ROGUE VALLEY ACTIVE TRANSPORTATION PLAN

April 2021

JACKSON COUNTY Roads

RVMPO

"The Rogue Valley's active transportation network of streets and multiuse paths is comfortable, convenient, and attractive for walking and biking, connecting communities and people around the region. Coupled with transit, all users, regardless of age, ability, need, or interest, can safely access destinations, employment, and schools via these networks."

PREFACE

The development of this plan was guided by the Project Management Team (PMT), Technical Advisory Committee (TAC), Community Advisory Committee (CAC), and members of the public. Each individual devoted their time and effort to provide valuable input and feedback and their participation was instrumental in the development of the plan.

Project Management Team (PMT)

Mike Kuntz, Jackson County
Jenna Stanke-Marmon, ODOT
Susan Wright, Kittelson & Associates, Inc.
Nicholas Gross, Kittelson & Associates, Inc.

Technical Advisory Committee (TAC) Members

Edem Gomez, RVTD
Josh LeBombard, DLCD
Karl MacNair, Medford
Matt Brinkley, Medford
Chris Olivier, Medford
Nikki Hart-Brinkley, RVCOG
Stephanie Holtey, Central Point
Matt Samitore, Central Point
Ray DiPasquale, Phoenix
Scott Fleury, Ashland
Jennifer Boardman, ODOT
Ryan MacLaren, RVMPO
Ian Horlacher, ODOT
Mike Upston, Eagle Point

Community Advisory Committee (CAC) Members

Harlan Bittner, J.C. Bicycle Committee
Edgar Hee, RVMPO PAC
Jim Herndon, RVMPO PAC
Haley Cox, City of Medford Parks
Michael Black, Ashland Parks
Mark Knox, Ashland/Development
Viki Brown, Eagle Point
Arlene Krasner, AARP

Consultant Team

Kittelson & Associates, Inc.

Susan Wright, PE
Nicholas Gross
Amy Griffiths
Matthew Bell
Jon Sommerville

Angelo Planning Group

Darci Rudzinski
Shayna Rehberg
Kyra Haggart

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1. ROGUE VALLEY ACTIVE TRANSPORTATION PLAN

Chapter 1. Regional Active Transportation Plan

Active transportation refers to any self-propelled, human-powered mode of transportation, such as walking, biking, roller-skating, skateboarding, or rolling. The Rogue Valley Active Transportation Plan (RVATP) is a long-range, strategic framework that identifies the regional networks for active transportation in the Rogue Valley Metropolitan Planning Organization (MPO) boundary. Once adopted, the RVATP will become a component of the RVMPO Regional Transportation Plan (RTP). It sets the direction for the design and implementation of the regional active transportation network over time. The active transportation network provides connections between cities, transit, activity centers, and major employment and housing locations. For people biking and rolling, the plan identifies a regional network of bicycle routes. For people walking, the plan focuses on walking access for short trips and transit access for longer regional connections.

How to Use the Active Transportation Plan

Engineers and planners working within the Rogue Valley utilize the RVATP as a guiding document for investment and active transportation facility design on their respective facilities. The vision, goals, objectives and policies, network and classifications, design guidance and needs, priorities, and implementation plan in the RVATP will direct the RVMPO in implementing active transportation networks in the region.

- **Vision, Goals and Objectives, and Policies**
    - The **vision** communicates an overarching direction and ideal future for walking, biking, or using other active means of transportation (e.g., skateboarding, accessing transit) in the Rogue Valley. The **goals** provide further high-level guidance on how to reach the vision and make connections to other regional priorities. Under each goal is a set of **objectives** that establish the path towards achieving that goal.
    - The RTP policies provide direction to enhance and complete networks for people walking and biking; increase the non-auto mode-share; and improve safety, comfort, and convenience for people walking and biking. The RVATP policies are additive to the current RTP policies and should be adopted by local agencies to ensure local implementation of the RVATP.
- **Active Transportation Network and Classifications**
    - The **Regional Active Transportation Network Map** (Figure 1) identifies the region's active transportation network and network classifications. The classifications describe the function of each facility in the network and corresponds to design guidance.
    - The RVATP provides design guidance on how to achieve low-stress facilities and intersection crossings. Low-stress facilities for people walking, biking, and rolling are accessible, comfortable, and attractive for all ages and abilities. Increasing separation between active transportation users and vehicles reduces the level of stress a user experiences.
    - If a project is identified on a "regional" active transportation route, the policy and design guidance is to achieve level of traffic stress (LTS 1) for walking and biking facilities. Similarly, if a roadway project is identified on a "connector" route, the guidance is to achieve LTS 2 for walking and biking facilities. Guidance on how to achieve this based on the roadway vehicle speed and volumes is included in Appendix C. Information on existing facilities and level of traffic stress for walking and biking is included in Figures 2 – 5.

- **Priorities**
    - Figure 8 provides a map of the highest priorities based on a prioritization process considering safety, existing conditions, connectivity, equity, and opportunity. This can help inform local agencies and the region determine where to allocate available money first. High level concept designs and planning level cost estimates are provided for ten of the highest priority projects to assist in planning.
- **Implementation Plan**
    - The implementation plan provides a road map for implementing the plan, including local adoption, project funding, partnerships, and programing to support and encourage walking and biking which is a key piece of this plan to help the RVMPO achieve the vision.

Vision, Goals and Objectives, and Policies

The vision, goals, and objectives identified for active transportation in the Rogue Valley build on the goals and priorities of communities within the region. The RVATP vision, goals, and objectives were established in collaboration with the Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) and reflect public input.

The **vision** is intended to clearly communicate an overarching direction and ideal future for walking, biking, or using other active means of transportation (e.g., skateboarding, accessing transit) in the Rogue Valley.

The **goals** provide further high-level guidance on how to reach the vision and make connections to other regional priorities.

Under each goal is a set of **objectives** that establish the path towards achieving that goal.

Objectives were used in the plan development process as follows:

- To guide the team in route selection for the Regional Active Transportation Networks
- To develop prioritization criteria to help determine top regional priorities
- To select performance measures that can be used to evaluate progress towards the plan vision over time

Vision

"The Rogue Valley's active transportation network of streets and multiuse paths is comfortable, convenient, and attractive for walking and biking, connecting communities and people around the region. Coupled with transit, all users, regardless of age, ability, need, or interest, can safely access destinations, employment, and schools via these networks."

Goals and Objectives

Goal 1. Safe and Secure

Create a system that is safe and comfortable for people walking and biking, and where people feel secure using the streets and paths.

1.1. Eliminate fatal and serious injury crashes involving people walking and biking.

1.2. Design streets and paths to ensure safety and security.

1.3. Incorporate pedestrian-scale lighting along the Bear Creek Greenway and other key active transportation routes in urban areas.

1.4. Develop networks that maximize separation of people walking and biking from vehicle traffic.

1.5. Create safe and secure walking and biking routes to schools to increase student health.

Goal 2. Connected and Accessible

Provide Rogue Valley residents and visitors with reasonably direct, continuous connections between key destinations, so people are able to access their jobs and daily needs by walking, transit, and biking, by choice or necessity.

2.1. Fill gaps in the regional pedestrian system (sidewalks, paths, and shoulders in rural areas), prioritizing locations near bus stops.

2.2. Fill gaps in the regional bicycle system of bikeways, paths, and shoulders to create low-stress (LTS 1 or 2) routes to key destinations.

2.3. Increase the portion of Rogue Valley residents living near completed, low-stress (LTS 1 or 2) areas of the regional walking and biking networks.

2.4. Provide reasonably direct walking and biking routes between destinations, jobs, and neighborhoods.

2.5. Recognizing the benefits for all road users, improve and maintain access for people with disabilities on facilities around the region.

Goal 3. Attractive and Appealing

Create an atmosphere and system where it is comfortable and enjoyable to walk and bike for people of all ages and abilities, including for commuting, other errands and purposes, and recreation.

3.1. Develop safe routes to schools to increase the portion of students walking and biking to school.

3.2. Develop high quality on-street sidewalks and bike facilities with street trees, lighting, and separation from motor vehicles.

3.3. Develop welcoming paths with convenient access, ample sightlines, and inviting scenery.

3.4. Encourage walking and biking to increase use of key routes.

Goal 4. Community Vitality

Invest in infrastructure to support the local and regional economy, encourage vibrant streets that foster economic health, leverage our region's natural assets, and ensure that our communities thrive now and in the future.

4.1. Create routes with wayfinding signage that connect people to the regions' parks, natural areas, and scenic attractions.

4.2. Provide walking and biking connections to major areas of employment and schools to provide commuting options by foot and bike.

4.3. Encourage and promote walking and biking in urban areas to support street-level activity and local businesses.

4.4. Ensure sufficient funding and resources to perform regular maintenance on new and existing investments.

4.5. Promote the development of walkable and bikeable communities to enable active modes of transportation for short distance trips.

Goal 5. Regional Collaboration

Collaborate at all levels of government to implement and maintain active transportation facilities to maximize the transportation system for all types of users.

5.1. Jointly pursue opportunities to fund and construct priority links in the regional active transportation system.

5.2. Identify projects that enhance walking and biking connections between communities of the Rogue Valley, particularly on routes with high demand.

5.3. Package active transportation improvements with other roadway or transit planning and investments.

5.4. Maximize Valley assets to encourage recreational tourism and economic prosperity.

5.5. Develop new connections to areas of the region not currently well-served by walking and biking amenities.

Policies

Transportation policies —which are typically found in local TSPs—are used by local jurisdictions to guide decision-making about future transportation investments. Local jurisdictions should consider amending their local transportation policies to align with the goals, objectives, and design recommendations in the RVATP to ensure that the regional active transportation network is implemented consistently. Table 1 provides a set of model policies that should be adopted by local jurisdictions to ensure local implementation of the RVATP. ***Appendix "F"*** *includes a high-level assessment of jurisdictions' current consistency with the model policies.*

Table 1. Model Policy Correspondence with Active Transportation Plan Goals

RVATP Goals	Corresponding Model Policy/Objective
Goal 1: Create a system that is safe and comfortable for people walking and biking, and where people feel secure using the streets and paths.	1. Design active transportation facilities identified in the Rogue Valley Active Transportation Plan to be consistent with the Plan's Best Practices for Pedestrian and Bicycle Design.
	2. Invest in system elements that foster a safe and comfortable walking and biking experience such as lighting, plantings, bicycle parking, and other amenities.
	3. Provide safe and direct pedestrian and bicycle crossings at transit stops where practicable, particularly on collector or arterial streets with existing enhanced crossing spacing of greater than 1,000 feet.
Goal 2: Provide Rogue Valley residents and visitors with reasonably direct, continuous connections between key destinations, so people are able to access their jobs and daily needs by walking, transit, and biking, by choice or necessity.	4. Provide reasonably direct walking and biking routes between local destinations, jobs, neighborhoods, and transit.
	5. Prioritize transportation projects that fill gaps in the regional pedestrian and bicycle system to create walking and biking routes to regional destinations.
Goal 3: Create an atmosphere and system where it is comfortable and enjoyable to walk and bike for people of all ages and abilities, including for commuting, other errands and purposes, and recreation.	6. Develop safe and comfortable active transportation facilities to encourage residents to use walking and biking for commuting, errands, and recreation.
	7. Develop safe routes to schools to increase the portion of students walking and biking to school.
	8. Improve and maintain walking and biking access for people with disabilities.
	9. Improve and maintain walking and biking access for historically underserved and vulnerable populations.
	10. Create active transportation routes that connect people to local and regional parks, natural areas, and scenic attractions.

RVATP Goals	Corresponding Model Policy/Objective
Goal 4: Invest in infrastructure to support the local and regional economy, encourage vibrant streets that foster economic health, leverage our region's natural assets, and ensure that our communities thrive now and in the future.	11. Prioritize transportation projects on designated Regional and Connector Routes in the Rogue Valley Active Transportation Plan that provide access to key destinations to support creation of a regional active transportation network.
	12. Provide walking and biking connections to employment areas and transit stops to provide commuting options by walking and biking.
	13. Ensure that sufficient funding is dedicated to maintenance of existing and new active transportation facilities.
Goal 5: Collaborate at all levels of government to implement and maintain active transportation facilities to maximize the transportation system for all types of users.	14. Coordinate with Rogue Valley MPO and other local jurisdictions to implement the Rogue Valley Active Transportation Plan.
	15. Identify opportunity projects to package active transportation improvements with other roadway or transit planning and investments.

Active Transportation Network and Classifications

Figure 1 illustrates the regional active transportation network. All routes identified as part of the active transportation network, regardless of classification, are high priority connections for the Rogue Valley. Within this context, route classifications were developed to further emphasize and prioritize the regional network. Establishing the regional active transportation and its classifications was guided through the following process:

1. Defining key destinations for active transportation access based on serving people's every day transportation needs
2. Defining corridors that connect the key destinations
3. Selecting routes within each corridor to be included in the regional network
4. Specifying the type and classification for each route

The regional active transportation network is made up of three classifications. The following classifications and definitions were selected as the preferred terminology for the RVATP.

Regional Routes

Regional Routes are the highest functional classification for the active transportation network. These routes provide the highest quality facilities and greatest level of comfort (lowest level of traffic stress, LTS 1), and appeal to the widest cross section of users. To achieve LTS 1 on regional routes, separated facilities must be provided for major streets (higher volumes, higher speeds) and along minor streets (lower volume, lower speeds), traditional facilities (bike lanes, sidewalks) may be acceptable depending on the roadway context[1]. To achieve a low-stress experience for people walking, buffer spaces must always be provided between the travel lane and sidewalk.

Regional Routes connect communities and key destination nodes within the RVMPO boundary, including the Bear Creek Greenway, the network's spine, and a primary Regional Route. Regional Routes can be on or off-street facilities.

Connector Routes

Connector Routes serve as secondary and/or shorter, regionally significant connections between the Regional Routes and high-priority destinations, for example, OR99 parallels the Bear Creek Greenway but provides the sole access to many Regional destinations, so it is identified as a connector. Connector Routes are also desired to be high quality and comfortable for most users (level of traffic stress 2 or LTS 2) and link to major employers, transit hubs, schools, and other regional destinations identified through the public engagement process. Connector Routes are prioritized one tier lower than Regional Routes.

Supporting Routes

Supporting Routes are regionally significant connections with similar design guidance and policy implementation (LTS 2) of Connector Routes. Supporting Routes are recognized as part of the regional active transportation network but are prioritized one tier lower than Connector Routes.

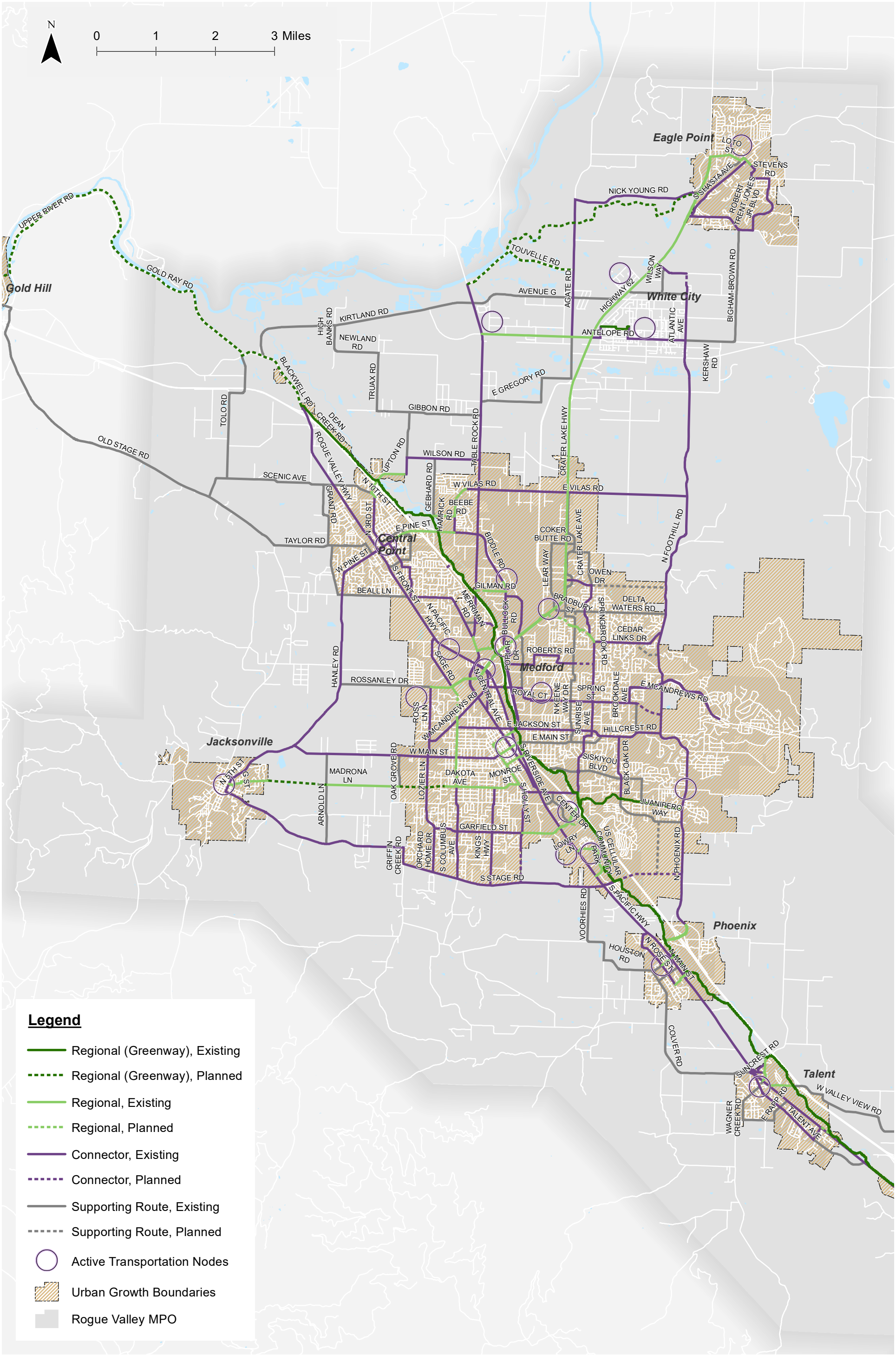
[1] Figure 6 summarizes bicycle facility guidance to achieve low-stress facilities based on roadway context.

Local Active Transportation Routes

The RVATP does not identify local routes. Instead, existing and future local routes identified in jurisdictional Transportation System Plans (TSPs) should be integrated into the regionally active transportation system.

Appendix "A" provides a detailed summary of the planning process, including the steps in the plan development and public involvement activities.

Appendix "B" contains information on the Rogue Valley Context including sociodemographic information, land use and destinations, existing active transportation facilities, and walking and biking crash history.



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Regional Active Transportation Network

Jackson County, OR

1

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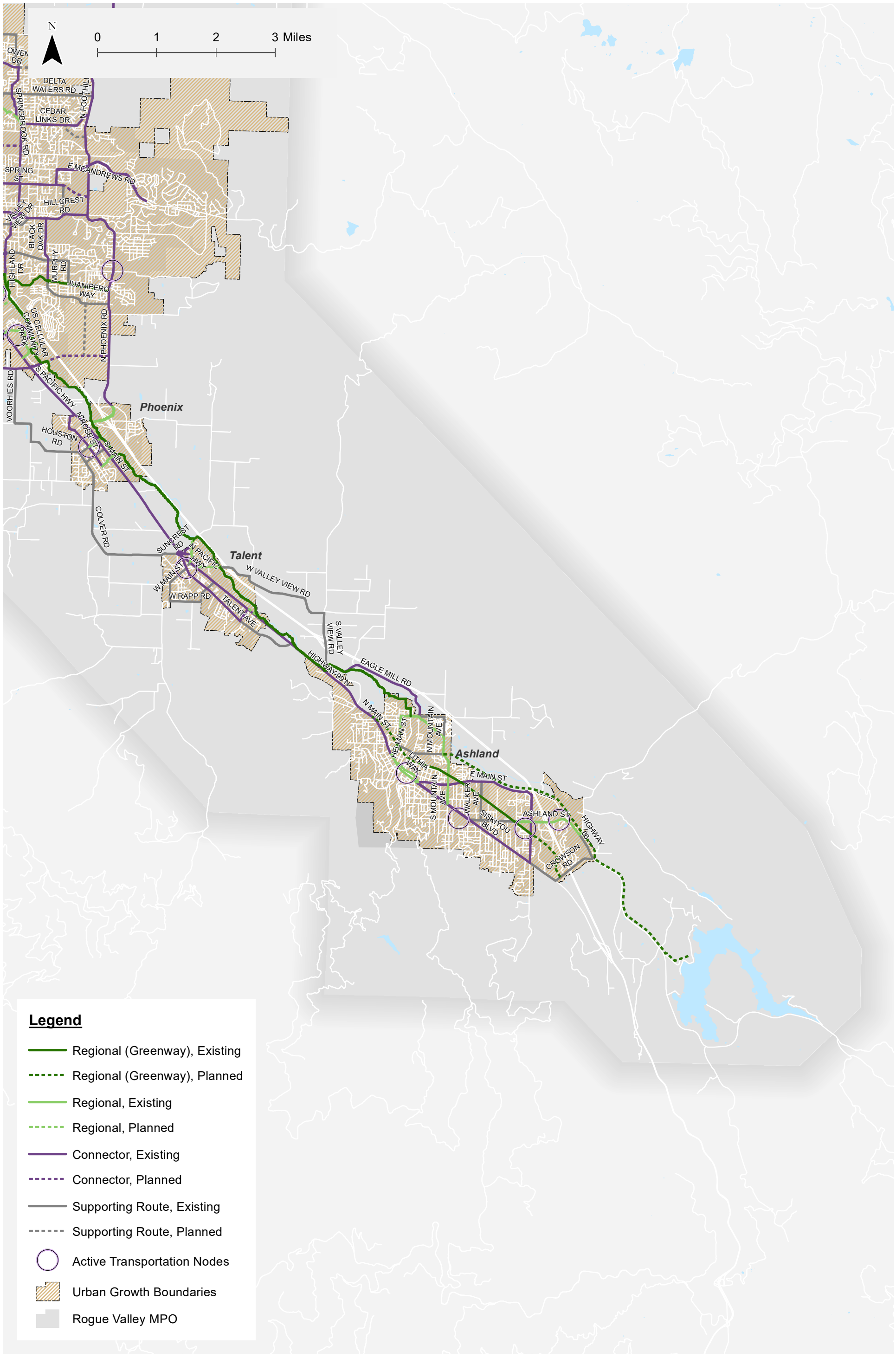

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Regional Active Transportation Network

Jackson County, OR

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- Regional Active Transportation Needs

2. ROGUE VALLEY ACTIVE TRANSPORTATION NEEDS

Chapter 2. Active Transportation Needs

Regional Active Transportation Network Needs

After defining the regional network, the next step involved identifying the existing walking and biking infrastructure, level of traffic stress, and potential barrier needs. This process established the necessary investment to address the gaps, deficiencies, and barriers along the Rogue Valley's regional active transportation network.

Existing Facilities, Gaps, and Deficiencies

To identify the infrastructure needs on the designated active transportation network, existing facilities for people walking and biking were comprehensively inventoried. **Figure 2** and **Figure 3** illustrate the existing facilities for people walking and biking as well as the network gaps and deficiencies.

The vast majority of the designated active transportation network consists of facility gaps and deficiencies. A gap is a roadway segment that does not provide any facility for people walking or biking; a deficiency is a roadway segment that provides a facility that is inadequate based on width or condition. For example, bike lanes and sidewalks fewer than five feet wide and shoulders in rural areas fewer than four feet wide are considered deficiencies.

Future connections are anticipated to be developed to the roadway design standard set by the jurisdiction they are located in, with specific recognition of the need for multimodal accommodations on recognized routes within the RVATP.

Bicycle and Pedestrian Level of Traffic Stress

Level of traffic stress (LTS) is a common analysis used for evaluating facilities for people walking and biking within urban and rural environments. The LTS methodology classifies four levels of traffic stress that people walking, or biking can experience on a given roadway, ranging from LTS 1 (little to no traffic stress) to LTS 4 (high traffic stress).

A roadway segment with an LTS 1 score generally has low traffic speeds and volumes and is suitable for all people biking, including children. A road segment graded LTS 4 generally has high speeds and volumes and is perceived as unsafe by most adults.

Figure 4 and **Figure 5** illustrate the Bicycle and Pedestrian Level of Traffic Stress analysis results. Segments illustrated as LTS 3 or above are identified as needing improvement. The results of the Bicycle and Pedestrian LTS analysis can also be used to look at network connectivity and have contributed to the high priority investment identified in **Chapter 3**.

The majority of the designated active transportation network is not suitable for users of all ages and abilities; however, several small LTS 1 and LTS 2 networks exist within the urbanized areas. Connecting these low-stress networks with low-stress corridors will greatly expand the abilities for people to travel throughout the Rogue Valley on low-stress, comfortable, and accessible facilities.

N

0 1 2 3 Miles

Legend

- Sidewalk
- Sidewalk (<5')
- Shared Use Path
- Sidepath
- Shoulder
- Shoulder (<4')
- Facility Gap
- Future Connection
- Urban Growth Boundaries
- Rogue Valley MPO
- Middle Rogue MPO

Existing Pedestrian Facilities, Gaps, and Deficiencies on Regional and Connector Routes

Jackson County, OR

2

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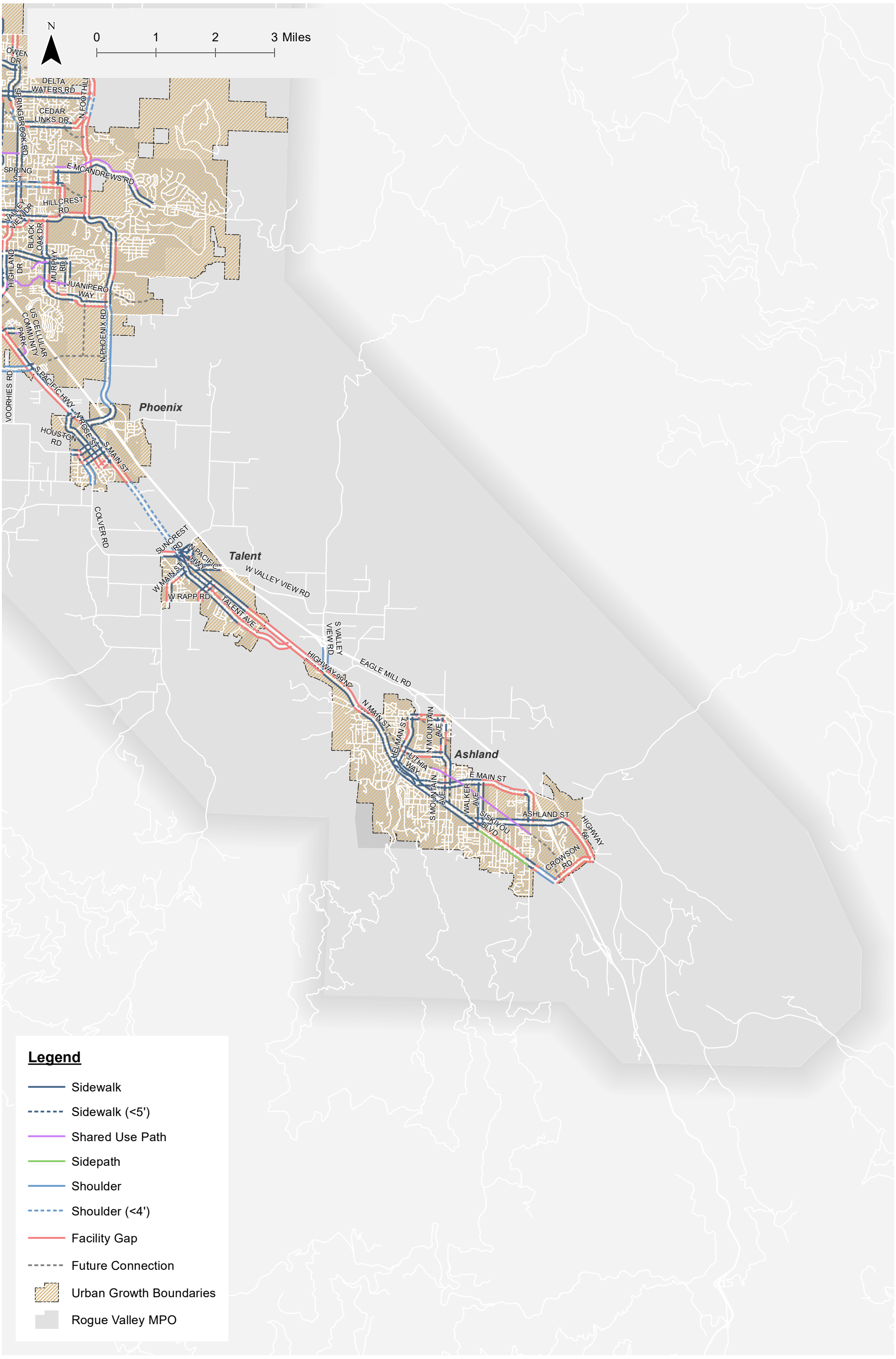

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Existing Pedestrian Facilities, Gaps, and Deficiencies on Regional and Connector Routes

Jackson County, OR

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N

0 1 2 3 Miles

Eagle Point
Gold Hill
White City
Central Point
Medford
Jacksonville
Phoenix
Talent

UPPER RIVER RD
GOLD RAY RD
OLD STAGE RD
TOLO RD
BLACKWELL RD
DEAN CREEK RD
ROGUE VALLEY HWY
SCENIC AVE
TAYLOR RD
GRANT RD
N 10TH ST
N 3RD ST
E PINE ST
W PINE ST
UPTON RD
WILSON RD
GIBBON RD
TRUAX RD
NEWLAND RD
HIGH BANKS RD
KIRTLAND RD
AVENUE G
TOUVELLE RD
NICK YOUNG RD
LOTO ST
S SHASTA AVE
STEVENS RD
ROBERT TRENT JONES JR BLVD
BIGHAM-BROWN RD
WILSON WAY
HIGHWAY 62
AGATE RD
ATLANTIC AVE
ANTELOPE RD
KERSHAW RD
E GREGORY RD
TABLE ROCK RD
CRATER LAKE HWY
W VILAS RD
E VILAS RD
GEBHARD RD
HAMRICK RD
BEEBE RD
BIDDLE RD
COKER BUTTE RD
CRATER LAKE AVE
LEAR WAY
N FOOTHILL RD
OWEN DR
DELTA WATERS RD
SPRINGBROOK RD
CEDAR LINKS DR
BRADBURY ST
GILMAN RD
MERRIMAN RD
BULLOCK RD
POPLAR DR
ROBERTS RD
S FRONT ST
N PACIFIC HWY
BEALL LN
HANLEY RD
ROSSANLEY DR
SAGE RD
N CENTRAL AVE
ROYAL CT
N KEENE WAY DR
SPRING ST
SUNRISE AVE
BROOKDALE AVE
E MCANDREWS RD
W MCANDREWS RD
ROSS LN N
E JACKSON ST
HILLCREST RD
E MAIN ST
W MAIN ST
OAK GROVE RD
LOZIER LN
DAKOTA AVE
MONROE ST
S RIVERSIDE AVE
S HOLLY ST
SISKIYOU BLVD
BLACK OAK DR
CENTER DR
JUANIPERO WAY
N PHOENIX RD
GARFIELD ST
S COLUMBUS AVE
KINGS HWY
LOWRY LN
US CELLULAR COMMUNITY PARK
S PACIFIC HWY
S STAGE RD
VOORHIES RD
HOUSTON RD
N ROSE ST
N MAIN ST
COLVER RD
SUNCREST RD
E RAPP RD
WAGNER CREEK RD
TALENT AVE
W VALLEY VIEW RD
N 5TH ST
G ST
MADRONA LN
ARNOLD LN
ORCHARD HOME DR
GRIFFIN CREEK RD

Legend

- Bike Lane
- Bike Lane (<5')
- Buffered Bike Lane
- Shared Lane
- Shared Use Path
- Shoulder
- Shoulder (<4')
- Facility Gap
- Urban Growth Boundaries
- Rogue Valley MPO
- Middle Rogue MPO

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Existing Bicycle Facilities, Gaps, and Deficiencies on Regional and Connector Routes

Jackson County, OR

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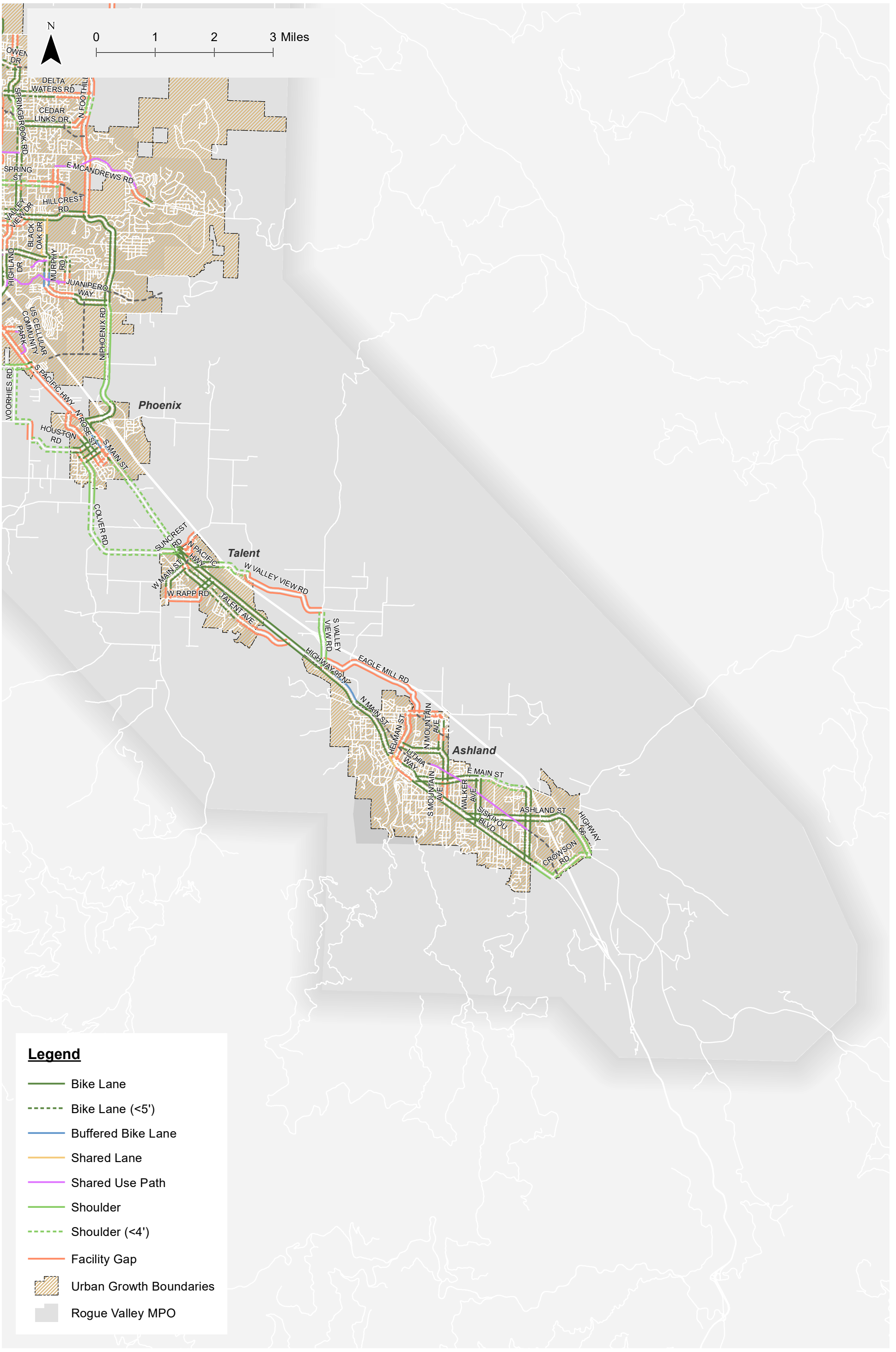

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Existing Bicycle Facilities, Gaps, and Deficiencies on Regional and Connector Routes

Jackson County, OR

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N

0 1 2 3 Miles

Gold Hill
Eagle Point
White City
Central Point
Medford
Jacksonville
Phoenix
Talent

UPPER RIVER RD
GOLD RAY RD
OLD STAGE RD
TOLO RD
BLACKWELL RD
DEAN CREEK RD
ROGUE VALLEY HWY
SCENIC AVE
TAYLOR RD
GRANT RD
N 10TH ST
N 3RD ST
E PINE ST
W PINE ST
S FRONT ST
BEALL LN
N PACIFIC HWY
SAGE RD
HAWLEY RD
ROSSANLEY DR
W MAIN ST
N 5TH ST
G ST
MADRONA LN
ARNOLD LN
OAK GROVE RD
LOZIER LN
N COLUMBUS AVE
ROSS LN N
GRIFFIN CREEK RD
ORCHARD HOME DR
S COLUMBUS AVE
KINGS HWY
S STAGE RD
E SOUTH STAGE RD
S PACIFIC HWY
VOORHIES RD
COLEMAN CREEK RD
W 4TH ST
W 1ST ST
N MAIN ST
COLVER RD
SUNCREST RD
WAGNER CREEK RD
ERAU PKWY
TALENT AVE
W VALLEY VIEW RD
TOUVELLE RD
KIRTLAND RD
HIGH BANKS RD
NEWLAND RD
TRUAX RD
GIBBON RD
TABLE ROCK RD
UPTON RD
WILSON RD
GEBHARD RD
BEEBE RD
W VILAS RD
E VILAS RD
BIDDLE RD
GILMAN RD
MERRIMAN RD
BULLOCK RD
W TABLE ROCK RD
N CENTRAL AVE
MORROW RD
ROBERTS RD
ROYAL AVE
E JACKSON ST
E MAIN ST
W 10TH ST
MONROE ST
DAKOTA AVE
S HOLLY ST
S RIVERSIDE AVE
GARFIELD ST
LOWRY LN
AVENUE G
AGATE RD
HIGHWAY 62
WILSON WAY
NICK YOUNG RD
S SHASTA AVE
LINN RD
LOTO ST
STEVENS RD
ROBERT TRENT JONES JR BLVD
BIGHAM-BROWN RD
ATLANTIC AVE
ANTELOPE RD
E GREGORY RD
COREY RD
CRATER LAKE HWY
CRATER LAKE AVE
COKER BUTTE RD
LEAR WAY
OWEN DR
N FOOTHILL RD
DELTA WATERS RD
SPRINGBROOK RD
CEDAR LINKS DR
N KEENE WAY DR
SUNRISE AVE
BROOKDALE AVE
E MCANDREWS RD
HILLCREST RD
N PHOENIX RD
SISKIYOU BLVD
JUANIPERO WAY
CENTER DR

Legend

- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4
- Future Connection
- Urban Growth Boundaries
- Rogue Valley MPO
- Middle Rogue MPO

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Bicycle Level of Traffic Stress

Jackson County, OR

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N

0 1 2 3 Miles

Phoenix

Talent

Ashland

Legend

- BLTS 1
- BLTS 2
- BLTS 3
- BLTS 4
- Future Connection
- Urban Growth Boundaries
- Rogue Valley MPO

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Bicycle Level of Traffic Stress

Jackson County, OR

4

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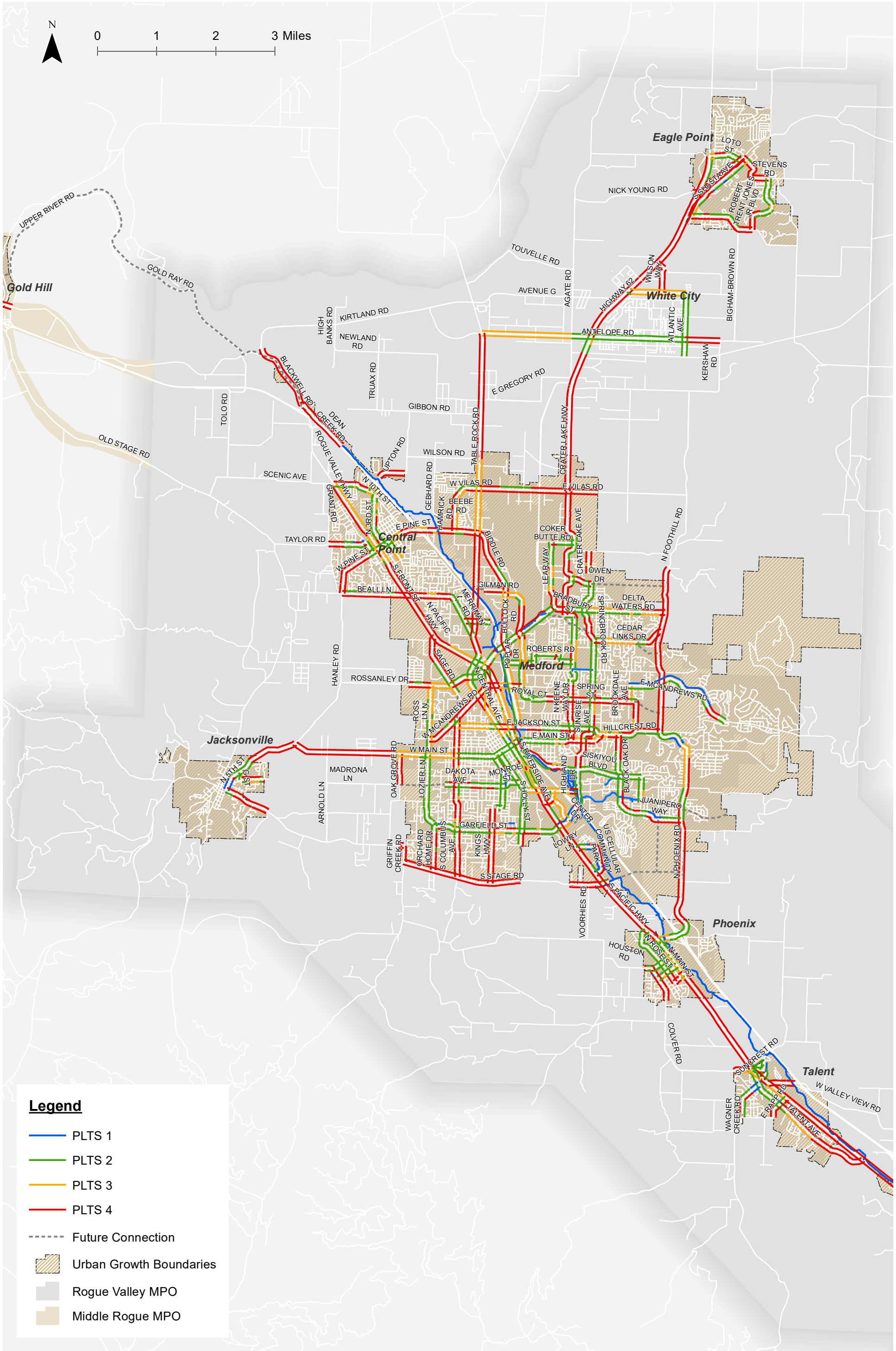

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Pedestrian Level of Traffic Stress

Jackson County, OR

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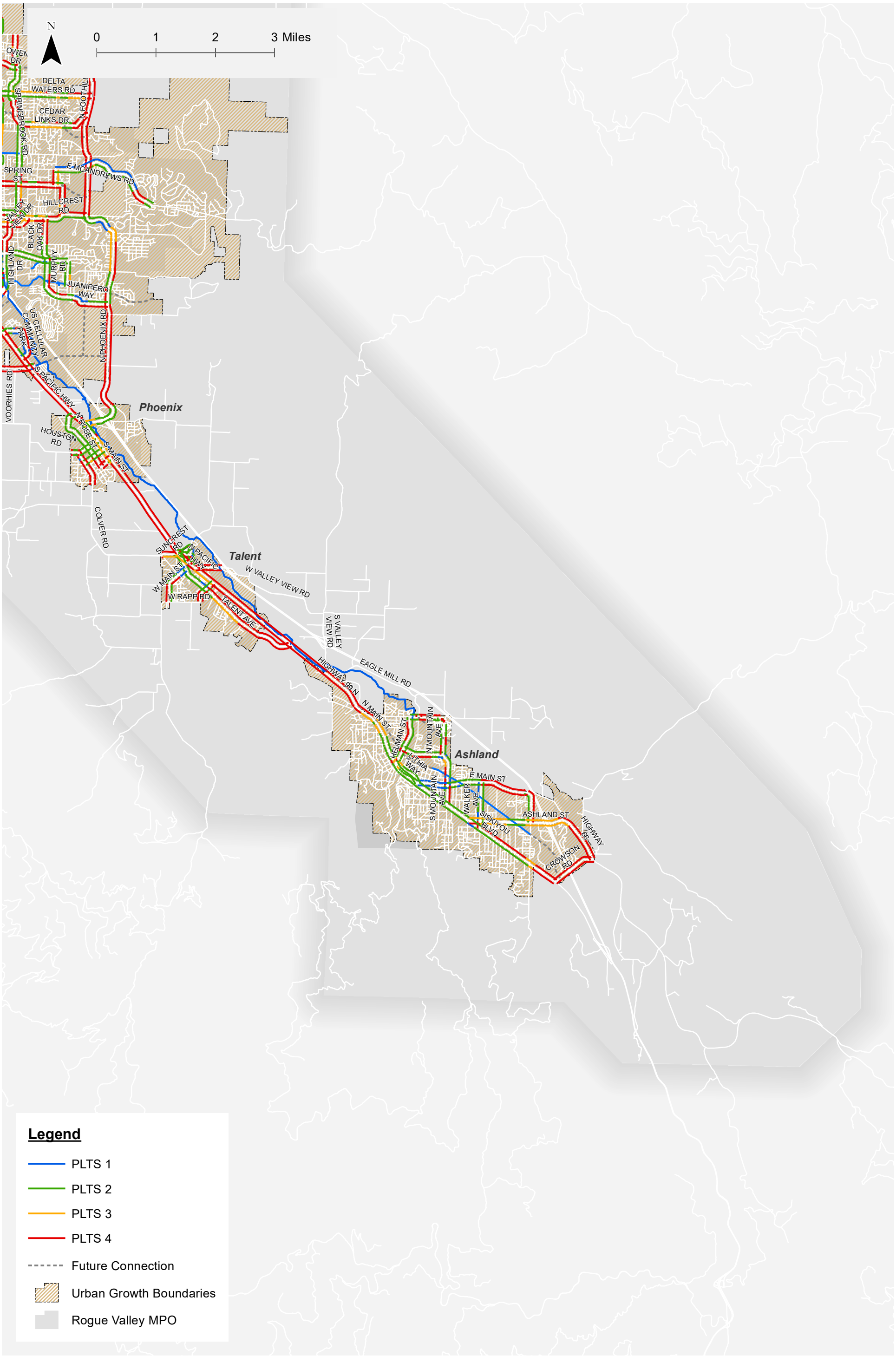

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Pedestrian Level of Traffic Stress

Jackson County, OR

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Best Practices in Walking and Biking Facility Design

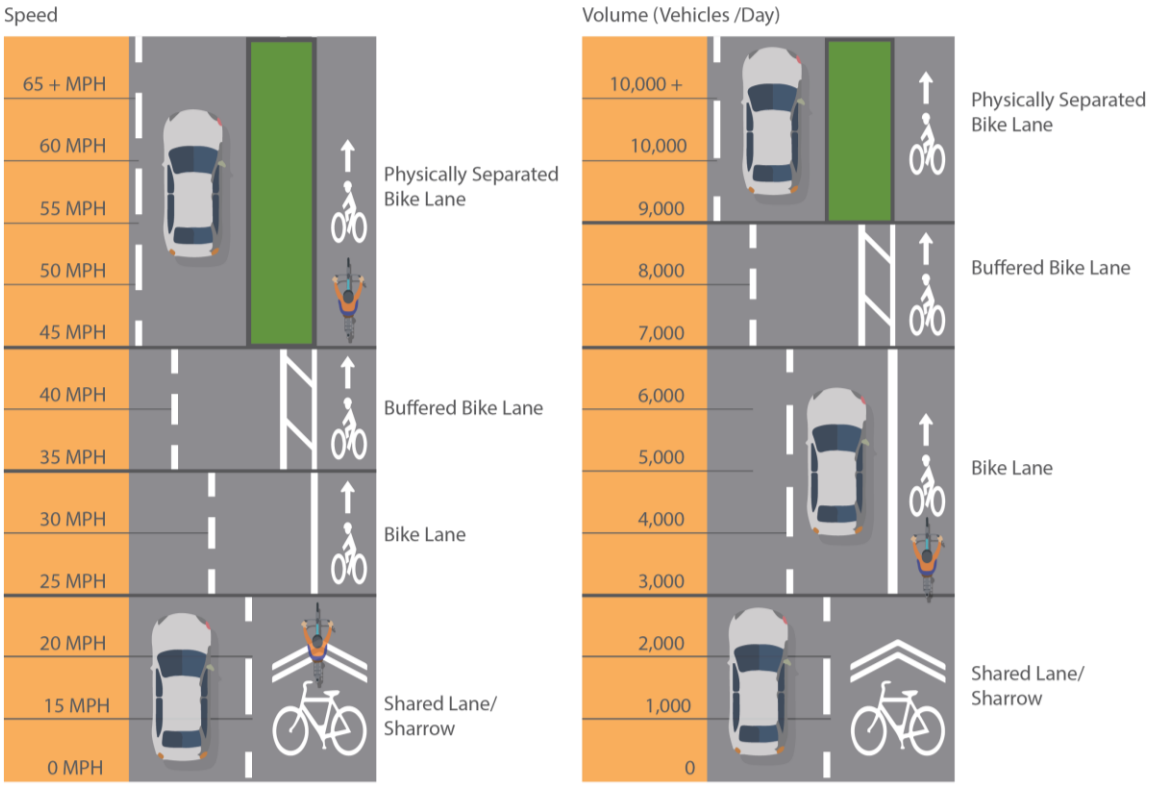
For walking and biking to be key forms of transportation, facilities must be comfortable, safe, convenient, and designed to be attractive to a wide range of potential users. To plan for walking and bicycling facilities that will be attractive to a wide range of potential users, RVMPO and its local agencies should consider the following best practices for walking and biking facility design for the regional network:

1. Travelers must feel comfortable and safe while walking and bicycling on the system,
2. Walking and bicycling must be convenient ways to travel, and
3. Facilities must be created to serve a wide range of users.

Bicycle Facility Guidance

Achieving comfortable, low-stress facilities for people biking can be achieved by following the recommended facility guidance summarized in **Figure 6**.

Figure 6: Bicycle Facility Guidance



As illustrated in **Figure 6**, further separation is recommended as vehicular speeds and volumes increase. To achieve LTS 1, physically separated bike lanes are recommended for roadways with a posted speed greater than 40 MPH or roadways with vehicular average daily traffic (ADT) of 9,000 and above.

Appendix "C" contains detailed information on best practices in walking and biking facility design and the level of traffic stress (LTS) methodology for conducting future LTS assessments as improvements are completed along the regional active transportation network.

Appendix "C" also includes an overview for performance-based design approaches for constrained multimodal streets.

Potential Barriers

Potential barriers located on the Rogue Valley's active transportation network were mapped to identify existing locations that limit the opportunity for people to walk and bike due to perceived or experienced safety risks.

The potential barriers were identified based on community input received from the online interactive mapping exercise, input received from the TAC and CAC, as well as a planning level assessment of the regional and connector routes that cross each other (intersections).

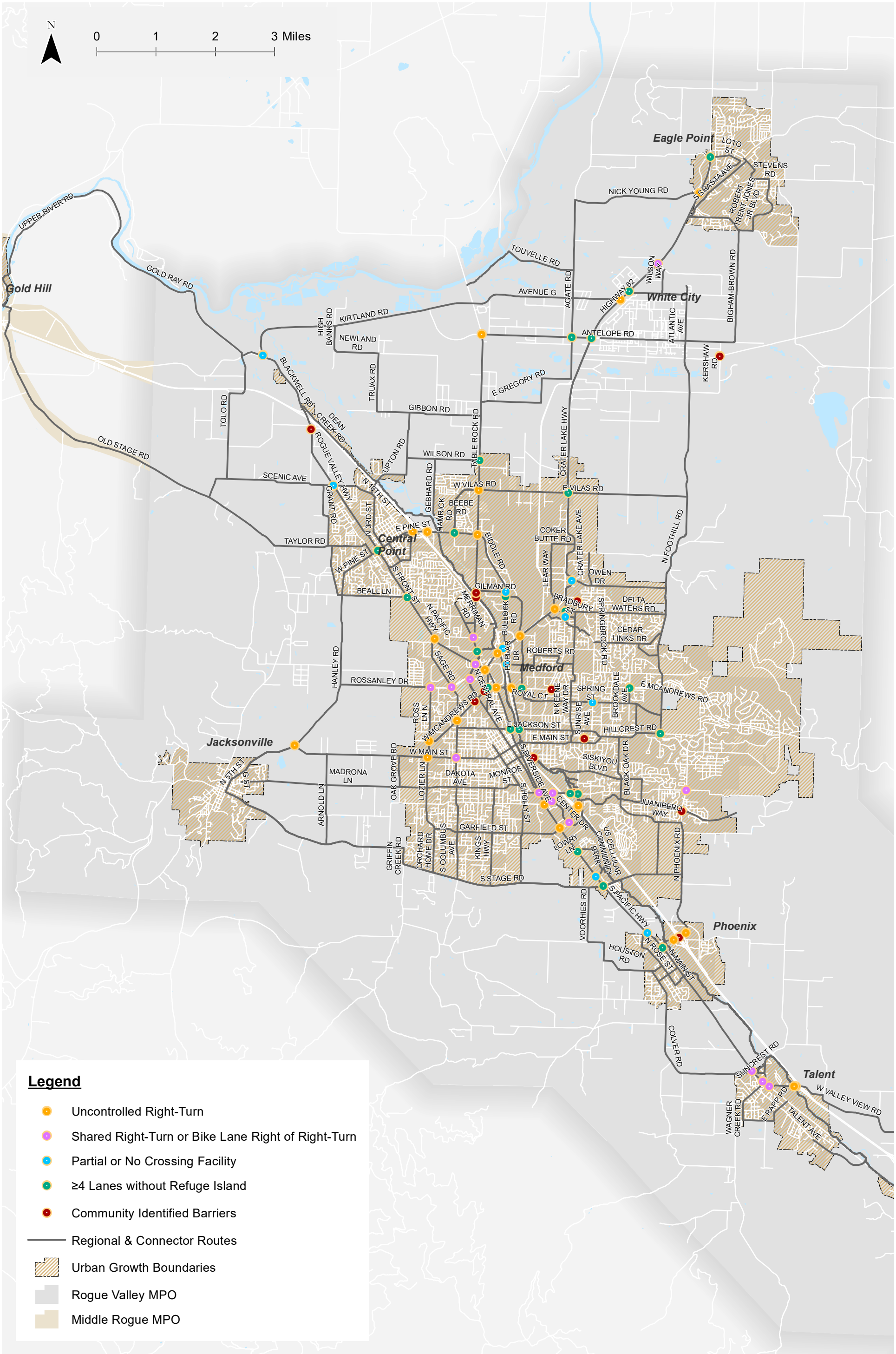
Safety and security along the Bear Creek Greenway was voiced as a concern through the public involvement process. Project IDs 20, 31, and 32 aim to explore opportunities to increase level of comfort by providing accommodations to increase lighting, visibility, and user experience. Further refinement, public involvement, and jurisdictional collaboration will be needed to further refine and develop a framework for increasing the safety, security, and user expectations along the Bear Creek Greenway.

Intersections along the active transportation network were flagged as potential barriers when one or more of the following attributes was found to be present at a given intersection:

- Presence of Uncontrolled Right-Turn
- Shared Right-Turn or Bike Lane on Right side of Right-Turn
- Community Identified Barrier
- Partial or No Crossing Facility
- ≥4 Lanes without Refuge Island

Figure 7 illustrates the potential barriers. The potential barriers map serves as a complimentary resource to the walking and biking LTS maps; whereas the LTS maps identified high-stress roadway segments, the potential barriers map identifies intersections and locations that may be barriers to walking and biking. Together, the walking and biking LTS maps (segments of LTS 3 and 4) combined with the potential barriers map provide a comprehensive look at the roadway facilities and locations within the Rogue Valley that limit the potential for increased walking and biking opportunities.

The interchange area of OR 62/I-5 was identified as a significant barrier, limiting east-west travel for people walking and biking over I-5.



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Potential Barriers on Regional and Connector Routes

Jackson County, OR

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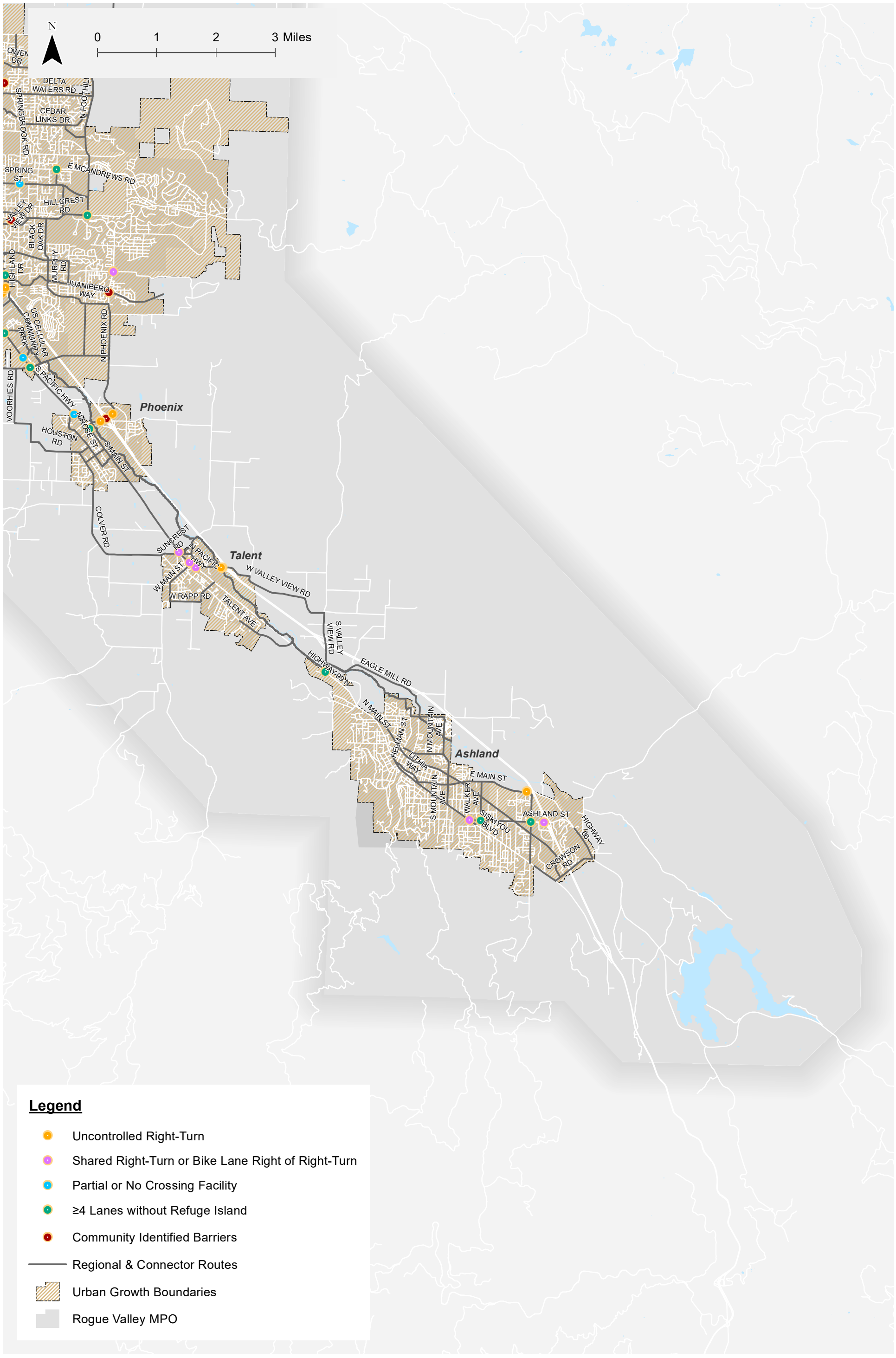

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Potential Barriers on Regional and Connector Routes

Jackson County, OR

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- Prioritization Process
- Prioritization Process Results
- Conceptual Designs for Prioritized Projects

3. HIGH PRIORITY INVESTMENTS

Chapter 3. High Priority Investments

The next step in the RVATP process was prioritizing the list of needs, which will help the agencies and the RVMPO determine where to allocate available money in order to address the most important gaps in the system. This section presents the process used to prioritize the needs for the RVATP and includes the results of the prioritization process.

Prioritization Process

National Cooperative Highway Research Program (NCHRP) Report 803: Pedestrian and Bicycle Transportation along Existing Roads—ActiveTrans Priority Tool Guidebook methodology was adapted for use in the RVATP as described below.

The methodology follows a two-phase, 10-step process: in Phase 1 (Scoping), the purpose of the prioritization process is established, factors and variables are selected, weights are established, and data availability and technical resources are assessed. In Phase 2 (Prioritization) data is organized, scaling is applied, and prioritization scores are calculated.

Factors

Factors are the categories used to express community or agency values considered in the prioritization process and contain groups of variables with similar characteristics. The NCHRP methodology includes nine factors commonly used by agencies across the country that are particularly suited for prioritization of pedestrian and bicycle transportation improvements. Five factors were selected for the prioritization process that closely align with the goals and objectives of the RVATP:

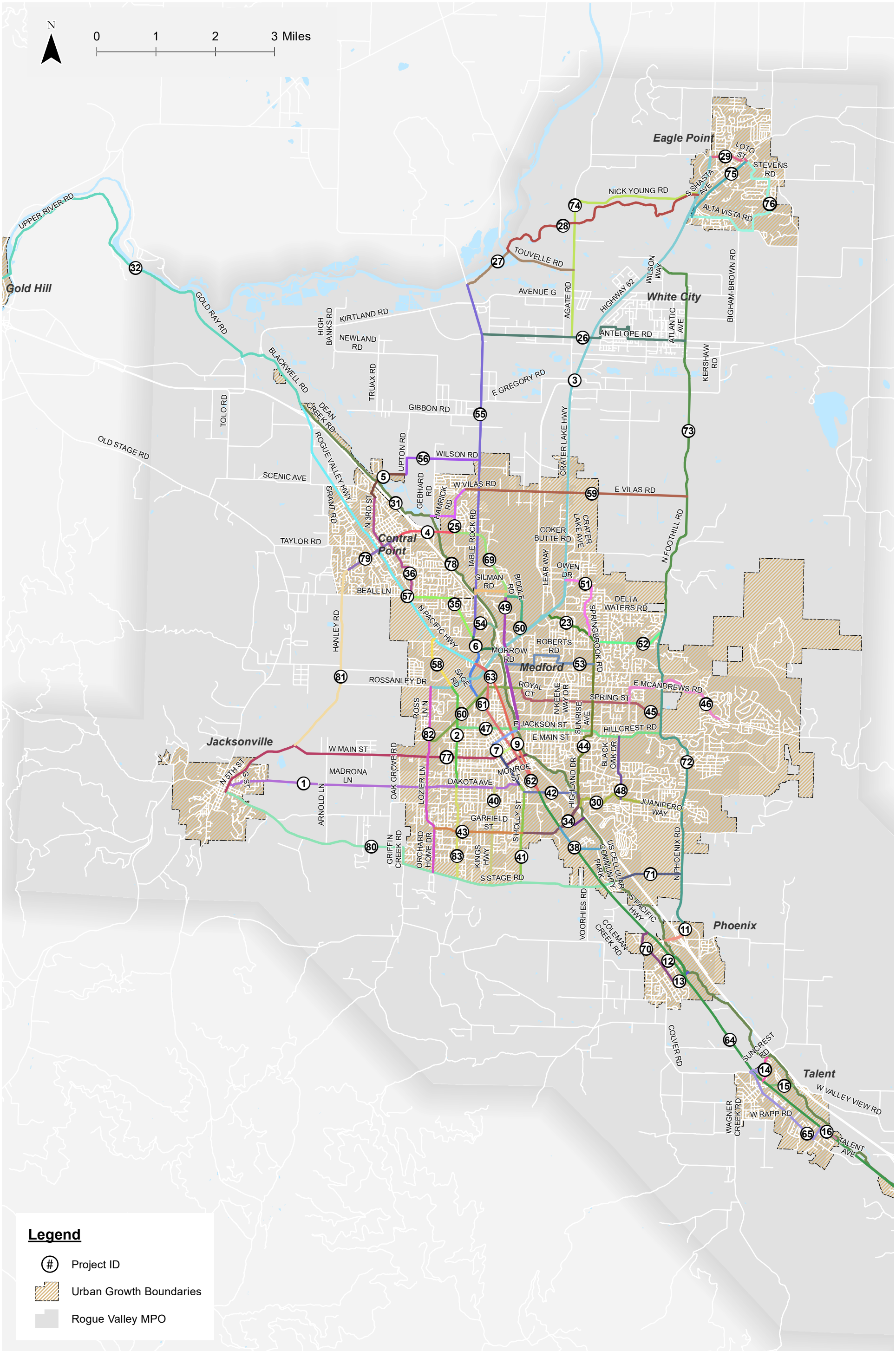
- **Safety**, evaluating primarily in terms of reported crashes,
- **Existing Conditions**, considering physical and operational characteristics of a roadway segment or intersection,
- **Connectivity**, considering the degree to which residents can travel continuously through the community,
- **Equity**, representing the degree to which improvements are distributed evenly to groups in a community; and
- **Opportunity**, quantifying the ability of an agency to take advantage of resources that can support project implementation.

Appendix "D" includes additional detail on the prioritization factors and associated variables.

Prioritization Process Results

The prioritization process resulted in a list of regionally significant active transportation segments and associated scoring values. Potential active transportation corridors were then defined as high, medium, and low priority routes based on their quantitative scoring values and refined through input received from the PMT, TAC, and CAC. **Figure 8** illustrates, and **Table 2** and **Table 3** summarize, the results of the prioritization process on the regional active transportation system.

Local jurisdictions are encouraged to take advantage and couple local improvements with the projects identified within the Rouge Valley Active Transportation Plan to further advance their respective local active transportation systems.



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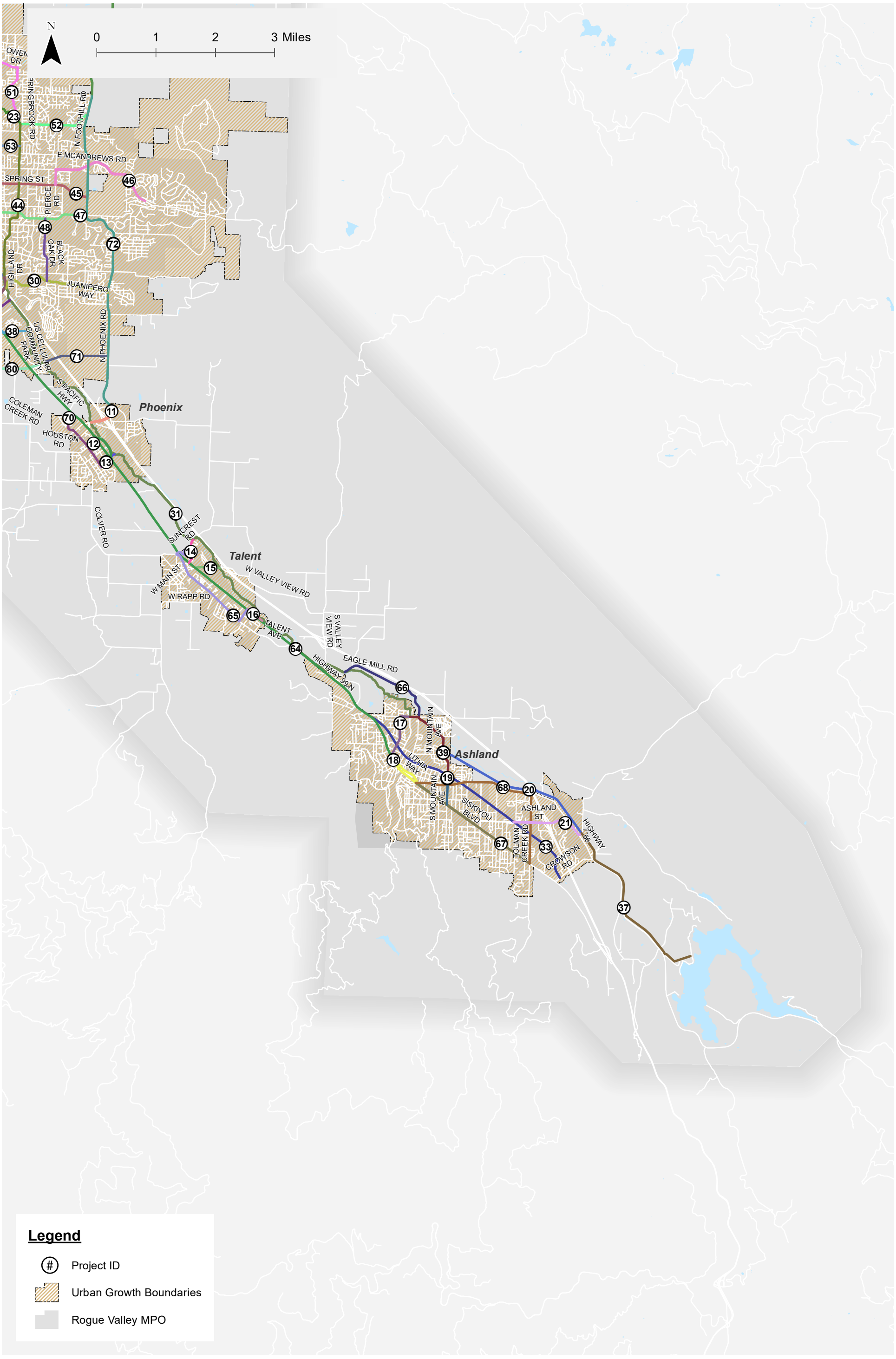

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Prioritization Process Results

Jackson County, OR

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Table 2: Regional Route Prioritization Results

Project ID	Location	Evaluation Results
1	Jacksonville to South Medford (Path connection, including on street improvements on Hueners Ln, Madrona Ln, Dakota Ave)	High
2	N Columbus Ave (Rossanley Dr to Dakota Ave) | Medford	Medium
3	Medford to Eagle Point (Crater Lake Highway OR62)	High
4	E Pine St (9th Street to Hamrick Rd) | Central Point	High
5	Upton Rd Over I-5 | Central Point	Medium
6	Table Rock Rd to BCG via. Berrydale Ave | Medford	High
7	Holly St (W 4th St to Monroe St) | Medford	High
8	4th St (Holly St to BCG) | Medford	High
9	E Main St (Oakdale Ave to BCG) | Medford	High
10	10th St (Holly Street to BCG) | Medford	High
11	Fern Valley Rd Interchange (OR99 to N Phoenix Rd) | Phoenix	Medium
12	4th St (N Rose St to BCG) | Phoenix	Medium
13	Oak St (S Rose St to BCG) | Phoenix	High
14	Clearview Dr – Suncrest Rd (OR99 to BCG) | Talent	Medium
15	W Valley View Rd (OR99 to BCG) | Talent	High
16	Creel Rd Separated Path | Talent	Medium
17	N Laurel St – Nevada Street (OR99 to Oak St) | Ashland	High
18	E Main St – Lithia Way Couplet | Ashland	High
19	S Mountain Ave (Central Bike Path to Siskiyou Blvd) | Ashland	High
20	Bear Creek Greenway – Southern Extension (Part 2 – Mountain Ave to Dead Indian Memorial Rd) | Ashland	High
21	Ashland St (Central Bike Path to Dead Indian Rd) | Ashland	High
22	Center Drive Shared-Use Path Extension (Garfield St to BCG) | Medford	Medium

Project ID	Location	Evaluation Results
23	Temple Dr Shared-Use Path (OR99 to Cedar Links Dr) | Medford	Medium
24	Gilman Rd Extension to BCG | Medford	High
25	Hamrick Rd – Beebe Rd Extension (Naples Dr to BCG & Pine St) | Central Point	Low
26	Antelope Rd Shared-Use Path (Table Rock Rd to Atlantic Ave) | White City	Medium
27	Touvelle Rd Shared-Use Path | White City	Low
28	Little Butte Creek Shared-Use Path | Eagle Point	Low
29	Linn Rd – Loto St (OR99 to Shasta Ave) | Eagle Point	High
30	Larson Creek Greenway (BCG to N Phoenix Rd) | Medford	High
31	Bear Creek Greenway – Existing (Blackwell Rd to W Nevada St) | Central Point, Medford, Phoenix, Talent, Ashland	High
32	Bear Creek Greenway – Northern Extension (Blackwell Rd to Gold Hill) | Central Point, Gold Hill	Medium
33	Ashland Central Bike Path Extension – Existing Included (OR99W to Crowson Rd) | Ashland	Low
34	Garfield St (S Holly St to E Barnett Rd) | Medford	High
35	Beall Ln – Merriman Rd (OR99 to Table Rock Rd) | Central Point	Medium
36	Central Point North-South Connection (10th St to Beall Ln) via 3rd St, 2nd St, 4th St, Hopkins Rd, Freeman Rd) | Central Point	Medium
37	Ashland Greenway Extension (Dead Indian Memorial Rd to Emigrant Lake) | Ashland	Medium
38	OR99 – Garfield St to Lowry Ln |Medford	High
39	Bear Creek Greenway – Southern Extension (Part 1 – Nevada St to Central Bike Path) | Ashland	High

Table 3: Connector Route Prioritization Results

Project ID	Location	Evaluation Results
40	Kings Hwy (Dakota St to S Stage Rd) | Medford	Low
41	S Holly St (Monroe St to S Stage Rd) | Medford	Low
42	Barnett Rd (Holly St to Highland Dr | Medford	High
43	Cunningham Ave – S Garfield (Lozier Ln to S Holly St)	Low
44	Springbrook Rd – Barneburg Rd – Highland Dr (Cedar Links Dr to E Barnett Rd) | Medford	Medium
45	Spring St – Town Center Dr (E McAndrews Rd to N Foothill Rd) | Medford	Medium
46	Brookdale Ave – E McAndrews Rd (Spring St to Tamarack Dr) | Medford	Low
47	Jackson St – Hillcrest Rd (N Columbus Ave to N Foothill Rd) | Medford	Medium
48	Black Oak Dr (Hillcrest Rd to Larson Creek Greenway) | Medford	Medium
49	Biddle Rd (Lawnsdale Rd to E Jackson St) | Medford	High
50	Lawnsdale Rd – Bullock Rd (Biddle Rd to OR62) | Medford	Low
51	Owen Dr – Springbrook Rd (OR62 to Temple Dr Shared-use Path)	Low
52	Cedar Links Dr (Springbrook Rd to N Foothill Rd) | Medford	Medium
53	Morrow Rd – Corona Rd – Roberts Rd – Melody Ln – Brookhurst St (Biddle Rd to Springbrook) | Medford	Medium
54	Midway Rd (Table Rock Rd to BCG) | Medford	Medium
55	Table Rock Road (Touvelle Rd Shared-use Path to Merriman Rd) | Central Point	Medium
56	Upton Rd – Wilson Rd | Central Point	Low
57	OR99 Rogue Valley Hwy (Blackwell Rd to N Central Ave) | Central Point	High
58	Sage Rd (OR99 to Rossanley Dr) | Medford	Medium
59	Vilas Rd (Naples Dr to N Foothill Rd) | Central Point	Low
60	McAndrews Rd (Ross Ln to Town Center Dr | Medford	High
61	Table Rock Rd – Central Ave (Berrydale Ave to Court St) | Medford	High
62	Court St – Central Ave (Table Rock Rd to Riverside Ave) | Medford	High

Project ID	Location	Evaluation Results
63	Riverside Ave (Table Rock Rd to E Barnett Rd) | Medford	High
64	OR99 (E Barnett Rd to N Laurel St) | Medford, Phoenix, Talent, Ashland	High
65	Talent Ave – Colver Rd – Suncrest Rd – Autumn Ridge Rd | Talent	Medium
66	Eagle Mill Rd – Oat St (BCG to Nevada St) | Ashland	Low
67	Siskiyou Blvd (E Main St to Tolman Creek Rd) | Ashland	Medium
68	E Main St – Tolman Creek Rd (Siskiyou Blvd to Siskiyou Blvd) | Ashland	Medium
69	Biddle Rd (Hamrick Rd to Lawnsdale) | Medford	Medium
70	N Rose St (OR99 to Oak St) | Phoenix	Medium
71	S Stage Rd Extension (BCG to N Phoenix Rd) | Medford	Low
72	N Phoenix Rd (Delta Waters Rd to Phoenix) | Medford	Medium
73	N Foothill Rd (OR62 to Delta Waters Dr) | White City, Medford	Medium
74	Nick Young Rd – Agate Rd (OR62 to Antelope Rd) | White City	Low
75	S Shasta Ave (E Main St to Alta Vista Rd) Eagle Point	Low
76	E Main St – Stevens Rd – RTJ Blvd – Alta Vista Rd | Eagle Point	Low
77	W Main St – Hanley Rd – N 5th Street (California St to Holly St) | Medford, Jacksonville	High
78	Ped-Bike Bridge Over I-5 | Central Point	Low
79	W Pine St (Rachel Drive to 7th Street) | Central Point	High
80	S Stage Rd – E California St (N 5th St to BCG) | Medford, Jacksonville	Medium
81	Hanley Rd (Rachel Dr to W Main St) | Central Point, Jacksonville	Low
82	Ross Ln – Lozier Ln - Orchard Home Dr (Rossanley Dr to S Stage Rd) | Medford	Medium
83	S Columbus Ave (Dakota St to S Stage Rd) |Medford	Medium

Refinement Plans and Project Development

While all projects identified in **Table 2** and **Table 3** will require further planning and concept development, several refinement plan opportunities were identified to advance project development for key active transportation corridors.

The projects identified for refinement include the following:

- Project ID 1: Jacksonville to South Medford (Path connection, including on street improvements on Hueners Ln, Madrona Ln, Dakota Ave)

  This project stretches approximately 5 miles, requiring coordination across three jurisdictions, identification of a preferred alignment, and addressing on and off-street facility selection and connectivity.

- Project ID 4: E Pine Street (9th Street to Hamrick Road) | Central Point

  This project serves as an important connection across I-5 in the northwest region of the Rogue Valley. The 2015 I-5 Exit 33 (Central Point) Interchange Area Improvement Plan (IAMP) identifies a shared-use path along north side of roadway. A concept design for buffered bike lanes on both sides of the roadway was developed as part of the RVATP and is included in the following section. Further refinement will be required to determine the facility treatment.

- Project ID 27 & 28: Touvelle Road and Little Butte Creek Shared Use Paths

  These projects are envisioned to provide a shared-use path connection between Table Rock Road and Eagle Point. Project ID 27 is proposed to run parallel to the Rogue River connecting Table Rock Road to Touvelle Road, through the Touvelle State Recreation Site. Project ID 28 is proposed to run parallel to Little Butte Creek, connecting Touvelle Road to Eagle Point. Both shared-use paths will require further refinement to identified a preferred alignment.

- Project ID: 37: Ashland Greenway Extension (Dead Indian Memorial Rd to Emigrant Lake) | Ashland

  This project is envisioned to connect Ashland to Emigrant Lake on a shared-use path. Further refinement is required to determine the path alignment, (potentially in ODOT OR 66 right-of-way), corridor connectivity to existing networks, safety and security, and concept design.

- Project ID 60: McAndrews Rd (Ross Ln to Town Center Dr | Medford

  This project stretches over 2 miles and includes a railroad crossing, as well as an elevated viaduct with a constrained cross section. Further refinement will be required to determine potential alignment, facility treatments, railroad crossings, and integration into the broader active transportation network.

- Project ID 78: Ped-Bike Bridge Over I-5 | Central Point

  This project will provide a critical connection from North Medford/South Central Point over I-5 to the Bear Creek Greenway, connecting the areas of North Medford and Central Point to the Greenway and the Regional network. Further refinement will be required to identify the bridge alignment, connectivity into the adjacent networks, design feasibility, and constructability. Today, the closest accesses to the Greenway are E Pine Street to the north and Railroad Park to the south – a gap of 1.5 miles.

Refinement plans must identify local jurisdictional leadership for project development. When projects are located across multiple jurisdictions or extend beyond a jurisdictional boundary, intergovernmental agreements (IGAs) are recommended to provide clarification on project scope and responsibility.

Appendix "E" contains the planning-level cost estimate spreadsheets. For concept design projects identified in the following section, planning-level cost estimates have been rounded to the nearest $25 thousand. **Appendix "G"** identifies potential funding sources for planning, design, and construction of the ten potential projects identified below.

Conceptual Designs for Prioritized Projects

A list of ten potential projects addressing critical network needs and barriers was selected through input received from the TAC, CAC, and PMT. These projects were developed to a 5% conceptual design-level with recommended cross section illustrations and accompanying planning-level cost estimates. These concepts are very high-level and additional design, analysis, and public input will be necessary to proceed. Dimensions shown are based on guidance and actual dimensions will be determined through design processes of the lead jurisdiction. The list of conceptual design projects is summarized below.

- Project ID #3A: OR62 (Crater Lake Highway), North Medford
- Project ID #3B: OR62 (Crater Lake Highway), Medford
- Project ID #4: E Pine Street, Central Point
- Project ID #9: East Main Street, Downtown Medford
- Project ID #38: OR 99 (S Pacific Highway), South Medford
- Project ID #60A: E McAndrews, Medford
- Project ID #60B: W McAndrews, Medford
- Project ID #62: OR99 (Court Street), North Medford
- Project ID #63: OR99 (N Riverside Avenue), North Medford
- Project ID #77: W Main Street, Jacksonville – South Medford Connector

Project ID 3A: OR62 (Crater Lake Highway), North Medford[2]

From:	OR99 (N Riverside Avenue)	**To:**	Bullock Road
Project Type:	Shared-use Path	**Length:**	0.83 Miles
Description:	Construct a shared-use path along the north side of the roadway between OR99 (N Riverside Avenue) to Bullock Road.		
Considerations:	▶ Further refinement will be required ▶ Northside shared-use path alignment provides connection between Bear Creek Greenway and OR62 path connection. ▶ Maintain on-street bicycle facilities on south side of the roadway. ▶ Opportunity to relocate northerly curb to the south to increase sidewalk (shared-use path) by narrowing lanes and adding bike lane width to sidewalk. ▶ Proposed project improves connectivity and safety for people walking and biking. ▶ OR62 bridge over Bear Creek has no sidewalks. ▶ Opportunity to modify median between Target and Red Lobster to reallocate roadway space. ▶ Opportunity to provide vertical barrier along curb to further separate people walking and biking from travel lane.		
Constraints:	▶ Roadway width constrained over Bear Creek bridge. ▶ Intersections, including I-5 north- and southbound ramp terminals, will require further evaluation to determine integration of shared-use path.		

2 Project ID 3A identified in Table 2 includes a broader scope to connect Medford to Eagle Point via. OR62. The concept design project focuses on the constrained segment of OR 62 between OR 99 and Bullock Road.

Existing Cross Section

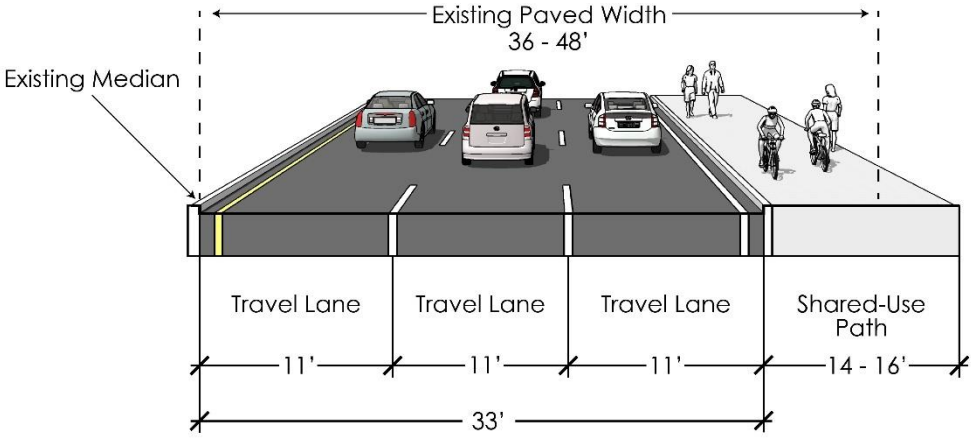
Figure 9 illustrates the existing typical cross section OR62 (Crater Lake Highway) for westbound travel. The westbound section includes three 12-foot travel lanes, one six-foot bike lane, and a six-foot sidewalk separated by a landscape buffer.

Figure 9: Project ID 3A Existing Typical Section

Concept Design Cross Section

Figure 10 illustrates a conceptual cross section with a shared-use path on the north side of the roadway. To fit the shared-use path, the existing on-street bike lane is removed, the northern curb is shifted to the south, and the space from the existing on-street bike lane is transferred to the shared-use path width. The existing on-street westbound bike lane is recommended to "ramp-up" to the raised shared-use path facility just south of the right-in/right-out driveway near Bullock Road. Special consideration should be given to the shared-use path crossings at north- and southbound ramp terminals to I-5. No right-of-way is anticipated to be required as part of this project.

Figure 10: Project ID 3A Conceptual Cross Section (Facing West)



Planning Level Cost Estimate	$2.7 Million	**Right-of-Way (ROW) Impacts:**	Low

Project ID 3B: OR62 (Crater Lake Highway), Medford[3]

From:	Starbucks Driveway	**To:**	Delta Waters Road
Project Type:	Shared-use Path	**Length:**	0.15 Miles
Description:	Construct a shared-use path on the north side of the roadway between the existing terminus of the OR62 shared-use path (just west of Starbucks driveway) and Delta Waters Road.		
Considerations:	▶ Further refinement will be required ▶ Opportunity for curb relocations to the south to increase width of exiting sidewalk and convert into shared-use path. ▶ Opportunity to use existing landscaping space on north side of the roadway to construct shared-use path. ▶ Northbound walking and biking facilities to remain. ▶ Evaluate opportunities to reconfigure the OR62 (Crater Lake Highway)/Delta Waters Road intersection.		
Constraints:	▶ Transitioning path users across the Delta Waters Road intersection will require further evaluation. Currently, there is no crosswalk on the southwest leg of the intersection. ▶ May require relocation of utilities		

[3] Project ID 3B identified in Table 2 includes a broader scope to connect Medford to Eagle Point via. OR62. The concept design project focuses on OR 62 between the terminus of the existing shared-use path west of the Starbucks driveway and Delta Waters Road.

Existing Cross Section

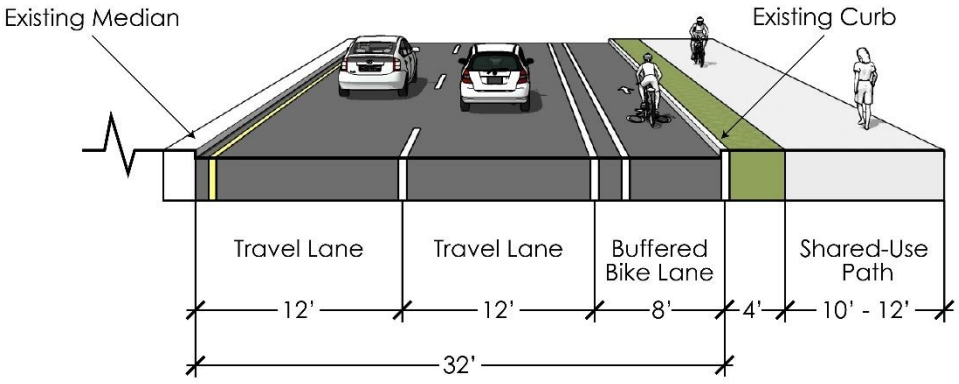
Figure 11 illustrates the existing southbound cross section along OR62 (Crater Lake Highway) between the Starbucks driveway and Delta Waters Road. Within this segment, the southbound section includes two 12-foot travel lanes, one eight-foot buffered bike lane, one eight-foot landscaping strip, and one six-foot sidewalk. A designated right-turn lane is located on the southbound approach to the Starbuck driveway.

Figure 11: Project ID 3B Existing Typical Section

Concept Design Cross Section

Figure 12 illustrates a conceptual cross section with a shared-use path along the west side of the roadway. The proposed cross section maintains the existing curb-to-curb section and reallocates the space above the curb to provide a 10-foot shared-use path. The additional space, in some places wider than 10 feet, is borrowed from the existing landscaping strip. Utilities and lights will be required to be relocated.

Figure 12: Project ID 3B Conceptual Cross Section (Facing South)



Planning Level Cost Estimate	$200 Thousand	**Right-of-Way (ROW) Impacts:**	Medium

Project ID 4: E Pine Street, Central Point

From:	N 9th Street	**To:**	Hamrick Road
Project Type:	Buffered Bike Lane/Separated Bike Lane & Sidewalk infill	**Length:**	0.90 Miles
Description:	The primary and long-term solution is to construct a shared-use path along the north side of the roadway – consistent with the 2015 I-5 Exit 33 (Central Point) Interchange Area Management Plan (IAMP). As a potential alternative solution, the RVATP recommends restriping the roadway to provide buffered bike lane/separated bike lane along both sides of the roadway. Buffered bike lanes recommended as interim solution until fully separated bike lane facility can be constructed.		
Considerations:	▶ Further refinement will be required. ▶ Existing travel lanes are approximately 12.5 feet each. Existing shoulders are approximately six feet; however, some sections are narrower. ▶ Sidewalks are intermittently provided along the south side of the roadway. As part of the long-term solution, sidewalks gaps are recommended to be filled on the south side of the roadway to provide a continuous connection. ▶ High percentages of heavy truck movements recorded on E Pine Street – mainly between I-5 ramp terminals. ▶ Potential to widen northerly sidewalk over I-5 bridge into the existing bike lane to create fully separated shared-use path. ▶ 2015 Exit 33 IAMP identifies a shared-use path along north side of roadway and a sidewalk on the south side of the overpass. ▶ A symmetrical cross section configuration integrates into the adjacent active transportation network more seamlessly than a one-sided facility. ▶ E Pine Street is a transit corridor; consider transit stop location and access when further developing project concepts ▶ Implementing agency must identify preferred facility treatment.		
Constraints:	▶ I-5 ramp terminals will require further evaluation to reduce potential conflicts of people walking and biking with entering/exiting interstate traffic. The IAMP also calls for a 2nd westbound left turn lane and any refinements will need to take that into account.		

Existing Cross Section

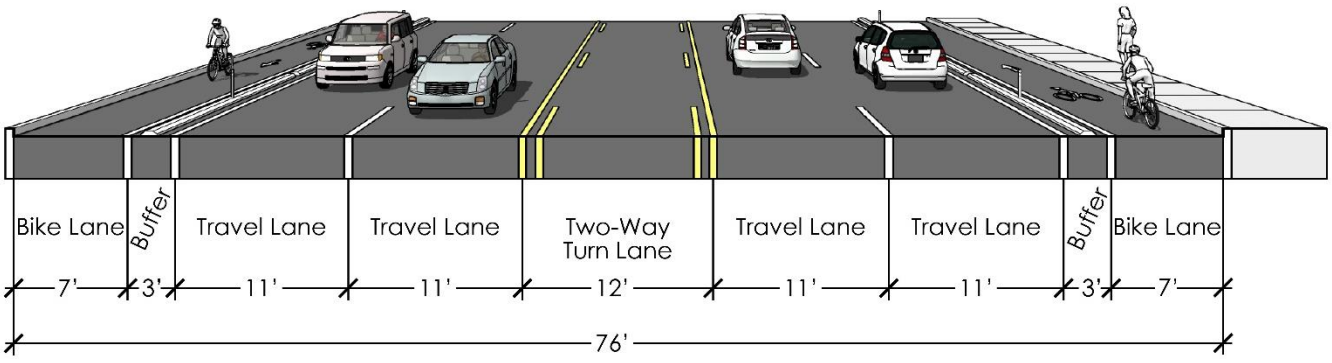
Figure 13 illustrates the existing typical cross section along E Pine Street between N 9th Street and Hamrick Road. Within this segment, the cross section consists of two 12-foot eastbound travel lanes, two 12-foot westbound travel lanes, two six-foot on-street bike lanes, and one 14-foot TWLT lane. A six-foot sidewalk is provided along the north side of the roadway between N 9th Street to Penninger Road; however, significant sidewalk gaps are located along the south side of the roadway within this section..

Figure 13: Project ID 4 Existing Typical Section

Concept Design Cross Section

Figure 14 illustrates the interim cross section solution with buffered/separated bike lanes in both directions. The existing curb-to-curb cross section of 76 feet is maintained. The buffer could include a concrete traffic separator and flex posts to provide physical separation but impacts to maintenance must be considered. Narrowing the existing travel lane widths to 11 feet allows for an increase in bike lane width and addition of the buffer.

Figure 14: Project ID 4 Conceptual Cross Section (Facing West) – Potential Alternative Solution



Planning Level Cost Estimate	$3.5 Million	**Right-of-Way (ROW) Impacts:**	None

Figure 15 illustrates the proposed city shared use path project as identified in the Exit 33 IAMP. The shared use path is envisioned as a long-term fully separated solution to address the deficiencies and facility gaps for people walking and biking across I-5 on E Pine Street.

Figure 15: Exit 33 IAMP Proposed City Shared Use Path Project[4]

4 https://www.oregon.gov/ODOT/Planning/TPOD/facility_plan/iamp/I_5_interchange_33_Central_Point_iamp_2015.pdf

Project ID 9: E Main Street, Downtown Medford

From:	N Oakdale Avenue	**To:**	Bear Creek Greenway
Project Type:	Two-way Separated Bike Lane	**Length:**	0.52 Miles
Description:	Construct a two-way separated bike lane between N Oakdale Avenue and the Bear Creek Greenway.		
Considerations:	▶ Further refinement will be required ▶ Bicycle facilities are provided east (on-street bike lanes) and west (shared lane markings) of the project extents. ▶ South side alignment is easier for people traversing to 8th Street. ▶ South side alignment places eastbound rider further away from oncoming vehicle lane. ▶ Opportunities to activate pedestrian space through buffered/furniture zones, street trees, on-street dining, and other furnishings. ▶ Opportunity to utilize parking as protection. ▶ Existing ADT supports removal of travel lane. ▶ Opportunity to remove parking on one side of roadway instead of removing bulb-outs.		
Constraints:	▶ Bulb-outs at N Central Avenue and railroad will likely be required to be removed to fit two-way separated bike lane facility. ▶ Curb-to-curb width is constrained and will require removal of one travel lane.		

Existing Cross Section

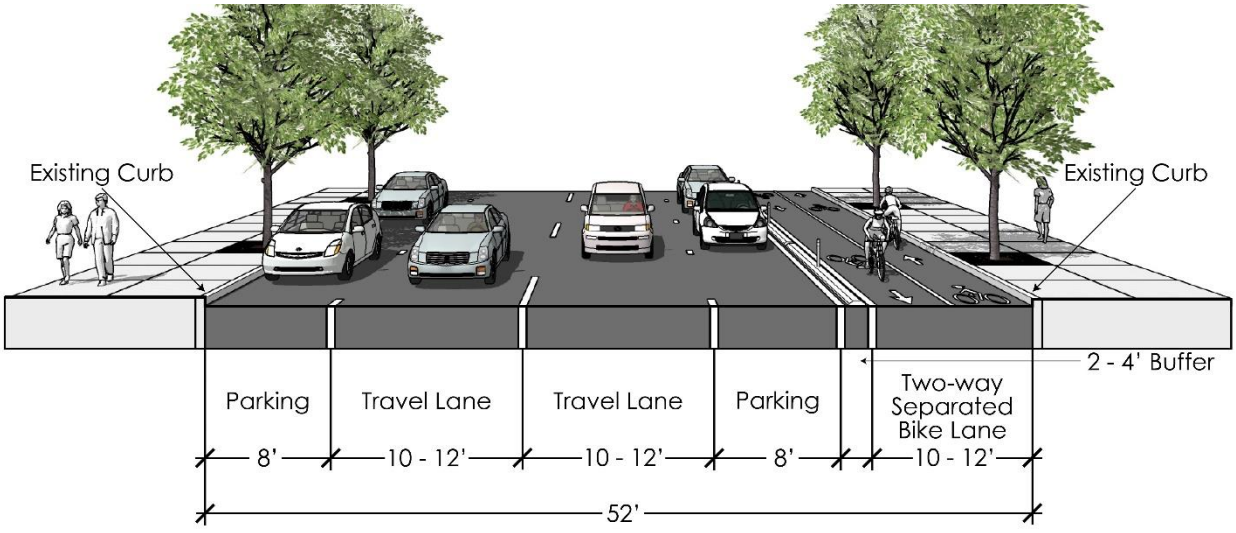
Figure 16 illustrates the existing typical cross section along E Main Street, including three one-way travel lanes and two parking lanes. The curb-to-curb cross section is approximately 52 feet.

Figure 16: Project ID 9 Existing Typical Section

Concept Design Cross Section

Figure 17 illustrates a conceptual cross section with a two-way parking protected separated bike lane. To fit the two-way separated bike lane facility, the southernmost travel lane is proposed to be removed and parking shifted away from the curb.

Figure 17: Project ID 9 Conceptual Cross Section (Facing East)



Planning Level Cost Estimate	$550 Thousand	**Right-of-Way (ROW) Impacts:**	None

Project ID 9: East Main Street, Downtown Medford was developed to mitigate cost by maintaining existing signing and striping for the northern parking and two northern westbound travel lanes. If a full resurfacing project is proposed, travel lanes are recommended to be reduced to a maximum of 11 feet with space reallocated to active transportation facilities.

Project ID 38: OR 99 (S Pacific Highway), South Medford

From:	Garfield Street	**To:**	Lowry Lane
Project Type:	Shared-use Path	**Length:**	0.50 Miles
Description:	Reconfigure roadway to include four 11-foot travel lanes, one 12-14 foot two-way left-turn (TWLT) lane, 11-foot turn lanes (where present), sidewalks on the west side, and a shared-use path on the east side of the roadway to provide separated walking and biking accommodations.		
Considerations:	▶ Further refinement will be required ▶ Buffered bike lanes were considered to create a symmetrical cross section; however, the cross section is too constrained to achieve a minimum cross section. ▶ The shared-use path option was considered a preferred alternative due to its ability to reduce adjacent ROW impacts and provide full separation. ▶ New development is anticipated for the southeast corner of OR99/Garfield Street; opportunity to leverage development project for roadway and frontage improvements. ▶ Opportunities to reduce median width approaching Garfield Street to increase active transportation facility widths. ▶ OR99 is a transit corridor; consider transit stop location and access when further developing project concepts. There is a sidewalk pedestrian connection from Garfield to the transit stop on the west side of OR99.		
Constraints:	▶ Railroad right-of-way along west side of roadway between Garfield Street and Charlotte Ann Road may be a constraint. ▶ Center median approaching Garfield Street (northbound) may limit bicycle facility separation ▶ Need to assess connections at intersection to determine how people connect to the adjacent bike lanes.		

Existing Cross Section

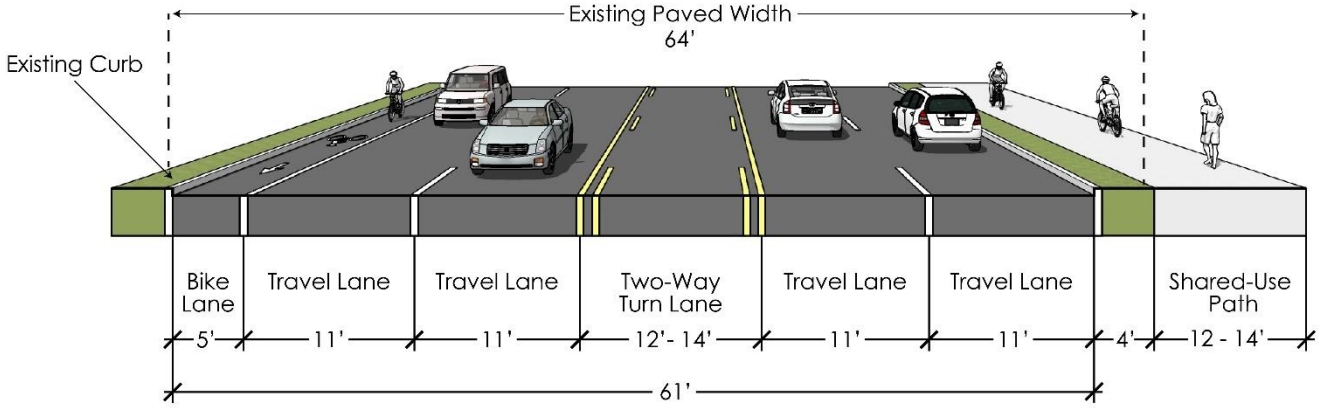
Figure 18 illustrates the existing typical cross section of OR99 (S Pacific Highway) between Garfield Street and Lowry Lane. The cross section varies throughout the segment with curb-to-curb widths ranging from 64 to 100 feet. Within the most constrained section (64 feet), the cross section consists of four 12-foot travel lanes, one 12-foot TWLT, and two two-foot shoulders. The conceptual design is based on the constrained 64-foot section.

Figure 18: Project ID 38 Existing Typical Section

Concept Design Cross Section

Figure 19 illustrates a conceptual cross section with reduced travel lane widths and a shared-use path on the east side of the roadway. To minimize impacts and cost, travel lane widths are recommended to be reduced from 12 to 11 feet and the existing two-foot shoulders removed. The additional eight feet will be used in combination with the buffer space and shared-use path to reduce impacts to adjacent properties on the east side of the roadway. The existing curb on the east side will be shifted to the west to narrow the overall curb-to-curb width and provide space for the shared-use path.

Figure 19: Project ID 38 Conceptual Cross Section (Facing North)



Planning Level Cost Estimate	$2.3 Million	**Right-of-Way (ROW) Impacts:**	High

Project ID 60A: E McAndrews, Medford[5]

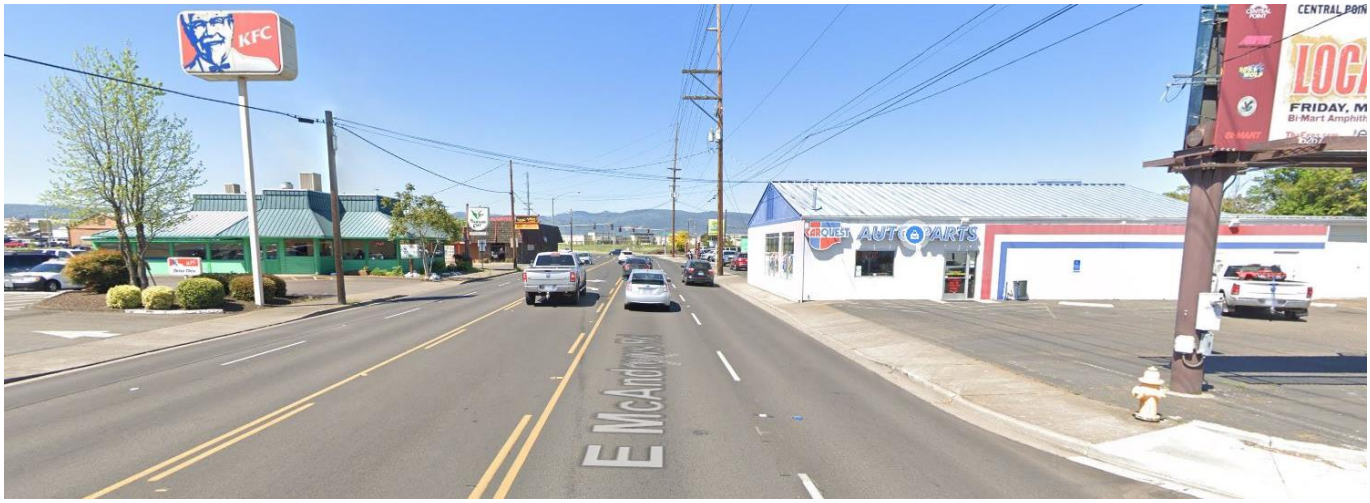
From:	Court Street (OR99)	**To:**	Biddle Road
Project Type:	Fill in Sidewalk Gap	**Length:**	0.39 Miles
Description:	Widen existing sidewalks and fill in existing sidewalk gaps to create separated facility for people walking (and biking at slow speeds).		
Considerations:	▶ Further refinement will be required ▶ On-street bicycle lanes provided east of River Road – focus on E McAndrews between Court Street and N River Avenue. ▶ West of River Road, cross section extremely constrained – bicycle facilities within curb-to-curb cross section not realistic. ▶ East of River Road, opportunity to widen sidewalk to edge of existing bike lane to create a shared-use path. ▶ Opportunity to remove left-turns by going around the block via. Kennet Street, Beatty Street, to Madrona Street – potential for center turn lane removal. ▶ Beatty Street identified as a neighborhood greenway in Liberty Neighborhood Plan. ▶ Widening sidewalks to 14-foot shared use paths are the long-term vision relying on redevelopment to occur.		
Constraints:	▶ Curb-to-curb extremely constrained. ▶ Roadway reorganization does not seem feasible. ▶ Lane narrowing possible but will not create enough space for on-street bicycle facilities.		

[5] Project ID 60A identified in Table 3 includes a broader scope to connect E McAndrews Road between Ross Lane and Town Center Drive. The concept design project focuses on E McAndrews between Court Street and Biddle Road.

Existing Cross Section

Figure 20 illustrates the existing typical cross section along E McAndrews Road between Court Street and N Riverside Avenue. Within this section, the curb-to-curb width is approximately 56 feet and consistent of two 11-foot westbound travel lanes, two 11-foot eastbound travel lanes, and one 12-foot TWLT lane. East of N Riverside Avenue, the curb-to-curb width increases to 74 feet and includes six-foot on-street bike lanes in both directions.

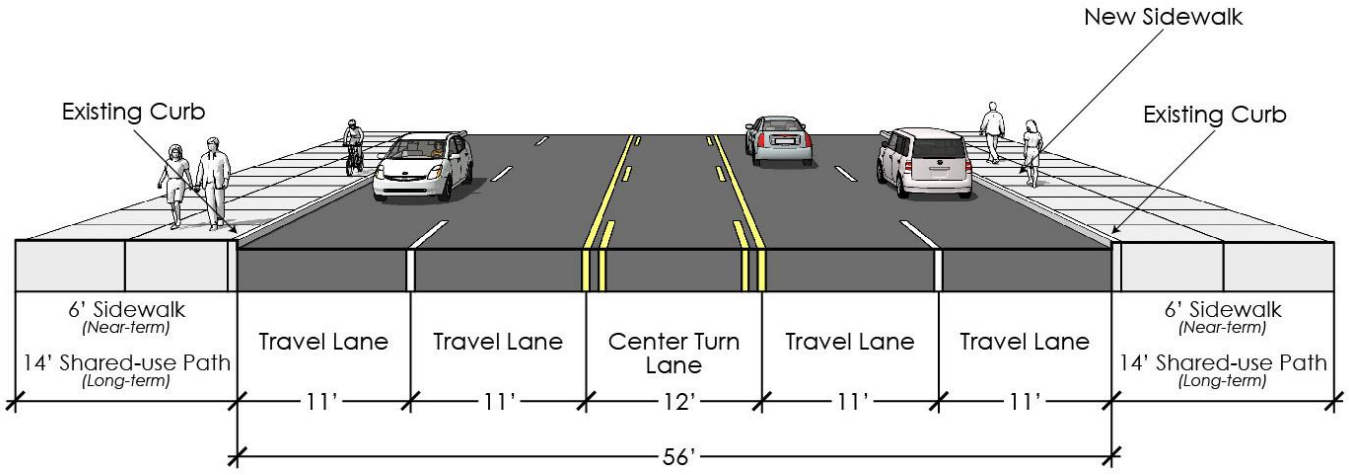
Figure 20: Project ID 60A Existing Typical Section



Concept Design Cross Section

Figure 21 illustrates a conceptual cross section with continuous and accessible sidewalks. Given the constrained cross section, right-of-way, and relatively short segment, it is recommended that people biking use the sidewalk between Court Street and N Riverside Avenue. Today, no sidewalks exist between N Riverside Avenue and Beatty Street on the southside of the roadway. Clearing obstructions such as power poles and other utilities and upgrading curb ramps will improve the conditions for people walking and biking within this segment.

Figure 21: Project ID 60A Conceptual Cross Section (Facing East)



Planning Level Cost Estimate	$175 Thousand[1]	**Right-of-Way (ROW) Impacts:**	None

1.Cost estimate for near-term sidewalk infill project, does not include long-term 14-foot shared-use path facility.

Project ID 60B: W McAndrews, Medford[6]

From:	N Columbus Avenue	**To:**	Court Street
Project Type:	Roadway Improvement Project	**Length:**	0.76 Miles
Description:	Construct roadway to City of Medford Transportation System Plan (TSP) standard. Look for interim opportunities to reroute and enhance experience for people walking and biking along at-grade roadway (under railroad bridge).		
Considerations:	▶ Further refinement will be required ▶ 10-foot path currently provided on south side of roadway between Court Street and railroad bridge approach. ▶ Focus on at-grade connection underneath railroad bridge and removal of chain-link fence to provide a continuous connection for the 10-foot path. ▶ North side of road more likely to redevelop overtime, potential for shared-use path alignment. ▶ Opportunities to reduce width of two-way left-turn lane west of Sage Road to create wider sidewalks or shared-use path. ▶ Summit Avenue potential alternative neighborhood route for connection west of Sage Road. ▶ Extension of Columbus (MFR project) will take some traffic off of roadway between Columbus and Sage, opportunity to rethink.		
Constraints:	▶ Curb-to-curb cross section constrained with building frontages built to edge of sidewalk. ▶ Roadway under bridge narrow and lacking sidewalks. ▶ Sage/McAndrews intersection configuration will require further evaluation.		

[6] Project ID 60B identified in Table 3 includes a broader scope to connect E McAndrews Road between Ross Lane and Town Center Drive. The concept design project focuses on E McAndrews between N Columbus Avenue and Court Street.

Existing Cross Section

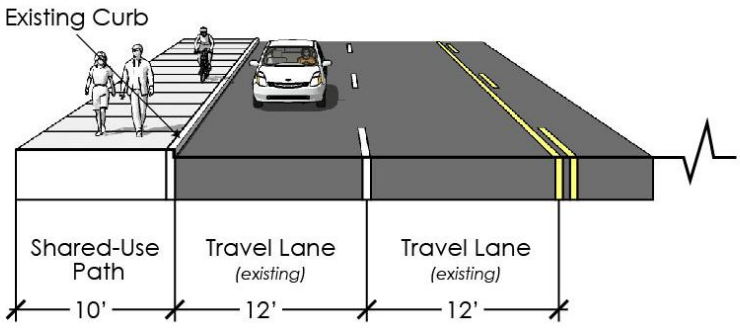
Figure 22 illustrates the existing typical cross section along W McAndrews Road between Sage Road and N Columbus Avenue. Within this segment, the cross section consists of two 12-foot northbound, two 12-foot southbound, and one 10-foot TWLT lane. The curb-to-curb cross section width is 58 feet. Northeast of Sage Road, the cross-section width varies to accommodate turn lanes and the off- and on-ramps to Oak Street and N Central Avenue.

Figure 22: Project ID 60B Existing Typical Section

Conceptual Design Cross Section

Figure 23 illustrates the conceptual cross section with a 10-foot separated path on the south side of the roadway. The path is envisioned as a continuation of the existing 10-foot path, currently used by people walking and biking to pass underneath the viaduct by crossing the rail crossing at grade. The 10-foot separated path is proposed to be constructed from the southwest extent of the viaduct (current terminus of existing path) to the N Columbus Street intersection. Long-term redevelopment will be required to obtain the necessary right-of-way needed to construct the path where adjacent buildings are curb tight.

Figure 23: Project ID 60B Conceptual Cross Section (Facing Southwest)

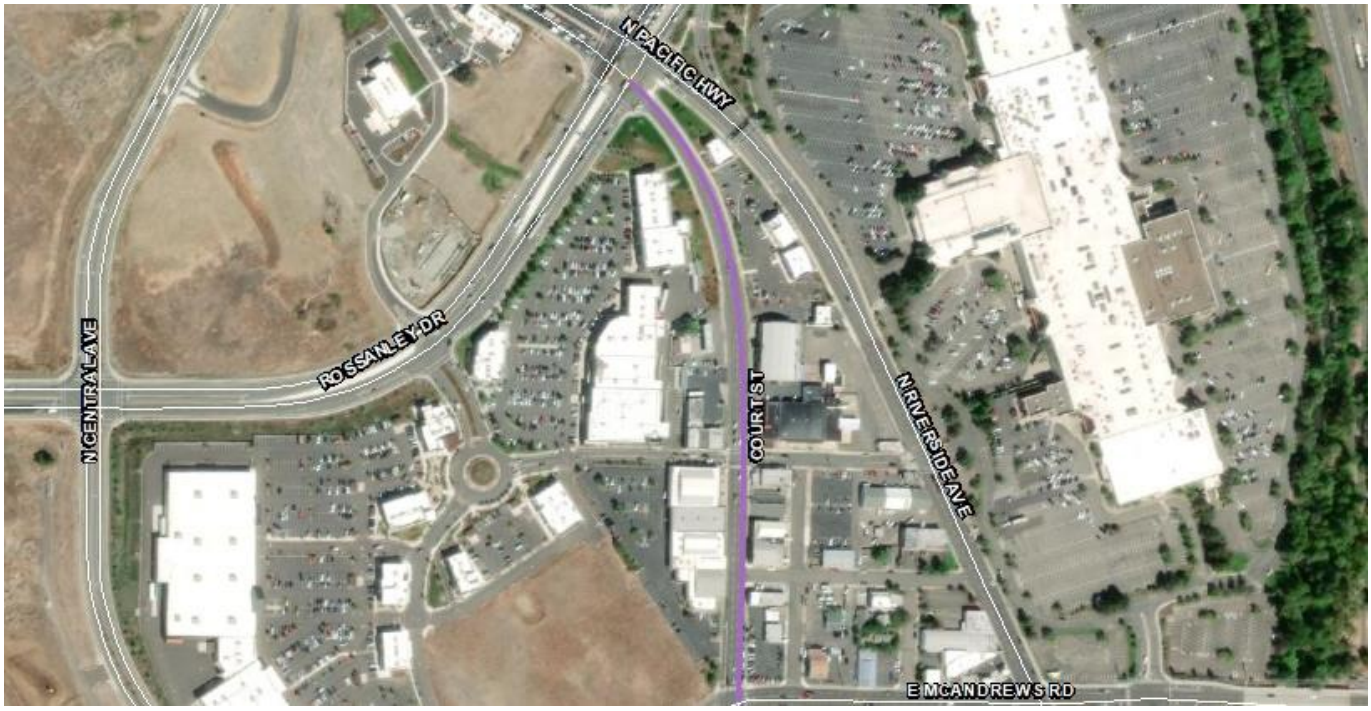


Planning Level Cost Estimate	$1.4 Million	**Right-of-Way (ROW) Impacts:**	High

Project ID 62: OR99 (Court Street), North Medford[7]

From:	Rossanley Drive	**To:**	E McAndrews Road
Project Type:	Separated Bike Lane	**Length:**	0.30 Miles
Description:	Restripe roadway to provide buffered bike lane/separated bike lane along the west side of the roadway. Buffered bike lane recommended as interim solution until fully separated bike lane facility can be constructed.		
Considerations:	▶ Further refinement will be required ▶ One-way bicycle facility recommended along Court Street (and N Riverside Avenue couplet). ▶ Existing curb-to-curb cross section is approximately 50 feet. ▶ Opportunities to reduce travel lane widths and stripe buffered bike lane without curb relocation. ▶ Transitioning buffered bike lanes to left side of right-turn lane approaching E McAndrews Road intersection. ▶ Separated bicycle facilities will increase the buffer and separation for people walking along existing sidewalks. ▶ Court Street is a transit corridor; consider transit stop location and access when further developing project concepts. ▶ Opportunities for enhanced pedestrian crossing facility installation (prioritization locations near transit stops).		
Constraints:	▶ High density driveway access		

[7] Project ID 62 identified in Table 3 includes a broader scope to connect Court Street between Table Rock Road and Riverside Avenue. The concept design project focuses on Court Street between Rossanley Drive and E McAndrews Road.


N PACIFIC HWY
N CENTRAL AVE
ROSANLEY DR
COURT ST
N RIVERSIDE AVE
E MCANDREWS RD

Existing Cross Section

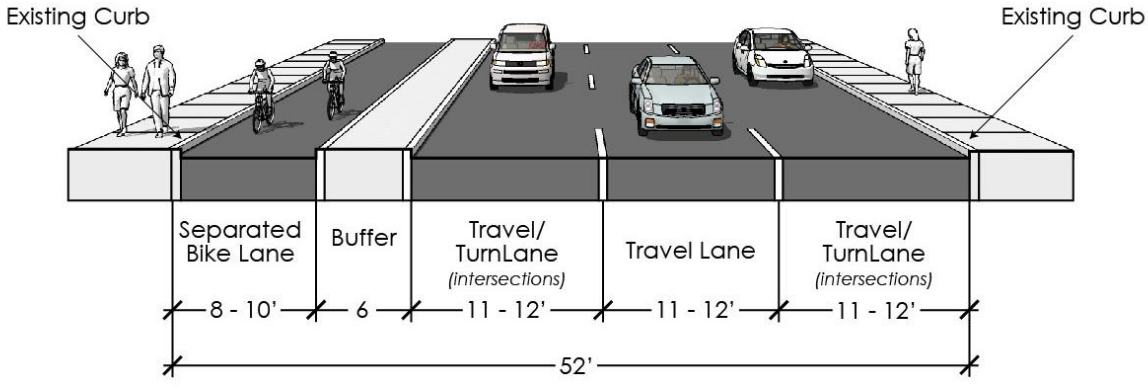
Figure 24 illustrates the existing typical cross section for Court Street. The cross section includes three one-way travel lanes (southbound). The outside travel lanes are approximately 18 feet and the center through lane is approximately 12 feet. The curb-to-curb cross section is approximately 50 feet. At intersection approaches, the cross section increases to a five-lane cross section to accommodate designated left- and right-turn only lanes with an expanded curb-to-curb cross section of approximately 56 feet.

Figure 24: Project ID 62 Existing Typical Section

Concept Design Cross Section

Figure 25 illustrates a conceptual cross section with a separated bike lane along the west side of the roadway. The separated bike lane and buffer space can fit within the existing curb-to-curb cross section by narrowing the travel lanes to approximately 12 feet[8]. At intersection approaches, the proposed buffer space and travel lane widths may be required to be reduced to fit a turn lane(s). An operational analysis is necessary to determine the preferred lane configurations.

Figure 25: Project ID 62 Conceptual Cross Section (Facing North)



Planning Level Cost Estimate	$825 Thousand	**Right-of-Way (ROW) Impacts:**	None

[8] 11-foot travel lanes are recommended based on the context of the roadway. The conceptual separated bike lane and buffer can fit within the existing curb-to-curb section with 12-foot travel lanes.

Concept Design 63: OR99 (N Riverside Avenue), North Medford[9]

From:	Rossanley Drive	**To:**	E McAndrews Road
Project Type:	Separated Bike Lane	**Length:**	0.36 Miles
Description:	Restripe roadway to provide separated bike lane along the east side of the roadway. Opportunity to remove one travel lane. Buffered bike lane recommended as interim solution until fully separated bike lane facility can be constructed.		
Considerations:	▶ Further refinement will be required ▶ Existing curb-to-curb cross section ranges from 58 feet (near E McAndrews Road) to 66 feet (near Rossanley Drive). ▶ Opportunity to remove easternmost northbound travel lane and replace with buffered bike lane/separated bike lane. ▶ Transitioning bicycles across northbound dual slip lane on N Riverside will need to be further explored. ▶ Opportunities to reconstruct median island in southeast corner of Rossanley Drive/N Riverside Avenue intersection. ▶ Separated bicycle facilities will increase the buffer and separation for people walking along existing sidewalks. ▶ Opportunities for enhanced pedestrian crossing facility installation (prioritization locations near transit stops). ▶ Riverside Avenue is a transit corridor; consider transit stop location and access when further developing project concepts.		
Constraints:	▶ Approach to Rossanley Drive intersection will require maintaining existing lane configuration (three through lanes and left-turn lane) to meet level-of-service (LOS) standards. ▶ High density driveway access		

[9] Project ID 63 identified in Table 3 includes a broader scope to connect Riverside Avenue between Table Rock Road and E Barnett Road. The concept design project focuses on Riverside Avenue between Rossanley Drive and E McAndrews Road.


N PACIFIC HWY
ROSSANLEY DR
COURT ST
N RIVERSIDE AVE
BIDDLE RD
E MCANDREWS RD

Existing Cross Section

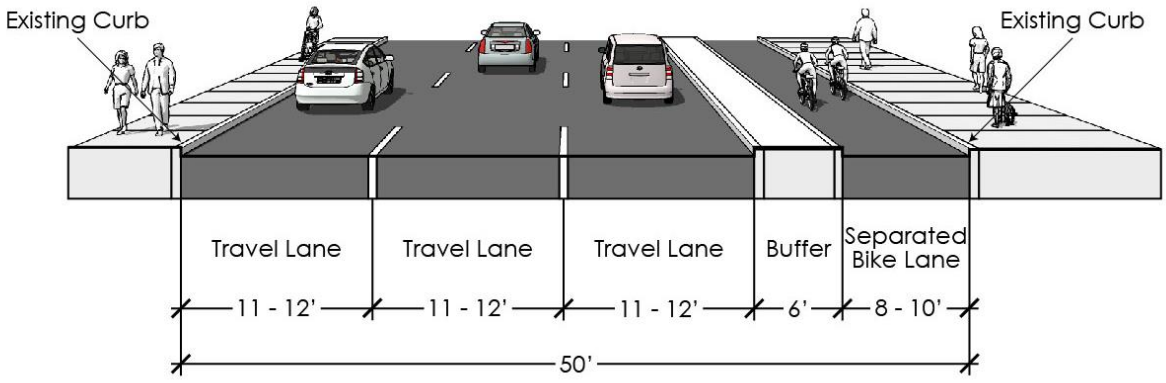
Figure 26 illustrates the existing typical cross section along N Riverside Avenue. The cross section includes three 12-foot and one 18-foot northbound travel lanes. The curb-to-curb cross section is approximately 54 feet; however, as N Riverside Avenue approaches Rossanley Drive, the cross section widens to accommodate additional turn lanes.

Figure 26: Project ID 63 Existing Typical Section

Concept Design Cross Section

Figure 27 illustrates a conceptual cross section with a separated bike lane along the east side of the roadway. The separated bike lane and buffer space can fit within the existing curb-to-curb cross section by removing the outside (eastern) travel lane and replacing it with the proposed bicycle facility. Further operational analysis is necessary for the segment, and geometric considerations must be given at the northbound approach to the Rossanley Drive intersection; mainly, transitioning people biking northwest bound across the dual turn lanes.

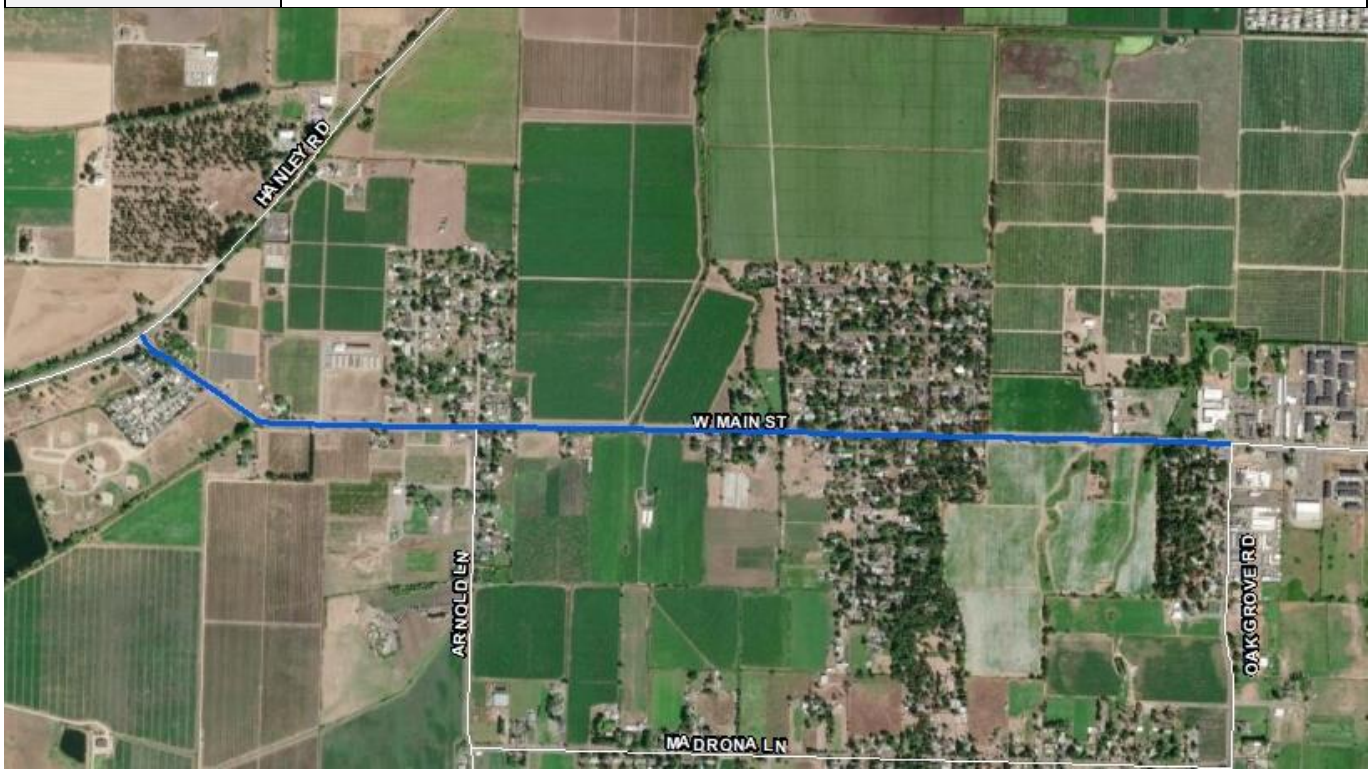
Figure 27: Project ID 63 Conceptual Cross Section (Facing North)



Planning Level Cost Estimate	$925 Thousand	**Right-of-Way (ROW) Impacts:**	None

Project ID 77: W Main Street, Jacksonville – South Medford Connector[10]

From:	OR238 (Hanley Road)	**To:**	Oak Grove Road
Project Type:	Shared-use Path	**Length:**	1.82 Miles
Description:	Construct a shared-use path along the north side of W Main Street between Oak Grove Road to Hanley Road (OR238).		
Considerations:	▶ Further refinement will be required ▶ North side alignment preferred due to existing creek along south side of the roadway. ▶ Shared-use path integration into existing bicycle facilities along W Main Street at Oak Grove Road intersection to be further evaluated. ▶ Utilities are located along the south side of W Main Street.		
Constraints:	▶ Creek along southside of the roadway.		



[10] Project ID 77 identified in Table 2 includes a broader scope to connect Medford to Jacksonville via. W Main Street. The concept design project focuses on W Main Street between OR 238 and Oak Grove Road.

Existing Cross Section

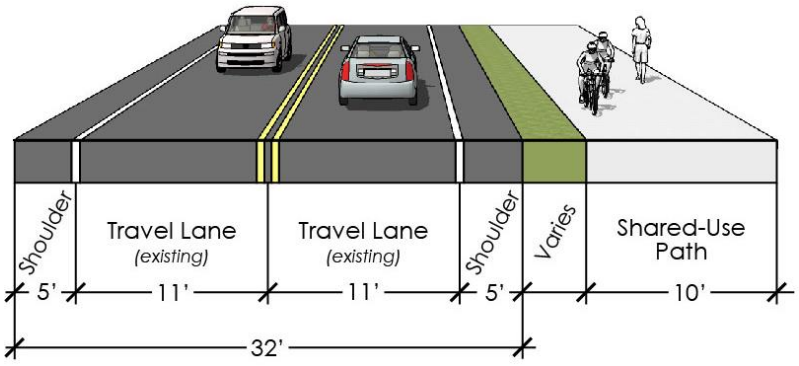
Figure 28 illustrates the existing typical cross section along W Main Street between OR238 (Hanley Road) and Oak Grove Road. The cross section consists of one 11-foot east- and one 11-foot westbound travel lanes. A shoulder is provided on both sides of the road ranging from two to six feet in width. The paved cross section is approximately 32 feet.

Figure 28: Project ID 77 Existing Typical Section

Concept Design Cross Section

Figure 29 illustrates a conceptual cross section with a shared-use path on the north side of W Main Street. The north side of the roadway was selected to avoid impacts to the parallel creek south of W Main Street west of Pioneer Avenue. The existing four-foot shoulders are maintained. The buffer should be increased to the maximum width available based on right-of-way availability while maintaining a 12-foot shared-use path.

Figure 29: Project ID 77 Conceptual Cross Section (Facing West)



Planning Level Cost Estimate	$1.4 Million	**Right-of-Way (ROW) Impacts:**	Low

- Implementation Plan

4. IMPLEMENTATION, FUNDING, AND MONITORING

Chapter 4. Implementation, Funding, and Monitoring

Implementation Plan

The RVATP includes the envisioned regional active transportation network, the design approach and solutions that are most likely to lead to the desired results, and specific projects that, when implemented, will result in complete networks for walking and biking. However, implementation of the plan must be phased, and timing will ultimately depend on the funding and staff resources that are allocated towards implementation. This section provides a road map for implementing the plan, including the following categories of actions, discussed further in this section.

1. RVMPO Adoption and the Regional Transportation Plan

The RVMPO adopted the current Regional Transportation Plan (RTP) in 2017, including policies and actions related to active transportation. The RVATP sets the direction for the design and implementation of regional active transportation networks over time. The RVMPO will adopt the RVATP in full through a process used to update the RTP, which entails the following:

- Conduct public outreach about the proposed RVATP and its adoption,
- Advertise and provide a 30-day public comment period; and,
- Hold a public hearing in which the Policy Committee votes whether to adopt the plan.

Until the RTP is next updated in 2021, the policies, mapped projects, and design guidance in the adopted RVATP will direct the RVMPO in implementing active transportation networks in the region. As part of the next RTP update, the RVMPO can integrate the RVATP into the RTP in the following ways:

- **Policies** – Policies in the currently adopted 2017-2042 RTP do not conflict with policies in the RVATP. However, they do not provide the level of specificity and direction that the RVATP policies provide. Therefore, it is recommended that the RVATP policies be additive (i.e., be added) to the RTP policies.

- **Classifications and Priorities**– Maps in the RVATP showing active transportation functional classifications and priorities should be integrated into the maps that are developed for the 2021 RTP update.
- **Design Guidance** – The RVATP provides design guidance to achieve low-stress facilities and to enhance crossings and reduce barriers for people walking and biking. While the RVMPO may not construct the improvements (i.e., ODOT, Jackson County, cities, and developers construct these projects), it is recommended that the RVMPO include reference to the RVATP design guidance and the desire to achieve LTS 1 on Regional Routes and LTS 2 on Connector Routes in the RTP.

Member Agencies of the RVMPO are encouraged to also adopt the RVATP into their transportation plans by reference. Member Agencies may also choose to integrate the RVATP into their transportation plans.

Appendix "F" summarizes potential policy and development code revisions.

2. Performance Measures for Walking and Bicycling

The RVMPO and other adopting agencies may choose to adopt performance measures, and/or goals to monitor and encourage development of the Active Transportation Plan. Agencies choosing to adopt performance measures should select them carefully to ensure data is available, meaningful, and repeatable. An example that likely meets these requirements follows:

Miles of Regional ATP Network with Low-Stress Facilities

The success of the Active Transportation Plan may be measured by monitoring evaluating the miles of low-stress routes along the regional network for walking and biking. While numerous other measures were considered and could be included, this measure selected represents a realistic metrics for which data is available and can be measured given available analysis tools.

Data Sources

- Bicycle LTS – available for regional network.
- Pedestrian LTS – available for regional network.

Methodology

- Calculate mileage of Regional Active Transportation Network miles served by low-stress facilities. Regional routes must achieve LTS 1 while Connector routes must achieve LTS 2 or better.

Existing Performance

- Existing performance of miles of the RVATP network with low-stress facilities for people walking and biking is included in **Table 4.**

Table 4: Miles of Regional ATP Network with Low-Stress Facilities

Total Miles of ATP Network	Miles of *Regional* Network (LTS 1)		Miles of *Connector* Network (LTS 1 & 2)	
	Bicycle	*Pedestrian*	*Bicycle*	*Pedestrian*
~299 Miles	~27 Miles	~26 Miles	~30 Miles	~16 Miles

3. Fund, Design and Construct the System Over Time

To fund, the designated active transportation network, the RVMPO will work with member agencies to pursue the funding strategies, opportunities, and potential funding sources.

Funding for implementing the RVATP is likely to come from a variety of sources and require combining funding streams to plan, build, and maintain projects and fund programs. Funding considerations should include the cost of capital improvement projects, as well as the ongoing costs to maintain facilities after they are built.

When designing the active transportation network, agencies should implement the guidance provided in the RVATP, including the best practices contained in **Appendix "C",** and other best practices agencies may develop for inclusion in their respective transportation system plans.

Appendix "C" *contains detailed information on best practices in walking and biking facility design, including an overview for performance-based design approaches for constrained multimodal streets.*

Appendix "G" *includes details on funding strategy, opportunities, and potential funding sources.*

4. Work with Local and Regional Partners to Further Plan Implementation

The RVMPO will work with ODOT, Jackson County, and local agency planning, engineering and parks and recreation staff on implementing walking, biking, and shared-use path facilities identified in the RVATP.

Emphasis towards off-street connections including the refinement plan projects identified in Chapter 3 will require strong coordination, particularly when projects are identified outside of the roadway right-of-way and across multiple jurisdictional boundaries.

5. Implement and Continue Programming in Support of Walking and Bicycling

Programming to support walking and biking is a key piece of improving and encouraging use of these modes. The Way To Go Program is the travel options program in the Rogue Valley. It helps connect Rogue Valley residents to a variety of available transportation options and is run by the Rogue Valley Transit District (RVTD). The Way To Go Program promotes walking, biking, transit, and carpooling through travel training, employer commute options programs, and other education, events, and campaigns such as the Rogue Commute Challenge, "Be Seen. Be Safe," Medford Open Streets, Walk and Bike to School Day, Go by Bike Week, the Get There Challenge, Ashland Community Bike Swap and Pedals for Patriots. ***Appendix "H"*** includes a summary of each of the programs coordinated by the Way to Go Program.

RVTD's 2040 Transit Master Plan includes action items for the region's Transportation Demand Management (TDM) planner/marketing coordinator to continue to improve the Way To Go Program. ***Appendix "H"*** includes the action items already identified by RVTD along with several for consideration by RVTD when they update the Transportation Options Strategic Plan in the next several years. To expand programming, the Way to Go Program will need additional funding.

Appendices

Appendix A **Planning Process**

Appendix B **Rogue Valley Context**

Appendix C **Design Guidance & Analysis Methodology**

Appendix D **Prioritization Process**

Appendix E **Planning-Level Cost Estimates and Potential Funding Source**

Appendix F **Policy Recommendations**

Appendix G **Funding**

Appendix H **Programs**