Attachment A Bicycle and Pedestrian Toolkit

Table 1 Toolbox Contents

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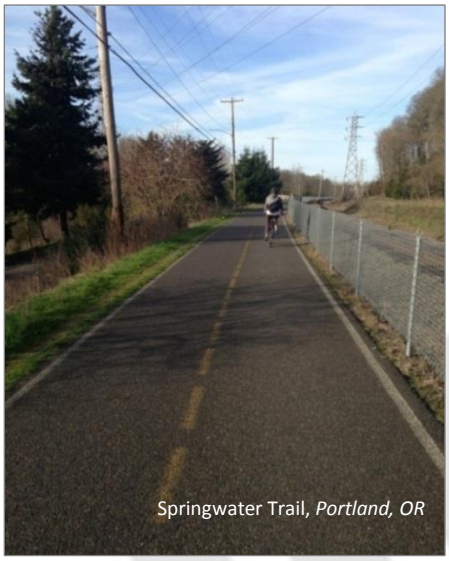
	BPF-7	Shared Lane Roadways		Low Level of Separation/Protection
Rural Pedestrian Only Facilities	PF-1	Pedestrian Path (Sidepath)		

Bicycle and Pedestrian Facilities

MULTI-USE PATH


Springwater Trail, *Portland, OR*


Orlando, FL

Multi-use paths are paved, bi-directional trails separated from roadways that serve both pedestrians and bicyclists. Multi-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

Bicycle and Pedestrian Facilities

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 separated multi-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

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

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

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.

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.

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

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.

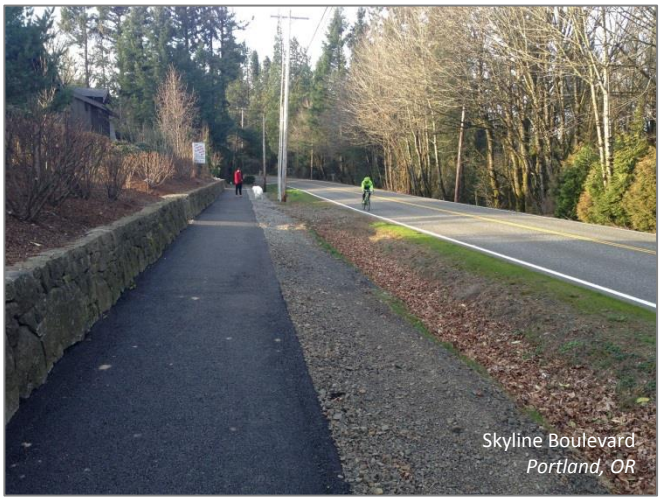
Additional Guidance

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

Pedestrian Facilities

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 bicylists share the roadway. While similar to a multi-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 multi-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 multi-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 B ODOT Corridor Plan and Interchange Area Management Plan (IAMP) Projects

ODOT CORRIDOR PLAN AND INTERCHANGE AREA MANAGEMENT PLAN (IAMP) PROJECTS

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 B-1 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 B-1: 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 Creek Greenway connection	Corridor	Construct a multi-use path along the east side of the highway	High	$250
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

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 Route1 designation and local policies and incorporates improvements for all travel modes. Table B-2 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 B-2: OR 140 Corridor Plan Improvement Projects

ID	Location	Project Type	Project Description	Source	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 rightturn 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 B-3 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 B-3: I-5 Rogue Valley Corridor Plan Improvement Projects

ID	Location	Project Type	Project Description	Source	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	$$$
13	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Central Point and North Medford (Interchange 30 to 35) to provide viable local alterntive routes.	Low	$$$$
14	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Medford and Phoenix (Interchange 30 to 24) to	Medium	$$$$

			provide viable local alterntive routes.		
15	Enhanced Local Arterial/Collector Connections	Corridor	Improve local street connections between Phoenix and Ashland (Interchange 24 to 11) to provide viable local alterntive routes.	Low	$$$$
16	Expanded Medford Viaduct	Corridor	Expand or replace the existing viaduct structure to accommodate three lanes and mimum shoulders in both directions.	Medium	$$
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 does not include any projects on County facilities or any projects in addition to the interchange improvements currently under construction.
- **I-5 Exit 24 (Fern Valley) IAMP (February 2011)** – 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 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 B-4 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 B-4: 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 multi-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 multi-use path connection and provide multi-use path along Old Stage Road	DRAFT I-5 Exit 40 and 43 (Gold Hill) IAMP

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

Attachment C Current and Potential Funding Sources

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

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/

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides funding for infrastructure and non-infrastructure projects that improve safety on all public roads , including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. ODOT administers HSIP funding through the All Roads Transportation Safety (ARTS) program described below.

More information: http://safety.fhwa.dot.gov/hsip/

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

More Information: http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm

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. *Attachment "C" includes additional information on Road Districts*.

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)

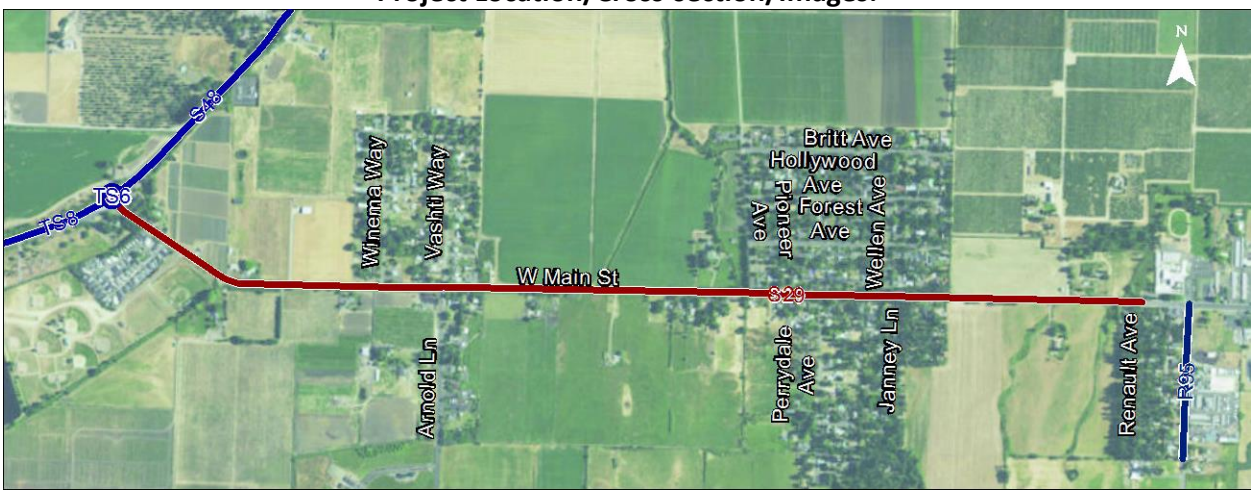
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

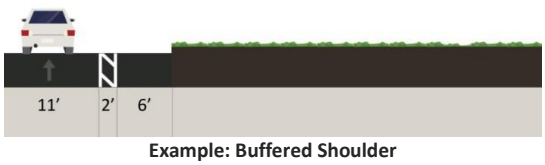
Roadway Cost: $1,025,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $790,000	**Total Cost:** $1,815,000

Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** TS6, TS8, S48, R95

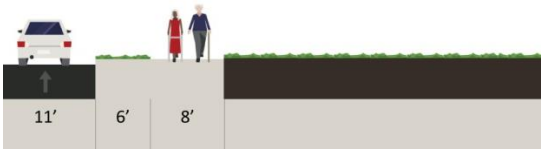
Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets

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.

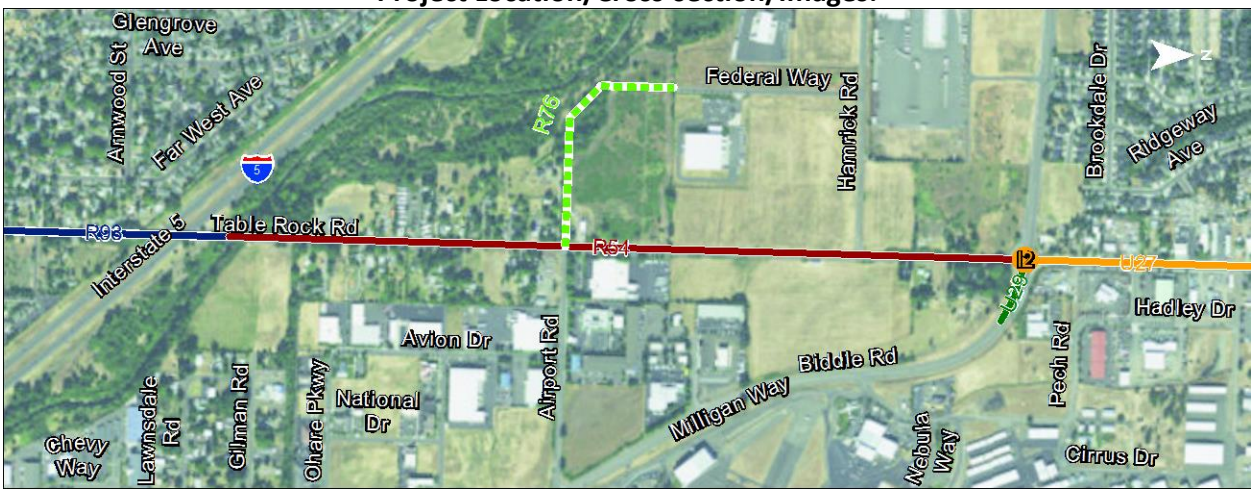
Functional Classification: Urban Minor Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; Medford, Central Point

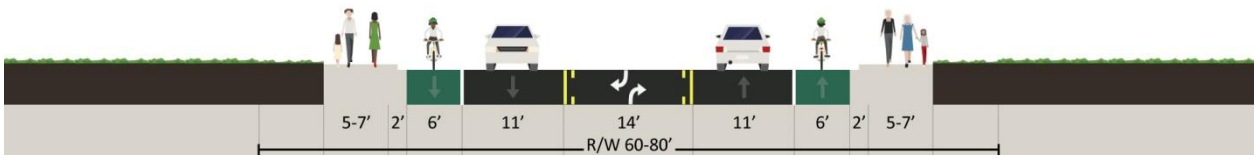
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A	**Total Cost:** $225,000

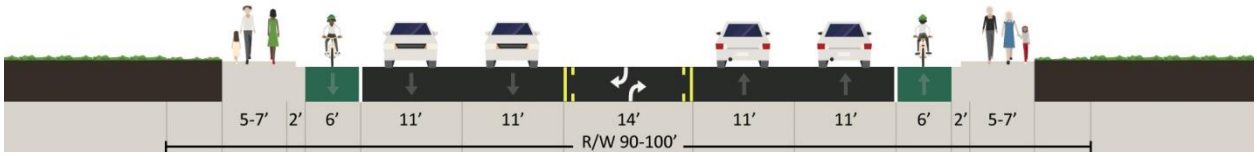
Project Partners: City of Medford; City of Central Point, ODOT; Property Owners	**Related Projects:** R93, R76, I2, U29, U27

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

Project Location/Cross-section/Images:







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 and Rural Minor Collector

Freight Route Designation: Yes (County)

Bicycle Route Designation: County Bikeway/Enhanced Bikeway and 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

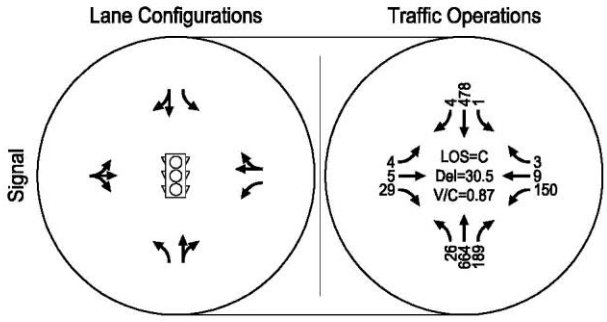
Total Cost: $250,000

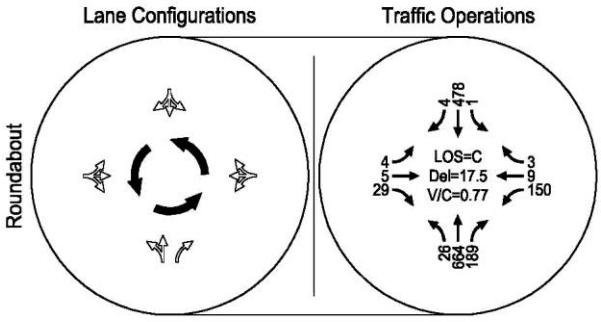
Project Partners: City of Medford; ODOT; Property Owners

Related Projects: R65, R66, S5

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

Project Location/Cross-section/Images:





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 Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

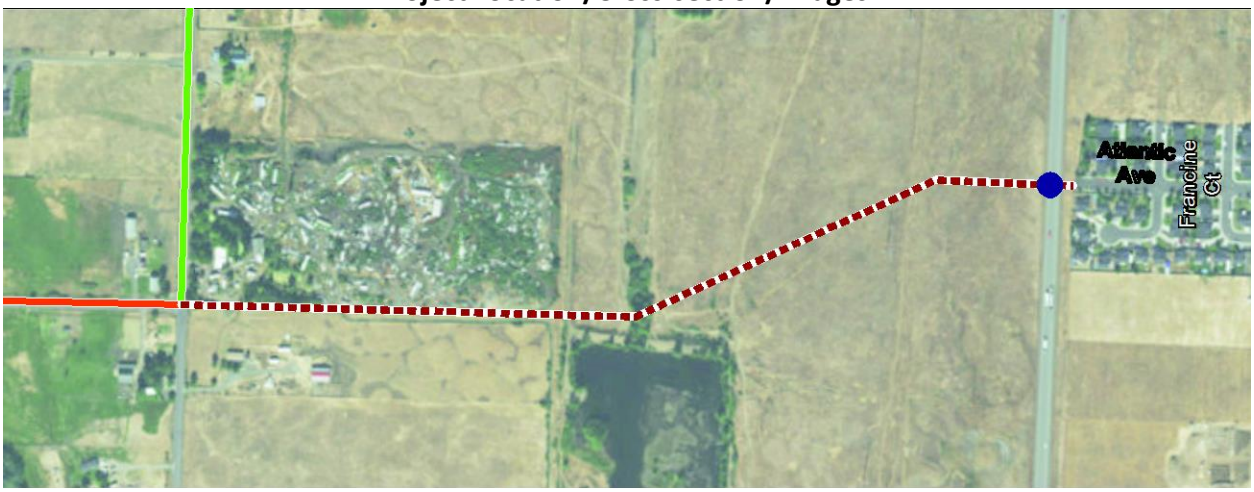
Timeframe: Tier 1 (Near-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

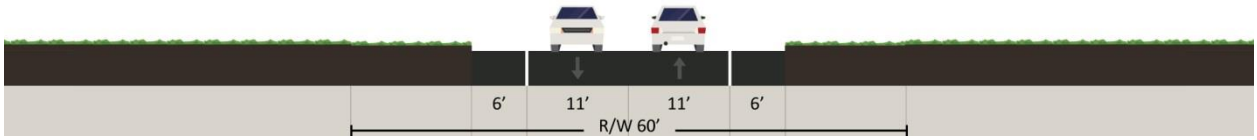
Roadway Cost: $1,525,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $975,000	**Total Cost:** $2,500,000

Project Partners: ODOT; Property Owners	**Related Projects:** S42, S79, I24

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

Project 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.

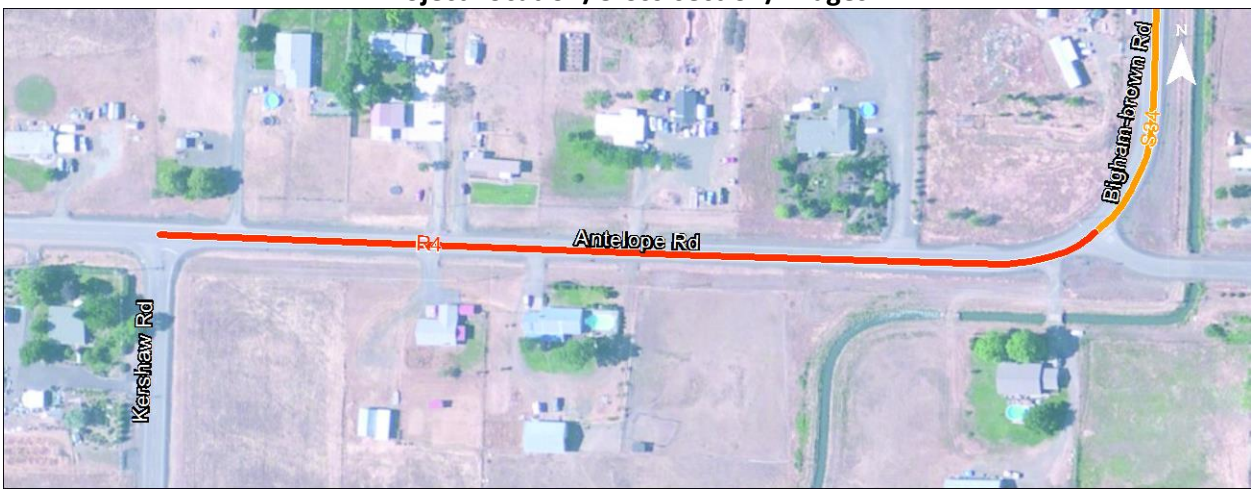
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID;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

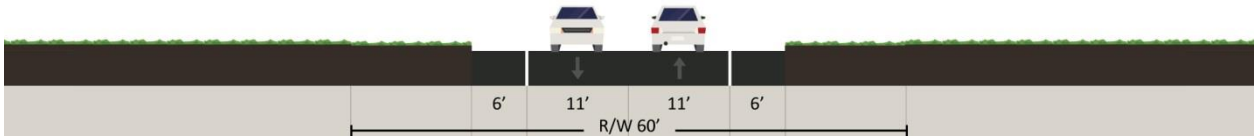
Roadway Cost: $150,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $280,000	**Total Cost:** $430,000

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.

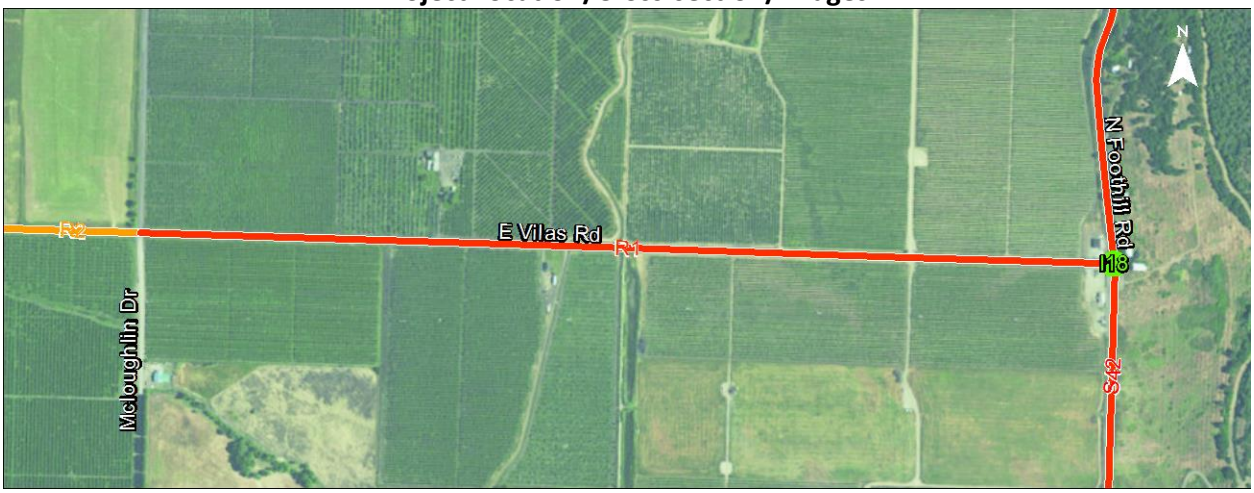
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

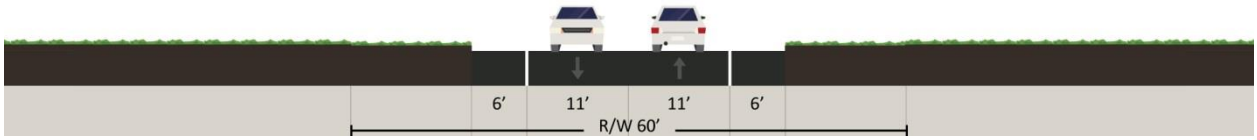
Roadway Cost: $655,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,125,000	**Total Cost:** $1,780,000

Project Partners: ODOT; Property Owners	**Related Projects:** R2, I18, S42

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

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

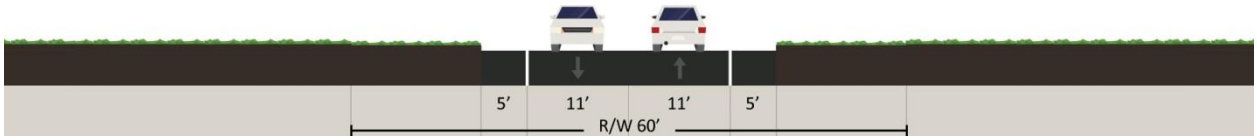
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

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 Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

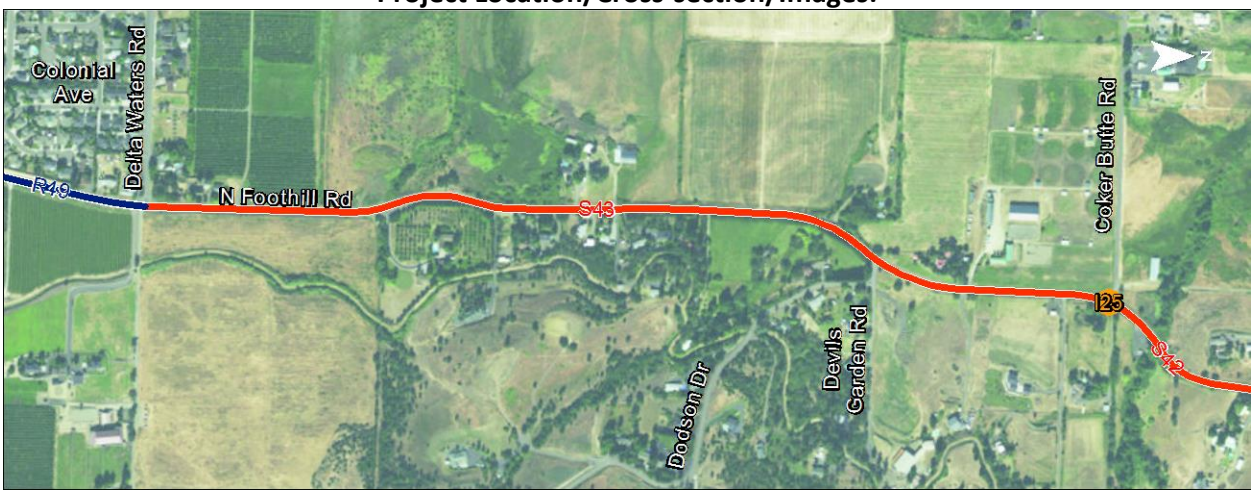
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

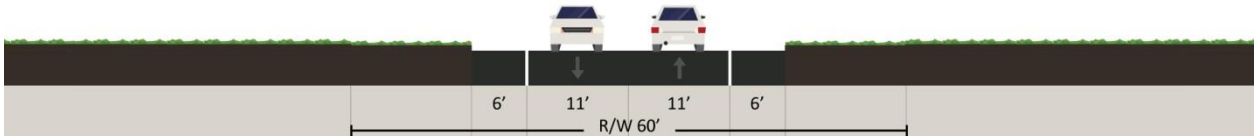
Roadway Cost: $510,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $710,000	**Total Cost:** $1,220,000

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:





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 Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No

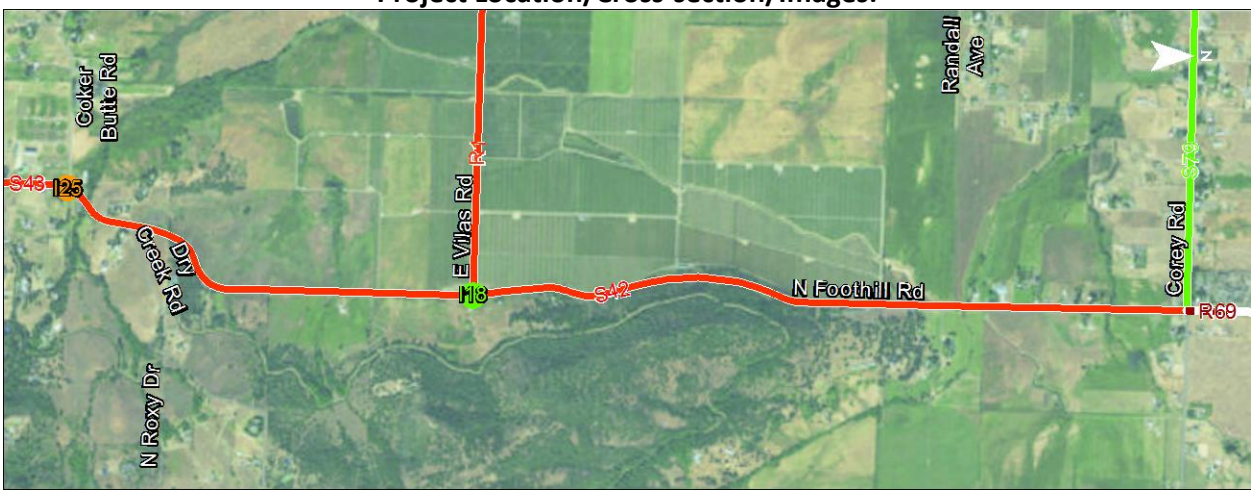
Timeframe: Tier 1 (Mid-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

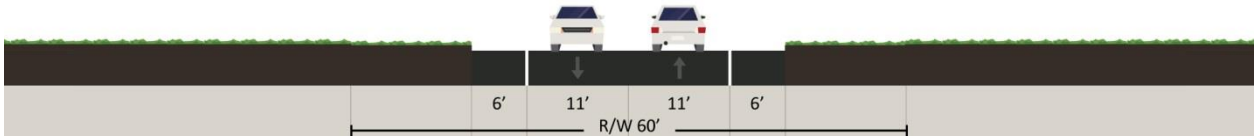
Roadway Cost: $1,280,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,815,000	**Total Cost:** $4,095,000

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

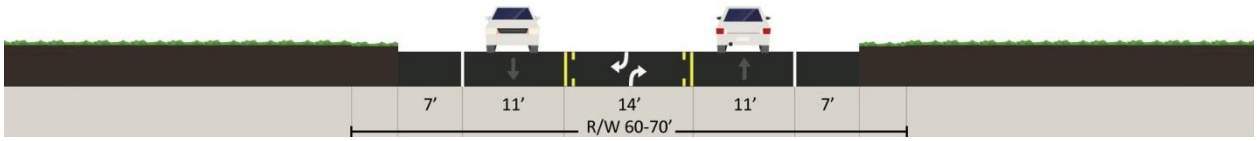
Description:	Widen Table Rock Road from Mosquito Lane to Antelope Road to include four 11-foot travel lanes allowing double left-turns from westbound Antelope Road. and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced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



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

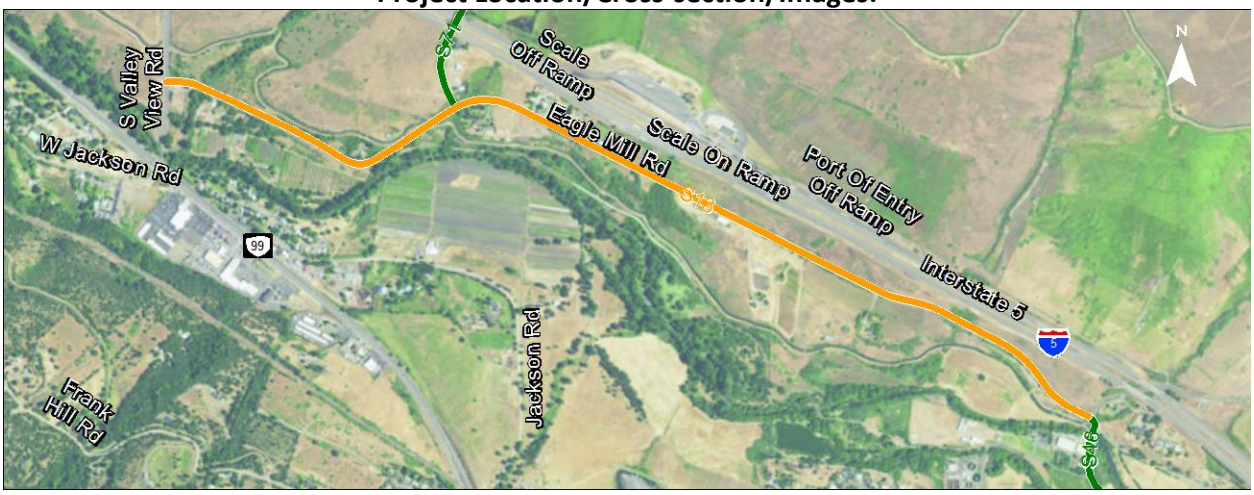
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

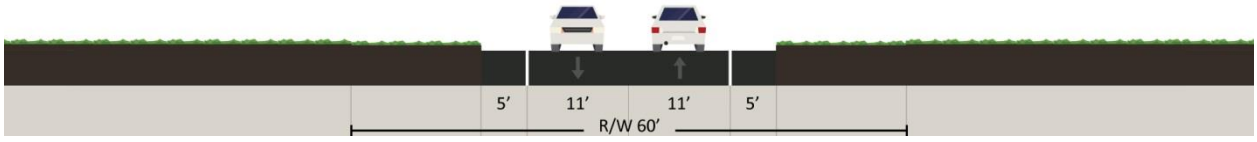
Roadway Cost: $730,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,560,000	**Total Cost:** $2,290,000

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.

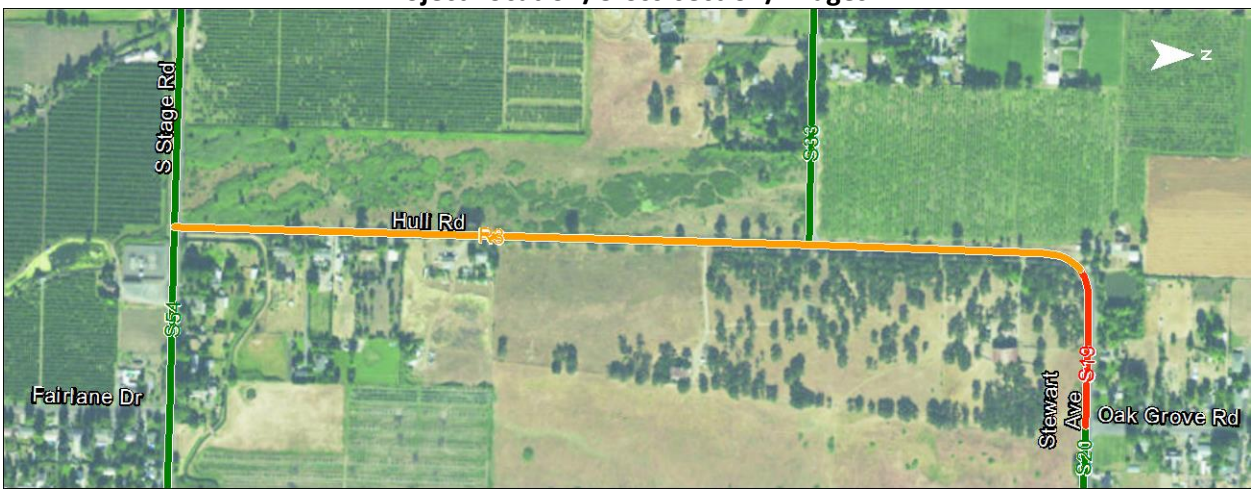
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID;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

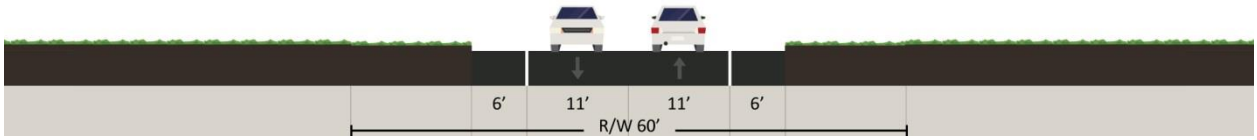
Roadway Cost: $360,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $835,000	**Total Cost:** $1,195,000

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.

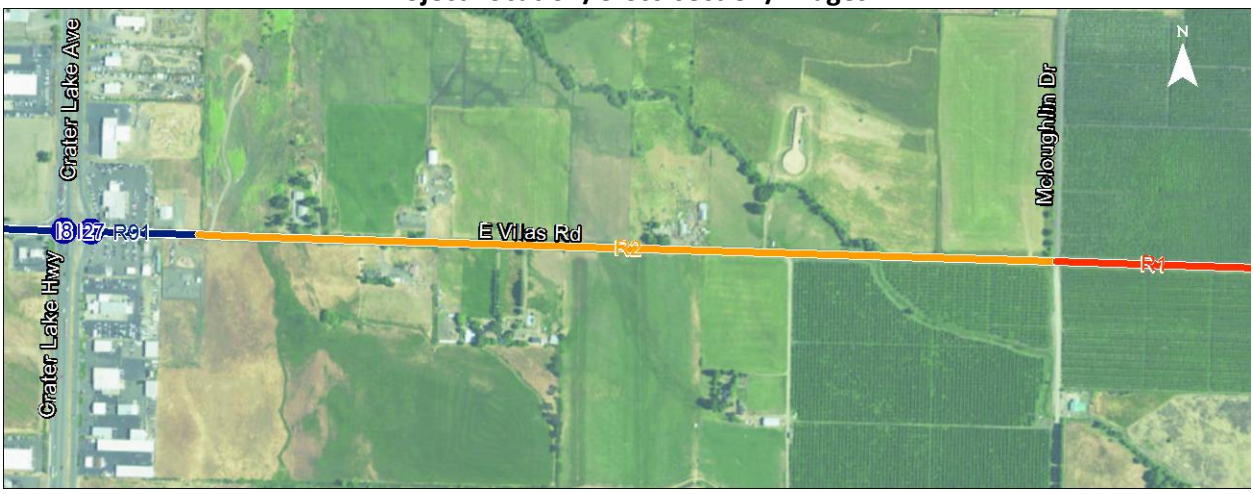
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

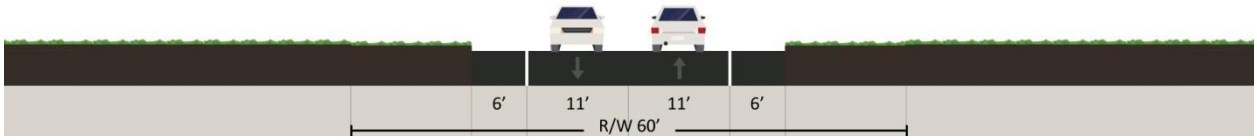
Roadway Cost: $665,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,150,000	**Total Cost:** $1,815,000

Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** I8, I27, R91, R1

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

Project Location/Cross-section/Images:





ID: R65

Table Rock Road Widening

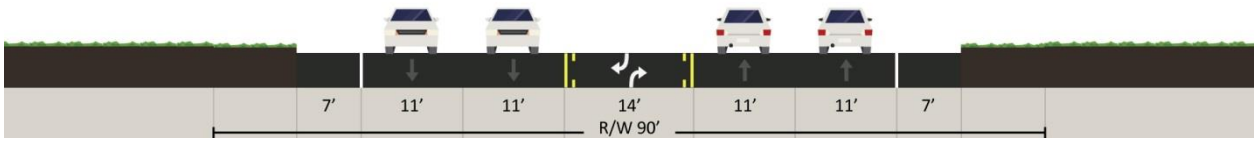
Description:	Widen Table Rock Road from Gregory Road to Elmhurst Street to include four 11-foot travel lanes, a 14-foot center two-way left-turn lane, and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

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

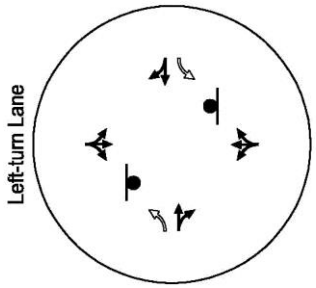
Description:	Install a separate left-turn lane at the northbound approach and right turn taper at the southbound approach at the Foothill Road/Coker Butte Road intersection.

Functional Classification: Rural Major Collector and Rural Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway and 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: $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:

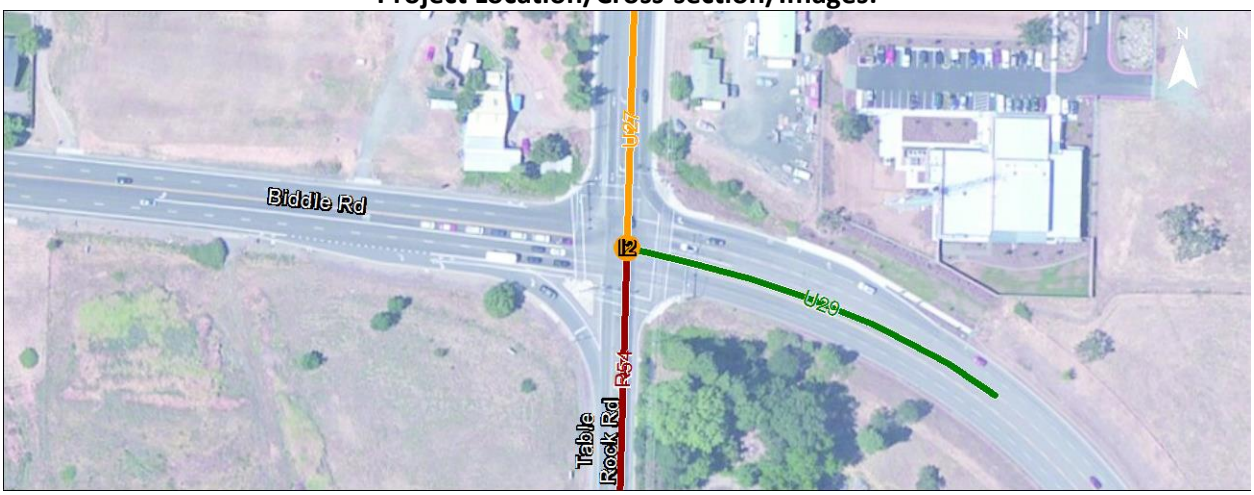


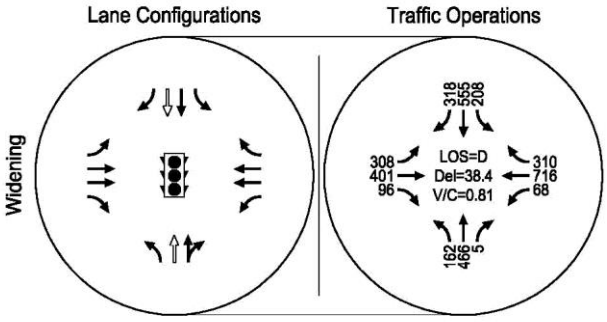
ID: I2

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 and Urban Minor Arterial	**Freight Route Designation:** Yes (County and NHS Intermodal Connection)
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-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 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

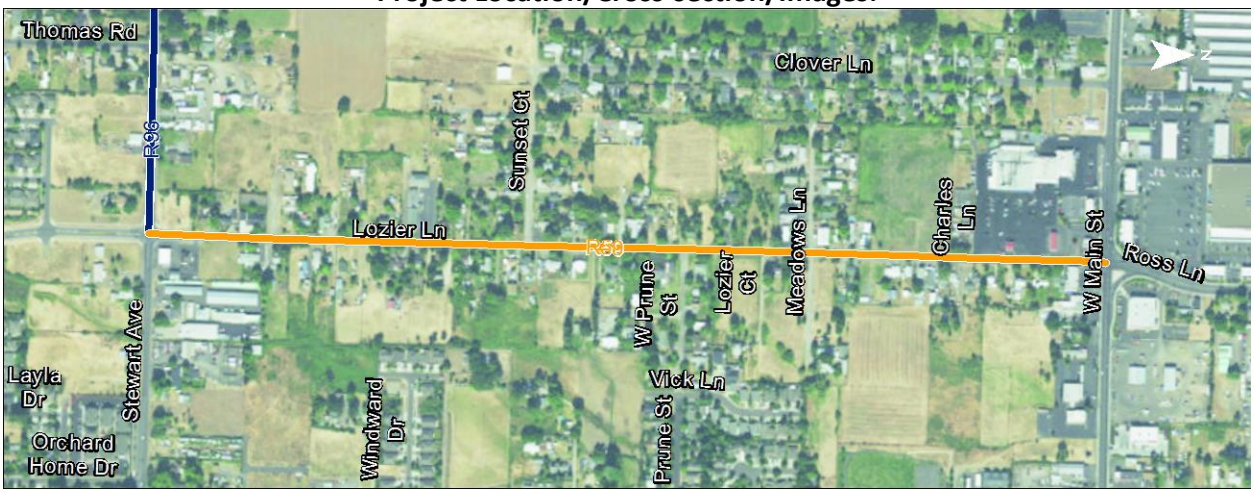
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

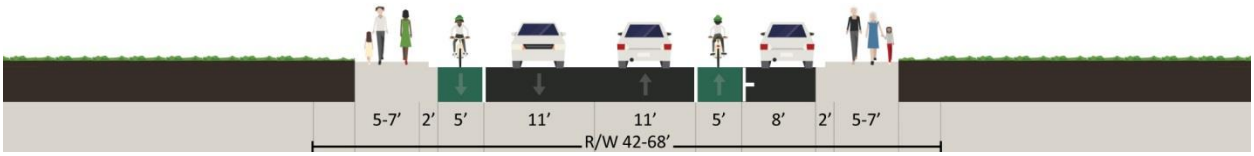
Roadway Cost: $N/A	**Shoulder/Bicycle Lane/Sidewalk Cost:** $N/A	**Total Cost:** $345,000

Project Partners: City of Medford; ODOT; Property Owners	**Related Projects:** R96

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

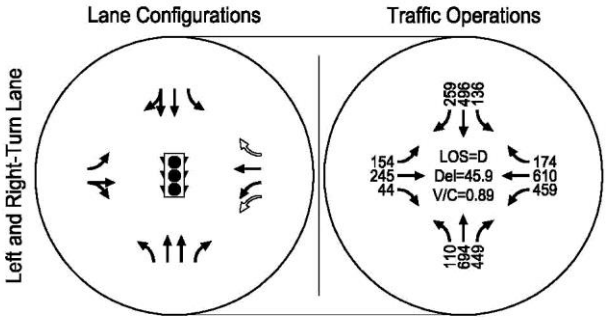
Project Location/Cross-section/Images:





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 and 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

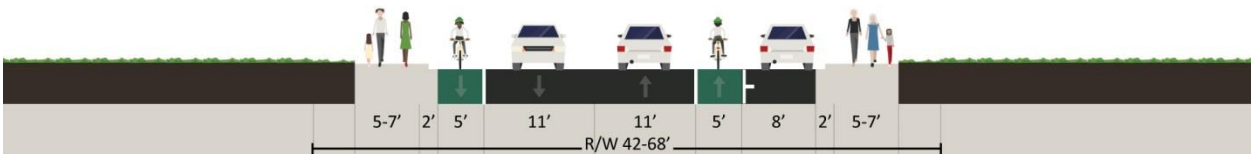
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** Project already fully funded by ODOT

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 Location/Cross-section/Images:

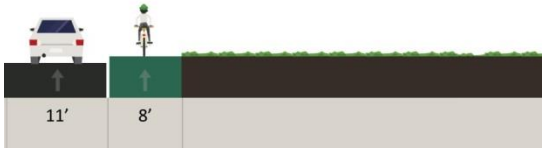


ID: U27

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

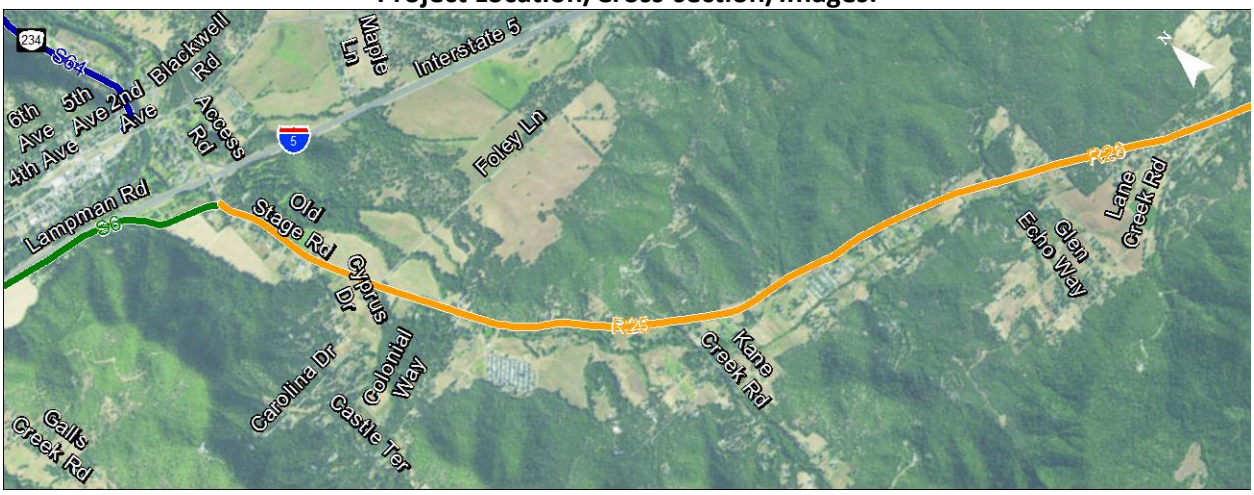
Description:	Upgrade Old Stage Road from MPO limit to I-5 to include two 11-foot travel lanes and 4-foot shoulders on both sides of the roadway consistent with the Old Stage Road Plan. The upgrades will provide improved facilities for motor vehicles, bicycles, and pedestrians.

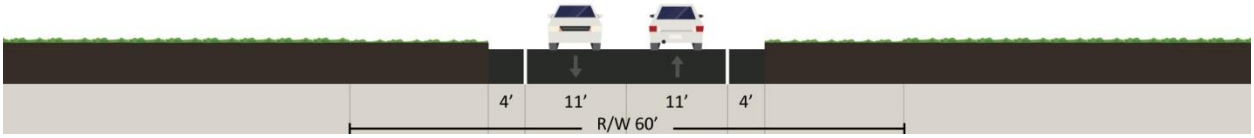
Functional Classification: Rural Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); 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 Ross 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

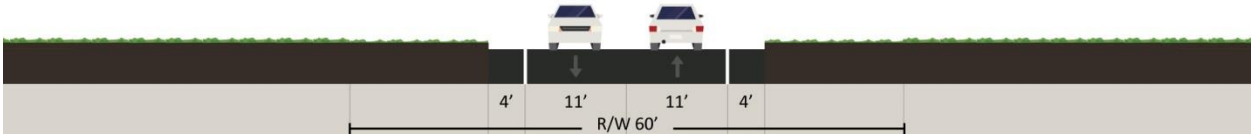
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

Roadway Cost: $1,830,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,780,000	**Total Cost:** $4,610,000

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.

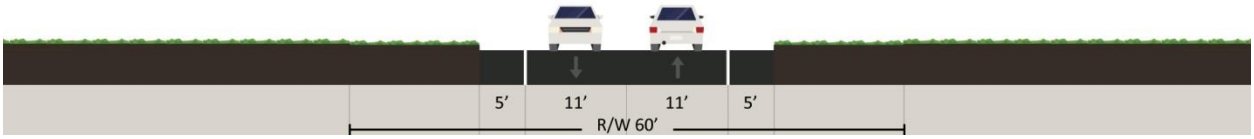
Functional Classification: Rural Minor Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Shared Roadway	**Transit Route Designation:** No
Timeframe: Tier 1 (Long-term)	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and 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, I26, 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

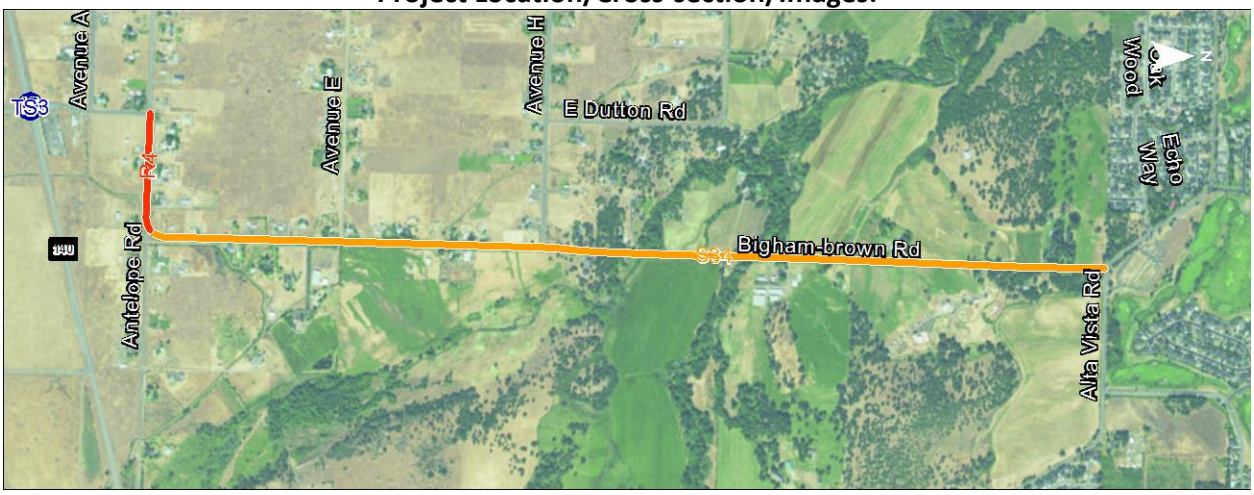
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

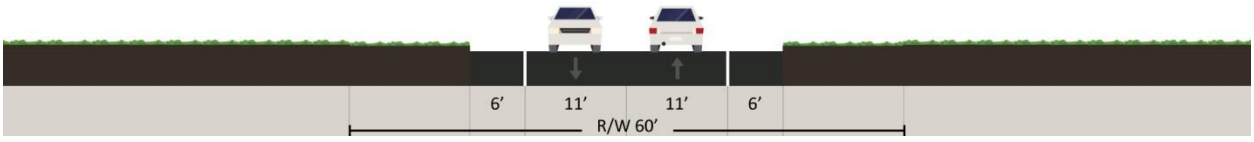
Roadway Cost: $845,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $1,820,000	**Total Cost:** $2,665,000

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.

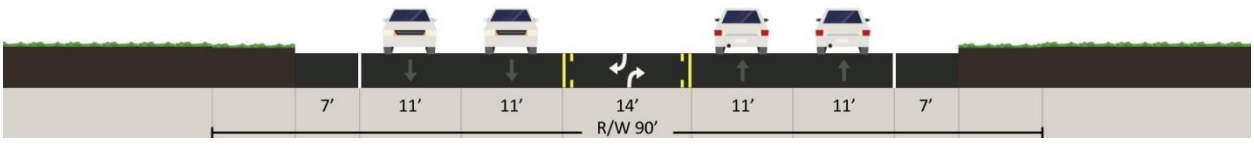
Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it 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

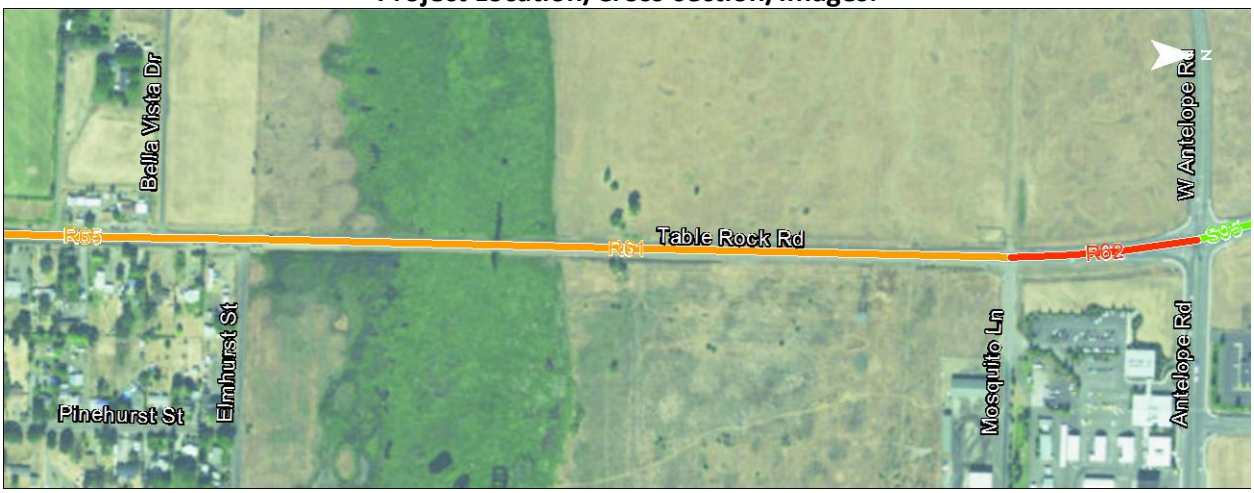
Description:	Widen Table Rock Road from Elmhurst Street to Mosquito Lane to include four 11-foot travel lanes, a 14-foot center two-way left-turn lane, and enhanced bicycle and pedestrian facilities on both sides of the roadway – See the Bicycle and Pedestrian Toolkit for potential enhanced facilities.

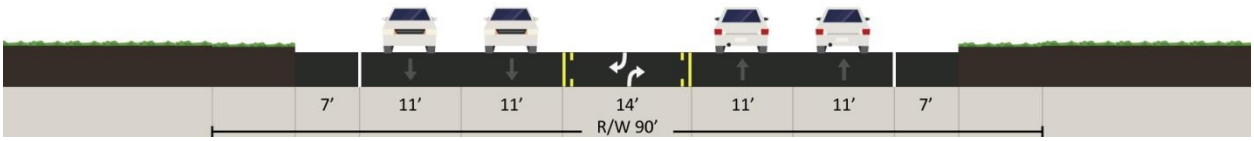
Functional Classification: Rural Arterial	**Freight Route Designation:** Yes (County)
Bicycle Route Designation: County Bikeway/Enhanced Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it 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:





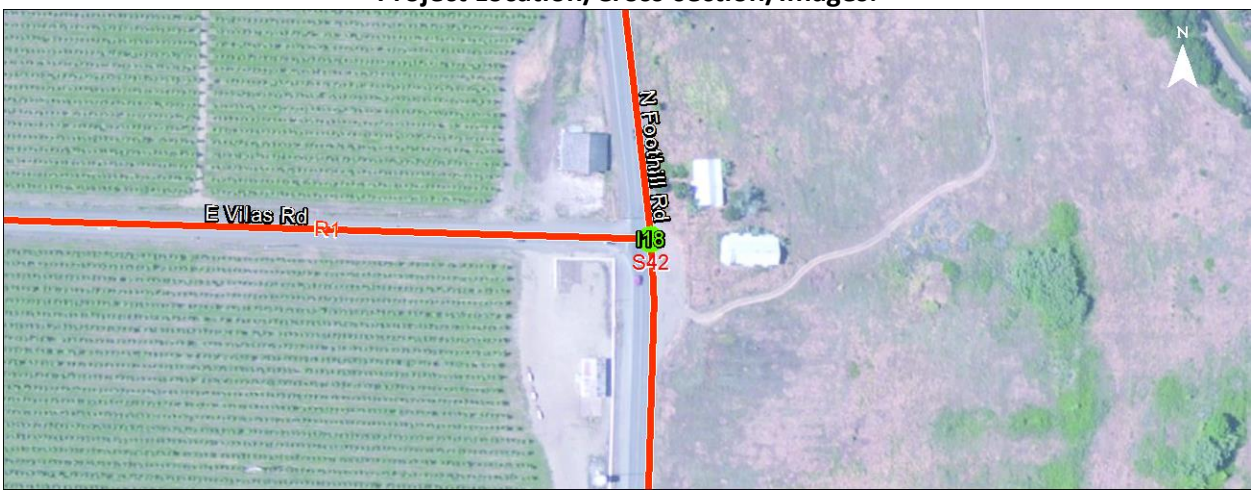
ID: I18

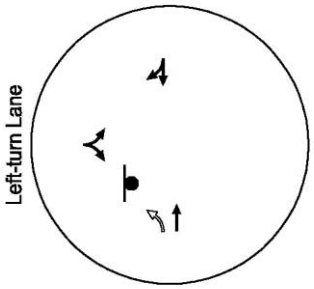
Foothill Road/E Vilas Road Turn Lane

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:** 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: $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.

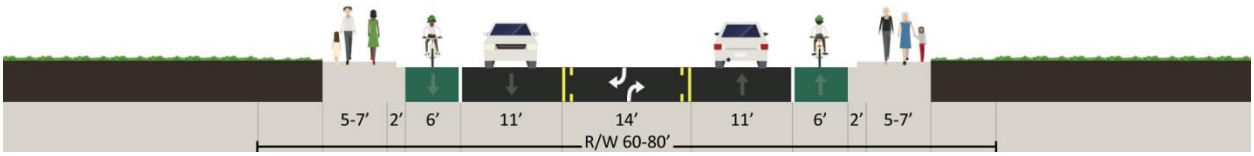
Functional Classification: Urban Major Collector	**Freight Route Designation:** No
Bicycle Route Designation: County Bikeway	**Transit Route Designation:** No
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; 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

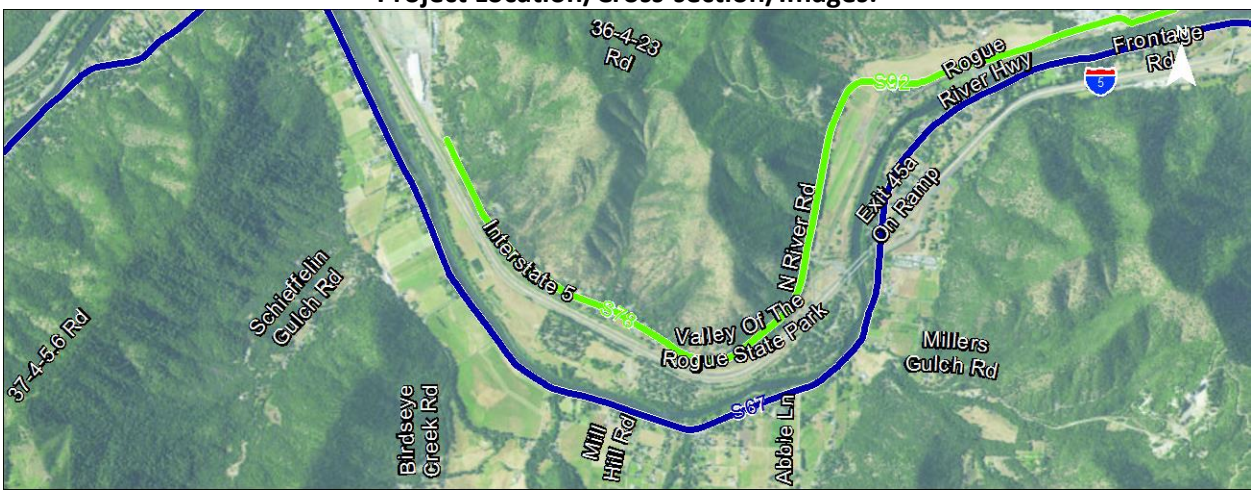
Timeframe: Tier 2	**Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

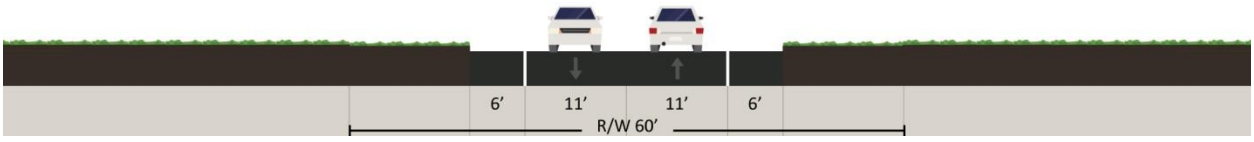
Roadway Cost: $965,000	**Shoulder/Bicycle Lane/Sidewalk Cost:** $2,030,000	**Total Cost:** $2,995,000

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: