stops to be eligible for Valley Lift.
42	Not enough options and availability. To long of wait times.
43	Getting from their residence to the bus stop; this can be a significant distance especially for those who are ill or disabled.
44	public Transportation is limited in area and time frames available
45	lack of public transportation in Central point. limited times public transportation available. low income with physical/mental health barriers have limited access to transportation
46	lack of weekend buses, going to and from grocery stores, going to "nonmedical" appointments- yet important for health -ie yoga
47	Our Members are having difficulties get transportation to and from grocery and laundry services. Also not qualifying for services, or accessing the bus line due to being out of range.
48	Length of time for public transportation and cost of public transportation
49	One adult trying to manage multiple small children on public transportation
50	No car, no driver's license. They say the buses don't run late enough or on weekends.
51	Limited areas that Valley Lift will pick up- even within Medford, and their timeliness
52	Families do not own cars and aren't familiar with transportation system.

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #3)

53	parents who have to wait at bus stops with children & older adults who are within walking distance of a bus stop but dont meet the criteria for taxi services, pt's with mental health issues that do not render them "disabled".
54	That they can't transport themself
55	Limited bus hours and days, no side walks and crosswalks make it more difficult to use alternate methods such as walk or bike.
56	Limited options for uninsured patients (not eligible for most of supports), some services are far from bus lines.
57	Give to the families coupons or free transport day.
58	Safe and accessible first and last mile connections. Complete sidewalk connections, protected bike lanes to employment, residential, commercial centers.
59	No means of transportation. No driver's licence.
60	The current transportation system does not reach all populated areas.
61	Lack of transportation on week-ends and evenings
62	Too many transfers so takes too long to get to destination.
63	lack of public transportation, inability to obtain drivers license, unreliable and/or inadequate personal transportation
64	reliable and affordable transportation for health care, recreation and shopping
65	More frequent stops, more stops, cost, and long distances to travel to stops
66	charge
67	Cost and Location for transportation.
68	parking in Medford and getting to the 15 libraries in the county
69	lack of transportation in rural areas.
70	weekend & recreational transportation, transportation to worship
71	No vehicle or unreliable vehicle. Barriers to getting to school
72	No RVTD route offered in Eagle Point or Shady Cove
73	days, hours, and distance of transportation (need weekends, later hours, and to Eagle Point)
74	Getting people to social services or medical appointments when they don't have their own transportation.
75	Limited Public times & locations, Limitations around Medical aid due to people living near public bus stops, schools unable to aid teen parent population to attend the only child care friendly school in town
76	lack of adequate bus routes & night routes from Ashland to Medford & back
77	non-medical appointment transportation services
78	young people relying heavily on public transportation to get them to school, work, and appointments
79	no vehicle, poorly working vehicle, lack of money for gas, living in outlying are not served by public transportation
80	The area that the bus and valley lift services is to small
81	Area served and Cost
82	The buses have been cut; no evenings or weekends is a huge barrier for bus riders. Bus passes/fares are too expensive.
83	affording it, accessibility
84	Seniors who no longer drive and have limited access to public transportation
85	Having a driver for night driving,as it may be difficult for the Seniors to see well enough in the dark to drive.)
86	no Sunday services. Due to disability frequently loses bus ID and ends up without bus service
87	Finding transportation in my area

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #3)

88	Lack of evening and weekend services
89	no public transportation in rural areas, no weekend transportation
90	Lack of ready transportation affects seniors' health: They put off what might be considered "discretionary" by those who are able to drive, .e.g, routine medical appointments and things like social connections and purchasing good, fresh food. We pay the price.
91	Public transportation routes do not extend far enough into rural areas. Not enough local area shopping centers.
92	Frequency of service and need for additional routes (coverage)
93	lack of consistent transportation in our community that is not for medical purposes, lack of transportation in rural areas, nights and weekends. Lack of ability to get to grocery stores and laundry facilities (can't bring big items on current buses), lack of ability to get to events - like fair, or homeless support days
94	Many people either are unable to drive or find it difficult to afford the cost of owning a car.
95	Door to door transportation with an driver/escort for those who need a little extra help to get from home to Doctor's appointments.
96	affordable bus passes if no vehicle
97	#1 Income -- not being able to afford public transportation or gas or shared ride costs; #2 RVTD service area and limited hours of operation -- many people live or work at locations that are too far removed from the current RVTD routes or need to travel at times when the bus is not operational
98	Public Transportation does not cover a wide enough area, doesn't run on weekends, not frequent enough/unreliable
99	Access to safe, affordable transportation
100	Live and work far from the bus lines, limited bus service, grocery shopping via public transit is very challanging.

Question #4: Within the Rogue Valley's existing transportation system, what do you see as the most common barriers that burden target populations?

"Other" Comments:

1	Most folks that come to see us are out of work, unable to purchase fuel or do not have a vehicle at all. There is very little ride-sharing/carpooling going on
2	Drop off and Pick up at the RCC TRC
3	The routes and times are not expansive enough to realistically accommodate a low income individual who is trying to get back to work, has children, potentially needs to get them to child care before going to work, etc
4	Too far from public transportation access.
5	Limited bus routes and schedule
6	Food desserts
7	Bus to Eagle Point & bus stop near Amy's Kitchen
8	No Saturday bus service
9	NO WEEKEND PUBLIC TRANSPORTATION SVC
10	Options for those with Medicare. CCO's provide transportation for their pt s but no such program exists for medicare
11	there is no service to White City RCC campas which many people use to better thier lives
12	Not being familiar with public transportation routes/transferring and times.
13	Not having late night and weekend service.

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #4 "Other" Comments)

14	Lack of truly affordable medical transportation. What's available is so impossible to afford for people who make less than a thousand dollars a month.
15	see #3
16	Public School bus, limited to area around school to aid teenparent population for the only child care friendly school in town
17	Hours needed on evenings/weekends, more options for rural routes (eagle point, gold hill) - and more route options that go through neighborhoods
18	It is a mistake to look at this in terms of burden on EJ individuals. We are ALL burdened with the costs of people who can't get to where they need to be for work or services.
19	Older people and those with disabilities are simply often not able to transport themselves in a car- or even by public transport. They need assistance but can not afford to pay someone to transport them to do important errands. Also, such a service is not often available even if they are able to pay a modest amount.

Question #5: What types of improvements to the transportation system (infrastructure and/or services) do you feel would provide the biggest benefit to the target populations you work with?

1	Lighted crosswalks, roundabouts, and/stop signs to slow traffic when walkers are present. Sidewalks and bike lanes. People pools, an area people could travel safely to and then be picked up by a form of transportation.
2	More service. More lines. Bigger service area. More outreach.
3	Incentives to use public transportation including but not limited to: bus service, car pooling (including Uber)
4	Drop off and pick up at the RCC TRC.
5	transportation on the cities that don't have any public transportation
6	Free transportation, more routes, more often. Better schedules.
7	Expanding RVTD's services
8	Most access to transportation, easier to get various places in a timely manner.
9	More publicity regarding ridesharing or carpooling
10	transportation to non medical appts that help with psychosocial components of health
11	More bus routes
12	Weekly shopping transportation from low income/disabled/elderly housing/communities to affordable stores.
13	Extend hours and days. It may take a while to see the numbers increase because in the past when increases happen they always end too soon and the customers can't depend on it always being there. The customers know that and they decline jobs due to this reason. Give buses pull out areas for the stops, at least on busier streets so it doesn't stop the flow of traffic. Survey the bus riding customers and get their perspective on what is needed.
14	If someone lives in this area but not within the limited bus routes, their affordable transportation options are very limited. I believe this is causing people to struggle to get and maintain jobs causing a stagnant local economy.
15	I think the charge for public transportation is very high and more people would ride the bus if the cost was less.
16	More bus routes, More frequent buses, Longer running buses
17	...more going further...
18	A transportation system that goes out to Merlin and Cave Junction.
19	Availability to all of Jackson and Josephine Counties. Weekend and evening services.

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #5)

20	Expanding the buss routes to outlying areas. If they don't want to have a route every hour at least provide a route around the normal shift change times.
21	Expanded hours for public transportation and subsidies for those that are not able to afford public transportation. Perhaps bus passes for those that show proof of working (low income), attending schooling/training or actively job searching (on Unemployment).
22	Expanded bus hours, including weekends.
23	Providing busses to our extended valley, they are also part of Jackson county but are being left out.
24	More times available and cheaper fare for low income
25	Public transit routes across Table Rock Road out to White City, and to the RCC Table Rock campus as well as bussing to and from Eagle Point. Late night bus schedules for youth in entry level employment positions that work irregular hours. Reduced fares and passes for low-income individuals.
26	More buses between Grants Pass and Medford daily; bus service from Grants Pass out to Murphy, Applegate, Williams area.
27	Improve frequency and reach of all mass transit. Increase Frequency of Grants Pass to Medford and back commuter busses in hours that allow commuters to reach all parts of each community before, during and after normal business hours.
28	Bus
29	Additional downtown parking free of charge and bridges across the main streets.
30	Ready Ride services for all OHP patients. Some have long walks to bus stops or children to consider too.
31	availability
32	adding weekend public transportation services
33	low/free fares, more times and more bus stops
34	Slightly later bus hours.
35	Make sure there is transportation to all the key sites people need to go to for poverty needs and for education
36	Increase in bus routes and increase in discounts
37	Discounted monthly bus passes, expanded routes and times.
38	Publicly coordinated ride share program. Smaller van service to more isolated locations.
39	Increase routes and expand transportation areas.
40	Sidewalks on all main roads on both sides of the street. For example, there are "rabbit-trails" all along Phoenix Hwy but only sections of sidewalk. This is very difficult to maneuver for strollers, wheelchairs, etc. (Often they are forced into the road because of this.) Cross walk lights (similar to the one by RCC). Route maps color coordinated and posted at each bus stop and the ability to pay at the bus stop (not on the bus) for the route you select (similar to the tram in Portland).
41	Find \$\$ to make public transportation serve a wider area and more "after hours" availability
42	provide transportation to senior citizens 7 days/wk for little cost
43	Not having late night and weekend service. Our Members are having difficulties get transportation to and from grocery and laundry services. Also not qualifying for services, or accessing the bus line due to being out of range.
44	accommodations for crosswalks between bus stops and frequented locations. Developing a light rail system for the rogue valley and greater surrounding areas.
45	Frequent bus service that runs into the evening and on Saturday and Sunday.
46	Increase the boundaries within Medford of RVTB.
47	Longer hours,

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #5)

48	appropriate cross walk and safe wait space at the RVTB bus stop on S. Pacific Highway next to La Clinica. Many women and children have to cross this busy and dangerous street and wait with small energetic children next to a street with busy, fast moving traffic. the North bound bus stop has no shelter from sun or rain.
49	?
50	We could definitely use a more sidewalks, crosswalks and bus availability. People have to work on weekends and the last bus passes our clinic heading south at 7:20pm which is not always enough time.
51	More bus lines, more bike rides. Re transportation provided by insurance, that it includes wellness services such as support groups, counseling, health education classes, etc (non billable services). Also with transportation by insurance, that patients can bring their children (not only 1 baby).
52	reduse the cost.
53	Increased bicycle and pedestrian connectivity. Extended public transportation service.
54	More routes, more often. The current transportation options for medical appointments is so impossible to afford for people who make less than a thousand dollars a month.
55	I think that it is required a transportation system that reaches all populated areas,
56	More bus stops and evening and week-end services
57	More stops and fewer transfers to riders' destinations.
58	Increase timing for #10 bus and other bus routes.
59	less cost
60	Making the transportation SAFE and pleasant to use.
61	Expand coverage of the bus lines to reach more remote locations.
62	weekend flexible routes and para-transit which target/include parks, expo, theaters, restaurants, bowling alleys, senior centers, churches
63	An Upper Rogue Route to support access to shopping and higher ed services. Thank you ...
64	Need Valley Lift to go later, and further RVTB needs to be available on weekends so people can get to work
65	1. Expanded service hours and routes within public transportation. 2. Availability of very low cost or no cost access to bus passes for our agency. (Helping hands passes help, but the cost is still prohibitive for wider use.) 3. A way for the population we serve to be able to have access to grocery shopping other than just with the buses. It's not feasible for many people to shop for a family while using the bus system. (Having to carry multiple shopping bags, and if there are children or disabilities this barrier is even greater.)
66	Special group transportation intended for clients on state benefits to meet their program requirement appointments. (ie. teen parents being able to attend school full time whether they are in the school district or not)
67	public transportation enhancements & expansion
68	additional lines to and from senior communities for caregivers to get to work.

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #5)

69	more flexible on the transfer time-frame (currently 15 min to catch next bus), more bussing running current routes (speed up the wait time), more overlap of routes (so students could easily go from one route to another without having to stop at the transfer station to switch busses)
70	expansion of services (ie to Eagle Point), vouchers for those unable to afford public transit, maybe develop a co-op type of program...volunteer in exchange for rides...if person able to volunteer.
71	Increase to service area, add back in services on Saturday.
72	For Valley Lift to go beyond its current map.
73	Most of them depend on the buses but the lack of evening and weekend routes is a huge problem for them. The cost to ride the bus is also way too high for them. They then often end up walking (or riding a bike if they have one) but in cold and wet weather and/or in the dark this is not a healthy or safe option.
74	Making it more accessible to them and cheaper.
75	Increased routes
76	Shorter commute to waiting place for public transportation.
77	Wish city of Ashland would restore bus route 5. Some bus drivers are friendly which is nice and eases my anxiety.
78	Transportation from rural areas to metropolitan
79	More talking traffic lights for visually impaired people and seniors Sidewalk repairs, sidewalks where needed
80	enhanced bus service - longer hours, weekends. More affordable door-to-door service.
81	DON'T LOOK AT COSTS OF EXPANDING TRANSPORTATION IN ISOLATION. TRANSPORTATION AND INDEPENDENT LIVING ARE LINKED. TRANSPORTATION AND FULL EMPLOYMENT ARE LINKED. BETTER TRANSPORTATION IS MORE COST EFFECTIVE THAN LONG TERM CARE OR PAYING SUPPORTS FOR THE UNEMPLOYED. For elders: 1) Extend Valley Lift services--more vehicles/drivers and greater geographic range; 2) Provide education for those who can't drive or shouldn't be driving about the economics of using cab services vs. private ownership of a car; 3) Subsidize cab services for low income individuals who do not require mobility accommodations but may be low vision or cognitively impaired.
82	The current system is a great improvement over the past and benefits many people. I don't hear anyone say that they want things changed, only expanded. The improvements needed are the type difficult to provide with an extended rural population: more extensive routes and more available bus times. Being in Grants Pass I often hear people say they love the Cave Junction routes and want more bus times and also complain that there are not any practicable options to go back and forth to Medford.
83	Expansion of reasonably priced private transportation and sidewalks
84	expanded hours and routes of current transportation system. Extra systems to support travel to grocery stores and laundry facilities, and out of the way work areas (Amy's kitchen).
85	A transportation service that can pick people up at or very near their front door and is affordable for errands such as grocery and other shopping, bank trips etc.
86	Senior shopping bus going directly to grocery stores with front door pickup and help with loading.
87	more hours and routes and low cost bus passes
88	1. Expanded RVTB bus routes and hours of operation, including service on both Saturday and Sunday. 2 Additional bike lanes to promote bike usage and improve safety. 3. Recruiting volunteers and implementing the "walking school bus" model for the RV schools that have many students living within walking distance. This would improve the students' safety and decrease absenteeism. 4. Establishment of carpools and van pools by employers

Appendix B: Survey Write-in Responses and Comments, Cont. (Question #5)

89	Investment in public transportation provides opportunities for jobs, school, and access to vital public resources. Without public transit on the weekends, it is difficult for EJ populations to keep jobs. Lack of public transit coverage and infrequent/unreliable transit are barriers to EJ populations being able to attend school or work and public resources (DHS, Healthcare, public ammenties).
90	bus transportation hours
91	Additional bus lines with more frequent service, including later evenings and weekends. Possible van service for grocery shopping.