

5.2 STREET SYSTEM

INTRODUCTION

The RVMPO's street system includes facilities for motorists, buses, bicyclists, pedestrians, and freight movement. Improvements to the street system are included in Chapter 8, RTP Project List. The list identifies projects on the arterial and collector street system, and other federally funded street projects to serve long-range needs for mobility and accessibility based upon anticipated development through the year 2045. Roadways in the RVMPO designated as arterials and collectors are identified on Map 5.2.1 on page 5-14.

In many cases, the street system improvements provide for upgrades to urban and rural streets which will include bicycle lanes or wider shoulders for safe bicycle travel, and the addition of sidewalks to allow for safe and accessible pedestrian use. Accessibility to transit routes is materially improved by the construction of sidewalks.

GOALS AND POLICIES

The process of developing the Street System started with the Goals and Policies shown in Chapter 2. Of particular relevance are the goals and policies relating to making the most efficient use of the existing transportation infrastructure and to providing adequate mobility, safety, and accessibility for all modes of transportation. Fixing America's Surface Transportation (FAST Act) contains a number of planning factors to be considered in assessing projects within the RVMPO. One of these factors is emphasis on preservation of the existing transportation system. Maintenance is also an important component of the Oregon Transportation Plan.

PROJECT PRIORITIES

Table 8.3.1, in Chapter 8 lists street system projects planned for construction in the RVMPO between the years 2021 and 2045. It consists of on-road projects that the RVMPO identifies as needed and funded. The projects are part of the RVMPO's Tier 1 list of financially constrained federally-funded and regionally-significant projects.

Separately, a Tier 2 project list was developed, consisting of needed regionally-significant projects for which funding cannot be identified within the 2045 timeframe. Tier 2 projects are listed at the end of Chapter 8.

The Tier 1 list has been based on an evaluation of the existing roadway



system, member jurisdictions' identified long-range needs, RTP Goals and Policies, and relevant state and federal goals, policies, and regulations.

To be included in the RTP projects must first meet the following criteria:

- 1) Upon demonstration of available funding through an analysis included in the RTP, projects from city/county-adopted plans, projects will be considered for inclusion in the RTP's financially-constrained (Tier 1) planned project list.
- 2) Projects from city/county-adopted plans for which available funding is not identified in the RTP were considered for inclusion in the illustrative (Tier 2) project list. Tier 2 projects are not considered planned projects in the RTP.

Funding estimates are based on existing known revenue streams, with forecasts developed in consultation with Oregon Department of Transportation (ODOT) and RVMPO member jurisdictions. Details about financial estimates are in Chapter 9: Financial Plan. The projects in Chapter 8 meet federal financial constraint criteria through the planning horizon of 2045. Tier 1 projects are the region's highest priority for funding.

Tier 2 projects are those that exceed current financial projections. The Tier 2 project list therefore identifies projects that are lower in priority to those on the Tier 1 list and are not considered "planned" projects. These projects indicate the region's priorities should unanticipated additional revenue sources become available.

FREIGHT CONSIDERATIONS

RVMPO began taking a closer look at the needs of haulers and shippers in the region in 2006. A committee of freight interests was formed to identify needs. In 2012, the original RVMPO Freight Study was reviewed and updated. Both the original report and the update can be found at www.rvmppo.org. The RVMPO drew from the updated Freight Study to develop specific policies supporting freight needs under the goal of fostering economic opportunities (Goal 8). The policies call on the RVMPO to:

- Consider effects on freight mobility when prioritizing projects.
- Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.
- Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.
- Plan for enhanced train-truck-transit interface for movement of goods and people.



Many projects in this section benefit freight movement but recent efforts by the state and county to widen lanes and straighten curves are focused on improving conditions for large trucks. A series of improvements in the White City area will create a route for truckers westbound from Hwy 140 to Interstate 5 at Seven Oaks (just north of Central Point). This project was identified as a high priority by haulers seeking a more direct and less congested route across the region.

PROJECT DESCRIPTION

The RTP Project List in Chapter 8 includes a general description of each project based on the best available information. Project information will often be refined between a project's inclusion in this list and its construction.

The planning of listed projects has considered many variables including: traffic volumes and turning movements, truck and bus routing, the location of intersecting streets and driveways, the available right-of-way, topographic constraints, accident history, utility conflicts, and impacts on property owners. Such information is typically refined during the engineering phase of project implementation, which often immediately precedes construction.

Map 5.2.1: Functional Roadway Classifications

