JACKSON COUNTY TRANSPORTATION SYSTEM PLAN

April 2023

Prepared for:

Jackson County
200 Antelope Road
White City, Oregon 97503
(541) 774-8184

Prepared by:

Kittelson & Associates, Inc.
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JACKSON COUNTY Oregon

Adopted on April 4th, 2023, by Ordinance #2023-2

Transportation System Plan

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Project Principal: Susan Wright, P.E.

Project No. 27130.0

April 2023

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ATTACHMENTS

Attachment A: Functional Classification

Attachment B: Bicycle and Pedestrian Toolkit

Attachment C: Current and Potential Funding Sources

Attachment D: Project Prospectus Sheets

PREFACE

This Transportation System Plan (TSP) was developed in collaboration with Jackson County, Oregon Department of Transportation, Rogue Valley Metropolitan Planning Organization, and the incorporated cities of Jackson County. This TSP has been the collective effort of the following people:

Project Management Team (PMT)

- Mike Kuntz Jackson County Roads
- James Philp, Jackson County Roads
- Steve Lambert, Jackson County Roads
- Charles Bennett, Jackson County Development Services
- Shandell Clark, Jackson County Development Services

Consultant Team

- Susan Wright, Kittelson & Associates, Inc. (KAI)
- Matthew Bell, Kittelson & Associates, Inc. (KAI)
- Miranda Barrus, Kittelson & Associates, Inc. (KAI)
- Darci Rudzinski, Angelo Planning Group (APG)
- Shayna Rehberg, Angelo Planning Group (APG)

Technical Advisory Committee (TAC)

- Sean Eisma, Rogue Valley Transit District (RVTD)
- Josh LeBombard, Oregon Department of Land Conservation and Development (DLCD)
- Christina Charvat, City of Medford
- Matt Samitore, City of Central Point
- Mike Upston, City of Eagle Point
- Michael Bollweg, City of Rogue River
- Scott Fleury, City of Ashland
- Joe Slaughter, City of Phoenix
- Kristen Maze, City of Talent
- Thomas Corrigan, City of Shady Cove
- Ryan Nolan, Rogue Valley Council of Governments (RVCOG)
- Ian Horelacher, Oregon Department of Transportation (ODOT)

Citizens Advisory Committee (CAC)

- Tina Grimes, Rogue Valley Association of Realtors
- Jay Harland, Land Use Consultant
- D Gilliland, Retirement Community
- Benjamin Karetnick, Jackson County ATA Committee
- C Wilkers, Rogue Valley Council of Governments (RVCOG)

The Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) members devoted a substantial amount of time and effort to the development of this TSP, and their participation was instrumental in the development of the recommendations that are presented in this report. The Project Management Team and Consultant Team believe that Jackson County's future transportation system will be better because of their commitment.

EXECUTIVE SUMMARY

Jackson County initiated a minor update of the county's transportation system plan (TSP) in Winter 2022. The update was focused on updating the financial forecast to incorporate new funding opportunities, incorporating elements of the Rogue Valley Active Transportation Plan (RVATP), updating the project evaluation and prioritization process to include a new focus on equity, and updating the projects lists. This TSP will guide the management and development of transportation facilities within Jackson County over the next 20 years. This TSP incorporates the county's vision for the transportation system while remaining consistent with state, regional, and local plans. Sections 1 through 3 provide an introduction to the TSP planning process, an overview of the plan and policy review, and a summary of the technical background and needs analysis. Sections 4 and 5 of this document include the main plan elements including goals, policies, standards, and projects. Section 6 describes the financially constrained plan. Section 7 identifies Land Development Ordinance updates to implement the TSP and comply with current state land use and transportation rules. In addition, this plan provides ODOT, Rogue Valley Council of Governments (RVCOG), and other agencies with recommendations that can be incorporated into their respective planning efforts.

The contents of this TSP were guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR). These laws and rules require that counties develop the following:

- A road plan for a network of arterial and collector streets;
- A public transit plan;
- A bicycle and pedestrian plan;
- An air, rail, water, and pipeline plan; and
- Policies and ordinances for implementing the transportation system plan.

This TSP also includes a transportation financing plan to help the County identify future unfunded transportation needs and potential revenue sources. The TPR requires that alternative travel modes be given equal consideration with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system.

A major component of the TSP planning process was coordinating with the Rogue Valley Council of Government (RVCOG) to ensure consistency with the RTP. The RTP currently covers the urban core of Jackson County, including Medford, Central Point, Eagle Point, Talent, Phoenix, and Ashland. The current RTP is being updated to reflect changes in the UGBs of incorporated cities as well as new

assumptions about travel demand and mode choice. Anticipating changes to the RTP that will result from this process was one of the major challenges for the County's TSP.

TSP PROCESS

The Jackson County TSP was developed through a process that (1) reviewed and updated the current transportation policies, (2) identified transportation needs, (3) developed and analyzed potential projects addressing those needs and, and (4) prioritized the projects into Tier 1 Financially Constrained and Tier 2 Unconstrained project lists. The Financially Constrained project list only includes projects that can be developed and implemented within the amount of funding expected to be available during the next 20 years. The following steps were involved in this process:

- Reviewing state and regional plans and policies that the Jackson County TSP must comply with, and reviewing local cities' plans so that the County plan is well coordinated with city plans.
- Reconciling the results from the plan review with existing policies in the Transportation Element to develop a recommended set of updated policies.
- Facilitating public meetings to provide project information to, and gather feedback from, the public at key points during the TSP development process.
- Establishing project advisory committees and developing transportation plan goals and objectives.
- Evaluating existing transportation needs.
- Evaluating future transportation needs in accordance with OAR 660-12-0030. The needs analysis identified where deficiencies are likely to occur if growth occurs as expected, but no transportation improvements are made, other than those already funded.
- Developing, modeling, and analyzing alternative transportation improvement packages intended to address Jackson County's future transportation needs.
- Estimating the revenue available for transportation capital projects through the year 2038, assuming no increase from current funding levels.
- Developing a prioritized, financially constrained, consultant-recommended alternative that includes projects that meet the project's goals and objectives, and that best address future transportation needs within the funding available.
- Modifying the consultant-recommended alternative, based on staff, public, and advisory committee input, to develop the preferred alternative that forms the heart of this TSP.
- Developing a list of unfunded priority projects, in the event that additional transportation funding becomes available in the future.
- Recommending ordinance updates for implementing the TSP.

- Compiling the results of this work into this TSP document, for review and adoption by the Jackson County Board of Commissioners.

TRANSPORTATION SYSTEM PLAN

The TSP includes the following elements:

- Transportation goals and policies;
- A street system plan, including functional classifications and representative street sections;
- Pedestrian and bicycle plans that identify the locations of future facilities;
- A transit plan that identifies major transit stops and streets that may have future transit service, potential locations for implementing traffic signal priority for buses, and transit supportive programs;
- Pipeline, air, rail, marine, and freight plans; and
- An implementation plan, including a prioritized, financially constrained transportation improvement program, and a list of other priority projects that could be funded if new sources of transportation revenue can be developed.

The remainder of this report summarizes the background information used to develop the TSP. Details of the TSP development process are documented in a series of technical memoranda, which are included in Volume II of the TSP.

Section 1 Introduction

SECTION 1. INTRODUCTION

1.1 OVERVIEW

State of Oregon planning rules require that the County's Transportation System Plan (TSP) be based on the current comprehensive plan land use map. The TSP must provide a transportation system that accommodates the expected 20-year growth in population and employment in accordance with the County's land use plan as well as the land use plans for the cities within Jackson County. The RVMPO travel demand mode (version 3.1), which was used in the future conditions analysis, includes population, household, and employment (retail, service, and other) estimates for Jackson County for the base year of 2006 and the forecast year of 2038, consistent with the County's current land use plan.

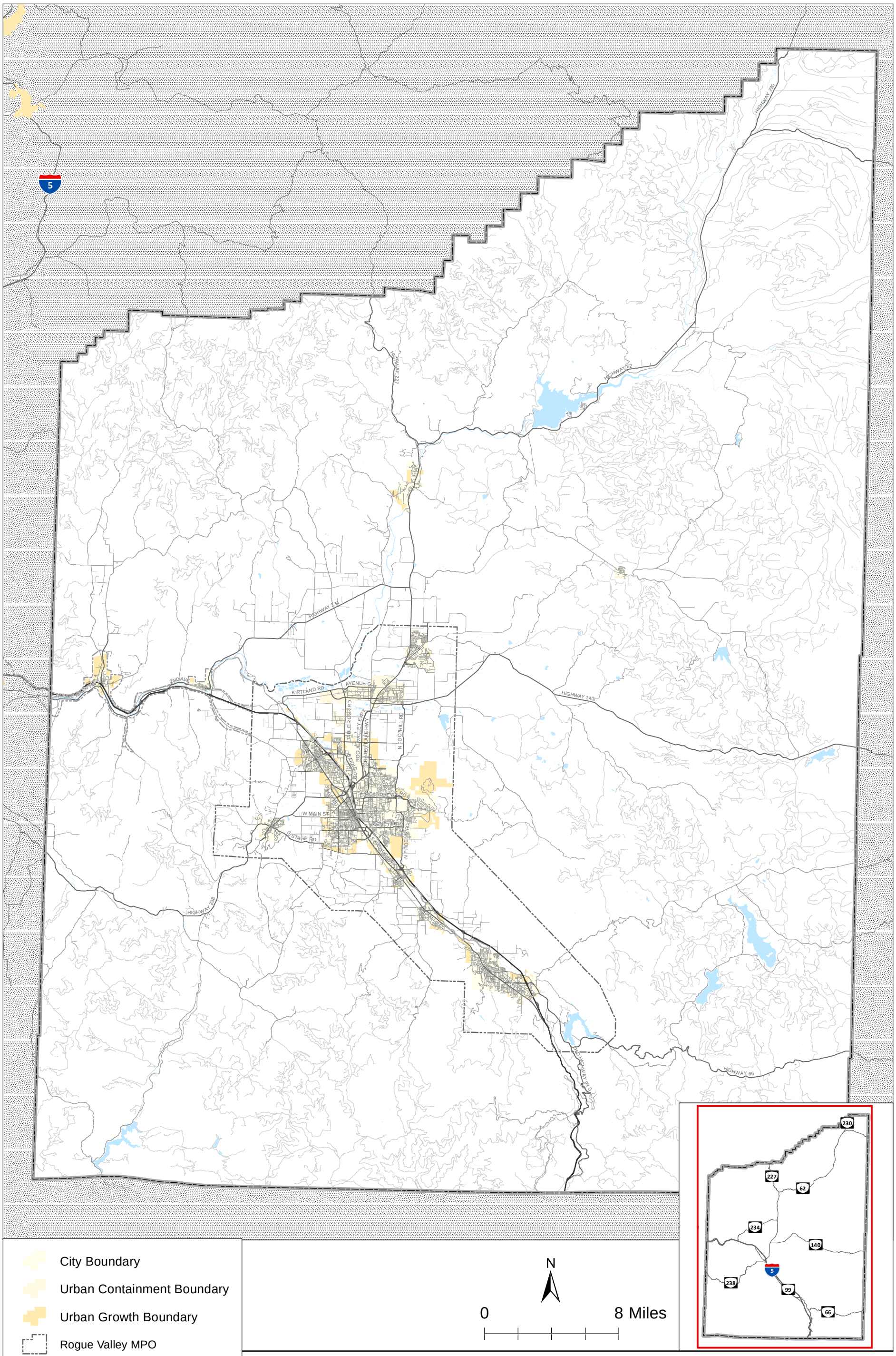
The contents of this TSP are guided by Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR). These laws and rules require that jurisdictions develop:

- A road plan for a network of arterial and collector streets;
- A public transportation plan;
- A bicycle and pedestrian plan;
- An air, rail, water, and pipeline plan; and
- Policies and ordinances for implementing the transportation system plan.

This TSP includes a transportation financing plan to help the County identify future unfunded transportation needs and potential revenue sources. The TPR requires that alternative travel modes be given equal consideration with the automobile, and that reasonable effort be applied to the development and enhancement of the alternative modes in providing the future transportation system. In addition, the TPR requires that local jurisdictions adopt land use and subdivision ordinance amendments to protect transportation facilities and to provide bicycle and pedestrian facilities between residential, commercial, employment, and institutional areas. It is further required that counties coordinate their respective plans with applicable city, regional, and state transportation plans.

1.2 STUDY AREA AND SCOPE

The study area for the Jackson County TSP consists of all areas within Jackson County located outside the Urban Growth Boundaries (UGB) of the incorporated cities. The County generally defers to the applicable city TSPs for County and State facilities within UGBs and to the Regional Transportation Plan (RTP) for regionally significant facilities in the Metropolitan Planning Organization (MPO) areas. However, significant issues identified in the City TSPs and the RTP that affect State and County facilities inside UGBs are also shown because they influence the function of the overall County transportation system. Figure 1 shows a map of Jackson County, including the UGBs of the incorporated cities, the MPO boundaries, and the Urban Containment Boundaries (UCB).



Study Area
Jackson County, OR

Figure
1A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

HIGHWAY 234
KIRTLAND RD
AVENUE G
W ANTELOPE RD
ANTELOPE RD
AGATE RD
HIGHWAY 62
HIGHWAY 140
REESE CREEK RD
LOTOS ST
S SHASTA AVE
ALTA VISTA RD
BLACKWELL RD
TABLE ROCK RD
CRATER LAKE HWY
WILSON RD
ROGUE VALLEY (HWY)
SCENIC AVE
LISTON RD
N RIVER ST
HANLEY RD
E VILAS RD
N FOOTHILL RD
HAMRICK RD
PINE ST
FREEMAN RD
W PINE ST
N FRONT ST
BEALL LN
BIDDLE RD
ROGUE VALLEY EXPY
OWEN DR
N PACIFIC HWY
SAGE RD
ROSSANLEY DR
E MCANDREWS RD
RIVERSIDE AVE
N CENTRAL AVE
S RIVERSIDE AVE
S MAIN ST
W MAIN ST
W 8TH ST
E BARNETT RD
STEWART AVE
GARFIELD ST
APPLEGATE RD
S STAGE RD
S COLUMBUS AVE
KINGS HWY
S PACIFIC HWY
N PHOENIX RD
HIGHWAY 238

City Boundary
Urban Containment Boundary
Urban Growth Boundary
Rogue Valley MPO
Middle Rogue MPO
County Boundary

N
0
2.2 Miles

230
227
62
234
140
5
238
99
66

Study Area
Jackson County, OR

Figure
1B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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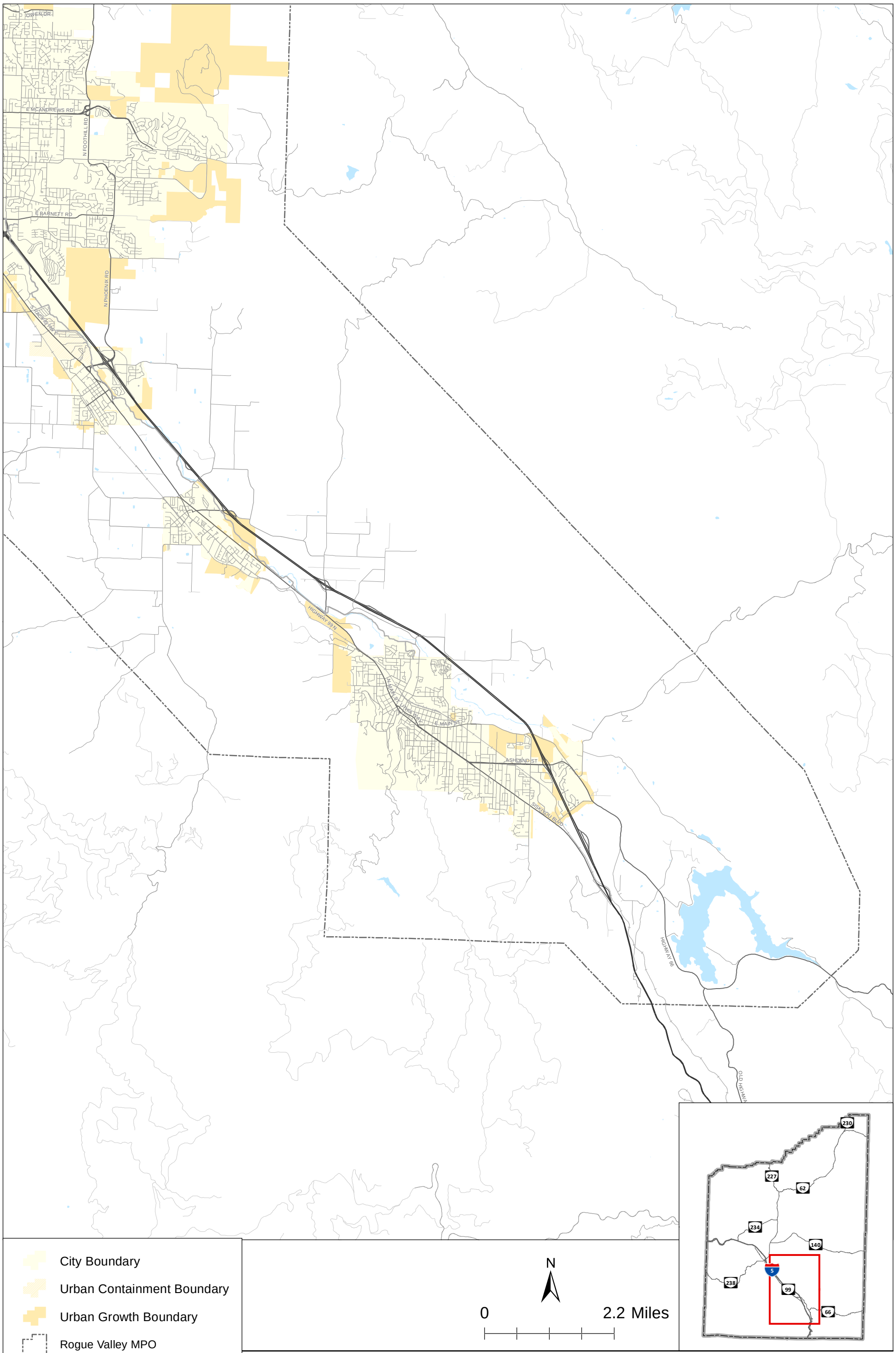

Study Area
Jackson County, OR

Figure
1C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Based on the requirements of the TPR, the study of County roadways and intersections is generally limited to those with the highest classifications – collectors and arterials – as well as state highways. Local street issues, such as street connectivity and design standards, were analyzed for general consistency with the TPR and the goals and policies.

1.3 PUBLIC INVOLVEMENT AND PLAN COORDINATION

The Technical Advisory Committee (TAC) guided the initial planning process for the TSP. The TAC was made up of representatives from relevant state and county agencies, transportation providers, local jurisdictions, and the Rogue Valley Council of Governments (RVCOG). A full list of the TAC is provided in the plan's preface. The TAC was responsible for reviewing the technical aspects of the TSP, and evaluating the TSP from a policy perspective. This work included reviewing the TSP goals and policies, as well as the transportation evaluation criteria.

Public involvement for the TSP was addressed in several ways. Throughout the process, several public and virtual meetings were held to inform citizens and businesses in Jackson County of the TSP project goals and process, obtain information from the community on transportation issues and concerns, and incorporate community feedback into the TSP analysis. Citizens could either attend meetings in person or virtually online to provide input. The County led the public meetings and distributed meeting minutes and project documents on the TSP website at key points during the development of the TSP. In addition to the TAC, a Citizen Advisory Committee (CAC) was established to provide staff with a broad spectrum of opinions on the Technical Memorandum and the draft TSP. The CAC included members from a variety of backgrounds and interests. Most of the members had at least some basic understanding of transportation planning. Their ideas and concerns were critical in addressing major elements of the plan. A full list of the CAC is provided in the plan's preface. Also, the County is very lucky to have a standing Bike Committee. The Bike Committee provided a focused review of the bicycle and pedestrian aspects of the TSP throughout the process. Public work sessions with the Planning Commission were scheduled to provide an opportunity for the public to have access to the policy makers before official public hearings were conducted to provide a more relaxed atmosphere for the public to voice concerns with the plan. Finally, public hearings must be held before both the Planning Commission and the Board of Commissioners for adoption.

1.4 TSP ORGANIZATION AND METHODOLOGY

The development of the Jackson County Transportation System Plan began with a review of the local, regional, and statewide plans and policies that guide land use and transportation planning in Jackson County. The reviewed documents are listed and briefly summarized in **Section 2** of this plan. Goals and policies for the TSP are presented in **Section 4**.

A technical analysis of the existing transportation facilities was performed, which allowed for an objective assessment of the system's existing physical characteristics, operational performance, safety, and general function. Upon completion of the existing conditions analysis, the focus of the project

shifted to forecasting future travel demand and the corresponding long-term future transportation system needs. The development of long-term (year 2038) transportation system forecasts was based on population growth forecasts for Jackson County. There was extensive coordination between Jackson County staff, RVCOG, and Oregon Department of Transportation's (ODOT's) Transportation Planning Analysis Unit (TPAU) in developing the forecast traffic conditions. The County relied primarily on the MPOs regional travel demand model (version 3.1) for determination of future travel demand on regionally significant facilities within the MPO.

While forecast traffic volumes are not exact, they provide an estimate to evaluate how the existing system will function in 20 years. Those numbers were used to identify locations where existing system capacity would be exceeded by the estimated future volume. The combination of the existing and future conditions analyses revealed the transportation deficiencies to be addressed by the TSP. Project alternatives were developed to address these needs. Based on comments received from Jackson County and ODOT staff as well as members of the TAC, CAC, and general public, a preferred plan was developed that reflected a consensus on which elements should be incorporated into the County's long-term transportation system. The analyses of existing and future conditions and system needs are summarized in **Section 3** of this report.

Having identified the system needs and a preferred set of alternatives, the next phase of the planning process involved presenting and refining the individual elements of the TSP through a series of decisions and recommendations. The recommendations identified in **Section 5**, Transportation System Plan, include a Roadway System Plan, Public Transportation Plan, Bicycle and Pedestrian Plan, and plans for other transportation modes serving Jackson County.

Section 6, Transportation Financing Plan, provides an analysis and summary of the funding sources available to pay for the identified transportation system improvements and identifies the priority projects for the projected available funds. The recommended code modifications are presented in **Section 7**, Transportation Planning Rule Compliance. This section lists the requirements of the Oregon Transportation Planning Rule (OAR 660 Division 12) and identifies land development ordinance updates for TPR compliance.

Finally, **Section 8**, Glossary of Terms and Acronyms provides a list of the terms and acronyms used in the document, along with their definitions.

The detailed technical memoranda that were developed during the TSP process and support each of the TSP sections are provided in *Volume II* of the TSP.

Section 2 Plan and Policy Review

SECTION 2. PLAN AND POLICY REVIEW

2.1 INTRODUCTION

This section summarizes the plans and policies at the state, regional, and local levels that directly impact transportation planning in Jackson County. Although each document reviewed contains many policies, only the most pertinent policies and information are summarized here. This review provides a policy framework for the Jackson County TSP.

2.2 DOCUMENTS REVIEWED

Several jurisdictions own, manage, and/or operate the transportation facilities serving Jackson County. ODOT, which has jurisdiction over the state highway system, has developed statewide plans for specific transportation modes, a statewide transportation improvement program, and specific area studies. The RVCOG is the MPO responsible for regional planning and allocation of federal transportation funds in the Medford-Ashland urban area. The Rogue Valley Transportation District (RVTD) is the major public transportation provider. Jackson County has developed a large number of relevant planning documents, including the existing comprehensive plan and White City Unincorporated Community Plan. Transportation plans for individual cities were also reviewed.

The Jackson County TSP was developed to be consistent with the Oregon Transportation Plan (OTP) and the requirements of the TPR. The plan was developed to be consistent with the RTP and cities' plan policies. The projects in the RTP and in cities' plans were analyzed to identify a list of projects that are already planned to address needs identified in the County plan, and to identify any project inconsistencies that will need to be reconciled among the plans. The TSP is a living document and future changes to these plans may require amendments to the County TSP. The following sections list the major documents reviewed during the development of the TSP.

State Documents

- Oregon Transportation Plan (Updated 2006)
- Oregon Highway Plan (Updated 2011)
- Oregon Bicycle and Pedestrian Plan (Updated 2016)[1]
- Oregon Transportation Options Plan (2015)[1]
- Oregon State Rail Plan (2014)
- Oregon Freight Plan (2011)

[1] The Oregon Bicycle and Pedestrian Plan and the Oregon Transportation Options plan were reviewed following the development of the draft TSP update.

- Oregon Public Transportation Plan (1997)
- Oregon Aviation Plan (2007)
- Oregon Transportation Safety Plan (2011)
- Transportation Planning Rule (OAR 660-012) with 2011 Amendments
- Access Management Rule (OAR 734-051) with 2012 Amendments
- 2012-2015 Statewide Transportation Improvement Program (STIP)
- OR 62: I-5 to Dutton Road Project Final Environmental Impact Statement (2013)
- OR 99 Rogue Valley Corridor Plan (2015)
- OR 140 Corridor Plan: I-5 Exit 35 to Brownsboro-Eagle Point Road (2013)
- I-5 Rogue Valley Corridor Plan (2011)
- Old Stage Road Corridor Management Plan (2000)
- I-5 Exit 19 (North Ashland) Interchange Area Management Plan (2011)
- I-5 Exit 33 (Central Point) Interchange Area Management Plan (2014)
- I-5 Exit 35 (Seven Oaks) Interchange Area Management Plan (2013)
- I-5 Exists 40 and 43 (Gold Hill) Interchange Area Management Plan (Draft)

Regional Documents

- Greater Bear Valley Regional Plan (2009)
- Rogue Valley Metropolitan Planning Organization (RVMPO) 2021-2045 Regional Transportation Plan
- RVMPT Transportation Demand Management Reference Guide (2012)
- Rogue Valley Transit District 2040 Transit Master Plan
- RVTD Strategic Business and Operations Plan (2008-2015)
- RVTD United We Ride Plan (2013)
- RVMPO Metropolitan Transportation Improvement Program (2021-2045)
- Bear Creek Greenway Management Plan (2005-2010)
- Rogue Valley Active Transportation Plan (2021)

County Documents

- Jackson County Comprehensive Plan (2004, Last Updated 2008)
- Jackson County Land Development Ordinance (LDO) (2004, Last Updated 2013)
- Jackson County Transportation System Plan (2017)

- Jackson County Capital Improvement Plan (2014-2018)
- White City Urban Unincorporated Community Plan and TSP
- Old Stage Corridor Management Plan (2000)

City Documents

- City of Ashland Transportation System Plan (2012)
- City of Central Point Transportation System Plan (2022)
- City of Eagle Point Transportation System Plan (2010)
- City of Jacksonville Transportation System Plan (2009)
- City of Medford Transportation System Plan (2018)
- City of Phoenix Transportation System Plan (2016)
- City of Talent Transportation System Plan (2015)

2.3 SUMMARY OF POLICY AND PLAN REVIEW

The documents reviewed for this project were relevant to the TSP process in varying degrees. Some of the key documents and elements from this review are described below. A more detailed discussion of the plan and policy review is provided in Technical Memorandum #1: Goals and Policies, which is included in *Volume II* of the TSP.

The **Oregon Transportation Plan (OTP)** is a comprehensive plan that addresses the future transportation needs of the State of Oregon through the year 2030. The primary function of the OTP is to establish goals, policies, strategies, and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan and Oregon Bike and Pedestrian Plan. The Jackson County TSP update will seek to maximize performance of the existing transportation system by, for example, the use of technology and system management before considering larger and costlier additions to the system.

The **Oregon Highway Plan (OHP)** is a modal plan of the OTP that guides ODOT's Highway Division in planning, operations, and financing. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The TSP update is being developed in coordination with ODOT so that projects, policies, and regulations proposed as part of the updated TSP will comply with or move in the direction of meeting the standards and targets established in the OHP related to safety, access, and mobility.

The intent of the **Oregon Bicycle and Pedestrian Plan (OBPP)** is to create a policy foundation that supports decision-making for walking and biking investments, strategies, and programs that help to develop an interconnected, robust, efficient, and safe transportation system. The OBPP establishes the role of walking and biking as essential modes of travel within the context of the entire transportation system, and recognizes the benefit to the people and places in Oregon. The OBPP provides direction for what needs to be achieved, including 20 policies and associated strategies designed to help develop, sustain, and improve walking and biking networks. It identifies nine goals based upon the broader goals of the OTP that reflect statewide values and desired accomplishments relating to walking and biking:

- Goal 1: Safety
- Goal 2: Accessibility and Connectivity
- Goal 3: Mobility and Efficiency
- Goal 4: Community and Economic Vitality
- Goal 5: Equity
- Goal 6: Health
- Goal 7: Sustainability
- Goal 8: Strategic Investment
- Goal 9: Coordination, Cooperation, and Collaboration

The OBPP also provides background information, including relevant state and federal laws, funding opportunities, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. It outlines the role that jurisdictions play in the implementation of the Plan, including the development of pedestrian and bicycle plans as stand-alone documents or within TSPs.

The **Oregon Transportation Options Plan** is the first intermodal topic plan of its kind for the state. Transportation Options (TO) include strategies, programs, and investment that enhance traveler opportunities and choices to bike, walk, take transit, share rides, and telecommute. The Plan provides an overview of existing transportation options providers across the state, establishes a vision and policies, and presents key strategies and initiatives. These elements provide guidance to support and advance TO program activities and integration with capital investment planning. The guiding vision for the TO plan envisions a transportation system that provides travelers of all ages and abilities with transportation options to access goods, services, and opportunities across the state. The plan includes several goals, each of which is accompanied by a set of policies, strategies, and highlighted best practices.

The **Oregon State Rail Plan ("State Rail Plan")**, a state modal plan under the OTP, addresses long-term freight and passenger rail planning in Oregon. The State Rail Plan provides a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. The State Rail Plan identifies specific policies and planning processes concerning rail in the state, establishes a system of integration between freight and passenger elements into the land use and transportation planning processes, and calls for

cooperation between state, regional and local jurisdictions in completing the plan. The TSP update will consider the needs of the rail freight system in developing recommended policies and projects related to improving safety and mobility in the county. In addition, the project technical advisory committee includes ODOT representatives that will advise on rail and freight interests.

The **Oregon Freight Plan (OFP)** is another modal plan of the OTP and implements the state's goals, and policies related to the movement of goods and commodities. Its purpose statement identifies the state's intent "to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses." The objectives of the plan include prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system. The plan defines a statewide strategic freight network. I-5 and parallel railroads are designated as a strategic corridor in the OFP. Maintaining and enhancing efficiency of the truck and rail freight system in the study area will be integrated into the updated TSP. The project advisory committees include representatives from ODOT and local freight interests.

The **Oregon Public Transportation Plan (OPTP)** is the modal plan of the OTP that provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The OPTP Implementation Plan directs ODOT investments towards commuter and mobility needs in larger communities and urban areas and also in smaller communities where warranted. It also prioritizes investments in intercity connections statewide. Long-term implementation and funding is geared toward both modernization and preservation projects while preservation projects are more the focus for short term implementation and funding. The TSP update process will coordinate with Rogue Valley Transit District (RVTD) long-range and strategic planning in the TSP study area. The project CAC included a representative from RVTD.

The **Oregon Aviation Plan (OAP)** is a modal plan of the OTP that defines policies and investment strategies for Oregon's public use aviation system for the next 20 years. The plan addresses the existing conditions, economic benefits, and jurisdictional responsibilities for the existing aviation infrastructure. The plan contains policies and recommended actions to be implemented by Oregon Department of Aviation in coordination with other state and local agencies and the Federal Aviation Administration. The OAP categorizes airports based on functional role and service criteria. The TSP update will consider access to the Rogue Valley International Airport and Ashland Municipal Airport in developing its policies and projects.

An element of the OTP, the **Oregon Transportation Safety Action Plan (Action Plan)** establishes a safety agenda to guide the investments and actions of ODOT and the state for the next 20 years. As indicated in the name of the plan, the emphasis of the OTSAP is action and implementation. Actions included in the OTSAP were chosen based on crash data and information provided by transportation safety experts. Consistent with the state's Action Plan, the TSP update process will identify sites with high occurrences of safety problems and will consider safety in the selection and prioritization of transportation projects to meet the county's future system needs for all modes of transportation.

The **Transportation Planning Rule (TPR), OAR 660-012**, implements Goal 12 (Transportation) of the statewide planning goals. The TPR contains numerous requirements governing transportation planning and project development, including the required elements of a TSP. In addition to plan development, the TPR requires each local government to amend its land use regulations to implement its TSP (OAR 660-012-0045). It also requires local government to adopt land use or subdivision ordinance regulations consistent with applicable federal and state requirements: "to protect transportation facilities, corridors and sites for their identified functions." Local compliance with -0045 provisions is achieved through a variety of measures, including access control requirements, standards to protect future operations of roads, and notice and coordinated review procedures for land use applications. Local development codes should also include a process to apply conditions of approval to development proposals, and regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP. The TPR directs local TSP development and requires specific transportation elements be implemented in the local development ordinance. Local requirements such as access management, coordinated land use review procedures, and transportation facility standards and requirements are meant to protect road operations and safety and provide for multi-modal access and mobility. Implementation measures that will be developed with the TSP update may entail proposed amendments to the Land Development Ordinance (LDO) to ensure consistency with TPR requirements as well as to reflect TSP recommendations.

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system. The standards are based on state highway classification and differ depending on posted speed and average daily traffic volume. OAR 734-051 regulates access management on state roadways; analysis for the TSP update and final project recommendations will need to reflect state requirements for state facilities. Implementation measures that will be developed for the TSP update may entail local code amendments to ensure that the LDO is consistent with these access management requirements as well as TSP recommendations related to access management.

The **State Transportation Improvement Program (STIP)** is the four-year programming and funding document for transportation projects and programs for state and regional transportation systems, including federal land and Indian reservation road systems, interstate, state, and regional highways, bridges, and public transit. It includes state- and federally-funded system improvements that have approved funding and are expected to be undertaken during the upcoming four-year period. The projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices, a process that is held every two years in order to update the STIP. The TSP update analysis will take into account projects that are programmed in the STIP. An expected outcome of this planning process is proposed recommendations to eventually amend the STIP to include projects from the updated TSP. These projects will most likely be projects that are eligible for funding through the ODOT Enhance program, which awards funding through a competitive application process.

The **Regional Transportation Plan (RTP)** is a multi-modal transportation plan designed to meet the anticipated 25-year transportation needs within the RVMPO planning area boundary. The RTP serves as a guide for management of existing transportation facilities and for the design and implementation of future transportation facilities. The RTP establishes a set of transportation goals and associated policies, potential actions, and performance indicators. The focus of the RTP is the presentation of the region's funded projects. Pursuant to Federal Highway Administration rules (23 CFR Part 450.322), MPO plans must show capital investment, operations, and management strategies that promote an integrated multi-modal transportation system over a horizon of at least 20 years. The projects must be "financially constrained;" funding for all projects in the plan must be identified, or there must be a reasonable expectation for funding. The projects in the RTP are presented in tables and in maps, by jurisdiction and by project type and system need through 2038. Projects are categorized in terms of short-, medium-, and long-range implementation.

The **Rogue Valley Active Transportation Plan (RVATP)** is a long-range, strategic framework that identifies the regional networks for active transportation in the RVMPO boundary. The RVATP is a component of the RVMPO RTP that sets the direction for the design and implementation of the regional active transportation network. The active transportation network provides connections between cities, transit, activity centers, and major employment and housing locations for people walking, biking, and rolling. The RVATP contains three elements that were incorporated into the TSP, including the regional active transportation network and network classifications, the high priority investments, and the refinement plans and projects. The RVATP contains a fourth element that includes conceptual designs for prioritized projects. The designs were not adopted as part of the RVATP; however, they were vetted through the process and relevant projects were incorporated into the TSP.

The **Jackson County Comprehensive Plan** is a long-range policy guide for land use in the unincorporated area within the county, outside of city UGBs. The Comprehensive Plan originally included a Transportation Element, but this was wholly replaced by the Jackson County TSP upon its adoption in 2005. While transportation policies are established in the County TSP and not in the County Comprehensive Plan, the Comprehensive Plan contains policies in sections on rural and suburban lands, urban lands, regional planning, and implementation that address the relationship between land use planning and transportation planning. The updated TSP is intended to be adopted as the transportation element of the County's Comprehensive Plan, replacing the 2005 TSP. Policy changes considered as part of the TSP update process must either be consistent with existing policies, including those identified above, or propose amendments to adopted policies. Amendments to the LDO will also likely be needed in order to implement the updated TSP; proposed amendments will be based on existing, revised or new policies related to land use designations (use and density regulations), plan and code amendment procedures, land use review coordination, and/or protection of transportation facilities.

The **Jackson County Capital Improvement Plan (CIP)** programs the funding and construction of significant capital projects for five years. The current CIP for Jackson County Roads presents approximately 28 transportation projects or project categories (e.g., miscellaneous safety improvements) for the 2014-2018 programming period. The projects include bridge improvements, trail improvements, addition of turn lanes, roadway realignment, installation of signals, improvement of

existing roadways to county standards, overlays, preliminary engineering, and acquisition of right-of-way. The document tracks the estimated cost of the projects and breaks them down by funding source; the funding source categories include STIP funding, System Development Charge (SDC) fees, other road funds, or other external sources. As needed, improvements recommended in the updated TSP will be coordinated with projects programmed in the CIP for the next five years or identified for programming in the next 15 years. There may also be opportunities to coordinate projects recommended in in the updated TSP with non-transportation projects, such as storm drainage and water, when these projects occur in public right-of-way and are part of other county departments' CIPs.

The **White City Urban Unincorporated Community Plan** was adopted by the Jackson County Board of Commissioners in September 2003. Subsequently, the White City TSP was developed and adopted in 2005. This project will incorporate the White City TSP into the County TSP, but the updated document will still address White City's system and needs separately. The updated Jackson County TSP will update and include White City transportation policies and projects.

Section 3 Technical Background and Needs Analysis

SECTION 3. TECHNICAL BACKGROUND AND NEEDS ANALYSIS

3.1 INTRODUCTION

Development of the Jackson County TSP began with an assessment of current and forecast transportation system conditions. Current facilities for all transportation modes were inventoried and analyzed to identify any existing system deficiencies. This was followed by an analysis of anticipated future conditions. A future conditions analysis was conducted to approximate year 2038 conditions, based on population estimates for the area. Relevant transportation and land use projects were incorporated into the analysis to estimate future conditions, identify future transportation issues, and evaluate potential mitigations. Details of the technical analysis and project alternatives are provided in the *Volume II* of the TSP. The key findings are summarized below for each transportation mode.

3.2 LAND USE

Land is predominantly designated for resource uses in the County, with most land designated forest and agricultural. Approximately three percent of the total land in the county is zoned for a combination of urban and rural residential use, with a greater share being rural residential.

Zoning and Comprehensive Plan Designations

The zoning and comprehensive plan designations within Jackson County are shown in Figure 2. The regulations associated with the zoning designations are established in Jackson County Land and Development Ordinance (LDO) Chapter 4 (Resource Districts), Chapter 6 (Use Regulations), and Chapter 8 (Dimensional Standards)

The Jackson County LDO also contains the regulations for several overlay zoning districts. Overlay zoning districts are categorized as: environmental and cultural; floodplain; transportation and public facility; and urban. Overlay zoning districts are addressed in the Natural Resources and Environmental Section of Technical Memorandum #2, in the context of mapped environmental, cultural, and other resource areas that may have bearing on the TSP update process.

Existing Land Use

The Jackson County Comprehensive Plan identifies four unincorporated urban areas, one of which is considered an urban fringe area adjacent to a city boundary. The three unincorporated urban areas include White City, the Highway 99 Area, and the Gibbons/Forest Acres Area. White City is unique among the unincorporated urban areas due to its unique urban residential zoning designations and its potential for further development. There are multiple vacant commercial, residential, and miscellaneous parcels within the boundary of White City. Additionally, there are multiple vacant industrial and farm parcels nearby.

Comprehensive Plan Designations

- Aggregate Removal Land
- Agricultural Land
- Commercial Land
- Forestry / Open Space Land
- Industrial Land
- Limited Use Land
- Rural Residential Land
- Urban Residential Land
- City Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

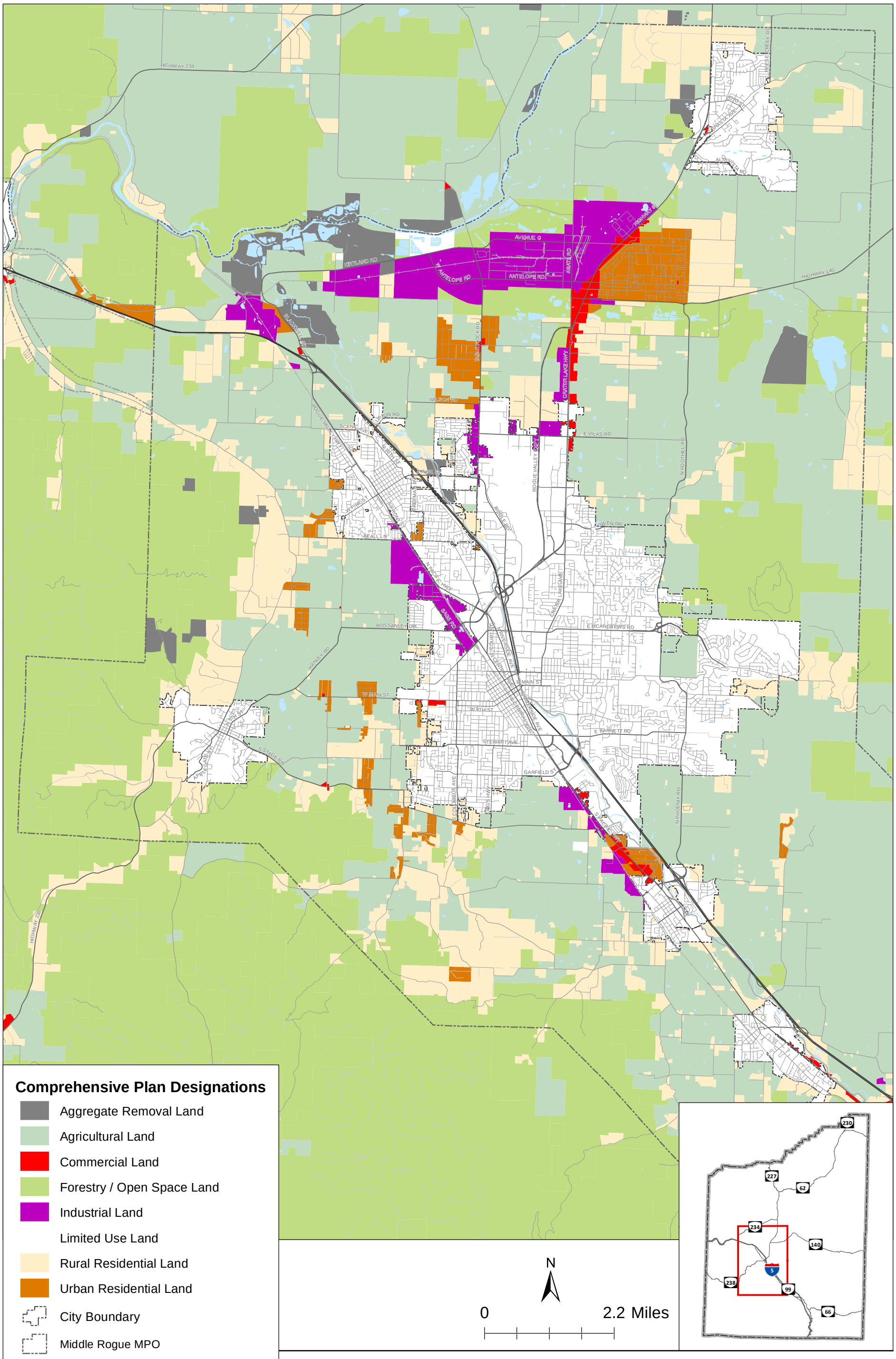
N

0 8 Miles

Zoning Designation
Jackson County, OR

Figure **2A**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Comprehensive Plan Designations

- Aggregate Removal Land
- Agricultural Land
- Commercial Land
- Forestry / Open Space Land
- Industrial Land
- Limited Use Land
- Rural Residential Land
- Urban Residential Land
- City Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

Zoning Designation
Jackson County, OR

Figure **2B**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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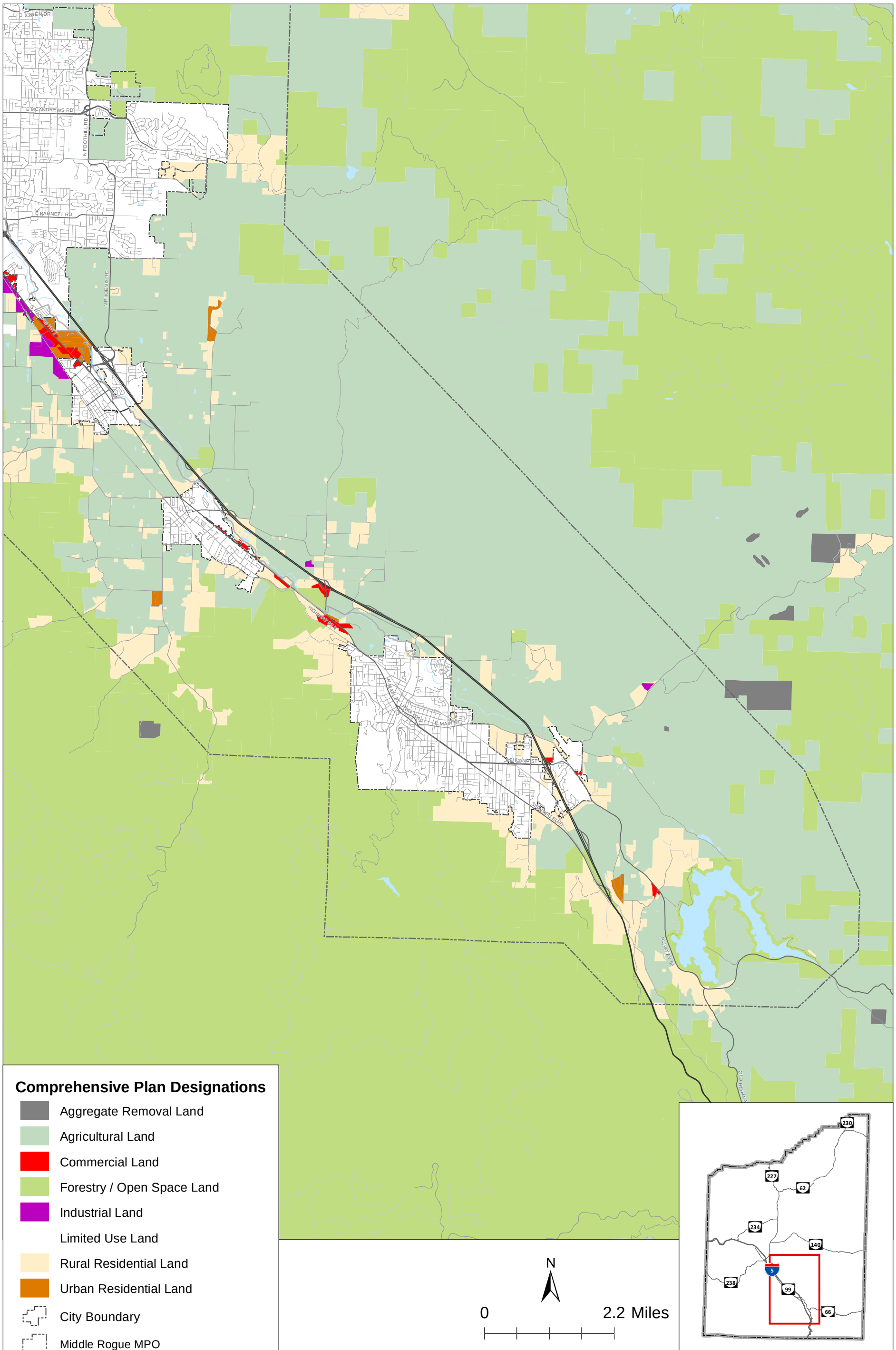

Zoning Designation
Jackson County, OR

Figure
2C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Both the OR 99 Area and the Gibbons/Forest Acres Area are not likely to undergo significant development as both areas are mostly improved with little to no vacant land. For the OR 99 Area, future development is limited to a manner which will not further degrade the traffic capacity and safety of the highway. In addition, the Comprehensive Plan's policy for the Gibbons/Forest Acres Area is to limit urban densities to two units per acre after community water service is provided.

3.3 ROADWAY SYSTEM

The roadway system is the backbone of the transportation system in Jackson County. Motor vehicle, bicycle, pedestrian, transit, and freight transportation all rely on the roadway system to some degree. The roadway system also provides motor vehicle, bicycle, pedestrian, and transit access to air and rail facilities. The following section describes the roadway system's jurisdiction, classifications, and characteristics.

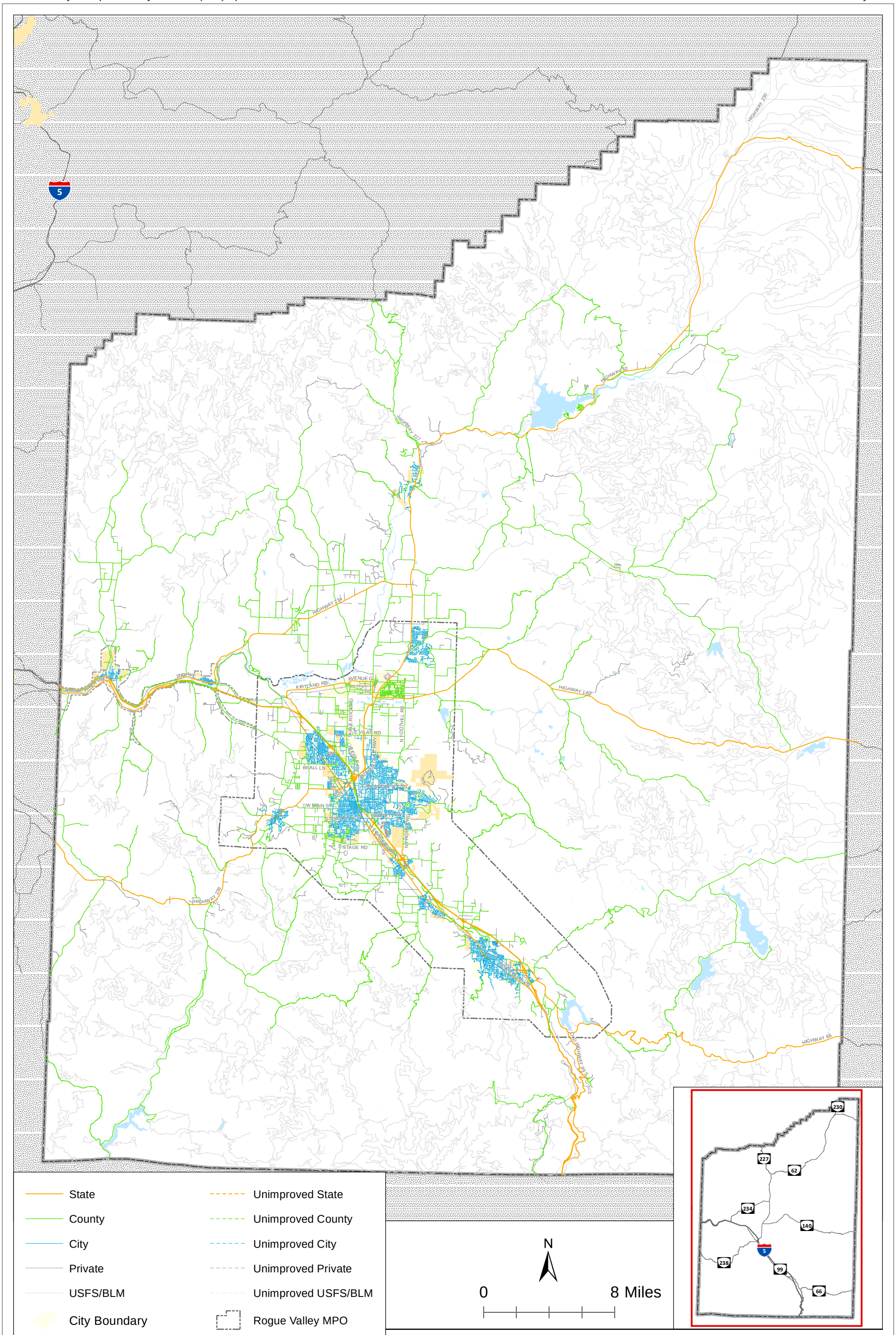
Jurisdiction

Roads within Jackson County are owned and maintained by several jurisdictions, including the US Forest Service, Bureau of Land Management (BLM), ODOT, Jackson County, and local cities. Each jurisdiction is responsible for determining the road's functional classifications, defining its major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the roads are planned, operated, maintained, and improved to safely meet public needs. Figure 3 illustrates the jurisdiction of the roads within Jackson County. The following summarizes the number of lane miles owned and maintained by each jurisdiction.

- The U.S. Forest Service and the Bureau of Land Management own approximately 4,687 miles of roadway in Jackson County.
- The Oregon Department of Transportation owns approximately 348 miles of roadway within Jackson County, including some of those most heavily traveled.
- Jackson County owns approximately 1,052 miles of roadway, including some roadways within incorporated cities.
- Local cities and private entities own most of the remaining public roadways.

US Forest Service Routes

The US Forest Service Routes within Jackson County are located within the four districts of Rogue River-Siskiyou National Forest: Applegate, Ashland, Butte Falls, and Prospect. Of the 2,551 miles of roads in the US Forest Service system, not all are in fully maintained status. In accordance with the Highway Safety Act of 1966, maintenance level 3-5 roads are maintained for low-ground-clearance vehicles, such as passenger cars. Maintenance level 2 roads in an open status are maintained primarily for high-ground-clearance vehicles. Maintenance level 1 roads are closed to public vehicular traffic. The US Forest Service road mileage by maintenance level (ML) is as follows:



Jurisdiction
Jackson County, OR

Figure
3A

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

HIGHWAY 234
KIRTLAND RD
AVENUE G
W ANTELOPE RD
ANTELOPE RD
AGATE RD
HIGHWAY 62
HIGHWAY 140
BLACKWELL RD
TABLE ROCK RD
CRATER LAKE HWY
WILSON RD
ROGUE VALLEY HWY
SCENIC AVE
LAUSTON RD
HAMRICK RD
E VILAS RD
N FOOTHILL RD
E PINE ST
FREEMAN RD
W PINE ST
S CENTRAL AVE
E BEALL LN
BIDDLE RD
ROGUE VALLEY EXPY
N PACIFIC HWY
SAGE RD
ROSSANLEY DR
COURT ST
N RIVERSIDE AVE
S RIVERSIDE AVE
E MCANDREWS RD
HANLEY RD
W MAIN ST
E MAIN ST
W 6TH ST
E BARNETT RD
STEWART AVE
GARFIELD ST
KINGS HWY
S COLUMBUS AVE
S STAGE RD
S PACIFIC HWY
N PHOENIX RD
HIGHWAY 238
ALTA VISTA RD
BEES CREEK RD

State
County
City
Private
USFS/BLM
City Boundary
Urban Cluster Boundary
Urban Growth Boundary
Unimproved State
Unimproved County
Unimproved City
Unimproved Private
Unimproved USFS/BLM
Rogue Valley MPO
Middle Rogue MPO
County Boundary

N
0
2.2 Miles

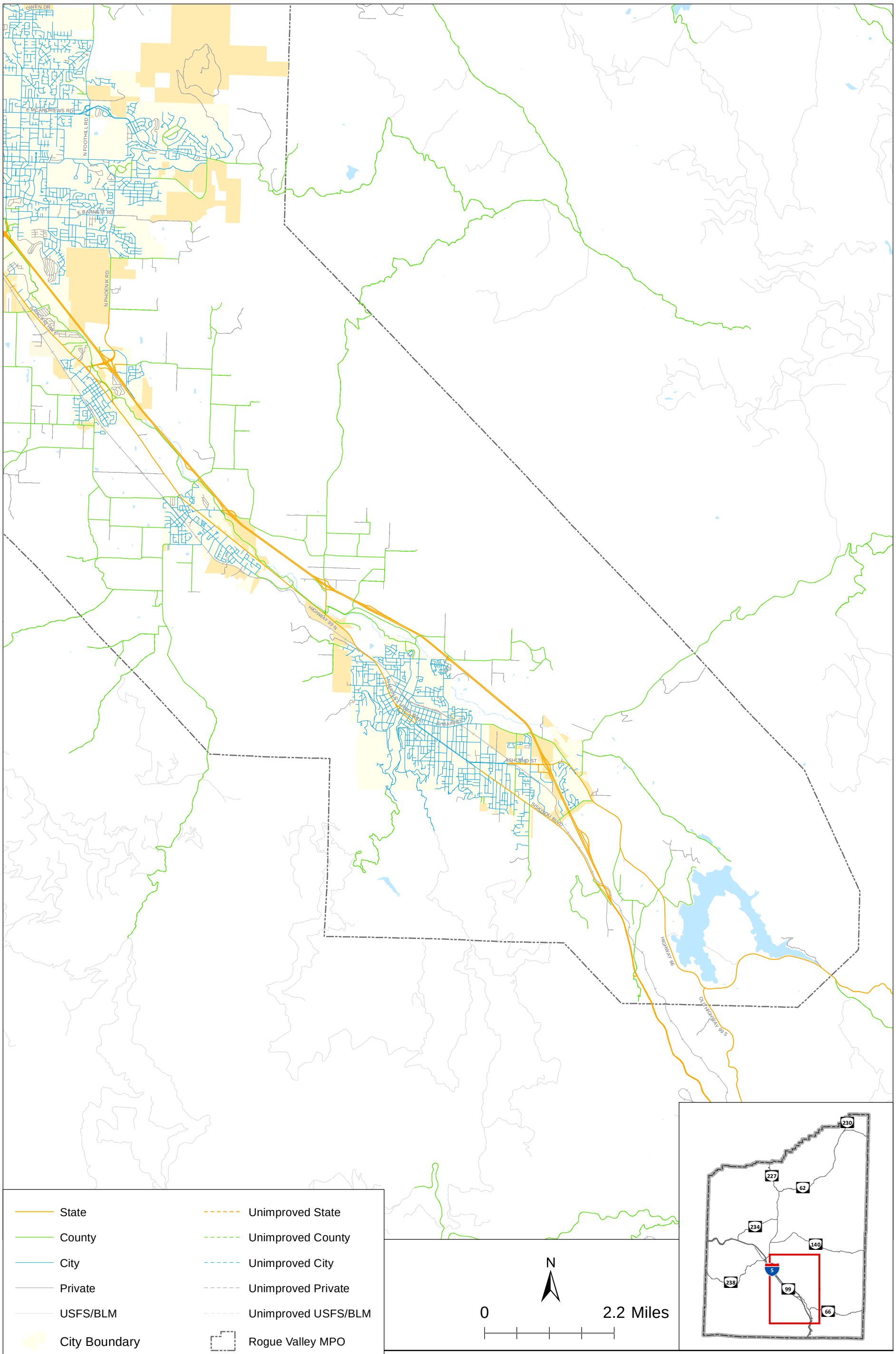
230
227
62
234
140
5
238
99
66

Jurisdiction
Jackson County, OR

Figure
3B

H:\27\27310 - Jackson County TSP Update\gis\Draft TSP\03_Jurisdiction.mxd - mbell - 1:24 PM 1/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Jurisdiction
Jackson County, OR

Figure
3C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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- 0.0 miles of ML 5 roads.
- 97 miles of ML 4 roads.
- 416 miles of ML 3 roads.
- 1,380 miles of ML 2 roads.
- 658 miles of ML 1 roads.

Additional information on US Forest Service Routes within Jackson County can be found here: http://www.fs.usda.gov/rogue-siskiyou/.

Bureau of Land Management Roads

The Bureau of Land Management owns roads that are used primarily for logging, recreational use and administrative purposes. Of the 2,500 miles of roads under its jurisdiction, only 150 miles are paved. The rest are crushed-rock surfaced roads which experience low to medium traffic volumes.

State Highways

The Oregon Department of Transportation owns the following State Highways within Jackson County:

- Interstate 5 (I-5) is a four-lane interstate highway that provides regional mobility within the County. I-5 is the main north-south route along the West Coast, running from the Canadian border south of Vancouver, B.C. through Seattle, Portland, Eugene, Medford, Sacramento, and Los Angeles to the Mexican border south of San Diego. Locally, it is the main route from the California border on the south to Josephine County on the west. Seven of the County's eleven incorporated cities are located on or near Interstate 5. A total of 18 interchanges serve Jackson County.
- Crater Lake Highway (Highway 62) is classified as a Statewide Highway south of Highway 140 and as a Regional Highway north of Highway 140. It is also designated as an Expressway from Delta Waters Road to Linn Road. It is a main north-south roadway that provides access to White City and the Upper Rogue Valley. Some of Highway 62's urban sections within the County carry higher traffic volumes than rural sections of I-5 in the County.
- Rogue River, Rogue Valley, and Siskiyou Highways (Highway 99) are District Highways that connect communities along the I-5 corridor. The highways are known locally by several other names, including Riverside Avenue, Siskiyou Boulevard, Main Street, etc. Highway 99 remains a high-volume roadway, even though I-5 now carries the through traffic that once used Highway 99. Siskiyou Highway is signed as a historic highway.
- Lake of the Woods Highway (Highway 140) is a Statewide Highway that connects the Rogue Valley to the Klamath Basin. It is part of the route of the old "Winnemucca-to-the-Sea Highway." Highway 140 is a modern two-lane rural highway.

- Jacksonville Highway (Highway 238) is a District Highway and is an alternate route to I-5 between Medford and Grants Pass. It is also a primary access roadway to the historic city of Jacksonville and the Applegate Valley.
- Sams Valley Highway (Highway 234) is a District Highway that traverses Sams Valley from Gold Hill to north of Eagle Point, connecting I-5 to Highway 62.
- Green Springs Highway (Highway 66) is a District Highway connecting Ashland and Klamath Falls.
- Diamond Lake Highway (Highway 230) is designated as a Regional Highway within Jackson County. It departs Highway 62 in the northeast section of the County and connects to Highway 138 in Douglas County near Diamond Lake.

County Roads

The major County roads in the study area are the following:

- Table Rock Road is Jackson County's only direct route north of Medford between Crater Lake Highway 62 and I-5. Antelope Road is a major east-west roadway that connects White City to Crater Lake Highway 62 and continues west to Table Rock Road. It provides access to industrial areas west of Crater Lake Highway 62 and to residential areas east of the highway.
- Tiller-Trail Highway provides access to the commercial forest land located in northern Jackson County. The road continues north to Douglas County then west to Canyonville.
- Old Stage Road travels between Gold Hill and Jacksonville, where it becomes Oregon Street.
- South Stage Road runs from Highway 99 between Medford and Phoenix west to Jacksonville, where it becomes California Street.
- Vilas and Hamrick Roads constitute one of the few east-west connections between I-5 and Crater Lake Highway 62. These roads serve an area with a substantial amount of land zoned or planned for commercial and industrial use. These roads also serve areas near the Medford/Jackson County airport and areas within the urban growth boundaries of Central Point and Medford.
- North Phoenix and Foothills Roads travel north-south on the east side of Medford.
- E Pine Street connects OR 99 to I-5 and I-5 to the Rogue Valley International-Medford Airport. The segment of E Pine Street/Biddle Road is classified as an Intermodal Facility on the National Highway System and is the highest volume County road.
- Butte Falls Highway travels east-west between OR 62 (Crater Lake Highway) and the City of Butte Falls where it becomes Broad Street.
- Dead Indian Memorial Road travels north east from OR 66 (Green Springs Highway) in Ashland to OR 140 (Falls Highway) in Klamath County.

- East Evans Creek Road travels north from the Rogue River along Evan Creek where it connects with Meadows Road, which connects to OR 234 (Sams Valley Highway).

City Roadways

Each of the incorporated cities of Ashland, Butte Falls, Central Point, Eagle Point, Gold Hill, Jacksonville, Medford, Phoenix, Rogue River, Shady Cove, and Talent have roadways that are maintained by the individual city authority. While the majority of the streets in these cities are City-owned and -maintained, each city has County or State roads passing through it. I-5 and Highway 99 pass through Rogue River, Gold Hill, Central Point, Medford, Phoenix, Talent, and Ashland; Highway 62 passes through Shady Cove and Eagle Point; Highway 238 passes through Jacksonville; and Butte Falls Highway starts in Butte Falls and connects to OR 62.

White City is comprised of roadways that are either state- or county-operated facilities, as it is an unincorporated community. White City is located at the junction of OR 62 and OR 140 with the majority of the community located northeast of the junction. Antelope Road, another one of the County's major roads, also passes through White City.

Intermodal Connections

The 1999 Oregon Highway Plan (OHP) describes Intermodal Connectors as short lengths of roads that connect intermodal facilities to the state highway system. The two defined Intermodal Connectors on the National Highway System within Jackson County are: (1) Biddle Road and Pine Street/Freeman Road to OR 62 (2.78 miles), and (2) Airport Road/Biddle Road to Biddle Road (0.51 miles). The sections of Biddle Road and Pine Street from I-5 to Table Rock Road are under County ownership. Both the connectors are owned by the City of Medford.

Functional Classification

A roadway's functional classification is determined by several factors, including how the facility connects with the rest of the system, the volume of traffic (local or through) it is expected to carry, and the types of trips it is expected to serve. The functional classification considers the adjacent land uses and the kinds of transportation modes that should be accommodated. The public right-of-way should also provide sufficient space for utilities to serve adjacent land uses.

The functional classification system for Jackson County divides all County roadways into Urban and Rural groups. All of the County roadways within urban growth or urban containment boundaries fall under the urban group. All other County roadways fall under the rural group. Within these groups, roadways are classified as Freeways, Arterials, Major Collectors, Minor Collectors, or Local Streets or Roads (e.g., Urban Freeway, Rural Arterial). Section 5 provides the Functional Classification Plan for Jackson County.

Connectivity and Circulation

The need for the following future roadway connections has been expressed by many previous planning documents, including the RTP, prior County TSPs, local TSPs, and more. These future roadway connections as well as several others would improve connectivity between the urbanized areas of Jackson County.

Jacksonville Bypass

The City of Jacksonville has identified the long-term need for an alternative connection for through traffic on OR 238 to address livability and capacity issues within downtown Jacksonville. This connection, also known as the Jacksonville Bypass, has been considered for over 40 years with both a northerly and a southerly route analyzed, along with multiple internal options analyzed through the City's TSP. Either route would require crossing resource land, although in different proportions, outside Jacksonville's acknowledged urban growth boundary. Downtown Jacksonville is a unique place, not just in Jackson County, but in the entire United States. It is nationally recognized as Oregon's, "most extensive and complete example of late 19th century inland commercial and mining community" (National Park Service). It is flourishing in the 21st century; the historic nature of downtown Jacksonville has supported the development of a specific cluster of economic activities. Downtown Jacksonville attracts many high-end retail establishments. It is a regional entertainment destination during the summer months. It also has many fine restaurants. Downtown Jacksonville is essential to the City's overall livability in an important way. The TSP includes a project that will help continue to plan for the Jacksonville bypass.

South Stage Road Extension

Travel from southwest Medford to northeast Phoenix and from southeast Medford to northwest Phoenix is somewhat circuitous and an improved east-west connection would provide a direct alternative route for these trips. The City of Medford has identified the long-term need for a connection of South Stage Road across the freeway to North Phoenix Road. This connection would provide an east-west crossing of the Interstate between the South Medford Interchange and the Phoenix Interchange. The Medford TSP does not establish a 20-year need for the facility, but identifies the need for an eventual connection. The TSP includes a project to construct the South Stage Road extension.

Local Street Connectivity and Circulation

The County's TSP does not plan local street layouts. This type of local street planning is generally a requirement of new development, and the TSP process did not identify any critical local street circulation problems in existing areas that would warrant construction or planning of a new local road connection. Also, there are relatively few opportunities outside urban growth boundaries for in-fill development that necessitate a local street network plan. However, there are instances where some local street planning may be appropriate. Often, the "local" County road network becomes the higher-order network when an exception area is taken into a UGB and developed at urban densities. What is a local road from the County's perspective may be a future collector street from the City's perspective.

The quality of the local road network in these areas may affect the attractiveness of the exception area for future urbanization. Cities that have concerns about street connections in exception areas outside their UGBs should look at the potential for additional development under the current County zoning. If the existing zoning allows development that could jeopardize a critical road connection, then the City may want to approach the County about developing a local road network plan for the area to preserve critical future road connections.

Traffic Operations

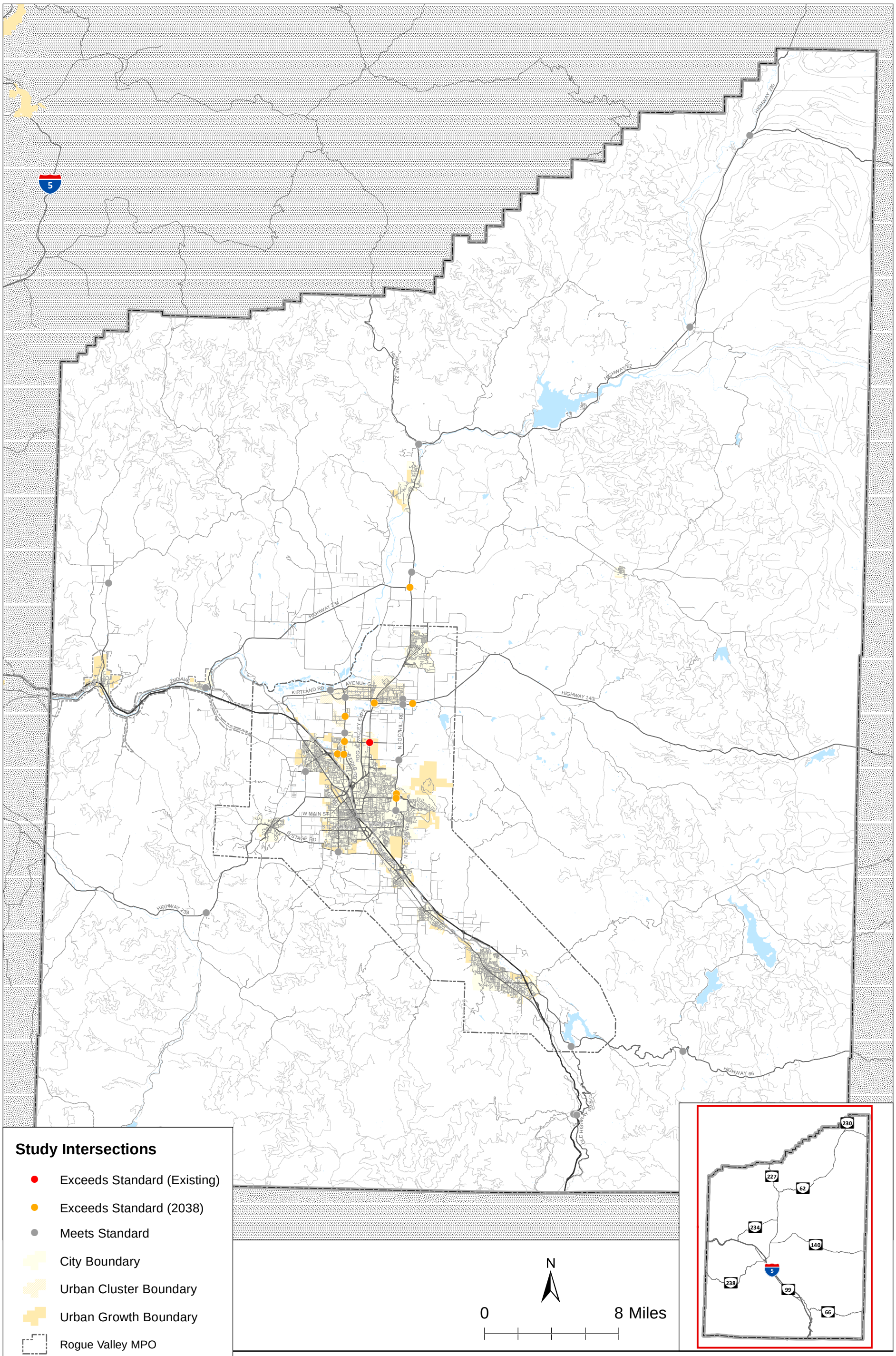
Traffic operations were evaluated under year 2015 existing and year 2034 future traffic conditions to identify any potential existing or future capacity problems.

Year 2015 Existing Traffic Conditions

The year 2015 existing traffic conditions analysis identifies how the study area's transportation system operates today. This analysis includes an evaluation of traffic operations at the study intersections, including non-motorized (pedestrian and bicycle) activity during the weekday morning and evening peak periods. Figure 4 illustrates the location of the study intersections. The results of this analysis indicate that two intersection currently operate at or above their respective mobility targets and two intersections have 95th percentile queues that exceed the available storage under year 2015 existing traffic conditions. Table 1 summarizes the intersection deficiencies identified under year 2015 existing traffic conditions.

Table 1: Intersection Deficiencies – Year 2015 Existing Traffic Conditions

Intersection	Deficiency
Table Rock Road/Greggory Road	Currently operates below its mobility target (v/c = 0.95), but at LOS F
OR 62/OR140-Leigh Way	Northbound right-turn queue currently exceeds storage
OR 62/Vilas Road	Currently operates above mobility target (v/c = 0.85)
OR 62/Vilas Road	Southbound right-turn queue currently exceeds storage



Study Intersections
Jackson County, OR

Figure
4A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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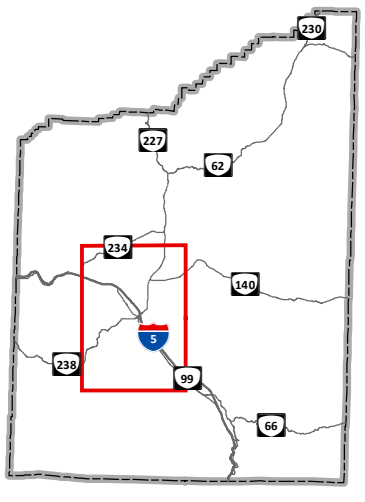
HIGHWAY 234
REESE CREEK RD
LOTOS ST
S SHASTA AVE
ALTA VISTA RD
HIGHWAY 62
AVENUE G
KIRTLAND RD
W ANTELOPE RD
ANTELOPE RD
AGATE RD
HIGHWAY 140
BLACKWELL RD
TABLE ROCK RD
CRATER LAKE HWY
WILSON RD
ROGUE VALLEY HWY
SCENIC AVE
DATON RD
W 10TH ST
E VILAS RD
ROGUE VALLEY EXPY
N FOOTHILL RD
HAMRICK RD
E PINE ST
FREEMAN RD
W PINE ST
S FRONT ST
BIDDLE RD
OWEN DR
BEALL LN
N PACIFIC HWY
CRATER LAKE AVE
SAGE RD
ROSSANLEY DR
E MCANDREWS RD
COURT ST
N RIVERSIDE AVE
N CENTRAL AVE
S RIVERSIDE AVE
S CENTRAL AVE
E MAIN ST
HANLEY RD
W MAIN ST
W 8TH ST
E BARNETT RD
STEWART AVE
APPLEGATE ST
S STAGE RD
GARFIELD ST
S COLUMBUS AVE
KINGS HWY
S PACIFIC HWY
N PHOENIX RD
HIGHWAY 238

Study Intersections

- Exceeds Standard (Existing)
- Exceeds Standard (2038)
- Meets Standard
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

0 2.2 Miles



Study Intersections
Jackson County, OR

Figure
4B

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

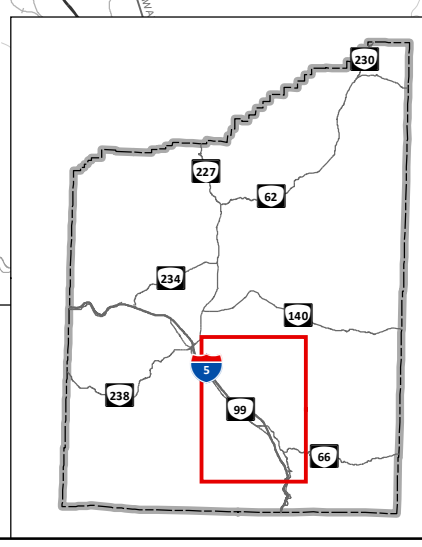
TOWEN DR
N KOOTHILL RD
E MCANDREWS RD
E BARNETT RD
N PHOENIX RD
S PACIFIC HWY
HIGHWAY 99 N
N MAIN ST
LINDA VIS
E MAIN ST
ASHLAND ST
SISKIYOU BLVD
HIGHWAY 99
OLD HIGHWAY

Study Intersections

- Exceeds Standard (Existing)
- Exceeds Standard (2038)
- Meets Standard
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

0 2.2 Miles



Study Intersections
Jackson County, OR

Figure
4C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Year 2038 Future Traffic Operations

The year 2038 future traffic conditions analysis identifies how the study area's transportation system will operate in the horizon year of the current RVMPO RTP, year 2038. This analysis includes an evaluation of traffic operations at the study intersections, including non-motorized (pedestrian and bicycle) activity during the weekday evening peak period.

Forecast traffic volumes were developed for the study intersections located within the RVMPO boundary based on the existing traffic counts and information provided in ODOT's travel demand model for the RVMPO area (version 3.1). Forecast traffic volumes were developed for the study intersections located outside the RVMPO boundary based on the existing traffic counts and information provided in ODOT's 2033 Future Highway Traffic Volume Tables.

The results of this analysis indicate that ten intersections are forecast to operate at or above their respective mobility targets and two intersections are forecast to have 95th percentile queues that exceed the available storage under year 2038 future traffic conditions. Table 2 summarizes the intersection deficiencies identified under year 2038 traffic conditions.

Table 2: Intersection Deficiencies – Year 2038 Future Traffic Conditions

Intersection	Deficiency
Hamrick Road/E Pine Street-Biddle Road	The westbound through is expected to exceed the capacity of the intersection
Table Rock Road/Biddle Road	The eastbound left, northbound through, and southbound through are expected to exceed the capacity of the intersection
Table Rock Road/Vilas Road	The westbound left and westbound through are expected to exceed the capacity of the intersection
Table Rock Road/Gregory Road	The westbound left-through-right is expected to exceed the capacity of the intersection
Kershaw Road/OR140	The northbound left-through-right is expected to operate below capacity, but above its mobility standard
OR 62/OR140-Leigh Way	The eastbound through-left, westbound through-left, northbound left, northbound through, and southbound through are expected to exceed the capacity of the intersection The northbound right 95th percentile queue is expected to exceed the available storage length
OR 62/OR234-Del Isle Way	The eastbound left is expected to exceed the capacity of the intersection
OR 62/Vilas Road[1]	The northbound left is expected to exceed the capacity of the intersection The eastbound right and southbound right 95th percentile queues are expected to exceed the available storage length
Foothill Road/McAndrew Road WB Ramp	The eastbound left is expected to exceed the capacity of the intersection
Foothill Road/McAndrew Road EB Ramp	The eastbound left is expected to exceed the capacity of the intersection
Foothill Road/Lone Pine Road	The eastbound left is expected to exceed the capacity of the intersection

1. The City of Medford is planning to incorporate the southeast corner of the intersection into the City UGB. A concept plan for the area is currently being developed that involves the removal of the frontage road as well as other improvements to the westbound approach to the intersection.

Pavement Conditions

Jackson County maintains roads under its jurisdiction through its Pavement Management System. According to the Transportation Element of the Jackson County Comprehensive Plan, each year Jackson County utilizes a Pavement Management Program, which schedules road maintenance needs in the most effective manner. The Road System Plan indicates that about 20 miles of overlay and 60 to 80 miles of chip seal should be performed each year to maintain the existing system and to avoid costly

road reconstruction. The County collects an extensive amount of pavement condition data and compiles a pavement condition index (PCI). The County classifies each roadway link as follows:

- 70-100 PCI: Very Good
- 50-70 PCI: Good
- 25-50 PCI: Poor
- 0-25 PCI: Very Poor

The Oregon Department of Transportation goal is to have 78 percent of all their highway road mileage in fair (equivalent to the County's Good) or better (equivalent to the County's Very Good) condition. The pavement management system data shows that of the 767 miles of County roadways, approximately 74% are in "Very Good" condition, 20% are in "Good" condition, 5% miles are in "Poor" condition and 0.1% are in "Very Poor" condition. For the remaining 0.9% of roads under County jurisdiction, the data were missing or incomplete. Hence, the County maintains 94 percent of its roadways in fair or better condition. Technical Memorandum #2 contains more detailed information on pavement conditions along Jackson County and ODOT facilities.

Freight Routes

Freight movement is vital to Jackson County's economy. The ability to move freight efficiently is affected by the existence of a connected roadway network, the availability of roadway capacity, the existence of weight-restricted roadway and bridges, and the ease of access to freight terminals.

The capacity issues identified at study intersections and roadways impact freight movement by causing delays or forcing out-of-direction travel to avoid congestion. Freight issues in Jackson County are especially important for White City, which has the highest concentration of industrial activity in the county, and for roadways that provide access to Interstate 5 for regional and interstate shipments.

In 2012, The Rogue Valley Metropolitan Planning Organization (RVMPO) released the Freight Study Report. The report provides a comprehensive review of existing freight conditions within the RVMPO service area of Jackson County. Based on the report, the primary deficiencies of the Jackson Country roadway network include a lack of viable alternative routes when regular routes are blocked during construction, daily out-of-direction travel to avoid bottlenecks and congestion, and restrictions that prevent the movement of oversized freight at certain times.

Local Roads and Streets

There are many local roads and streets in Jackson County that do not meet adopted local road standards. Many of these roads are unpaved, which can contribute to air quality problems. Substandard County roads may have inadequate shoulders, which make walking and cycling difficult. Substandard roads can complicate emergency management operations, such as firefighting. Jackson County applies several strategies for the maintenance and development of local roads.

Jackson County does not currently have a program to pave unpaved local roads. Inside the MPO boundary, local roads are sometimes paved through Congestion Mitigation and Air Quality (CMAQ) funding.

Jackson County Roads comments on land use applications regarding any public roads used by a development proposal. If the development is approved, then the LDO and TSP provide for conditions of approval to improve local roads. If the improvements are not conditioned at the time of development, then a Deferred Improvement Agreement is required, so that a local improvement district may be employed to improve the local road through a consolidated future project. Collectively, the TSP and LDO assure that local road improvements will meet basic safety standards for existing parcels through the development permitting process, and that any new land divisions will meet current standards. However, the development of rural land is carefully controlled under the Oregon Statewide Planning Goals, so opportunities for improvement of local roads through development exactions are somewhat limited.

Local landowners sometimes work with the Roads Department for development of a Local Improvement District (LID) to fund local road improvements on County maintained facilities. A LID allows the County to finance and perform the local road improvement and assess the properties that benefit from the improvements over a period of time. Current practice is for the Roads staff to work with local property owners on the formation of a LID when 60% of the property owners who will benefit from the improvements agree to formation of the LID. Jackson County Roads and the Board of County Commissioners must approve the LID.

Traffic Safety

A crash analysis was conducted at the study intersections and along select County facilities in an effort to identify any potential safety issues that could be addressed as part of the TSP update. The crash analysis includes a review and summary of data obtained from ODOT for the five-year period from January 1, 2009 through December 31, 2013. The data includes the location, type, and severity of all crashes that occurred along County and ODOT facilities within Jackson County, as well as detailed information on the crashes (year, month, day, time, weather, number, age, and gender of drivers/passengers, direction, actions, errors, causes, etc.).

A majority of rural County roadways are narrow, two-lane roads, with relatively low traffic volumes and high travel speeds. They also have limited sight distance due to substandard horizontal and vertical curvature, as well as vegetation and other physical and geographical features along the sides of the roadways. These conditions contribute to a high number of high-speed crashes where motorists lose control of their vehicles, drive off the side of the road, and collide with a fixed object (trees, rocks, embankments, etc.) and/or other vehicles. The intersection and segment crash data summarized below identifies many of these types of crashes and more; however, a more system-wide review of historical crash data is required to better understand the challenges along rural County roadways.

Figure 5 illustrates the location and severity of crashes along all County and ODOT facilities. The crash data at the study intersections and along select County facilities was compiled and analyzed for crash patterns, potential causes, and potential countermeasures.

Intersection Crash Analysis

The results of the intersection crash analysis indicate that three study intersections currently exceed the 90th-percentile crash rates for similar intersections. Of the three intersections, one experienced more than two crashes over the five-year period. The results also show that several additional intersections experienced a relatively high number of crashes over the five year period. Table 3 summarizes the intersection safety deficiencies within Jackson County.

Table 3: Safety Deficiencies - Intersections

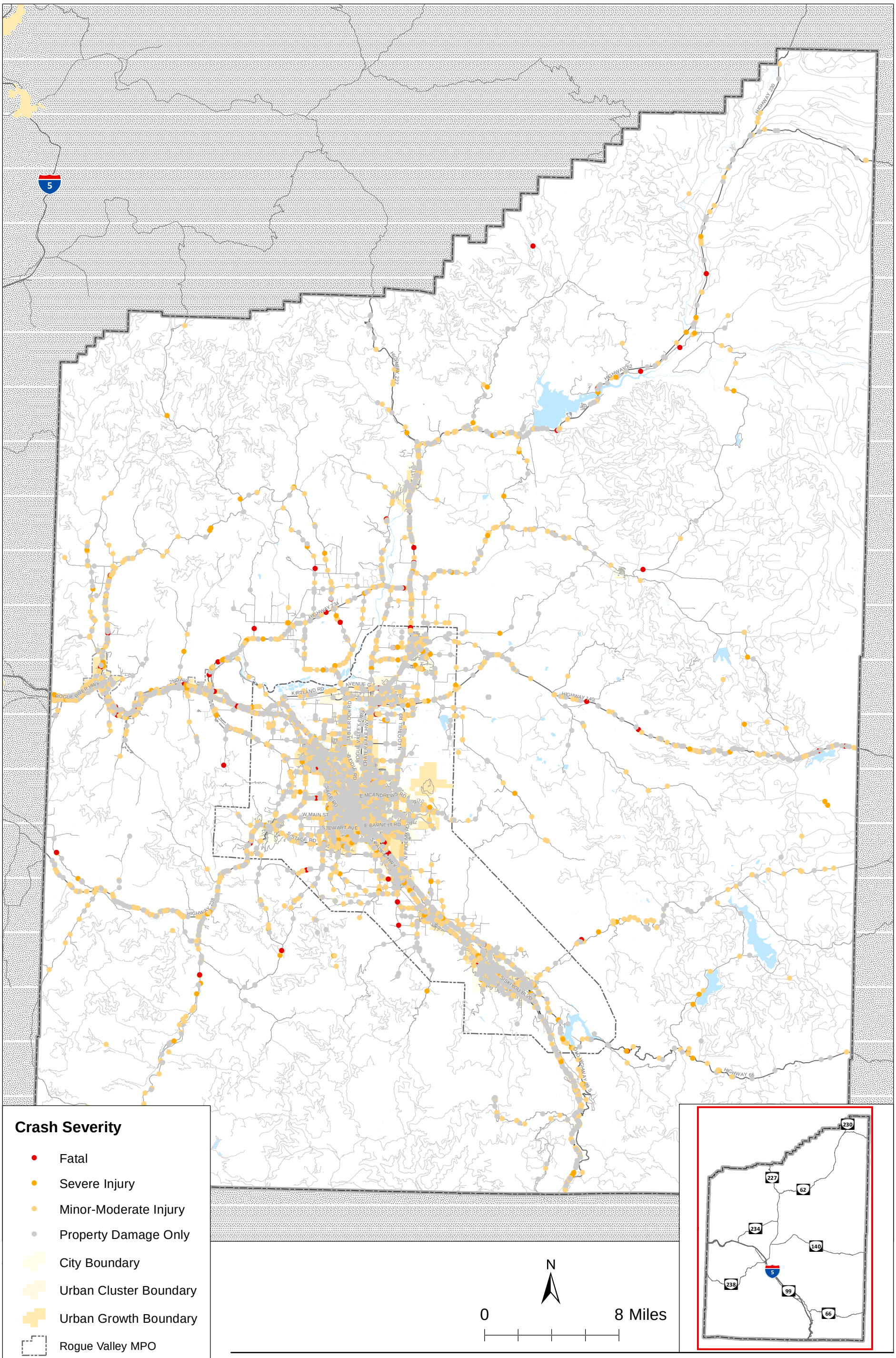
Intersection	Deficiency
Hamrick Road/E Pine Street-Biddle Road	Currently experiences a high volume of crashes
Table Rock Road/Vilas Road	Currently experiences a high volume of crashes
Kershaw Road/OR140	Currently experiences a high volume of crashes
OR 62/Vilas Road	Currently experiences a high volume of crashes
Foothill Road/Coker Butte Road	Currently exceeds 90th percentile crash rate for similar intersections

Segment Crash Analysis

The results of the segment crash analysis indicate that 19 segments currently exceed the 90th percentile crash rates for the similar facilities. Of the 19 segments, 17 experienced a significant number of crashes over the five-year period. Table 4 summarizes the segment safety deficiencies within Jackson County.

Table 4: Safety Deficiencies - Segments

Road	From/To	Deficiency
Foothill Road	Hillcrest to Lone Pine Road	Currently exceeds 90th percentile crash rate for similar facilities
Foothill Road	Lone Pine Road to Coker Butte	Currently exceeds 90th percentile crash rate for similar facilities
Foothill Road	Coker Butte to Corey Road	Currently exceeds 90th percentile crash rate for similar facilities
Old Stage Road	Ross Lane to Beall Lane	Currently exceeds 90th percentile crash rate for similar facilities
Old Stage Road	Beall Lane to Taylor Road	Currently exceeds 90th percentile crash rate for similar facilities
Table Rock Road	Biddle Road to E Villas Road	Currently exceeds 90th percentile crash rate for similar facilities
Table Rock Road	Wilson to West Gregory Road	Currently exceeds 90th percentile crash rate for similar facilities
Table Rock Road	Modoc/Bybee Ferry Road to OR234	Currently exceeds 90th percentile crash rate for similar facilities
Antelope Road	Agate Road to OR 62	Currently exceeds 90th percentile crash rate for similar facilities
Meadows Road	E Evans Creek to Beagle Road	Currently exceeds 90th percentile crash rate for similar facilities
E Evans Creek Road	Minthorne Road to Pleasant Creek Road	Currently exceeds 90th percentile crash rate for similar facilities
Pioneer Road	Dark Hollow Road to Carpenter Hill Road	Currently exceeds 90th percentile crash rate for similar facilities
S Stage Road	Orchard Home Road to Hull Road	Currently exceeds 90th percentile crash rate for similar facilities
S Stage Road	Hull Road to Arnold Lane	Currently exceeds 90th percentile crash rate for similar facilities
Hanley Road	Rossanley to Jacksonville City Limits	Currently exceeds 90th percentile crash rate for similar facilities



Crash History (January 1, 2016 to December 31, 2020)
Jackson County, OR

Figure **5A**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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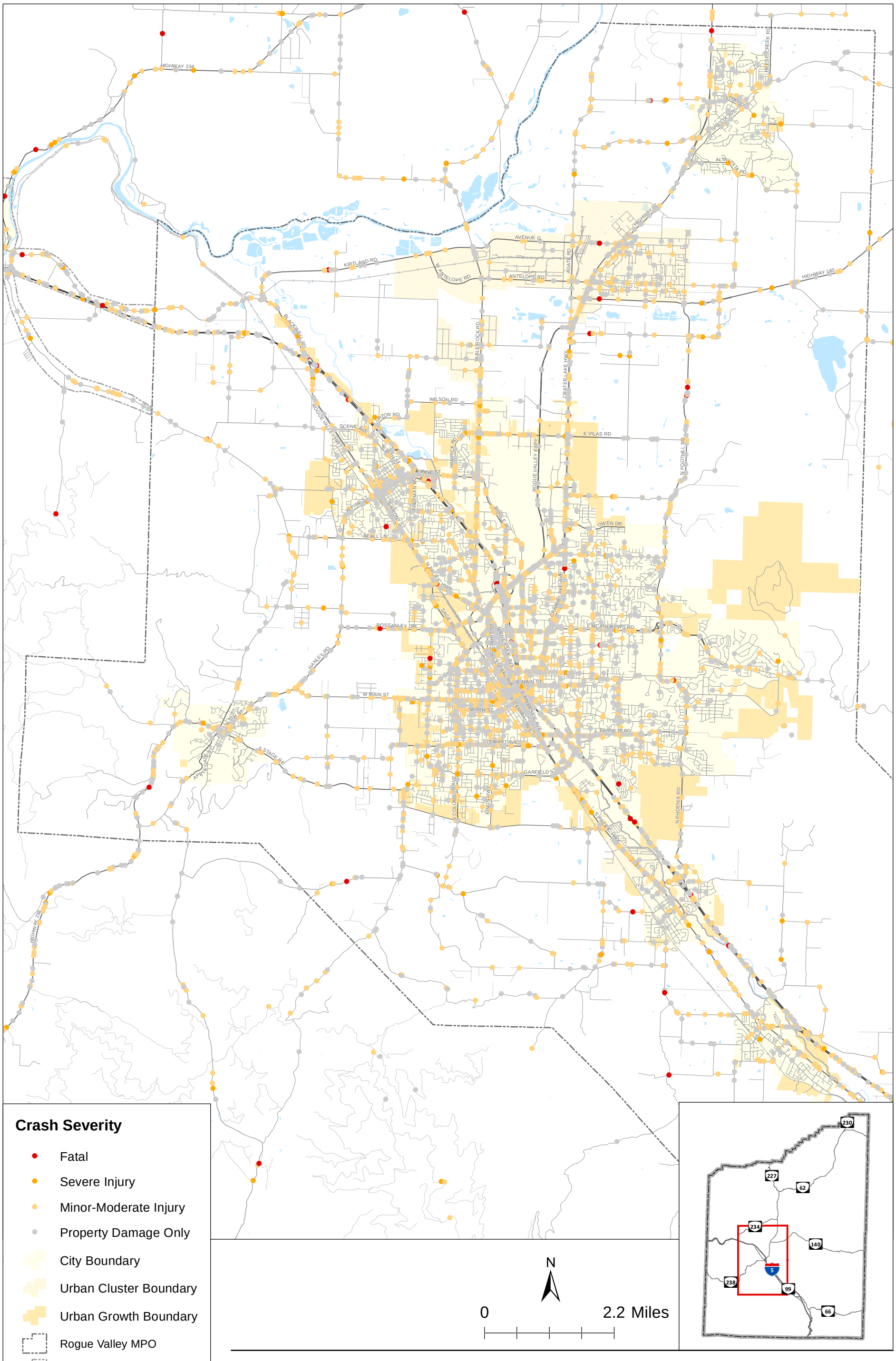

Crash Severity

- Fatal
- Severe Injury
- Minor-Moderate Injury
- Property Damage Only
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

0 2.2 Miles

Crash History (January 1, 2016 to December 31, 2020)
Jackson County, OR

Figure **5B**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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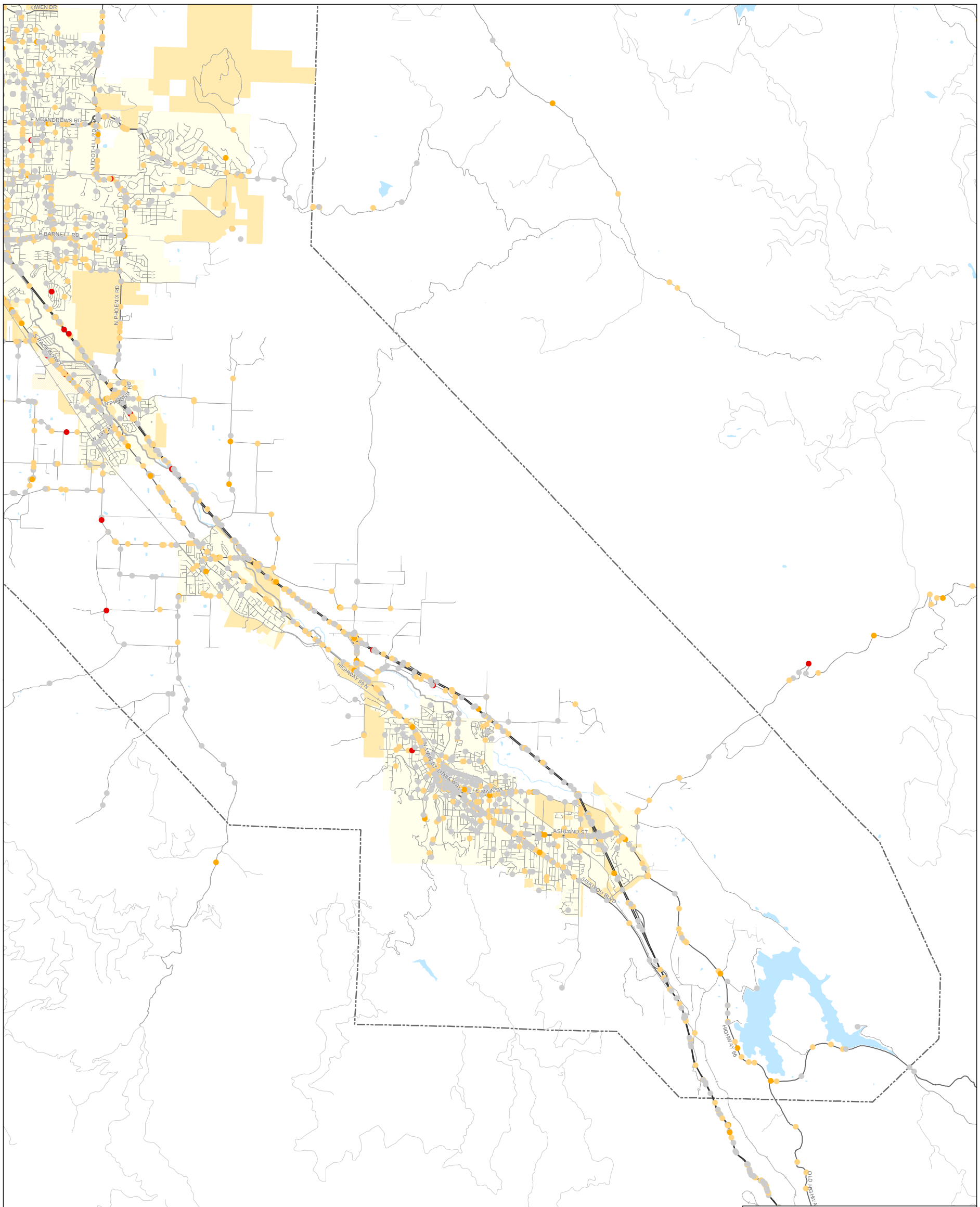

Crash History (January 1, 2016 to December 31, 2020)
Jackson County, OR

Figure
5C

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Systemic Safety Improvements

Further review of the crash data indicates that a significant number of isolated, yet related crashes have occurred throughout Jackson County over the last five year period. These crashes include motorists losing control of their vehicles, driving off the side of the road, and colliding with fixed objects and/or other vehicles. A majority of these crashes resulted from motorists traveling too fast for roadway conditions, careless driving, or other improper driving.

3.4 PUBLIC TRANSPORTATION SYSTEM

Public transportation service within Jackson County includes fixed-route service provided by RVTD and Josephine Community Transit and specialized transportation services for senior citizens and persons with disabilities provided by others. Intercity transit service is provided by Greyhound and SouthWest POINT. Figure 6 illustrates the fixed-route public transportation services and stops within Jackson County along with the location of several key destinations, including schools, libraries, and municipal buildings.

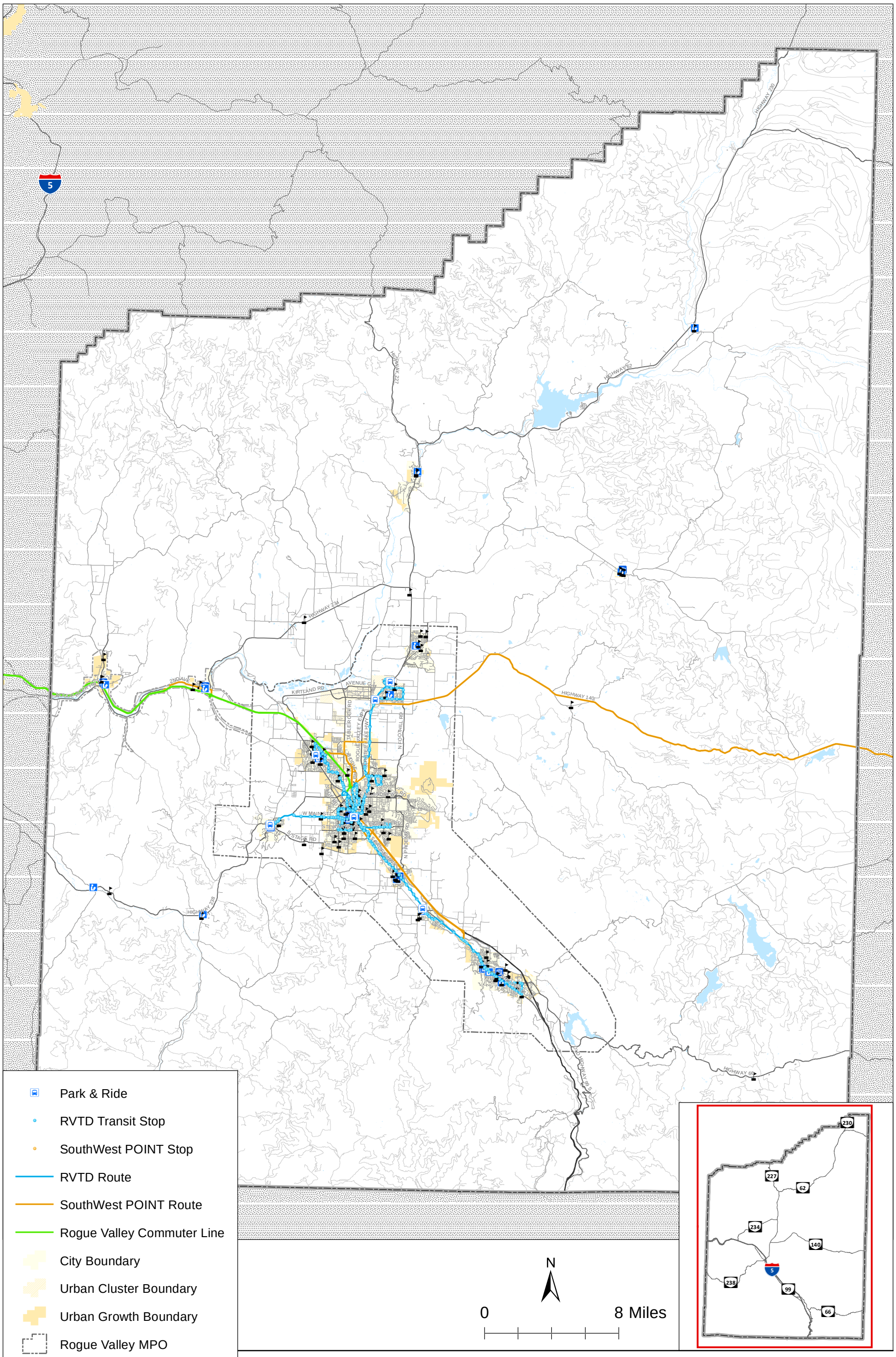
Fixed-Route Transit Service

RVTD Routes

RVTD is the primary provider of public transportation service in Jackson County. RVTD operates seven fixed routes, all of which connect at the Front Street Transfer Station in Medford. Fixed-route service provides direct connections from Medford to White City, Central Point, Jacksonville, Phoenix, Talent, and Ashland. Complementary demand-responsive service[2], required by the American with Disabilities Act (ADA) is provided within ¾ mile of fixed-route service. RVTD service is provided on weekdays excluding national holidays. No service is provided on Saturdays or Sundays. The fixed-route bus lines include:

- Route 21, *RVIM Popular Drive;*
- Route 2, *Main Street/West Medford;*
- Route 24, *East Barnett/RRMC;*
- Route 10, *Ashland/Talent/Phoenix*
- Route 30, *Jacksonville;*
- Route 40, *Central Point;* and
- Route 60, *White City.*

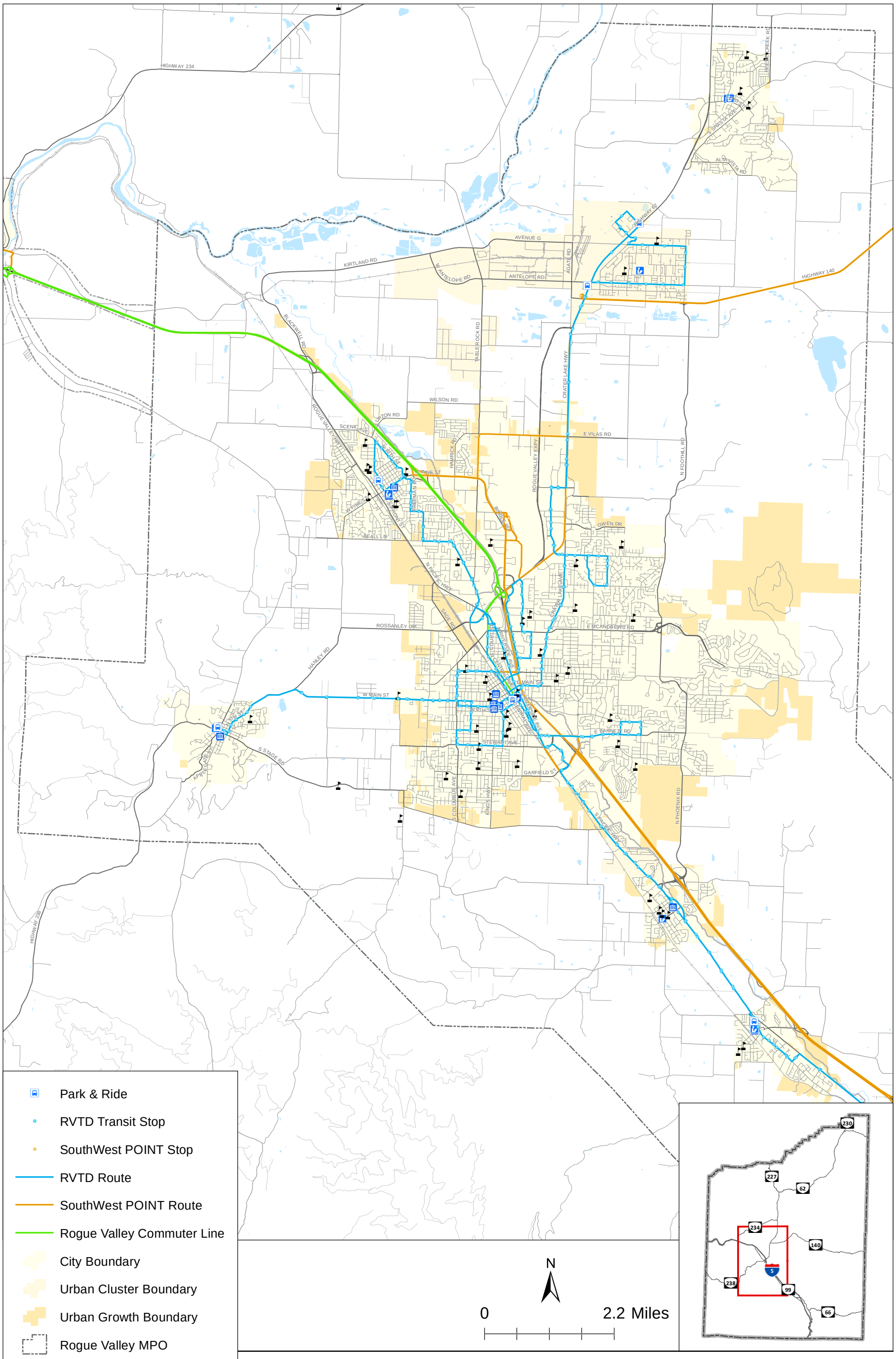
[2] *Complementary demand-response service* is the legal term used to describe demand-responsive ADA service that supplements (complements) the fixed-route service. The term does not indicate that the service is free.



Fixed-Route Public Transportation
Jackson County, OR

Figure **6A**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Fixed-Route Public Transportation
Jackson County, OR

Figure **6B**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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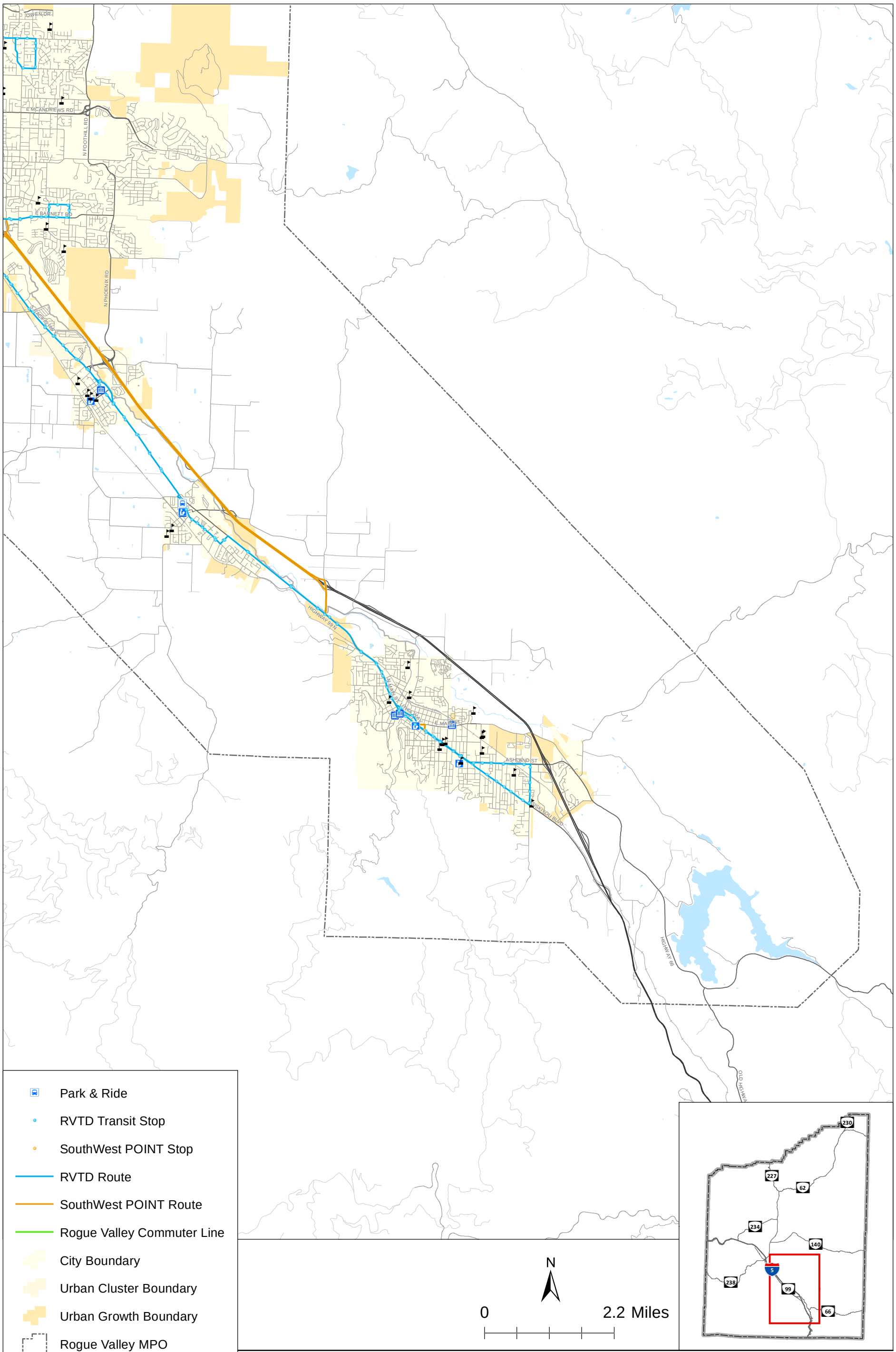

Fixed-Route Public Transportation
Jackson County, OR

Figure **6C**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Rogue Valley Commuter Line

Josephine County Transit operates the Rogue Valley Commuter Line which offers service between Grants Pass and Medford. Additional stops in Rogue River and Gold Hill can be made by request; requested stops must be called in in advance. The route runs five times a day Monday through Friday. Fares are $2 each way and are cash only. No reduced fares are offered but children six years old and younger ride for free.

Specialized Transit Service

Jackson County has several providers of transportation services for special populations. Typically, these services are limited to medical transportation for individuals with specific transportation challenges, such as the elderly or persons with disabilities. The service providers include:

- TransLink;
- Valley Lift;
- Rogue Valley Connector;
- N.E.E. Car, Inc.;
- Other TransLink contractors;
- Upper Rogue Community Center RSVP Call-a-Ride & TransMed;
- Private and charter services;

Intercity Transit Service

Greyhound

Greyhound provides intercity bus service in Jackson County with one stop in Medford where passengers can transfer to a local shuttle service that serves stops in Ashland, White City, and Gold Hill. Service is provided along I-5, with eight stops in Medford daily.

SouthWest Point

SouthWest POINT provides daily bus service between Klamath Falls, the Medford Airport, Crescent City, and Brookings. There are a total of nine stops; five of which are located in Jackson County (White City, Medford Airport, Medford Greyhound, Ashland, and Goldhill). There is one trip per day in each direction with a layover at the Medford Greyhound Station.

Park & Ride Lots

Park & ride lots are transit system components that provide patrons with a connection point to transit service. Patrons drive private automobiles (or ride bicycles) to a transit station, transit stop, or car/vanpool waiting area and park the vehicle in the area provided for that purpose. Several park & ride lots are located in Jackson County, including two in White City and one in Central Point, Jacksonville, Medford, and Talent. Each lot has a limited number of stalls; one offers only three stalls. Both of the park & ride lots in White City are served by RVTD Route 60. RVTD Route 40 serves the lot located in Central Point. The Jacksonville park & ride lot is served by RVTD Route 30. A permit is required for the Medford lot, which is located at the RVTD transfer station and is served by all RVTD routes. Talent's park & ride lot is served by RVTD Route 10.

Transportation Options

RVTD houses the Transportation Options program for southwest Oregon. The program promotes alternatives to driving alone through:

- Education: programs in local schools include "Gus Rides the Bus" Interactive Bus program, bicycle safety education classes, Safe Routes to School program coordination, and Walk and Bike to School Day.
- Public Outreach: RVTD hosts a booth at local events throughout the year to provide information on transportation options.
- Employer Outreach: programs include an employee bus pass program, tax credit assistance, carpool matching, park & ride lots, and our other services to employers.
- Government Outreach: the Transportation Options program works with local government to promote policies and infrastructure that reduce reliance on automobile transportation.

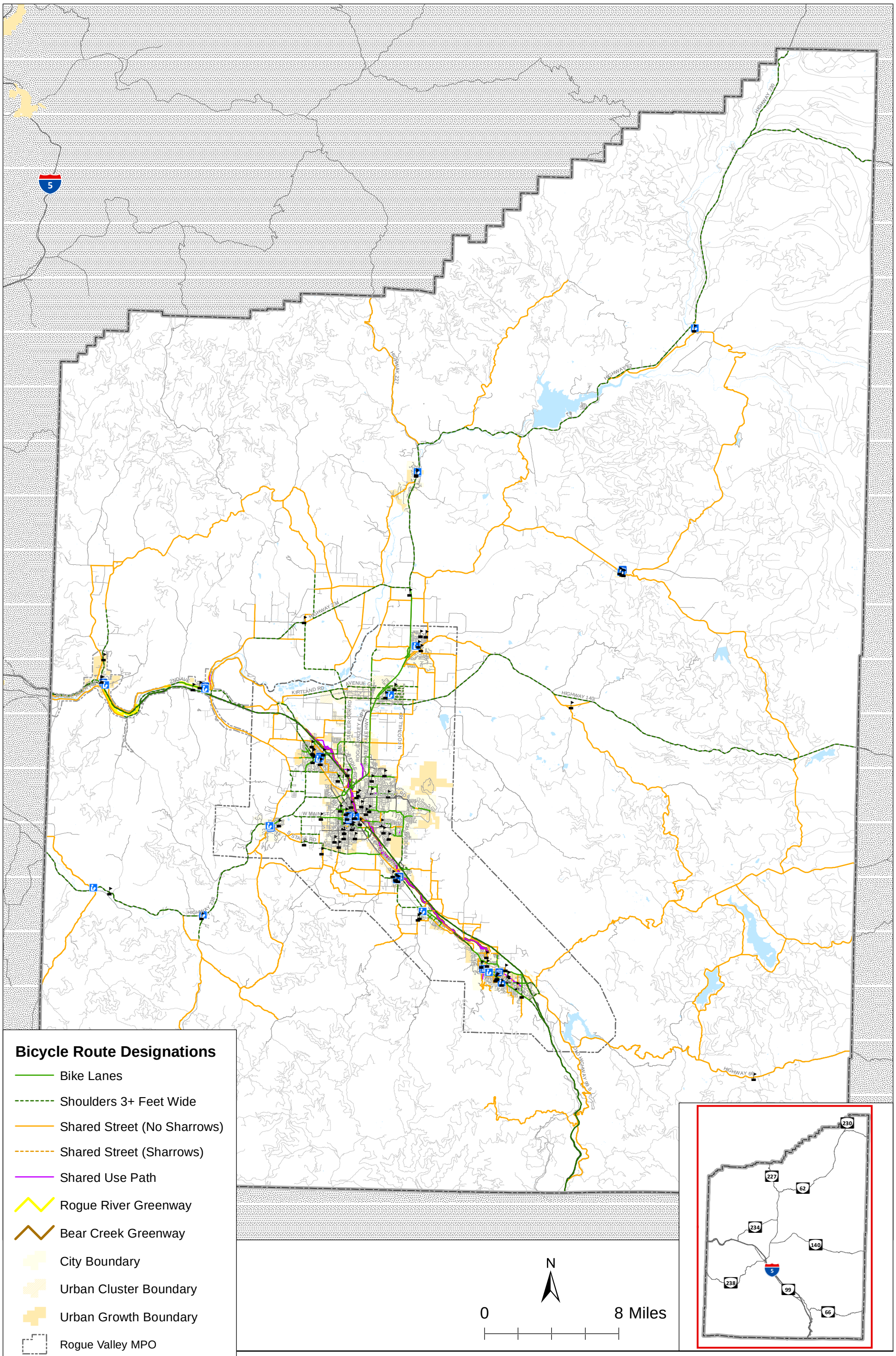
In addition to the Transportation Options program, RVTD buses are equipped with bike racks for up to three bikes and, where possible, RVTD installs bike parking at shelter stops.

3.5 BICYCLE AND PEDESTRIAN SYSTEM

Pedestrian and bicycle facilities are the elements of the transportation system that enable people to walk and bike safely and efficiently between land uses. Within Jackson County, pedestrian and bicycle facilities primarily serve short trips to major attractors, such as schools, parks, and transit stops. However, bicycle travel can be a viable commuting option for Jackson County residents when supported by facilities such as bicycle lanes or paved shoulders, secure bicycle parking, work-place showers, and bus-mounted bicycle racks. Walking can also be a viable commuting option when supported by facilities such as sidewalks, shared-use paths, and trails or when mixed-use developments give people the option to live near their work.

Bicycle Facilities

Jackson County’s bicycle facilities were inventoried using data from the County’s Geographic Information System (GIS) database, and the Jackson County Bicycle Plan. Figure 7 illustrates the location and type of existing bicycle facilities on County roads and State highways within Jackson County along with the location of several key destinations, including schools, libraries, and municipal buildings. As shown, bike lanes and shared lanes are primarily located within cities while 3-foot or wider shoulders and on-street facilities are mainly located between incorporated areas. Figure 7 also illustrates the location of the Bear Creek Greenway and the existing segments of the Rogue River Greenway. Additional information on these facilities is provided below.



Bicycle Route Designations

- Bike Lanes
- Shoulders 3+ Feet Wide
- Shared Street (No Sharrows)
- Shared Street (Sharrows)
- Shared Use Path
- Rogue River Greenway
- Bear Creek Greenway
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Bicycle Facilities
Jackson County, OR

Figure
7A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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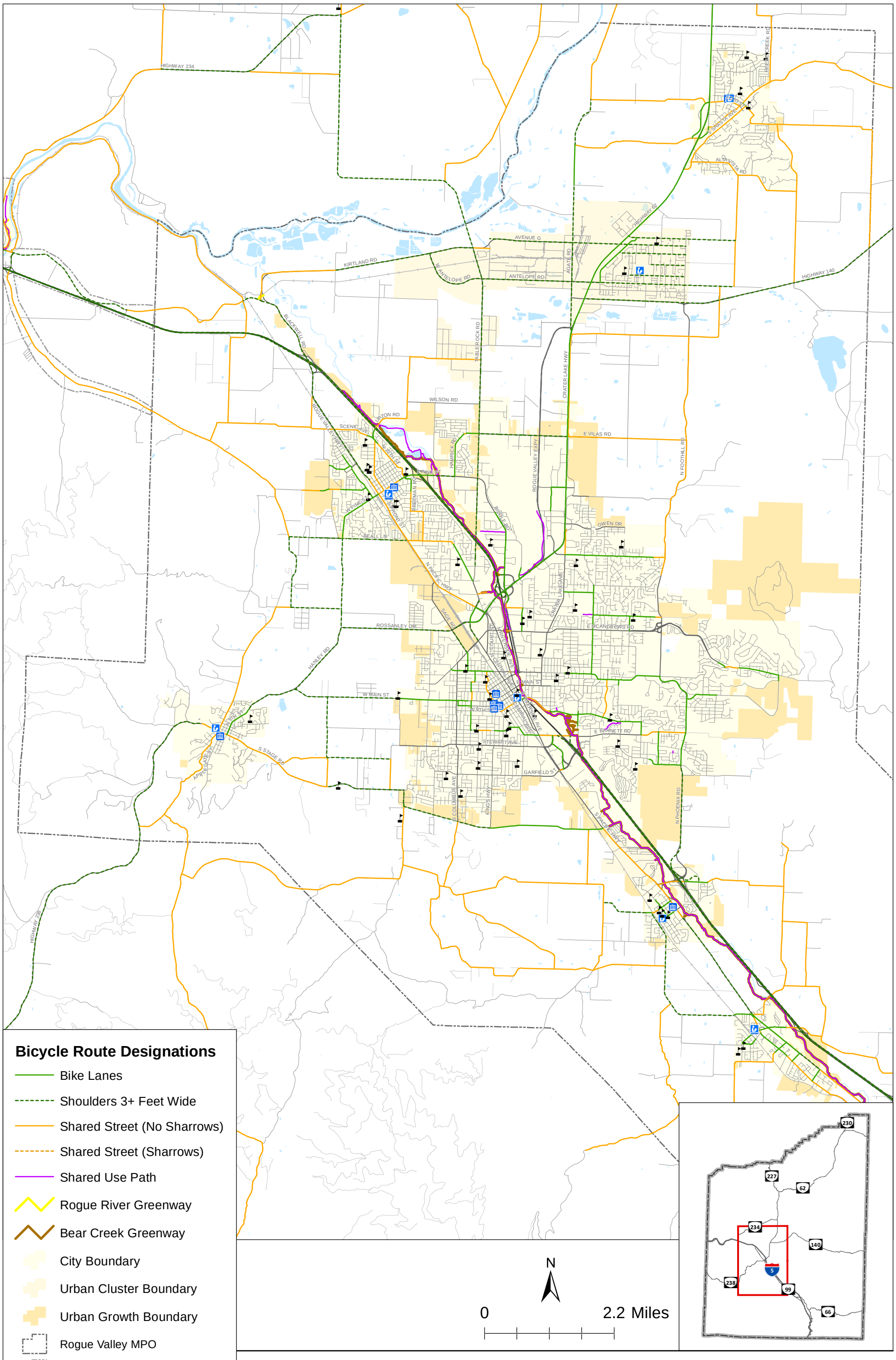

Bicycle Facilities
Jackson County, OR

Figure
7B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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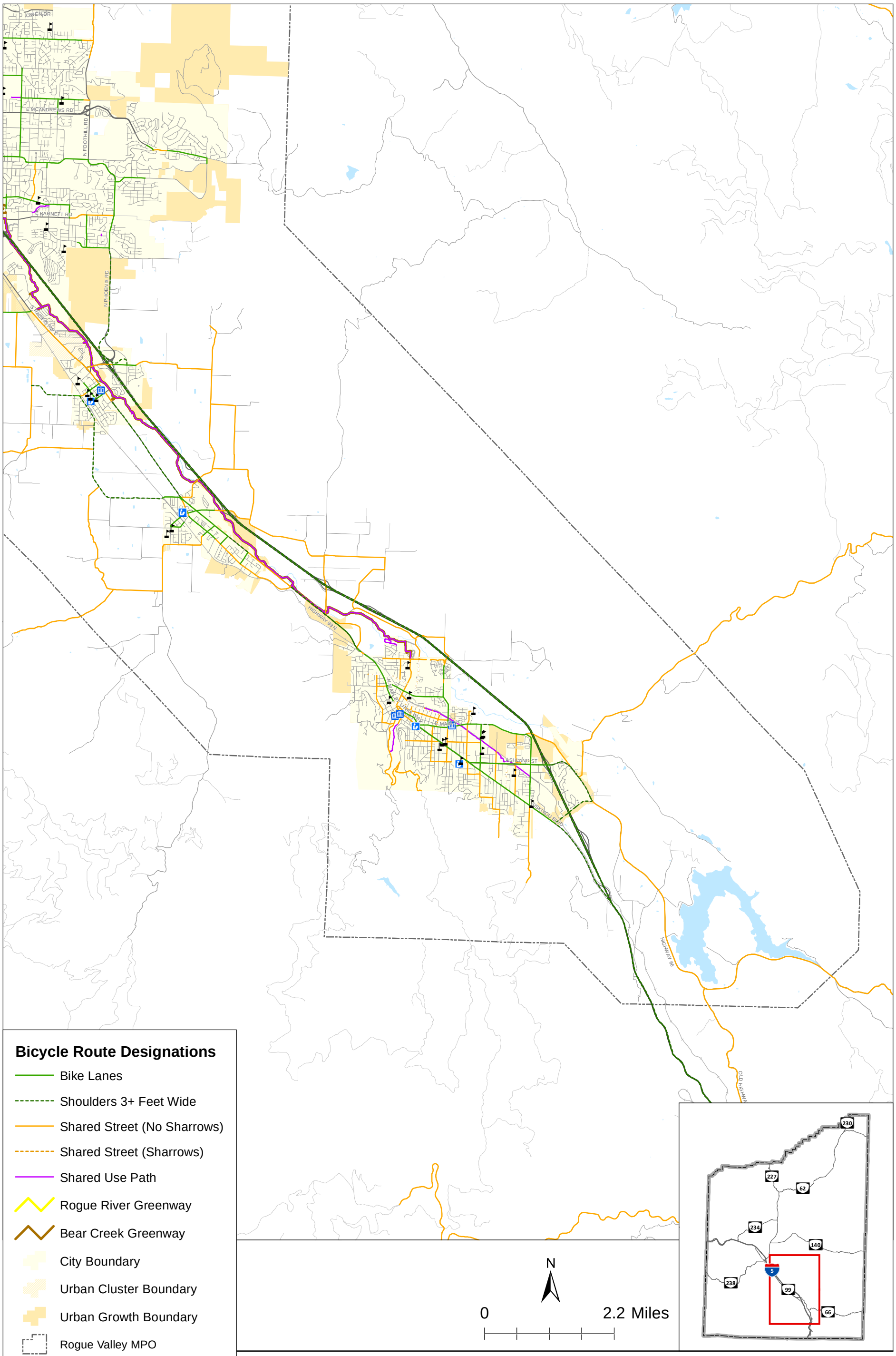

Bicycle Facilities
Jackson County, OR

Figure
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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Bear Creek Greenway

The Bear Creek Greenway (BCGW) is a 20-mile shared-use path connecting Ashland, Talent, Phoenix, Medford, and Central Point. The BCGW is used for recreation and commuting and runs through numerous parks that provide restrooms, drinking water, and picnic areas. The BCGW is complete between Ashland and Central Point; the focus now is on improving connections to the trail as well as extending the trail into new areas.

Rogue River Greenway

The Rogue River Greenway is a planned shared-use path that will add 30 miles of path to the system, connecting with the Bear Creek Greenway in Central Point and extending along the Rogue River to Grants Pass. The path will pass through Gold Hill and Rogue River. The path will provide commuting opportunities as well as access to areas for hiking, fishing, rafting, cycling, equestrian, whitewater, and wildlife viewing. Currently, only three sections are built: through Gold Hill, from Gold Hill to Del Rio, and from Depot Street Bridge through Valley of the Rogue State Park. Future sections of the Rogue River Greenway are identified in Section 5.

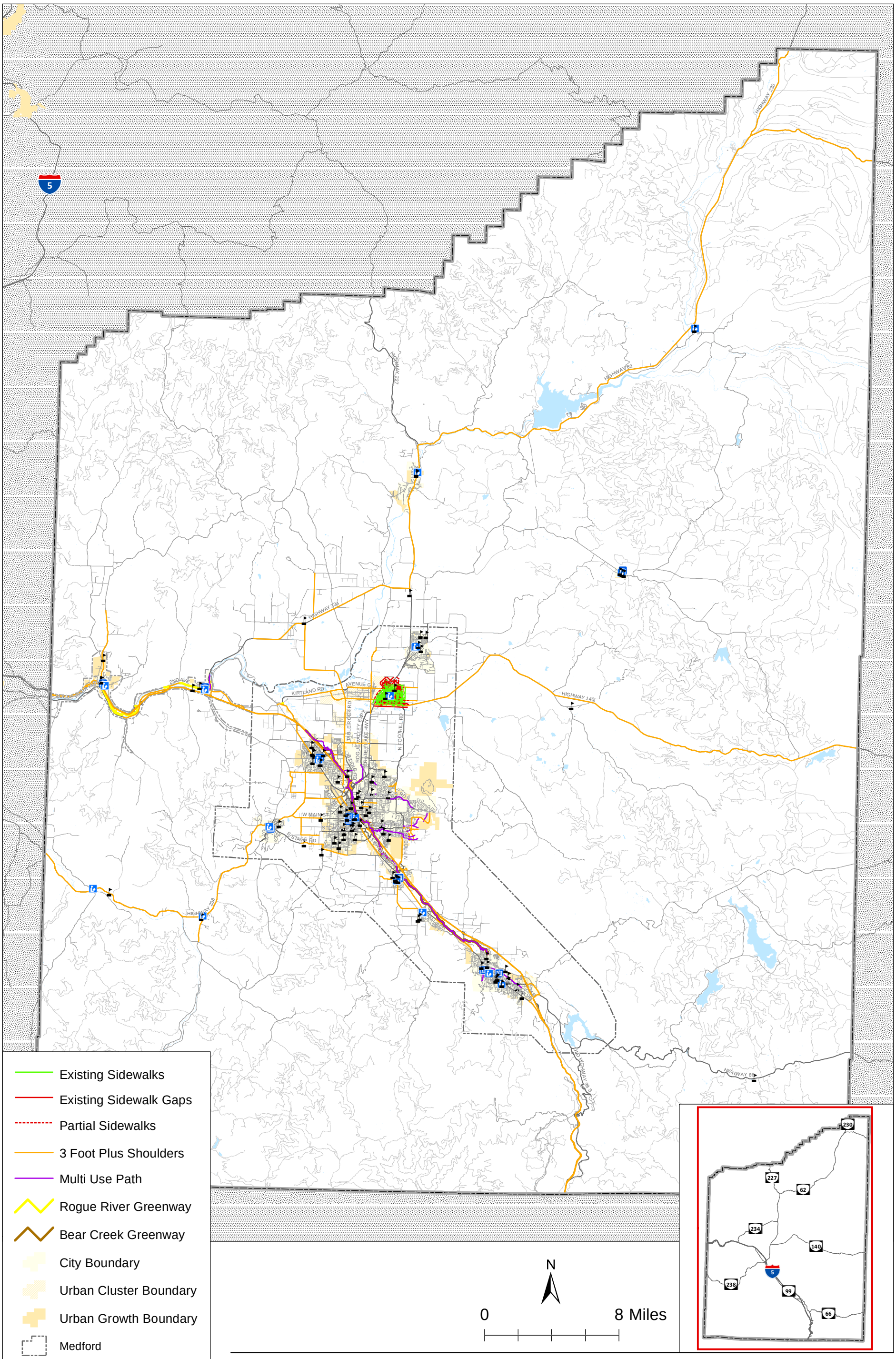
Pedestrian Facilities

Sidewalks on County roadways and State highways are generally located within the incorporated urban areas, such as along Highway 99 in Medford, Talent, Phoenix, and Ashland. However, many of the County's collector and arterial streets have paved shoulders, which serve both pedestrian and bicycle modes. The White City Urban Containment Area is an exception. A Jackson County Urban Renewal project constructed and improved the local street network throughout the residential area bounded by Highway 62, Avenue A, Avenue H, and Atlantic Avenue. Sidewalks are currently provided along every street within White City with few exceptions. Figure 8 illustrates the location and type of pedestrian facilities on several County roads and State highways within Jackson County along with the location of several key destinations, including schools, libraries, and municipal buildings – a comprehensive review of sidewalk coverage was not conducted as part of the TSP update.

Bicycle and Pedestrian Gaps

Jackson County design standards do not require bicycle lanes and sidewalks on rural arterial, collector, or local streets, and therefore gaps in these types of facilities were not identified. The standards do required shoulders that vary in width from 1 foot on rural local streets to 6 feet on rural arterials; however, it is difficult to gauge the width of shoulders based on aerial imagery and GIS data is not available; therefore bicycle and pedestrian gaps in these types of facilities were identified based on information provided in the PMI (described above).

Jackson County design standards require bicycle lanes and sidewalks on all urban arterial, collector and local streets. These streets primarily include County facilities within the incorporated cities and White City. Given that the County has jurisdiction over more than 1,000 miles of streets and a majority of those streets have significant gaps in bicycle and pedestrian facilities, a comprehensive list of bicycle



Pedestrian Facilities
Jackson County, OR

Figure
8A

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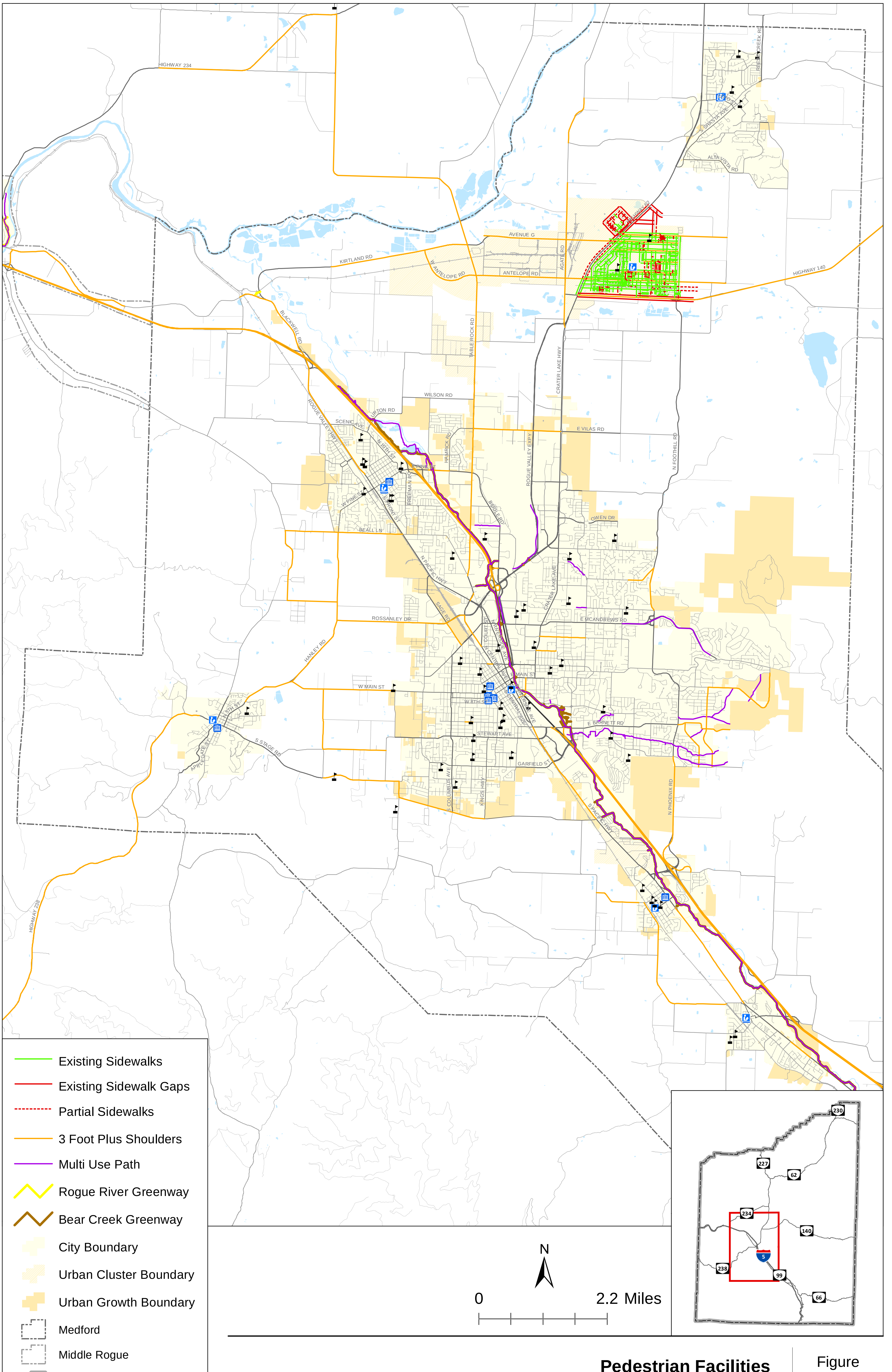

Pedestrian Facilities
Jackson County, OR

Figure
8B

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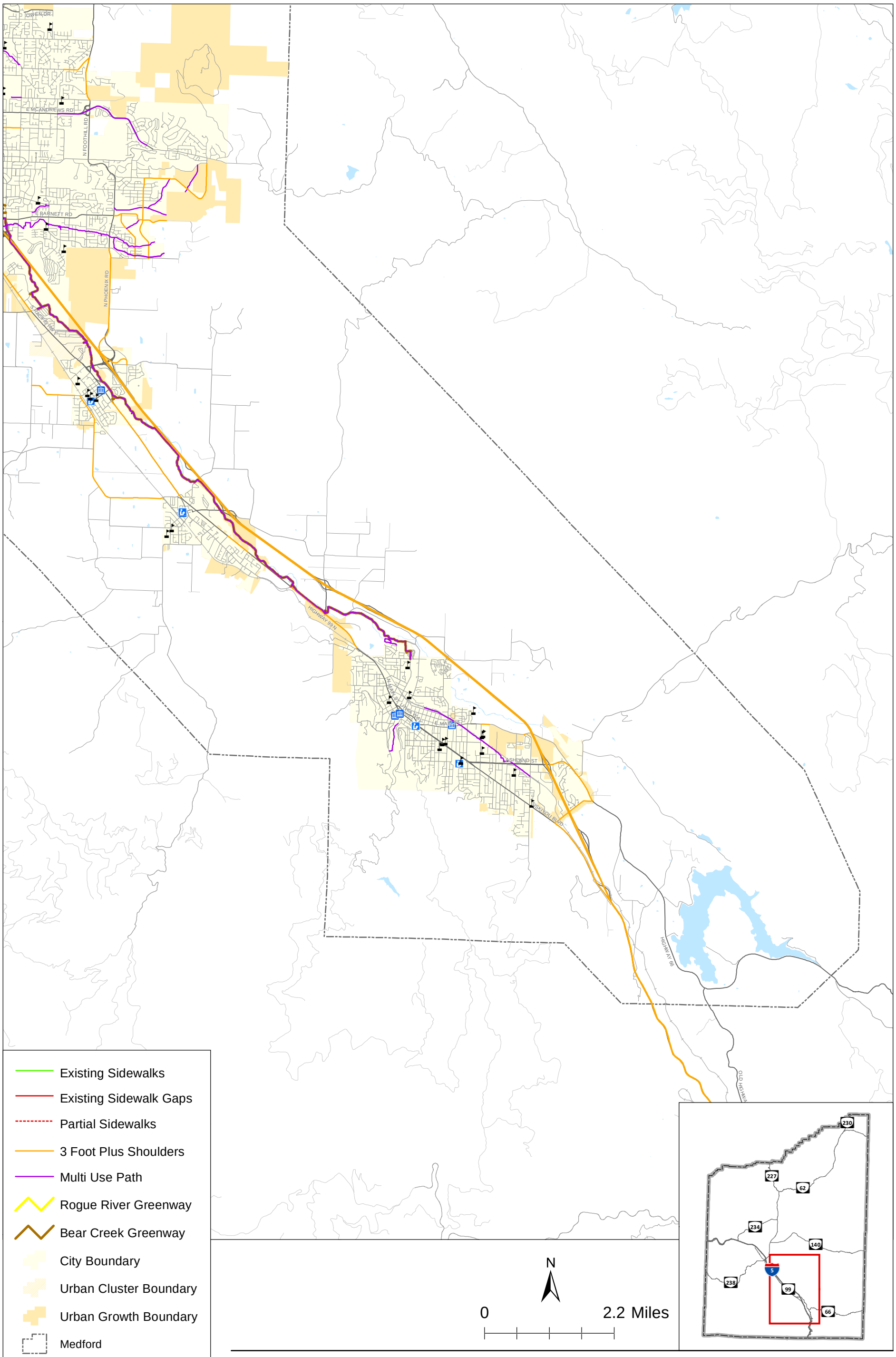
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Pedestrian Facilities
Jackson County, OR

Figure
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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

and pedestrian gaps in the rural and urban areas was not developed as part of the TSP; however, several hundred miles of streets were reviewed in detail as part of the bicycle level of traffic stress analysis (described below) as well as by special request by the County and by members of the project team. Details on the review are reflected in the project list in Section 6 of the TSP.

Bicycle Level of Traffic Stress

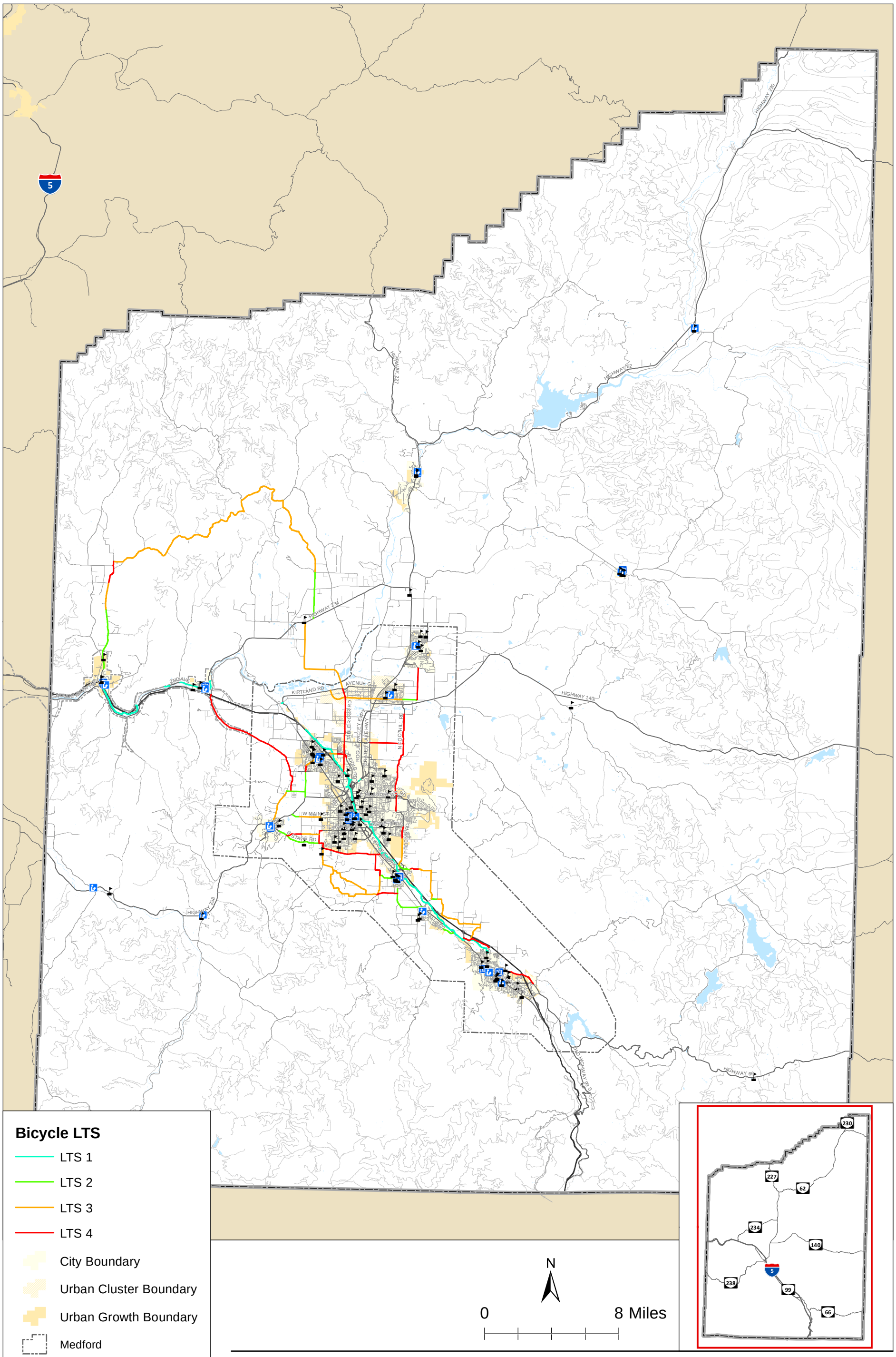
The bicycle facilities located along select County roadways were evaluated under existing traffic conditions in an effort to identify any potential issues that could be addressed as part of the TSP update. The ODOT Analysis Procedures Manual (APM) provides a methodology, known as Bicycle Level of Traffic Stress (LTS), for evaluating urban and rural bicycle facilities. This methodology classifies four levels of traffic stress that a cyclist can experience on the roadway, ranging from LTS 1 (little traffic stress) to LTS 4 (high traffic stress). A road segment with a LTS 1 generally has low traffic speeds and low volumes and is suitable for all cyclists, including children. A road segment with a LTS 4 generally has high speeds, high volumes, and is perceived as unsafe by most adults. LTS 2 is considered appealing to a majority of the bike-riding population and is therefore the desired target on most roadways. Figure 9 illustrates the results of the LTS analysis for Jackson County.

The analysis found three segments with LTS 2, 11 segments with LTS 3, and 21 segments with LTS 4. Note that while some segments with LTS 3 or 4 contain shorter subsegments with better LTS scores, the LTS for the entire segment is based on the worst LTS provided within the segment.

A majority of the segments rated LTS 3 and LTS 4 have shoulders or striped bike lanes; however, they are too narrow for roadway conditions. In order for these segments to be rated LTS 2, the shoulders would need to be widened to a minimum of 6 feet and the striped bike lanes would need to be widened to 7 feet, and/or the posted speed limits would need to be reduced to as low as 30 miles per hour (mph). Enhanced facilities, such as separated shared-use paths, may also be needed in some areas where traffic volumes and/or travel speeds are high. Table 5 summarizes the bicycle LTS deficiencies identified under existing traffic conditions. Note that not all study area roadways were evaluated; therefore, additional deficiencies may exist.

Table 5: Bicycle LTS Deficiencies

Road	From/To	Deficiency
W Pine Street	Highway 99 to Hanley Road	Currently rated LTS 3
W Main Street	Renault Avenue to Hanley Road	Currently rated LTS 3
Antelope Road	Kirtland Road to Bigham-Brown Road	Currently rated LTS 3
Payne Road	Fern Valley Road to Suncrest Road	Currently rated LTS 3
Suncrest Road	Payne Road to West Valley View Road	Currently rated LTS 3
West Valley View Road	Suncrest Road to S Valley View Road	Currently rated LTS 3
East Valley View Road	South Valley View Road to Butler Creek Road	Currently rated LTS 3
Butler Creek Road	E Valley View Road to Eagle Mill Road	Currently rated LTS 3
Dark Hollow Road	Pioneer Road (north) to Pioneer Road (south)	Currently rated LTS 3
Griffin Creek Road	South Stage Road to Pioneer Road	Currently rated LTS 3



Bicycle Level of Traffic Stress (LTS)
Jackson County, OR

Figure
9A

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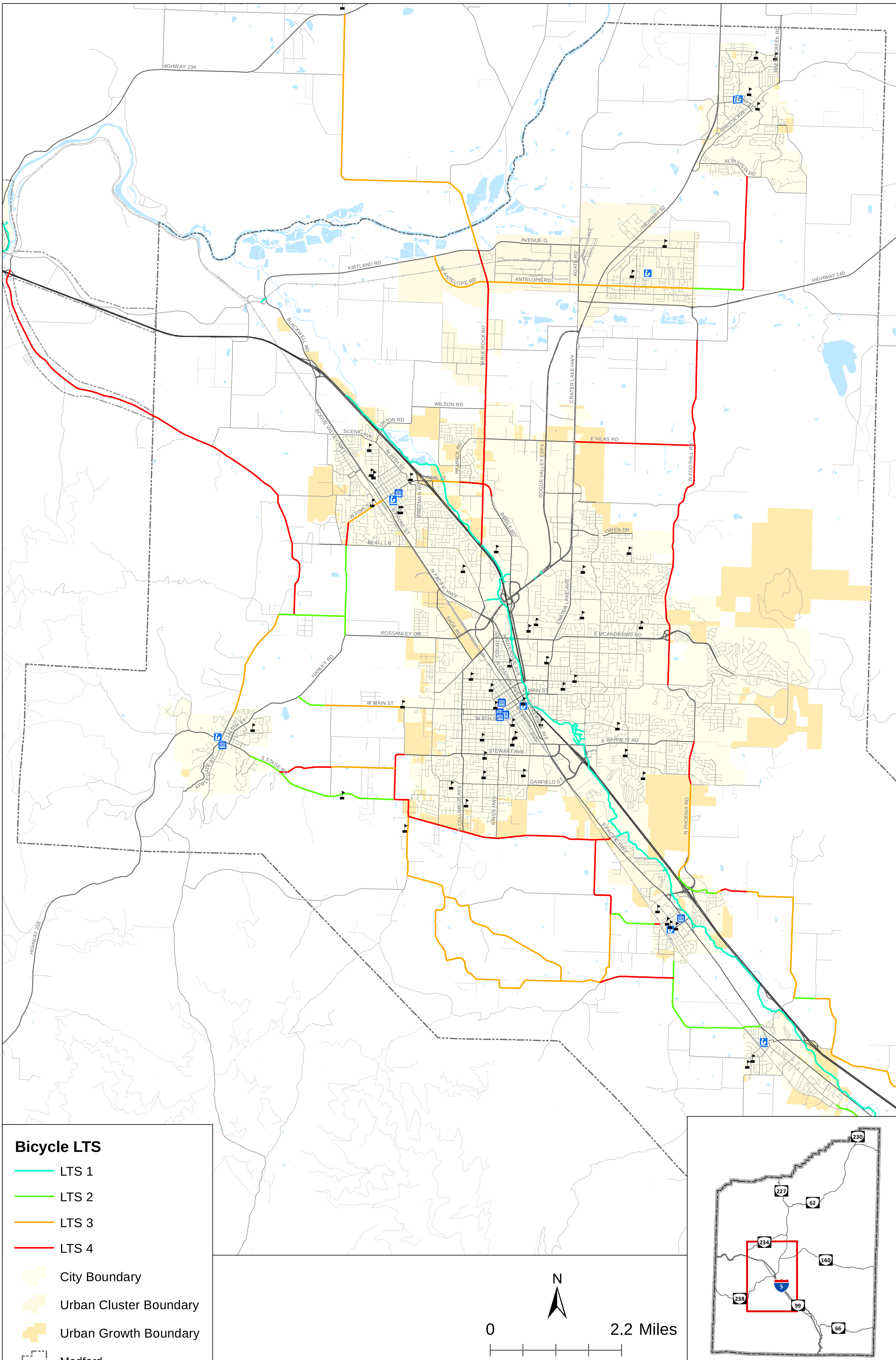
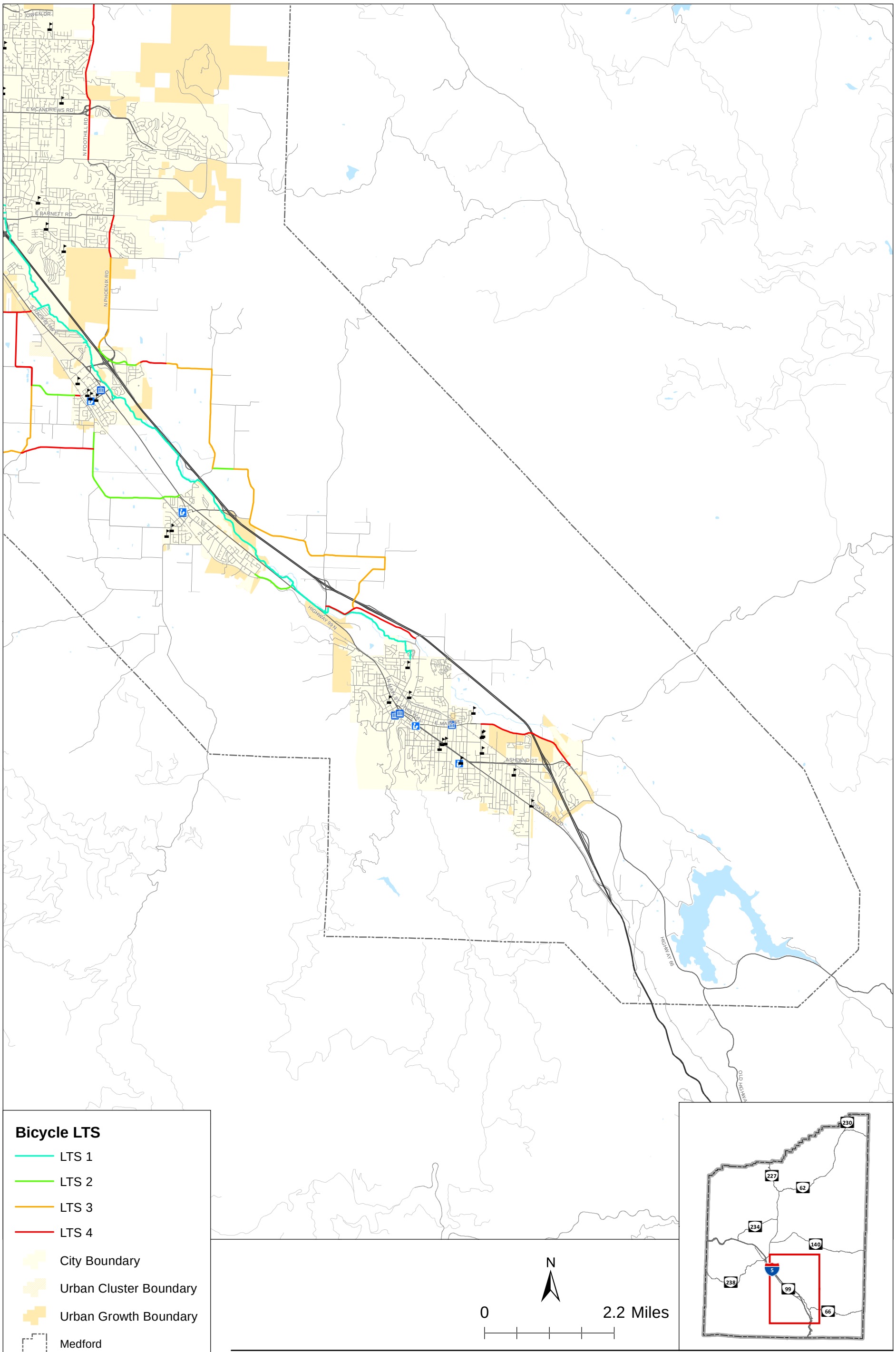
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Bicycle Level of Traffic Stress (LTS)
Jackson County, OR

Figure
9B



Bicycle Level of Traffic Stress (LTS)
Jackson County, OR

Figure **9C**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Table 5: Bicycle LTS Deficiencies (cont.)

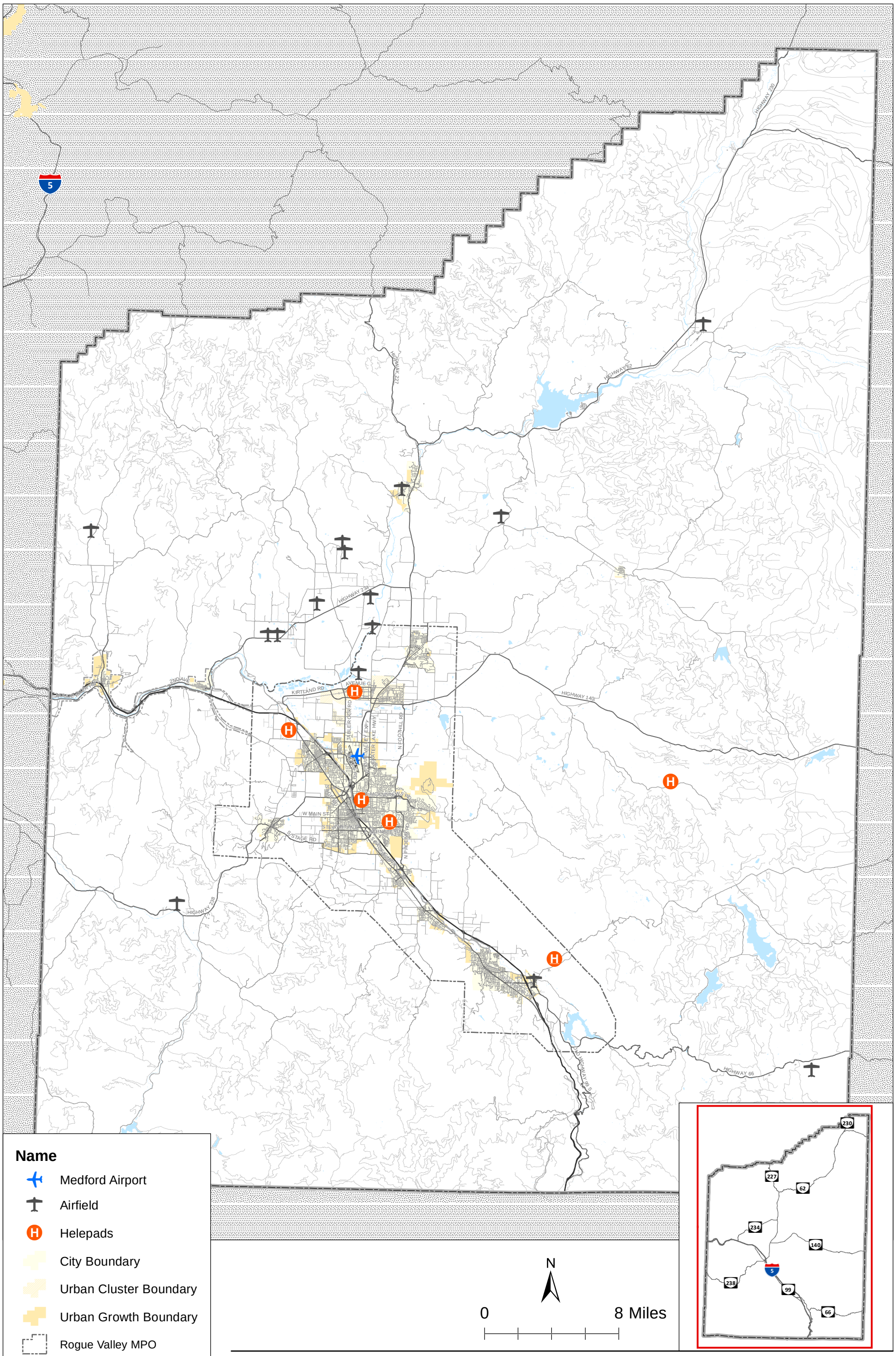
Road	From/To	Deficiency
Meadows Road	East Evans Creek Road to OR234	Currently rated LTS 3
Hanley Road	W Pine Street to Rossanley Drive	Currently rated LTS 4
Old Stage Road	Jacksonville city limits to I-5 Exit 40	Currently rated LTS 4
S Stage Road	Highway 99 to Jacksonville	Currently rated LTS 4
N Phoenix Road	Phoenix city limits to Barnett Road	Currently rated LTS 4
Foothill Road	Hillcrest Road to Corey Road	Currently rated LTS 4
Bigham-Brown Road	Antelope Road to Alta Vista Road	Currently rated LTS 4
E Pine Street	I-5 northbound ramps to 500 feet east of Table Rock Road	Currently rated LTS 4
Table Rock Road	South touchdown of I-5 overcrossing to OR234	Currently rated LTS 4
East Vilas Road	OR 62 to Foothill Road	Currently rated LTS 4
Fern Valley Road	N. Phoenix to Payne Road	Currently rated LTS 4
Eagle Mill Road	S Valley View Road to Oak Street	Currently rated LTS 4
Pioneer Road	Colver Road to Griffin Creek Road	Currently rated LTS 4
Houston Road	Colver Road to Griffin Creek Road	Currently rated LTS 4
Coleman Creek Road	Pioneer Road to Carpenter Hill Road	Currently rated LTS 4
Carpenter Hill Road	Coleman Creek Road to Voorhies Road	Currently rated LTS 4
Voorhies Road	Carpenter Hill Road to S Stage Road	Currently rated LTS 4
Stewart Avenue	Oak Grove Road to Hull Road	Currently rated LTS 4
Hull Road	Stewart Avenue to S Stage Road	Currently rated LTS 4
Bellinger Lane	Hull Road to S Stage Road	Currently rated LTS 4
E Main Street	Walker Road to OR66	Currently rated LTS 4
E Evans Creek Road	Rogue River city limit to Meadows Road	Currently rated LTS 4

3.6 AIR, WATER, RAIL, AND PIPELINE SYSTEM

Air

Jackson County is served by 23 air transportation facilities, including seven heliports and 16 airports. Only four of these facilities, all airports, are open to the general public: Rogue Valley International–Medford Airport; Ashland Municipal Airport–Sumner Parker Field; Pinehurst State Airport; and Prospect State Airport. Figure 10 illustrates the locations of the four public airports in Jackson County.

The Rogue Valley International–Medford Airport is the largest airport in the county and provides passenger, mail, and freight transportation. The airport is served by four major airlines, including Alaska Airlines, Delta Airlines, United Airlines, and Allegiant. These airlines provide direct flights to seven major cities, including Seattle, Portland, San Francisco, Los Angeles, Las Vegas, Salt Lake City, and Denver. The airport's master plan identifies 31 projects in its short, intermediate, and long-term capital improvement program for 2001-2020, with a total cost of $121.9 million. Public airport issues relevant to the Jackson County TSP primarily relate to access to the airport for passengers and freight. The RTP identifies expanded service to the Rogue Valley International-Medford Airport as a Tier 1 (i.e., part of the financially constrained plan) transit improvement project.



Airport Facilities
Jackson County, OR

Figure
10A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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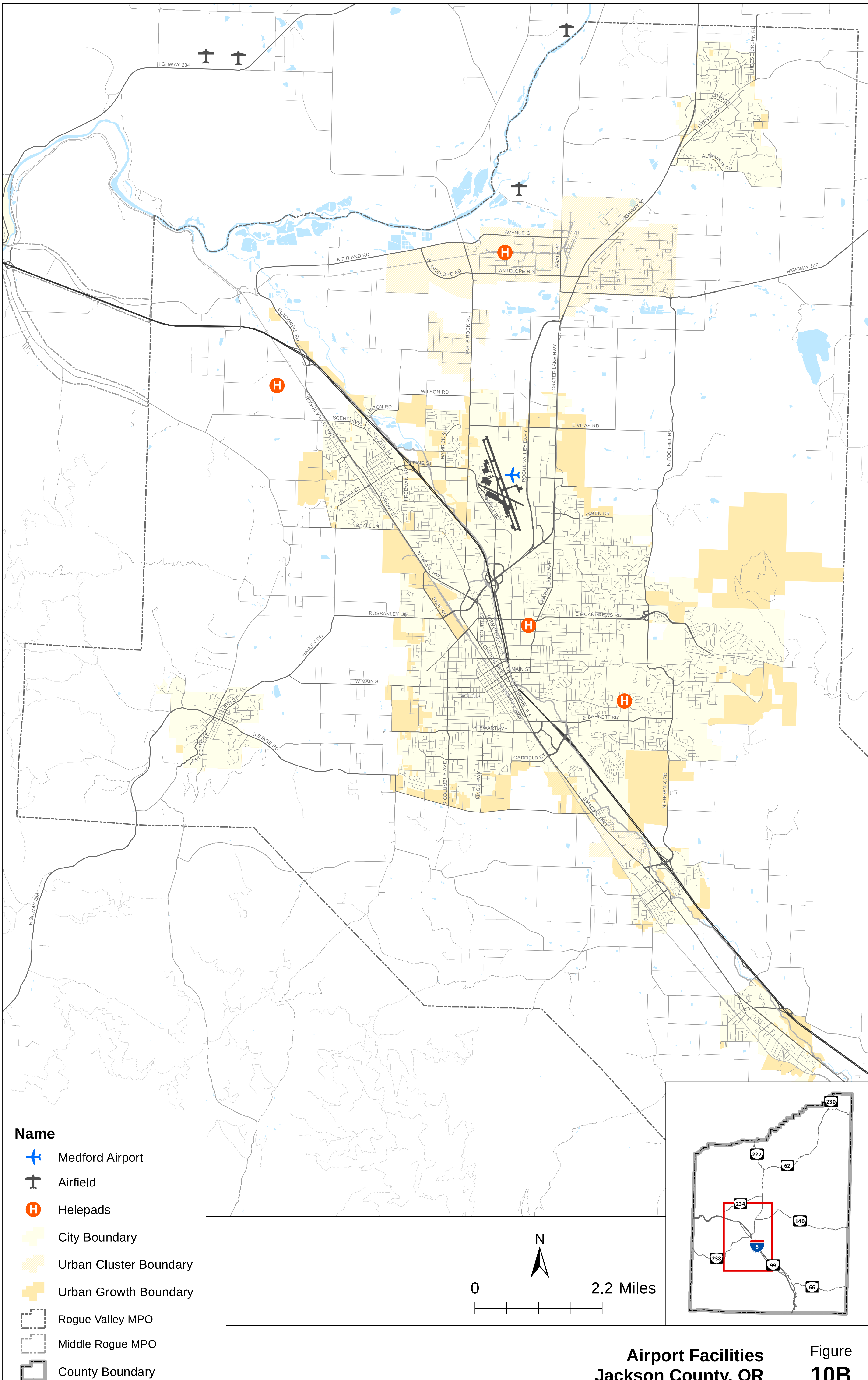

Airport Facilities
Jackson County, OR

Figure
10B

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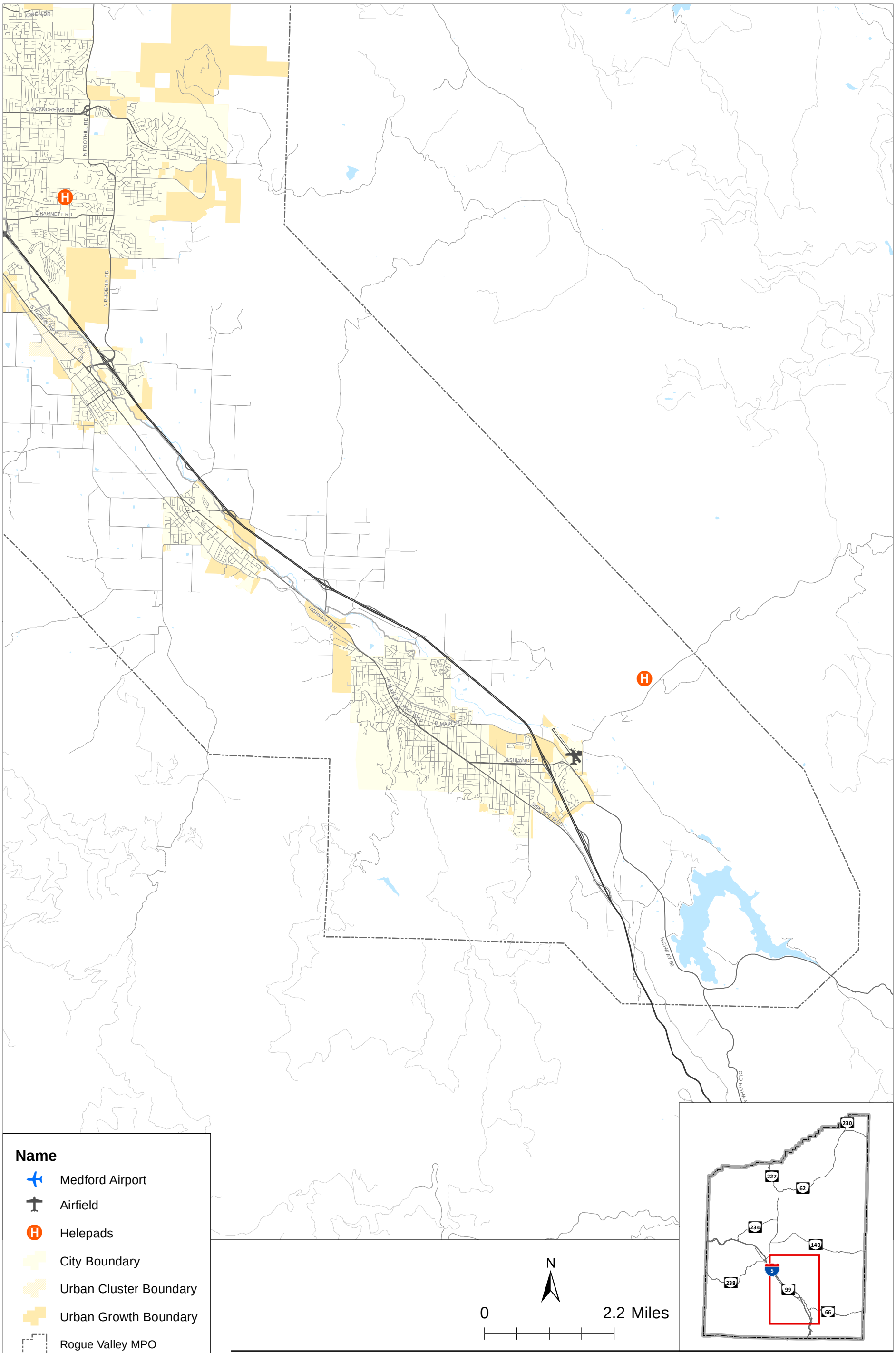

Airport Facilities
Jackson County, OR

Figure
10C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Water

Jackson County does not have significant water-based transportation systems or facilities. The Rogue River runs through Jackson County, but does not serve as a major water transportation route. The river is used for recreational purposes only.

Rail

Jackson County's freight rail facilities are discussed below. The closest passenger rail stations are in Eugene and Klamath Falls, Oregon, and Dunsmuir, California.

Lines and Operators

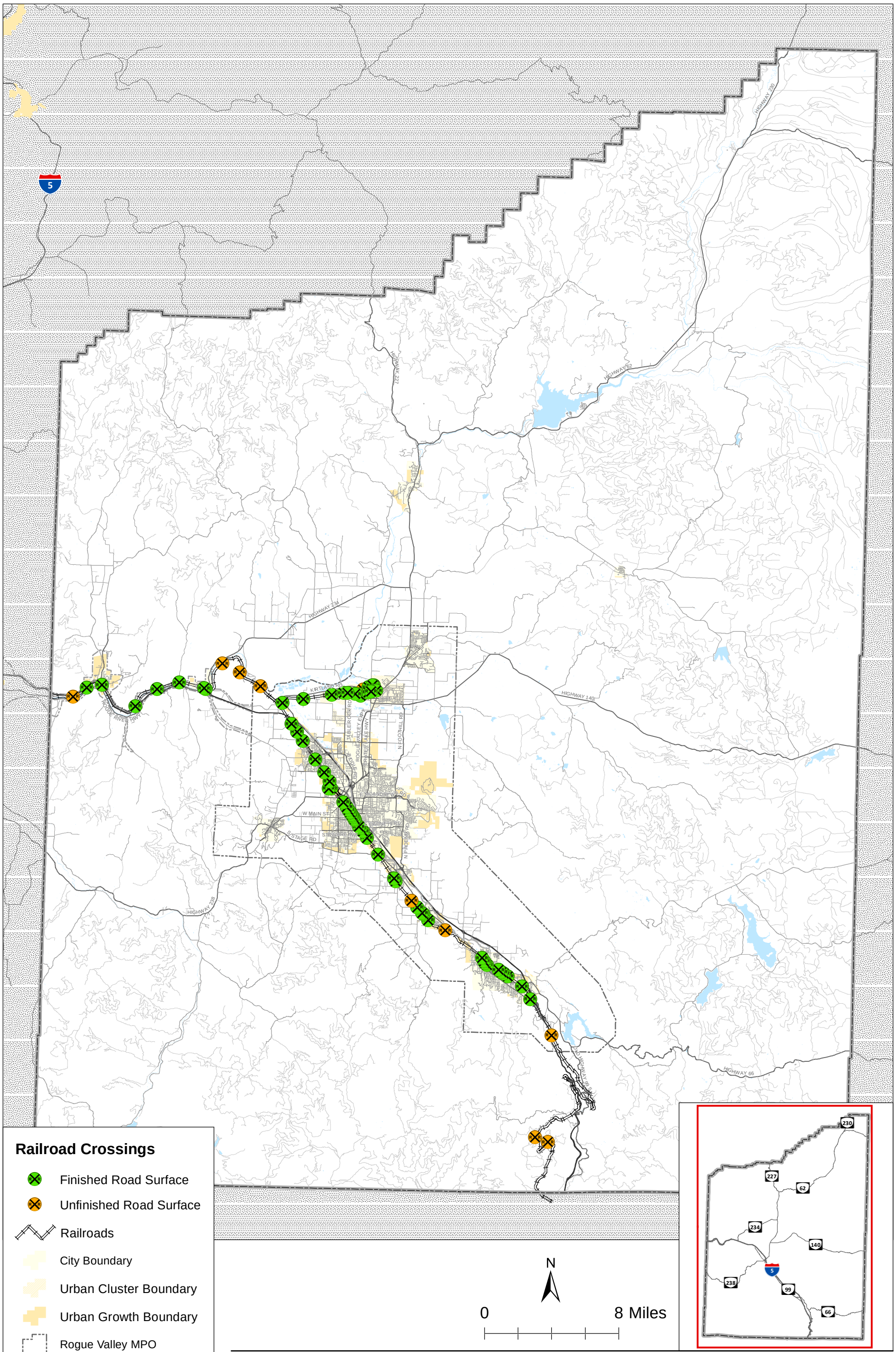
The Central Oregon & Pacific Railroad (CORP) provides freight service along the I-5 corridor, connecting with the Union Pacific Railroad in Black Butte, California and Eugene, Oregon. The CORP operates 389 miles of mainline in this area. Connections are also made with Rogue Valley Terminal Railroad Corporation (RVT) in Oregon and with Yreka Western in California. The RVT (previously named White City Terminal Railroad) operates a 14-mile railroad that connects the Medford Industrial Park in White City to a junction with the CORP north of Medford

There are two yard-engines in Medford, which are used on demand. Most of the traffic originating in Medford heads south to California. The portion of the line south from Ashland to Black Butte has no weight restrictions. However, tunnels both north and south of the Rogue Valley cannot accommodate large containers. As a result, dimensional restrictions are in place.

Figure 11 maps the CORP and RVT routes and the locations of at-grade crossings on major roads in Jackson County. At-grade crossings create important safety concerns, as they are the locations where interactions with other transportation system users occur. There are 29 at-grade crossings on County roads, 16 on city collector or higher roadways, and three on state highways. "Active Control" crossings usually have flashing lights and a gate. The exceptions are the Main Street crossing in Talent, which has flashing lights only; and Oak Street in Ashland and Gold Ray Road at Tolo Station, which both have "wig wag" lights. "Passive Control" crossings are signed only. There are 30 active control crossings and 18 passive control crossings in the County. At present, a project at the Depot Street crossing in Rogue River is underway which will improve the operation of the crossing.

Passenger Rail

The closest passenger rail stations are in Eugene and Klamath Falls, Oregon, and Dunsmuir, California, all of which serve Amtrak's Coast Starlight route, with once-a-day service north to Portland and Seattle and south to Sacramento, the Bay Area, and Los Angeles. Amtrak offers Amtrak Thruway bus service from Ashland, Medford, White City, and Gold Hill to the rail station in Klamath Falls.



Rail Facilities
Jackson County, OR

Figure
11A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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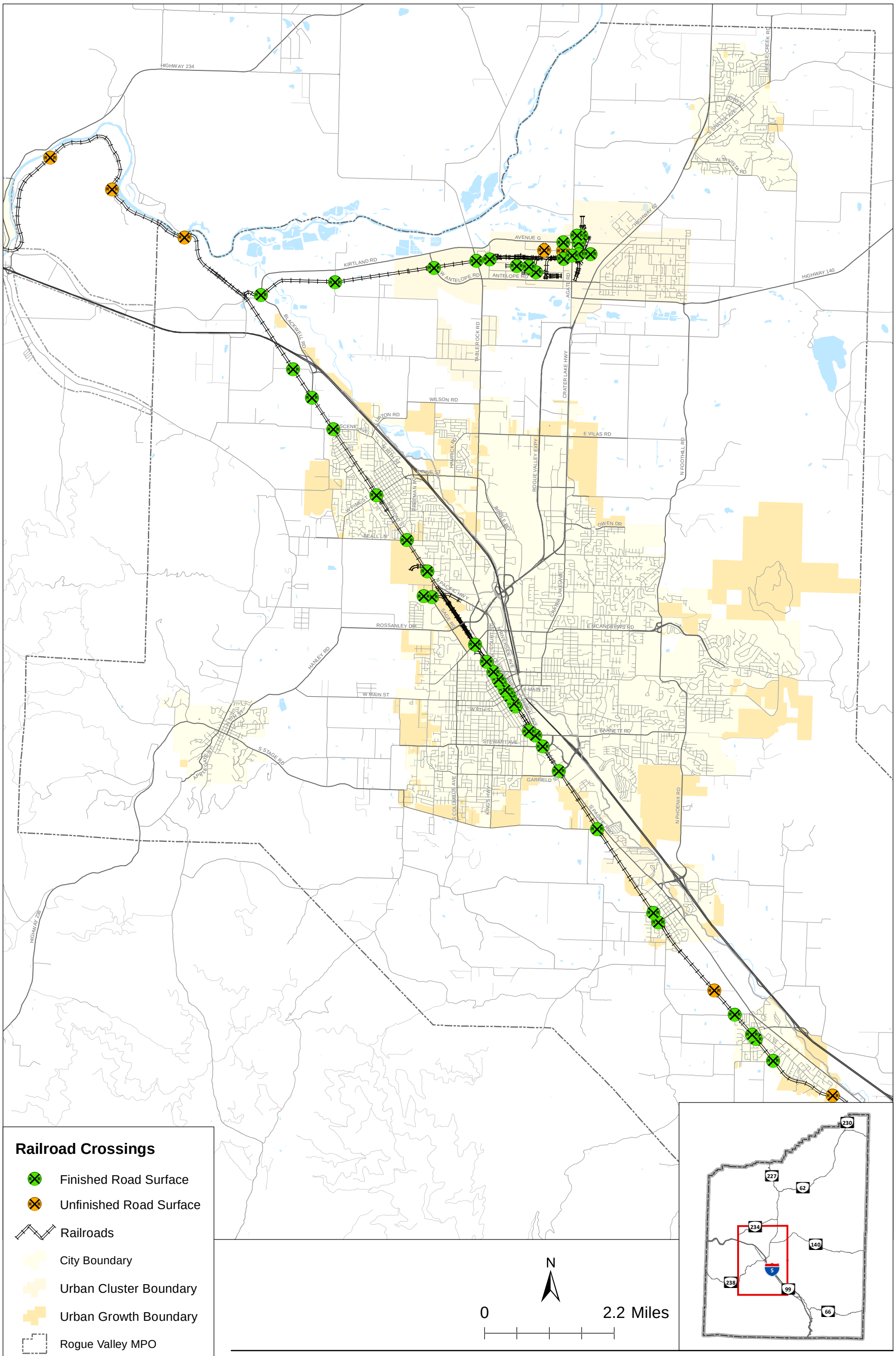

Railroad Crossings

- Finished Road Surface
- Unfinished Road Surface
- Railroads
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Rail Facilities
Jackson County, OR

Figure **11B**

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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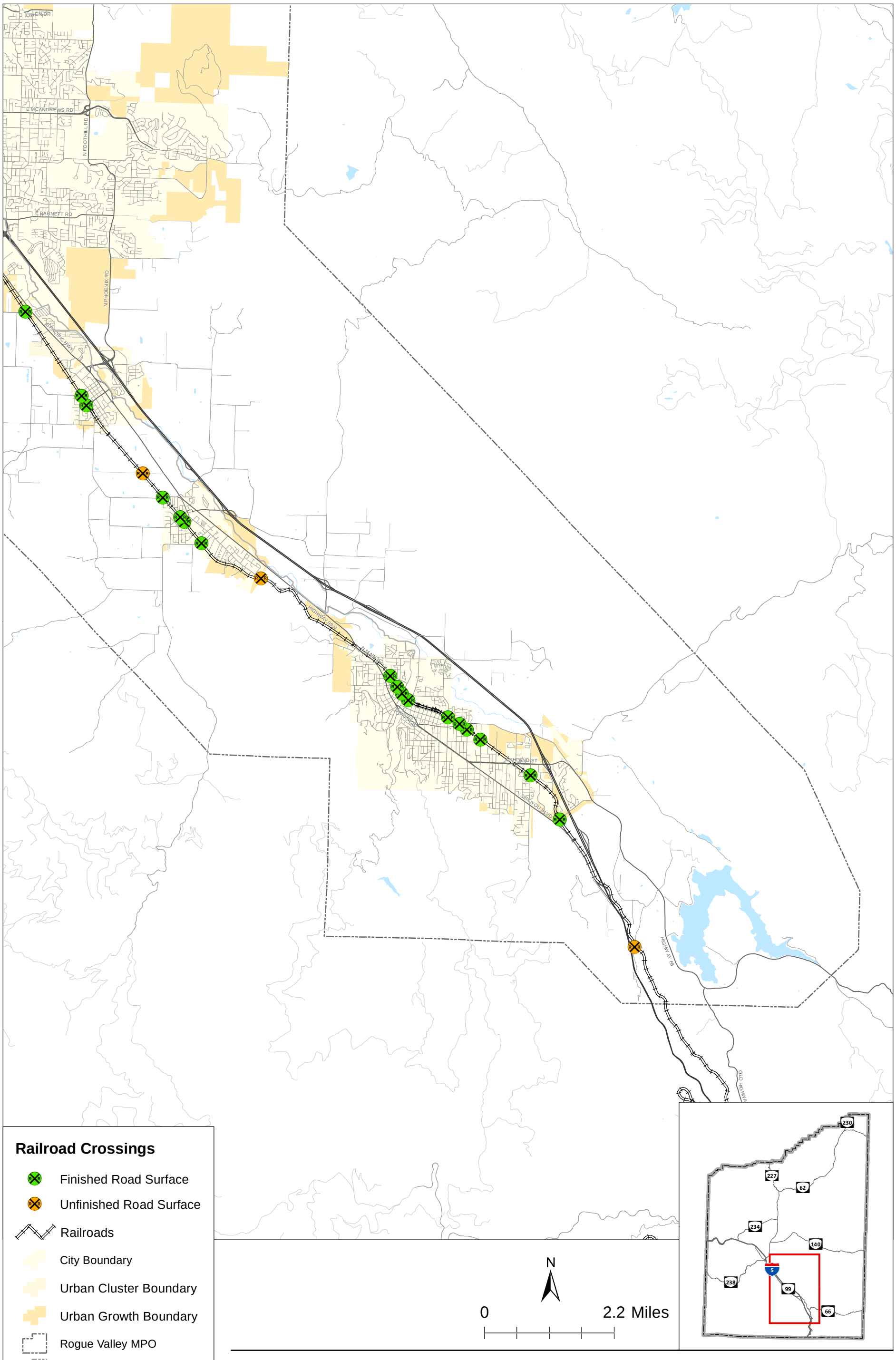

Rail Facilities
Jackson County, OR

Figure
11C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Pipeline and Transmission System

An inventory of Jackson County's water, natural gas, and power transmission systems was conducted for the TSP.

Water Transmission

The Medford Water Commission (MWC) operates and maintains the water system that delivers drinking water to over 131,000 Rogue Valley residents. Approximately 60% of these residents are located in the City of Medford. The Medford Water Commission serves customers inside the City of Medford, and some outside customers such as in White City. The Commission's wholesale customers include the cities of Central Point, Jacksonville, Phoenix, and Eagle Point.

Other wholesale customers outside Medford include three domestic water districts. The Coker Butte Water Association purchases its water from the Medford Water Commission and contracts with the Commission to operate and maintain its systems. The City of Talent is not currently a MWC customer, but has entered into a contract with the Commission to facilitate future service. Talent is actively pursuing construction of an intertie to the MWC system.

The Medford Water Commission's principal source of water is Big Butte Springs, located about thirty miles northeast of Medford, Oregon and five miles east of the town of Butte Falls. The Rogue River is used as a supplemental source during the summer months of May through September.

Natural Gas

Avista Utilities is the natural gas provider serving Jackson County and neighboring counties. Natural gas is transmitted from the north via the Williams Pipeline, which runs generally along the I-5 corridor. The PG&E Northwest Pipeline runs across Eastern Oregon, connecting Klamath Falls with Medford. A distribution network distributes natural gas throughout Jackson County and neighboring counties. For security reasons, Avista limits public dissemination of detailed information regarding the natural gas distribution system.

Power

Pacific Power is the provider of electric power in Jackson County. Efforts to obtain information regarding the power transmission system have not been successful to date.

Section 4 Goals and Policies

SECTION 4. GOALS AND POLICIES

This section provides the goals and policies that will guide the development of the Jackson County transportation system. These goals and policies will allow the County to plan for, and consistently work towards, achieving the transportation-related goals of the County, including: Livability, Modal Components, and Integration.

4.1 LIVABILITY

Livability Goal: To develop and maintain a safe multi-modal transportation system capable of meeting the diverse transportation needs of the County while minimizing adverse impacts to the environment and to the County's quality of life.

4.1.1 Accessibility and Connectivity

4.1.1-A The County will work to provide all users with access to integrated transportation facilities and services, including addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).

4.1.1-B In partnership with cities, regional agencies, and the State, the County will continue to develop a transportation system that provides equitable access to underserved and vulnerable populations.

4.1.1-C The County will strive to preserve and maintain the existing transportation system assets in a state of good repair in order to preserve their intended function and maintain their useful life.

4.1.1-D Consistent with the spacing and improvement standards in the adopted County Transportation System Plan (TSP), the County will promote a well-connected street and road system, and in urban areas will work to enhance a grid system, in order to minimize travel distances.

4.1.1-E The County will add and maintain strategic system connections for all modes throughout the transportation system to improve access between developed areas, serve new development, and manage system performance.

4.1.1-F The County will work to improve and expand access via all travel modes to recreational areas and facilities throughout the county, including establishing new and improved connections and access to trails, greenways, and other pedestrian and bicycle facilities, with a focus on improved connections to regional bicycle routes and trails systems.

4.1.2 Safety Policies

4.1.2-A The County will provide and support needed investments along wildfire hazard evacuation and Seismic Lifeline Routes.

4.1.2-B Public Safety will be a primary consideration in the planning, design, and maintenance of all Jackson County Transportation Systems. The County will improve safety for walking, biking and driving trips by prioritizing improvements to high collision locations.

4.1.2-C The County will provide and support enhanced street and highway crossings for pedestrians and bicyclists, consistent with identified needs in the County TSP and focused on reducing collisions.

4.1.2-D In order to enhance safety and operations, the County will prioritize improvements to roads that do not meet width or horizontal or vertical alignment standards.

4.2 MODAL COMPONENTS

Modal Components Goal: To plan an integrated transportation system that maintains existing facilities and responds to the changing needs of the County by providing effective multi-modal transportation options.

4.2.1 General Policies

4.2.1-A The County will prioritize preservation and maintenance of the existing transportation system rather than increasing vehicular capacity.

4.2.1-B The County shall adopt and maintain transportation design guidelines and development regulations that address all elements of the county transportation system and that promote access to and use of a multi-modal transportation system.

4.2.1-C The County will seek opportunities to work with employers to reduce reliance on single-occupant vehicles, including exploring transportation demand management strategies and tools.

4.2.1-D The County will employ new technologies to enhance and make the most efficient use of the transportation system and extend the useful life of existing facilities.

4.2.1-E The County will implement parking strategies to encourage walking, bicycling, carpooling and transit.

4.2.1-F The County will design and manage the road system consistent with adopted TSP mobility standards for facilities both within and outside of the MPO boundary. State and County mobility standards will be supported on facilities under the respective jurisdiction.

4.2.1-G Project implementation will be guided by the prioritization of projects established in the TSP. However, it is not bound by it.

4.2.1-H Where right-of-way acquisition will encroach on the existing structural setback area, a hierarchy of right-of-way reduction solutions will be employed. This hierarchy will be established in the County TSP consistent with road standards.

4.2.1-I: In coordination with other jurisdictions in the region, the County will work with the Rogue Valley MPO to reduce reliance on automobile travel, consistent with the State-approved Alternative Measures to reduce per capita vehicle miles traveled (VMT) in the adopted RVMPO Regional Transportation Plan.

Freight Movement

4.2.1-J The County will seek to improve the movement of goods and delivery of services throughout the County while balancing the needs of all users with a variety of travel modes.

4.2.1-K The County will work with regional partners to identify obstacles and barriers to safe, reliable and efficient goods movement and coordinate highway projects with other freight movement projects and infrastructure.

4.2.1-L The County will prioritize improvements to enhance efficient goods movement on designated freight routes, as identified in the County TSP.

4.2.1-M The County will maintain and improve roadway facilities serving inter-modal freight facilities.

4.2.1-N The County will continue to plan for rail service as a viable long-term transportation option for the Rogue Valley.

4.2.1-O The County will encourage bulk transportation facilities to provide efficient transport of bulk goods.

Coordination

4.2.1-P The County will continue to implement regional transportation goals and objectives by reflecting Regional Transportation Plan (RTP) policies in adopted county policy and adopting as part of its TSP all planned transportation improvements in the RTP for all regionally significant transportation facilities within the MPO areas of Jackson County . RTP policy or project updates that impact regionally significant County facilities will require amendment to the County TSP to maintain plan consistency.

4.2.1-Q The County will coordinate transportation and land use planning and decision-making with other transportation agencies and public service providers, such as ODOT, cities within the County, and emergency services agencies, when their facilities or services may be impacted by a County decision or there may be opportunities to increase the efficiency and benefits of a potential decision.

4.2.1-R The County will pursue jurisdictional road transfers that improve jurisdictional allocation of facility management responsibilities. Roads accepted by Jackson County in jurisdictional transfers should be paved rural roads for which the County has special maintenance expertise. The County should take all appropriate legal opportunities to negotiate jurisdictional transfer of County roads within urban growth boundaries and city limits.

4.2.1-S Unless a project is needed to address hazards or immediate safety needs, the County will only improve County roads within city limits if the project is part of a jurisdictional transfer agreement, and if

the City or a third party agrees to cover at least half of the project cost and County funds are available to cover the remaining cost.

4.2.1-T The County will pave an unpaved (gravel) local road or accept maintenance of an unimproved County road or local access road only if another party pays the full cost of improving the road to the County's standard for Improvement of Existing Unpaved Roads or higher standard as required; except if and when the Director determines it is in the best interest of the County to improve a County maintained unpaved road, the Director may do so provided funds are appropriated in the approved departmental budget.

4.2.1-U The County will not allocate capital improvement funds to improve local roads with the exception of roads that are part of, or providing connections to, the bicycle network or greenway systems.

4.2.1-V The County will pursue reclassification of County unimproved roads that are no longer maintained by the County as local access roads. The County will continue to exercise limited jurisdiction over local access roads but, consistent with the State's requirements, will only expend County road funds on projects that respond to an emergency or that are warranted based on the public use of the road per ORS Chapter 368.

Access Management

4.2.1-W The County will manage road approaches to preserve the safe and efficient operation of the County's roadways, consistent with their functional classification.

4.2.2 Transit System Policies

4.2.2-A The County will work with Rogue Valley Transportation District (RVTD) and specialized transportation service providers to increase transit service availability for those who are transportation disadvantaged, such as for the elderly and disabled.

4.2.2-B The County encourages fixed-route transit service in urban and urbanizing areas, where it is an energy-efficient form of transportation, and increased on-demand service to other areas of the county.

4.2.2-C The County will require as part of commercial, multi-family, and institutional development approval design elements and physical improvements that are supportive of the existing and planned public transit system and that are appropriate for the planned development.

4.2.2-D The County is committed to working with RVTD, property owners and developers to improve pedestrian connections where pedestrian access to bus stops is deficient.

4.2.2-E The County will consult with transit agencies when considering road improvements or upgrades to traffic signal technologies. Traffic signal technology upgrades should be consistent with the Rogue Valley Metropolitan Intelligent Transportation System (ITS) Plan, which is administered by the Rogue Valley Council of Governments (RVCOG).

4.2.3 Pedestrian System Policies

4.2.3-A The County transportation system will promote a safe, linked pedestrian system that connects residential areas to schools, recreation, commercial centers, employment centers, services, and other activity centers.

4.2.3-B Pedestrian needs within the rural areas of the County will be primarily addressed through shared-use paths or the addition of roadway shoulders that serve pedestrians and bicyclists and that may display shared roadway pavement markings or signs.

4.2.3-C The County shall consider shared-use paths designated in the TSP and other adopted plans in the county both transportation facilities and recreational/transportation enhancement facilities.

4.2.3-D The County shall require the construction of shared-use paths designated in an adopted plan as part of the development review process.

4.2.4 Bicycle System Policies

4.2.4-A The County will encourage bicycle use by maintaining and developing a safe, linked bicycle system that connects residential areas to schools, recreation, commercial centers, employment centers, services, and other activity centers.

4.2.4-B The County is committed to improving and expanding its inventory of bicycle amenities (e.g., bicycle parking, wayfinding) to make cycling a more convenient and desirable transportation alternative.

4.2.4-C Bicycle route designations established in the TSP shall provide a basis for prioritizing improvements to bicycle facilities.

4.2.4-D In most cases, roadway shoulders will provide for multiple uses such as bikeways, pedestrian facilities, breakdown areas, and temporary parking. Shoulders may be dedicated bikeways only when dedicated pedestrian facilities are also available.

4.2.5 Aviation System Policies

4.2.5-A The County's first aviation planning priority is the preservation and protection of existing commercial and general aviation facilities and uses for all public use airports.

4.2.5-B The County will plan for and support the expansion and enhancement of commercial and general aviation facilities and uses for all public use airports as planning deficiencies are identified.

4.2.5-C The County will support the development of new private-use airports and the preservation and expansion of existing private-use airports in accordance with applicable comprehensive plan policies and development ordinances.

4.2.5-D The County will support multi-modal transportation improvement and service enhancements to improve access to the air system facilities, including the Medford International Airport.

4.3 INTEGRATION

Integration Goal: Provide an open and balanced process for planning and developing a transportation system that integrates land use, financial, and environmental planning to prioritize strategic transportation investments.

4.3.1 Community Involvement Policies

4.3.1-A The County will encourage strong community involvement in planning for and amending the County's transportation system.

4.3.1-B The County will work to ensure the full and fair participation by all potentially affected communities in the transportation system decision-making process.

4.3.2 Transportation and Land Use Coordination Policies

4.3.2-A The County will protect the function of existing and planned roadways as identified in the TSP and will ensure that all development proposals, plan amendments, and zone changes are consistent with the adopted TSP.

4.3.2-B The County will consider the impacts on existing or planned transportation facilities in all discretionary land use decisions and, unless a waiver is granted by the Development Services Director and the County Engineer, shall require applicable development proposals, as defined in the Land Development Ordinance, to prepare a traffic impact study.

4.3.2-C The County will establish and maintain land development ordinance regulations to protect and improve the transportation system.

4.3.2-D The County will consider only those projects listed in the RVMPO's Tier 1 list of financially constrained federally-funded and regionally-significant projects, and/or in the County's 5-year Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.

4.3.2-F The County will program transportation improvements to facilitate planned land uses, including commercial, industrial and residential growth in unincorporated urban areas.

4.3.3 Financing Policies

4.3.3-A The County will prioritize transportation projects that have the most benefits for the cost. This prioritization will not discount the value of qualitative differences among projects.

4.3.3-B The County will review transportation system needs and funding on an annual basis. Required adjustments will be made by updates to the CIP, which is approved annually by the Board of Commissioners.

4.3.3-C The County shall require that proposed land developments mitigate their adverse transportation impacts and ensure that all expanding or new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.

4.3.4 Environmental and Scenic Resources Policies

4.3.4-A The County shall support the exploration and innovation of alternative travel modes and fuel sources in order to reduce single-occupancy vehicles, vehicle miles traveled, air and noise pollution, greenhouse gas emissions, and reliance on fossil fuels.

4.3.4-B The County will remain committed to the maintenance and development of an environmentally sensitive transportation system.

4.3.4-C The County will continue to support the ODOT scenic byways program and will continue to protect other designated scenic roadways.

4.3.4-D The County will provide a transportation system that is consistent with the Natural Hazards Element of the Comprehensive Plan through best management practices in design and maintenance of the system as well as through adherence to applicable sections of the Land Development Ordinance, such as floodplain development requirements.

4.3.5 Urban Area Policies

Connectivity Policies

4.3.5-A The County shall require commercial, institutional, multi-family, and office developments to provide internal bicycle and pedestrian circulation patterns that makes reasonably direct connections with external bicycle and pedestrian facilities.

Safety and Aesthetics Policies

4.3.5-B The County shall require landscape strips to be provided in accordance with urban street design standards where adjacent property owners assume responsibility for their maintenance.

4.3.5-C The County will ensure that all proposed new development within White City residential areas includes street lighting.

4.3.5-D The County shall require well-designed site plans for on-site loading and motorized and non-motorized circulation will be required in urban areas to assure developments provide appropriate safety, efficiency, and aesthetic elements.

Economic Polices

4.3.5-E The County will strive to meet the transportation needs of urban industrial areas by balancing freight mobility against access to labor and services.

4.3.5-F The County shall support commercial land use opportunities along Highway 62 in White City, to the extent these uses are consistent with the Oregon Highway Plan.

4.3.5-G The County will strive to meet the transportation needs of urban residential areas by providing diverse transportation options for accessibility to regional employment and activity centers. Maximizing opportunities for non-auto local trips is critical for provision of transportation options.

Vehicular System Policies

4.3.5-H West of Highway 62, within the White City urban reserve area, the need for movement of goods is the highest priority for street use. The County will strive to balance other uses of County arterials and State Highways west of Highway 62 with this priority.

4.3.5-I The County shall ensure that street designs in the core of urban residential neighborhoods will encourage a pedestrian friendly street environment by providing and implementing street designs that discourage vehicle speeds above the posted speed limit.

Transportation Demand Management

4.3.5-J The County shall implement transportation demand management primarily through application of a mixed-use, pedestrian-friendly land-use plan. The County shall encourage other methods of transportation demand management as feasible opportunities arise.

Parking

4.3.5-K The County shall encourage shared off-street parking for uses that can fill spaces at different times.

4.3.5-L The County shall manage the supply and type of on-street parking in urban areas to provide a safe, efficient and attractive street system.

Transit Component Policies

4.3.5-M The County shall adopt and maintain land use regulations that allow for park-and-ride lots and other major transit facilities in appropriate locations, recognizing these uses as a cost-effective means of increasing the efficiency of the existing transportation system.

Pedestrian Component Policies

4.3.5-N The County shall address pedestrian needs within urban areas of the county primarily through sidewalks or shared-use paths. Improvements to enhance the pedestrian system include installing

shared roadway pavement markings and signs along both sides of the roadway, bike lanes and sidewalks along both sides of the roadways, and buffered bike lanes, cycle tracks, or shared-use paths, consistent with the County and ODOT standards.

4.3.5-O The County will require pedestrian access ways between adjacent developments when roadway connections cannot be provided, unless it can be shown that an access way cannot reasonably be expected to improve pedestrian connectivity now or in the future.

4.3.5-P The County will require construction of sidewalks as a condition of approval on proposed development. This requirement may be relaxed in industrial areas where there is little opportunity for systemic pedestrian circulation.

4.3.5-Q Sidewalk alternatives may be installed consistent with options provided in the TSP with Development Services Director or County Engineer discretion and approval.

4.3.5-R Development of an attractive and functional pedestrian system is critical for the successful redevelopment of urban residential areas. The County will ensure that pedestrian needs are incorporated in street planning, design, construction, and maintenance activities.

4.3.5-S The County shall require that the location and design of all sidewalks comply with the requirements of the Americans with Disabilities Act.

Transportation and Land Use Coordination Policies

4.3.5-T For the residential area east of Highway 62 in White City, the County shall maintain land use policies that will reduce reliance on the automobile and support the TSP by facilitating a compact community of mixed uses and development that is oriented to the use of public transportation and non-motorized travel.

Area Specific Policies

4.3.5-U The well-being of White City and other urban unincorporated areas is highly dependent on State highways. The County will work collaboratively with ODOT on planning and project development for these highways.

Section 5 Transportation System Plan

SECTION 5. TRANSPORTATION SYSTEM PLAN

5.1 INTRODUCTION

This section presents the individual transportation modal elements that comprise the Jackson County Transportation System Plan (TSP). The TSP addresses those components necessary for the development of the future transportation network, including:

- Roadway System Plan;
- Public Transportation System Plan;
- Bicycle and Pedestrian System Plan; and
- Air, Water, Rail, and Pipeline System Plan.

All of the TSP elements presented in this section are based on the requirements of the Oregon's Transportation Planning Rule (TPR). The modal plans have been developed based on the existing conditions and future conditions analysis, and alternatives evaluations, taking into consideration the interest of citizens, business owners, and governmental agencies, as expressed by the Technical Advisory Committee (TAC), County staff, and citizen input.

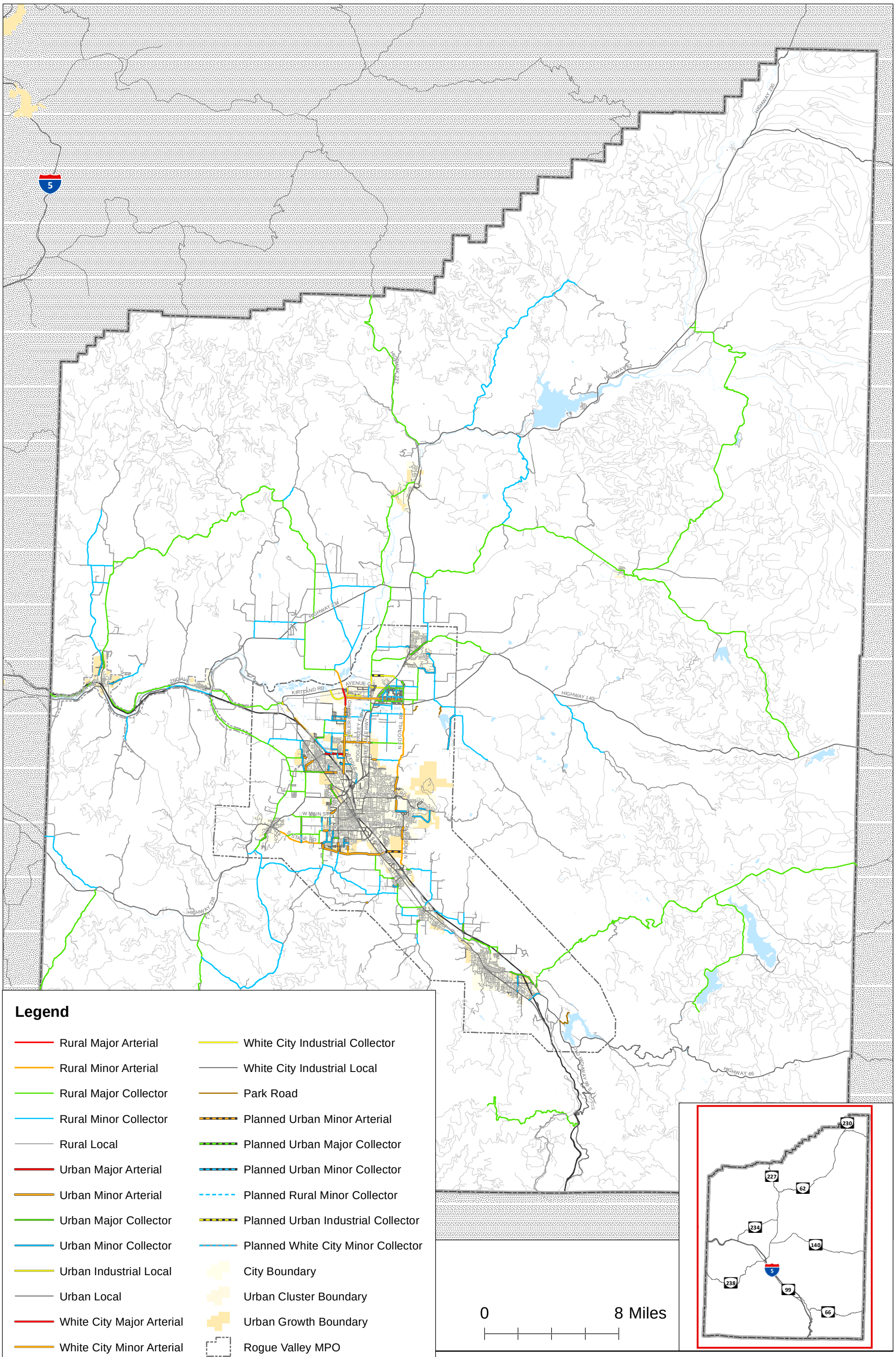
5.2 ROADWAY SYSTEM PLAN

The Jackson County roadway system plan reflects the anticipated operations and circulation needs through the year 2038 and provides guidance on how to facilitate that travel over the next 20 years. The plan focuses on the County's collector and arterial system, although road standards are also provided for local roadways.

Functional Classification

A roadway's functional classification is determined by several factors: how the facility connects with the rest of the system, how much traffic volume it is expected to carry, and which types of trips it is expected to serve. The functional classification considers the adjacent land uses and the kinds of transportation modes that should be accommodated. Beyond the space required for the roadway, the public right-of-way should also provide sufficient space for utilities to serve adjacent land uses.

The functional classification system for Jackson County groups all County roadways as either Urban or Rural. All County roadways located within urban growth boundaries or urban containment boundaries are designated as Urban. Roadways within a Federal-Aid Urban Boundary, but outside a UGB or UCB, were analyzed case by case to determine whether an urban or rural standard is most appropriate, because not all roadways in these fringe areas may be appropriate for an urban-standard road. All other County roadways are designated as Rural. Within the Urban and Rural groups, roadways are classified as Freeways, Arterials, Major Collectors, Minor Collectors, or Local Streets or Roads (e.g., Urban Arterial, Rural Freeway). The functional classification plan for Jackson County is shown in Figure 12. Table 6 provides a detailed description of each category. A detailed list of County roadway classifications is provided in Attachment A. In case of discrepancy between Figure 12 and Attachment A, Attachment A shall govern.



Legend

- Rural Major Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Major Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Urban Industrial Local
- Urban Local
- White City Major Arterial
- White City Minor Arterial
- White City Major Collector
- White City Minor Collector
- White City Industrial Collector
- White City Industrial Local
- Park Road
- Planned Urban Minor Arterial
- Planned Urban Major Collector
- Planned Urban Minor Collector
- Planned Rural Minor Collector
- Planned Urban Industrial Collector
- Planned White City Minor Collector
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Functional Classification Plan
Jackson County, OR

Figure
12A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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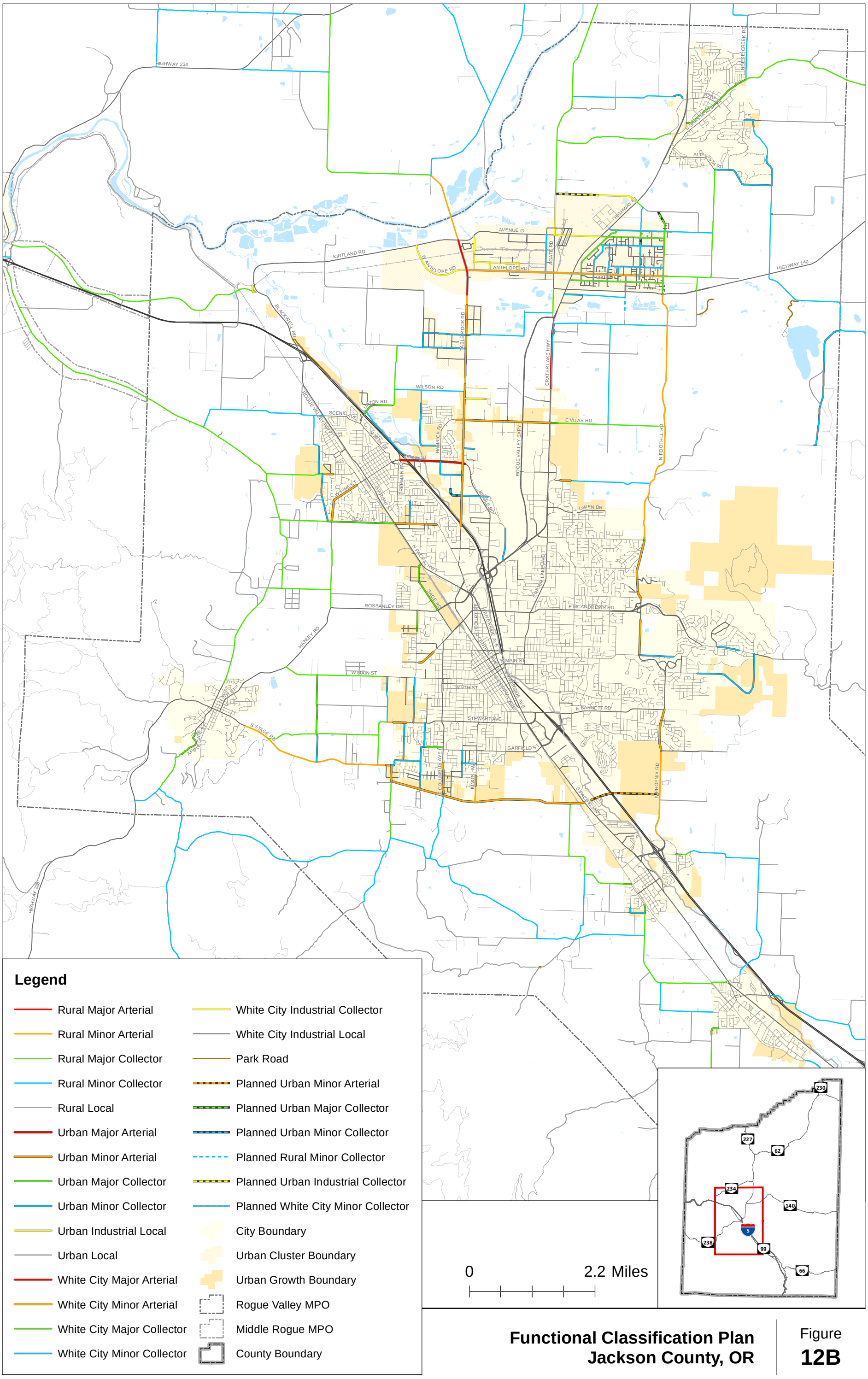

Legend

- Rural Major Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Major Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Urban Industrial Local
- Urban Local
- White City Major Arterial
- White City Minor Arterial
- White City Major Collector
- White City Minor Collector
- White City Industrial Collector
- White City Industrial Local
- Park Road
- Planned Urban Minor Arterial
- Planned Urban Major Collector
- Planned Urban Minor Collector
- Planned Rural Minor Collector
- Planned Urban Industrial Collector
- Planned White City Minor Collector
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Functional Classification Plan
Jackson County, OR

Figure
12B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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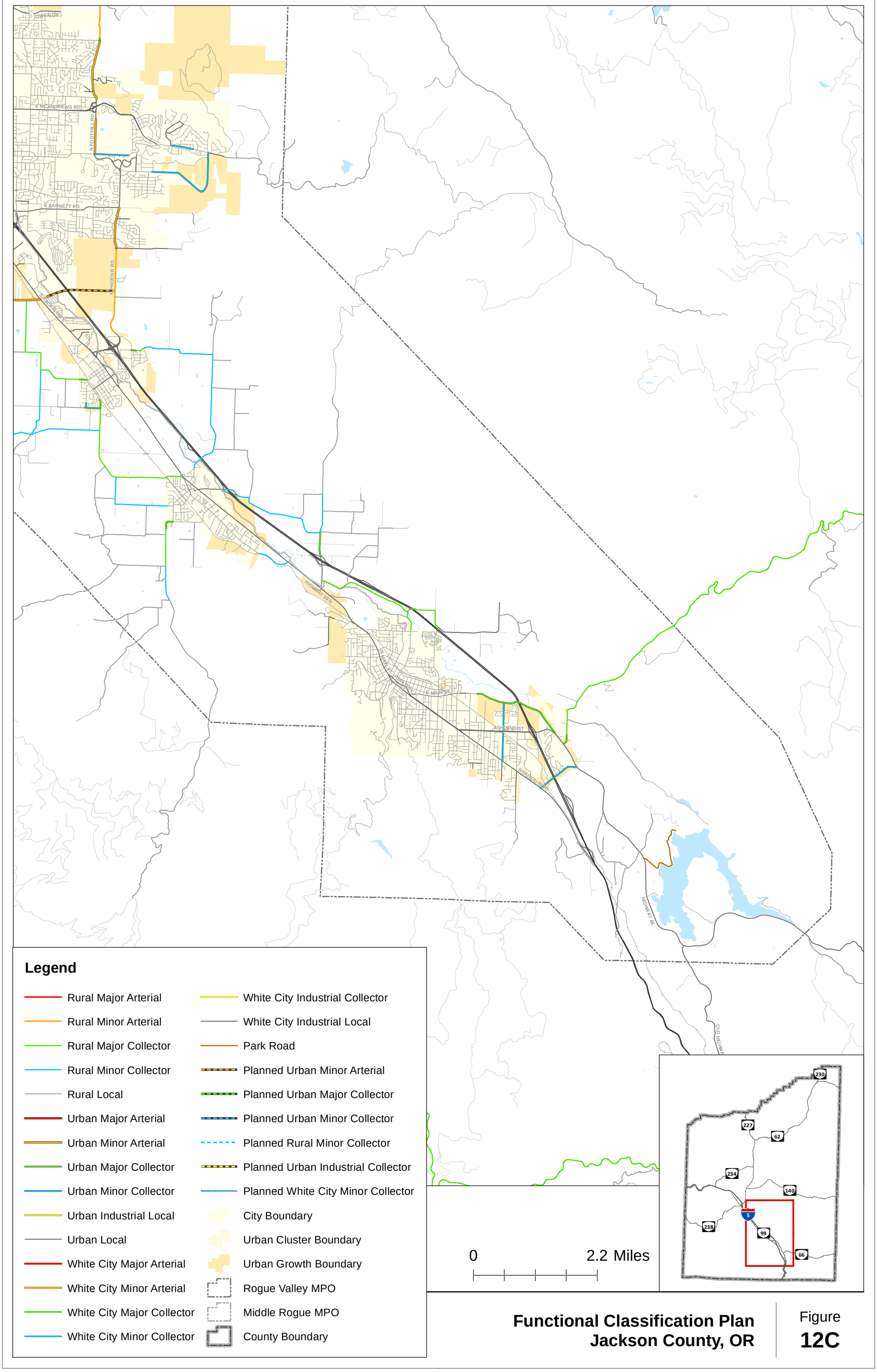

Legend

- Rural Major Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local
- Urban Major Arterial
- Urban Minor Arterial
- Urban Major Collector
- Urban Minor Collector
- Urban Industrial Local
- Urban Local
- White City Major Arterial
- White City Minor Arterial
- White City Major Collector
- White City Minor Collector
- White City Industrial Collector
- White City Industrial Local
- Park Road
- Planned Urban Minor Arterial
- Planned Urban Major Collector
- Planned Urban Minor Collector
- Planned Rural Minor Collector
- Planned Urban Industrial Collector
- Planned White City Minor Collector
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Functional Classification Plan
Jackson County, OR

Figure
12C

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Table 6: Functional Classification Descriptions

Functional Classification	Traffic Function Description	Connectivity Function	Planned Average Daily Traffic Range
Freeway	Primary function is to carry high levels of regional vehicular traffic and public transit at high speeds; full access control, with access limited to interchanges; street crossings via grade separations; widely spaced access points; has a median; pedestrian and bicycle traffic discouraged or prohibited. High volumes of through freight traffic.	Primary connectivity function is to connect major interstate and intrastate destinations. Also, freeways should connect some major intra-regional destinations.	>20,000 (rural/urban)
Arterial	Primary function is to serve both local and through traffic as it enters and leaves urban areas; serves major traffic movements; access control may be provided through medians and/or channelization; restricted on-street parking; pedestrian and bicycle facilities provided; will be used by public transit in urban areas. Carries high volumes of freight traffic that have both local and external destinations.	Primary function is to make connection between major intra-county and regional destinations, and to connect cities and communities. Connects to adjacent counties. Connects the collector system to freeways.	>5,000 (rural) >15,000 (urban)
Major Collector (And Urban Minor Arterial)	Primary function is to serve traffic between neighborhoods and community facilities; provides some degree of access to adjacent properties, while maintaining circulation and mobility for all users; carries lower traffic volumes at slower speeds than arterials; typically has two or three lanes; pedestrian and bicycle facilities provided; may be used by public transit in urban areas. Some freight traffic is destined for local delivery or local markets.	Primarily connects local roads and minor collectors to arterials and other major collectors. May provide the primary connections between rural communities, rural areas, and rural destinations. Connects local areas to regional destinations.	4,500-15,000 (rural major collector) 3,500-14,000 (urban major collector) 5,000-18,000 (urban minor arterial)
Minor Collector	Primary function is to get traffic from neighborhoods and business areas to the arterial and major collector system; has slower speeds enhancing safety for pedestrians and bicyclists; on-street parking may be provided in urban areas; pedestrian and bicycle facilities are provided; bicycle facilities should be exclusive in urban areas and shared in rural areas; may be used by public transit in urban areas. Freight traffic tends to be destined for local delivery or local markets.	Primarily connects local roads and other minor collectors to major collectors and arterials. Connects local areas to local destinations.	1,250-5,000 (rural) 1,500-7,000 (urban)
Local Street	Primary function is to provide direct access to adjacent land uses; characterized by short roadway distances, slow speeds, and low volumes; offers a high level of accessibility; serves passenger cars, pedestrians, and bicycles, but not through trucks; may be used by public transit in urban areas; pedestrian facilities are provided in urban areas. Low volumes of freight traffic.	Primarily connects local areas to one another and the higher order system. May connect local destinations.	0-1,500 (rural) 0-2,000 (urban)

Roadway Design Standards

The County Roadway design standards implement the roadway functional classifications. The design standards address operational characteristics such as travel volume, operating speed, safety, and freight needs. The standards are necessary to ensure the street system that develops will be capable of safely and efficiently serving the traveling public, while also accommodating the orderly development of adjacent lands.

The County's roadway design standards are shown in Tables 7-9. The typical roadway cross sections are shows in Exhibits 1-3. The cross sections illustrate the roadways design standards, including right-of-way width, number of travel lanes, bicycle and pedestrian facilities, and amenities such as on-street parking (refer to Policy 4.3.5-B for the County's landscape strip policy). The standards and cross sections are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets. The Access Management Guidelines section provided below addresses variances to the County Road standard. Where a variance request is site-specific and will not impact the County system beyond a localized area, no amendment to the TSP is required. The County shall refer to the American Association of Strategic Highway Transportation Officials (AASHTO) for roadway standards along National Highway System (NHS) routes, which may exceed the standards shown in Tables 7-9.

The roadway design standards shown in Tables 7-9 and Exhibits 1-3 can be revised or eliminated with approval of a design exception. For example, the roadway design standard for high-order facilities in rural areas includes paved shoulders. The main purpose of paved shoulders is to prevent conflicts between non-motorized travel and automobiles. Outside the MPO boundary, there are some roads that have very low traffic volumes but are functionally classified as high-order facilities because of the connectivity function they serve. Standards that require wide paved shoulders, where the potential for auto vs. non-auto conflicts is low, may be revised or eliminated with approval of a design exception. While Jackson County does not have a formal design exception process, the ODOT Highway Design Manual (HDM) offers an approach the County could consider for future development. Per the HDM, design exceptions should include:

- Description of the exception;
- Description of the project;
- Location of design feature;
- Crash history and potential (specifically as it applies to requested exception);
- Reasons for not attaining the standard (cost/benefit, crash history, environment, etc.);
- Effect of other standards;
- Compatibility with adjacent sections;
- Probable time before reconstruction of section;
- Mitigation for exception included in design, and;
- Supporting documentation (plans, cross sections, alignments, details, etc.).

Additional information on who prepared, reviewed, and approved the design exception should also be considered for future development.

Rural County Roadway Standards

The rural county roadway standards are shown in Table 7. The typical cross sections for rural county roadways are shown in Exhibit 1.

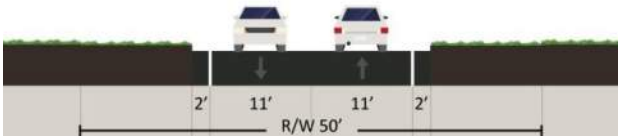
Table 7: Rural County Roadway Standards and Specifications

	Local Street A	Local Street B	Local Street C	Minor Collector	Major Collector	Arterial
Typical ADT (Average Daily Traffic)	0-120	120-600	600-1,500	1,250-5,000	>4,500	>4,500
Minimum Design Speed ❶	30	40	40	50	50	55
Number of Vehicle Lanes	2	2	2	2	2	2-5
Lane Width	11’	11’	11’	11’	11’	11’
Turn Lane Width	No	No	No	No	No	14’
Shoulder Width	2’	3’	5’	5’	6’	7’
Shoulder Surface	Gravel	Gravel	AC	AC	AC	AC
Pavement Width	22’	22’	32’	32’	34’	36-72’
Minimum Access Spacing ❷	50’ ❸	50’ ❸	50’ ❸	150’	300’	300’
Surface Type	Oil Mat	Oil Mat	AC	AC	AC	AC
Minimum ROW Width ○	50’	50’	50’	60’	60’	60’
Applicable Specifications	❹	❹	❹	❹	❹	❹

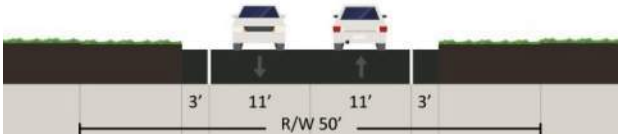
General Notes:
1. Whenever any street or road is created or upgraded within the UGB or ½ mile of any incorporated city, the policy outlined in the Goal and Policy section of this TSP with respect to the Urban Growth Management Agreement will apply.
2. The urban roadway standard for the corresponding functional classification may be built if the County Engineer determines that the urban standard is more appropriate for the road section.
AC = Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or warm-mix and shall conform to Jackson County standards.

Notes:
❶ Minimum Design Speed unless approved by the Department Director.
❷ Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
❸ Applies to spacing between street intersections and driveways. No minimum standard between driveways.
❹ Oregon Department of Transportation “Standard Specifications for Highway Construction” and Jackson County Supplemental Standard Specifications and “Special Provisions” applicable to the project.
○ Terrain and/or draining may require additional ROW.

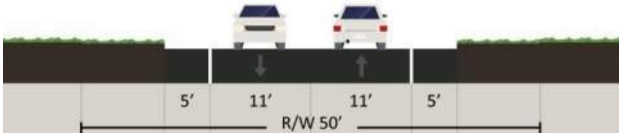
Exhibit 1: Rural County Typical Cross Sections



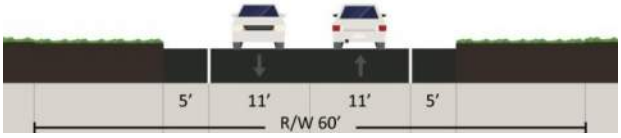
Rural Local A



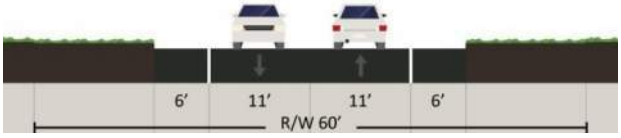
Rural Local B



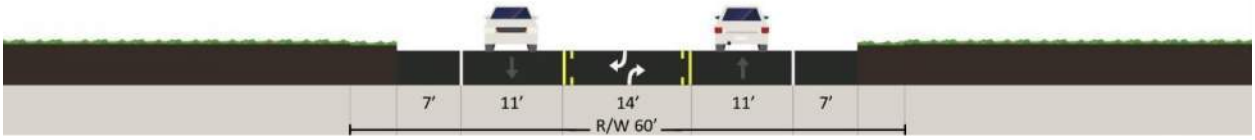
Rural Local C



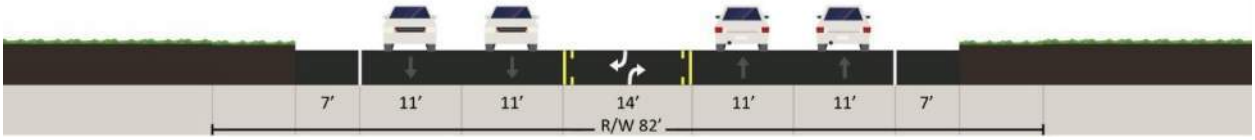
Rural Minor Collector



Rural Major Collector



Rural Arterial (3-Lane)



Rural Arterial (5-Lane)

Note: ROW shown is minimum required. Terrain and/or drainage may require additional ROW.

Urban County Roadway Standards

The Urban County Roadway Standards are shown in Table 8. The typical cross sections for Urban County Roadway are shown in Exhibit 2.

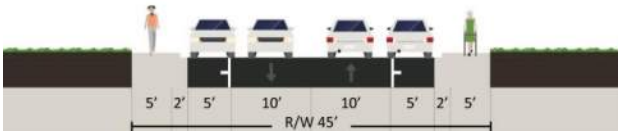
Table 8: Urban County Roadway Standards and Specifications

	Local Street	Industrial Local	Industrial Collector	Minor Collector	Major Collector	Minor Arterial	Major Arterial
Typical ADT (Average Daily Traffic)	0-2,000	0-3,000	2,750-7,000	1,500-4,000	3,500-12,000	5,000-15,000	>12,000
Minimum Design Speed ❻	25	25	35	35	45	45	50
Number of Vehicle Lanes	2	2	3	2	3	3	5
Through Lane Width	10’	11’	12’	11’	11’	11’	11’
Turn Lane/Median Width	No	No	14’	No	14’	14’	14’
Bike Lanes/Shoulders ❶	No	5’	6’	5.5’	6’	6’	6’
On-Street Parking, Width	Both Sides, 5’	No	No	No	No	No	No
Pavement Width ○	30’	32’	50’	33’	48’	48’	70’
Sidewalk Width	5’	No	No	5-7’ ❷	5-7’ ❷	5-7’ ❷	5-7’
Landscape Strip Width ❸	7’	None	None	7’	7’	7’	7’
Minimum Right-of-Way Width ❹	45’	60’	74’	48’	63’	63’	85’
Minimum Access Spacing ❺	35’ ❼	50’ ❼	200’ ❼	150’ ❼	250’	250’	300’
Surface Type	AC	AC	AC	AC	AC	AC	AC
Minimum Stopping Sight Distance	200’	240’	240’	315’	315’	315’	350’
Applicable Specifications	❽	❽	❽	❽	❽	❽	❽

General Notes:
1. Whenever any street or road is created or upgraded within the UGB or ½ mile of any incorporated city, the policy outlined in the Goal and Policy section of this TSP with respect to the Urban Growth Management Agreement will apply.
AC = Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or warm-mix and shall conform to Jackson County standards.

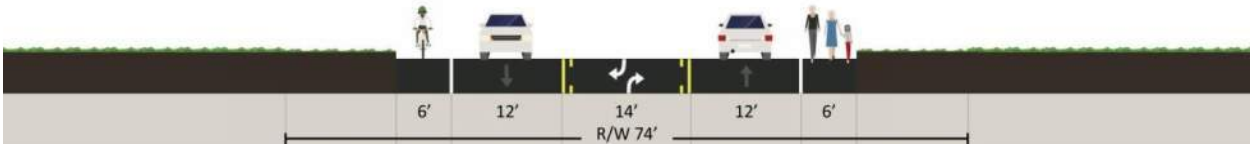
Notes:
❶ Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for the Development of Bicycle Facilities.
❷ Design for maximum width unless approved by the Department Director.
❸ Landscape strips are permitted only with agreement that the adjacent property owner will maintain and with additional right-of-way dedication.
❹ ROW width depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted. Terrain and/or drainage may require additional ROW.
❺ Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
❻ Minimum Design Speed unless approved by the Department Director.
❼ Applies to spacing between street intersections. No minimum standard between driveways. Driveways near intersections shall be as far as practicable.
❽ Oregon Department of Transportation “Standard Specifications for Highway Construction” and Jackson County Supplemental Standard Specifications and “Special Provisions” applicable to the project.
○ Does not include gutter.

Exhibit 2: Urban County Typical Cross Sections

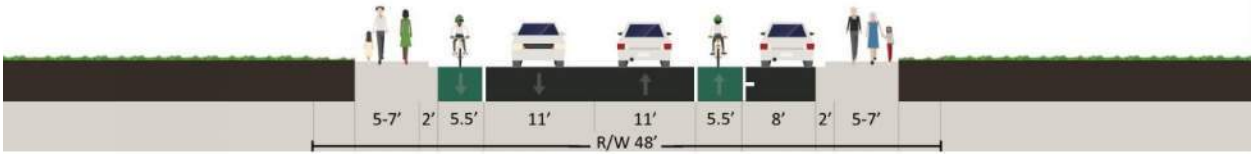


Urban Local Street

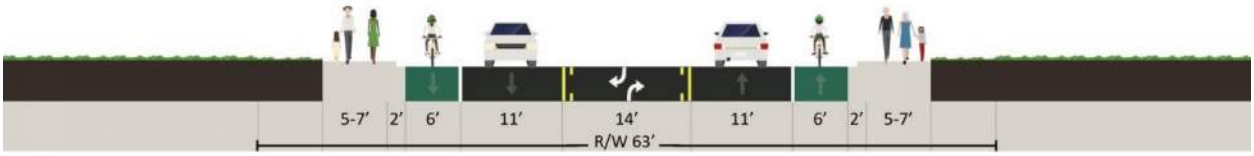
Urban Industrial Local



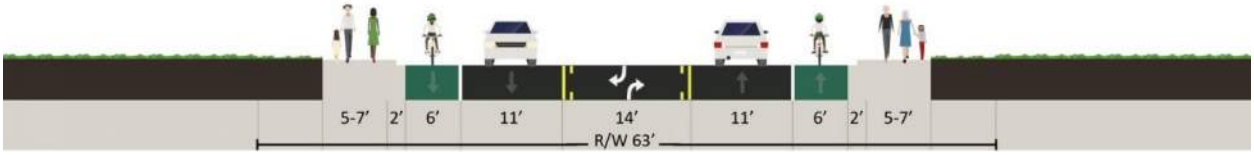
Urban Industrial Collector



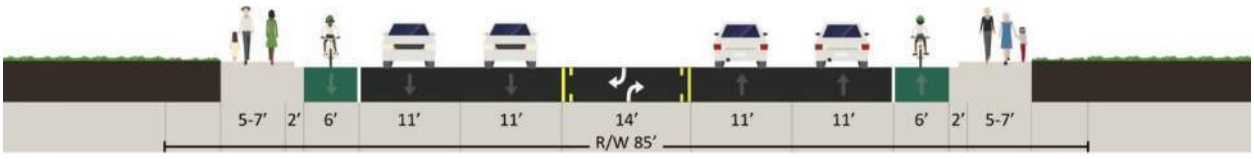
Urban Minor Collector



Urban Major Collector



Urban Minor Arterial



Urban Major Arterial

Note: ROW depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted. Terrain and/or drainage may require additional ROW.

White City Roadway Standards

The White City Roadway Standards are shown in Table 9. The typical cross sections for White City Roadways are shown in Exhibit 3.

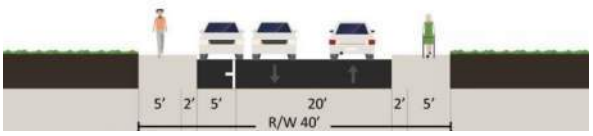
Table 9: White City Roadway Standards and Specifications

	Local Street A Alternative	Local Street A	Local Street B	Industrial Local	Industrial Collector	Minor Collector	Major Collector	Minor Arterial	Major Arterial
Typical ADT (Average Daily Traffic)	0-750	0-2,000	0-2,000	0-3,000	2,750-7,000	1,500-4,000	3,500-12,000	5,000-25,000	>12,000
Minimum Design Speed ❽	25	25	25	25	35	35	45	45	50
Number of Vehicle Lanes	No	2	2	2	3	2	3	3	5
Through Lane Width	No	10′	10′	11′	12′	11′	11′	11′	11′
Turn Lane/Median Width	No	No	No	No	14′	No	14′	14′	14′
Bike Lanes/Shoulders ❶	No	No	No	6′	6′	5.5′	6′	6′	6′
On-Street Parking, Width	One Side, 5′	Both Sides, 5′	Both Sides, 7′	No	No	No	No	No	No
Pavement Width ○	25′	30′	34′	34′	50′	33′	48′	48′	70′
Minimum Access Spacing ❹	35′ ❺	35′ ❺	50′ ❺	50′ ❺	200′ ❺	150′ ❺	250′	250′	300′
Sidewalk Width	5′	5′	5′	No	No	5′-8′ ❷	5′-8′❷	5′-8′ ❷	5′-8′ ❷
Landscape Strip Width ❸	None	7′	7′	None	None	7′	7′	7′	7′
Minimum Right-of-Way Width ❻	40′	45′	49′	60′	74′	48′	63′	63′	85′
Surface Type	AC	AC	AC	AC	AC	AC	AC	AC	AC
Minimum Stopping Sight Distance	200′	200′	200′	240′	240′	315′	315′	315′	350′
Applicable Specifications	❼	❼	❼	❼	❼	❼	❼	❼	❼

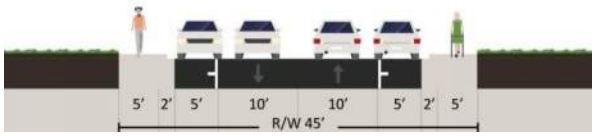
General Notes:
AC = Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or warm-mix and shall conform to Jackson County standards.

Notes:
❶ Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for the Development of Bicycle Facilities.
❷ Design for maximum width unless approved by the Department Director.
❸ Landscape strips are permitted only with agreement that the adjacent property owner will maintain and with additional right-of-way dedication.
❹ Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
❺ Applies to spacing between street intersections. No minimum standard between driveways. Driveways near intersections shall be as far as practicable.
❻ ROW width depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted. Terrain and/or drainage may require additional ROW.
❼ Oregon Department of Transportation "Standard Specifications for Highway Construction" and Jackson County Supplemental Standard Specifications and "Special Provisions" applicable to the project.
❽ Minimum design speed, unless approved by the department director.
○ Does not include gutter.

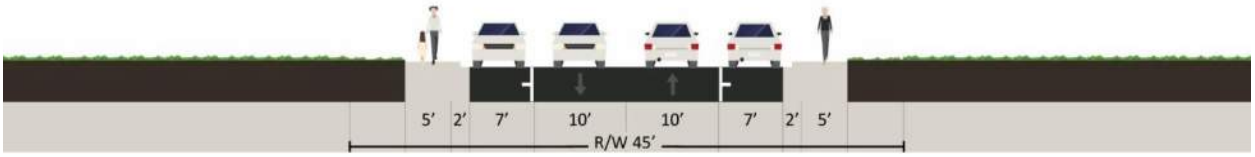
Exhibit 3: White City Typical Cross Sections



White City Local Street A - Alternative

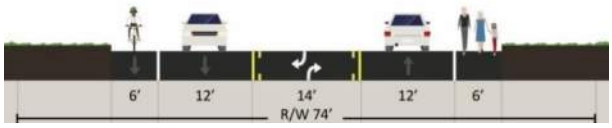


White City Local Street A

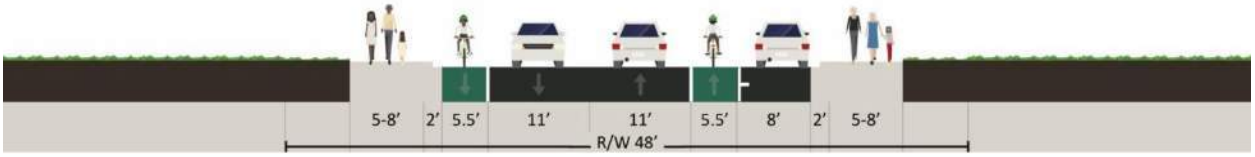


White City Local Street B

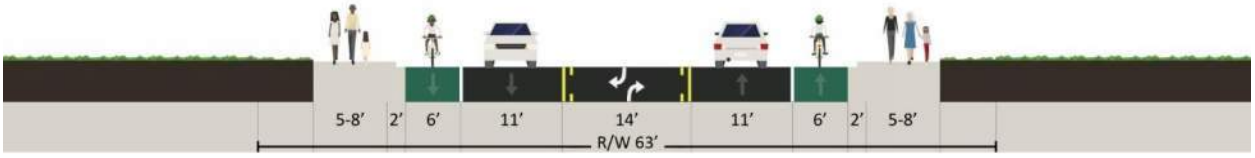
White City Industrial Local



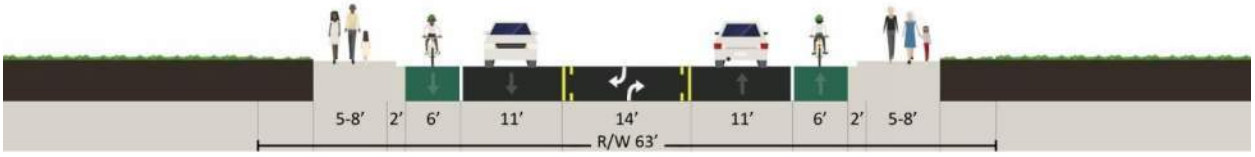
White City Industrial Collector



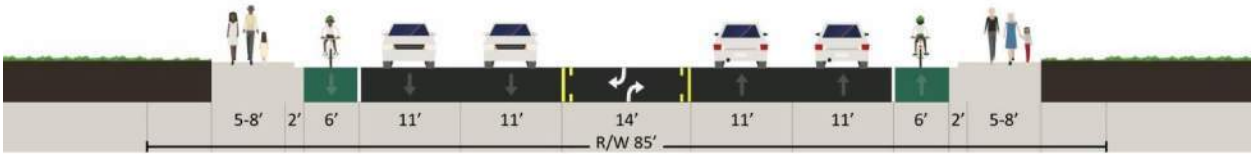
White City Minor Collector



White City Major Collector



White City Minor Arterial



White City Major Arterial

Note: ROW depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted. Terrain and/or drainage may require additional ROW.

Standards for Improvement of Existing Unpaved Roads

Jackson County recognizes that the dust, mud, washboarding, potholes, and substandard alignment of unpaved roads on existing County rights-of-way is undesirable for many citizens living and traveling on these facilities. There are three types of unpaved roads within Jackson County jurisdiction for which these standards apply: County-maintained gravel roads, unimproved County roads, and local access roads. Improving these unpaved roads to paved facilities meeting full County geometric and design standards is cost-prohibitive and ensures that most roads will not be improved in the future.

Reduced Standards

In order to alleviate the undesirable features of unpaved roads and improve the county road network, Jackson County allows design standards to improve unpaved roads currently under its jurisdiction to hard surface facilities which are less than those required for new construction. *These standards apply only to the improvement of existing unpaved road facilities in existing County right-of-way and shall not be applied to new construction. Existing rights-of-way without any road shall be improved to full current standards.*

County Maintained Unpaved Roads

Roads improved at the request of residents will usually require the residents pay the full cost of the improvement through an LID or other source of private funding. If and when the Director determines it is in the best interest of the County to improve a County-maintained unpaved road, the Director may do so provided funds are appropriated in the approved departmental budget. Once improved, Jackson County will continue to maintain these facilities.

Unimproved County Roads and Local Access Roads

Many of the unpaved roads within the county are Unimproved County Roads or Local Access Roads and are not county-maintained facilities. All improvements on Unimproved County Roads and Local Access Roads will be financed through Local Improvement Districts or other sources of private funding. When improved, Jackson County will maintain these facilities.

Exceptions

All facilities improved under these standards shall not have average daily trips of 400 or more, have more than two travel lanes, or be within an urban reserve area, urban growth boundary or city limits of any city.

Table 10: Standards for Improvement of Existing Unpaved Roads

	County Maintained Unpaved Roads	Local Access Road
Surface	Oil Mat	Oil Mat
Minimum Design Speed	AASHTO❍	AASHTO❍
Pavement Width	The greater of 16' or AASHTO❍	The greater of 16' or AASHTO❍
Shoulder Width	0'	0'
Horizontal Alignment	AASHTO	AASHTO
Vertical Alignment	AASHTO	AASHTO
Typical Section (Rock base + surface)	❸	❸

Notes:
❍ AASHTO = "Guidelines for Geometric Design of Very Low-Volume Local Roads"
❍ Only improved through LID's or other private sources of financing
❍ Typical sections of base rock and surface treatments can be reduced below county standards through engineering judgment. Strength of existing soil and rock surfaces, performance history, expected type and volume of traffic and other appropriate site conditions shall be taken into consideration when developing rock depth and compaction requirements and shall be completed by a registered engineer. Roads with an ADT greater than 200 or expected to be used for timber or rock extractions should have a structural section deemed equivalent by the County Engineer to the Rural Local Road B standard. Roads with less than 200 ADT and with no use for timber or rock extraction should have a structural section deemed equivalent by the County Engineer to the Rural Local Road A standard. For very low volume roads, widths less than 16' may be approved by the County Engineer provided passings zones meeting the fire code are provided.

Multi-Modal Treatments

Attachment B includes a toolkit for the design of bicycle and pedestrian treatments that supplement the County's design standards and may be used as a guiding document for providing facilities that are an exception to the County's existing standards. This toolkit will be useful for helping the County implement the Roadway Bicycle Network classifications and address issues on local and undesignated roads as they arise. Some of the treatments identified in the toolkit include:

- Shared-use path
- Advisory shoulder
- Buffered shoulder
- Shoulder
- Shared-lane roadways
- Limited shoulder
- Bicycle climbing shoulders
- Pedestrian path (side path)

The treatments included in the toolkit may be used to address the need for bicycle and pedestrian facilities on rural local roadways that are on-street alignments of the greenway system (i.e. "Park Roads"), that are part of the County's roadway bicycle network, or that have recreational or residential bicycle and pedestrian activity that warrants some level of protection (such as a mixed use path, shoulder bikeway, or advisory lanes). The treatments may also be used in urban areas where the space typically allocated to standard bicycle lanes and sidewalks could be utilized differently to provide facilities that are more comfortable for all roadway users (such as a shared-use path – at the same grade, or above grade similar to a sidewalk).

Implementation of the treatments included in the toolkit may require a design exception or Department Director approval when inconsistent with the roadway standards.

Corridor Management Planning

In some instances, a road may have the proper functional classification but the design standards in the TSP may not suit a particular road corridor well. Direct application of the basic design standards, to a particular corridor, may result in a road project that does not effectively balance the TSP goals and policies because of site-specific issues such as existing development, topography, and safety considerations. For example, there is an existing corridor management plan for Old Stage Road. This management plan reconciles the need for this corridor to serve as an important major collector linkage, while attempting to minimize adverse impacts to the existing rural residential development of the area. The Old Stage Road corridor management plan is adopted by reference and incorporated into the Jackson County TSP.

As future corridor management plans are developed, these plans should address how the plan accomplishes the goals and addresses the policies of the TSP. The plan should identify where deviations from the basic standards will occur and why these deviations are appropriate. When a corridor management plan is adopted, it should be incorporated by reference into this section of the TSP.

Access Management Standards

Safety is the first priority for access management. Access permits to the County road system should not be issued where safe access cannot be assured. Generally, access management enhances safety by minimizing the number and type of potential conflict points. Access to state facilities is governed by ODOT's access standards. ODOT's standards may also apply to access spacing on County facilities located within the management area of a freeway or expressway interchange, when the County and ODOT jointly adopt an interchange area management plan (IAMP). Access management may be included as part of a corridor management plan; access management as part of an adopted corridor management plan supersede any additional access management provisions for the corridor.

Managing access to the County's road system is necessary to preserve the capacity of the County's arterial and collector system. Capacity is preserved by minimizing the number of points where traffic flow may be disrupted by traffic entering and exiting the roadway. Jackson County's TSP takes several approaches to access management for capacity preservation. The strategies are differentiated by geography and facility function.

Access management is administered through the road approach and land use permitting processes. Land use permits that require commercial or aggregate site plan review and/or Type 3 or 4 uses should have access points analyzed and conditions of approval should limit undue impacts on road capacity. Inside a UGB, the County will apply the city's access management provisions, consistent with Policy 4.2.1-P and its associated strategies.

Access to facilities under County jurisdiction, regardless of location or functional classification, is subject to safety analysis and Priority Level 1 of the Jackson County Access Management Guidelines. Priority Level 2 and Level 3 apply to all facilities under County jurisdiction with a functional classification of minor collector or higher within the MPO or within any UGB outside the MPO, consistent with Policy 4.2.1-V. If the basic access management provisions are not well suited to a particular development proposal then a site-specific circulation plan that is prepared by a registered professional engineer with expertise in transportation may be substituted. This type of circulation plan must show the net effects on the capacity of the system and safety hazards are no greater than with application of the basic provisions.

Access Management Guidelines:

The access management guidelines are hierarchically prioritized according to the system below (Level 1 is the highest priority). Where an access request would support a higher priority guideline at the expense of a lower priority guideline, the access that accomplishes the higher priority should be promoted.

Priority Level #1:

Avoid Negative Effects on Intersection Operations: Certain conditions, such as accesses that are too close to intersections with large peak hour queues, cause safety hazards and poor intersection operations. Taking applicable factors into consideration, such as parcel configuration and opportunities for shared access, access locations should minimize adverse impacts on intersection operations. Specific access designs and turning movement restrictions may be required to minimize adverse effects on intersection operations, such as an access with right-in and right-out turning movements only.

Priority Level #2:

Minimize Access Points: Allow only one access point for each parcel or parcels under the same ownership. When a property has frontage on two or more roadways, provide access from the roadway with the lower functional classification. More than one access may be granted if it can be determined that it will not negatively affect the safety and efficiency of the roadway within the planning horizon and that the additional access(es) are reasonably necessary for circulation.

Access Alignments: When feasible, road approaches should be lined up with approaches on the opposite side of the roadway to minimize left turn conflicts.

Shared Access: The use of a shared access point for adjacent property owners is encouraged. Costs incurred by property owners in the creation of a shared access point may be eligible for SDC credits as a financial incentive to help maintain the capacity of the street. Jackson County Roads would determine the value for any credits.

Priority Level #3

Access Spacing: The County's access spacing standards vary depending on the functional classification and purpose of a given roadway. Tables 7-9 provide the recommended minimum

access spacing standards for all driveways and private roads on the applicable facilities. These standards apply to new development or redevelopment. Existing accesses are allowed to remain as long as the land use does not change and no safety problem is posed. As a result, access management implementation within an existing developed area is generally viewed as a long-term process in which the desired access spacing to a street evolves over time as new development or redevelopment occurs.

The recommended spacing may be reduced when approved by Jackson County Roads. Reductions in the recommended spacing will consider site specific issues including but not limited to: no other public road access is possible, adverse impacts to access management priorities levels #1 or #2, topographic constraints, and sight distance constraints.

Access Spacing Variances

Access spacing variances may be provided to parcels whose street frontage, topography, or location would otherwise preclude issuance of a construction permit and would either have no reasonable access or cannot obtain reasonable alternate access to the public road system. The variance can carry a condition that the access may be closed at such time that reasonable access becomes available to a local public street. The approval condition might also require a given land owner to work in cooperation with adjacent land owners to provide either joint access points, front and rear cross-over easements, or a rear access upon future redevelopment.

The requirements for obtaining a deviation from ODOT's minimum spacing standards are documented in OAR 734-051. For streets under the County's jurisdiction, the County may reduce the access spacing standards at the discretion of the Department Director if the following conditions exist:

- Joint access driveways and cross access easements are provided in accordance with the standards;
- The site plan incorporates a unified access and circulation system in accordance with the standards;
- The property owner enters into a written agreement with the County that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and/or,
- The proposed access plan for redevelopment properties moves in the direction of the spacing standards.

The Department Director may modify or waive the access spacing standards for streets under the County's jurisdiction where the physical site characteristics or layout of abutting properties would make development of a unified or shared access and circulation system impractical, subject to the following considerations:

- Unless modified, application of the access standard will result in the degradation of operational and safety integrity of the transportation system.

- The granting of the variance shall meet the purpose and intent of these standards and shall not be considered until every feasible option for meeting access standards is explored.
- Applicants for variance from these standards must provide proof of unique or special conditions that make strict application of the standards impractical. Applicants shall include proof that:
  - Indirect or restricted access cannot be obtained;
  - No engineering or construction solutions can be applied to mitigate the condition; and,
  - No alternative access is available from a road with a lower functional classification than the primary roadway.
- No variance shall be granted where such hardship is self-created.

Access Management Measures

From an operational perspective, access management measures limit the number of redundant access points along roadways. This enhances roadway capacity and benefits circulation. Enforcement of the access spacing standards should be complemented with provision of alternative access points. Purchasing right-of-way and closing driveways without a parallel road system and/or other local access could seriously affect the viability of the impacted properties. Thus, if an access management approach is taken, alternative access should be developed to avoid "land-locking" a given property.

As part of every land use action, the County should evaluate the potential need for conditioning a given development proposal with the following items in order to maintain and/or improve traffic operations and safety along the arterial and collector roadways.

- Provision of crossover easements on all compatible parcels (considering topography, access, and land use) to facilitate future access between adjoining parcels.
- Right-of-way dedications to facilitate the future planned roadway system in the vicinity of proposed developments.
- Half-street improvements (sidewalks, curb and gutter, bike lanes/paths, and/or travel lanes) along site frontages that do not have full build-out improvements in place at the time of development.

Exhibit 4 illustrates the application of cross-over easements and conditional accesses over time to achieve access management objectives. The individual steps are described in Table 11. As illustrated in the exhibit and supporting table, by using these guidelines, all driveways can eventually move in the overall direction of the access spacing standards as development and redevelopment occur along a given street.

Exhibit 4: Proposed Access Management Strategy

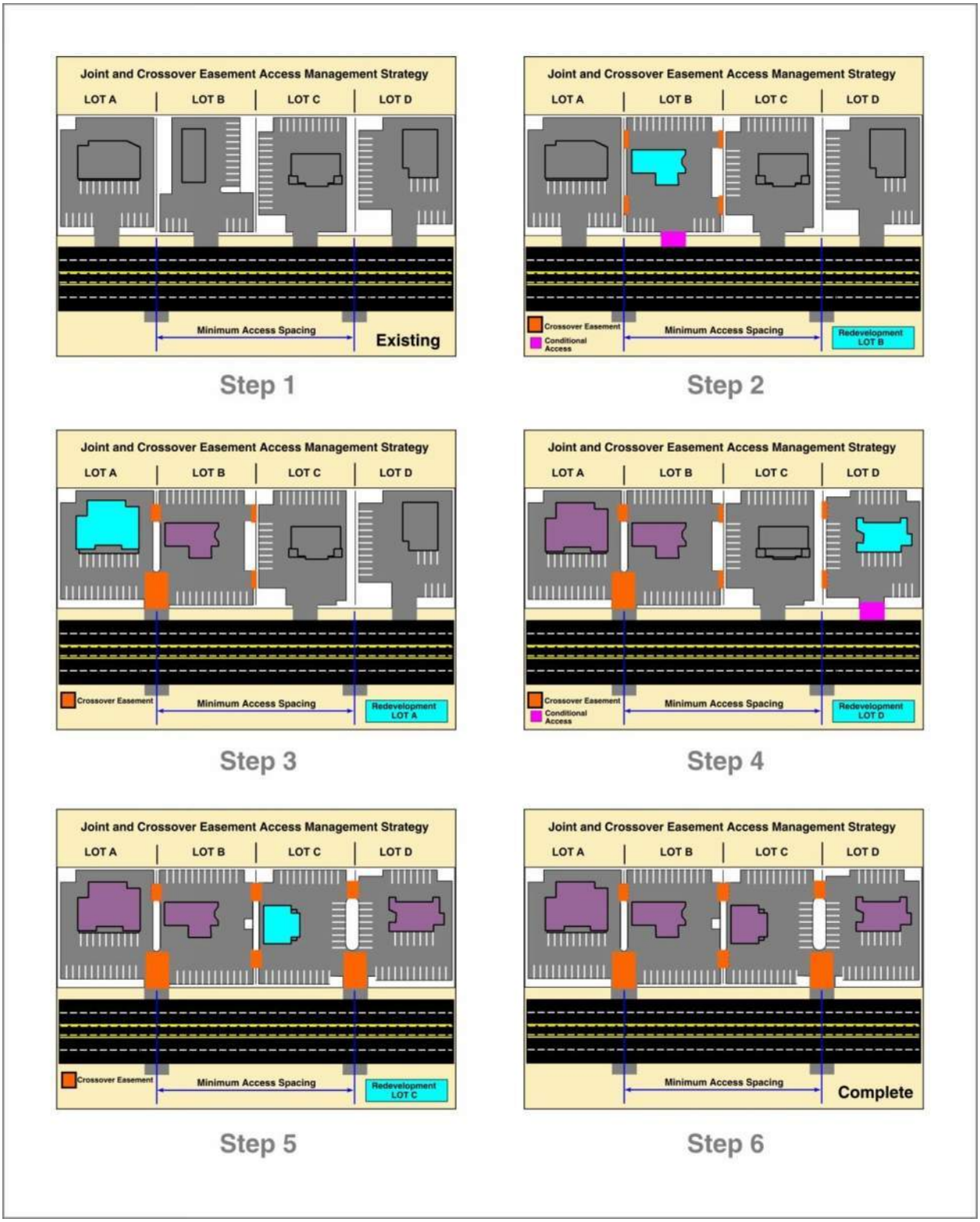


Table 11: Example of Crossover Easement/Indenture/Consolidation

Step	Process
1	EXISTING – Currently Lots A, B, C, and D have site-access driveways that neither meet the access spacing criteria of 500 feet nor align with driveways or access points on the opposite side of the highway. Under these conditions motorists are into situations of potential conflict (conflicting left turns) with opposing traffic. Additionally, the number of side-street (or site-access driveway) intersections decreases the operation and safety of the highway
2	REDEVELOPMENT OF LOT B – At the time that Lot B redevelops, the County would review the proposed site plan and make recommendations to ensure that the site could promote future crossover or consolidated access. Next, the County would issue conditions for the development to provide crossover easements with Lots A and C, and would grant a conditional access to the lot. After evaluating the land use action, ODOT/County would determine that LOT B does not have either alternative access, nor can an access point be aligned with an opposing access point, nor can the available lot frontage provide an access point that meets the access spacing criteria set forth for segment of highway.
3	REDEVELOPMENT OF LOT A – At the time Lot A redevelops, the County/ODOT would undertake the same review process as with the redevelopment of LOT B (see Step 2); however, under this scenario ODOT and the County would use the previously obtained cross-over easement at Lot B consolidate the access points of Lots A and B. ODOT/County would then relocate the conditional access of Lot B to align with the opposing access point and provide and efficient access to both Lots A and B. The consolidation of site-access driveways for Lots A and B will not only reduce the number of driveways accessing the highway, but will also eliminate the conflicting left-turn movements the highway by the alignment with the opposing access point.
4	REDEVELOPMENT OF LOT D – The redevelopment of Lot D will be handled in same manner as the redevelopment of Lot B (see Step 2)
5	REDEVELOPMENT OF LOT C – The redevelopment of Lot C will be reviewed once again to ensure that the site will accommodate crossover and/or consolidated access. Using the crossover agreements with Lots B and D, Lot C would share a consolidated access point with Lot D and will also have alternative frontage access the shared site-access driveway of Lots A and B. By using the crossover agreement and conditional access process, the County and ODOT will be able to eliminate another access point and provide the alignment with the opposing access points.
6	COMPLETE – After Lots A, B, C, and D redevelop over time, the number of access points will be reduced and aligned, and the remaining access points will meet the access spacing standard.

Traffic Operations Standards

As stated in the TSP's Goals and Policies section, the County is committed to providing a safe, convenient, and economical transportation system. The TSP includes performance standards that set a maximum volume-to-capacity (v/c) ratio of 0.85 outside the MPO area and a v/c ratio of 0.95 inside the MPO for all County-maintained intersections during a weekday peak hour. Traffic operations standards balance the need for convenient and safe operations for all transportation modes against the need to efficiently use public investment in the transportation system. Performance standards also provide a baseline to assess the need for future transportation improvements to accommodate new development.

There are two standard ways of measuring facility performance: Level of Service (LOS) and the volume to capacity ratio (v/c). LOS measures delay, whereas v/c measures the amount of roadway capacity being used. The two measurements often correlate; intersections approaching capacity with a v/c ratio near 1.0 are likely to have a poor LOS (long delays). However, depending on how the operations are measured, a particular intersection may meet one performance measurement but not the other. The County has chosen to employ the v/c measurement standard for a couple of reasons. The v/c measurement is employed by ODOT. This will result in consistent traffic analysis between the County

and ODOT, simplifying coordination. The v/c ratio is also conceptually simpler, which makes application of the standards somewhat easier in a public hearing format.

At intersections where one or more approaches is maintained by a city or ODOT, the more restrictive of the County's or other agency's performance standards will be applied. For signalized intersections, the v/c ratio is based on overall intersection operations. For unsignalized intersections, the v/c ratio is based on the critical movement. All intersection operations analysis will follow the methodology described in the most recent edition of the Highway Capacity Manual (HCM).

The County has adopted a lower v/c ratio outside the MPO boundary so that transportation system standards will not encourage development to cause urban traffic patterns in rural areas. The higher v/c in the MPO will allow high capitalization of the public investment on urban facilities. A v/c of 0.95 in the MPO area will allow for a modest level of congestion at peak hours within the MPO area. While acceptance of modest congestion may inconvenience some motorists, this inconvenience can actually encourage an efficient transportation system. For example, some congestion encourages the use of public transportation and flexible work schedules, maximizing the use of public transportation investments over time.

Roadway Projects

Jackson County will undertake three main categories of roadway projects over the course of the planning horizon: Roadway Betterment and Maintenance Projects, Roadway Planning Projects, and Roadway Improvements Projects. Roadway Betterment and Maintenance Projects are local in scale and usually make improvements that are not detectable on a systemic level at project completion. Roadway Planning Projects address system needs or system goals that require detailed and specific studies that are too extensive for inclusion in the initial system plan. Corollaries to Planning Projects are long-term potential corridor designations. These corridors are identified through a transportation planning process that anticipates the corridor will provide critical long-term connectivity, but for which construction projects are not anticipated to be necessary within the planning horizon. Roadway Improvement Projects are systemic in scale and usually provide noticeable systemic improvements at project completion. Other project types included with the roadway projects are freight route projects, bridge and culvert projects, intersection projects, and safety projects.

Roadway Betterment and Maintenance Projects

Since individual Roadway Betterment and Maintenance Projects are too small to have significant measurable impacts on the system, these projects are not detailed in the TSP project list. However, Roadway Betterment and Maintenance Projects constitute a significant portion of County expenditures on the transportation system. These projects are critical to the overall health of the system.

Generally, Roadway Betterment and Maintenance Projects do not significantly alter the horizontal alignment, vertical alignment, or the cross section of a roadbed for a large segment of the road. The following are examples (not an all-inclusive list) of Roadway Betterment and Maintenance Projects that are too small in scale and/or localized to be included as Roadway Improvement Projects in the TSP.

- Chip sealing and pavement overlays.
- Channelization projects and minor realignment projects, as defined in OAR 660-12-0065, at unsignalized intersections.
- Bridge replacements where the existing bridge is consistent with the functional classification design standards for the applicable road segment; minor localized road realignments that would normally be associated with this type of bridge replacement.
- Accessory Transportation Improvements, as defined in OAR 660-12-0065.

While Roadway Betterment and Maintenance Projects may be too small for inclusion in the TSP, transportation projects, particularly those on resource zoned lands, should be coordinated with Jackson County Development Services to determine whether any land use review is required for impacts to farm and forest land.

Planning Projects and Long-term Potential Corridors

The Planning Projects address system needs or system goals that require detailed and specific studies that are too extensive for the TSP. Planning projects are one of the most challenging types of transportation projects because the outcome is uncertain. For example, the planning projects identified in this plan are presented in the roadway system section, but the outcome of a planning project may result in a solution that is not a roadway solution at all. Some planning projects are very costly and never make it through the final adoption process. This high degree of uncertainty limits available funding sources. There are some funding opportunities for planning projects in Oregon because of the prominence of statewide planning and the coordination between DLCD and ODOT.

While opportunities for external funding for planning projects may be limited, successfully competing for State and Federal capital improvement funding is often dependent on submitting projects that have completed the local planning process. If the local planning process has developed a broad base of community support, then the project will be even more competitive in Federal and State applications. Thus, the long-term outlook for the County's transportation system will depend on the effective management and allocation of transportation planning resources to complete the planning projects, so that capital construction project funding can be procured.

This section identifies the transportation planning projects that are recommended over the next twenty years. This section also includes Long-Term Potential (LTP) corridors. These are corridors that have been identified through a TSP process and have been determined to be a critical corridor for a potential future transportation connection.

1. OR 62 Corridor Project

The OR 62 Corridor Project will result in a new four-lane access-controlled expressway from I-5 to OR 62 north of White City. The need for this facility has been identified in multiple previous planning documents to address congestion around the southern terminus of OR 62. Most of the planning work for the southernmost portion of the expressway is now complete and construction began in 2016;

however, only cursory planning work has been done for the northernmost portion of the expressway from Corey Road to Dutton Road. A review and analysis of land use impacts near this portion of the expressway should be conducted to identify land-use protection measures that may be necessary to assure available capacity for through traffic is not consumed by new local traffic. A project is included below for the segment of the OR 62 Expressway from Corey Road to Dutton Road.

2. Jacksonville Bypass Refinement Plan

The City of Jacksonville has identified the long-term need for an arterial connector around the north and west sides of the city to reduce through traffic – particularly truck traffic – through the City's historic downtown area. This refinement plan would need to carefully balance Statewide Planning Goals 3, 5, and 12. Any effective solution that would reduce truck traffic in downtown Jacksonville is likely to be very expensive. If a road project were developed from the planning project and significant federal funds were going to be spent on its construction, then a draft EIS would need to be completed. The plan should include an access management plan to control access to the facility, and to preserve rural lands adjacent to the connector in any areas outside the Jacksonville UGB. If the outcome of the planning project does not result in a construction project, it should result in a long-term potential corridor designation. See Policies 4.3.3-C and 4.2.1-M in Section 4.

3. OR 62 Refinement Plan

Completion of the OR 62 Corridor Project is expected to significantly reduce traffic volumes along the old segment of OR 62 from Medford to White City. This refinement plan would identify potential improvements to OR 62, including access management, streetscape enhancements, pedestrian crossing treatments, sidewalk and bicycle facility improvements, and transit needs. The plan should also consider local traffic needs as well as the potential to reduce the number of travel lanes. A project is included below for the refinement plan. This plan should be jointly prepared by the City of Medford and Jackson County.

4. South Stage Road Extension

The City of Medford has identified the long-term need for a connection of South Stage Road across the freeway to North Phoenix Road. From a connectivity standpoint, an arterial in this area would provide a well-spaced connection across I-5 and Bear Creek between the South Medford Interchange and the Fern Valley Interchange. The ongoing development in southeast Medford and northeast Phoenix is going to continually increase the need for an additional connection in this area. While construction of any facility is not expected to be necessary within the planning horizon, preservation and recognition of this connection is important now to protect what is likely to be a critical connection at some point in the future. This corridor overlay is established pursuant to TSP Policy 4.2.1-M and a project is included below for the potential future extension.

Roadway Projects

Roadway Improvement Projects are intended to address the transportation system needs identified during the TSP process. These projects provide improvements to existing roadways, new roadway

connections, and redesign intersections to address existing and future operations problems. Many of the projects are included in the draft 2015-2018 Statewide Transportation Improvement Program (STIP), draft 2015-2018 Metropolitan Transportation Improvement Program (MTIP), and/or the County's Capital Improvement Program (CIP).

Roadway Improvements

The roadway improvement projects developed for the Jackson Count TSP are summarized in Table 12 and shown in Figure 13. These projects are intended to address existing and projected future transportation system needs for motor vehicles as well as all other modes of transportation that depend on the roadway system for travel, such as freight vehicles, pedestrians, and bicyclists. The projects evaluated as part of the TSP update were combined with other projects identified in previous planning documents to provide a comprehensive list of roadway improvements for the Jackson County TSP. The roadway improvement projects include:

- Upgrade – these projects involve upgrading roadways in rural areas to provide two or more travel lanes and shoulders;
- Widen – these projects involve widening roadways in urban areas to provide two or more travel lanes, bike lanes, and sidewalks;
- New Roadway – these projects involve constructing new roadways in the rural and urban areas, and;
- Refinement Plan – these projects involve developing design plans for new roadways and refinement plans for existing roadways throughout the County.

Table 12 summarizes the roadway improvements projects included in the TSP update. Each project has an identified Tier which corresponds with the project's priority and likelihood to be funded over the next 20 years. Tier 1 are the highest priority projects and most likely to be funded by the County over the next 20 years. The Tier 2 projects are projects that are not likely to be funded by the County over the next 20 years. Additional information related to the project priority and planning level cost estimates are provided in Section 6: Transportation Financing Program.

Table 12: Roadway Improvements Projects

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
R3	Hull Road from Stewart Avenue to S Stage Road	Upgrade	Upgrade to 2-lane rural major collector standard	Tier 1 (Near-Term)	$1,870
R4	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade	Upgrade to 2-lane rural major collector standard	Tier 2	$660
R25	Old Stage Road from MPO limit to I-5	Upgrade	Upgrade to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Mid-term)	$8,940
R26	Old Stage Road from Winterbrook Lane to MPO limit	Upgrade	Upgrade to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Mid-term)	$7,320
R34A	North Applegate Road from OR 238 to Firehouse	Upgrade	Upgrade to 2-lane rural minor collector standard	Tier 1 (Long-term)	$410

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
R34B	North Applegate Road from Firehouse to County Line	Upgrade	Upgrade to 2-lane rural minor collector standard	Tier 2	$11,990
R36	Wilson Road from Upton Road to Table Rock Road	Upgrade	Upgrade to 2-lane rural minor collector standard	Tier 1 (Near-term)	$2,700
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen	Widen to 3-lane urban major collector standard	Tier 2	$5,710
R43	E Main Street from Walker Road to OR 66	Widen	Widen to 3-lane urban major collector standard	Tier 2	$9,585
R45	Rogue River Drive from Walnut Lane to OR 62	Widen	Widen to 3-lane urban major collector standard	Incorporated	$3,660
R47	Beall Lane from Merriman Road to Front Street (OR 99)	Widen	Widen to 3-lane urban minor arterial standard	Tier 2	$3,005
R48	Foothill Road from Hillcrest Road to McAndrews EB Ramp	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	$3,230
R49	Foothill Road from McAndrews EB Ramp to Delta Waters Road	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	$5,600
R60	Peninger Road from Pine Street to Expo Park	Widen	Widen to 2-lane urban minor collector standard	Tier 2	$1,805
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen	Widen to 5-lane rural arterial standard	Tier 2	$3,580
R65	Table Rock Road from Gibbon Road to Elmhurst Street	Widen	Widen to 5-lane rural arterial standard; include 12-foot path in place of sidewalks, curb, gutter, and bike lanes. Project should only be constructed if and when capacity is needed.	Tier 2	$4,595
R66	Table Rock Road from north Medford City limits to Gibbon Road	Widen	Widen to 5-lane rural arterial standard; include 12-foot path in place of sidewalks, curb, gutter, and bike lanes. Project should only be constructed if and when capacity is needed.	Tier 1 (Long-term)	$4,830
R67	E Evans Creek Road from Rogue River City limits to Rogue River High School	Widen	Widen to 3-lane urban major collector standard	Tier 2	$3,580
R68[1]	Jacksonville Arterial Connector from North of City of Jacksonville to Pair-a-Dice Ranch Road	Refinement Plan	Refinement plan & draft EIS for rural arterial, state land use goals exception	Tier 2	$3,000
R70	S Stage Road from S Stage Road Terminus to N Phoenix Road	New Roadway	New 2-lane rural arterial over I-5	Tier 2	$5,335
R71	Lakeview Drive from Lakeview Drive terminus to Merry Lane	New Roadway	New 2-lane rural minor collector	Tier 2	$4,770
R72	West Dutton Road from Terminus to Agate Road	New Roadway	New 3-lane urban industrial collector	Tier 2	$4,475
R75	Atlantic Avenue from Cole Drive to East Dutton Road	New Roadway	New 3-lane urban major collector	Tier 1 (Long-term)	$1,860
R76	Airport Road from Table Rock Road to Federal Way	New Roadway	New 2-lane urban minor collector	Tier 2	$1,940
R77	Wilson Way from Wilson Way terminus to Antelope Road	New Roadway	New 2-lane urban minor collector	Tier 2	$250
R78	Wilson Way from Avenue G to Falcon Street	New Roadway	New 2-lane urban minor collector	Tier 2	$920
R81	OR 62 Expressway from OR 62 at Corey Road to OR 62 at Dutton Road	New Roadway	New 4-lane expressway	ODOT	$10,500
R86	Nick Young Road from Agate Road to Eagle Point City limits	Upgrade	Upgrade to 2-lane rural major collector standard	Tier 2	$5,560

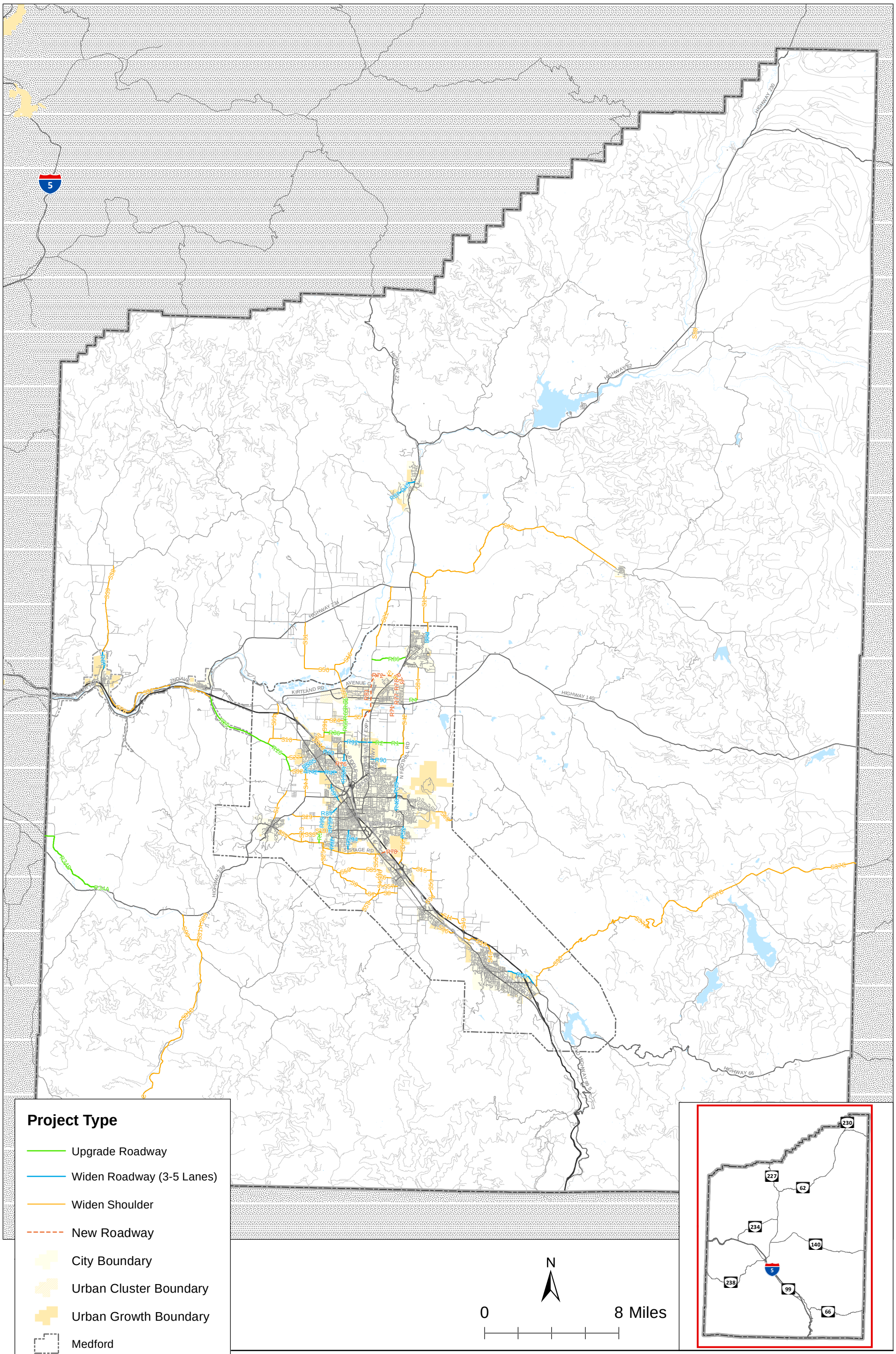
Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
R87	Rogue River Drive from the Rogue River City limits to Walnut Lane	Widen	Widen to 3-lane urban major collector standard	Incorporated	$2,140
R88	Reese Creek Road from north Eagle Point City limits to Brownsboro Highway	Widen	Widen to 2-lane urban minor collector standard	Incorporated	$715
R89	McAndrews Road from Ross Lane to Jackson Street	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	$1,155
R90	Coker Butte Road from Crater Lake Avenue to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	Incorporated	$2,615
R91	Vilas Road from Table Rock Road to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	Tier 2	$12,195
R92	Orchard Home Drive from Cunningham Avenue to S Stage Road	Widen	Widen to 2-lane urban minor collector standard	Incorporated	$2,570
R93	Table Rock Road from Merriman to Lone Pine Creek Bridge	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	$2,885
R95	Oak Grove Road from Medford UGB to W Main Street	Widen	Widen to 2-lane urban minor collector standard	Incorporated	$360
R96	Stewart Avenue from west Medford UGB to Lozier Lane	Widen	Widen to 3-lane urban minor arterial standard	Incorporated	$1,355
R97	Sage Road from Posse Lane to Ehrman Way	Widen	Widen to 3-lane urban major collector standard	Tier 2	$4,070
R99	Foss Road from Walden Lane to Talent city limits	Widen	Widen to 2-lane rural minor collector standard	Tier 2	$2,315
S1	Old Stage Road from Jacksonville City limits to Ross Lane	Shoulders	Install 4-foot shoulders consistent with the Old Stage Road Corridor Plan	Tier 2	$2,670
S4	Coleman Creek Road from Pioneer Road to Houston Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,290
S5	Gregory Road from Table Rock Road to Agate Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$4,430
S6	Old Stage Road from I-5 to roadway terminus	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$4,985
S7	Pioneer Road from Coleman Creek Road to Dark Hollow Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$1,350
S8	Pioneer Road from Colver Road to Coleman Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,390
S9	Pioneer Road from Dark Hollow Road to Griffin Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$8,000
S10	Scenic Avenue from Old Stage Road to Grant Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$5,375
S11	West Valley View Road from Suncrest to S Valley View Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$3,615
S12	Reese Creek Road from Butte Falls Highway to Eagle Point City limits	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$7,415
S13	Eagle Mill Road from S Valley View Road to Oak Street	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 1 (Mid-term)	$3,710
S14	East Dutton Road from OR 62 to Atlantic Avenue Extension	Shoulders	Install 5-foot shoulders consistent with urban major collector standards	Tier 2	$3,090
S15	Fern Valley Road from Phoenix City Limits to Payne Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,440
S16	Modoc Road from Table Rock Road to Antioch Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$3,765

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
S18	Peninger Road from Expo Park to Upton Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$1,875
S19	Stewart Avenue from Hull Road to Oak Grove Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 1 (Near-term)	$305
S20	Stewart Avenue from Oak Grove Road to west Medford UGB	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$195
S22	Agate Road from Linn Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$8,470
S23	Arnold Lane from S Stage Road to Bellinger Lane	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,255
S24	Gibbon Road from Upton Road to Table Rock Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,110
S25	Griffin Creek Road from S Stage Road to Pioneer Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,955
S26	Houston Road from Phoenix City limits to Coleman Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,420
S27	Taylor Road from Old Stage Road to Grant Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,345
S31A	Upper Applegate Road from ½-mile south of OR 238 to Hamilton Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,615
S31B	Upper Applegate Road from Hamilton Road to McKee Bridge Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$15,105
S31C	Upper Applegate Road from McKee Bridge Road to Squaw Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$14,275
S31D	Upper Applegate Road from Squaw Creek Road to Carberry Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$6,865
S32	Beall Lane from Hanley Road to Old Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,670
S33	Bellinger Lane from Hull Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,925
S34	Bigham Brown Road from Antelope Road to Alta Vista Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$4,295
S35	Carpenter Hill Road from Coleman Creek Road to Voorhies Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$530
S36	Coleman Creek Road from Houston Road to Carpenter Hill Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$640
S37A	Dead Indian Memorial Road from MPO limits to Buck Prairie Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$20,140
S37B	Dead Indian Memorial Road from Buck Prairie Road to Keno Access Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$10,280
S37C	Dead Indian Memorial Road from Keno Access Road to County line	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$17,780
S38	E Evans Creek Road from Minthorne Road to Queens Branch Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,440
S39	E Evans Creek Road from Rogue River High School to Minthorne Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$7,675

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
S42	Foothill Road from Dry Creek Road to Corey Road	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 1 (Near-term)	$6,610
S44	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,550
S46	Oak Street from Eagle Mill Road to Nevada Street	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$770
S49	S Valley View Road from I-5 to West Valley View Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$880
S50	Table Rock Road from Kirtland Road to Wheeler Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 1 (Long-term)	$6,765
S51	Table Rock Road from Wheeler Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,660
S52	Voorhies Road from Carpenter Hill Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,950
S53	Payne Road from Fern Valley Road to Suncrest Road	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$4,810
S54	S Stage Road from OR 99 to Jacksonville	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$12,505
S56	N Phoenix Road from Phoenix City limits to Medford City Limits	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$3,445
S57	Camp Baker Road from Coleman Creek Road to Colver Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$2,695
S58	Coleman Creek Road from MPO limits to Pioneer Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$4,450
S59	Carpenter Hill Road from Voorhies Road to Pioneer Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,190
S60	Hillcrest Road from Medford City limits to MPO limits	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$3,895
S61	Tolo Road from Scenic Avenue to Blackwell Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,420
S78	N River Road from Rogue River City limits to Twin Bridges Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$4,770
S90	Dead Indian Memorial Road from OR 66 to MPO Limits	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$8,540
S91	Upton Road from Old Upton Road to Gibbon Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,705
S92	N River Road from Twin Bridges Road to OR 99	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$6,275
S98	Butte Falls Highway from OR 62 to Butte Falls	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$27,350
S99	Hamilton Road from OR 238 to Upper Applegate Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,230
				Total Tier 1 Project Cost	**$45,320**
				Total Tier 2 Project Cost	**$378,105**
				Projects in Incorporated Areas	**$26,285**
				Projects on ODOT Facilities	**$10,500**
				Total Cost	**$460,210**

R = Roadway; S = Shoulder

1. Full project cost is $7,885,000 for which the County currently has $7,660,000 available.
2. Full project cost is $7,500,000 for which the County currently has $7,155,000 available.
3. Project is already fully funded by the ODOT.



Roadway Projects
Jackson County, OR

Figure
13A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

HIGHWAY 234
KIRTLAND RD
AVENUE G
W ANTELOPE RD
ANTELOPE RD
AGATE RD
HIGHWAY 62
HIGHWAY 140
BLACKWELL RD
ROGUE VALLEY HWY
SCENIC AVE
UPTON RD
W 10TH ST
CRATER LAKE HWY
N FOOTHILL RD
REESE CREEK RD
S PACIFIC HWY
ALTA VISTA RD
WILSON RD
TABLE ROCK RD
HAMRICK RD
E VILAS RD
ROGUE VALLEY EXPY
CRINE ST
FREEMAN RD
S FRONT ST
BIDDLE RD
OWEN DR
N PACIFIC HWY
ROSSANLEY DR
E MCANDREWS RD
SAGE RD
HANLEY RD
COURT ST
RIVERSIDE AVE
CENTRAL AVE
S MAIN ST
W MAIN ST
W 8TH ST
E BARNETT RD
STEWART AVE
GARFIELD ST
S STAGE RD
KINGS HWY
S COLUMBUS AVE
S PACIFIC HWY
N PHOENIX RD
HIGHWAY 238

Project Type

- Upgrade Roadway
- Widen Roadway (3-5 Lanes)
- Widen Shoulder
- New Roadway
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Medford
- Middle Rogue
- County Boundary

N

0 2.2 Miles

Roadway Projects
Jackson County, OR

Figure
13B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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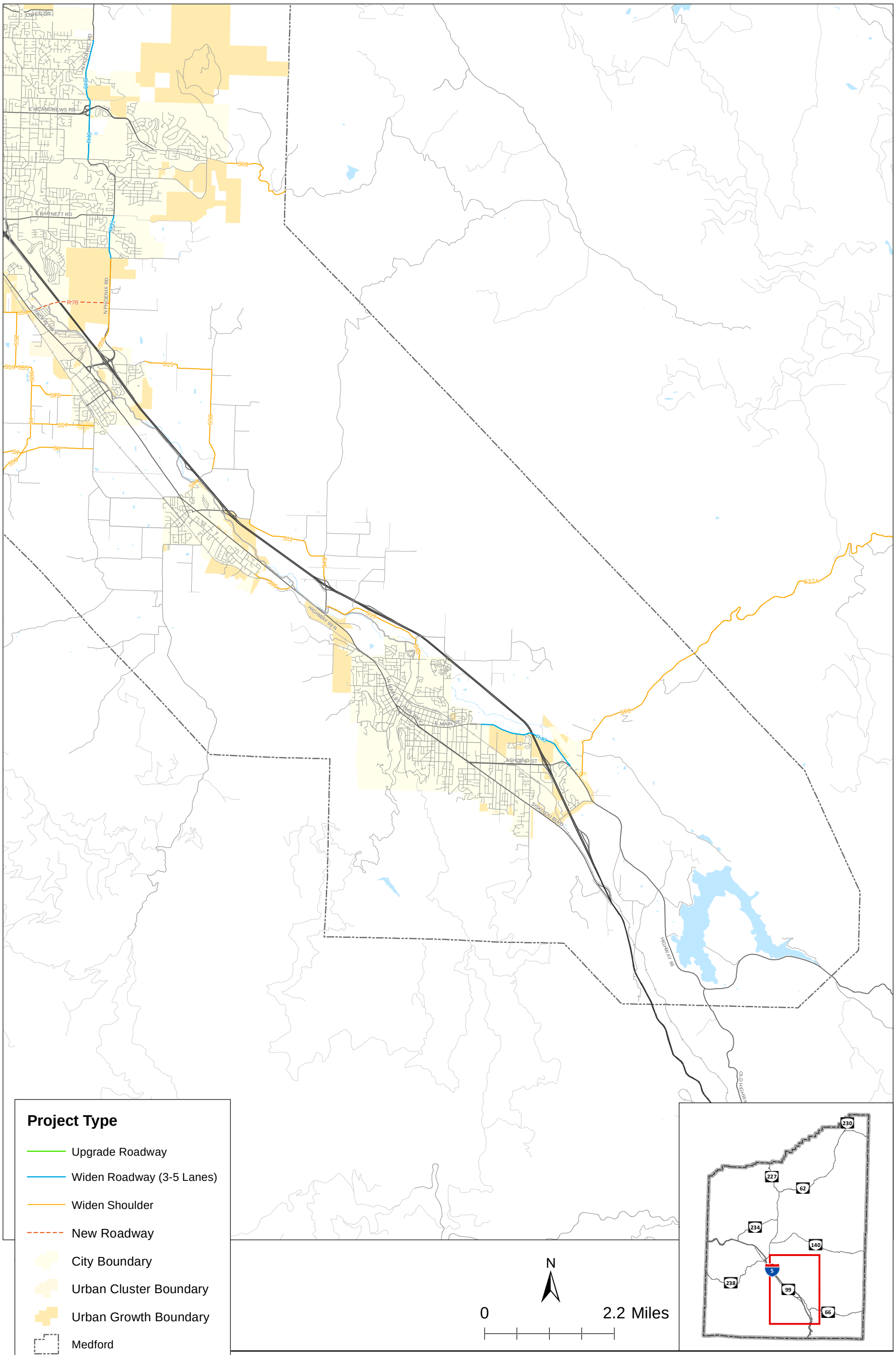

Project Type

- Upgrade Roadway
- Widen Roadway (3-5 Lanes)
- Widen Shoulder
- New Roadway
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Medford
- Middle Rogue
- County Boundary

Roadway Projects
Jackson County, OR

Figure
13C

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Freight Route Improvements

The County's freight routes are shown in Figure 14 along with ODOT 's freight routes and the National Highway System's freight routes and intermodal connections. The County's freight routes were selected based on their use by the freight community to access various land uses within the County and their ability to augment and support the ODOT and NHS freight network. The designation of these routes will ensure that the County plans for and provides alternative routes that minimize out-of-direction travel and regulatory restrictions for efficient freight movement. The designation will not impact a roadway's physical or operational characteristics; however, the County's Roadway Design Standards will need to be updated following adoption of the TSP to include new standards for facilities with the freight route designation to ensure that the roadways are built to support freight traffic.

The freight improvement projects developed for the Jackson County TSP are summarized in Table 13 and shown in Figure 15. These projects are intended to address the transportation system needs identified in the RVMPO Freight Study. The freight improvements projects include:

- Intersection Improvements – these projects involve improvements at specific locations, and;
- Segment Improvements – these projects involve improvements along specific roadways

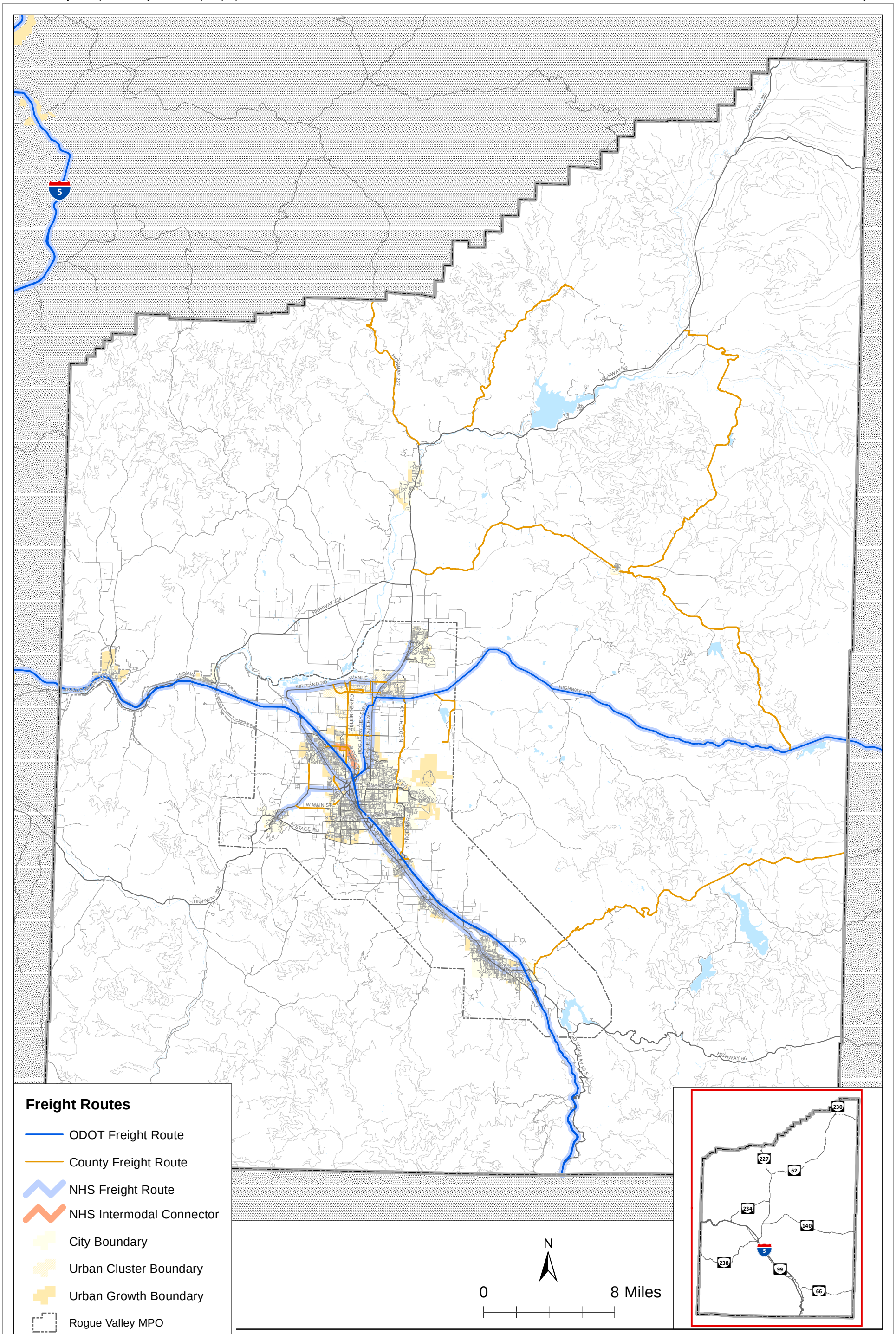
Table 13 summarizes the freight improvements projects included in the TSP update. As shown, all of the freight improvement projects are addressed by roadway and intersection improvement projects with the exception of project F10. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

Table 13: Freight Route Projects

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
F4	Table Rock Road/Vilas Road	Intersection Improvement	Improve intersection to accommodate freight traffic - See Intersection Project I3	N/A	$0[1]
F6	E Vilas Road from Haul Road to Crater Lake Avenue	Segment Improvement	Improve segment to accommodate freight traffic - See Roadway Improvement Project R91	N/A	$0[1]
F8	Table Rock Road from Wilson Road to Antelope Road	Segment Improvement	Improve segment to accommodate freight traffic - See Roadway Improvement Projects R61, R62, R65, and R66	N/A	$0[1]
F10	Airway Drive/E Vilas Road	Intersection Improvement	Install a traffic signal when warranted	Tier 2	$250
			Total Tier 2 Project Cost		**$250**

F = Freight

1. The cost associated with this improvement is included in another project – See project description for additional information.



Freight Route Designations
Jackson County, OR

Figure
14A

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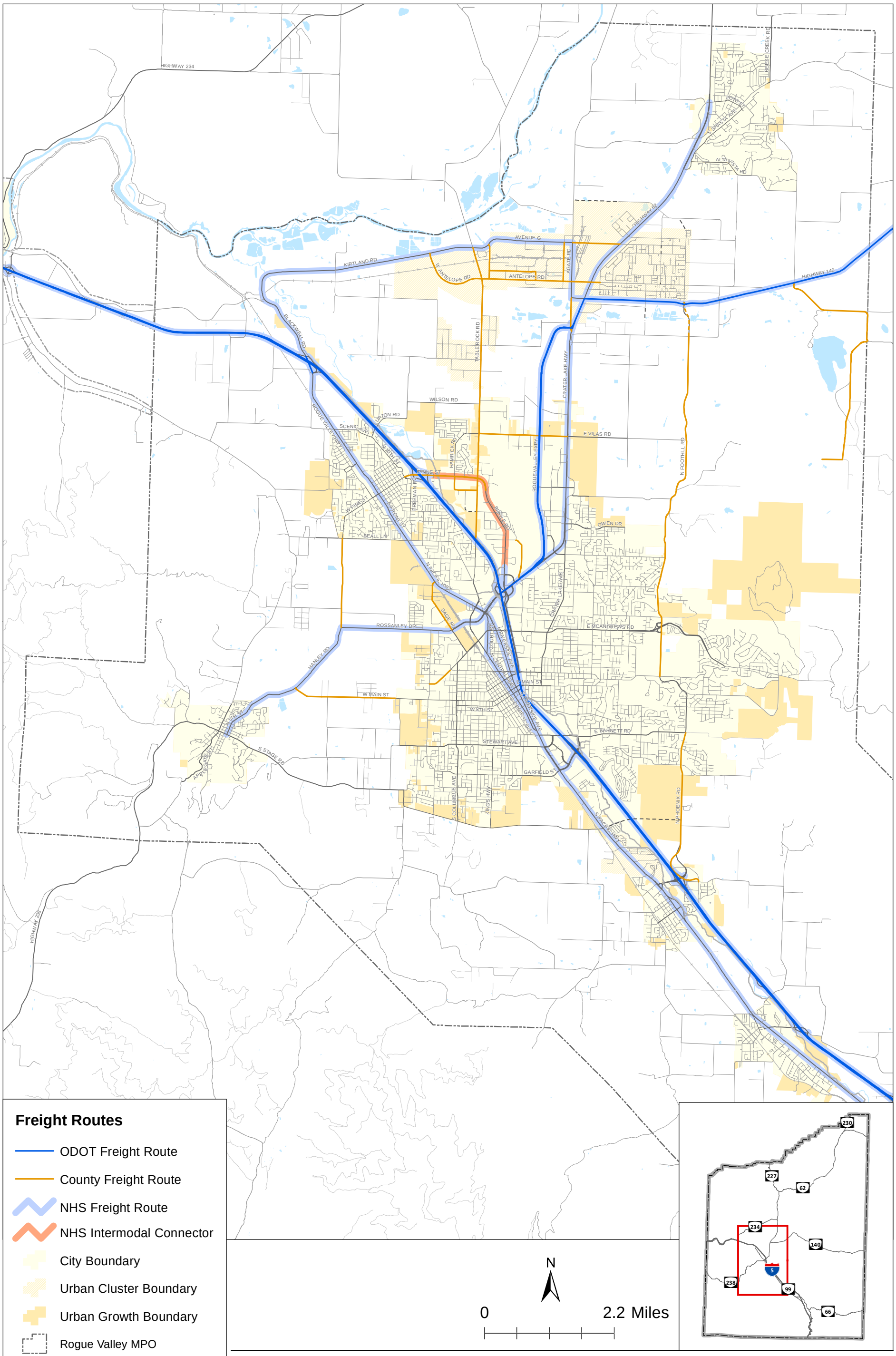
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Freight Routes

- ODOT Freight Route
- County Freight Route
- NHS Freight Route
- NHS Intermodal Connector
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Freight Route Designations
Jackson County, OR

Figure **14B**

H:\27\27310 - Jackson County TSP Update\gis\Draft TSP\14_Freight Route Designations.mxd - mbell - 1:30 PM 1/10/2023

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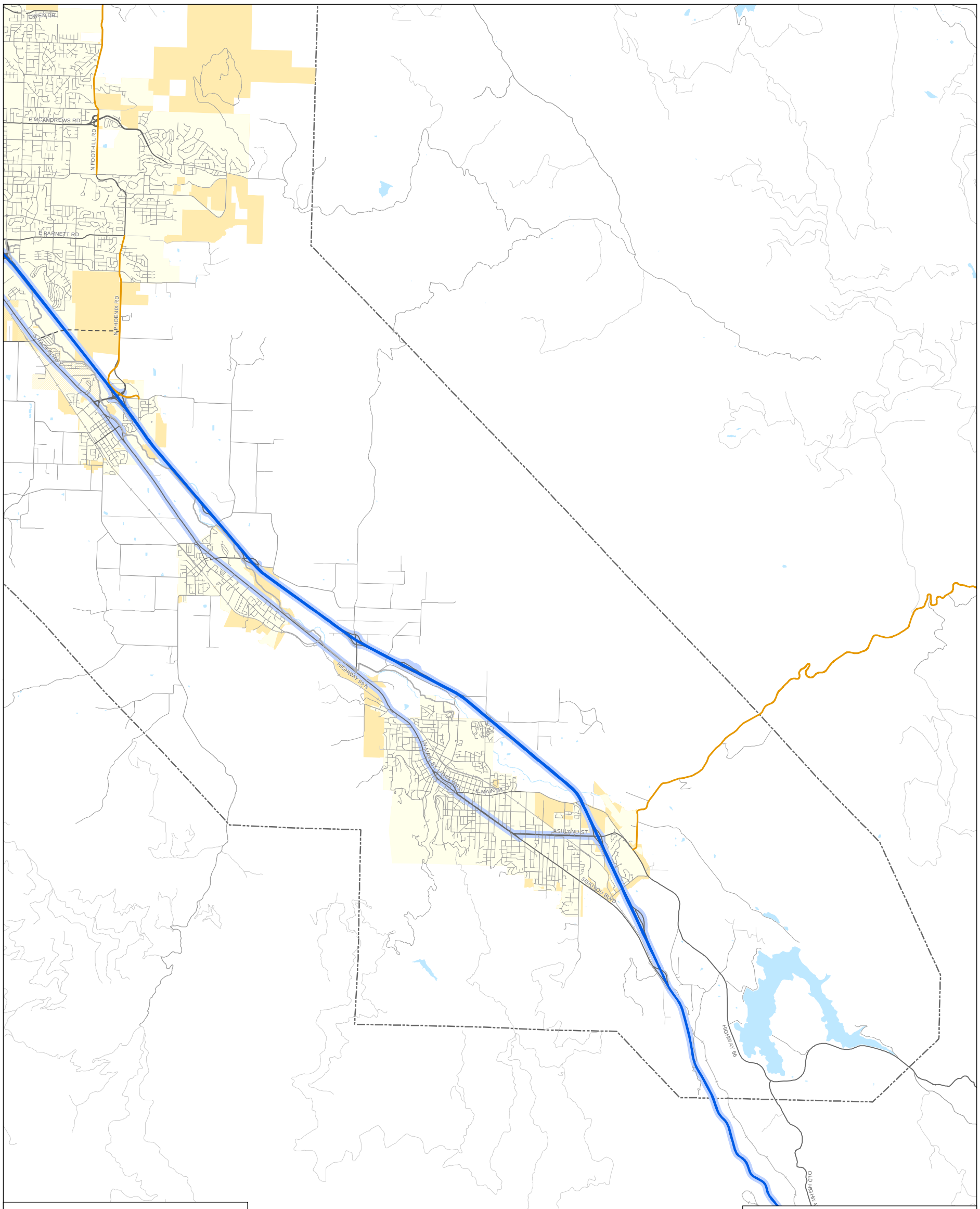

Freight Route Designations
Jackson County, OR

Figure
14C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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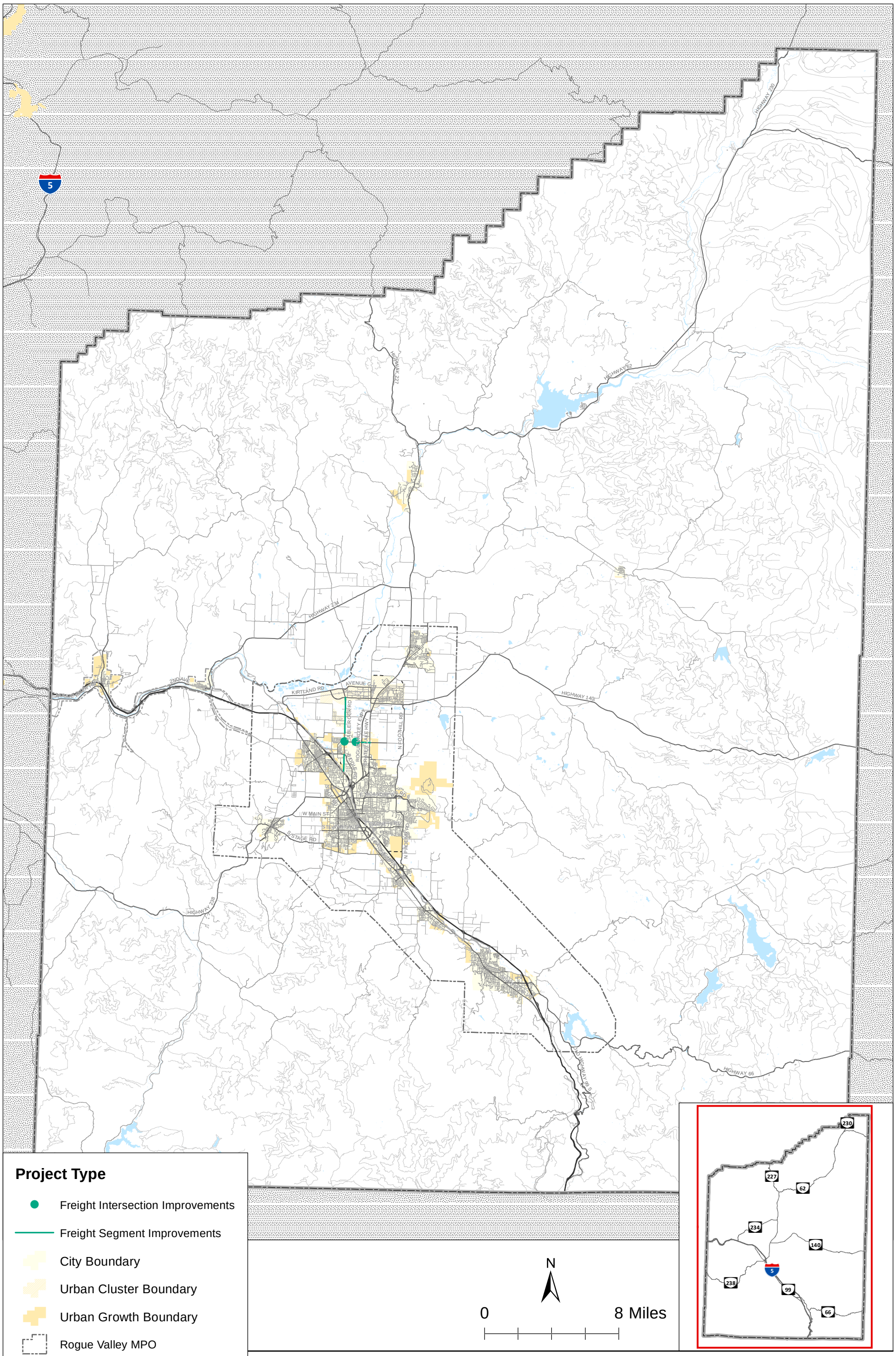

Freight Projects
Jackson County, OR

Figure
15A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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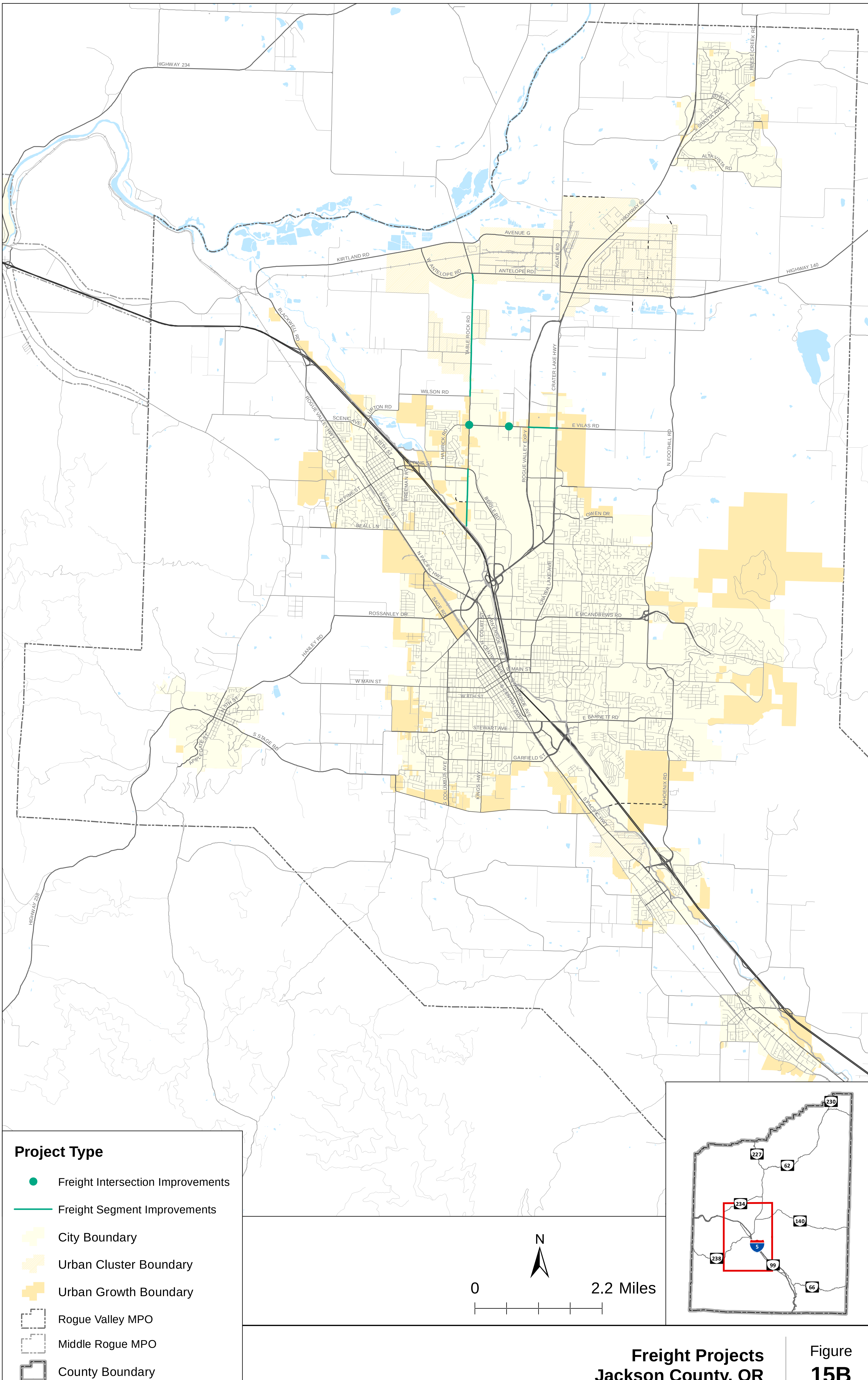

Freight Projects
Jackson County, OR

Figure
15B

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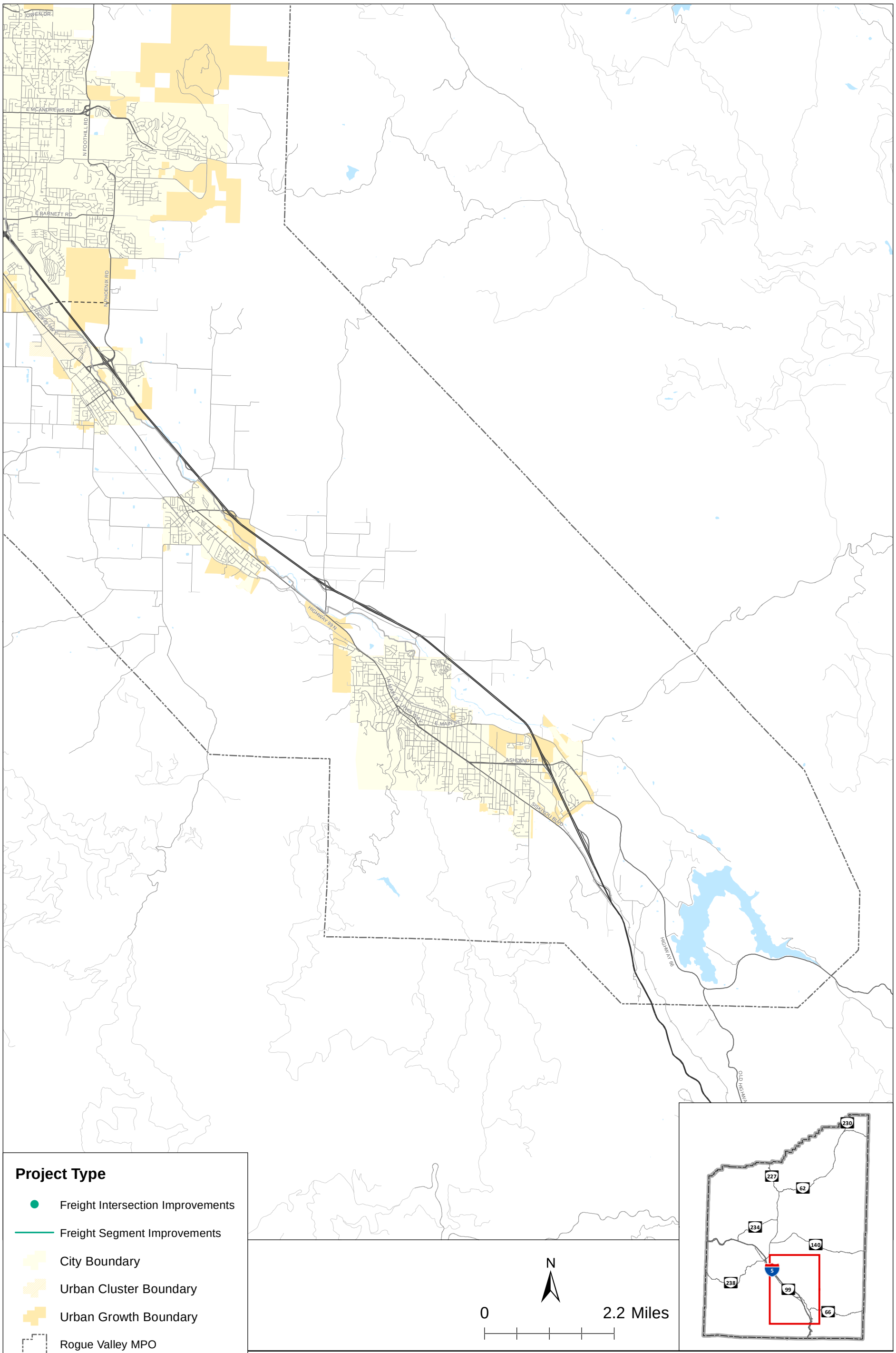

Project Type

- Freight Intersection Improvements
- Freight Segment Improvements
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Freight Projects
Jackson County, OR

Figure
15C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Bridge and Culvert Improvements

The bridge and culvert improvement projects developed for the Jackson County TSP are summarized in Table 14 and shown in Figure 16. These projects are intended to address existing transportation system needs identified by Jackson County and ODOT. It should be noted that this list of bridge and culvert improvement projects may not represent the full list of needed improvements within Jackson County. The bridge and culvert improvements include:

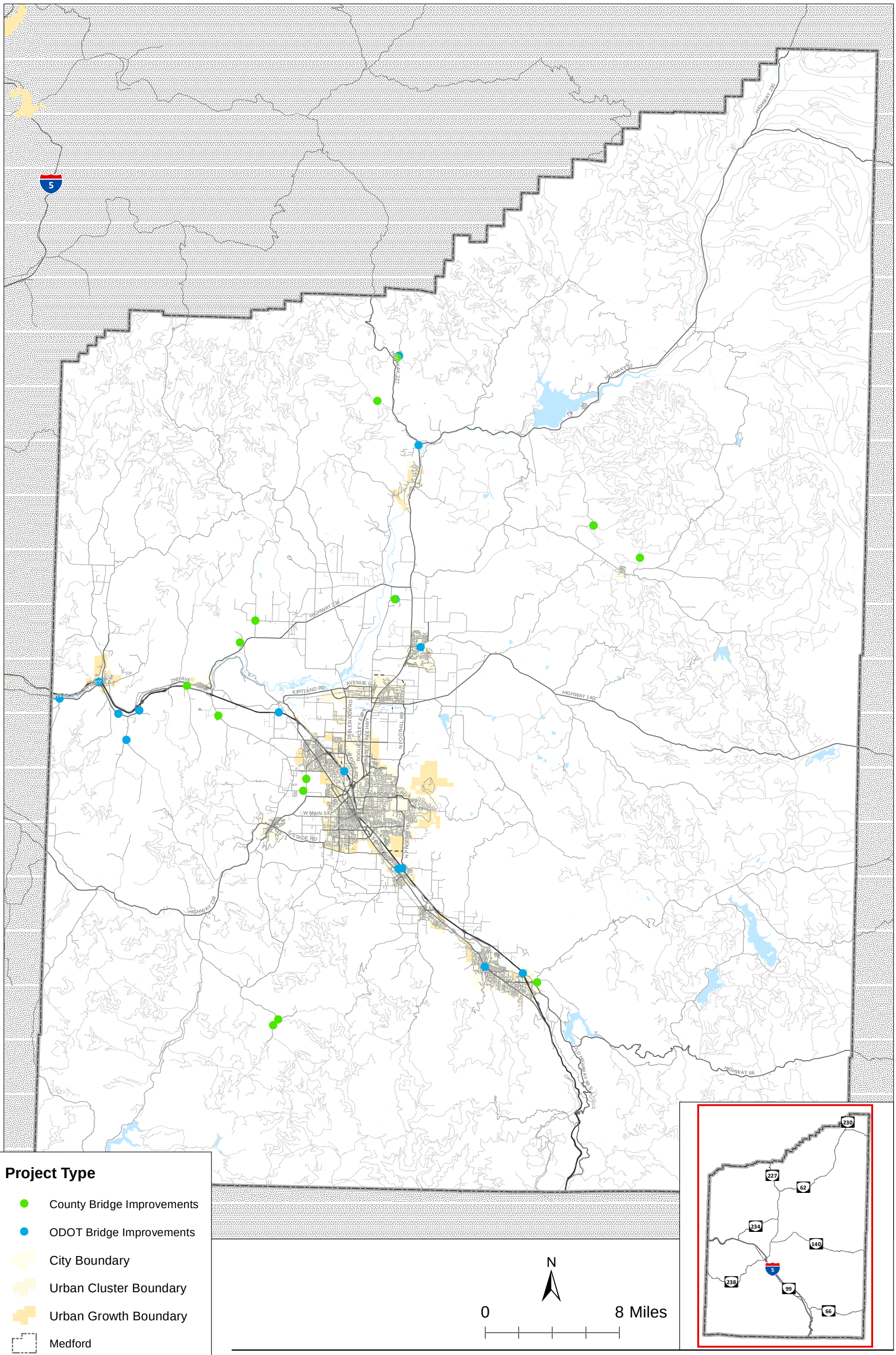
- Removing or abandoning existing bridge structures – the bridge located along Sams Creek Loop Road is an example of a bridge that is no longer needed and will be abandoned once it deteriorates.
- Replacing existing bridge structures and culverts.
- Improve existing bridge structures and culverts.

Table 14 summarizes the bridge and culvert improvement projects included in the TSP update. The projects are not shown with a timeframe/priority or cost given that a majority of these projects are addressed as part of ongoing maintenance of the transportation system. However, the County plans to set aside up to $1,000,000 over the next 20-year period to address the need for bridge and culvert improvements throughout the County.

Cost estimates for the bridge and culvert improvements are not provided. Project costs will be addressed on an individual bases and funded primarily through federal grants and ongoing maintenance of County roads.

Table 14: Bridge & Culverts Projects

Map ID	Location	Project Type	Project Description
B10	Sams Creek Bridge on Sams Creek Road (Bridge #701)	Bridge	Remove structure
B12	Sams Creek Bridge on Ramsey Road (Bridge #651)	Bridge	Replace Timber Bridge
B14	NF Big Butte Creek Bridge at Fredenburg Road (Bridge #265)	Bridge	Replace Timber Bridge HBP
B15	Galls Creek Bridge at Lampman Road (Bridge #807)	Bridge	Replace Pony Truss HBP
B16[1]	Dodge Road (#703)	Bridge	Replace Box Culvert for Capacity
B17	Trail Creek Bridge at Swingle Road (Bridge #545)	Bridge	Replace Glue Lam Bridge
B18	WF Trail Creek Bridge at WF Trail Creek Road (Bridge #642)	Bridge	Replace Glue Lam Bridge
B19	Little Applegate River Bridge at Yale Creek Road (Bridge #501)	Bridge	Replace Glue Lam Bridge
B20	Yale Creek Bridge at Yale Creek Road (Bridge #502)	Bridge	Replace Glue Lam Bridge
B21	Neil Creek Bridge at Dead Indian Memorial Road (Bridge #36B)	Bridge	Replace Concrete Slab Bridge HBP



Bridge and Culvert Projects
Jackson County, OR

Figure
16A

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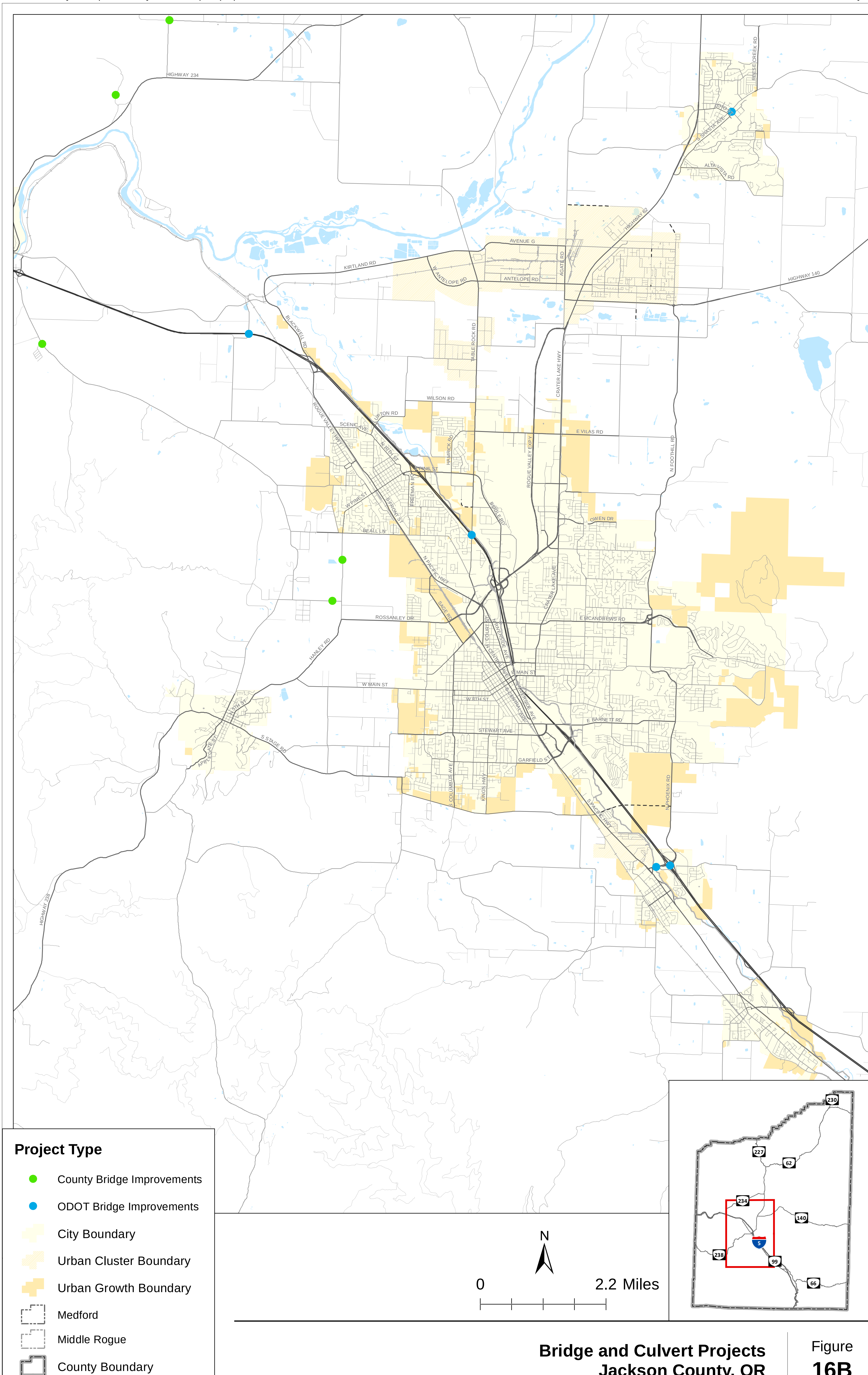
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Bridge and Culvert Projects
Jackson County, OR

Figure
16B

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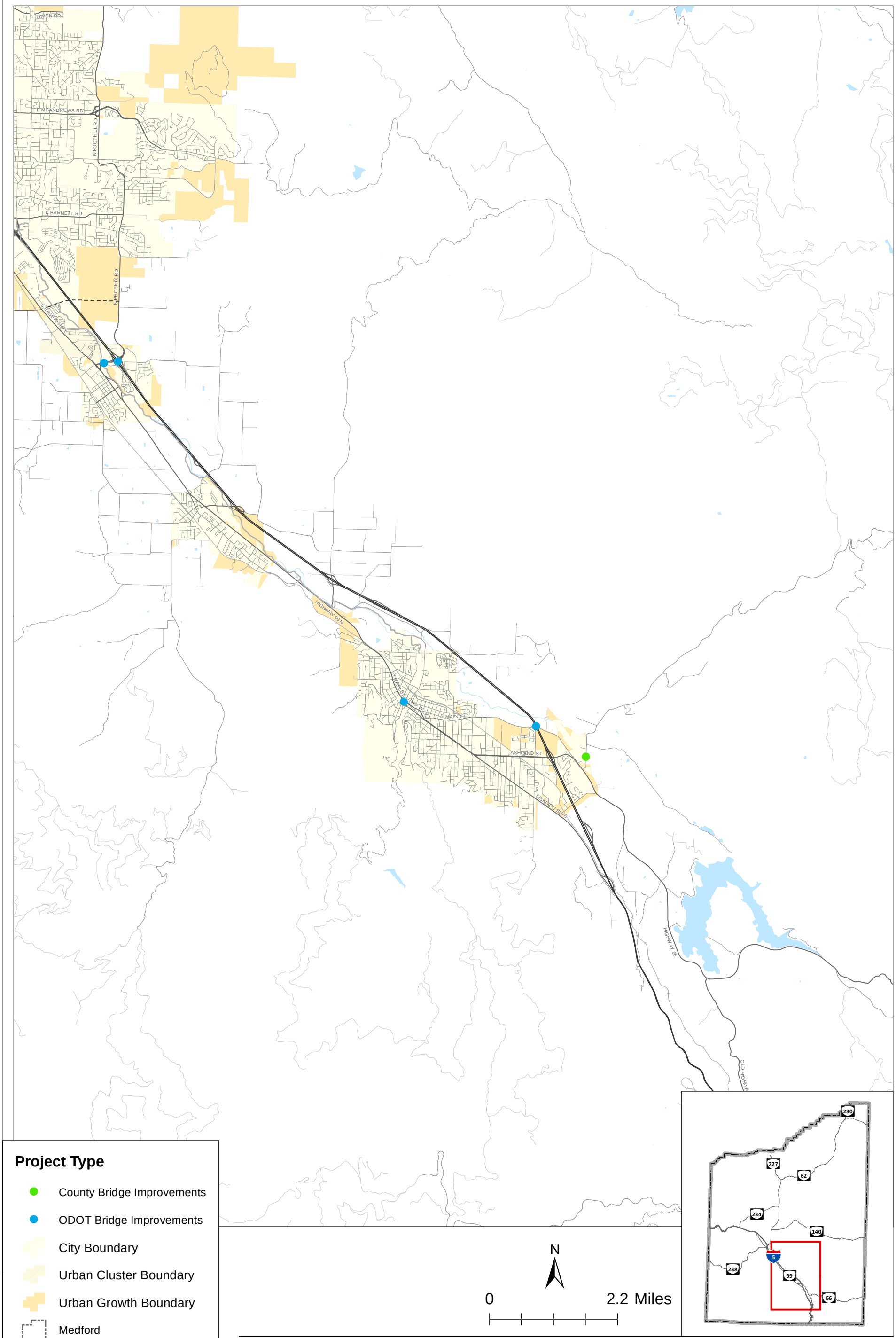
Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Bridge and Culvert Projects
Jackson County, OR

Figure
16C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

H:\27127310 - Jackson County TSP Update\gis\Draft TSP\16_Bridge and Culvert Projects.mxd - mbell - 1:31 PM 1/10/2023

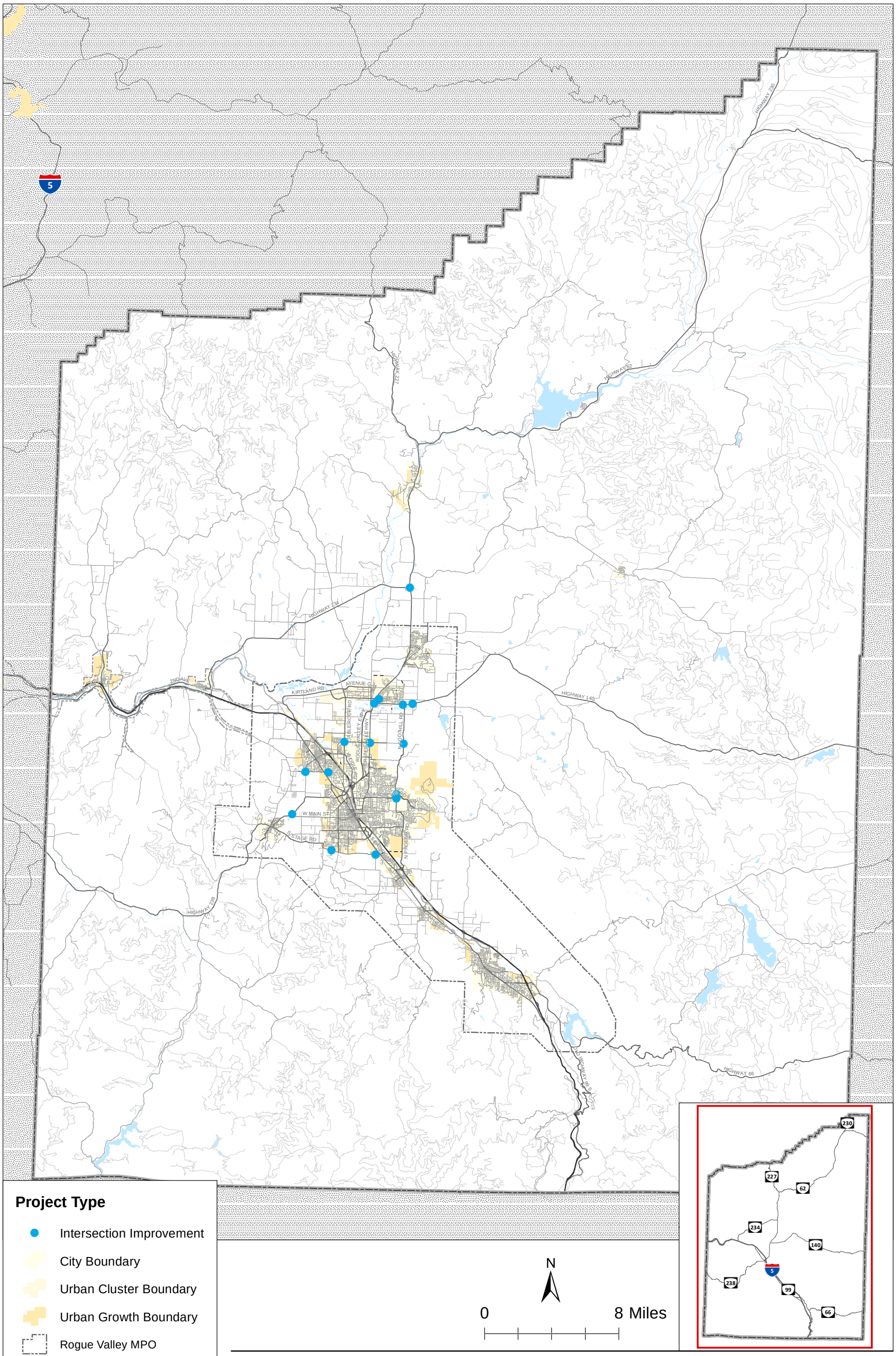
Table 14: Bridge & Culverts Projects (Cont.)

Map ID	Location	Project Type	Project Description
B22	Jackson Creek Bridge at Hanley Road (Bridge #114)	Bridge	Replace triple RCBC for fish passage
B23	Jackson Creek Bridge at Ross Lane (Bridge #130)	Bridge	Replace triple RCBC for fish passage
B24	Kane Creek Bridge at Old Stage Road (Bridge #120)	Bridge	Replace CIP Slab Bridge HBP
B26	Hog Creek Bridge at Mountain View Drive (#180)	Bridge	Improve Bridge
B27	Big Butte Creek Bridge at Cobleigh Road (#655)	Bridge	Improve Bridge
B28	Ashland Creek Bridge at OR 99 (MP 19.0)	Bridge	Improve Bridge
B29	Bear Creek Bridge and Table Rock Road Bridge at I-5 (MP 0)	Bridge	Improve Bridge
B30	Birdseye Creek Bridge at OR 99 (MP10.8)	Bridge	Improve Bridge
B31	E Main Street Bridge at I-5 (MP 0)	Bridge	Improve Bridge
B32	Evans Creek Bridge at I-5 (MP 49.0)	Bridge	Improve Bridge
B33	Fern Valley Road Bridge at I-5 (MP24.4)	Bridge	Improve Bridge
B34	Little Butte Creek Bridge at Eagle Point – Main Street (MP0.33)	Bridge	Improve Bridge
B35	Miller Gulch Bridge at OR 99 (MP12.2)	Bridge	Improve Bridge
B36	Right Fork Roots Creek Bridge at OR 99	Bridge	Improve Bridge
B37	Savage Creek Bridge at OR 99 (MP 6.05)	Bridge	Improve Bridge
B38	Tolo Road Bridge at I-5 (MP 0)	Bridge	Improve Bridge
B39	Trail Creek Bridge at OR 62 (MP 22.3)	Bridge	Improve Bridge
B40[1]	Sardine Creek Road at Sardine Creek	Culvert	Replace 72" culvert w/bridge for rust and fish passage
B41[1]	E Evans Creek Road at Ramsey Creek	Culvert	Replace 96" culvert w/bridge for rust and fish passage

B = Bridge and Culvert
1. Not show on Bridge and Culvert Improvements map. Confirm location with Jackson County Roads.

Intersection Improvements

The intersection improvement projects developed for the Jackson County TSP are summarized in Table 15 and shown in Figure 17. These projects are intended to address existing and projected future traffic operations and safety issues at several key intersections located throughout the County. The projects evaluated as part of the TSP update were combined with other projects identified in previous planning documents to provide a comprehensive list of intersection improvements for the Jackson County TSP. The intersection improvement projects include:



Intersection Projects
Jackson County, OR

Figure
17A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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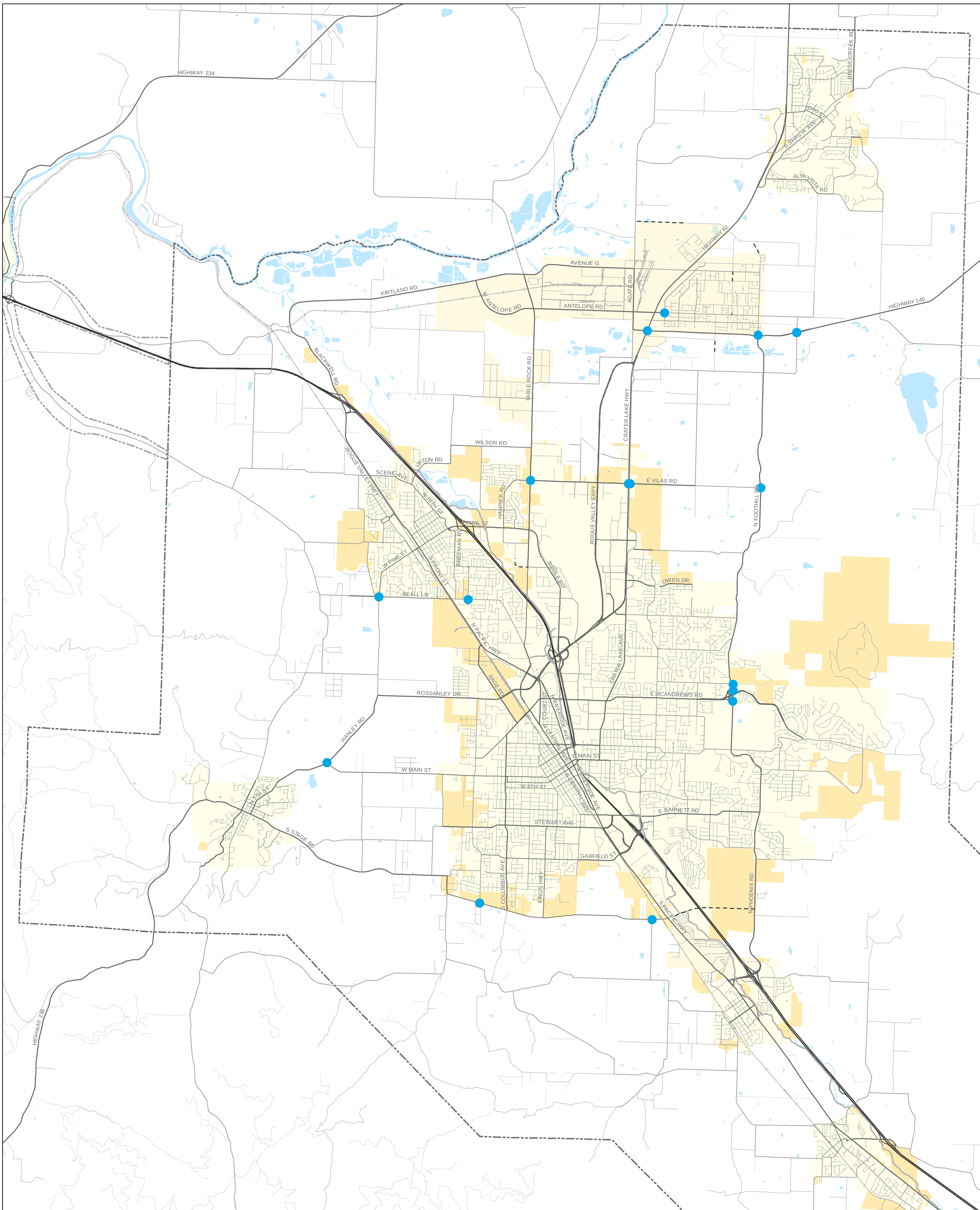
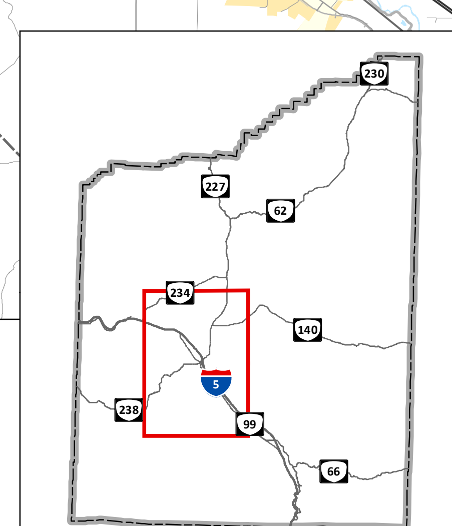




Project Type

- Intersection Improvement
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

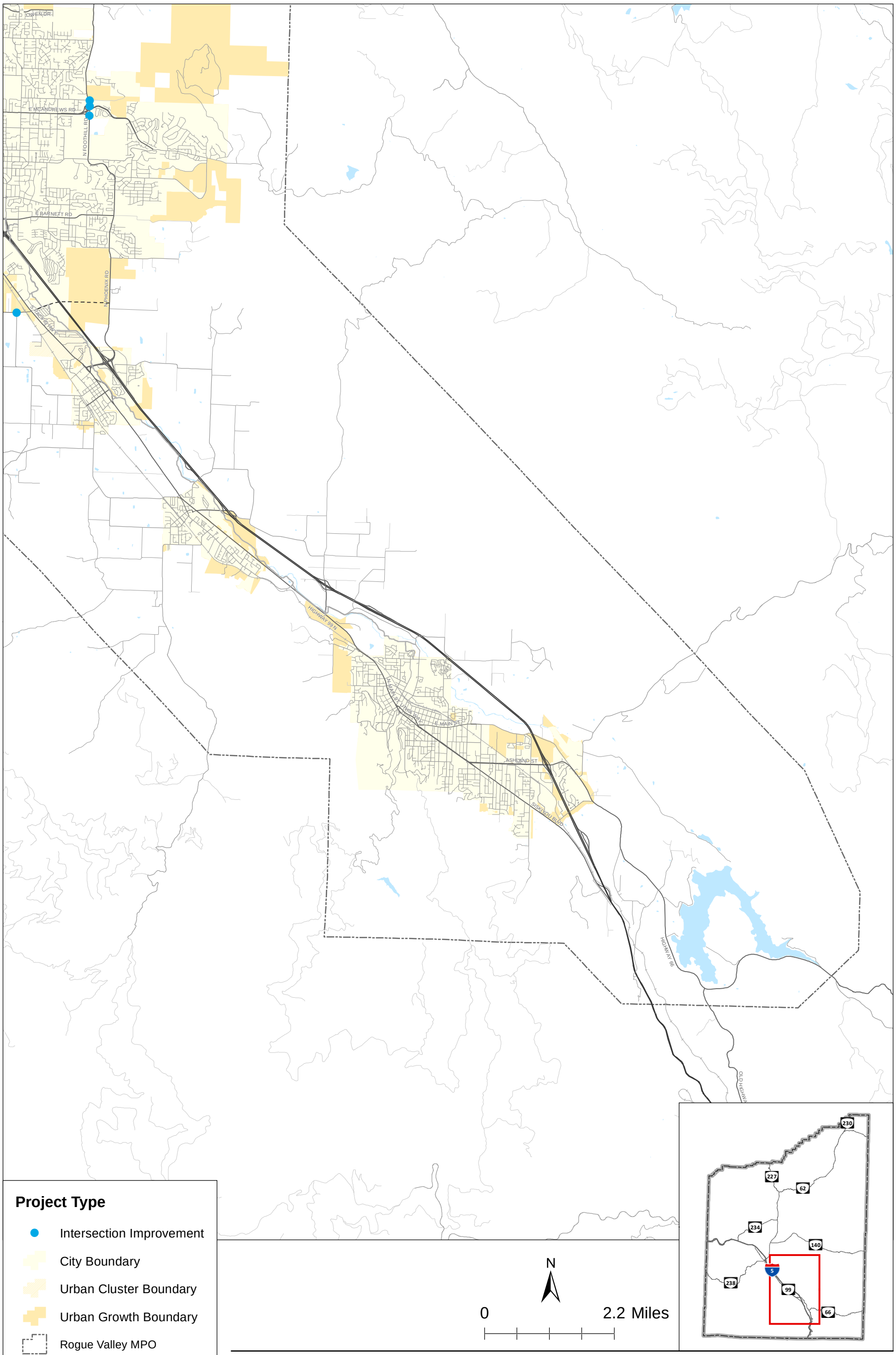
0 2.2 Miles

Intersection Projects
Jackson County, OR

Figure
17B

H:\27\27310 - Jackson County TSP Update\gis\Draft TSP\17_Intersection Projects.mxd - mbell - 4:15 PM 2/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl



Project Type

- Intersection Improvement
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Intersection Projects
Jackson County, OR

Figure
17C

H:\27\27310 - Jackson County TSP Update\gis\Draft TSP\17_Intersection Projects.mxd - mbell - 4:15 PM 2/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

- Monitor – These projects involve monitoring the intersection to determine if the projected deficiencies are realized or if planned improvements mitigate the issue.
- Turn Lane – These projects involved adding separate left- and/or right turn lanes to provide separation between slowed or stopped vehicles and/or to increase the capacity of a particular movement *(Dual left or right-turn lanes also frequently require two receiving lanes*). These projects also often involve optimizing the signal timing/phasing at signalized intersection to increase the capacity of a particular movement.
- Traffic signal – these project involve installing a traffic signal when warranted.
- Reconfigure – These projects involve reconfiguring the intersection to improve operations, such as a roundabout.

Table 15 summarizes the intersection improvement projects included in the TSP update. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

Table 15: Intersection Projects

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
I3	Table Rock Road/Vilas Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Tier 1 (Near-term)	$1,000
I7	OR 62/OR 234-Del Isle Way	Turn Lane	Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.	ODOT	$150
I8	OR 62/Vilas Road	Monitor	Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected	Incorporated	$150
I9	Foothill Road/McAndrew Road WB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	Incorporated	$350
I10	Foothill Road/McAndrew Road EB Ramp	Traffic signal/ Roundabout	Widen Foothill Road to provide a center two-way left-turn lane and install a traffic signal or roundabout when warranted	Incorporated	$350
I12	Bursell Road/Beall Lane	Traffic signal/ Roundabout	Install a traffic signal or roundabout when warranted. Project should only be constructed when it is needed to address safety and/or capacity	Tier 1 (Long-term)	$250
I14	Beall Lane at Hanley Road	Traffic signal/ Roundabout	Install a traffic signal or roundabout when warranted	Tier 2	$250
I15	S Stage Road at Orchard Home Road	Turn Lane	Install a separate left-turn lane at the southbound approach	Tier 2	$215
I18	Foothill Road/East Vilas Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 1 (Near-term)	$347
I19	S Stage Road at Voorhies Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 2	$150
I27	Crater Lake Avenue/E Vilas Road	Traffic signal/ Reconfigure	Realign Crater Lake Avenue and install a traffic signal when warranted	Incorporated	$1,500

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
I28	Antelope Road/Division Road	Reconfigure/ Modify Traffic Control	Reconfigure the intersection and/or modify the traffic control to reflect prevailing conditions	Tier 2	$250
				Total Tier 1 Project Cost	**$1,597**
				Total Tier 2 Project Cost	**$865**
				Projects in Incorporated Areas	**$2,350**
				Projects on ODOT Facilities	**$150**
				Total Cost	**$4,962**

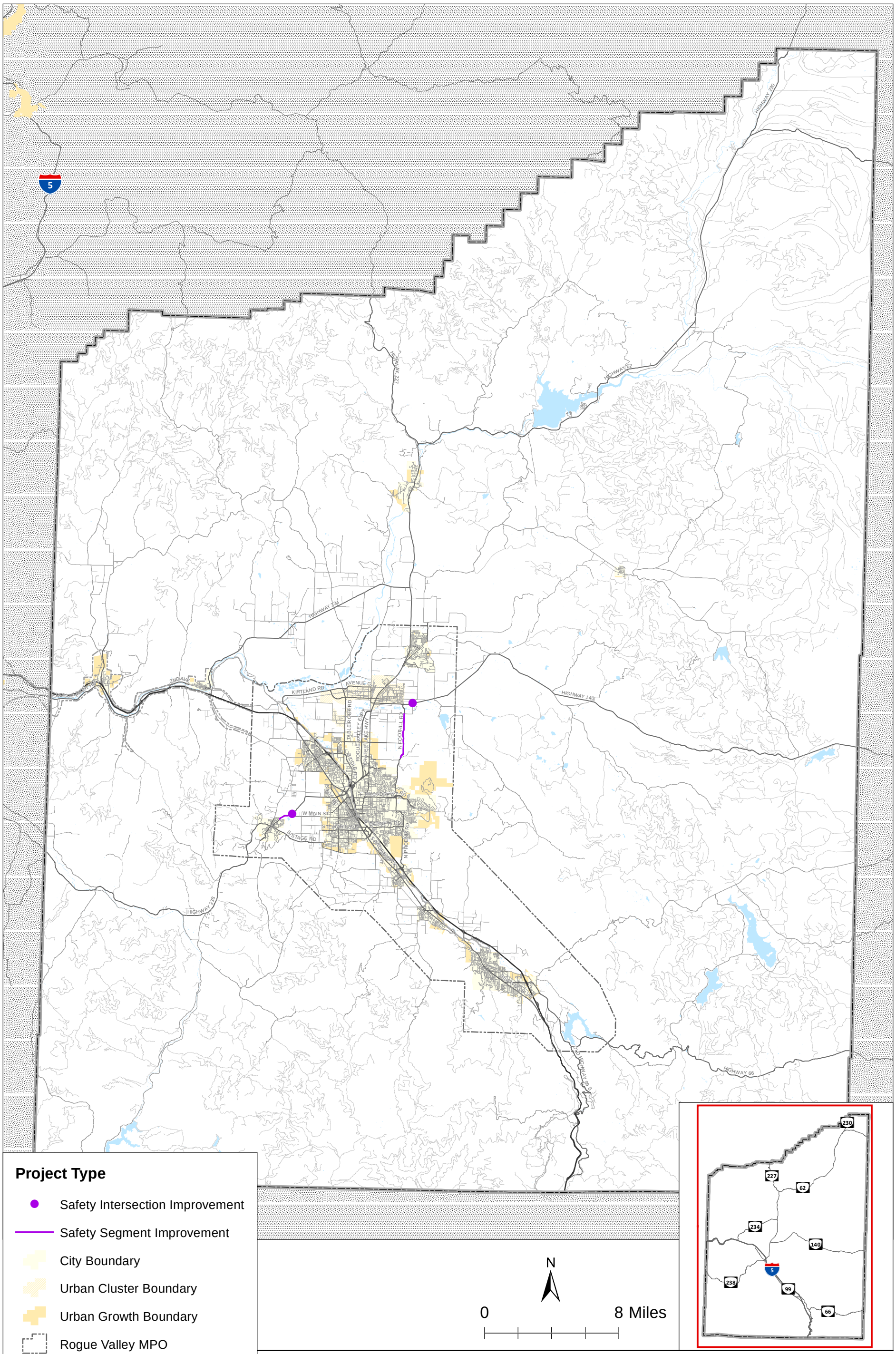
I = Intersection
1. Project cost is included in Project R54.

Traffic Safety Improvements

The traffic safety improvement projects developed for the Jackson County TSP are summarized in Table 16 and shown in Figure 18. These projects are intended to address existing and projected future traffic safety issues at several key intersections located throughout Jackson County. It should be noted that many of the roadway, pedestrian and bicycle improvement projects identified in other sections of the TSP will also improve safety along County roads. The traffic safety improvement projects include:

- Intersection Improvement – These projects involve implementing specific safety improvements at key intersections.
- Segment Improvement – These projects involve implementing specific safety improvements along key roadway segments.

Table 16 summarizes the traffic safety improvement projects include in the TSP update. As shown, two of the traffic safety projects are addressed by roadway and intersection improvement projects and therefore, no priorities or projects costs area shown. The remaining projects will be addressed by ODOT. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.



Traffic Safety Projects
Jackson County, OR

Figure
18A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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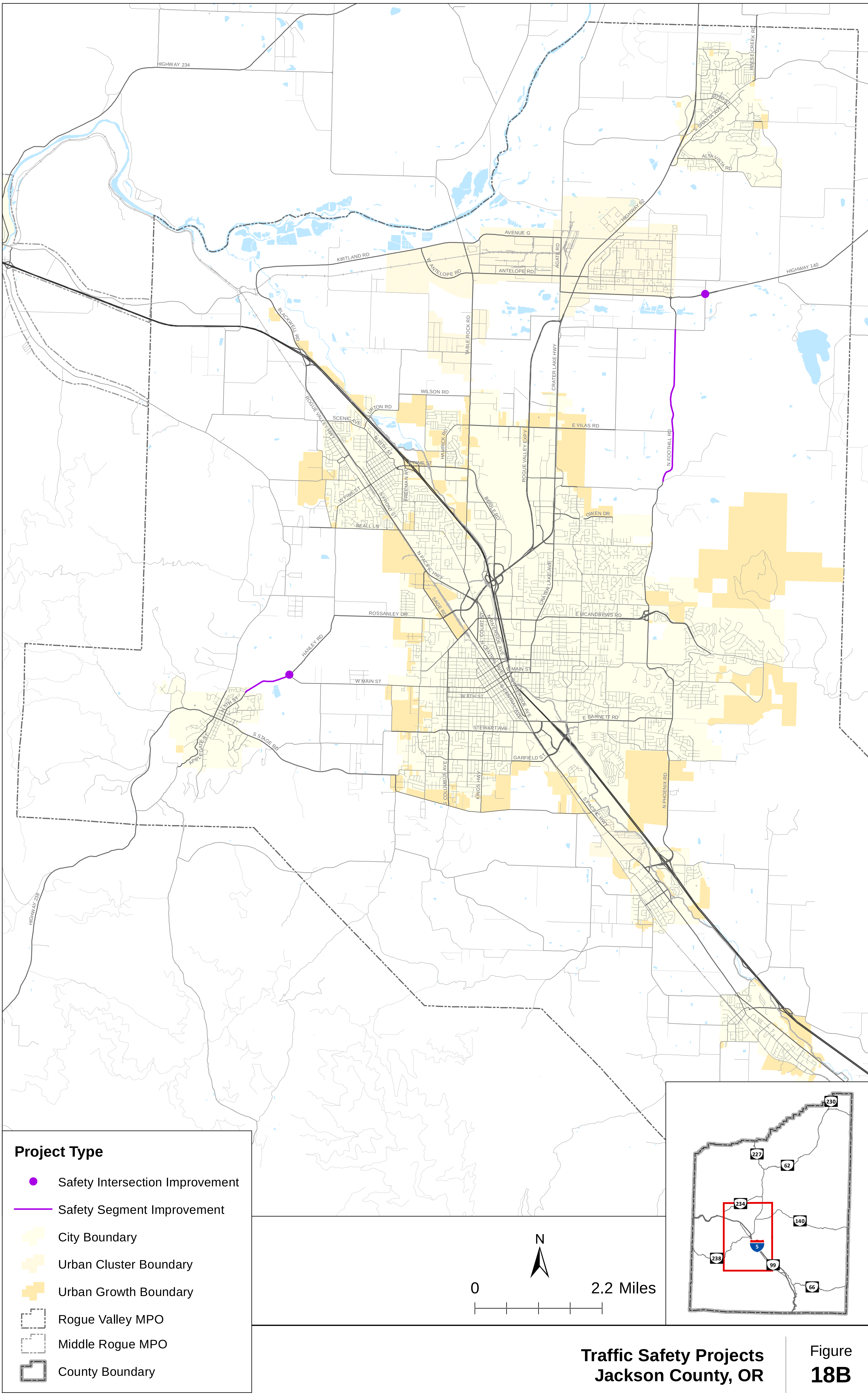


Traffic Safety Projects
Jackson County, OR

Figure
18B

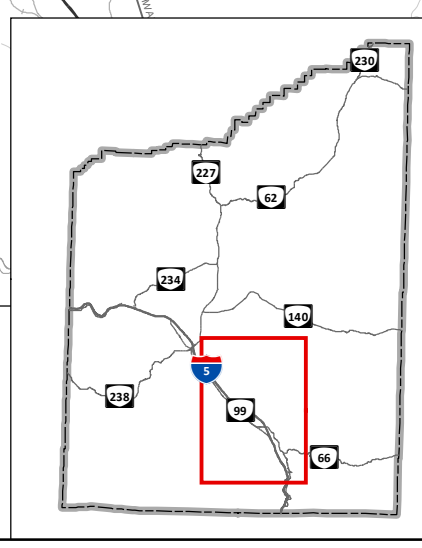
TOWEN DR
E MCANDREWS RD
N FOOTHILL RD
E BARNETT RD
N PHOENIX RD
S PACIFIC HWY
HIGHWAY 99 N
N MAIN ST
LINDA VAL
E MAIN ST
ASHLAND ST
SISKIYOU BLVD
HIGHWAY 99
OLD HIGHWAY

Project Type

- Safety Intersection Improvement
- Safety Segment Improvement
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

0 2.2 Miles



Traffic Safety Projects
Jackson County, OR

Figure
18C

H:\27127310 - Jackson County TSP Update\gis\Draft TSP\18_Traffic Safety Projects.mxd - mbell - 1:32 PM 1/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Table 16: Traffic Safety Projects

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
TS6	Hanley Road (OR 238)/W Main Street	Intersection Improvement	Reconfigure the intersection as a three-way stop. Install a roundabout when warrants are met.	ODOT	$50
TS7	Foothill Road from Dry Creek Road to Corey Road	Segment Improvement	Widen Foothill Road to provide separate left-turn lanes at intersections and wider shoulder along this segment – See Bicycle and Pedestrian Project S42 and Intersection Project I18	N/A	0[1]
TS8	Hanley Road (OR 238) from Rossanley Drive to Jacksonville City Limits	Segment Improvement	Provide drivers with more warning and feedback on approach to the curves. Treatments include guardrails, shoulder rumble strips, and chevrons and other curve warning signage	ODOT	$50
TS10[2]	OR 99/Rogue Valley Road	Intersection Improvement	Convert Elm Street to right in right out on both sides of highway, install median barrier, no work at Table Rock Road at this time.	ODOT	$50
TS11[2]	OR 99/Rogue Valley Road	Intersection Improvement	Extend RED clearance	ODOT	$5
				Projects on ODOT Facilities	**$155**

TS = Traffic Safety
1. The cost associated with this improvement is included in another project – See project description for additional information.
2. Not show in Roadway Improvements map. Confirm location with Jackson County Roads.

While specific projects have not been developed to address systemic safety issues, the County will continue to monitor the issues using ODOT's ARTS methodology and address the issues through their annual set-aside for traffic safety. Systemic safety improvements typically include wider shoulders, wider clear zones, center and shoulder rumble strips, guard rails, speed limit signs, speed warning signs, reduce speed warning signs, chevrons, and reconstructing intersections and roadways to improve sight distance.

5.3 PUBLIC TRANSPORTATION PLAN

Although Jackson County does not provide public transportation services, the County can provide policies and facilities that support the provision and usage of transit service. Transit service provides mobility to County residents who do not have access to automobiles, and provides an alternative to driving for those who do.

Public transportation service within Jackson County includes fixed-route service operated by the Rogue Valley Transportation District (RVTD) and specialized transportation for users such as senior citizens and persons with disabilities. RVTD also organizes car pools and van pools between Ashland, Medford, and Grants Pass. In addition, ODOT provides PUC licenses to private companies and charter service providers. East–west intercity connections to Grants Pass, Crescent City, Brookings, and Klamath Falls are provided by SouthWest POINT (which also functions as Amtrak Thruway bus service to the station in Klamath Falls). Greyhound provides north–south intercity service in the I-5 corridor.

Several of the projects identified under the roadway element and the bicycle and pedestrian element will improve access to the public transportation network. These projects include bringing the roadways

up to standard and installing shoulders in the rural areas and bike lanes and sidewalks in the urban areas. Jackson County should work with RVTD and RVCOG to identify opportunities to improve stop amenities and install bus pullouts and pedestrian crossings as appropriate along the following roadway segments that are currently served by public transportation:

- W Main Street from Renault Avenue to Hanley Road
- Antelope Road from OR 62 to Atlantic Avenue
- Atlantic Avenue from Antelope Road to Avenue G
- Avenue G from Atlantic Avenue to OR 62
- OR 99 from Tolman Creek Road to Steward Avenue
- OR 238 from W Main Street to Jacksonville City Center
- OR 62 from Coker Butte Road to Avenue H
- Antelope Road from Table Rock Road to OR 62
- Table Rock Road from Antelope Road to Kirtland Road
- Kirtland Road from Table Rock Road to Pacific Avenue
- Pacific Avenue from Avenue G to Antelope Road
- Leigh Way from OR 62 to Agate Avenue
- Agate Avenue from Leigh Way to Antelope Road

The RVTD's Ten-Year Long Range Plan (2007-2017) establishes the goals and policies of the RVTD, provides an understanding of the demand for public transportation, and presents a tiered list of potential service expansions, many of which are currently underway. The goals, policies, and potential service expansions identified in the RVTD's Ten-Year Long Range Plan have been incorporated into the TSP. RVTD is beginning preparations for a 2040 Transit Master Plan that will identify County facilities within urbanized areas that are recommended for improvement to urban standards. The County will collaborate with RVTD on the recommended facility improvements identified in the plan.

5.4 BICYCLE AND PEDESTRIAN PLAN

Pedestrian and bicycle modes serve a variety of needs, including relatively short trips to major attractors, recreational trips and circulation, and access to transit (generally for walking trips under ¼ mile to bus stops). Bicycle travel can be a viable commuting option, particularly where supported by facilities such as bicycle lanes or paved shoulders, secure bicycle parking, work-place showers, and bus-mounted bicycle racks. Walking is also a viable choice for commute trips for people who live near their work.

Sidewalks on County roadways and state highways are generally limited to incorporated areas, such as along Highway 99 in Ashland and Medford. However, sections of Highway 99 in Phoenix do not have sidewalks. Sidewalks would be considered desirable in these locations due to the presence of

residential neighborhoods and public transit service; however, right-of-way constraints have, to date, precluded the development of sidewalks in those areas.

Many of the County's collector and arterial streets have paved shoulders, which serve both pedestrian and bicycle modes. The White City Urban Unincorporated Community is an exception to this general rule, where a more comprehensive network of sidewalks is being constructed using urban renewal funds, primarily in the residential area east of Highway 62. The TSP's Background Document depicts the locations where adequate pedestrian and bicycle facilities currently exist, and locations where improvements are needed.

Bicycle Route Designations

The Bicycle Route Designation map is shown in Figure 19. This map illustrates the bicycle route designations for all County and ODOT facilities. The map also illustrates the regional active transportation network and network classification from the RVATP. The designations and underlying classification help define the type of bicycle treatments planned for each roadway. The designations are described below. Additional information on the classification and impact to potential design treatments is described in the RVATP.

- **Non-Designated Routes** are roads without bicycle facilities that are not signed or designated bicycle routes; however, bicycles may still use these routes.
- **Shared Roadways** are roads without bicycle lanes or shoulders that are designated bicycle routes. This designation may influence how the County signs, maintains, or makes other decisions with regard to these facilities. Shared Roadways are most commonly acceptable along roadways where the average daily traffic (ADT) is less than 400 vehicles per day in rural areas and 3,000 vehicles per day in urban areas or where vehicular travel speeds and volumes allow cyclists to comfortably and conveniently "share the road" with motorists. In rural areas, "Share the Road" or "Bikes in Road" signs can be used to remind drivers to watch for bicyclists on roadways without on-street bicycle lanes. In urban areas, shared-lane pavement markings, or sharrows, can be used. Sharrows remind motorists of the presence of bicycles and indicate to cyclists where to safely ride within the roadway.
- **Bikeways** include both shoulder bikeways in rural areas and bike lanes in urban areas. Jackson County's current roadway standards require 4-foot shoulders along rural local streets (Local Street C), 5-foot shoulders along rural minor collectors, and 6-foot shoulders along rural major collectors and arterials. Shoulder bikeway designated routes should provide space for cyclists to travel outside of the vehicle travel lane where warranted. These could include continuous shoulder bikeways on both sides of the roadway ranging from 3-foot to 6-foot wide, depending upon the rural character of the area, but could also include uphill climbing lanes only, intermittent shoulders in low visibility areas, or bike pull-out areas. Shoulder bikeway designated routes typically have higher speeds and traffic volumes than routes where a shared roadway designation would be appropriate in both directions for the entire length of the roadway.

Bicycle Route Desingations

- County Bikeway
- County Shared Roadway
- ODOT Bikeway
- ODOT Shared Roadway
- Enhaced Bikeway
- Bear Creek Greenway
- Rogue River Greenway
- USFS/BLM Shared Roadway

Active Transportation Routes

- Existing Regional Route
- Planned Regional Route
- Existing Connector Route
- Planned Connector Route
- Existing Supporting Route
- Planned Supporting Route
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

Bikeway are designated bike routes that provide space for cyclists to travel outside of the vehicle travel lane. This could include continuous shoulder bikeways on both sides of the road, uphill climbing lanes, intermittent shoulders in low visibility areas, or bike pull-out areas.

Shared Roadways are designated bike routes where bicyclists share the lane with vehicles on shared roadways. This routes could include signage indicating that the roadways is a bike route or other shared roadway treatments.

Enhanced Bicycle Facilities include a variety of different facility types and treatments and are intended to provide more separation and protection for cyclists from vehicles than a standard shoulder bikeway or bike lane. In rural areas, treatments include additional shoulder width or a parallel shared-use path. In urban areas, enhanced bikeway treatments include buffered bike lanes, cycle tracks or protected bikeways, or

Bicycle Route Designations
Jackson County, OR

Figure
19A

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Bicycle Route Desingations

- County Bikeway
- County Shared Roadway
- ODOT Bikeway
- ODOT Shared Roadway
- Enhaced Bikeway
- Bear Creek Greenway
- Rogue River Greenway
- USFS/BLM Shared Roadway

Active Transportation Routes

- Existing Regional Route
- Planned Regional Route
- Existing Connector Route
- Planned Connector Route
- Existing Supporting Route
- Planned Supporting Route
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

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Bicycle Route Designations
Jackson County, OR

Figure **19B**

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Bicycle Route Desingations

- County Bikeway
- County Shared Roadway
- ODOT Bikeway
- ODOT Shared Roadway
- Enhaced Bikeway
- Bear Creek Greenway
- Rogue River Greenway
- USFS/BLM Shared Roadway

Active Transportation Routes

- Existing Regional Route
- Planned Regional Route
- Existing Connector Route
- Planned Connector Route
- Existing Supporting Route
- Planned Supporting Route
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- Urban Cluster Boundary
- Urban Growth Boundary
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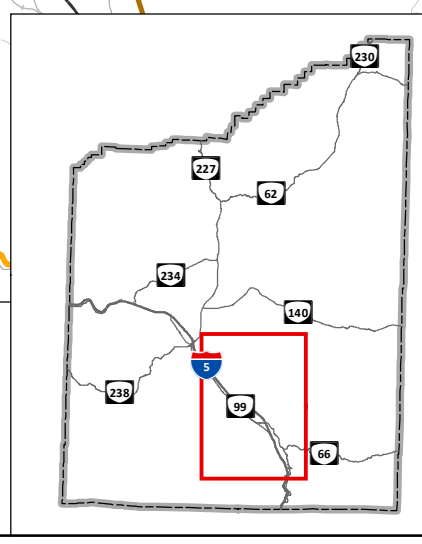
Enhanced Bicycle Facilities include a variety of different facility types and treatments and are intended to provide more separation and protection for cyclists from vehicles than a standard shoulder bikeway or bike lane. In rural areas, treatments include additional shoulder width or a parallel shared-use path. In urban areas, enhanced bikeway treatments include buffered bike lanes, cycle tracks or protected bikeways, or



Bicycle Route Designations
Jackson County, OR

Figure
19C

H:\2712\7310 - Jackson County TSP Update\gis\Draft TSP\19_Bicycle Route Designation.mxd - mbell - 1:33 PM 1/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

- **Enhanced Bikeways** include a variety of different facility types and treatments and are intended to provide more separation and protection for cyclists from vehicles than a standard shoulder bikeway or bike lane. In rural areas, treatments include additional shoulder width or a parallel shared-use path. In urban areas, enhanced bikeway treatments include buffered bike lanes, cycle tracks or protected bikeways, or parallel shared-use path.
  - **Buffered bike lanes** are on-street lanes that include a physical separation ("buffer") between the bike lane and the vehicle traffic lane and/or the vehicle parking lane. Buffered bike lanes can be particularly helpful on streets with high vehicle speeds, high vehicle volumes, or relatively frequent parking turnover.
  - **Cycle tracks (or protected bikeways)** are exclusive bikeways separated from vehicle travel lanes, parking lanes and sidewalks. Cycle tracks can be one- or two-way and can be at the street level, sidewalk level, or somewhere in between. If at the street level, cycle tracks can be separated from the vehicle travel lane by raised medians, on-street parking, or bollards. If at the sidewalk level, a curb or median separates them from the vehicle travel lane, while different pavement color/texture separates the cycle track from the sidewalk. By separating cyclists from motor vehicles, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.
  - **Shared-use paths** are separated from the roadway by an open space or barrier. Shared-use paths are typically used by pedestrians and bicyclists as two-way facilities. Such paths can also be constructed on alignments separate from roadways to create more direct routes between destinations and also serve as elements of a recreational trail system.

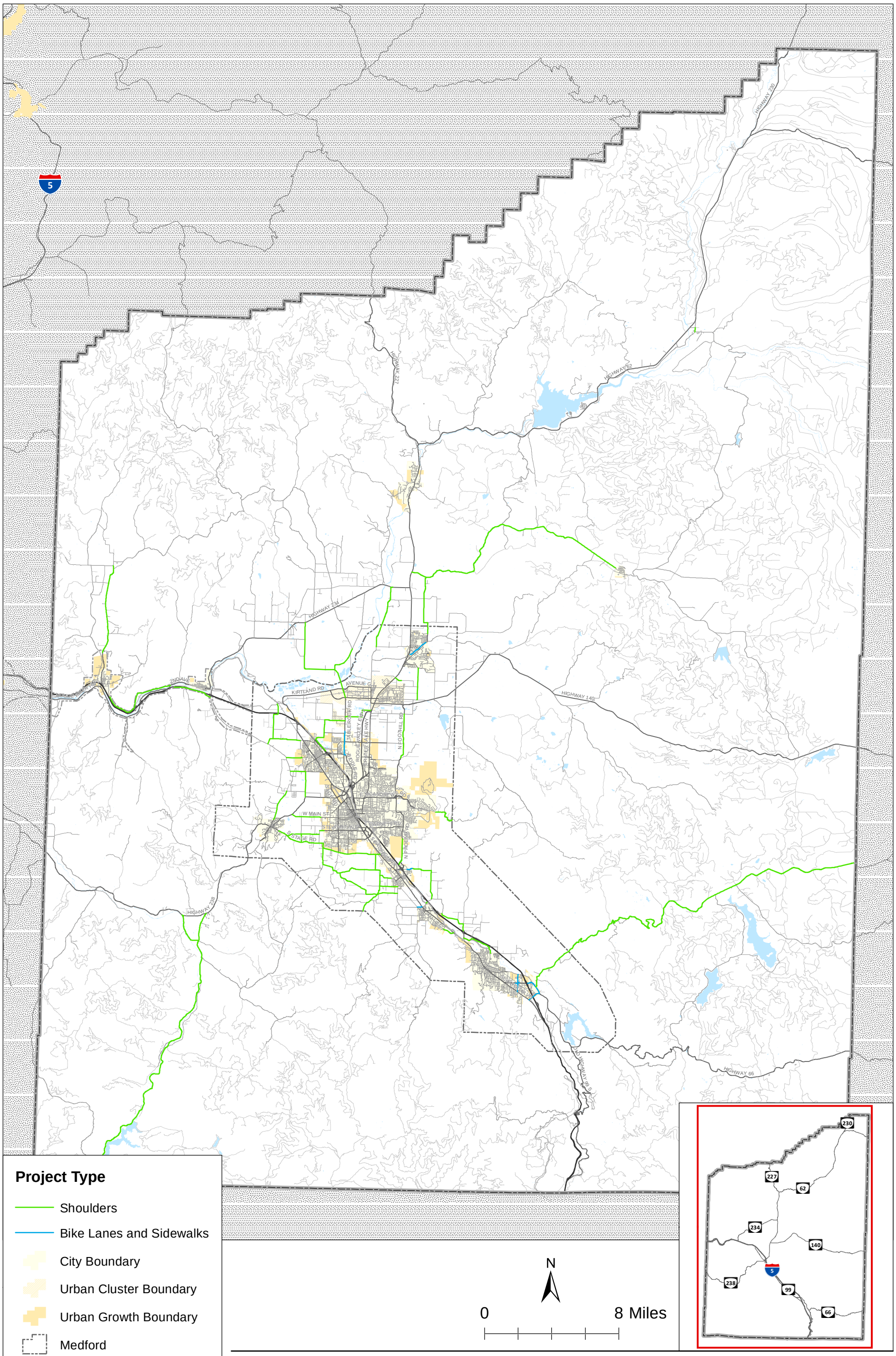
Projects to complete the bicycle network and meet the needs of bicyclists and pedestrians in rural and urban areas are described below.

Bicycle and Pedestrian Improvements in Rural Areas

Bicycle and pedestrian needs within the rural areas are primarily addressed through the addition of shoulders or shared-use pavement markings or signs. Rural areas where concentrations of pedestrian activity warrant the use of enhanced bicycle and pedestrian facilities include Prospect, Foots Creek, Ruch, and Wimer.

The bicycle and pedestrian improvement projects in rural areas are summarized in Table 17 and shown in Figure 20. Many rural shoulder projects identified in the roadway section (Table 12) of the TSP are also shown on Figure 20. Together, these projects are intended to address existing deficiencies in the pedestrian and bicycle systems in the rural areas. The projects evaluated as part of the TSP update were combined with other projects identified in previous planning documents to provide a comprehensive list of bicycle and pedestrian improvements for the Jackson County TSP. The bicycle and pedestrian improvement projects in *rural* areas include:

- Enhanced Shoulder – These projects involve installing enhanced bicycle and pedestrian facilities, such as wide shoulders and shared-use paths – See the Bicycle and Pedestrian Toolkit for additional information.



Bicycle and Pedestrian Projects
Jackson County, OR

Figure
20A

H:\27127310 - Jackson County TSP Update\gis\Draft TSP\20_Bicycle and Ped Projects.mxd - mbell - 4:17 PM 2/10/2023

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

HIGHWAY 234
KIRTLAND RD
AVENUE G
W ANTELOPE RD
ANTELOPE RD
AGATE RD
HIGHWAY 62
HIGHWAY 140
BREESE CREEK RD
ALTA VISTA RD
BLACKWELL RD
TABLE ROCK RD
CRATER LAKE HWY
WILSON RD
ROGUE VALLEY HWY
SCENIC AVE
W 10TH ST
PINE ST
HAMRICK RD
ROGUE VALLEY EXPY
E VILAS RD
N FOOTHILL RD
FREEMAN RD
W PINE ST
S FRONT ST
BIDDLE RD
OWEN DR
BEALL LN
N PACIFIC HWY
CRATER LAKE AVE
SAGE RD
ROSSANLEY DR
E MCANDREWS RD
COURT ST
N CENTRAL AVE
RIVERSIDE AVE
E MAIN ST
HANLEY RD
W MAIN ST
W 8TH ST
EMBRACE DR
E BARNETT RD
STEWART AVE
S STAGE RD
GARFIELD ST
S COLUMBUS AVE
KINGS HWY
S PACIFIC HWY
N PHOENIX RD
HIGHWAY 238

Project Type

- Shoulders
- Bike Lanes and Sidewalks
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Medford
- Middle Rogue
- County Boundary

N

0 2.2 Miles

Bicycle and Pedestrian Projects
Jackson County, OR

Figure
20B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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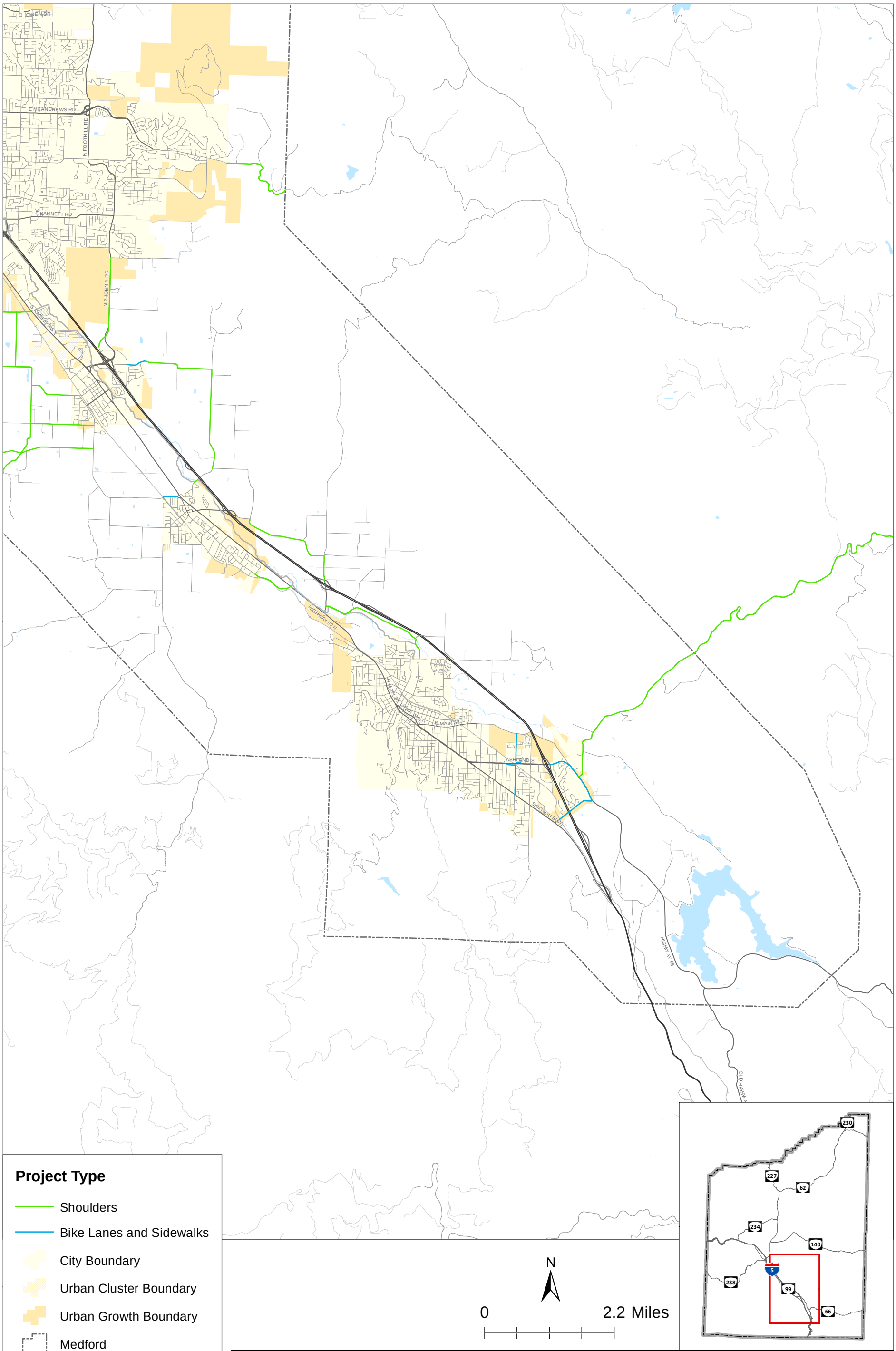

Bicycle and Pedestrian Projects
Jackson County, OR

Figure
20C

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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Table 17 summarizes the bicycle and pedestrian improvement projects in *rural* areas included in the TSP update. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

Table 17: Bicycle and Pedestrian Projects in Rural Areas

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cost ($1,000)
S28	Upton Road from Peninger Road to Old Upton Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$535
S29	W Main Street from Renault Avenue to Hanley Road (OR 238)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$3,235
S80[2]	Mill Creek Road from Butte Falls-Prospect Road to 1st Street	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$270
S81[1]	Rogue River Highway (OR 99) from approximately ¼ mile west of Foots Creek Road to ¼ mile east of Foots Creek Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	ODOT	$130
S82[2]	Foots Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99)	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$260
S83[2]	Upper Applegate Road from approximately ½ mile south of OR 238 to OR 238	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway – See the Bicycle and Pedestrian Toolkit for additional information	Tier 1 (Long-term)	$520
S84[2]	E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$520
S94	Suncrest Road from Bear Creek Greenway (west) to Bear Creek Greenway (east)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$130
S95	Table Rock Road from Antelope Road to Kirtland Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$665
S96	Talent Avenue from Alpine Way to OR 99	Enhanced Shoulders	Install enhanced bike and pedestrian facilities – See the Bicycle and Pedestrian Toolkit for additional information	Tier 2	$1,405
S97	2nd Street (OR 99) Bridge	Enhanced Shoulders	Install enhanced bike and pedestrian facilities on bother sides of the 2nd Street (OR 99) Bridge	ODOT	$2,500
				Total Tier 1 Project Cost	**$520**
				Total Tier 2 Project Cost	**$7,020**
				Projects on ODOT Facilities	**$2,630**
				Total Cost	**$10,170**

S = Shoulder

1. Shared use signs may be appropriate as an interim treatment
2. Not shown on Pedestrian and Bicycle Improvements map. Confirm location with Jackson County Roads.

In addition to the projects shown in Table 17, the County should consider developing a programmatic approach toward installing shared use signs on rural County facilities. Shared use signs can alert motorists to the potential for bicyclists in the roadway as well as remind motorists to share the roadway with bicyclists. Given the relatively high speeds along most County facilities, shared use signs are most appropriate on roadways with less than 400 ADT. The following facilities were identified during the TSP update as having less than 400 ADT and being appropriate for shared use signs:

- Meadows Road from E Evans Creek Road to OR 234
- Suncrest Road from Payne Road to West Valley View Road
- East Valley View Road from S Valley View Road to Butler Creek Road
- Butler Creek Road from E Valley View Road to Eagle Mill Road
- Dark Hollow Road from Pioneer Road (north) to Pioneer Road (south)
- E Evans Creek Road from Queens Branch Road to Meadows Road
- Griffin Creek Road from Pioneer Road to MPO limits
- Corey Road from OR 62 to Foothill Road

Bicycle and Pedestrian Improvements in Urban Areas

Bicycle and pedestrian needs within urban areas are primarily addressed through the addition of on-street bike lanes and sidewalks. The bicycle and pedestrian improvement projects in urban areas are summarized in Table 18 and shown in Figure 20. Additional projects included in the roadway section of the TSP that includes bike lanes and sidewalks (see Table 12) are also shown in Figure 20. The alternatives developed as part of the TSP update were combined with other alternatives identified in the County's current TSP, the RVMPO RTP, and several corridor studies. As shown in Table 18, several of the alternatives are included in the STIP, the MTIP, or the County CIP.

The alternatives for bicycle and pedestrian improvements in the *urban* areas include:

- Installing shared roadway pavement markings and signs along both sides of the roadway
- Installing bike lanes and sidewalks along both sides of the roadways consistent with Jackson County and ODOT standards
- Installing buffered bike lanes, cycle tracks, or shared-use paths

Table 18 summarizes the bicycle and pedestrian improvement projects in *urban* areas included in the TSP update. Additional information related to the project priority and planning level cost estimates are provided in Section 7: Transportation Financing Program.

Table 18: Bicycle and Pedestrian Projects in Urban Areas

Map ID	Location	Project Type	Project Description	Priority (Timeframe)	Cos ($1,000)
U2	OR 66 from I-5 to Crowson Road	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with ODOT standards	ODOT	$1,975
U13	Fern Valley Road from N Phoenix Road to Phoenix City Limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standards	Tier 2	$1,695
U27	Table Rock Road from Biddle Road to north Medford City limits	Bike Lanes and Sidewalks	Install enhanced bicycle and pedestrian facilities	Tier 1 (Long-term)	$850
U29	Biddle Road from Table Rock Road to 500' east	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor arterial standards	Tier 2	$495
U37	Royal Avenue from Brownsborro Highway to Eagle Point City limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standard	Incorporated	$5,255
U38	Crowson Road from Siskiyou Boulevard to OR 66	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	$3,225
U39	Colver Road from west Talent City limits to OR 99	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	$675
U41	Clay Street from Ashland Street to E Main Street	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor collector standard	Incorporated	$2,660
				Total Tier 1 Project Cost	**$850**
				Total Tier 2 Project Cost	**$6,090**
				Projects in Incorporated Areas	**$7,915**
				Projects on ODOT Facilities	**$1,975**
				Total Cost	**$16,830**

U = Urban

Greenway Improvements

The following describes recommendations and projects for the Bear Creek Greenway and the Rogue River Greenway.

Bear Creek Greenway

The Bear Creek Greenway is an 18-mile paved shared-use path that links the cities of Ashland, Talent, Phoenix, Medford and Central Point; it is continuous from the Ashland Dog Park to Pine Street in Central Point. The Bear Creek Greenway Management Plan was prepared by RVCOG in collaboration with the Bear Creek Valley Foundation, Jackson County, RVMPO, ODOT, and the Cities of Ashland, Talent, Phoenix, Medford, and Central Point. The plan includes recommendations for the following operations:

- Public safety, emergency services, litter and vandalism control - This category includes recommendations for patrolling the Greenway, minimizing vandalism, and controlling the amount of litter.
- Surface management – This category includes recommendations for keeping the trail in good repair and free of surface hazards. It also includes shoulder and root damage repair, patching, resurfacing, and addressing drainage problems to extend the life of the asphalt.
- Vegetation management – This category includes recommendations for all the activities required to keep the trail open and free of vegetation hazards such as tree limbs,

overgrowth, or hazard trees. It also covers maintenance of vegetation that could cause a safety problem, such as overgrown blackberry patches that obstruct line of sight or provide hiding places for potential assailants.

- Natural resources protection - This category includes recommendations for protecting natural resources while conducting maintenance activities, as well as a discussion of ways to intentionally enhancing natural resources.

The plan categorizes operations into essential or potential activities, recommends frequency, identifies preferred equipment and training needed, and approximates cost (in 2005$). The plan also identifies capital improvements – including interpretive signs, information kiosks, off-street parking at trailheads, restrooms, drinking fountains, and benches – for the Greenway, and documents public feedback received regarding these improvements. However, these are identified only as potential improvements, with no cost estimates for the improvements or assignment of responsibility for the improvements.

Additional improvements for the Bear Creek Greenway that are not included in any other previous planning documents are summarized in Table 19.

Rogue River Greenway

The Rogue River Greenway is a planned shared-use path that will add 30 miles of path to the greenway system, connecting with the Bear Creek Greenway in Central Point and extending along the Rogue River to Grants Pass. The path will pass through Gold Hill and Rogue River. The path will provide commuting opportunities as well as access to areas for hiking, fishing, rafting, cycling, equestrian, whitewater, and wildlife viewing. Currently, only three sections are built – through Gold Hill, Gold Hill to Del Rio, and Depot Street Bridge through Valley of the Rogue State Park. Table 19 summarizes the remaining sections.

Table 19: Greenway Improvement Projects

Map ID	Location	Project Type	Project Description	Priority
G1	Bear Creek Greenway extension to ODOT Airport Path	Shared-use Path	Design and construct an extension of the Bear Creek Greenway from Table Rock Road to the planned ODOT Airport path	Tier 1
G2	Bear Creek Greenway extension to Emigrant Lake	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Emigrant Lake	Tier 1
G3	Bear Creek Greenway extension to Jacksonville	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Jacksonville	Tier 1
G4	Bear Creek Greenway extension to Eagle Point	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Eagle Point	Tier 1
G6[1]	Rogue River Greenway from Kirtland Tunnel to Gold Hill	Shared-use Path / Enhanced Shoulder/ Advisory Shoulder	Design and construct the Rogue River Greenway from the Kirtland Tunnel to Gold Hill	Tier 1
G8	Rogue River Greenway from Rogue River to Grants Pass	Shared-use Path	Design and construct the Rogue River Greenway from Rogue River to Grants Pass	Tier 1

G = Greenway
1. This segment may include on-street alignments of the Rogue River Greenway. See the Toolkit (Attachment B) for on-street alignment options for creating low stress facilities.

Greenway Funding

Both the Bear Creek and Rogue River Greenways have developed over time without using Jackson County transportation funds. Funding for the Greenway projects has come from fundraising by the Bear Creek Greenway Foundation and the Rogue River Greenway Foundation and grants. Jackson County and the Foundations have been very successful with these funding mechanisms and will continue to develop the Bear Creek and Rogue River Greenways utilizing similar funding mechanisms. It is anticipated all of the projects identified in Table 19 will be funded this way over the next 20 years.

Rogue Valley Active Transportation Plan

The Rogue Valley Active Transportation Plan (RVATP) is a long-range, strategic framework that identifies the regional networks for active transportation in the RVMPO boundary. The RVATP is a component of the RTP that sets the direction for the design and implementation of the regional active transportation network. The active transportation network provides connections between cities, transit, activity centers, and major employment and housing locations for people walking, biking, and rolling.

The RVATP contains three elements that have been incorporated into the Jackson County TSP. The elements include the regional active transportation network and network classifications, the high priority investments, and the refinement plans and projects. The RVATP contains a fourth element that includes conceptual designs for prioritized projects. The designs were not incorporated into the TSP, but they should be considered as related projects are implemented. These elements are reflected by the RVATP projects summarized in Table 20, which have been included in the TSP update.

Table 20: RVATP Projects

Map ID	Location	Project Type	Project Description	Priority
AT1A	Madrona Lane from Arnold Lane to Oak Grove Road	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the type of pedestrian and bicycle facilities	Tier 1 (Long-term)
AT1B	Madrona Lane from Arnold Lane to Oak Grove Road	TBD by Refinement Plan	Implement pedestrian and bicycle facilities as recommended by Refinement Plan	Tier 1 (Long-term)
AT1C	Jacksonville City limits to Arnold Lane	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 1 (Long-term)
AT3	Crater Lake Highway from Dillon to Fouler	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)
AT4	E Pine Street from I-5 NB Ramp to Hamrick Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities – consider the concept plan identified in the ATP	Tier 1 (Long-term)
AT5	Upton Road from I-5 to Peninger Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2
AT20	Mountain Avenue to Maywood Way	Shared-Use Path	Install a shared-use path	Tier 2
AT24A	Gilman Road from Western Terminus to Biddle Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2
AT24B	Gilman Road Western Terminus to Table rock Road	Shared-Use Path	Construct shared-use path	Tier 2

Map ID	Location	Project Type	Project Description	Priority
AT26A	Antelope Road from OR 62 to Division	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Near-term)
AT26B	Antelope Road from Table Rock Road to OR 62	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2
AT27A	Table Rock Road to Touvelle Road	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2
AT27B	Touvelle Road from Agate Rd to western terminus	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2
AT28	Touvelle Road to OR 62	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 1 (Long-term)
AT37	Maywood Way to the south	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2
AT41	S Stage Road to Sparrow Way	Shared-Use Path	Construct shared-use path	Tier 2
AT54	Midway Road from Table Rock Road to eastern terminus	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2
AT69	Biddle Road from Hamrick Road to Table Rock Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)
AT71	Bear Creek Greenway to N Phoenix Road	Shared-Use Path	Construct shared-use path	Tier 2
AT74	Agate Road from Nick Young Road to Avenue G	Enhanced Shoulders	Install enhanced pedestrian and bicycle facilities	Tier 2
AT76	Alta Vista Road from Robert Trent Jones Boulevard to Bigham-Brown Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)
AT83	Columbus Avenue from Garfield Street to S Stage Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2

AT = Active Transportation

5.5 AIR, WATER, RAIL, AND PIPELINE PLAN

The following describes identified needs and planned improvements related to the air, water, rail, and pipeline modes. Projects with a relationship to the Jackson County TSP are identified.

Air Plan

Of the 23 air transportation facilities in Jackson County, only four are open to the public. These are Rogue Valley International–Medford Airport, Ashland Municipal–Sumner Parker Field, Pinehurst State Airport, and Prospect State Airport.

The Rogue Valley International–Medford Airport is by far the busiest airport in the County. Its service area extends into northwest California, with commercial scheduled service provided by America West, Horizon Air, United Airlines, and United Express. The Airport Master Plan forecasts an annual growth rate of 2.5% in enplanements-per-capita. The Master Plan also outlines a capital improvement program of $35,597,000 for the next 20 years, including, among other items:

- Constructing a new interchange at Biddle Road ($2,000,000), and

- Re-aligning 1,200 feet of Milligan Way ($100,000).

The Oregon Aviation Plan identifies various needs at public airports. Technical Memorandum #1 in Volume II of the TSP provides details of these needs at the public airports in Jackson County. The plan sets system-level program priorities and targets resources on a core system of airports. Seventy airports are included in the statewide core system, including all four public airports in Jackson County.

No other County plans or projects have been identified for the air system within Jackson County; however, several projects are identified under the roadway element and the bicycle and pedestrian element that will improve access to the Rogue Valley International Airport

Water Plan

Rogue River runs through Jackson County and does not serve as a major water transportation route. No County plans or projects have been identified for the water system within Jackson County; however, several projects are identified under the roadway element and the bicycle and pedestrian element that will improve access to the water system facilities within Jackson County, which are primarily used for recreational purposes.

Rail Plan

Rail service in Jackson County is provided by the Central Oregon & Pacific Railroad (CORP), a short-line operator that serves the I-5 corridor, connecting with the Union Pacific Railroad in Black Butte, California and at the Springfield Junction near Eugene, Oregon. Most of the traffic originating in Jackson County heads south to California over one of the most rugged rail lines in the western part of the United States, according to the 2001 Oregon Rail Plan. The portion of the line south from Ashland to Black Butte has no weight restrictions; however, tunnels both north and south of the Rogue Valley are inadequately sized to accommodate large containers. The dimensional restrictions in the Siskiyou Mountains prevent Jackson County shippers from opening markets to California.

CORP track is maintained to FRA Class 1 and 2 conditions. Class 1 limits freight trains to 10 mph and passenger trains to 15 mph, and Class 2 limits freight trains to 25 mph and passenger trains to 30 mph. The 1992 Oregon Transportation Plan calls for maintaining track in at least Class 2 condition whenever the upgrading can be done with a favorable cost-benefit ratio.

The White City Terminal Railroad (WCTR) operates in an industrial park at White City. The major commodities moved by WCTR are chemicals and wood products. WCTR is in FRA excepted track status (lower than Class 1, with a maximum freight speed of 10 mph and restrictions on use), except for certain tracks used to carry hazardous materials, which are maintained in Class 1 condition.

The Oregon Rail Plan surveyed shippers and all of the state's short line railroads. According to the responses, shippers prefer a standard freight car gross weight of 286,000 pounds, compared to a 263,000-pound car. To accommodate heavy cars, most short-line railroads would need to rehabilitate their tracks and facilities. The Central Oregon & Pacific Railroad identified funding needs of $6 million

for cross-tie renewal, surface, and line improvements to accommodate the heavier cars. Tunnel improvements needs for the CORP to accommodate double-stacks are currently unknown; the 2001 Oregon Rail Plan reports that the BNSF estimated an average of slightly more than $1 million per tunnel for clearance improvements on its line to accommodate double-stack containers.

The TSP identifies a CORP Line Rehabilitation Economic Analysis study to evaluate the potential economic benefits of public investment in improvements to accommodate heavier rail cars and double-stacked containers. This study would provide a more precise estimate of improvement costs than the planning-level estimate provided in the Oregon Rail Plan, would estimate potential usage of the improved line by shippers, and would estimate the economic benefits that would result, leading to recommendations on whether and how to proceed. Past freight mobility studies have identified the desire among shippers for such improvements. Funding for the study could be pursued through the Oregon Economic and Community Development Department (from lottery dollars), and the County might also wish to consider partnering with Josephine and Siskiyou Counties, which could also benefit from railroad improvements.

Pipeline Plan

The private utilities providing natural gas and electricity to the County identified no long-term needs with their transmission systems. No other County plans or projects have been identified for the pipeline system within Jackson County.

Section 6 Transportation Financing Plan

SECTION 6. TRANSPORTATION FINANCING PLAN

This section identifies and summarizes existing and potential future funding sources available for implementing the Jackson County Transportation System Plan (TSP). The funding information provides context for evaluating projects and defining priorities that will allow the County to utilize all available funding opportunities and maximize current resources to preserve and improve current infrastructure.

6.1 CURRENT AND HISTORICAL FUNDING SOURCES

Key funding sources that have contributed to transportation improvement projects within Jackson County over the last several years include the County's General Road Fund, System Development Charges (SDCs), and grants.

General Road Fund

The County's General Road Fund revenues are primarily generated by the State gas tax, taxes on heavy trucks, and vehicle licensing and registration fees. The expenditures of the General Road Fund are restricted for construction, reconstruction, improvement, repair, maintenance, operation, use and policing of public highways, roads, and streets within the county. The County currently receives an average of $19,000,000 each year in revenues for the General Road Fund, of which $1,350,000 is earmarked for capital improvement projects identified in the TSP. The rest is used for road maintenance and administration.

System Development Charges

System Development Charges (SDC) are fees assessed on development for impacts created to public infrastructure. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The County can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, an SDC credit might be given for providing end-of-trip bike facilities within the new development. Jackson County currently receives an average of $575,000 each year in SDC funds. The County expects SDC funds to increase over the planning horizon with an escalation rate of 2 percent per year, reflecting the expected increase in development, not a rate increase assessed to developers.

Grants

Jackson County has historically benefited from several other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). Grants are non-repayable, and sometimes competitive funds given by an entity (in this case, ODOT and FHWA) typically for a certain purpose tied to public benefit. Although they are not considered consistent and reliable funding sources, grants have contributed (or will contribute) to several major projects identified in the County's Capital Improvement Plan (CIP). These other revenue sources include:

- Surface Transportation Block Grant (STBG)
- All Roads Transportation Safety (ARTS) program
- Statewide Transportation Improvement Program (STIP)
- Congestion Mitigation and Air Quality (CMAQ) program

The County expects to continue to receive ARTS and CMAQ funds, as well as funds from other state and federal grant programs over the planning horizon. Given the variability in the amount of grant funding the County receives, the County conservatively expects to receive an annual average of $750,000 in grant funding over the planning horizon.

Surface Transportation Block Grant (STBG) Program

STBG funds are flexible federal dollars that can be used for County projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, or tunnel on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The County can either apply 100 percent of these funds toward projects that comply with federal regulations or exchange the funds with the state and apply 90 percent toward projects that do not have federal constraints. The County currently receives an annual average of $685,000 in STBG funds (after the 90% fund exchange). The County expects STBG funds to remain flat over the planning horizon.

All Roads Transportation Safety (ARTS) Program

ARTS funds are intended to address safety needs on all public roads in Oregon. By working collaboratively with local road jurisdictions (cities, counties, MPO's, and tribes), ODOT expects to increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts, and focus limited resources to reduce fatal and serious injury crashes across the state. The program is data driven to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily uses federal funds from the Highway Safety Improvement Program (HSIP).

Congestion Mitigation and Air Quality (CMAQ) Program

CMAQ funds are for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, public transportation projects, diesel retrofits, and vehicle emission reduction programs. All types of non-motorized transportation projects are eligible for CMAQ funding. States are required to provide a non-federal match for program funds (which has not been the case historically for Federal lands highway funding).

The current annual average transportation funding sources, expenditures, and budget for capital improvements are summarized in Table 21.

Table 21: Current Transportation Funding Sources

Funding Source	Annual Average
General Road Fund	$2,750,000
System Development Charges (SDC)	$700,000
STBG (at 90%)	$680,000
Grant Funds	$750,000
Subtotal	**$4,880,000**
Pavement Overlay, Safety Projects, Chip Sealing	*($1,650,000)*
Total Capital Budget	**$3,230,000**

Based on the information shown in Table 21, Jackson County has an average of $3,230,000 available each year for capital projects identified in the TSP.

Other Revenue Sources

Jackson County has historically benefited from a number of other revenue sources, such as transportation improvement grants and other miscellaneous programs administered by the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA). Although they shouldn't be considered consistent and reliable funding sources, they have contributed (or will contribute) to several major projects currently identified in the County's Capital Improvement Plan (CIP). These other revenue sources include:

- ODOT's Statewide Transportation Improvement Program (STIP),
- ODOT's Bicycle and Pedestrian Grant Program (This particular program ended as a standalone solicitation process in 2012. Grants now distributed through the ODOT STIP "Enhance" process), and
- The Bear Creek and Rogue River Greenway Foundations.

Additional information on these revenue sources as well as additional potential revenue sources is included in *Attachment C*.

6.2 FUNDING FORECAST

Table 22 below summarizes the average annual and future forecasted funds potentially available for capital transportation projects in Jackson County. It does not include funding for either the Bear Creek or Rogue River Greenways.

Table 22: Funding Forecast

Revenue Source	Average Annual	5-Year Forecast	10-Year Forecast	20-Year Forecast
General Road Fund	**$1,100,000**	**$5,500,000**	**$11,000,000**	**$22,000,000**
System Development Charges (SDC)	**$700,000**	**$3,500,000**	**$7,000,000**	**$14,000,000**
STBG (at 90%)	**$680,000**	**$3,400,000**	**$6,800,000**	**$13,600,000**
Grant Funds	**$750,000**	**$3,750,000**	**$7,500,000**	**$15,000,000**
Total	**$3,230,000**	**$16,150,000**	**$32,300,000**	**$64,600,000**

1 Excludes $550,000 dedicated to pavement overlays every other year.

Based on the information shown in Table 21, Jackson County anticipates approximately $64,600,000 available for transportation improvement projects on County facilities available over the next 20 years. The County intends to preserve approximately $2,400,000 of those funds as matching funds for projects on County facilities in incorporated areas and for match to federal funds for bridges and culverts.

Additional information on the current and potential future funding sources is provided in Attachment C. Table 23 provides a brief summary of each of the sources described in Attachment C and their applicability to the TSP update.

Table 23: Funding Source Overview

Source	Program	Roadway (All Modes)	TDM	Bike/Pedestrian	Transit	Congestion Reduction	Safety	Infrastructure	Non-Infrastructure (Engineering or Programs)	Air/Rail/Marine
Federal	CMAQ	x	x	x	x	X		x	x	
	HSIP	x					X	x	x	
	TAP			x	x			x	x	
State	ARTS	x					X	x	x	
	ConnectOregon			x	x			x		x
	STIP (Fix-It)	x						x		
	STIP (Enhance)	x		x	x			x	x	
	TGM	x	x	x	x	X	X		x	
Local	EID	x		x		X	X	x		
	Local Bond Measure	x		x	x	X	X	x	x	
	Fuel Tax/Registration Fee	x				X		x		
	LID	x		x				x		
	Road District	x						x		

Note: See Attachment C for a description of acronyms.

6.3 FINANCIALLY CONSTRAINED (TIER 1) PROJECT LIST

The Financially Constrained (Tier 1) Project List identifies the transportation system improvement projects that are likely to be funded by the County over the next 20 years. The projects were selected from the project lists identified in Section 6: Transportation System Plan based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process.[3] *Additional information related to the prioritization process is provided in Technical Memorandum 9: Financially Constrained Transportation Project List.*

[3] Most of the data used in the prioritization process was updated for the 2022 TSP Update, including cost estimates, total crashes, total fatal and sever injury crashes, average daily traffic, households in poverty, and others.

Table 24 summarizes the Financially Constrained (Tier 1) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along County facilities. The projects are organized into near-term (0-5 years), medium-term (5-10 years), and long-term (10-20 years) projects based on the outcome of the prioritization process as well as consideration of traffic signal/roundabout and turn lane warrants evaluated in previous memorandum. Also shown, the list includes planning level cost estimates for each project. These estimates were developed based on the unit costs of similar projects.

Table 24: Financially Constrained Project List (Tier 1)

Map ID	Location	Type	Description	Priority	Cost (1,000)
S42	Foothill Road from Dry Creek Road to Corey Road	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 1 (Near-term)	$6,180
AT26A	Antelope Road from OR 62 to Division	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Near-term)	$645
S19	Stewart Avenue from Hull Road to Oak Grove Road	Shoulders	Install 5-foor shoulders consistent with rural minor collector standards	Tier 1 (Near-term)	$305
R3	Hull Road from Stewart Avenue to S Stage Road	Upgrade	Upgrade to 2-lane rural major collector standard	Tier 1 (Near-term)	$1,870
R36	Wilson Road from Upton Road to Table Rock Road	Upgrade	Upgrade to 2-lane rural minor collector standard	Tier 1 (Near-term)	$2,700
I18	Foothill Road/East Vilas Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 1 (Near-term)	$347
I20	E Evans Creek Road / Minthorne Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 1 (Near-term)	$1,000
R98	Martins Corner on E Evans Creek Road	Curve	Implement curve improvements on E Evans Creek Road	Tier 1 (Near-term)	$1,000
I3	Table Rock Road/Vilas Road	Monitor/ Turn Lane	Monitor traffic operations at the intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing	Tier 1 (Near-term)	$1,000
R25	Old Stage Road from MPO limit to I-5	Upgrade	Upgrade to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Mid-term)	$8,940
R26	Old Stage Road from Winterbrook Lane to MPO limit	Upgrade	Upgrade to 2-lane rural major collector with 4-foot shoulders consistent with Old Stage Road Plan	Tier 1 (Mid-term)	$7,320
S13	Eagle Mill Road from S Valley View Road to Oak Street	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 1 (Mid-term)	$3,710
R66	Table Rock Road from north Medford City limits to Gibbon Road	Widen	Widen to 5-lane rural arterial standard; include 12-foot path in place of sidewalks, curb, gutter, and bike lanes. Project should only be constructed if and when capacity is needed.	Tier 1 (Long-term)	$4,830
I12	Bursell Road/Beall Lane	Traffic signal/ Roundabout	Install a traffic signal or roundabout when warranted; Project should only be constructed when it is needed to address safety and/or capacity	Tier 1 (Long-term)	$250
R75	Atlantic Avenue from Cole Drive to East Dutton Road	New Roadway	New 3-lane urban major collector	Tier 1 (Long-term)	$1,860
S50	Table Rock Road from Kirtland Road to Wheeler Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 1 (Long-term)	$6,765

R34A	North Applegate Road from OR 238 to Firehouse	Upgrade	Upgrade to 2-lane rural minor collector standard	Tier 1 (Long-term)	$410
S83[1]	Upper Applegate Road from approximately ½ mile south of OR 238 to OR 238	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 1 (Long-term)	$520
U27	Table Rock Road from Biddle Road to north Medford City limits	Bike Lanes and Sidewalks	Install enhanced bicycle and pedestrian facilities	Tier 1 (Long-term)	$850
AT3	Crater Lake Highway from Dillon to Fouler	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)	$270
AT4	E Pine Street from I-5 NB Ramp to Hamrick Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities – consider the concept plan identified in the ATP	Tier 1 (Long-term)	$350
AT1A	Madrona Lane from Arnold Lane to Oak Grove Road	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the type of pedestrian and bicycle facilities	Tier 1 (Long-term)	$50
AT1B	Madrona Lane from Arnold Lane to Oak Grove Road	TBD by Refinement Plan	Implement pedestrian and bicycle facilities as recommended by Refinement Plan	Tier 1 (Long-term)	TBD by Refinement Plan
AT1C	Jacksonville City limits to Arnold Lane	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 1 (Long-term)	$50
AT28	Touvelle Road to OR 62	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 1 (Long-term)	$50
AT69	Biddle Road from Hamrick Road to Table Rock Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)	$195
AT76	Alta Vista Road from Robert Trent Jones Boulevard to Bigham-Brown Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 1 (Long-term)	$1,110
G1[1]	Bear Creek Greenway extension to ODOT Airport Path	Shared-use Path	Design and construct an extension of the Bear Creek Greenway from Table Rock Road to the planned ODOT Airport path	Tier 1	N/A
G2[1]	Bear Creek Greenway extension to Emigrant Lake	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Emigrant Lake	Tier 1	N/A
G3[1]	Bear Creek Greenway extension to Jacksonville	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Jacksonville	Tier 1	N/A
G4[1]	Bear Creek Greenway extension to Eagle Point	Shared-use Path	Design and construct an extension of the Bear Creek Greenway to Eagle Point	Tier 1	N/A
G6[1, 2]	Rogue River Greenway from Kirtland Tunnel to Gold Hill	Shared-use Path / Enhanced Shoulder/ Advisory Shoulder	Design and construct the Rogue River Greenway from the Kirtland Tunnel to Gold Hill	Tier 1	N/A
G8[1]	Rogue River Greenway from Rogue River to Grants Pass	Shared-use Path	Design and construct the Rogue River Greenway from Rogue River to Grants Pass	Tier 1	N/A
				Near-term Project Cost	**$15,047**
				Mid-term Project Cost	**$19,970**
				Long-term Project Cost	**$17,560**
				Total Cost	**$52,577**

AT = Active Transportation; G = Greenway; I = Intersection; N/A = Not Applicable; R = Roadway; S = Shoulder; U = Urban.
Projects G1-G8 will be funded through foundations and grants and are not part of the County's capital budget. See page 105.
AT projects will also be funded through foundations and grants, but 10% match funds are included as part of the County's capital budget.
1. Not shown in Roadway Improvements map. Confirm location with Jackson County Roads.
2. This segment may include on-street alignments of the Rogue River Greenway. See the Toolkit (Attachment B) for on-street alignment options for creating low stress facilities.

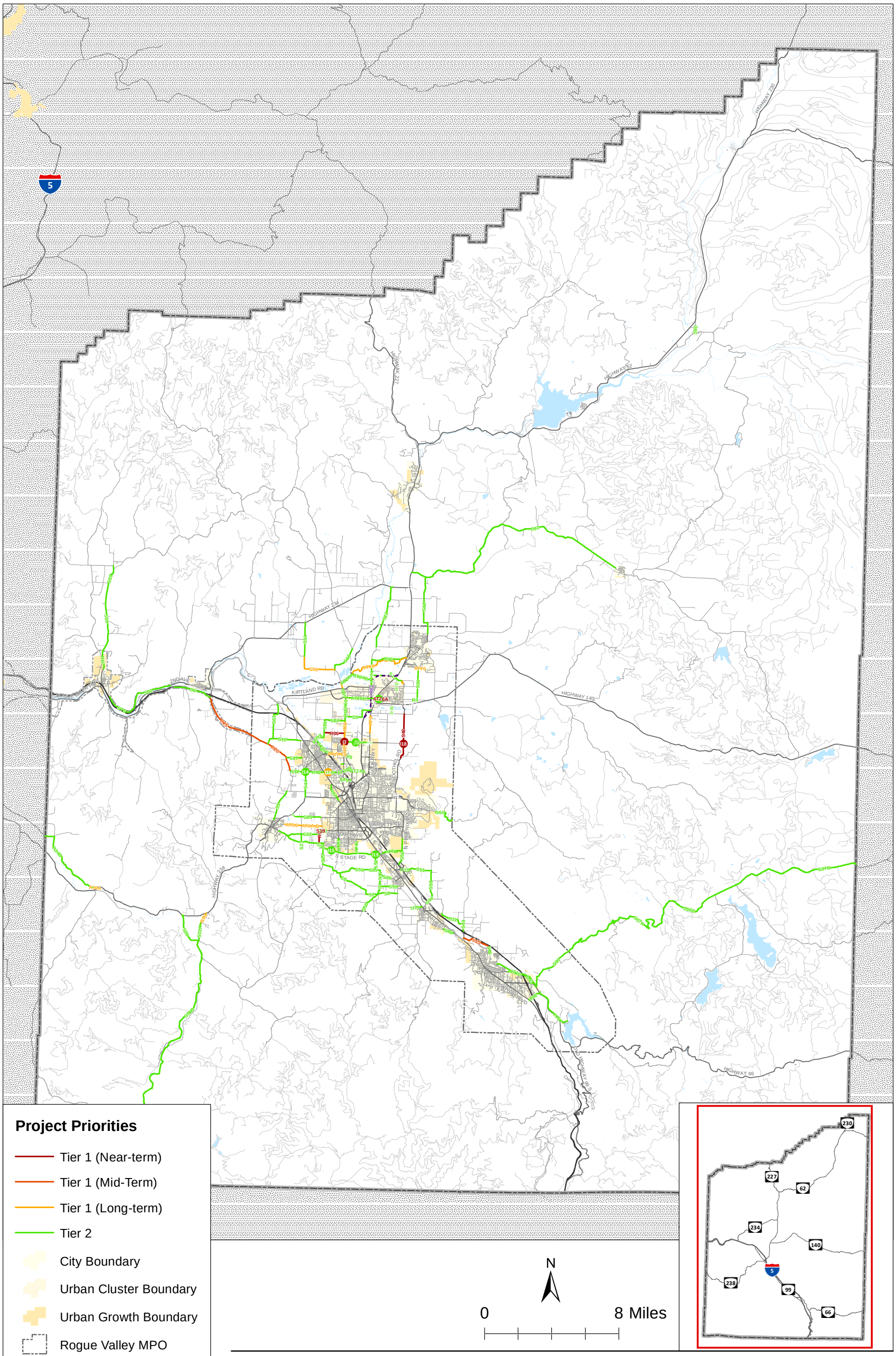
Figure 21 illustrates the Financially Constrained (Tier 1) and Unconstrained (Tier 2) Project Lists. Projects in Incorporated Areas and Projects on ODOT Facilities are described below.

As shown in Table 24, the total cost of the Financially Constrained (Tier 1) Project list is $51,995,000, which leaves approximately $12,705,000 for over the 20-year period for matching funds for bridge and culvert projects and projects within incorporated areas.

6.4 UNCONSTRAINED (TIER 2) PROJECT LIST

The Unconstrained (Tier 2) Project List identifies the transportation system improvement projects that are a priority for the County; however, they are not likely to be funded over the next 20 years without a significant increase in available funding. The projects were selected from the project lists identified in Section 6: Transportation System Plan based on an evaluation of the goals and objectives of the TSP update and application of a prioritization process similar to the Financially Constrained (Tier 1) Project List.

Table 25 summarizes the Unconstrained (Tier 2) Project List for the Jackson County TSP update. As shown, the list includes a mix of roadway projects along County facilities. Opportunities to implement the projects shown in Table 25 should be considered as funding becomes available.



Project Priorities
Jackson County, OR

Figure
21A

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Project Priorities

- Tier 1 (Near-term)
- Tier 1 (Mid-Term)
- Tier 1 (Long-term)
- Tier 2
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Rogue Valley MPO
- Middle Rogue MPO
- County Boundary

N

0 2.2 Miles

Project Priorities
Jackson County, OR

Figure
21B

Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

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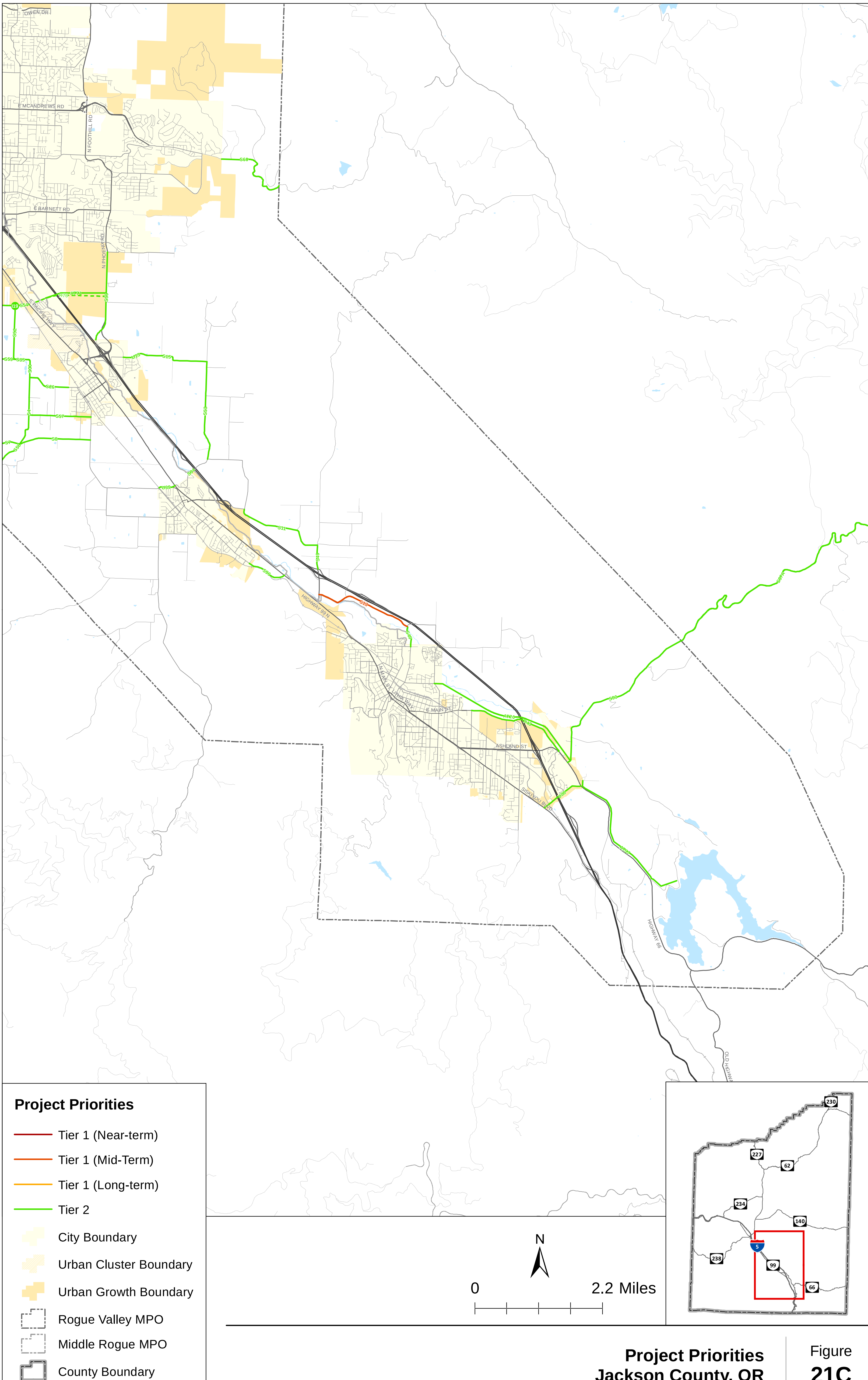

Project Priorities
Jackson County, OR

Figure
21C

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Coordinate System: NAD 1983 StatePlane Oregon South FIPS 3602 Feet Intl

Table 25: Unconstrained (Tier 2) Project List

Map ID	Location	Type	Description	Priority	Cost (1,000)
R99	Foss Road from Walden Lane to Talent city limits	Widen	Widen to 2-lane rural minor collector standard	Tier 2	$2,315
S29	W Main Street from Renault Avenue to Hanley Road (OR 238)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	$3,235
R4	Antelope Road from Kershaw Road to Bigham Brown Road	Upgrade	Upgrade to 2-lane rural major collector standard	Tier 2	$660
R65	Table Rock Road from Gibbon Road to Elmhurst Street	Widen	Widen to 5-lane rural arterial standard; include 12-foot path in place of sidewalks, curb, gutter, and bike lanes. Project should only be constructed if and when capacity is needed.	Tier 2	$4,595
S34	Bigham Brown Road from Antelope Road to Alta Vista Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$4,295
R61	Table Rock Road from Elmhurst Street to Mosquito Lane	Widen	Widen to 5-lane rural arterial standard	Tier 2	$3,580
S39	E Evans Creek Road from Rogue River High School to Minthorne Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$7,675
R67	E Evans Creek Road from Rogue River City limits to Rogue River High School	Widen	Widen to 3-lane urban major collector standard	Tier 2	$3,580
S78	N River Road from Rogue River City limits to Twin Bridges Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$4,770
AT26B	Antelope Road from Table Rock Road to OR 62	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2	$890
AT27A	Table Rock Road to Touvelle Road	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2	$50
AT27B	Touvelle Road from Agate Rd to western terminus	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2	$50
S49	S Valley View Road from I-5 to West Valley View Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$880
S25	Griffin Creek Road from S Stage Road to Pioneer Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,955
S56	N Phoenix Road from Phoenix City limits to Medford City Limits	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$3,445
S44	Hanley Road from Beall Lane to Rossanley Drive (OR 238)	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,550
S31A	Upper Applegate Road from ½-mile south of OR 238 to Hamilton Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,615
S31B	Upper Applegate Road from Hamilton Road to McKee Bridge Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$15,105
S31C	Upper Applegate Road from McKee Bridge Road to Squaw Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$14,275
S31D	Upper Applegate Road from Squaw Creek Road to Carberry Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$6,865
AT54	Midway Road from Table Rock Road to eastern terminus	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2	$1,120

Map ID	Location	Type	Description	Priority	Cost (1,000)
S28	Upton Road from Peninger Road to Old Upton Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	$535
R60	Peninger Road from Pine Street to Expo Park	Widen	Widen to 2-lane urban minor collector standard	Tier 2	$1,805
I15	S Stage Road at Orchard Home Road	Turn Lane	Install a separate left-turn lane at the southbound approach	Tier 2	$215
AT74	Agate Road from Nick Young Road to Avenue G	Enhanced Shoulders	Install enhanced pedestrian and bicycle facilities	Tier 2	$3,055
R76	Airport Road from Table Rock Road to Federal Way	New Roadway	New 2-lane urban minor collector	Tier 2	$1,940
S18	Peninger Road from Expo Park to Upton Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$1,875
S1	Old Stage Road from Jacksonville City limits to Ross Lane	Shoulders	Install 4-foot shoulders consistent with the Old Stage Road Corridor Plan	Tier 2	$2,670
S11	West Valley View Road from Suncrest to S Valley View Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$3,615
S27	Taylor Road from Old Stage Road to Grant Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,345
U13	Fern Valley Road from N Phoenix Road to Phoenix City Limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standards	Tier 2	$1,695
S91	Upton Road from Old Upton Road to Gibbon Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,705
S92	N River Road from Twin Bridges Road to OR 99	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$6,275
R86	Nick Young Road from Agate Road to Eagle Point City limits	Upgrade	Improve to 2-lane rural major collector standard	Tier 2	$5,560
S94	Suncrest Road from Bear Creek Greenway (west) to Bear Creek Greenway (east)	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	$130
S95	Table Rock Road from Antelope Road to Kirtland Road	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	$665
S96	Talent Avenue from Alpine Way to OR 99	Enhanced Shoulders	Install enhanced bike and pedestrian facilities	Tier 2	$1,405
U38	Crowson Road from Siskiyou Boulevard to OR 66	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	$3,225
U39	Colver Road from west Talent City limits to OR 99	Bike Lanes and Sidewalks	Install enhanced bike and pedestrian facilities	Tier 2	$675
I25	Antelope Road / Atlantic Avenue	Traffic Signal	Install traffic signal	Tier 2	TBD
I26	Table Rock Road / Modoc Road	TBD	Identify intersection needs and changes	Tier 2	TBD
R47	Beall Lane from Merriman Road to Front Street (OR 99)	Widen	Widen to 3-lane urban minor arterial standard	Tier 2	$3,005
R70	S Stage Road from S Stage Road Terminus to N Phoenix Road	New Roadway	New 2-lane rural arterial over I-5	Tier 2	$5,335
S53	Payne Road from Fern Valley Road to Suncrest Road	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$4,810
S9	Pioneer Road from Dark Hollow Road to Griffin Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$8,000
S90	Dead Indian Memorial Road from OR 66 to MPO limits	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$8,540
S37A	Dead Indian Memorial Road from MPO limits to Buck Prairie Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$20,140

Map ID	Location	Type	Description	Priority	Cost (1,000)
S37B	Dead Indian Memorial Road from Buck Prairie Road to Keno Access Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$10,280
S37C	Dead Indian Memorial Road from Keno Access Road to County line	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$17,780
AT5	Upton Road from I-5 to Peninger Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2	$295
R34B	North Applegate Road from Firehouse to County Line	Upgrade	Improve to 2-lane rural minor collector standard	Tier 2	$11,990
S32	Beall Lane from Hanley Road to Old Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,670
S54	S Stage Road from OR 99 to Jacksonville	Shoulders	Install 7-foot shoulders consistent with rural arterial standards	Tier 2	$12,505
AT24B	Gilman Road Western Terminus to Table rock Road	Shared-Use Path	Construct shared-use path	Tier 2	N/A
S59	Carpenter Hill Road from Voorhies Road to Pioneer Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,190
R72	West Dutton Road from Terminus to Agate Road	New Roadway	New 3-lane urban industrial collector	Tier 2	$4,475
S84[1]	E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 2	$520
S16	Modoc Road from Table Rock Road to Antioch Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$3,765
R78	Wilson Way from Avenue G to Falcon Street	New Roadway	New 2-lane urban minor collector	Tier 2	$920
S38	E Evans Creek Road from Minthorne Road to Queens Branch Road	Upgrade	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$2,440
S52	Voorhies Road from Carpenter Hill Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,950
S20	Stewart Avenue from Oak Grove Road to west Medford UGB	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$195
S33	Bellinger Lane from Hull Road to S Stage Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,925
S6	Old Stage Road from I-5 to roadway terminus	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$4,985
S35	Carpenter Hill Road from Coleman Creek to Voorhies Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$530
S24	Gibbon Road from Upton Road to Table Rock Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,110
S82[1]	Foots Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99)	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 2	$260
S36	Coleman Creek Road from Houston Road to Carpenter Hill Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$640
S60	Hillcrest Road from Medford City limits to MPO limits	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$3,895
AT83	Columbus Avenue from Garfield Street to S Stage Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2	$4,435

Map ID	Location	Type	Description	Priority	Cost (1,000)
S46	Oak Street from Eagle Mill Road to Nevada Street	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$770
S4	Coleman Creek Road from Pioneer Road to Houston Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,290
S8	Pioneer Road from Colver Road to Coleman Creek Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,390
S57	Camp Baker Road from Coleman Creek Road to Colver Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$2,695
S80	Mill Creek Road from Butte Falls-Prospect Road to 1st Street	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	Tier 2	$270
S10	Scenic Avenue from Old Stage Road to Grant Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$5,375
S14	East Dutton Road from OR 62 to Atlantic Avenue Extension	Shoulders	Install 5-foot shoulders consistent with urban major collector standards	Tier 2	$3,090
AT20	Mountain Avenue to Maywood Way	Shared-Use Path	Install a shared-use path	Tier 2	N/A
S7	Pioneer Road from Coleman Creek Road to Dark Hollow Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$1,350
I14	Beall Lane at Hanley Road	Traffic signal/Roundabout	Install a traffic signal or roundabout when warranted	Tier 2	$250
I19	S Stage Road at Voorhies Road	Turn Lane	Install a separate left-turn lane at the northbound approach	Tier 2	$150
R42	Beall Lane from Front Street (OR 99) to Hanley Road	Widen	Widen to 3-lane urban major collector standard	Tier 2	$5,710
S26	Houston Road from Phoenix City limits to Coleman Creek Road	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,420
S58	Coleman Creek Road from MPO limits to Pioneer Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$4,450
R77	Wilson Way from Wilson Way terminus to Antelope Road	New Roadway	New 2-lane urban minor collector	Tier 2	$250
S61	Tolo Road from Scenic Avenue to Blackwell Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,420
S23	Arnold Lane from S Stage Road to Bellinger Lane	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$1,255
U29	Biddle Road from Table Rock Road to 500' east	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor arterial standards	Tier 2	$495
S22	Agate Road from Linn Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$8,470
AT71	Bear Creek Greenway to N Phoenix Road	Shared-Use Path	Construct shared-use path	Tier 2	N/A
S51	Table Rock Road from Wheeler Road to OR 234	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$3,660
R71	Lakeview Drive from Lakeview Drive terminus to Merry Lane	New Roadway	New 2-lane rural minor collector	Tier 2	$4,770
S15	Fern Valley Road from Phoenix City Limits to Payne Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$2,440
AT24A	Gilman Road from Western Terminus to Biddle Road	Bike Lanes and Sidewalks	Install enhanced pedestrian and bicycle facilities	Tier 2	$1,585
S5	Gregory Road from Table Rock Road to Agate Road	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$4,430
AT41	S Stage Road to Sparrow Way	Shared-Use Path	Construct shared-use path	Tier 2	N/A

Map ID	Location	Type	Description	Priority	Cost (1,000)
AT37	Maywood Way to the south	Refinement Plan	Conduct a refinement plan to determine the extent of the ATP corridor and identify the orientation of the shared-use path	Tier 2	$50
S12	Reese Creek Road from Butte Falls Highway to Eagle Point City limits	Shoulders	Install 5-foot shoulders consistent with rural minor collector standards	Tier 2	$7,415
R68[1]	Jacksonville Arterial Connector from North of City of Jacksonville to Pair-a-Dice Ranch Road	Refinement Plan	Refinement plan & draft EIS for rural arterial, state land use goals exception	Tier 2	$3,000
F10	Airway Drive/E Vilas Road	Traffic Signal	Install a traffic signal when warranted	Tier 2	$250
S98	Butte Falls Highway from OR 62 to Butte Falls	Shoulders	Install 6-foot shoulders consistent with rural major collector standards	Tier 2	$27,350
S99	Hamilton Road from OR 238 to Upper Applegate Road	Shoulders	Install 5-foot shoulders consistent with rural local C standards	Tier 2	$5,230
I28	Antelope Road/Division Road	Reconfigure/ Modify Traffic Control	Reconfigure the intersection and/or modify the traffic control to reflect prevailing conditions	Tier 2	$250
				Total Cost	**$378,010**

AT = Active Transportation; I = Intersection; R = Roadway; S = Shoulder; U = Urban.
1. Not show in Roadway Improvements map. Confirm location with Jackson County Roads.

Table 26 summarizes the total cost of the Financially Constrained (Tier 1) Project List for the Jackson County TSP update along with the Unconstrained (Tier 2) Project List.

Table 26: Total County Project Cost

Project List	Priority	Cost ($1,000)
Financially Constrained (Tier 1) Project List	Near-Term	$15,047
	Medium-Term	$19,970
	Long-Term	$17,560
	Subtotal Total	$52,577
Unconstrained (Tier 2) Project List		$378,010
	Total	$430,587
	Available Funds	$64,700
	Funding Gap	$365,887

As shown in Table 26, the total cost of the Financially Constrained (Tier 1) project list is $52,577,000, while the total cost of all transportation improvements (Tier 1 and Tier 2) is $430,587,000. While funding is anticipated to be adequate for the Tier 1 – Financially Constrained projects, the full TSP improvement project list has a funding gap of approximately $365,887,000 to fully implement. Project prospectus sheets for the Tier 1 and several of the Tier 2 projects are included in *Attachment D.*

6.5 PROJECTS IN INCORPORATED AREAS

The Projects in Incorporated Areas project list identifies the transportation system improvement projects located within incorporated areas that were evaluated as part of the Alternatives Analysis for th TSP update. Table 27 summarizes the Projects in Incorporated Areas project list for the Jackson County TSP update. As shown, the list includes a mix of roadway, pedestrian, bicycle, and intersection projects. The projects are organized based on their locations within the incorporated areas. Opportunities to implement the projects shown in Table 27 should be evaluated in coordination with the incorporated cities. As indicated above, the County has set aside approximately 2,400,000 for matching funds for projects in incorporated areas over the next 20 years.

Table 27: Projects in Incorporated Areas

ID	Location	Project Type	Project Description	Priority	Cost (1,000)
Ashland					
U41 (b)	Clay Street from Siskiyou Street to E Main Street	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban minor collector standard	N/A	$2,660
R43	E Main Street from Walker Road to OR 66	Widen	Widen to 3-lane urban major collector standard	N/A	$6,170
Central Point					
N/A	Scenic Ave from OR 99 to Grant Rd	Widen	Widen to include three lanes, bike lanes, sidewalks, and a box culvert	N/A	$2,737
N/A	Biddle Rd at Table Rock Rd	Widen	Widen west approach to add second eastbound left-turn lane	N/A	$501
N/A	Beall Ln / OR 99	Upgrade	Realign and upgrade signals and railroad crossing	N/A	$3,386
N/A	Upton Rd from Scenic Ave to Raymond Way	Widen	Widen for bike lanes and sidewalks	N/A	$1,585
N/A	Grant Rd from Taylor Rd to Beall Ln	Upgrade	Realign and widen to three lanes, bike lanes, and sidewalks	N/A	$1,500
N/A	Grant Rd from Scenic Ave to Taylor Rd	Upgrade	Realign and widen to three lanes, bike lanes, and sidewalks	N/A	$7,321
N/A	Biddle Rd-Pine St from I-5 SB Off-Ramp to east of Table Rock Rd	Widen	Widen to add third westbound through lane	N/A	$7,000
N/A	Pine St / Peninger Rd	Traffic Signal Removal	Remove traffic signal	N/A	$10,566
N/A	Pine St from Bear Creek Bridge to Hamrick Rd	Widen	Widen to include deceleration/acceleration lanes	N/A	$800
N/A	Pine St from Table Rock Rd to Hamrick Rd	Bike Lanes and Sidewalks	Add bike lanes and sidewalks	N/A	N/A
Eagle Point					
U37	Royal Avenue from Brownsborro Highway to Eagle Point City limits	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with urban major collector standard	N/A	$5,255
R88	Reese Creek Road from north Eagle Point City limits to Brownsboro Highway	Widen	Widen to 2-lane urban minor collector standard	N/A	$715
N/A	Stevens Rd from East Main St to Riley Rd	Upgrade	Upgrade to arterial standard, including sidewalks and bike lanes on both sides	N/A	$2,071
N/A	Royal Ave from Old Highway 62 to Archwood Dr	Shared-Use Path	Construct off-street path	N/A	$269
N/A	Linn Rd from Hannon Rd to city limits	Upgrade	Upgrade to industrial collector standard	N/A	$1,884

ID	Location	Project Type	Project Description	Priority	Cost (1,000)
N/A	Alta Vista Rd from Robert Trent Jones Blvd to Riley Rd	Sidewalks	Fill sidewalk gaps with sidewalks	N/A	$507
N/A	Riley Rd from Stevens Rd to Alta Vista Rd	Sidewalks and Bike Lanes	Fill sidewalk gaps with sidewalks and bike network gaps with bike lanes	N/A	$1,024
N/A	Riley Rd from Stevens Rd to Alta Vista Rd	Upgrade	Upgrade to arterial standard	N/A	$4,708
N/A	Alta Vista Rd from Robert Trent Jones Blvd to Riley Rd	Bike Lanes	Fill bike network gaps with bike lanes	N/A	$842
N/A	Alta Vista Rd from Robert Trent Jones Blvd to Riley Rd	Upgrade	Upgrade to arterial standard	N/A	$3,322
Shady Cover					
R87	Rogue River Drive from the Rogue River City limits to Walnut Lane	Widen	Widen to 3-lane urban major collector standard	N/A	$2,140
R45	Rogue River Drive from Walnut Lane to OR 62	Widen	Widen to 3-lane urban major collector standard	N/A	$3,660
N/A	Sawyer Rd from Rogue River Dr to Sawyer Rd	Street Improvements	Street improvement priority	N/A	$2,653
N/A	Rogue River Dr	New Roadway	Connect to Chaparral Drive; provide traffic signal at OR 62 / Rogue River Drive	N/A	$133
Medford					
I8	OR62/Vilas Road	Monitor	Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected	N/A	$150
I27	Crater Lake Avenue/E Vilas Road	Traffic signal/ Reconfigure	Realign Crater Lake Avenue and install a traffic signal when warranted	N/A	$1,500
R89	McAndrews Road from Ross Lane to Jackson Street	Widen	Widen to 3-lane urban minor arterial standard	N/A	$1,155
R90	Coker Butte Road from Crater Lake Avenue to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	N/A	$2,615
R91	Vilas Road from Table Rock Road to east Medford UGB	Widen	Widen to 5-lane urban major arterial standard	N/A	$7,805
R92	Orchard Home Drive from Cunningham Avenue to S Stage Road	Widen	Widen to 2-lane urban minor collector standard	N/A	$2,570
R93	Table Rock Road from Merriman to Lone Pine Creek Bridge	Widen	Widen to 3-lane urban minor arterial standard	N/A	$2,885
R95	Oak Grove Road from Medford UGB to W Main Street	Widen	Widen to 2-lane urban minor collector standard	N/A	$360
R96	Stewart Avenue from west Medford UGB to Lozier Lane	Widen	Widen to 3-lane urban minor arterial standard	N/A	$1,355
R97	Sage Road from Posse Lane to Ehrman Way	Widen	Widen to 3-lane urban major collector standard	N/A	$3,245
N/A	S Peach St from Garfield St to Archer Dr	Upgrade	Upgrade to minor collector with two lanes, bike facilities, sidewalks	N/A	$2,875
N/A	Vilas Rd / Crater Lake Hwy	Intersection Monitoring	Monitor needs after bypass construction	N/A	$5
N/A	Cherry Ln from Old Cherry Ln to Hillcrest Rd	Upgrade	Upgrade to major collector with three lanes, bike facilities, sidewalks	N/A	$11,500
N/A	Coal Mine Rd from N Phoenix Rd to Santa Barbara Dr	Realignment / Upgrade	Realign and upgrade to major collector with three lanes, bike facilities, sidewalks	N/A	$5,975
N/A	Coal Mine Rd	Shared-Use Path	Construct shared-use path	N/A	$680

ID	Location	Project Type	Project Description	Priority	Cost (1,000)
N/A	Coker Butte Rd / Springbrook Rd	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	Columbus Ave	Shared-Use Path	Construct shared-use path	N/A	$3,238
N/A	Columbus Ave / Diamond St	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	Columbus Ave / S Stage Rd	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$2,200
N/A	Columbus Ave to S Stage Rd to Stewart Ave	Upgrade	Upgrade to major arterial with three lanes, bike facilities, sidewalks	N/A	$10,510
N/A	Cunningham Ave from Hull Rd to Orchard Home Dr	New Roadway	New minor arterial with three lanes, bike facilities, sidewalks connected to Bellinger Lane	N/A	$6,835
N/A	Cunningham Ave from Orchard Home Dr to Warren Way	Upgrade	Upgrade to minor arterial with three lanes, bike facilities, sidewalks	N/A	$850
N/A	Diamond St from McKenzie Dr to Kings Hwy	Upgrade	Upgrade to major collector with three lanes, bike facilities, sidewalks	N/A	$2,150
N/A	Diamond St / Kings Hwy	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	Experiment Station Rd from Kings Hwy to Holly St	New Roadway	Construct new minor collector with two lanes, bike facilities, sidewalks	N/A	$3,830
N/A	Justice Rd from east of N Medford Industrial Rd to city limits	Upgrade	Upgrade to minor collector with two lanes, bike facilities, sidewalks	N/A	$1,790
N/A	Kings Hwy / S Stage Rd	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	Midway Rd	Shared-Use Path	Construct shared-use path	N/A	$693
N/A	Oak Grove Rd	Shared-Use Path	Construct shared-use path	N/A	$668
N/A	Oak Grove Rd / Stewart Ave	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$2,200
N/A	Orchard Home Dr / Sunset Dr	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$2,200
N/A	Orchard Home Dr / S Stage Rd	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$2,200
N/A	S Peach St / Garfield St	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	N Phoenix Rd	Shared-Use Path	Construct shared-use path	N/A	$882
N/A	Prune St from Lozier Ln to Plum St	Neighborhood Bikeway	Sign and strip neighborhood bikeway	N/A	$16
N/A	Springbrook Rd from Coker Butte Rd to Vilas Rd	New Roadway	Construct new major collector with three lanes, bike facilities, sidewalks	N/A	$8,055
N/A	Springbrook Rd from Owen Dr to Coker Butte Rd	New Roadway	Construct new major collector with three lanes, bike facilities, sidewalks	N/A	$4,210
N/A	Sunset Dr from S Stage Rd to Orchard Home Dr	Upgrade	Upgrade to major collector with three lanes, bike facilities, sidewalks	N/A	$4,010
N/A	Table Rock Rd	Shared-Use Path	Construct shared-use path	N/A	$2,092
N/A	Table Rock Rd / I-5	Overcrossing	New I-5 overcrossing upgraded to minor arterial	N/A	$25,000
N/A	Vilas Rd	Shared-Use Path	Construct shared-use path	N/A	$2,923

ID	Location	Project Type	Project Description	Priority	Cost (1,000)
N/A	Vilas Rd / Lear Way	Traffic Signal / Roundabout	Install traffic signal or roundabout when warranted	N/A	$400
N/A	Vilas Rd from Crater Lake Hwy to east of Springbrook Rd	Upgrade	Upgrade to major arterial with five lanes, bike facilities, sidewalks to Springbrook Road; upgrade to minor arterial with three lanes, bike facilities, sidewalk east of Springbrook Road	N/A	$3,945
Phoenix					
N/A	Bear Creek Greenway / Northridge Terr	Wayfinding	Install signage guiding travelers to the greenway	N/A	N/A
N/A	Hilsinger Rd from Colver Rd to Camp Baker Rd	Upgrade	Upgrade road to collector standard (shared-lane markings instead of bike lanes)	N/A	$770
N/A	Colver Rd from 1st St to south UGB	Shared-Use Path / Sidewalks	Install shared-use path along east side (mid-term); install new or improved sidewalks both sides (long-term)	N/A	$250
N/A	OR 99 at Northridge Terr	Safety Monitoring	Monitor crash patterns for increased frequency of crashed related to northbound right-turn movement; if warranted, improve turning radius on southeast corner	N/A	$125
N/A	Camp Baker Rd from Hilsinger Rd to Colver Rd	Sidewalks	New or improved sidewalks both sides	N/A	$446
N/A	Camp Baker Rd from Hilsinger Rd to Colver Rd	Bike Lanes	Widen to provide bike lanes	N/A	$122
Rogue River					
N/A	W Evans Creek Rd north of Palmerton Park	Shared-Use Path	Add 10-foot sidepath	N/A	$363
N/A	E Evans Creek Rd	Shared-Use Path	Add 10-foot sidepath	N/A	$1,162
Talent					
N/A	Suncrest Rd from Autumn Ridge Rd to UGB	Sidewalks	Add curb and sidewalk to north side	N/A	$160
				Total Cost	**$214,379**

I = Intersection; N/A = Not Applicable; R = Roadway; U = Urban.

6.6 PROJECTS ON ODOT FACILITIES

The Projects on ODOT Facilities project list identifies the transportation system improvement projects along ODOT facilities that were evaluated as part of the Alternatives Analysis for the TSP update. These projects are largely not identified in the existing Interchange Area Management Plans (IAMPs) or the Corridor Plans. Table 28 summarizes the Projects on ODOT Facilities project list for the Jackson County TSP update. As shown, the list includes a mix of roadway and intersection projects along ODOT facilities. The projects are organized based on the outcome of the prioritization process from highest priority score to lowest priority score based on the County's transportation system plan goals. Opportunities to implement the projects shown in Table 28 should be evaluated in coordination with ODOT.

Table 28: Projects on ODOT Facilities (Non-IAMP/Corridor Plan Projects)

Map ID	Location	Type	Description	Priority	Cost (1,000)
S81[1]	Rogue River Highway (OR 99) from approximately ¼ mile west of Foots Creek Road to ¼ mile east of Foots Creek Road	Enhanced Shoulders	Install an enhanced shoulder on one or two sides of the roadway	N/A	$130
S97	2nd Street (OR 99) Bridge	Enhanced Shoulders	Install enhanced bike and pedestrian facilities on bother sides of the 2nd Street (OR 99) Bridge	ODOT	$2,500
I7	OR 62/OR 234-Del Isle Way	Turn Lane	Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.	N/A	$150
TS3	Kershaw Road/OR 140	Intersection Improvement	Install an intersection collision avoidance system. These systems warn motorists along the main line to watch for entering traffic on the minor street when flashing	N/A	$50
TS6	Hanley Road (OR 238)/W Main Street	Intersection Improvement	Reconfigure the intersection as a three-way stop. Install a roundabout when warrants are met.	N/A	$50
TS8	Hanley Road (OR 238) from Rossanley Drive to Jacksonville City Limits	Segment Improvement	Provide drivers with more warning and feedback on approach to the curves. Treatments include guardrails, shoulder rumble strips, and chevrons and other curve warning signage	N/A	$50
TS10[1]	OR 99/Rogue Valley Road	Intersection Improvement	Convert Elm Street to right in right out on both sides of highway, install median barrier, no work at Table Rock Road at this time.	N/A	$50
TS11[1]	OR 99/Rogue Valley Road	Intersection Improvement	Extend RED clearance	N/A	$5
R81	OR 62 Expressway from OR 62 at Corey Road to OR 62 at Dutton Road	New Roadway	New 4-lane expressway	N/A	$10,500
U2	OR 66 from I-5 to Crowson Road	Bike Lanes and Sidewalks	Install bike lanes and sidewalks consistent with ODOT standards	N/A	$1,975
				Total Cost	**$15,460**

I = Intersection; R = Roadway; TS = Traffic Safety; U = Urban
1. Not shown in Roadway Improvements map. Confirm location with Jackson County Roads.

Additional projects on ODOT facilities that are identified in previously adopted Corridor Plans and Interchange Area Management Plans (IAMP) are provided in the following sections. All of the projects were considered as part of the TSP update process and have been included in the TSP by reference.

ODOT Corridor Plan Projects

ODOT has developed three corridor plans since the adoption of the current Jackson County TSP, including the OR 99 Corridor Plan, the OR 140 Corridor Plan, and the I-5 Rogue Valley Corridor Plan. The following provides a summary of each plan, including the transportation system improvements projects identified in each plan.

OR 99 Corridor Plan

The OR 99 Corridor Plan was adopted by ODOT in June 2015. The plan focuses on the section of OR 99 that extends from Garfield Street in South Medford, through the communities of Phoenix and Talent, to

S Valley View Road at the north end of Ashland. This multimodal plan examines how the highway operates both now and over the next 20 years. It identifies strategies to preserve and improve highway safety and capacity consistent with a District Highway classification and local policies. It also incorporates improvements for all travel modes. Table 29 summarizes the transportation system improvement projects identified in the OR 99 Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

Table 29: OR 99 Corridor Plan Improvement Projects

ID	Location	Project Type	Project Description	ODOT Plan Priority	Cost ($1,000)
Corridor Improvements					
1	OR 99 from Garfield Street to Charlotte Ann Road	Corridor	Construct sidewalks along the west side of OR 99	Medium	$165
2	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Modify striping of existing 5-lane roadway cross section to add bike lanes	High	$300
3	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Construct continuous sidewalks on both sides of OR 99	Medium	$3,300
4	OR 99 from Charlotte Ann Road to Coleman Creek Road	Corridor	Install median islands at multiple locations where pedestrian crossings occur	Medium	$50 Per location
5	OR 99/Northridge Terrace Intersection	Corridor	Improve turning radius on southeast corner	Medium	$125
6	OR 99/Coleman Creek Culvert	Corridor	Modify striping of existing roadway to add bike lanes and sidewalks while maintaining four through travel lanes (Interim)	High to Medium	$350
7	OR 99/Coleman Creek Culvert	Corridor	Replace culvert and widen roadway to add bike lanes and sidewalks	High to Medium	$2,000 to $3,000
8	OR 99 from Bolz Lane to South End of Couplet	Corridor	Provide sidewalk travel width of 6 feet around utility poles	Ongoing	TBD
9	OR 99 within Downtown Phoenix	Corridor	Add gateway treatments at north and south ends of Couplet to emphasize upcoming downtown area	Phoenix TSP	TBD
10	OR 99 within Downtown Phoenix	Corridor	Modify striping to add bike lanes	Phoenix TSP	TBD
11	OR 99 within Downtown Phoenix	Corridor	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	Phoenix TSP	$300
12	OR 99 from south of couplet to City Limits	Corridor	Add curbs and sidewalks and restripe roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes	Medium	$1,200
13	OR 99 from Phoenix City Limits to Talent City Limits	Corridor	Restripe roadway to include a center turn lane, two through travel lanes roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulders	Medium	$225
14	OR 99 from Colver Road/Suncrest Road to Rapp Road	Corridor	Upgrade or fill in missing sidewalks	Ongoing	NA
15	OR 99 from Wagner Creek Greenway Trail	Corridor	Consider future midblock crossing with pedestrian-activated device	Medium	$100
16	OR 99 from Rapp Road to Creel Road (Talent City Limits)	Corridor	Add curbs and sidewalks and restripe existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes (STIP Key Number 17478)	High	$3,300
17	OR 99 from Creel Road to Bear	Corridor	Construct a shared-use path along the east side	High	$250

	Creek Greenway connection		of the highway		
18	OR 99 from Creel Road (Talent City Limits) to S Valley View Road	Corridor	Restripe roadway to include a center turn lane, two through travel lanes	Medium	$700
19	OR 99/S Valley View Road Intersection	Corridor	Widen S Valley View Road to provide dual westbound left-turn lanes at OR 99	Medium to Low	$15,000
Other System Improvements					
20	Bear Creek Greenway	Corridor	Enhance connections to OR 99 throughout corridor with wayfinding signage and other amenities	High	$50
21	Bear Creek Greenway	Corridor	Improve connections to OR 99/Bear Creek Drive at 4th Street and Oak Street to provide parallel and convenient bicycle and pedestrian facilities	Medium	$450
Transportation System Management Strategies					
TSM1	OR 99 Corridor	Corridor	Develop a traffic operations emergency plan	High	$25
TSM2	OR 99 Corridor	Corridor	Conduct speed zone studies to reassess posted speeds when lane restriping, lane conversion, or pedestrian crossing projects are implemented	Ongoing	$10 to $15 per location
TSM3	OR 99/South Stage Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	$25
TSM4	OR 99 from Northridge Terrace to Coleman Creek Road	Corridor	Evaluate potential access modifications to address high crash frequency	High	TBD
TSM5	OR 99/W Valley View Road Intersection	Corridor	Modify traffic signal timing to add clearance intervals and protected left-turn phases in the east-west direction	High	$25

TSM = Transportation System Management

OR 140 Corridor Plan

The OR 140 Corridor Plan was adopted by ODOT in March 2013. The plan focuses on the section of OR 140 that extends from I-5 Exit 35 (Seven Oaks Interchange), east through unincorporated White City, to Brownsboro-Eagle Point Road. This multimodal plan examines how the highway operates both now and over the next 20 years. It identifies strategies to preserve and improve highway safety and capacity consistent with a Statewide Highway classification and Freight Route designation and local policies and incorporates improvements for all travel modes. Table 30 summarizes the transportation system improvement projects identified in the OR 140 Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

Table 30: OR 140 Corridor Plan Improvement Projects

ID	Location	Project Type	Project Description	ODOT Plan Priority	STIP/MTIP/CIP
West of White City UUC Boundary					
1	OR 140 (Blackwell Road) Segment	Corridor	Widen to provide a 3-lane rural section (with setbacks for 5 lanes) and modify curves for higher design speed	High	$8,700
2	OR 140 north/east of I-5	Corridor	Add a truck weigh station	NA	NP
3	OR 140/Blackwell Road/Kirtland Road Intersection	Corridor	Install a traffic signal	Low	$500
4	OR 140 (Kirtland Road) Segment	Corridor	Install additional roadway delineation such as textured striping or rumble strips	Medium	$20
5	OR 140 (Kirtland Road)/High Banks Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	$1,500
White City (within UUC Boundary)					
6	OR 140 (Kirtland Road)/W Antelope Road Intersection	Corridor	Add a westbound left turn lane on OR 140	Low	$1,200
7	OR 140 (Avenue G) Segment	Corridor	Widen to provide a 3-lane urban section	NA	$7,600
8	OR 140/Avenue G/Agate Road Intersection	Corridor	Add channelized eastbound right turn lane on Avenue G and southbound merge lane on Agate Road	Medium	$1,600
9	OR 140/Avenue G/Agate Road Intersection	Corridor	Install traffic signal	Low	$500
10	OR 140 (Agate Road) Segment	Corridor	Widen to provide a 3-lane urban section	NA	$6,000
11	OR 140/Agate Road/Leigh Way Intersection	Corridor	Add channelized westbound right-turn lane on Leigh Way and northbound merge lane on Agate Road	Medium	$500
12	OR 62/OR 140-Leigh Way	Corridor	Add eastbound right-turn lane and second westbound left-turn lane	Medium	$1,000
13	OR 62/OR 140-Leigh Way	Corridor	Widen OR 62 to a 7-lane section from south of OR 140 to north of Antelope Road	Low	$7,800
14	OR 140/Lakeview Drive Intersection	Corridor	Add left-turn lanes on OR 140	High to Medium	$1,200
East of White City UUC Boundary					
15	OR 140 east of OR 62	Corridor	Add a westbound truck weigh station	NA	NP
16	OR 140/Riley Road/E Antelope Road Intersection	Corridor	Add left-turn and right-turn deceleration lanes on OR 140	High to Medium	$1,600
17	OR 140/Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	$2,000
18	OR 140/Brownsboro-Meridian Road Intersection	Corridor	Add left-turn lanes on OR 140	Low	$1,700
19	OR 140/Brownsboro-Eagle Point Road Intersection	Corridor	Add an eastbound left turn lane on OR 140	Low	$1,300
Other					
20	OR 140	Corridor	Install additional roadway delineation such as rumble strips or textured striping	NA	NP

I-5 Rogue Valley Corridor Plan

The I-5 Rogue Valley Corridor Plan was adopted by ODOT in March 2012. The plan focuses on the 25 mile section of I-5 that extends from Interchange 11 south of Ashland to Interchange 35 north of Central Point. The plan assesses existing and future transportation conditions and identifies strategies

and improvements to enhance transportation safety and capacity within the corridor. Table 31 summarizes the transportation system improvement projects identified in the I-5 Rogue Valley Corridor Plan. The priorities and cost estimates reflect the priorities and cost estimates identified in the plan.

Table 31: I-5 Rogue Valley Corridor Plan Improvement Projects

ID	Location	Project Type	Project Description	ODOT Plan Priority	STIP/MTIP/CIP
Corridor Concepts—Safety Enhancement Measures					
1	Port of Entry - Auxiliary Lane Option	Corridor	Add an auxiliary lane between the on-ramp of the northbound weigh station (Port of Entry) facility and the northbound off-ramp at Interchange 19.	High	$
3	Southbound Weigh Station	Corridor	Add an auxiliary lane between the southbound on-ramp at Interchange 19 and the southbound off-ramp at the weigh station.	Medium	$
4	Temporary Overnight Truck Facilities	Corridor	Coordinate efforts to temporarily divert trucks to the Jackson County Fairgrounds, distribution centers, industrial parks, and other public and private properties during inclement weather.	Medium	$$
6	Medford Viaduct Shoulder	Corridor	Add a 12-foot right side shoulder by reconstructing and widening the existing viaduct structure.	High	$$
7	Incident Response System	Corridor	Deploy incident response system to patrol I-5 during peak crash periods and expand the existing Traffic Operations Center (TOC).	High	$
Corridor Concepts — Transportation System Management Measures					
8	Designated Alternate Truck Route	Corridor	Upgrade OR 58/US 97 as an alternative route during inclement weather conditions and alert truck drivers via variable message signs (VMS) of conditions in the Siskiyou Pass and advise taking alternative route.	Low	$$$$
9	OR 99 Corridor Coordinated Traffic Signal System	Corridor	Implement a more comprehensive coordinated and adaptive traffic signal system on targeted segments in urbanized areas of OR 99 between Interchanges 11 and 35.	High	$
10	Ramp Metering	Corridor	Install ramp meters to restrict the total flow of traffic entering the freeway, temporarily storing it on the ramps and thus regulating traffic flow along the mainline.	High	$
Corridor Concepts — Capacity Enhancement Measures					
12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 27 to 33 and southbound auxiliary lanes from Exit 27 to 30.	Medium	$$$
12	Auxiliary Travel Lanes	Corridor	Add a northbound auxiliary lane from Exit 21 to 27 and from Exit 33 to 35 and a southbound auxiliary lane from Exit 13 to 27.	Low	$$$
13	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Central Point and North Medford (Interchange 30 to 35) to provide viable local alternative routes.	Low	$$$$
14	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Medford and Phoenix (Interchange 30 to 24) to provide viable local alternative routes.	Medium	$$$$
15	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Phoenix and Ashland (Interchange 24 to 11) to provide viable local alternative routes.	Low	$$$$
16	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure	Medium	$$

			to accommodate three lanes and minimum shoulders in both directions.		
17	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions.	Medium	$$$$
18	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and standard shoulders in both directions stacked vertically.	Medium	$$$$
Corridor Concepts — Least Cost Planning Solutions					
21	Variable Speed Limits	Corridor	Install variable speed limits (VSL)—digital signage that displays posted speed limits that change based on road, traffic, and weather conditions.	Medium	$$
Corridor Concepts — Transportation Demand Management Measures					
22	Intermodal Freight Hub	Corridor	Establish an intermodal freight hub at Interchange 35.	Medium	$$
23	Bus Service Improvements	Corridor	Reduce headways, expand coverage and hours of service, and add new routes to destinations not currently served.	Medium	$$
24	Commuter Rail	Corridor	Add commuter rail on the CORP between Central Point and Ashland.	Low	$$$$
25	Bus Rapid Transit	Corridor	Add a dedicated bus lane and implement signal prioritization on non-rural portions of OR 99 from Ashland to Central Point. These improvements would allow the bus to operate separately, without interference from other modes.	Low	$$$

ODOT Interchange Area Management Plan (IAMP) Projects

ODOT has completed four Interchange Area Management Plans (IAMPs) within Jackson County and has two in the plan development process. The following identifies the IAMPs and any identified projects on County facilities:

- **I-5 Exit 19 (North Ashland) IAMP (November 2011)** – This IAMP includes several local street network modifications and access changes along S. Valley View Road
- **I-5 Exit 21 (Valley View) IAMP – Preferred Alternative (February 2015)** – This IAMP identifies improvements to bring W. Valley View Road up to standards from the I-5 southbound ramp to Suncrest Drive.
- **I-5 Exit 24 (Fern Valley) IAMP (February 2011)** – This IAMP does not include any projects on County facilities or any projects in addition to the interchange improvements currently under construction.
- I-**5 Exit 33 (Central Point) IAMP (June 2015)** – This IAMP primarily identifies improvements to East Pine Street and its intersections, including the I-5 ramp terminals, to improve operations on E. Pine Street and the ramp terminals in the interchange area. The County has jurisdiction east of the interchange from the northbound ramps east; however, the IAMP identifies ODOT and Central Point as the implementing agencies of the IAMP.
- **I-5 Exit 35 (Seven Oaks) IAMP (September 2013)** – This IAMP identifies improvements by ODOT to the northbound and southbound ramp terminals and improvements at the

Blackwell Road/Kirtland Road intersection. County implementation includes requiring development of a local street network in the vicinity of the interchange by development.

- **I-5 Exit 40 & 43 (Gold Hill) IAMP – Alternative Analysis (September 2015)** – Preferred alternatives have not yet been identified for this IAMP. However, this IAMP is anticipated to include improvements to on- and off- ramps and several intersections at each interchange to improve operations and improve turning radii. Most improvements are anticipated to be on ODOT facilities and implemented by ODOT; however there are several multi-modal improvements identified on or parallel to County facilities to improve access and circulation for pedestrians and bicycles.

Table 32 includes the projects from the IAMPs on County facilities that are proposed to be included in the TSP update. Additional information on land use, system, travel demand, and access management strategies is included in each IAMP. Cost estimates are not provided for the IAMP projects.

Table 32: IAMP Projects

ID	Location	Project Type	Project Description	Source
IA1	S. Valley View Road	Interchange	Install a non-traversable median barrier from I-5 southbound ramp terminal to approximately 750 feet south along S. Valley View Road.	I-5 Exit 19 IAMP
IA2	Lowe Road	Interchange	Close Lowe Road approach to S. Valley View Road and extend Low Road southward to connect with S. Valley View Road opposite Eagle Mill Road.	I-5 Exit 19 IAMP
IA3	New Road	Interchange	Construct a new road extending northward from Eagle Mill Road near S. Valley View Road that can serve adjacent parcels and access businesses along the east side of S. Valley View Road.	I-5 Exit 19 IAMP
IA4	Orchard Lane Extension	Interchange	Extend Orchard Lane north of E. Ashland Lane to E. Butler Lane and close existing E. Ashland Lane approach to S. Valley View Road.	I-5 Exit 19 IAMP
IA5	W. Valley View Road	Interchange	Improve W. Valley View Road from the I-5 southbound ramp to the northbound ramp to 12 foot travel lanes (one lane in each direction) with 5 foot shoulders. Improve to 11 foot travel lanes and 5 foot shoulders from the northbound ramp to Suncrest Road	DRAFT I-5 Exit 21 (Valley View) IAMP
IA6	I-5 Southbound Ramp Terminal/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain traffic signal timing to safely manage queues on the SB off-ramp (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA7	I-5 Northbound Ramp Terminal/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain traffic signal timing to safely manage queues on the NB off-ramp (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA8	10th Street/Freeman Road/ East Pine Street TSM	Interchange	Signal Timing Modifications and Queue Storage: Maintain signal progression, change signal phasing, extend westbound left-turn lane striping on East Pine Street to provide more queue storage, consider access restrictions to improve safety (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA9	Peninger Road/East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain signal progression to avoid queuing conflict that affects I-5 NB Ramp Terminal, and change signal phasing (Ongoing)	I-5 Exit 33 (Central Point) IAMP
IA10	East Pine Street TSM	Interchange	Signal Timing Modifications: Maintain signal progression, particularly in the eastbound direction, to avoid queuing that affects I-5 NB ramp terminal (Ongoing)	I-5 Exit 33 (Central Point) IAMP

IA11	South Sidewalk between Ramp Terminals	Interchange	Add a sidewalk on the south side of East Pine Street between the northbound and southbound ramp terminals (High to Medium Priority)	I-5 Exit 33 (Central Point) IAMP
IA12	Bike Lane Improvements	Interchange	Restripe eastbound travel lanes between 9th Street and the I-5 southbound ramp to improve bike lane transitions (High Priority)	I-5 Exit 33 (Central Point) IAMP
IA13	I-5 Southbound On-Ramp	Interchange	Dual Westbound Left-Turn Lanes: Add a second westbound left-turn lane on East Pine Street onto the I-5 southbound on-ramp and a second southbound receiving lane on the I-5 southbound on-ramp (High to Medium Priority)	I-5 Exit 33 (Central Point) IAMP
IA14	I-5 Northbound Ramp Terminal	Interchange	Dual Right Turn Lanes: Widen the I-5 northbound off-ramp to add a second right-turn lane at the northbound approach to East Pine Street (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA15	Penninger Road/East Pine Street Intersection Improvements	Interchange	Implement Central Point TSP Tier 2 Project #236 as revised – Widen East Pine Street to accommodate a third westbound through travel lane, maintain bike lanes, and add sidewalks where necessary (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA16	Hamrick Road/East Pine Street Intersection Improvements	Interchange	Implement Central Point TSP Tier 1 Project #216 – Widen west and north approaches to add a dual eastbound left-turn lane and second northbound receiving lane (Medium to Low Priority)	I-5 Exit 33 (Central Point) IAMP
IA17	Proposed City Shared Use Path Project	Interchange	Construct a shared use path on the north side of East Pine Street from 9th Street to the Bear Creek Greenway (Priority established by City)	I-5 Exit 33 (Central Point) IAMP
IA18	Blackwell Road/OR 99	Interchange	Provide access for all modes of travel between Access Road and KOA campground by widening shoulders or constructing a shared-use path	DRAFT I-5 Exit 40 and 43 (Gold Hill) IAMP
IA19	Profetta Lane to Old Stage Road – I-5 Multimodal Crossing	Interchange	Provide alternate multi-modal crossing of I-5 with shared-use path connection and provide shared-use path along Old Stage Road	DRAFT I-5 Exit 40 and 43 (Gold Hill) IAMP

IA = Interchange Area; TSM = Transportation System Management
Note: Projects located along ODOT facilities will need to meet the requirements of the ODOT Highway Design Manual.

Section 7 Transportation Planning Rule Compliance

SECTION 7. TRANSPORTATION PLANNING RULE COMPLIANCE

In 1991, the Oregon Transportation Planning Rule (TPR) was adopted to implement State Planning Goal 12, Transportation Planning. The Transportation Planning Rule requires all jurisdictions to complete a Transportation System Plan, including policies and ordinances to implement that plan.

The applicable portion of the Transportation Planning Rule is found in OAR Section 660-12-045, Implementation of the Transportation System Plan. In summary, the Transportation Planning Rule requires that local governments revise their land use regulations to implement the Transportation System Plan (TSP) in the following manner:

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
  - access management and control;
  - protection of public use airports;
  - coordinated review of land use decisions potentially affecting transportation facilities;
  - conditions to minimize development impacts to transportation facilities;
  - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;
  - regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and access ways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

Technical Memorandum #8 provides a preliminary draft of changes to the Jackson County Land Development Ordinance (LDO) that will likely be needed to fully implement the updated TSP and comply with the TPR. These draft changes are intended to provide staff, Planning Commission, and Board of Commissioners with a preliminary look at the suggested modifications to the LDO that may be recommended for adoption as part of the TSP planning process. The 2003 Recommended Jackson County Land Development Ordinance was the basis of this review.

Section 8 Glossary of Terms and Acronyms

SECTION 8. GLOSSARY OF TERMS AND ACRONYMS

DLCD - Department of Land Conservation and Development) An Oregon state agency that administers all land use planning statutes and executive and commission policies that affect land.

Functional Classification - Generally, functional classifications are comprehensive plan map designations for roads and/or streets that identify the role the roadway will serve in the road network. Jackson County's functional classification criteria are provided in the Road System Plan section of this document.

HMAC – Hot Mix Asphaltic Concrete

LOS - (Level of Service) A concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. Six grades are used to denote the various level of service from A to F, with F being the most congested.

MPO - (Metropolitan Planning Organization) An organization which has the responsibility of planning, programming and coordination of federal highway and transit investments within Federally designated metropolitan areas. There are two MPOs located within Jackson County, including the Rogue Valley Metropolitan Planning Organization (RVMPO) and the Middle Rogue Metropolitan Planning Organization (MRMPO).

OAR – Oregon Administrative Rule.

ODOT – Oregon Department of Transportation

RTP - (Regional Transportation Plan) A blueprint to guide transportation investments in the Rogue Valley region. This is the regional transportation plan adopted by the MPO.

RVCOG - (Rogue Valley Council of Governments) is a voluntary association of 15 local governments and six other jurisdictions in southwestern Oregon's Jackson and Josephine Counties. RVCOG's job is defined by the charter forming the council and with direction from its board.

RVTD - (Rogue Valley Transportation District) Public transportation service district agency providing transit and other associated transportation services to the southern Oregon cities of Ashland, Talent, Phoenix, Medford, White City, Central Point, and Jacksonville and unincorporated areas of Jackson County within the service district.

STIP - (Statewide Transportation Improvement Program) The Oregon Department of Transportation's (ODOT) short term capital improvement program, providing project funding and scheduling information for the department and the state's metropolitan planning organizations. It is a four-year program

developed through the coordinated efforts of the department, federal and local governments, area commissions on transportation, tribal governments and the public.

TPR - (Transportation Planning Rule) A rule adopted by DLCD and ODOT in April 1991 governing transportation planning requirements for all cities and counties in Oregon. This rule implements statewide planning goal 12.

TSP - (Transportation System Plan) The long-range plan to guide transportation investments in a city or county. Minimum requirements for a TSP are set forth in the TPR.

UCB and UUCB – (Urban Containment Boundary and Urban Unincorporated Community Boundary) A boundary that defines the limits of growth within an unincorporated area. The two UCBs located within Jackson County include the areas around Gibbons/Forest Acres and the Highway 99 corridor between Medford and Phoenix. The one UUCB located within Jackson County includes the area around White City. The County allows for in-fill development within UCS and UUCBs at urban densities where adequate urban level facilities exit.

UGB - (Urban Growth Boundary) A local government regulatory measure that delineates a twenty year supply of land for urban growth. Land within the UGB is made available for urban development while land outside the UGB remains primarily rural for farming, forestry, or low-density residential development.

V/C Ratio – Relationship between a transportation facility's traffic volume and the capacity of the facility. Calculation of the v/c ratio should be completed in accordance with the most recent edition of the Highway Capacity Manual or other comparable method generally accepted by traffic professionals.

Attachment A Functional Classification Plan

Table A1: Functional Classification Plan

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
11th ST	Ave A	Antelope Rd	White City Industrial Local	Rural Local (09)	White City Industrial Local
11th ST	Antelope Rd	Ave G	White City Minor Collector	Urban Minor Collector (21)	White City Minor Collector
11th ST	Ave G	Ave H	White City Industrial Local	Rural Local (09)	White City Industrial Local
13th ST	Ave H	Ave F	White City Industrial Local	Rural Local (09)	White City Industrial Local
14th ST	Ave H	Ave F	White City Industrial Local	Rural Local (09)	White City Industrial Local
15th ST	Ave H	Ave F	White City Industrial Local	Rural Local (09)	White City Industrial Local
1st ST	Hwy 62	End County Maint	Rural Major Collector (07)	Rural Local (09)	Rural Major Collector (07)
23rd ST	Falcon St	Ave G	Urban Local (19)	Rural Local (09)	Urban Local (19)
24th ST	Falcon St	Ave G	Urban Local (19)	Rural Local (09)	Urban Local (19)
24th ST	Ave A	Ave C	White City Minor Collector	Urban Minor Collector (21)	White City Minor Collector
25th ST N	Ave E	Ave G	Urban Local (19)	Rural Local (09)	White City Local
25th ST S	Antelope Rd	Ave C	Urban Local (19)	Rural Local (09)	White City Local
26th ST N	Ave F	Ave G	Urban Local (19)	Rural Local (09)	White City Local
26th ST S	Antelope Rd	Ave C	Urban Local (19)	Rural Local (09)	White City Local
27th ST	Agate Meadows	Ave C	Urban Local (19)	Rural Local (09)	White City Local
27th ST	Begin County Maint	Ave E	Urban Local (19)	Rural Local (09)	White City Local
28th ST	Cul-De-Sac	Ave E	Urban Local (19)	Rural Local (09)	White City Local
29th ST	Amelia Wy	Ave C	Urban Local (19)	Rural Local (09)	White City Local
29th ST	Ave F	Ave H	Urban Local (19)	Rural Local (09)	White City Local
30th ST	Nicholas Wy	End County Maint	Urban Local (19)	Urban Local (19)	White City Local
30th ST	Antelope Rd	Ave C	Urban Local (19)	Urban Local (19)	White City Local
3rd ST	Antelope Rd	Ave C	White City Minor Collector	Urban Minor Collector (21)	White City Industrial Collector
4th ST	Ave C	Cul-De-Sac	White City Industrial Local	Rural Local (09)	White City Industrial Local
5th ST	Ave F	Ave G	White City Industrial Local	Rural Local (09)	White City Industrial Local
6th ST	Ave C	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Industrial Local
7th ST	Antelope Rd	Ave C	White City Industrial Collector	Urban Major Collector (20)	White City Industrial Collector
8th ST	Ave F	Ave G	Urban Local (19)	Rural Local (09)	White City Industrial Local
Abbey RD	Ave F	Strawberry Fields	Urban Local (19)	Rural Local (09)	White City Local
Adams RD	Colver Rd	Anderson Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Agate Desert DR	Gladstone	340' E	Urban Local (19)	Rural Local (09)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Agate Lake Access RD	E Antelope Rd	Agate Lake Spillway	Rural Local (09)	Rural Local (09)	Park Road
Agate Meadows	Nicholas WY	125' W of 28th St	Urban Local (19)	Urban Local (19)	White City Local
Agate Meadows	27th ST	672' W of 27th ST	Urban Local (19)	Urban Local (19)	White City Local
Agate Meadows	210' E of Gladstone Ave	139' W of Gladstone Ave	Urban Local (19)	Urban Local (19)	White City Local
Agate Meadows CI	Hale Wy	133' E	Urban Local (19)	Rural Local (09)	White City Local
Agate Meadows CT	Cul-De-Sac	Nicholas WY	Urban Local (19)	Urban Local (19)	White City Local
Agate RD	E Gregory Rd	Leigh Wy	White City Industrial Collector	Rural Major Collector (07)	Rural Major Collector
Agate RD	Ave G	W.C. UCB	White City Industrial Collector	Urban Major Collector (20)	White City Industrial Collector
Agate RD	W.C. UCB	Old Hwy 234	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Agate ST	S Peach St	Happy Valley Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Airport RD	Table Rock Rd	750' E of Biddle Rd	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Ajax AV	S connection Division Rd	N connection Division Rd	Urban Local (19)	Rural Local (09)	White City Local
Alamar ST	Orchard Home Dr	Rio St	Urban Local (19)	Urban Local (19)	Urban Local (19)
Albion LN	Columbus Ave	Happy Valley Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Allen LN	Anderson Crk Rd	Morey Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Alta Vista RD	Bigham Brown Rd	Robert Trent Jones Jr Blvd	Urban Minor Collector (21)	Urban Minor Arterial (16)	Urban Minor Collector (21)
Alta Vista RD	Robert Trent Jones Jr Blvd	RIley Rd	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Alta Vista RD	Riley Rd	Meridian Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Amelia WY	28th St	190' E	Urban Local (19)	Rural Local (09)	White City Local
Amelia WY	155' W of 29th St	170' E of Abigail Dr	Urban Local (19)	Rural Local (09)	Urban Local (19)
Amerman RD	Royal Crest Rd	1320' E	Rural Local (09)	Rural Local (09)	Rural Local (09)
Anderson Creek RD	Wagner Crk Rd	MPO Boudary	Rural Loca (09)	Rural Local (09)	Rural Local (09)
Anderson Creek RD	MPO Boundary	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Andesite DR	Cady Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Andrea DR	Ave C	Ave E	Urban Local (19)	Rural Local (09)	White City Local
Andrews RD	W Fork Griffin Crk Rd	Unimproved Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Antelope CT	Wilson Wy	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Antelope Extension	Antelope Rd	Hwy 140 ROW	Rural Local (09)	Urban Local (19)	Rural Local (09)
Antelope RD	Table Rock Rd	7th St	White City Minor Arterial	Urban Minor Arterial (16)	White City Minor Arterial
Antelope RD	7th St	Division Rd	White City Minor Arterial	Urban Minor Arterial (16)	White City Minor Arterial
Antelope RD	Division Rd	Atlantic Ave	White City Minor Arterial	Urban Collector (17)	White City Minor Arterial
Antelope RD	Atlantic Ave	W.C. UCB	White City Major Collector	Urban Collector (17)	White City Major Collector
Antelope RD	W.C. UCB	Bigham Brown Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Antelope RD	Bigham Brown Rd	End County Maint	Rural Local (09)	Rural Local (09)	Rural Local (09)
Anthem AV	Atlantic Ave	Cadence Ln	Urban Local (19)	Urban Local (19)	White City Local
Anthony WY	Antelope Rd	1,180' SE of Antelope Rd	White City Industrial Local	Rural Local (09)	White City Industrial Local
Antioch RD	Modoc Rd	Sweet Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Antioch RD	Sweet Ln	Evans Crk Rd	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Applegate ST	Jacksonville City Limits	End County Maint	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
Archer DR	Orchard Home Dr	End County Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Archer DR	Orchard Home Dr	Peach St	Urban Local (19)	Urban Local (19)	Urban Local (19)
Arnold LN	W Main St	Bellinger Ln	Urban Major Collector (20)	Urban Major Collector (20)	Urban Major Collector (20)
Arnold LN	Bellinger Ln	Stage Rd S	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
Ashland Mine RD	Begin County Rd	Patrick Ln	Urban Local (19)	Urban Collector (17)	Urban Local (19)
Ashland Mine RD	Patrick Ln	Ashland UGB	Urban Local (19)	Urban Local (19)	Urban Local (19)
Ashland Mine RD	Ashland UGB	End County Maint	Rural Local (09)	Urban Local (19)	Rural Local (09)
Atlantic AV	Hwy 140 ROW	Ave A	White City Major Collector	Rural Local (09)	White City Major Collector
Atlantic AV	Ave A	Ave H	White City Major Collector	Rural Major Collector (07)	White City Major Collector
Atlantic AV	Ave H	Cole Dr	Urban Local (19)	Rural Local (09)	White City Major Collector
Atlantic AV (Future)	Cole Dr	E Dutton			White City Major Collector
Avenue A	Hwy 62	Atlantic Ave	White City Major Collector	Urban Major Collector (20)	White City Major Collector
Avenue A	Atlantic Ave	WC UCB	White City Minor Collector	Rural Local (09)	White City Minor Collector
Avenue A	WC UCB	Kershaw Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Avenue C	Pacific Ave	7th St	White City Industrial Collector	Urban Major Collector (20)	White City Industrial Collector
Avenue C	Ingalls Dr	Atlantic Ave	White City Minor Collector	Rural Local (09)	White City Minor Collector
Avenue E	25th St	Atlantic Ave	Urban Local (19)	Rural Local (09)	White City Local
Avenue E	Atlantic Ave	381' E of Atlantic Ave	Urban Local (19)	Rural Local (09)	White City Local
Avenue F	11th St	5th St	White City Industrial Local	Rural Local (09)	White City Industrial Local
Avenue F	13th St	15th St	White City Industrial Local	Rural Local (09)	White City Industrial Local
Avenue G	Agate Rd	Hwy 62	White City Industrial Collector	Urban Collector (17)	White City Industrial Collector
Avenue G	Hwy 62	Atlantic Ave	White City Major Collector	Urban Collector (17)	White City Major Collector
Avenue H	11th St	15th St	White City Industrial Local	Rural Local (09)	White City Industrial Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Avenue H	Hwy 62	WC UCB	Urban Minor Collector (21)	Rural Local (09)	White City Minor Collector
Avenue H	WC UCB	End County Maint	White City Major Collector	Rural Local (09)	Rural Minor Collector
Azalea RD	Orr Dr	Gibbon Rd	Urban Local (19)	Rural Local (09)	Rural Local (09)
Ball RD	Hwy 62	Brophy Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Barbur ST	Falcon St	Kimberly	Urban Local (19)	Rural Local (09)	Urban Local (19)
Barlynn ST	S. Cul-De-Sac	N. Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Barnett RD E	Mitchellen Pl	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Bateman DR	Table Rock Rd	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Industrial Local
Beacon Hill LN	Steinman Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Beagle RD	Dodge Rd	Meadows Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Beall LN	Merriman Rd	Hwy 99	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Beall LN	Hwy 99	Hanley Rd	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
Beall LN	Hanley Rd	CP UGB	Urban Major Collector (20)	Rural Major Collector (07)	Urban Major Collector (20)
Beall LN	CP UGB	New Ray Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Beall LN	New Ray Rd	Old Stage Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Beeson LN	Wagner Crk Rd	Adams Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Bellaire WY	Village Blvd	Ingalls Dr	Urban Local (19)	Rural Local (09)	White City Local
Bellinger LN	Hull Rd	Stage Rd S	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Biddle RD	Hamrick Rd	Medford City Limits	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Major Arterial
Bigham Brown RD	Antelope Rd	Ave E	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Bigham Brown RD	Ave E	Alta Vista Rd	Rural Major Collector (07)	Rural Local (09)	Rural Major Collector (07)
Birdseye Creek RD	Hwy 99	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Bison PL	John Day Dr	Fishers Ferry Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Blackbird WY	24th St	Genes Ct	Urban Local (19)	Rural Local (09)	White City Local
Blackwell CT	477' N of Blackwell Rd	359' S of Blackwell Rd	Urban Industrial Local	Rural Local (09)	Urban Industrial Local
Blackwell RD	Kirtland Rd	MPO Boundary	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Blackwell RD	MPO Baoundary	Gold Hilll Spur	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Blue Jay LN	Grant Rd	Oak Pine	Rural Local (09)	Rural Local (09)	Rural Local (09)
Blue Ridge CT	Blue Ridge Dr	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Blue Ridge DR	Wards Crk Rd	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Bobcat WY	11th ST	Cul-de-Sac	White City Industrial Local	Urban Local (19)	White City Industrial Local
Boyd RD	Wards Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Brie TR	Ave F	End County Maint.	Urban Local (19)	Rural Local (09)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Britt AV	Pioneer Ave	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Broadview AV	Fairlane Dr	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Brophy RD	Brownsboro-Eagle Point Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Brophy RD	MPO Boundary	Reese Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Brownsboro-Eagle Point RD	Reese Crk Rd	MPO Boundary	Rural Major Collector (07)	Urban Collector (17)	Rural Major Collector (07)
Brownsboro-Eagle Point RD	MPO Boundary	Hwy 140	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Brownsboro-Eagle Point RD	Old Hwy 62	Loto St	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
Brownsboro-Eagle Point RD	Loto St	Main St	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
Brownsboro-Eagle Point RD	Main St	Eagle Point CL	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
Brownsboro-Eagle Point RD	Eagle Point CL	Reese Crk Rd	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
Brownsboro-Meridian RD	Hwy 140	Meridian Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Buckhorn Springs RD	Hwy 66	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Burbridge DR	Easterly Dead End	End County Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Bursell RD	Ellen Ave	Beall Ln	Urban Local (19)	Urban Local (19)	Urban Local (19)
Butler Creek RD	Eagle Mill Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Butte Falls - Fish Lake RD	Broad St	Hwy 140	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Butte Falls - Prospect RD	Butte Falls - Fish Lake Rd	Mill Crk Dr	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Butte Falls RD	Hwy 62	Laurel Ave	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Cadence LN	Anthem Ave	Taps Ln	Urban Local (19)	Urban Local (19)	White City Local
Cady RD	Hwy 238	Sterling Crk Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Cady RD	Sterling Crk Rd	Applegate St	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Calaveras ST	Gold Mine Ave	Ave C	Urban Local (19)	Rural Local (09)	White City Local
Calhoun RD	Houston Rd	Camp Baker Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Camp Baker RD	Colver Rd	Hillsinger Rd Rt	Urban Minor Collector (21)	Rural Major Collector (07)	Urban Minor Collector (21)
Camp Baker RD	Hillsing Rd Rt	Phoenix UGB	Urban Local (19)	Rural Local (09)	Urban Local (19)
Camp Baker RD	Phoenix UGB	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Campbell RD	N Phoenix Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Canal ST	N End	S End	Urban Local (19)	Urban Local (19)	Urban Local (19)
Carberry RD	Upper Applegate Rd	Josephine County Line	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Carpenter Hill RD	Voorhies Rd	Pioneer Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Carr ST	Division Rd	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Carter LN	Staples Ln	N Valley View Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cascade CT	Ave A	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Cascade Gorge RD	Hwy 62	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Castle CI	Terr-Mont St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Cayden ST	Lisk Dr	Cole Dr	Urban Local (19)	Rural Local (09)	White City Local
Chapparel ST	Gibbon Rd	Raven Rd	Urban Local (19)	Rural Local (09)	Urban Local (19)
Charlaine ST	Orchard Home Dr	Georgia St	Rural Local (09)	Urban Local (19)	Rural Local (09)
Charles WY	Sage Rd	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Charlotte Ann RD	Hwy 99	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Cherry LN	Mary Bee Ln	Hillcrest Rd	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Cherry ST	Stewart Ave	Prune St	Urban Local (19)	Urban Local (19)	Urban Local (19)
China Gulch RD	Hwy 238	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Clay ST	310' S of Birchwood Ln	E Main St	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Clay ST	Hwy 99	End County Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Clay ST	Hwy 99	300' N of Takelma Wy	Urban Minor Collector (21)	Urban Local (19)	Urban Minor Collector (21)
Clayton RD	Siskiyou Blvd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cloudcrest DR	Highcrest Dr	Stardust Wy	Urban Local (19)	Urban Local (19)	Urban Local (19)
Clover LN	W Main St	Sunset Ct	Urban Local (19)	Rural Local (09)	Urban Local (19)
Coal Mine RD	N Phoenix Rd	Medford UGB	Urban Local (19)	Urban Local (19)	Urban Local (19)
Coal Mine RD	Medford UGB	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cobleigh RD	Butte Falls Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cody LN	Ave E	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Coker Butte RD	Begin County Jurisdiction	Medford UGB	Urban Minor Arterial (16)	Rural Major Collector (07)	Urban Minor Arterial (16)
Coker Butte RD	Medford UGB	Foothill Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Cole DR	Atlantic Ave	End County Maint.	Urban Local (19)	Rural Local (09)	White City Local
Coleman Creek RD	Voorhies Rd	Houston Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Coleman Creek RD	Houston	Pioneer Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Coleman Creek RD	Pioneer Rd	Deer Trail Ln	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Coleman Creek RD	Deer Trail Rd	Griffin Crk Rd	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Coleman Creek RD	Griffin Crk Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Coleman Creek RD	MPO Boundary	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Colestin RD	Mt Ashland Ski Rd	California State Line	Rural Local (09)	Rural Local (09)	Rural Local (09)
Coloma ST	Gold Mine Ave	Library Ave	Urban Local (19)	Rural Local (09)	White City Local
Colonial WY	Old Stage Rd	750' SW of Old Stage Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Columbus AV	Diamond St	Stage Rd S	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Colver RD	Hwy 99	Phoenix UGB	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Colver RD	Phoenix UGB	End County Maint.	Urban Major Collector (20)	Rural Major Collector (07)	Urban Major Collector (20)
Conifer WY	Steinman Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Connell AV	Beall Ln	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Connor DR	Atlantic Ave	End County Maint.	Urban Local (19)	Urban Local (19)	White City Local
Cordelia WY	Griffin Crk Rd	Syringa Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Corey RD	Crater Lake Ave	Foothill Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Corey RD	Foothill Rd	Kershaw Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Local (09)
Cork DR	Corey Rd	Lake Shore Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Corona AV	Roberts Rd	Hilton Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Corp Ranch RD	Hwy 66	Beaton Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cottonwood AV	Lawnsdale Rd	Gilman Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Cove RD	Dead Indian Memorial Rd	BLM Rd 38-2e-34	Rural Local (09)	Rural Local (09)	Rural Local (09)
Covered Bridge RD	S connection E Evans Crk Rd	N connection E Evans Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Cramer DR	Ave A	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Crater Lake AV	Begin County Maint.	Corey Rd	Urban Minor Collector (21)	Rural Minor Collector (08)	Urban Minor Collector (21)
Crater Lake HWY	125' N of Dillon WY	365' N of Fowler LN	Rural Major Arterial	Rural Principal Arterial-Other (02)	Rural Major Arterial
Crews RD	Table Rock Rd	450' N	Urban Local (19)	Urban Local (19)	Urban Local (19)
Crossway DR	McDonough Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Crowfoot RD	Hwy 62	Butte Falls Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Crowson RD	Hwy 99	Hwy 66	Urban Minor Collector (21)	Rural Major Collector (07)	Urban Minor Collector (21)
Cunningham AV	Columbus Ave	Orchard Home Dr	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
D Anconia DR	Ragsdale Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Daisy Creek RD	Begin County maint.	End County Maint.	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Dark Hollow RD	Stage Rd S	E connection Pioneer Rd	Rural Local (09)	Rural Local (09)	Rural Minor Collector (08)
Dark Hollow RD	W connection Pioneer Rd	S connection Pioneer Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
David LN	S Cul-De-Sac	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dead Indian Memorial RD	Hwy 66	Ashland UGB	Urban Major Collector (20)	Rural Major Collector (07)	Urban Major Collector (20)
Dead Indian Memorial RD	Ashland UGB	MPO Boundary	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Dead Indian Memorial RD	MPO Boundary	Klamath County Line	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Dean Creek RD	Blackwell Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Park Road
Dean DR	Old Stage Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dennis RD	Hwy 234	McMartin Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Derby RD	Butte Falls Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Desert View DR	Agate Meadows	Avenue A	Urban Local (19)	Rural Local (09)	White City Local
Diamond ST	Kings Hwy	Peach St	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Division RD	Agate Meadows Rd	Ave A	Urban Local (19)	Urban Local (19)	White City Local
Division RD	Ave A	Ave G	White City Major Collector	Urban Collector (17)	White City Major Collector
Division RD	Ave G	Ave H	White City Major Collector	Urban Local (19)	White City Major Collector
Dixie RD	Michael Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dodes Creek RD	Elk Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dodge Bridge RD	Rogu River Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dodge RD	Hwy 234	Antioch Rd	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Dodge RD	Antioch Rd	Perry Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dodson DR	Foothill Rd	Roxy Ann Heights	Rural Local (09)	Rural Local (09)	Rural Local (09)
Domino DR	Fowler Ln	Corey Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Downing RD	Gibbon Rd	W Gregory	Urban Minor Collector (21)	Rural Minor Collector (08)	Urban Minor Collector (21)
Downing RD	W Gregory	Forest Gibbon Acres UCB	Urban Local (19)	Rural Local (09)	Rural Local (09)
Downing RD	Forest Gibbon Acres UCB	Newland Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dry Creek RD	Foothill Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Dry Creek RD	Alpine Rd	E Antelope Rd	Urban Minor Collector (21)	Rural Local (09)	Urban Minor Collector (21)
Duggan RD	Tresham Ln	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Eagle CI	24th St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Eagle Creek DR	24th St	Kestrel Wy	Urban Local (19)	Rural Local (09)	White City Local
Eagle Mill RD	S Valley View Rd	Mountain Ave	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Major Collector (07)
Earhart RD	E Evans Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Antelope RD	Hwy 140	Dry Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
East Antelope RD	Dry Crk Rd	Wren Ridge Dr	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
East Antelope RD	Wren Ridge Dr	BLM RD 37-1E-36	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
East Antelope RD	BLM Rd 37-1E-36	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Ashland LN	Butler Crk Rd	Irish Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Dutton RD	Bigham-Brown Road	Avenue H	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
East Dutton RD	Avenue H	Atlantic Ave (Future)	Urban Local (19)	Rural Local (09)	Urban Local (19)
East Dutton RD	Atlantic Ave (Future)	Highway 62	Rural Minor Collector (08)	Rural Local (09)	Rural Major Collector (07)
East Evans Creek RD	Meadows Rd	Earhart Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
East Evans Creek RD	Earhart Rd	RR UGB	Rural Major Collector (07)	Rural Minor Arterial (06)	Rural Major Collector (07)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
East Evans Creek RD	RR UGB	End County Maint.	Urban Major Collector (20)	Rural Minor Arterial (06)	Urban Major Collector (20)
East Gregory RD	Table Rock Rd	Forest Gibbon Acres UCB	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
East Gregory RD	Forest Gibbon Acres UCB	Agate Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
East Justice RD	Hwy 62	Medford UGB	Urban Local (19)	Urban Local (19)	Urban Local (19)
East Justice RD	Medford UGB	Cul-de-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Main ST	Hwy 66	End County Maint.	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
East Pine ST	I-5 SB Ramps	Central Point CL	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Major Arterial
East Pine ST	Central Point CL	Hamrick Rd	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Major Arterial
East Trail Creek RD	Hwy 227	Swingle Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Valley View RD	N Valley View Rd	Butler Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
East Vilas RD	Table Rock Rd	Hwy 62	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
East Vilas RD	Hwy 62	Medford UGB	Urban Major Collector (20)	Rural Major Collector (07)	Urban Major Collector (20)
East Vilas RD	Medford UGB	Foothill Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Eastern ST	Salmon Wy	Pacific Ave	White City Industrial Local	Rural Local (09)	White City Industrial Local
Eastside RD	N connection Applegate Rd	S connection Applegate Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ehrman WY	Cul-De-Sac	Joseph St	Urban Local (19)	Rural Local (09)	Urban Industrial Local
Elder Mill RD	Swingle Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Elk Creek RD	Hwy 62	Grey Rock Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Elk Creek RD	Grey Rock Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Elk ST	Hwy 99	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Ellen AV	Marilee St	Hwy 99	Urban Local (19)	Urban Local (19)	Urban Local (19)
Ellsworth CI	Ingalls Dr	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Elmhurst ST	Table Rock Rd	Oakhurst St	Urban Local (19)	Rural Local (09)	Rural Local (09)
Emigrant Creek RD	Dead Indian Memorial Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Emigrant Lake RD	Hwy 66	End County Maint.	Rural Local (09)	Rural Local (09)	Park Road
Erline WY	Old Stage Rd	Jerry Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Esther WY	Richey Rd	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Eston CT	Columbus Ave	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Eucalyptus DR	Foothill Rd	Cul-De-Sac	Urban Local (19)	Urban Local (19)	Urban Local (19)
Evans Creek RD	Meadows Rd	Antioch Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Evans Creek RD	Antioch Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Evergreen DR	Lewis Rd	Shipley Terr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Fairlane DR	Stage Rd S	Broadview Ave	Urban Local (19)	Rural Local (09)	Urban Local (19)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Falcon ST	Division Rd	Atlantic Ave	White City Minor Collector	Rural Local (09)	White City Minor Collector
Fallbrook LN	160' S of Ave C	340' N of Ave C	Urban Local (19)	Rural Local (09)	White City Local
Fenton ST	Gladstone Ave	Garrison Ave	Urban Local (19)	Rural Local (09)	White City Local
Fern Valley RD	Hwy 99	Bridge #10	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Fern Valley RD	Begin County Maint.	Phoenix UGB	Urban Major Collector (20)	Rural Major Collector (07)	Urban Major Collector (20)
Fern Valley RD	Phoenix UGB	Meadow View Dr	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Fern Valley RD	Meadow View Dr	Marigold Ln	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Fern Valley RD	Marigold Ln	Payne Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Fielder Creek RD	W Evans Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Fielder LN	S connectiuon Foothill Blvd	RR UGB	Urban Local (19)	Rural Local (09)	Urban Local (19)
Fielder LN	RR UGB	N connection Foothill Blvd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Fishers Ferry RD	N connection John Day Dr	S connection John Day Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Flanders ST	Harlan Dr	Flanders Cl	Rural Local (09)	Rural Local (09)	White City Local
Foley LN	Blackwell Rd	Old Stage Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Foothill RD	Medford UGB	Corey Rd	Rural Major Collector (07)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Foothill RD	Corey Rd	Hwy 140	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Foothills BL	RR UGB	RR City Limits	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
Foothills BL	Josephine County Line	RR UGB	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Foots Creek RD	Hwy 99	N conn. Rt Fork Foots Crk Rd	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Foots Creek RD	N conn. Rt Fork Foots Crk Rd	S conn. Rt Fork Foots Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ford RD	Pleasant Crk Rd	Pleasnt Crk	Rural Local (09)	Rural Local (09)	Rural Local (09)
Forest AV	Pioneer Ave	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Forest Creek RD	Hwy 238	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Foss RD	Talent City Limits	Tarry Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Foss RD	Tarry Ln	Walden Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Foss RD	Walden Ln	Adams Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Fowler LN	Hwy 62	Domino Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Francine CT	Cul-De-Sac	Nicholas WY	Urban Local (19)	Urban Local (19)	White City Local
Frank Hill RD	Ashland Mine Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Fredenburg RD	Butte Falls-Prospect Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Freeland RD	Sylvia Rd	Palomino Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Gaerky Creek DR	Pilot View Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Galls Creek RD	Old Stage Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Garden Row - AKA Chavenor RD	Lampman Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Garden Row - AKA Chavenor RD	Gold Hill 99 Spur	End of County Road	Rural Local (09)	Rural Local (09)	Rural Local (09)
Gardner WY	Hillcrest Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Garland PL	Albion Ln	Harding Ct	Urban Local (19)	Rural Local (09)	Urban Local (19)
Garrison AV	Fenton St	Village Blvd	Urban Local (19)	Rural Local (09)	White City Local
Genes CT	Blackbird Wy	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Georgia ST	Orchard Home Dr	Vivian St	Rural Local (09)	Rural Local (09)	Rural Local (09)
Geppert RD	Obenchain Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Gibbon RD	Table Rock Rd	Downing Rd	Urban Major Collector (20)	Urban Collector (17)	Rural Minor Collector
Gibbon RD	Downing Rd	Upton Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Minor Collector
Gibbon RD	Upton Rd	Truax Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Gilman RD	Biddle Rd	Cottonwood Ave	Urban Local (19)	Urban Local (19)	Urban Local (19)
Gladstone AV	Agate Meadows	Ave A	Urban Local (19)	Rural Local (09)	White City Local
Gladstone AV	Ave A	Falcon St	White City Minor Collector	Urban Major Collector (20)	White City Minor Collector
Glory C RD	Griffin Crk Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Gold Mine AV	24th St	Calaveras St	Urban Local (19)	Rural Local (09)	White City Local
Gold Ray RD	Upper River Rd	Blackwell Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Goldstone DR	Ross Ln	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Gough WY	Ave E	End County Maint.	Urban Local (19)	Rural Local (09)	White City Local
Gramercy DR	Hwy 62	Merry Ln	Urban Local (19)	Rural Local (09)	White City Industrial
Granite CT	Division Rd	60' E	Urban Local (19)	Rural Local (09)	White City Local
Grant RD	Beall Ln	CP UGB	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Grant RD	CP UGB	Scenic Ave	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Green Acres DR	Beall Ln	Palomino Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Greenwood ST	Highland Dr	E conn. Crestbrook Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Griffin Creek RD	Stage Rd S	Pioneer Rd	Rural Major Collector (07)	Urban Collector (17)	Rural Major Collector (07)
Griffin Creek RD	Pioneer Rd	Griffin Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Griffin Creek RD	Griffin Ln	Coleman Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Griffin Creek RD	Sunset Dr	Stage Rd S	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Griffin LN	Griffin Crk Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Griffin LN	MPO Boundary	Sterling Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hadley Cl	Terr-Mont St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Hale WY	Agate Meadows Cl	Ave A	Urban Local (19)	Urban Local (19)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Hale WY	Ave A	Falcon St	White City Minor Collector	Urban Major Collector (20)	White City Minor Collector
Hale WY	Falcon St	Cul-De-Sac	Urban Local (19)	Urban Local (19)	White City Local
Hamilton RD	Hwy 238	Upper Applegate Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hammel RD	S conn. Hwy 62	N conn. Hwy 62	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hanley RD	Beall Ln	Hwy 238	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Happy Valley DR	Stage Rd S	Agate Rd	Urban Local (19)	Urban Local (19)	Urban Local (19)
Harbrooke RD	370' E N Phoenix Rd	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Harding CT	Happy Valley Dr	Garland Pl	Urban Local (19)	Urban Local (19)	Urban Local (19)
Harlan DR	Ingalls	Flanders St	Urban Local (19)	Rural Local (09)	White City Local
Hart AV	Diamond St	Garfield St	Urban Local (19)	Urban Local (19)	Urban Local (19)
Hartley RD	Begin County Maint.	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Harvard PL	Old Cherry Ln	Yale Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Heritage WY	Isabella Wy	Atlantic Ave	Urban Local (19)	Rural Local (09)	White City Local
Hidden Valley LN	Earhart Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
High Banks RD	Newland Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Highcrest DR	Hillcrest Rd	Cloudcrest Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Hillandale Cl	Reese Crk Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hillcrest RD	1500' E Cherry Ln	Medford UGB	Urban Local (19)	Urban Local (19)	Urban Local (19)
Hillcrest RD	Medford UGB	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hillcrest RD	MPO Boundary	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hillside DR	N conn. Old Stage Rd	S conn. Old Stage Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hilsinger RD	Pacific Ln	Camp Baker Rd	Urban Minor Collector (21)	Urban Local (19)	Urban Minor Collector (21)
Hodson RD	Old Stage Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Holcomb Springs RD	Ramsey Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hollywood AV	Pioneer Ave	End	Rural Local (09)	Rural Local (09)	Rural Local (09)
Holton RD	Yank Gulch Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Holton RD	MPO Boundary	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hosmer LN	Rt Fork Foots Crk Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Houston RD	Colver Rd	Phoenix UGB	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
Houston RD	Phoenix UGB	Coleman Crk Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Howard Prairie Dam Access RD	Hyatt Prairie Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hughes RD	Royal Crest Rd	End County Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hughes RD	Royal Crest Rd	Payne Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hull RD	140' N of Judy Wy	180' S of Judy Wy	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hull RD	Stewart Ave	Stage Rd S	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Humbug Creek RD	Hwy 238	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hummingbird LN	Holton Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hummingbird LN	MPO Boundary	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Hyatt Prairie RD	Dead Indian Memorial Rd	S conn. E Hyatt Lk Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Indian Creek RD	Hwy 62	Shady Cove UGB	Urban Local (19)	Rural Local (09)	Urban Local (19)
Indian Creek RD	Shady Cove UGB	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Industrial CI	Pacific Ave	Cul-De-Sac	White City Industrial Local	Rural Local (09)	White City Industrial Local
Ingalls DR	Village Blvd	Ave C	Urban Local (19)	Rural Local (09)	White City Local
Irish LN	E Ashland Ln	Butler Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ironwood DR	Rogue River Dr	Leafwood Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Isabella WY	Ave E	Ave F	Urban Local (19)	Rural Local (09)	White City Local
Jackson RD	N conn, Hwy 99	Ashland UGB	Urban Local (19)	Rural Local (09)	Urban Local (19)
Jackson RD	Ashland UGB	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Jacksonville Reservoir RD	Hwy 238	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Jacqueline WY	Ave C	Ave E	Urban Local (19)	Rural Local (09)	White City Local
Jasmine AV	Violet St	Stage Rd S	Rural Local (09)	Rural Local (09)	Rural Local (09)
Jerry RD	Margaret Wy	Erline Wy	Rural Local (09)	Rural Local (09)	Rural Local (09)
Jet DR	Archer Dr	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Jim CI	Terr-Mont St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
John Day DR	Hwy 234	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
John's Peak RD	Old Military Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Jolisa ST	S End	N End	Urban Local (19)	Rural Local (09)	Urban Local (19)
Jones RD	Beagle Rd	Antioch Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Joseph ST	Ehrman Wy	Mason Wy	Urban Local (19)	Rural Local (09)	Urban Industrial Local
Juanita DR	Daisy Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Judge LN	Peace Ln	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Judy WY	Griffin Crk Rd	Hull Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Julie Ln	Saddlebrook Wy	29th ST	Urban Local (19)	Urban Local (19)	White City Local
Juliet AV	Modoc Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Juniper AV	Redwood Dr	Poplar Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Juniper CT	Agate Meadows	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Kaci AV	Hale Wy	Brie Terr	Urban Local (19)	Rural Local (09)	White City Local
Kane Creek RD	Old Stage Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Kershaw RD	Corey Rd	Hwy 140	Rural Local (09)	Rural Major Collector (07)	Rural Local (09)
Kershaw RD	Hwy 140	Antelope Rd			Rural Major Collector (07)
Kestral WY	Ave F	25th St	Urban Local (19)	Rural Local (09)	White City Local
Kimberly CT	Avfe G	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Kings Highway	386' S of Agate St	Medford UGB	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Kings Highway	Medford UGB	Stage Rd S	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Kingston CI	Village Blvd	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Kubli RD	Josephine County Line	North Applegate Road	Rural Local (09)	Rural Local (09)	Rural Local (09)
Kyra LN	Ave H	545' S	Urban Local (19)	Rural Local (09)	White City Local
Lake Creek LP	W conn. Hwy 140	S Fork Little Butte Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Lake Creek LP	S Fork Little Butte Crk Rd	E conn. Hwy 140	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lake Creek RD	S Fork Little Butte Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lake View DR	Antelope Rd	WC UCB	Urban Minor Collector (21)	Rural Local (09)	White City Minor Collector
Lake View DR	WC UCB	Merry Ln	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Lake View DR (Future)	Merry Ln	Corey Rd			Rural Minor Collector (08)
Lampman RD	W conn. Hwy 99	E conn. Hwy 99	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Lapine AV	Redwood Dr	Niedermeyer Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Larch AV	Redwood Dr	Niedermeyer Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Larkfield LN	Ave A	255' N	Urban Local (19)	Rural Local (09)	White City Local
Laura LN	Andrea Dr	Ave E	Urban Local (19)	Rural Local (09)	White City Local
Laurelhurst RD	Hwy 62	End County Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Laurelhurst ST	Table Rock Rd	Oakhurst Rd	Urban Local (19)	Rural Local (09)	Urban Local (19)
Laurelwood DR	Cul-De-Sac	Manzanita Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Laurelwood DR	Griffin Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lawnsdale RD	Biddle Rd	Cottonwood Ave	Urban Local (19)	Urban Local (19)	Urban Local (19)
Leafwood DR	Ironwood Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Left Fork Humbug Creek RD	Humbug Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lewis RD	Hwy 62	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lexington DR	Agate Rd	End County maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Leydon CI	Fenton St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Library AV	Ave C	Calaveras St	Urban Local (19)	Rural Local (09)	White City Local
Lilac ST	Jasmine Ave	Magnolia Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lillian AV	Diamond St	Garfield St	Urban Local (19)	Urban Local (19)	Urban Local (19)
Lillie Mae LN	Burbridge Dr	Tenney Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Linn RD	Begin County Maint.	EP UGB	Urban Minor Collector (21)	Urban Major Collector (20)	Urban Minor Collector (21)
Linn RD	EP UGB	Dahlia Terr	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Linn RD	Dahlia Terr	Agate Rd	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Lisk DR	130' W of Atlantic Ave	157' E of Atlantic Ave	Urban Local (19)	Rural Local (09)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Little Applegate RD	Upper Applegate Rd	Sterling Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Little Applegate RD	Sterling Crk Rd	Anderson Butte Rd	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Livingston RD	Old Stage Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lloyelen DR	W Evans Crk Rd	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Long Branch RD	Rogue River Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Loper LN	Hwy 227	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Loris Lee LN	Burbridge Dr	Tenney Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lost Creek RD	S Fork Little Butte Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lotus LN E	Webster Ave	McLoughlin Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lotus LN W	Crater Lake Ave.	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lowe RD	S Valley View Rd	Ashland Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Lucky LN	S Stage Rd	End County Rd	Urban Local (19)	Rural Local (09)	Urban Local (19)
Madera RD	D'Anconia Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Madrona LN	Oak Grove Rd	Arnold Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Magnolia AV	Stage Rd S	Hyacinth Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
Magnolia AV N	Lilac St	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Main ST	Hwy 62	Hwy 227	Rural Local (09)	Rural Local (09)	Rural Local (09)
Manzanita DR	E Evans Crk Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Maple CT E	Hale Wy	Harlan Dr	Urban Local (19)	Rural Local (09)	White City Local
Maple CT W	Ajax Ave	110' SE of Gladstone Ave	Urban Local (19)	Rural Local (09)	White City Local
Maple Park DR	Western Ave	Ross Ln N	Urban Local (19)	Urban Local (19)	Urban Local (19)
Margaret WY	Erline Wy	Jerry Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Marilee ST	Beall Ln	Ellen Ave	Urban Local (19)	Rural Local (09)	Urban Local (19)
Marshall AV	Kings Hwy	Peach St	Urban Local (19)	Rural Local (09)	Urban Local (19)
Mason WY	Cul-De-Sac	Joseph St	Urban Local (19)	Rural Local (09)	Urban Industrial Local
Matney LN	Wards Crk Rd	Burbridge Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Maverick ST	Peace Ln	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
McAndrews RD	500' SW of Jackson St	270' E of Ross Ln N	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
McDonough RD	Old Sams Valley Rd	Crossway Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
McGrew CI	Terr-Mont St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
McKee Bridge RD	Upper Applegate Rd	Vehicle Barricade	Rural Local (09)	Rural Local (09)	Rural Local (09)
McLoughlin DR	Corey Rd	Randall Ave	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
McLoughlin DR	Randall Ave	E Vilas Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
McLoughlin DR	E Vilas Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
McMartin LN	Duggan Rd	Michael Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
McNeil Creek RD	Butte Falls Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
McNeil Creek RD	Netherlands Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Meadows RD	Hwy 234	E Evans Crk Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Meals DR	N Dead End	S Dead End	Urban Local (19)	Urban Local (19)	Urban Local (19)
Meridian RD	E Antelope Rd	Stevens Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Merry LN	Hwy 62	WC UCB	Urban Minor Collector (21)	Urban Local (19)	Urban Minor Collector (21)
Merry LN	WC UCB	Lakeview Dr	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Michael RD	Hwy 234	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Michael RD	Hwy 234	McMartin Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Midway RD	Merriman Rd	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Milford DR	380' N of Archer Dr	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Mill Creek DR	S conn. Hwy 62	Butte Falls-Prospect Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Mill Creek DR	Butte Falls-Prospect Rd	N conn. Hwy 62	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Minear RD	Stage Rd S	Bellinger Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Minthorne RD	E Evans Crk Rd	W Evans Crk Rd	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Mobile DR	Reiten Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Modoc RD	Table Rock Rd	Hwy 234	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Mooreland TR	Ball Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Morey RD	Wagner Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Mosquito LN	Table Rock Rd	End County Road	White City Industrial Local	Urban Local (19)	White City Industrial Local
Mountain AV	Eagle Mill Rd	Nevada St	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Mountain View DR	Hwy 62	Agate Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Mountain Vista DR	Atlantic Ave	210' W of Atlantic Ave	Urban Local (19)	Rural Local (09)	Urban Local (19)
Mowetza DR	Reiten Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Mt. Ashland RD	Old Hwy 99	End County Maint.	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Myer Creek RD	E Valley Vier Rd	Wilson Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Myers LN	Garfield St	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Neil Creek RD	Hwy 66	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Nellis AV	Tolo Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Netherlands RD	Crowfoot Rd	McNeil Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Nevada ST	Mountain Ave	End Cpounty Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Neville LN	Griffin Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
New Ray RD	Oak Pine Wy	End CountyMaint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Newland RD	Downing Rd	WC UCB	Urban Local (19)	Rural Local (09)	Rural Local (09)
Newland RD	WC UCB	High Banks Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Nicholas WY	Francine Ct (E)	Agate Meadows	Urban Local (19)	Urban Local (19)	White City Local
Nick Young RD	Hannon Rd	Agate Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Niedermeyer DR	Lapine Ave	Ross Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
North Applegate RD	Josephine County Line	Highway 238	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
North Ford RD	Pleasant Crk	Pleasnat Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
North Obenchain	Begin County Maintenance	Butte Falls Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
North Phoenix RD	Coal Mine Rd	End County Maint.	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
North River RD	Hwy 99	RR UGB	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
North Valley View RD	W Valley View Rd	Carter Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
North Valley View RD	Carter Ln	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Northridge TR	Hwy 99	Cul-De-Sac	Urban Local (19)	Urban Local (19)	Urban Local (19)
Oak Crest WY	Hwy 99	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
Oak Grove RD	W Main St	Medford UGB	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
Oak Grove RD	Medford UGB	Madrona Ln	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Oak Grove RD	Madrona Ln	Stewart Ave	Rural Minor Collector (08)	Rural Local (09)	Rural Minor Collector (08)
Oak Pine WY	Blue Jay Ln	End Couonty Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Oak ST	Eagle Mill Rd	Ashland City Limits	Rural Major Collector (07)	Urban Collector (17)	Rural Major Collector (07)
Oakhurst ST	Elmhurst St	E Gregory	Urban Local (19)	Rural Local (09)	Rural Local (09)
Oakridge AV	Redwood Dr	Niedermeyer Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Old Dry Creek RD	N conn. Dry Crk Rd	S conn Dry Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Old Ferry RD	Hwy 62	Melrose Ln	Urban Local (19)	Urban Local (19)	Urban Local (19)
Old Ferry RD	Melrose Ln	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Old Hwy 234	W connection Hwy 234	E connection Hwy 234	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Old Hyatt Prairie RD	Hyatt Prairie RD	Hwy 66	Rural Local (09)	Rural Local (09)	Rural Local (09)
Old Linn RD	Linn Rd	Agate Rd	Rural Local (09)	Urban Local (19)	Rural Local (09)
Old Military RD	S conn Old Stage Rd	N conn Old Stage Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Old Pacific Highway	Hwy 99	Talent City Limits	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Old Sams Valley RD	Hwy 234	Ramsey Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Old Stage RD	Jacksonville City Limits	MPO Boundary	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Old Stage RD	MPO Boundary	Gold Hill Spur 99	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Old Stage RD	Gold Hill Spur 99	End County Maint.	Rural Minor Collector (08)	Rural Local (09)	Rural Local (09)
Old Stage/Lampman Connector	Old Stage Rd	Lampman Rd	Rural Minor Collector (08)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Old Trail Creek RD	Ragsdale Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Orchard Home DR	Stewart Ave	Cunningham Ave.	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Orchard Home DR	Westwood Dr.	S Stage Rd			Urban Minor Collector (21)
Orchard Home DR	S Stage Rd	Vivian St	Rural Local (09)	Rural Local (09)	Rural Local (09)
Orr DR	Table Rock Rd	Azalea Rd	Urban Local (19)	Rural Local (09)	Rural Local (09)
Pacific AV	Antelope Rd	Ave G	White City Industrial Collector	Rural Major Collector (07)	White City Industrial Collector
Palmer Creek RD	Upper Applegate Rd	Kinney Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Palomino DR	Freeland Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Paradise LN	Peachey Rd	500' S	Urban Local (19)	Urban Local (19)	Urban Local (19)
Patty Anne LN	Avenue A	206' North	Urban Local (19)	Rural Local (09)	White City Local
Payne RD	Suncrest Rd	Fern Valley Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Payne RD	Fern Valley Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Peace LN	E Vilas Rd	Medford UGB	Urban Local (19)	Rural Local (09)	Urban Local (19)
Peace LN	Medford UGB	Justice Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pech RD	End City Maint.	Cirrus Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Pelton LN	Ramsey Rd	Holcomb Spr Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Peninger RD	E Pine St	Upton Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Penny LN	Strawberry Fiedls	Ave F	Urban Local (19)	Rural Local (09)	White City Local
Peregrine AV	110' E of Timberline Rd	115' W of Timberline Rd	Urban Local (19)	Rural Local (09)	White City Local
Perry RD	Old Sams Valley Rd	Dodge Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Phaedra LN	S conn Wilson Wy	N conn Wilson Wy	Urban Local (19)	Rural Local (09)	Urban Local (19)
Pilot View DR	NW conn Pompadour Dr	SE conn Pompadour Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pine Grove RD	W Evans Crk Rd	Queens Branch Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pine Ridge DR	Sun Ridge Wy	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pine Ridge DR	MPO Boundary	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pinehurst ST	E Gregory Rd	Elmhurst St	Urban Local (19)	Rural Local (09)	Rural Local (09)
Pioneer AV	W Main St	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pioneer RD	Coleman Crk Rd	Griffin Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Pioneer RD	Colver Rd	Coleman Crk Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Placer Hill DR	Cady Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pleasant Creek RD	E Evans Crk Rd	W Evans Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pleasant Creek RD	W Evans Crk Rd	Ditch Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Pleasant Creek RD	Ditch Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Pompadour DR	E Nevada St	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ponderosa ST	Gibbon Rd	Raven Rd	Urban Local (19)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Poorman Creek RD	W Fork Griffin Crk Rd	Sterling Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Poplar DR	Ross Ln	Lapine Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
Prairie LN	Wilson Wy	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Princeton WY	Urano Ln	Yale Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Prospect Access RD	Hwy 62	Mill Crk Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Prune ST	Cherry St	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Quebec CI	Fenton St	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Queens Branch RD E	E Evans Crk Rd	W Evans Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Queens Branch RD W	W Evans Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ragsdale RD	Old Trail Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ramie LN	24th St	345.5' East	Urban Local (19)	Urban Local (19)	White City Local
Ramsey RD	Hwy 234	Old Sams Valley Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Ramsey RD	Old Sams Valley Rd	Meadows Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Rancheria RD	Butte Falls-Prospect Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Randall AV	2640' W of McLoughlin Dr	2640' E of McLoughlin DR	Rural Local (09)	Rural Local (09)	Rural Local (09)
Rapp LN	Rapp Rd	Quail Run Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Raven RD	Downing Rd	Ponderosa St	Urban Local (19)	Rural Local (09)	Rural Local (09)
Reager ST	W Main St	Cul-De-Sac	Urban Local (19)	Urban Local (19)	Urban Local (19)
Red Blanket RD	Butte Falls-Prospect Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Redthorne RD	Minthorne Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Redwood DR	Ross Ln	Lapine Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
Reese Creek RD	Brownsboro-Eagle Point Rd	MPO Boundary	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Reese Creek RD	MPO Boundary	Brophy Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Reese Creek RD	Brophy Rd	Butte Falls Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Reiten DR	Hwy 66	Neil Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Richard WY	Westmont Dr	Cul-de-Sac	Urban Local (19)	Urban Local (19)	Urban Local (19)
Richey LN	Gibbon Rd	W Gregory Rd	Urban Local (19)	Rural Local (09)	White City Local
Right Fork Foots Creek RD	N conn Foots Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Right Fork Sardine Creek RD	Sardine Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Riley RD	Hwy 140	N conn Alta Vist Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Riley RD	N conn Alta Vist Rd	EP UGB	Urban Minor Collector (21)	Urban Major Collector (20)	Urban Minor Collector (21)
Riley RD	EP UGB	EP UGB	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Riley RD	EP UGB	Stevens Rd	Urban Minor Collector (21)	Urban Major Collector (20)	Urban Minor Collector (21)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Rio ST	Archer Dr	Alamar St	Urban Local (19)	Urban Local (19)	Urban Local (19)
Robin LN	Grant Rd	Oak Pine Wy	Rural Local (09)	Rural Local (09)	Rural Local (09)
Robleda DR	Cul-De-Sac	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Rocio DR	Ave A	End County Maint.	Urban Local (19)	Rural Local (09)	White City Local
Rock Point RD	0.31m NE I-5 Exit 43	0.46m SW of I-5 Exit 43	Rural Local (09)	Rural Local (09)	Rural Local (09)
Rockwood LN	Hillandale Cir	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Rogue River DR	Hwy 234	Hwy 62	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Ross LN	Hwy 238	Hanley Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ross LN	Hanley Rd	Old Stage Rd/Hillside Dr	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Ross LN	Old Stage Rd/Hillside Dr	Old Military Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Roxy Ann Heights DR	Dodson Dr	High Prairie Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Royal Crest RD	Suncrest Rd	Hughes Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ruch CT	Upper Applegate Rd	Barrier	Rural Local (09)	Rural Local (09)	Rural Local (09)
Saddlebrook WY	Antelope Rd	Julie Ln	Urban Local (19)	Rural Local (09)	White City Local
Sage RD	Rossanley Dr	Hwy 99	Urban Major Collector (20)	Rural Minor Arterial (06)	Urban Major Collector (20)
Salmon WY	Western St	Eastern St	White City Industrial Local	Rural Local (09)	White City Industrial Local
Salt Creek RD	Hwy 140	End County Maint.	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Sams Creek LP	N conn Hwy 234	S conn Hwy 234	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sams Creek RD	Sams Crk Lp	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sardine Creek RD	Hwy 234	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Savage Creek RD	Hwy 99	Josephine County Line	Rural Local (09)	Rural Local (09)	Rural Local (09)
Scenic AV	Hwy 99	CP UGB	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
Scenic AV	CP UGB	Old Stage Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Schulz RD	Table Rock Rd	Cul-De-Sac	Rural Minor Collector (08)	Urban Local (19)	Urban Minor Collector
Seven Oaks RD	10' S of Railroad tracks	Scenic Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sharon WY	26th St	27th St	Urban Local (19)	Rural Local (09)	White City Local
Shiloh RD	Beagle Rd	Jones Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Shipley TR	Evergreen Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sierra DR	Mountain View Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Slagle Creek RD	Kubli Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sonny WY	26th St	27th St	Urban Local (19)	Rural Local (09)	White City Local
South Fork Little Butte Creek RD	Lake Crk Lp	Lost Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
South Fork Little Butte Creek RD	Lost Crk Rd	End County Maint.	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
South Obenchain RD	Hwy 140	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
South Peach ST	Garfield St	Archer Dr	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
South Stage RD	Hwy 99	Fairlane Dr	Urban Minor Arterial (16)	Rural Minor Arterial (06)	Urban Minor Arterial (16)
South Stage RD	Fairlane Dr	Wells Fargo Dr	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
South Valley View RD	N I-5 Ramps	W Valley View Rd	Urban Major Collector (20)	Urban Collector (17)	Urban Major Collector (20)
Squaw Creek RD	Upper Applegate Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Stanford AV	Cherry Ln	High Oak Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Staples LN	W Valley View Rd	Carter Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Stardust WY	Highcrest Dr	Cloudcrest Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Stearns WY	Ross Ln N	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
Steele RD	Payne Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Steelhead PL	John Day Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Steinman DR	Hwy 273	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Stephan Pl	Saddlebrook Wy	130' E of Saddlebrook Wy	Urban Local (19)	Rural Local (09)	White City Local
Sterling Creek RD	Cady Rd	Little Applegate Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Stevens RD	Meridian Rd	EP UGB	Rural Local (09)	Rural Local (09)	Rural Local (09)
Stevens RD	EP UGB	Riley Rd	Urban Local (19)	Rural Local (09)	Urban Local (19)
Stevens RD	Riley Rd	Robert Trent Jones Jr Blvd	Urban Minor Collector (21)	Rural Minor Arterial (06)	Urban Minor Collector (21)
Stewart AV	181' E of Thomas Rd	Medford UGB	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Stewart AV	Medford UGB	Oak Grove Rd	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Stewart AV	Oak Grove Rd	Hull Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Stonefield DR	Agate Meadows	Ave A	Urban Local (19)	Rural Local (09)	White City Local
Strawberry Fields	Abbey Rd	Penny Ln	Urban Local (19)	Rural Local (09)	White City Local
Sun Ridge WY	Hillcrest Rd	Laurel Crest Dr	Rural Local (09)	Rural Local (09)	Rural Local (09)
Suncrest RD	1684' E of Hwy 99	Payne Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Suncrest RD	Payne Rd	W Valley View	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sundown RD	Syringa Dr	Griffin Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sunnyvale RD	Sylvia Rd	Beall Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sunset DR	Stage Rd S	Orchard Home Rd	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Sweet LN	Meadows Rd	Antioch Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sweet RD	McAndrews Rd	N Ross Ln	Urban Local (19)	Urban Local (19)	Urban Local (19)
Swingle RD	Hwy 227	E Trail Crk Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Sycamore WY	Eucalyptus Dr	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Sykes Creek RD	E Evans Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Sylvia RD	Old Stage Rd	Freeman Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Syringa DR	Cordelia Wy	Sundown Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Table Rock RD	SW I-5 ROW	Medford UGB	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Table Rock RD	Medford UGB	Forest Gibbon Acres UCB	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Table Rock RD	Forest Gibbons Acres UCB	Forest Gibbon Acres UCB	Urban Minor Arterial (16)	Urban Minor Arterial (16)	Urban Minor Arterial (16)
Table Rock RD	Forest Gibbon Acres UCB	WC UCB	Rural Minor Arterial (06)	Rural Minor Arterial (06)	Rural Minor Arterial (06)
Table Rock RD	WC UCB	Kirtland Rd	White City Major Arterial	Urban Minor Arterial (16)	White City Major Arterial
Table Rock RD	Kirtland Rd	MPO Boundary	Rural Minor Arterial (06)	Rural Major Collector (07)	Rural Minor Arterial (06)
Table Rock RD	MPO Boundary	Modoc Rd	Rural Minor Arterial (06)	Rural Major Collector (07)	Rural Minor Arterial (06)
Table Rock RD	Modoc Rd	Hwy 234	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Table Rock RD	Hwy 234	Webber Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Takelma DR	Hwy 62	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Takelma Park RD	Rogue River Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Tami LN	Old Stage Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Taps LN	Cadence Ln	140' East	Urban Local (19)	Urban Local (19)	White City Local
Tarry LN	Foss Rd	Beeson Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Taylor RD	E conn Grant Rd	Old Stage Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Tenney DR	Loris Lee Ln	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Terri DR	David Ln	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Terr-Mont LP	Terr-Mont St	Terr-Mont St	Urban Local (19)	Rural Local (09)	White City Local
Terr-Mont ST	Division Rd	Terr-Mont Lp	Urban Local (19)	Rural Local (09)	White City Local
Theo DR	Rapp Ln	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Thomas RD	Stewart Ave	Sunset Dr	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
Thompson Creek RD	Hwy 238	Josephine County Line	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Thorn Oak DR	Ross Ln N	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
Thunder RD	Kershaw Rd	End County Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Thunderhead AV	25th St	Ave E	Urban Local (19)	Rural Local (09)	White City Local
Tiller-Trail HY	Douglas County Line	Hwy 62	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Timberlake DR	Clayton Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Timberline RD	Ave E	End County Maint.	Urban Local (19)	Rural Local (09)	White City Local
Tolman Creek RD	Hwy 99	Ashland City Limits	Urban Local (19)	Urban Local (19)	Urban Local (19)
Tolman Creek RD	Ashland UGB	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Tolo RD	Scenic Ave	Blackwell Rd	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Touvelle RD	Modoc Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Trent AV	27th St	Lakeview Dr	Urban Local (19)	Rural Local (09)	White City Local

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Tresham LN	Table Rock Rd	Hwy 234	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Trout WY	Western St	Eastern St	White City Industrial Local	Rural Local (09)	White City Industrial Local
Truax RD	Gibbon Rd	Newland Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Tyler Creek RD	Hwy 66	Buckhorn Springs Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Ulrich RD	Hwy 62	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Upper Applegate RD	Hwy 238	Carberry Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Upper Applegate RD	Carberry Rd	California State Line	Rural Local (09)	Rural Local (09)	Rural Local (09)
Upper River RD	Blackwell Rd	Gold Ray Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Upton RD	I-5 Undercrossing	CP UGB	Urban Major Collector (20)	Urban Minor Arterial (16)	Urban Major Collector (20)
Upton RD	CP UGB	Wilson Rd	Rural Major Collector (07)	Rural Minor Arterial (06)	Rural Major Collector (07)
Upton RD	Wilson Rd	Gibbon Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Valley Meadows DR	Avenue G	Atlantic Ave	Urban Local (19)	Rural Local (09)	White City Local
Valley Vista DR	Perry Rd	Duggan Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Velna WY	Reiten Dr	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Vernal CT	Agate Meadows	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Via Verde CI	Hale Wy	Cul-De-Sac	Urban Local (19)	Rural Local (09)	Urban Local (19)
View CI	Old Stage Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Village BL	Garrison Ave	Village Cir	Urban Local (19)	Rural Local (09)	White City Local
Village CI	Village Blvd	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Voorhies RD	Stage Rd S	Carpenter Hill Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Wagner Creek RD	Rapp Rd	Talent UGB	Urban Major Collector (20)	Urban Minor Collector (21)	Urban Major Collector (20)
Wagner Creek RD	1.18 Talent UGB	Anderson Crk Rd	Rural Major Collector (07)	Rural Major Collector (07)	Rural Major Collector (07)
Wagner Creek RD	Anderson Crk Rd	Yank Gulch Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
Wagner Creek RD	Yank Gulch Rd	BLM 39-1-14.1 Rd	Rural Local (09)	Rural Major Collector (07)	Rural Local (09)
Wagner Creek RD	BLM 39-1-14.1 RD	End County Maint.	Rural Local (09)	Rural Minor Collector (08)	Rural Local (09)
Wagon Trail DR	Hwy 238	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Walden LN	Colver Rd	Foss Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Wards Creek RD	RR City Limits	RR UGB	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
Wards Creek RD	RR UGB	Matney Ln	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Wards Creek RD	Matney Ln	Boyd Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
Wards Creek RD	Boyd Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Waters Gulch RD	Yale Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Webber RD	Meadows Rd	Perry Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Wellen DR	W Main St	Britt Ave	Rural Local (09)	Rural Local (09)	Rural Local (09)
West Antelope RD	Kirtland Rd	Table Rock Rd	White City Industrial Collector	Urban Minor Arterial (16)	White City Industrial Collector
West Dutton RD	Hwy 62	End County Maint.	White City Industrial Collector	Rural Local (09)	White City Industrial Collector
West Dutton RD (Future)	End County Maint.	Agate Rd			Rural Minor Collector (08)
West Evans Creek RD	1070' N of Walnut Dr	RR UGB	Urban Minor Collector (21)	Urban Minor Collector (21)	Urban Minor Collector (21)
West Evans Creek RD	RR UGB	Pleasant Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
West Fork Griffin Creek RD	Griffin Crk Rd	Poorman Crk Rd	Rural Minor Collector (08)	Rural Minor Collector (08)	Rural Minor Collector (08)
West Fork Trail Creek RD	Hwy 227	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
West Gregory RD	Downing Rd	Table Rock Rd	Urban Minor Collector (21)	Urban Collector (17)	Urban Minor Collector (21)
West Hills TR	W Fork Griffin Crk Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
West Jackson RD	Hwy 99	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
West Justice RD	Cul-de-Sac	Peace Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
West Lloyelen DR	W Evans Crk Rd	End County Maint.	Urban Local (19)	Rural Local (09)	Urban Local (19)
West Main ST	150' W of Renault	Hwy 238	Rural Major Collector (07)	Rural Minor Arterial (06)	Rural Major Collector (07)
West McAndrews RD	60' W of Ross Ln N	End County Maint.	Urban Local (19)	Urban Local (19)	Urban Local (19)
West Valley View RD	Begin County Maint.	Valley View Rd	Rural Minor Collector (08)	Rural Major Collector (07)	Rural Minor Collector (08)
West Vilas RD	Table Rock Rd	End County Maint.	Urban Minor Arterial (16)	Rural Minor Arterial (06)	Urban Minor Arterial (16)
Western AV	McAndrews Rd	Maple park Dr	Urban Local (19)	Urban Local (19)	Urban Local (19)
Western ST	Table Rock Rd	Salmon Wy	White City Industrial Local	Rural Local (09)	White City Industrial Local
Wheeler RD	Table Rock Rd	Tresham Ln	Rural Local (09)	Rural Local (09)	Rural Local (09)
Whispering Pines LN	Upper Applegate Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
White Mountain DR	Ave G	230' N of Ave G	Urban Local (19)	Rural Local (09)	White City Local
White Oaks DR	Wards Crk Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Whitewater DR	Upper Applegate Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Willow Lake RD	Butte Falls-Fish Lake Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Willow Springs RD	Hwy 99	Tolo Rd	Rural Local (09)	Rural Local (09)	Rural Local (09)
Wilson RD	N Valley View Rd	End County Maint	Rural Local (09)	Rural Local (09)	Rural Local (09)
Wilson RD	Table Rock Rd	Upton Rd	Rural Minor Collector (08)	Rural Minor Arterial (06)	Rural Major Collector (07)
Wilson WY	Antelope Rd	Falcon St	White City Minor Collector	Rural Local (09)	White City Minor Collector

Road Name	Limits		County Classification	Federal Classification	2022 TSP Classification
Wilson WY	Ave G	Ave H	White City Major Collector	Rural Local (09)	White City Major Collector
Wilson WY	Ave H	E Dutton Rd	Rural Local (09)	Rural Local (09)	Rural Minor Collector (08)
Wilson WY	333' S of Antelope Rd	Antelope Rd	Rural Local (09)	Rural Local (09)	White City Minor Collector
Wilson WY (Future)	Avenue A	333' S of Antelope Rd			White City Minor Collector
Winter Run DR	28th St	265' W	Urban Local (19)	Rural Local (09)	White City Local
Winterbrook LN	Old Stage Rd	Cul-De-Sac	Rural Local (09)	Rural Local (09)	Rural Local (09)
Woodlake CT	Agate Meadows	Cul-De-Sac	Urban Local (19)	Rural Local (09)	White City Local
Woodlake DR	Agate Meadows	Ave A	Urban Local (19)	Rural Local (09)	White City Local
Worthington RD	Brophy Rd	End County Maint	Rural Local (09)	Rural Local (09)	Rural Local (09)
Yah WY	Wilson Wy	205' E	Urban Local (19)	Rural Local (09)	White City Local
Yale Creek RD	Little Applegate Rd	End County Maint	Rural Local (09)	Rural Local (09)	Rural Local (09)
Yale DR	Stanford Ave	Princeton Wy	Urban Local (19)	Urban Local (19)	Urban Local (19)
Yank Gulch RD	Wagner Crk Rd	MPO Boundary	Rural Local (09)	Rural Local (09)	Rural Local (09)
Yank Gulch RD	MPO Boundary	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Yankee Creek RD	E Antelope Rd	End County MAint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Yorktown DR	Lexington Dr	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)
Zemke RD	Adams Rd	End County Maint.	Rural Local (09)	Rural Local (09)	Rural Local (09)

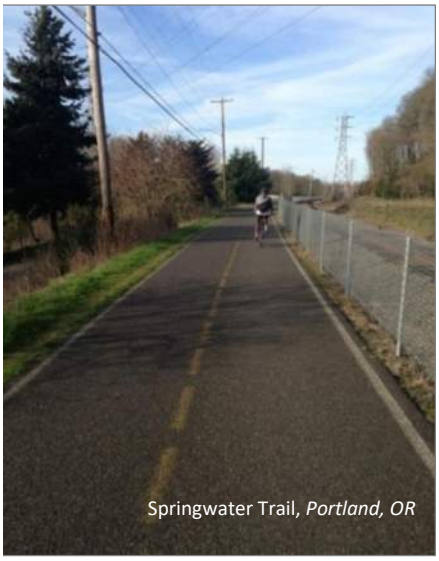
Attachment B Bicycle and Pedestrian Toolkit

Table 1 Toolbox Contents

	Page #	Treatment	Image	Level of Separation / Protection
Rural Bicycle and Pedestrian Facilities	BPF-1	Shared-Use Path		High Level of Separation/Protection
	BPF-2	Buffered Shoulder		
	BPF-3	Shoulder		
	BPF-4	Advisory Shoulder		
	BPF-5	Limited Shoulders		
	BPF-6	Bicycle Climbing Shoulders		
	BPF-7	Shared Lane Roadways		Low Level of Separation/Protection
Rural Pedestrian Only Facilities	PF-1	Pedestrian Path (Sidepath)		

Bicycle and Pedestrian Facilities

SHARED-USE PATH



Springwater Trail, *Portland, OR*

Orlando, FL

Shared-use paths are paved, bi-directional trails separated from roadways that serve both pedestrians and bicyclists. Shared-use paths increase the safety and comfort level of the user. They play an integral role in recreation, commuting, and accessibility due to their appeal to users of all ages and skill levels.

TSP Area Applicability

- Medium- to long-distance links within and between communities.
- Parallel to high speed and volume roads in rural areas where sidewalks and on-street facilities are not present.
- Roads designated as “Enhanced Bikeways”.

Benefits

- Provides facility for both pedestrians and bicyclists in less space than separate facilities.
- Provides separation from motor vehicles and attracts pedestrians and cyclists of all ages and abilities.
- Improves accessibility for residents and increases safety for all users.
- Improves drainage (v.s. curb, gutter, and sidewalk)

Constraints

- May result in conflicts between modes in areas with frequent crossings or driveways.
- May result in conflicts between bicyclists and pedestrians – Speed differentials between more experienced cyclists and slower cyclists and pedestrians may cause conflicts on a shared facility.
- When parallel to roadways, the path must be buffered from motorists which requires substantial right-of-way.

Design Considerations

- Best suited in areas where roadway crossings can be minimized (such as parallel to highways, railroad tracks, rivers, shorelines, natural areas, etc.). High-visibility treatments should be considered at path crossings.
- Can be parallel to a roadway or on its own right-of-way, which may require right-of-way aqusition.
- A width of 10 feet is recommended for low-pedestrian/bicycle-traffic contexts and would be appropriate for most areas of the county; 12 to 20 feet should be considered in areas with moderate to high levels of bicycle and pedestrian traffic; 8 feet is acceptable in constrained areas.
- Pavement markings can be used to indicate separate space for pedestrian and bicycle travel.
- Permeable paving options could help minimize surface water runoff and be compatible with the rural character of the area.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- Metro Greenway Trails
- Oregon Bicycle and Pedestrian Plan

Bicycle and Pedestrian Facilities

BUFFERED SHOULDER

Riverside Boulevard
Bend, OR

http://brisbaneca.blogsphttp://brisbaneca.blogspot.com/2008_12_01_archive.htmlot.com/2008_12_01_archive.html
Brisbane, CA

Buffered bicycle lanes or buffered shoulders are on-street lanes that include an additional striped buffer of typically 2-3 feet between the shoulder and the vehicle travel lane and/or between the shoulder and the vehicle parking lane.

TSP Area Applicability

This treatment is applicable to streets that are long-distance links within and between communities. This could be a treatment on roads designated as "Enhanced Bikeways"; however, any segment of the road with moderate vehicle speeds or volumes and sufficient pavement width to provide a buffer can be considered.

Benefits

- A parking-edge buffer on streets with on-street parking may reduce the likelihood of "dooring."
- Increased separation from motor vehicles (over standard bicycle lanes) may increase bicyclist comfort.

Constraints

- Does not provide physical protection and therefore may not attract bicyclists of all levels.
- The additional width provided by the buffer may invite motorists to illegally park in the lane if not adequately signed and enforced.

Design Considerations

- Typical buffer width is 2-3 feet, in addition to standard bicycle lane width of 5-6 feet, but a combined width of 6 feet is acceptable.
- Green pavement markings or striping can add visibility and awareness in "conflict areas" or intersections where bicycle and vehicle travel paths cross.
- Buffer space can have markings or rumble strips to deter motorists from traveling or parking in the space.
- Pavement has to be smooth and maintained and/or swept regularly to ensure usage.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

SHOULDER


Tucson, AZ


Boise, ID

A shoulder can serve as a bicycle and pedestrian facility that provides space separated from motor vehicle traffic in rural areas.

TSP Area Applicability

Shoulders could be applied to most of Jackson County's rural roadways and as an interim treatment in urbanizing areas. They should be prioritized on designated bikeways.

Benefits

- Provides a space separated from motorists.
- Requires less right-of-way than a shared-use path.

Constraints

- Does not provide physical protection from vehicles and may not be comfortable for all users.
- Shoulders serving other uses, such as disabled vehicles, farm equipment, or pedestrians may require bicyclists and pedestrians to use travel lanes.

Design Considerations

- A 6-foot width is preferred to accommodate bicycle and pedestrian travel, with a 4-foot minimum in constrained areas. Greater widths can be used in higher-speed locations.
- Rumble strips or profiled striping can be used to enhance safety and minimize motorists encroaching on the shoulder.[1]
- May require right-of-way acquisition.
- Pavement has to be smooth and maintained and/or swept regularly to ensure usage.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

[1] AASHTO's Guide for Development of Bicycle Facilitiesiii says that rumble strips "are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 foot) from the rumble strip to the traveled way, 1.2 m (4 feet) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 feet) to adjacent guardrail, curb or other obstacle. If existing conditions preclude achieving the minimum desirable clearance, the width of the rumble strip may be decreased or other appropriate alternative solutions should be considered."

Bicycle and Pedestrian Facilities

ADVISORY SHOULDER

Numansdorp, The Netherlands

Advisory shoulders, also known as "suggestion lanes," are bicycle lanes that motor vehicles can use to pass oncoming motor vehicles after yielding to bicyclists and pedestrians. Advisory shoulders are used in combination with a single center lane (without a centerline) for bi-directional motor vehicle travel on relatively low-volume streets.

TSP Area Applicability

This treatment is applicable to streets with less than 6,000 average daily motorized traffic (ADT) that do not have sufficient width for dedicated bicycle facilities. This treatment could be suitable on roads that have relatively low traffic volumes and that are popular cycling routes and/or have a lot of pedestrian traffic.

Hanover, NH
Photo: Danny Kim, *The Dartmouth*

Benefits

- Provides striped bicycle and pedestrian facility on roadways with very limited right-of-way or pavement width.
- Encourages slower motor vehicle speeds and motorists yielding to bicyclists and pedestrians.
- Inexpensive treatment consisting of only signing and striping.

Constraints

- Motorists may not initially understand advisory lanes due to limited applications in the US to date; education would be required.
- Does not provide physical protection from vehicles and may not attract bicyclists of all levels.

Hanover, NH
Photo: Danny Kim, *The Dartmouth*

Design Considerations

- Advisory shoulders can be striped as 5-7 foot lanes with a single center motorized vehicle lane of 10 to 18 feet.
- Explanatory signage may be helpful in US contexts to communicate to motorists that they must yield to bicyclists before passing oncoming vehicles.
- Pavement has to be smooth and maintained and/or swept regularly to ensure usage.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic.
- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide.

LIMITED SHOULDERS


Boise, ID

Limited shoulders are areas provided along shared lane roadways to allow cyclists to move out of the vehicle travel lane to stop or allow faster-moving vehicles to pass. They include short pullouts to provide cyclists a place to stop and long pullouts that would allow cyclists to keep traveling while allowing motorists to pass.

TSP Area Applicability

Bicycle pullouts can be applied to any roadway without shoulder bikeways or other bicycle treatments. They are intended to be provided on designated bikeways as lower impact alternative to continuous shoulder bikeways in constrained areas. They are most applicable on uphill roadways or long stretches of roadways without passing opportunities for vehicles.

Benefits

- Provides a space separated from motorists.
- Creates opportunities for motorists to pass bicyclists on the roadway.
- Minimizes impacts to property, wildlife, and rural character of roadway.

Constraints

- Requires right of way.
- Does not provide a continuous bikeway.
- Serves only confident/strong bicyclists.

Design Considerations

- A 6-foot width is preferred to accommodate bicycle travel, with a 4-foot minimum in constrained areas. Greater widths can be used in higher-speed locations.
- May require right-of-way acquisition.
- Signage needed to advise bicyclists to use pullouts.
- Pavement has to be smooth and maintained and/or swept regularly to ensure usage.
- Should be a suitable length to provide time for vehicles to pass (200 feet or more) if designed as a passing area rather than stopping location.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

BICYCLE CLIMBING SHOULDERS

Source: Jonathan Maus/BikePortland.org

A bicycle climbing lane consists of a bicycle lane on one side of a roadway in the uphill direction and a shared lane on the downhill side. It allows bicyclists to travel at slower speeds when going uphill without interfering with vehicle travel.

TSP Area Applicability

Bicycle climbing lanes can be applied to any roadway in the study and should be considered on designated bikeways as a lower impact alternative to shoulder bikeways or bike lanes in both directions in constrained areas.

Benefits

- Provides a space separated from motorists for bicyclists raveling slower uphill.
- The pavement markings help indicate proper bicycle direction on both sides of the street.
- Requires less right of way than providing a bicycle lane or shoulder bikeway on both sides of the street.

Constraints

- Does not provide physical protection from vehicles and may not be comfortable for all users on the downhill side.

Design Considerations

- May require right-of-way acquisition.
- Provide guidance signage to alert drivers of the shared road. See warning/advisory signs section.
- Increase signage and pavement markings.
- Typical shoulder bikeway width is 6 feet, with 4-5 feet in constrained locations.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- ODOT Highway Design Manual
- ODOT Bicycle and Pedestrian Design Guide

SHARED LANE ROADWAYS

Cornell Road, *Portland, OR*


Clackamas County, OR

Shared lane roadways are those where motorists and cyclists share the same travel lanes. Shared lane roadways that are part of a designated bicycle network may include shared lane markings ("sharrows") or signage to indicate the legal presence of bicyclists in the travel lane.

TSP Area Applicability

A majority of the roadways in rural Jackson County are currently shared facilities. Posting "Bikes on Roadway" signs can help indicate to road users that bicyclists may be present on the roadway. "Sharrows" could be applied to shared roadways in urban or suburban locations on the bicycle network. Priority areas for these treatments would be on designated "Shared Bikeways".

Benefits

- Provides indication to bicyclists where they should ride in the road.
- Reminds motorists to share the road with bicyclists.
- Low- to no-cost.

Constraints

- Does not provide any separation from vehicles.
- Without additional traffic-calming treatments, it is likely to attract only strong and fearless bicyclists.
- Does not improve pedestrian environment.

Design Considerations

- Provide guidance signage to alert drivers of the shared road. See warning/advisory signs section.
- Educate drivers on the rules of sharing the road.
- Increase signage and pavement markings.
- Sharrows should be placed at least 5 feet from the edge of the curb or on-street parking.
- Traffic calming is essential to attract all user groups.

Additional Guidance

- ODOT Bicycle and Pedestrian Design Guide
- ODOT Highway Design Manual
- Manual on Uniform Traffic Control Devices (MUTCD)

PEDESTRIAN PATH (SIDEPATH)


Skyline Boulevard
Portland, OR


Skyline Boulevard
Portland, OR


SW 121st Ave
Tigard, OR

A pedestrian path is a hard-surface path adjacent to the roadway in lieu of a sidewalk in areas where other bicycle facilities exist or bicyclists share the roadway. While similar to a shared-use path, pedestrian paths are narrower in width and generally do not invite bicycle travel.

TSP Area Applicability

Pedestrian paths can be applied to any constrained roadways in the study area where sidewalks are not present and shared-use paths cannot be accommodated or roads that have wide shoulders or adequate facilities for bicyclists and pedestrians. They can be used as an interim treatment in urbanizing areas to make connections between sidewalk facilities.

Benefits

- Provides a hard surface for pedestrians buffered from the roadway.
- Requires less right-of-way than a shared-use path.
- Lower cost than construction of a full sidewalk with curb and gutter.

Constraints

- May also attract bicyclists, creating the potential for conflicts between pedestrians and bicyclists.

Design Considerations

- Typically 5- to 8-foot wide asphalt surface.
- Pedestrian paths are typically separated from the roadway by a gravel or vegetated buffer instead of a curb and gutter.
- Follow ADA standards to allow for universal access.
- Though not intended for bicyclists, pedestrian paths may attract bicyclists if a separate bicycle facility is not provided.
- Creates issues due to driveway crossings.

Additional Guidance

- FHWA Designing Sidewalks and Trails for Access
- ODOT Highway Design Manual

Attachment C Current and Potential Funding Sources

ATTACHMENT C. CURRENT AND POTENTIAL FUNDING SOURCES

This section describes current and potential federal, state, and local funding sources the County could pursue to fund transportation improvement projects.

FEDERAL SOURCES

Infrastructure Investment and Jobs Act (IIJA)

The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over $4.5 billion over the next five years.

More information: https://www.oregon.gov/odot/pages/iija.aspx

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program provides funding for projects that help reduce emissions and meet national air quality standards, such as transportation demand management programs, bicycle and pedestrian improvements, transit projects, diesel retrofits, and vehicle emissions reductions programs. As indicated previously, Jackson County has received grant funds through the CMAQ program to support improvements to the transportation system.

More Information: http://www.fhwa.dot.gov/environment/air_quality/cmaq/

STATE SOURCES

All Roads Transportation Safety (ARTS)

The All Roads Transportation Safety (ARTS) program (formerly known as Jurisdictionally Blind Safety Program) is intended to address safety needs on all public roads in Oregon. By working collaboratively with local road jurisdictions (cities, counties, MPO's and tribes) ODOT expects to increase awareness of safety on all roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. The program is *data driven* to achieve the greatest benefits in crash reduction and should be blind to jurisdiction. The ARTS program primarily uses federal funds from the HSIP.

More Information: http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx

ConnectOregon

*Connect*Oregon is a lottery bond-based initiative to invest in air, rail, marine, transit, and bicycle/pedestrian infrastructure to ensure Oregon's transportation system is strong, diverse, and

efficient. *Connect*Oregon projects are eligible for up to 80% of project costs for grants and 100% for loans. A minimum 20% cash match is required from the recipient for all grant funded projects. Projects eligible for funding from state fuel tax revenues (section 3a, Article IX of the Oregon Constitution, the Highway Trust Fund), are not eligible for *Connect*Oregon funding. If a highway or public road element is essential to the complete functioning of the proposed project, applicants are encouraged to work with their ODOT region, city, or county to identify the necessary funding sources.

More Information: http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program (STIP) is ODOT's four-year transportation capital improvement program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands. STIP project lists are developed through the coordinated efforts of ODOT, federal and local governments, Area Commissions on Transportation, tribal governments, and the public.

The STIP is divided into two broad categories: Fix-It and Enhance. The Enhance category funds activities that enhance, expand, or improve the transportation system. The project selection process for the Enhance category has undergone significant changes in the last few years and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately. The agency has requested assistance from its local partners in developing Enhance projects that assist in moving people and goods through the transportation system. The projects are selected through a competitive application process. The Fix-it category funds activities that fix or preserve the transportation system. These projects are developed mainly from ODOT management systems that help identify needs based on technical information for things like pavement and bridges.

More information: http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx

Transportation and Growth Management Grants (TGM)

The Transportation Growth Management (TGM) program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. TGM is partnership between the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. The program receives support from the State of Oregon and the Federal Highway Administration of the U.S. Department of Transportation. TGM grants are awarded on an annual basis in two categories: transportation system planning and integrated land use & transportation planning.

More Information: http://www.oregon.gov/LCD/TGM/pages/index.aspx

LOCAL SOURCES

The following section describes local funding options available to implement the projects contained within the TSP update. Each description includes the potential funding level, the action needed to implement the option, the administrative cost of implementation, anticipated community acceptance of the action, and the types of projects that could be implemented through the option. All options discussed are legal in Oregon and in use in communities today. Some require specific action in order to establish the program for the first time.

Economic Improvement Districts (EIDs)

Transportation improvements can often be included as part of larger efforts aimed at business improvement and retail district beautification. Economic Improvement Districts collect assessments or fees on businesses in order to fund improvements that benefit businesses and improve customer access within the district. Adoption of a mutually agreed upon ordinance establishing guidelines and setting necessary assessments or fees to be collected from property owners is essential to ensuring a successful EID.

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of transportation facilities. Transportation-specific bond measures have passed in other communities throughout Oregon. Though this funding source is one that can be used to finance a multitude of project types, it must be noted that the accompanying administrative costs are high and voter approval must be gained.

Local Fuel Tax and/or Registration Fee

Every state collects an excise tax on fuel, and this includes diesel and biodiesel. Only nine states permit cities or counties to impose a local fuel tax, and Oregon is one of those states. Other Oregon County's cities, such as Multnomah County, have chosen to implement this mechanism in order to pay for street operation, maintenance and preservation activities.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are most often used by County's to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as trip generation. Though the costs of an LID project are borne primarily by the property owners, moderate administrative costs must be factored in, and the public involvement process must still be followed.

Road District

Road districting is a technique used to localize road construction or maintenance to a portion of a county and to place financial responsibility within the localized area. Currently no special road districts exist in Jackson County; however, this approach has proven effective in some other Oregon counties. Typically this tool is used to facilitate the improvement of local access or unimproved roads and is not used on roads already maintained by the county.

Additional information: http://www.oregonlaws.org/ors/chapter/371

Urban Growth Management Agreement

An Urban Growth Management Agreement (UGMA) is an intergovernmental agreement that outlines how facilities are managed in the area outside the City limits, but inside the City's Urban Growth Boundary (UGB). Jackson County and Medford currently have an UGMA. Per the agreement, the County maintains County roads within the City's Urban Reserve (UR). The County will retain jurisdiction and be responsible for the continued maintenance of these roads until annexation by the City. When the City's UGB is expanded into the UR, the County will require (e.g., through a condition of approval of UGB amendment) that the City assume jurisdiction over the county roads within the proposed UGB at the time of annexation regardless of the design standard used to construct the roads and regardless of when and how the roads became county roads. The County could establish similar agreements with other the incorporated Cities of Jackson County to prevent the ongoing maintenance of roads within the City limits.

Urban Renewal District/Tax Increment Financing

Urban Renewal Districts are separate taxing districts created to remove blight within a District as defined by State statute and local Urban Renewal Plans. Each Urban Renewal Plan has identified actions that will remove the blight within the District. Those actions are funded by debt financing (e.g., bonds) using the incremental tax revenue generated from improvements on private property that increase the tax assessable value of that property that then create additional property tax revenue. The additional tax revenue (i.e., tax increment) is then directed to the Urban Renewal District to be used for blight removal. This public finance method is referred to as Tax Increment Financing (TIF) and is limited to Urban Renewal in the State. Jackson County implemented an Urban Renewal program within the White City area, which resulted in the replacement of sewer lines, new roads, storm drains, streetlights, sidewalks and water lines, the purchase of parks and community facilities, and housing rehabilitation. The program was completed in 2011.

More information: http://www.co.jackson.or.us/files/wcur_completed_projects.pdf

Attachment D Project Prospectus Sheets

ID: S29

W Main Street Improvements

Description:	Install enhanced bicycle and pedestrian facilities on both sides of W Main Street from Renault Avenue to Hanley Road (OR 238) – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

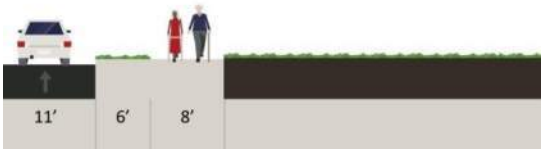
Functional Classification: Rural Major Collector	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** Yes (RVTD)
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

Roadway Cost: $1,025,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $790,000	**Total Cost:** $1,815,000
Project Partners: City of Medford; ODOT; Property Owners		**Related Projects:** TS6, TS8, S48, R95

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

Example: Buffered Shoulder



Example: Shared-use Path

ID: R54

Table Rock Road Widening

Description: Widen Table Rock Road from the Bear Creek Greenway to Airport Road to a 3-lane urban minor arterial and from Airport Road to Biddle Road to a 5-lane urban minor arterial. The full project cost is $7,885,000 for which the County currently has $7,660,000 available.

Functional Classification: Urban Minor Arterial

Freight Route Designation: Yes (County)

Bicycle Route Designation: County Bikeway/Enhanced Bikeway

Transit Route Designation: No

Timeframe: Tier 1 (Near-term)

Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; Medford, Central Point

Roadway Cost: $N/A

Shoulder/Bicycle Lane/Sidewalk Cost: $N/A

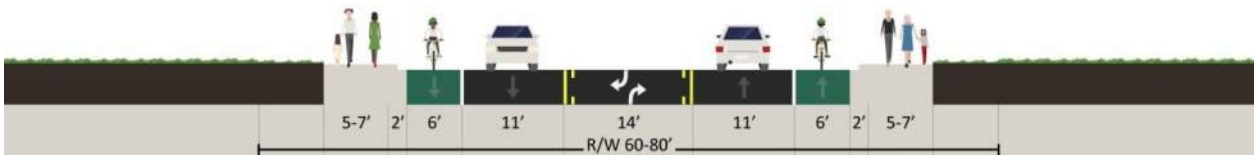
Total Cost: $225,000

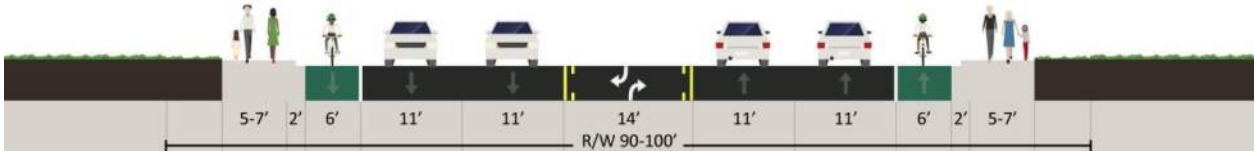
Project Partners: City of Medford; City of Central Point, ODOT, Property Owners

Related Projects: R93, R76, I2, U29, U27

Project Goals: Livability: Meets; Modal Component: Meets; Integration: Somewhat Meets

Project Location/Cross-section/Images:





Project Complete

ID: I4

Table Rock Road/Gregory Road Intersection Upgrade

Description: Install a traffic signal or roundabout at the Table Rock Road/Gregory Road intersection when warranted.

Functional Classification: Rural Arterial/Rural Minor Collector

Freight Route Designation: Yes (County)

Bicycle Route Designation: County Bikeway/Enhanced Bikeway/ County Shared Roadway

Transit Route Designation: No

Timeframe: Tier 1 (Near-term)

Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $ N/A

Shoulder/Bicycle Lane/Sidewalk Cost: $N/A

Total Cost: $250,000

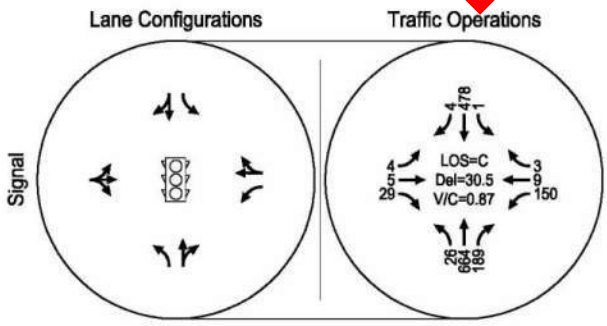
Project Partners: City of Medford; ODOT; Property Owner

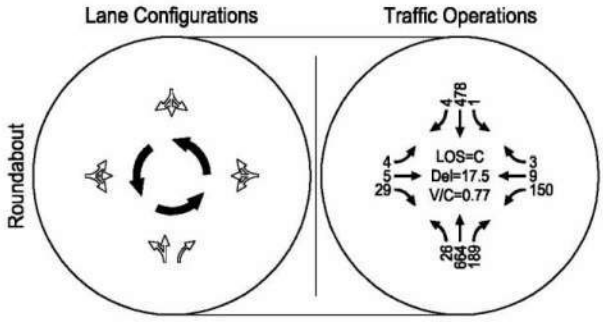
Related Projects: R65, R66, S5

Project Goals: Livability: Meets; Modal Component: Meets; Integration: Somewhat Meets

Project Location/Cross-section/Images:

Project Complete





ID: R69

Foothill Road New Roadway Construction

Description: Construct a new 2-lane rural major collector extension of Foothill Road from Corey Road to Atlantic Avenue to provide an additional north-south connection between White City and Medford.

Functional Classification: Rural Arterial

Freight Route Designation: Yes (County)

Bicycle Route Designation: County Bikeway

Transit Route Designation: No

Timeframe: Tier 1 (Near-term)

Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $1,525,000

Shoulder/Bicycle Lane/Sidewalk Cost: $975,000

Total Cost: $2,500,000

Project Partners: ODOT; Property Owners

Related Projects: S42, S79, I24

Project Goals: Livability: Meets; Modal Component: Meets; Integration: Meets

Project Complete

Project Location/Cross-section/Images:

ID: R4

Antelope Road Improvement

Description:	Upgrade Antelope Road from Kershaw Road to Bigham Brown Road with two 11-foot travel lanes and 6-foot shoulders on both sides of the roadway. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $150,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $280,000	**Total Cost:** $430,000

Project Partners: ODOT; Property Owners	**Related Projects:** S34

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

ID: R1

E Vilas Road Improvement

Description:	Upgrade E Vilas Road from McLoughlin Drive to Foothill Road with two 11-foot travel lanes and 6-foot shoulders on both sides of the roadway. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $655,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,125,000 **Total Cost:** $1,780,000
Project Partners: ODOT; Property Owners	**Related Projects:** R2, J18, S42
Project Goals:	Livability: Meets Modal Component: Meets Integration: Somewhat Meets

Project Complete

Project Location/Cross-section/Images:

ID: S19

Stewart Avenue Improvement

Description:	Install 5-foot shoulders on both sides of Stewart Avenue from Hull Road to Oak Grove Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

Roadway Cost: $55,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $135,000	**Total Cost:** $190,000

Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** R3, S20

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

ID: S43

Foothill Road Shoulder Improvement

Description: Install 6-foot shoulders on both sides of Foothill Road from Delta Waters Road to Coker Butte Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; LID; Local Bond Measure; LID

Roadway Cost: $510,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $710,000	**Total Cost:** $1,220,000

Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** R49, I25, S42

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Meets

Project Location/Cross-section/Images:

Project Complete

ID: S42

Foothill Road Shoulder Improvement

Description:	Install 6-foot shoulders on both sides of Foothill Road from Coker Butte Road to Corey Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

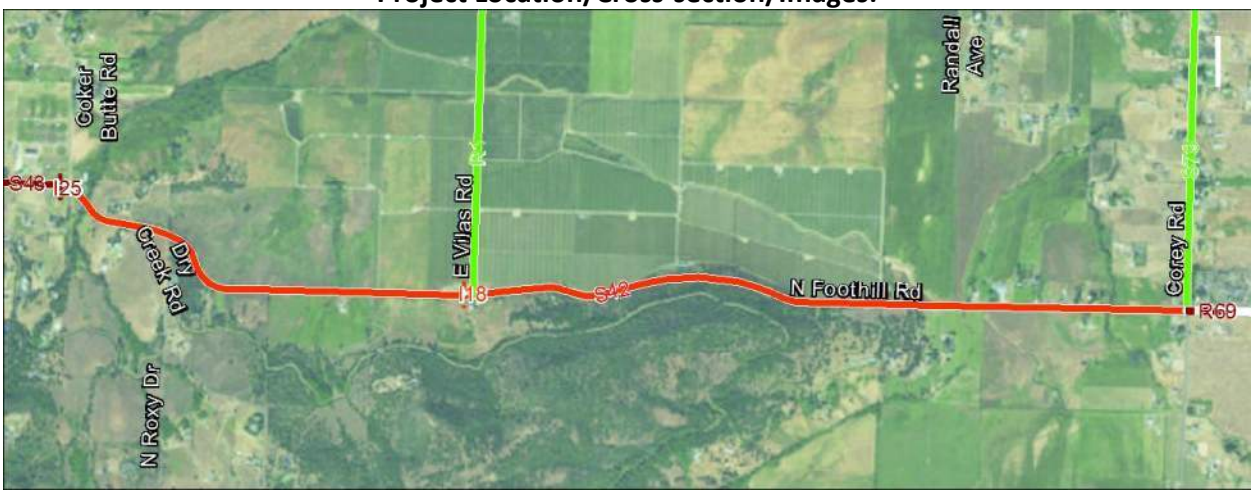
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

Roadway Cost: $1,280,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,815,000	**Total Cost:** $4,095,000

Project Partners: Cities of Medford; ODOT; Property Owners	**Related Projects:** S43, I18, R1, S79, R69

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Meets

Project Location/Cross-section/Images:



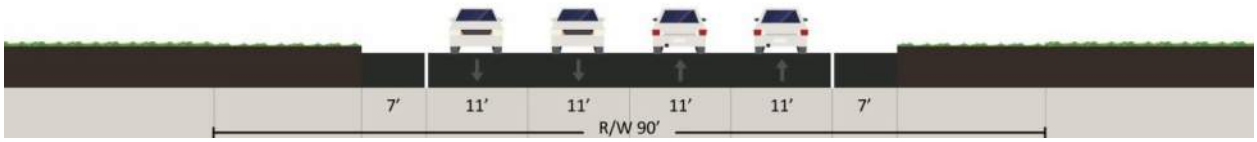
ID: R62

Table Rock Road Widening

Description: Widen Table Rock Road from Mosquito Lane to Antelope Road to include four 11-foot travel lanes allowing double left-turns from westbound Antelope Road. and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $310,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $160,000 **Total Cost:** $470,000
Project Partners: City of Central Point; ODOT; Property Owners	**Related Projects:** R61, S95
Project Goals:	Livability: Meets Modal Component: Meets Integration: Meets

Project Location/Cross-section/Images:



Project Complete

ID: S13

Eagle Mill Road Shoulder Improvement

Description:	Install 5-foot shoulders on both sides of Eagle Mill Road from S Valley View Road to Oak Street to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

Roadway Cost: $730,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,560,000	**Total Cost:** $2,290,000
Project Partners: City of Ashland; ODOT; Property Owners		**Related Projects:** S71, S46

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

ID: R3

Hull Road Improvement

Description:	Upgrade Hull Road from Stewart Avenue to S Stage Road with two 11-foot travel lanes and 6-foot shoulders on both sides of the roadway. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $360,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $835,000	**Total Cost:** $1,195,000
Project Partners: City of Medford; ODOT; Property Owners		**Related Projects:** S54, S33, S19, S20

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

ID: R2

E Vilas Road Improvement

Description: Upgrade E Vilas Road from Medford City limits to McLoughlin Drive with two 11-foot travel lanes and 6-foot shoulders on both sides of the roadway. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $665,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,150,000 **Total Cost:** $1,815,000
Project Partners: City of Medford; ODOT; Property Owner	**Related Projects:** I8, I27, R91, R1
Project Goals:	Livability: Meets Modal Component: Meets Integration: Somewhat Meets

Project Complete

Project Location/Cross-section/Images:

ID: R65

Table Rock Road Widening

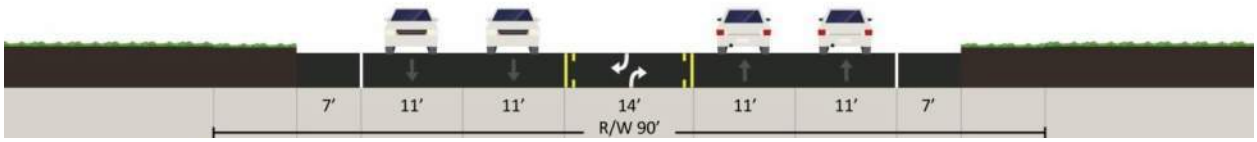
Description:	Widen Table Rock Road from Gregory Road to Elmhurst Street to include four 11-foot travel lanes, a 14-foot center two-way left-turn lane, and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $880,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $670,000	**Total Cost:** $1,550,000
Project Partners: City of Medford; ODOT; Property Owners		**Related Projects:** R66, I4, S5, R61

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Meets

Project Location/Cross-section/Images:

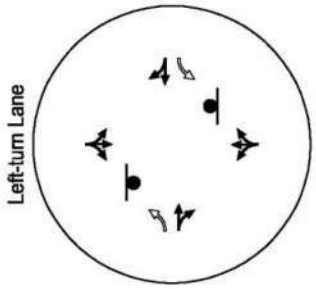


ID: I25

Foothill Road/Coker Butte Road Turn Lane

Description:	Install a separate left-turn lane at the northbound approach and right turn taper at the southbound approach at the Foothill Road/Coker Butte Road intersection.
Functional Classification: Rural Major Collector/Rural Minor Collector	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/County Shared Roadway	**Transit Route Designation:** No
Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A — **Total Cost:** $350,000
Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** S43, S42
Project Goals:	Livability: Meets — Modal Component: Meets — Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: I2

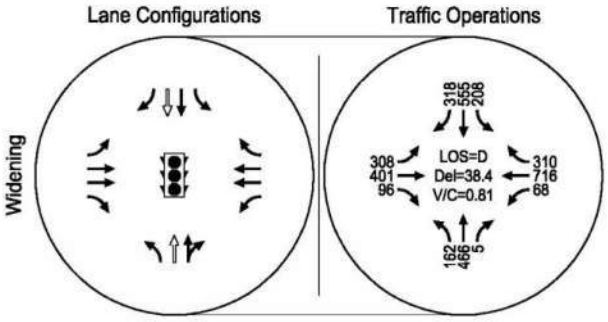
Table Rock Road/Biddle Road Reconfiguration

Description: Reconfigure the intersection of Table Rock Road and Biddle Road to widen the south leg of Table Rock Road to a five-lane cross section and optimize the signal timing/phasing.

Functional Classification: Urban Major Collector/Urban Minor Arterial	**Freight Route Designation:** Yes (County and NHS Intermodal Connection)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** Project already fully funded by ODOT
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A
	Total Cost: $0 (Included with Project R54)
Project Partners: City of Medford; City of Central Point; ODOT; Property Owners	**Related Projects:** U27, R54, U29
Project Goals:	Livability: Meets / Modal Component: Meets / Integration: Somewhat Meets

Project Complete

Project Location/Cross-section/Images:



ID: R59

Lozier Lane Widening

Description: Widen Lozier Lane from Stewart Avenue to W Main Street to provide two 11-foot travel lanes, an 8-foot parking lane, and 5-foot bike lanes and 5 to7-foot sidewalks on both sides of the roadway. The full project cost is $7,500,000 for which the County currently has $7,155,000 available.

Functional Classification: Urban Minor Collector

Freight Route Designation: No

Bicycle Route Designation: County Bikeway

Transit Route Designation: No

Timeframe: Tier 1 (Near-term)

Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $N/A

Shoulder/Bicycle Lane/Sidewalk Cost: $N/A

Total Cost: $345,000

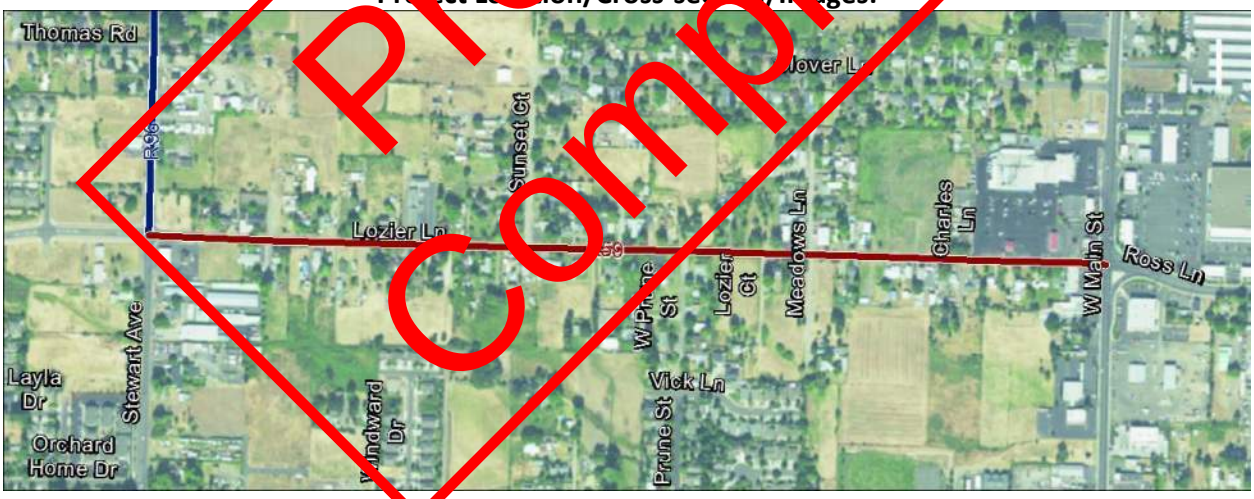
Project Partners: City of Medford; ODOT; Property Owners

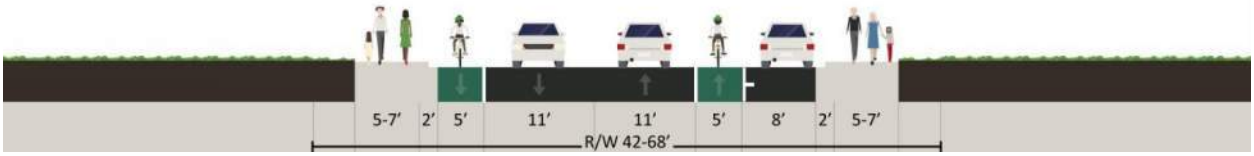
Related Projects: R96

Project Goals: Livability: Meets | Modal Component: Meets | Integration: Somewhat Meets

Project Complete

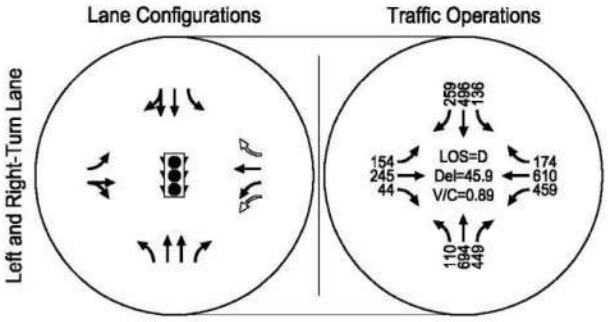
Project Location/Cross-section/Images:





ID: I3	**Table Rock Road/Vilas Road Monitoring and Turn Lane**		
Description:	Monitor traffic operations at the Table Rock Road/Vilas Road intersection following construction of the OR 62 Bypass. If issues persist, install a second separate left-turn lane and a separate right-turn lane at the westbound approach and optimize the signal timing/phasing.		
Functional Classification: Urban Major Collector/Urban Minor Arterial		**Freight Route Designation:** Yes (County)	
Bicycle Route Designation: County Bikeway/Enhanced Bikeway		**Transit Route Designation:** No	
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District		
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A	**Total Cost:** $1,000,000	
Project Partners: City of Medford; City of Central Point; ODOT; Property Owners		**Related Projects:** U27, R91	
Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: R73

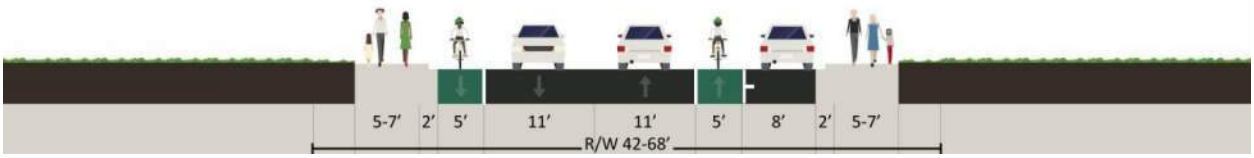
Crater Lake Avenue New Roadway Construction

Description: Construct a new 2-lane urban minor collector extension of Crater Lake Avenue from Corey Road to Gramercy Drive to provide improved connectivity and facilities for motorists, bicyclists, and pedestrians.

Functional Classification: Urban Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** Project already fully funded by ODOT
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A
Total Cost: $0 (Project funded by ODOT)	
Project Partners: White City; ODOT; Property Owners	**Related Projects:** S79
Project Goals:	Livability: Meets
Modal Component: Meets	Integration: Somewhat Meets

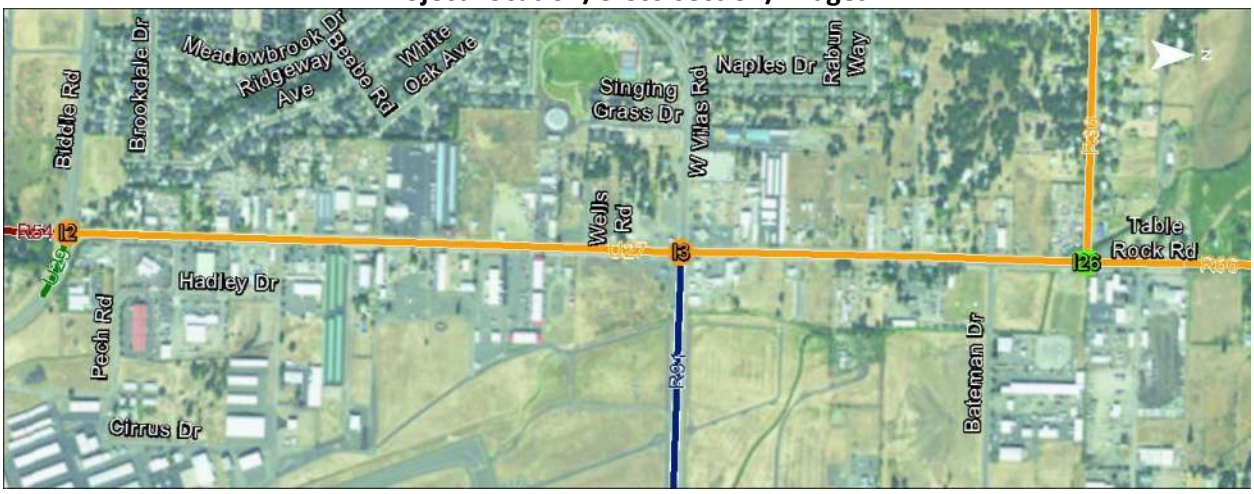
Project Complete

Project Location/Cross-section/Images:



ID: U27	**Table Rock Road Bicycle and Pedestrian Facility Installment**		
Description:	Install enhanced bicycle and pedestrian facilities on both sides of Table Rock Road from Biddle Road to the north Medford City limits – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.		
Functional Classification: Urban Major Collector		**Freight Route Designation:** Yes (County)	
Bicycle Route Designation: County Bikeway/Enhanced Bikeway		**Transit Route Designation:** No	
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID		
Roadway Cost: $0	**Shoulder/Bicycle Lane/Sidewalk Cost:** $850,000	**Total Cost:** $850,000	
Project Partners: City of Medford; City of Central Point; ODOT; Property Owners		**Related Projects:** I3, R91	
Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Meets

Project Location/Cross-section/Images:



Example: Separate Shared Path

ID: R25

Old Stage Road Improvement

Description:	Upgrade Old Stage Road from MPO limit to I-5 to include two 11-foot travel lanes and 4-foot shoulders on both sides of the roadway consistent with the Old Stage Road Plan. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

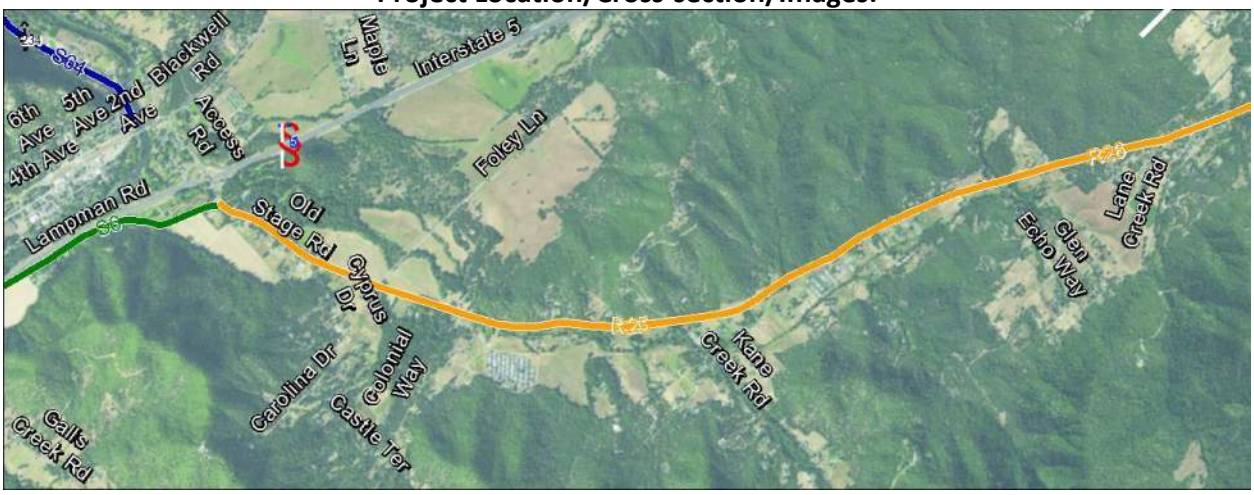
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

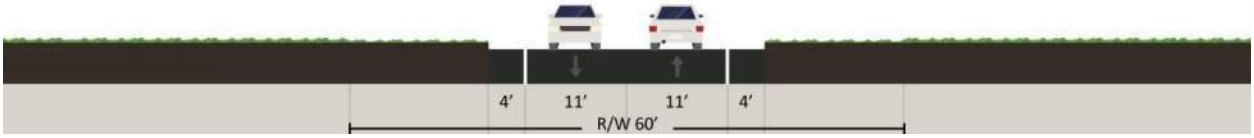
Roadway Cost: $2,235,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $3,390,000	**Total Cost:** $5,625,000

Project Partners: City of Central Point; ODOT; Property Owners	**Related Projects:** S6, R26

Project Goals:	Livability: Meets	Modal Component: Somewhat Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:





ID: R26

Old Stage Road Improvement

Description:	Upgrade Old Stage Road from Winterbrook Lane to MPO limit to include two 11-foot travel lanes and 4-foot shoulders on both sides of the roadway consistent with the Old Stage Road Plan. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

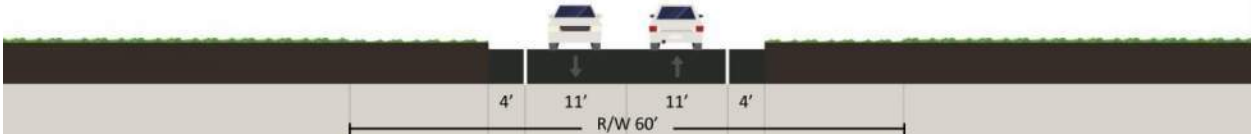
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $1,105,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $3,290,000	**Total Cost:** $4,395,000

Project Partners: City of Central Point; ODOT; Property Owners	**Related Projects:** R25, S10, S27, S32, S1

Project Goals:	Livability: Meets	Modal Component: Somewhat Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: R36

Wilson Road Improvement

Description:	Upgrade Wilson Road from Upton Road to Table Rock Road to include two 11-foot travel lanes and 5-foot shoulders on both sides of the roadway. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

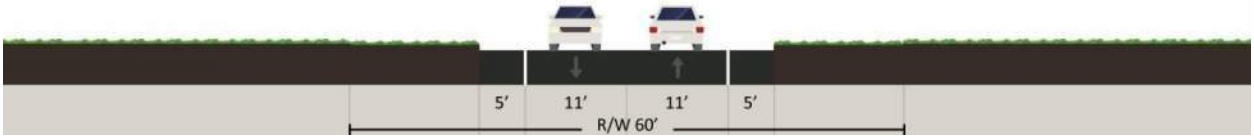
Functional Classification: Rural Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Shared Roadway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $595,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,085,000	**Total Cost:** $1,680,000

Project Partners: City of Central Point; ODOT; Property Owners	**Related Projects:** S91, R66, U27

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: S34

Bigham Brown Road Shoulder Improvement

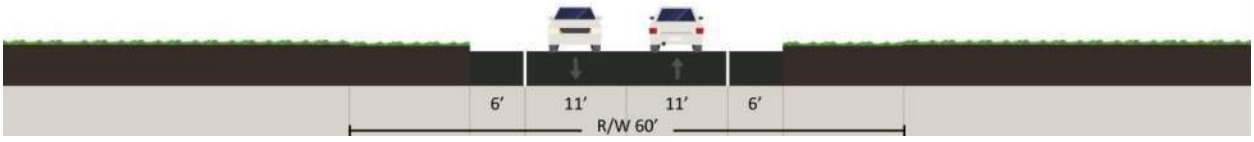
Description:	Install 6-foot shoulders on both sides of Bigham Brown Road from Antelope Road to Alta Vista Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

Roadway Cost: $845,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,820,000	**Total Cost:** $2,665,000
Project Partners: City of Eagle Point; ODOT; Property Owners		**Related Projects:** R4

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:

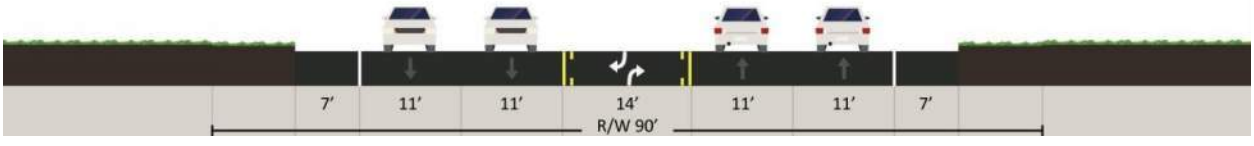


ID: R66

Table Rock Road Widening

Description:	Widen Table Rock Road from north Medford City limits to Gregory Road to include four 11-foot travel lanes, a 14-foot center two-way left-turn lane, and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.
Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $1,680,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,955,000 — **Total Cost:** $4,635,000
Project Partners: City of Medford; City of Central Point; ODOT; Property Owners	**Related Projects:** U27, S24, I4, S5, R65
Project Goals:	Livability: Meets — Modal Component: Meets — Integration: Meets

Project Location/Cross-section/Images:



ID: R61

Table Rock Road Widening

Description:	Widen Table Rock Road from Elmhurst Street to Mosquito Lane to include four 11-foot travel lanes, a 14-foot center two-way left-turn lane, and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No

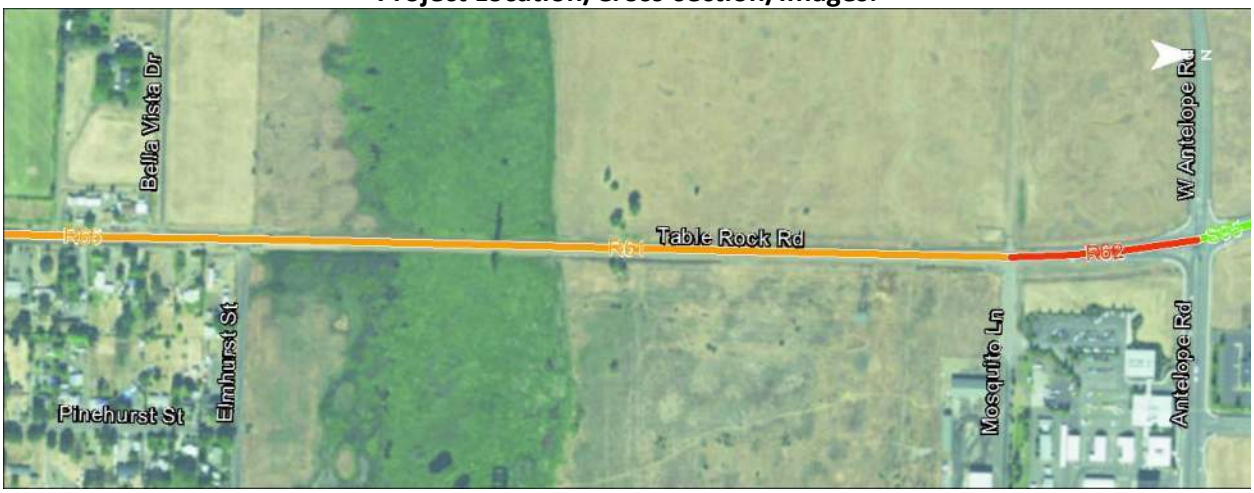
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

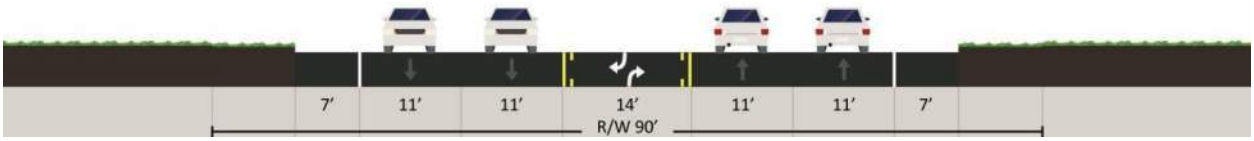
Roadway Cost: $1,830,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $650,000	**Total Cost:** $2,480,000

Project Partners: City of Central Point; ODOT; Property Owners	**Related Projects:** R65, R62, S95

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Meets

Project Location/Cross-section/Images:





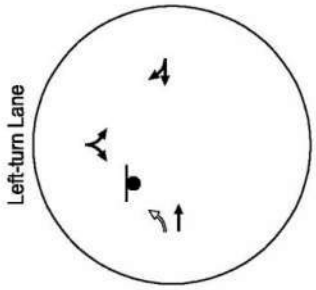
ID: I18

Foothill Road/E Vilas Road Turn Lane

Description:	Install a separate left-turn lane at the northbound approach of the Foothill Road/E Vilas Road intersection.
Functional Classification: Rural Major Collector	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A — **Total Cost:** $215,000
Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** R1, S42

Project Goals:	Livability: Somewhat Meets	Modal Component: Somewhat Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: R67

E Evans Creek Road Widening

Description:	Widen E Evans Creek Road from Rogue River City limits to Rogue River High School to include two 11-foot travel lanes, a 14-foot center two-way left-turn lane, 6-foot bike lanes, and 5 to 7-foot sidewalks on both sides of the roadway.

Functional Classification: Urban Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

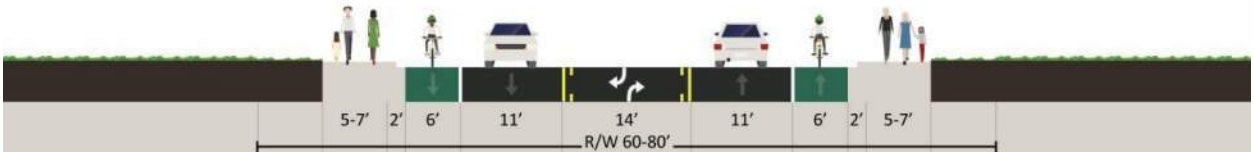
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $1,005,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $3,085,000	**Total Cost:** $4,090,000

Project Partners: Rogue River City; ODOT; Property Owners	**Related Projects:** S39

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: S78

N River Road Shoulder Improvement

Description:	Install 6-foot shoulders on both sides of N River Road from Rogue River City limits to Twin Bridges Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.

Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

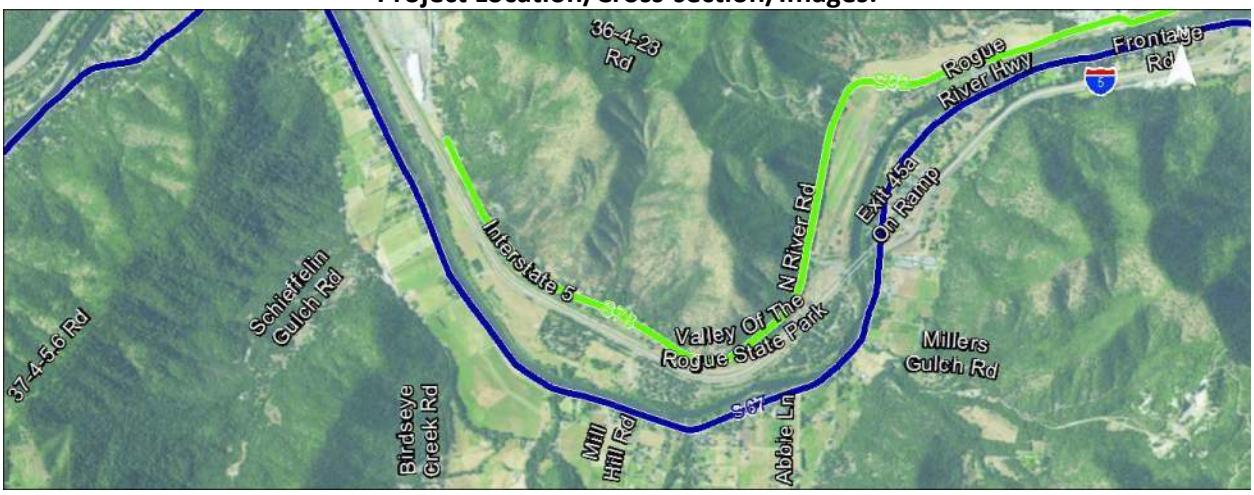
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

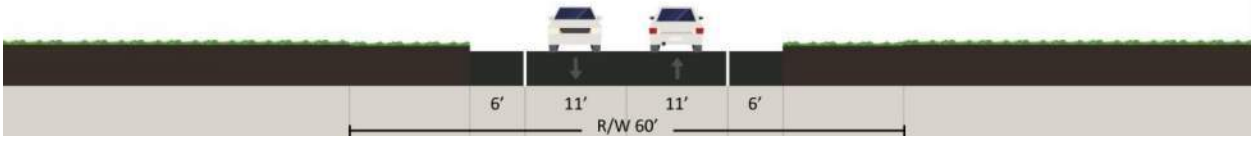
Roadway Cost: $965,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,030,000	**Total Cost:** $2,995,000

Project Partners: Rogue River City; ODOT; Property Owners	**Related Projects:** S92, S67

Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

Project Location/Cross-section/Images:





ID: S39

E Evans Creek Road Shoulder Improvement

Description:	Install 6-foot shoulders on both sides of E Evans Creek Road from Rogue River High School to Minthorne Road to provide improved facilities for motor vehicles, bicycles, and pedestrians.
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID
Roadway Cost: $920,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $3,470,000 — **Total Cost:** $4,390,000
Project Partners: Rogue River City; ODOT; Property Owners	**Related Projects:** R67, S38
Project Goals:	Livability: Meets — Modal Component: Meets — Integration: Somewhat Meets

Project Location/Cross-section/Images: