










Attachment A Bicycle and Pedestrian Toolkit

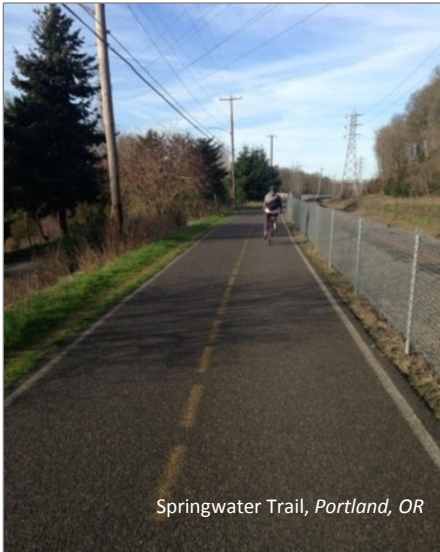
Table 1 Toolbox Contents

	Page #	Treatment	Image	Level of Separation / Protection
Rural Bicycle and Pedestrian Facilities	BPF-1	Multi-Use Path		<div style="display: flex; align-items: center; justify-content: center;"> <div style="margin-right: 10px;">High Level of Separation/Protection</div>  </div>
	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		
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 acquisition.
- 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.blogspot.com/2008_12_01_archive.html
http://tmlot.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

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.



Bicycle and Pedestrian Facilities

LIMITED SHOULDERS



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 and Pedestrian Facilities

BICYCLE CLIMBING SHOULDERS



Source: Jonathan Maus/BikePortland.org

© 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 traveling 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



Bicycle and Pedestrian Facilities

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 bicyclists 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 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

ConnectOregon 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. *ConnectOregon* 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 *ConnectOregon* 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 C 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

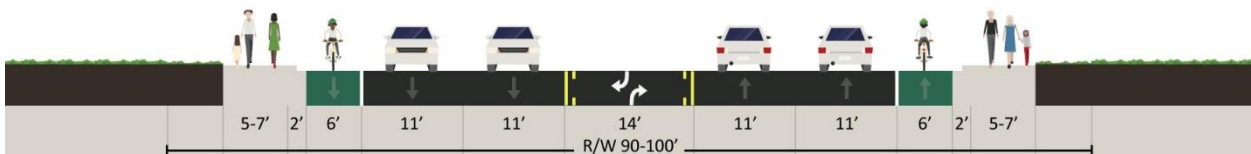
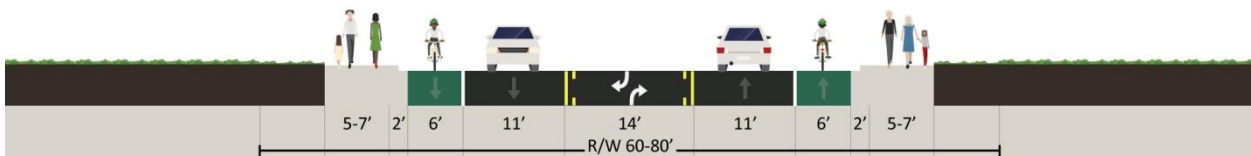
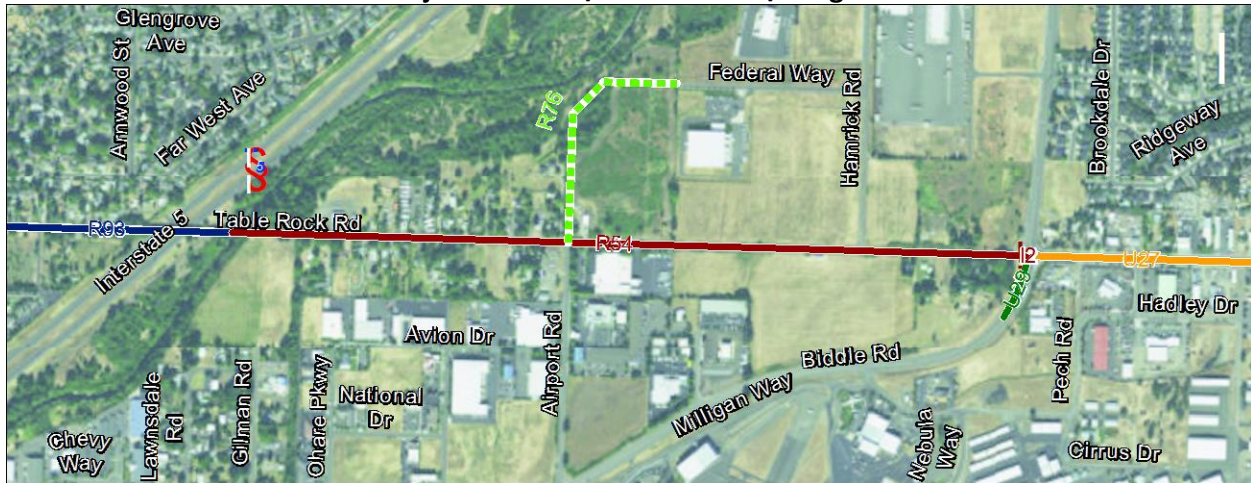
Timeframe: Tier 1 (Near-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; Medford, Central Point

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: 14

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 Owners **Related Projects:** R65, R66, S5

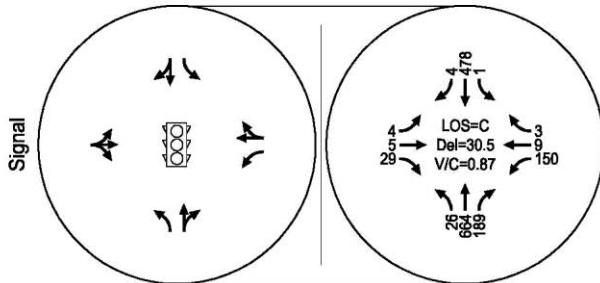
Project Goals: Livability: Meets Modal Component: Meets Integration: Somewhat Meets

Project Location/Cross-section/Images:



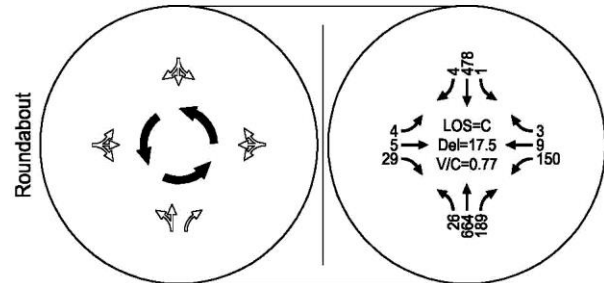
Lane Configurations

Traffic Operations



Lane Configurations

Traffic Operations



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

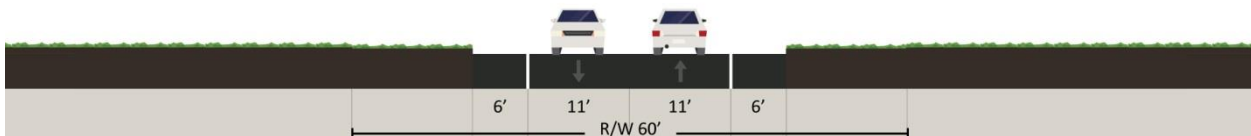
Timeframe: Tier 1 (Near-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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 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

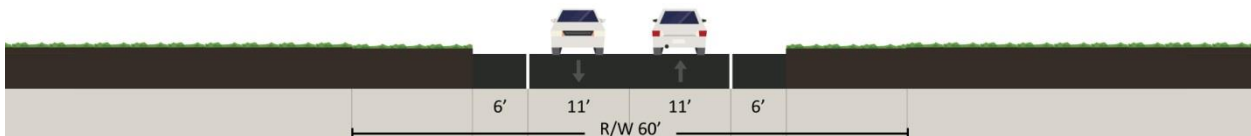
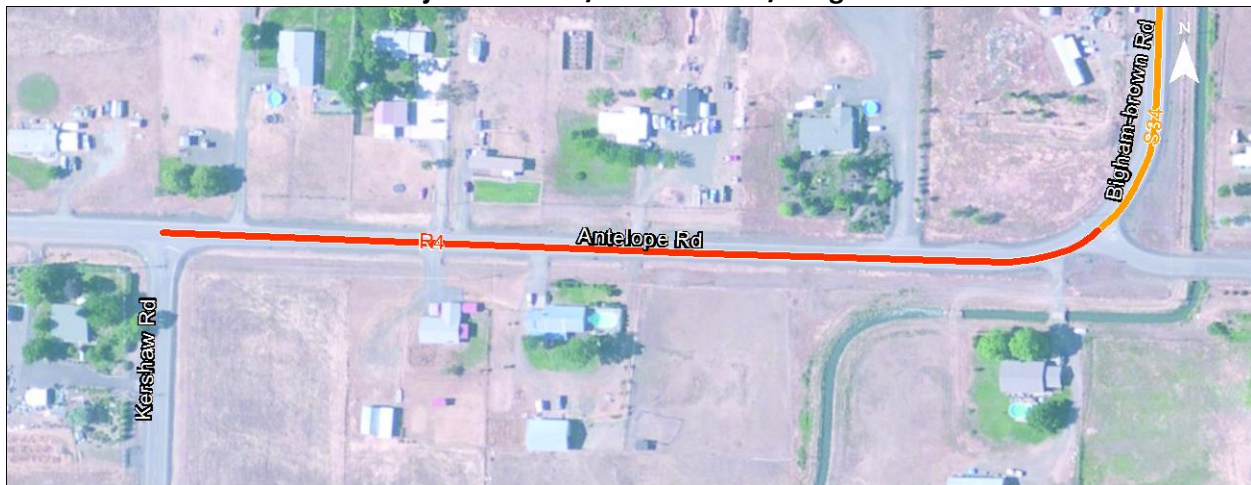
Timeframe: Tier 2 **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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.

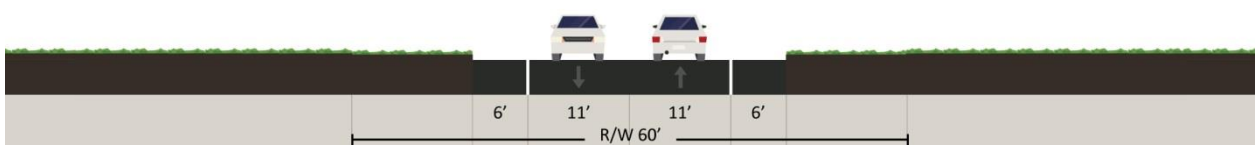
Functional Classification: Rural Major Collector	Freight Route Designation: No
Bicycle Route Designation: County Bikeway	Transit Route Designation: No
Timeframe: Tier 2	Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond 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, 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
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Bicycle Route Designation: County Bikeway	Transit Route Designation: No
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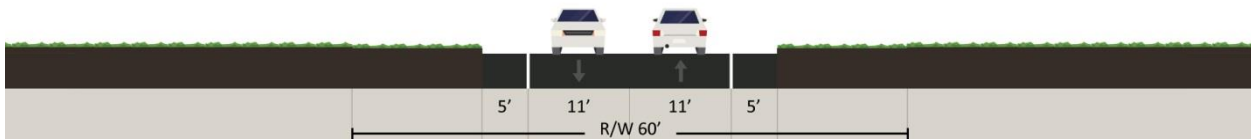
Timeframe: Tier 2	Potential Funding Sources: STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID
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Roadway Cost: \$55,000	Shoulder/Bicycle Lane/Sidewalk Cost: \$135,000	Total Cost: \$190,000
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Project Partners: City of Medford; ODOT; Property Owners	Related Projects: R3, S20
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Project Goals:	Livability: Meets	Modal Component: Meets	Integration: Somewhat Meets
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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; 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

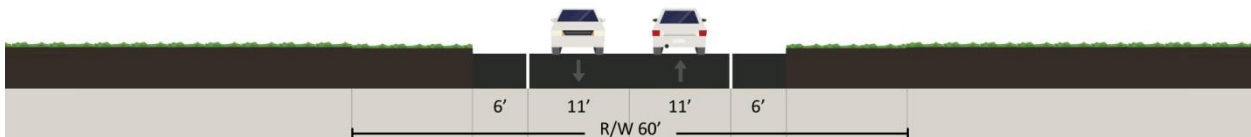
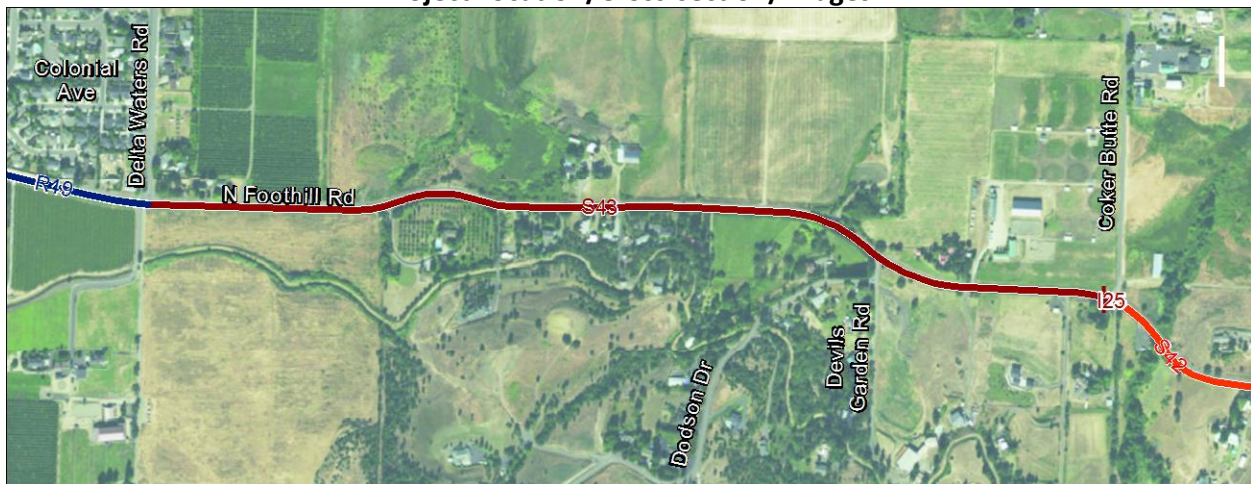
Project Goals:

Livability: Meets

Modal Component: Meets

Integration: Meets

Project Location/Cross-section/Images:



ID: S42

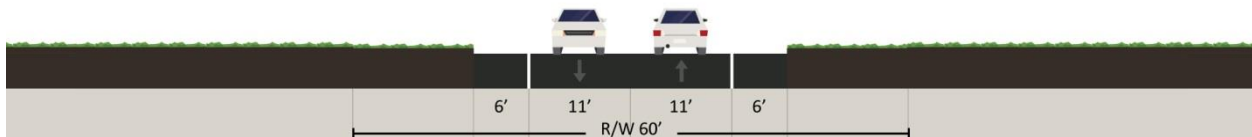
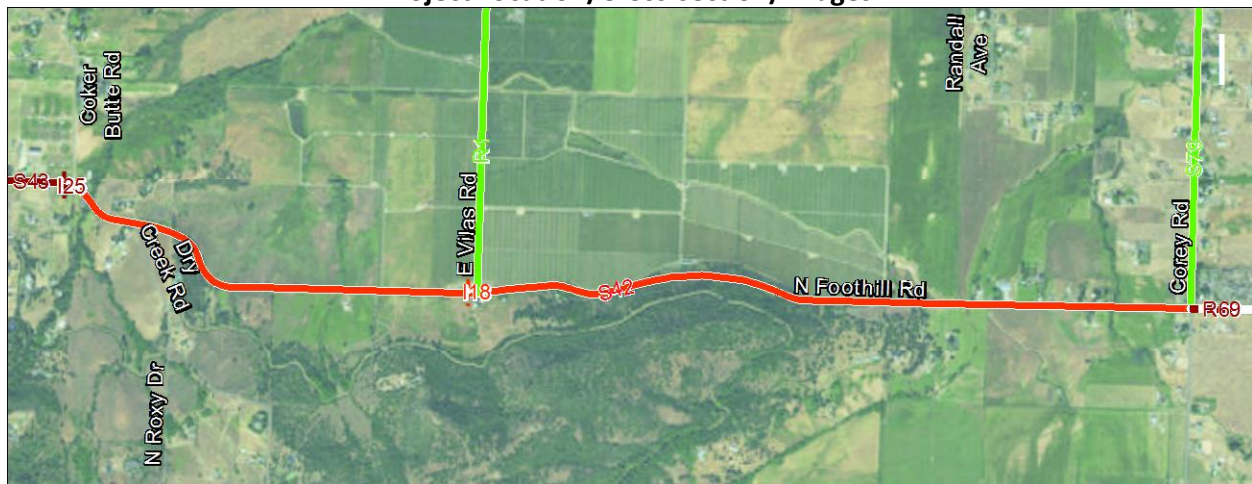
Foothill Road Shoulder Improvement

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 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

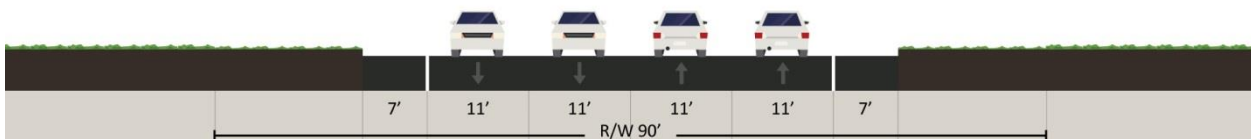
Project Goals:

Livability: Meets

Modal Component: Meets

Integration: Meets

Project Location/Cross-section/Images:



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

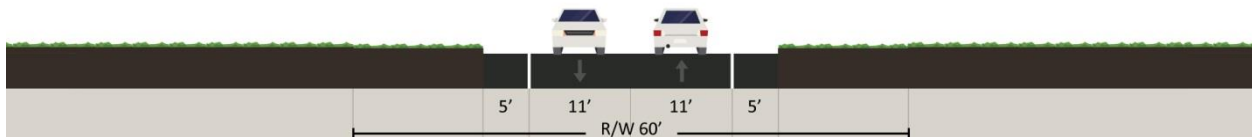
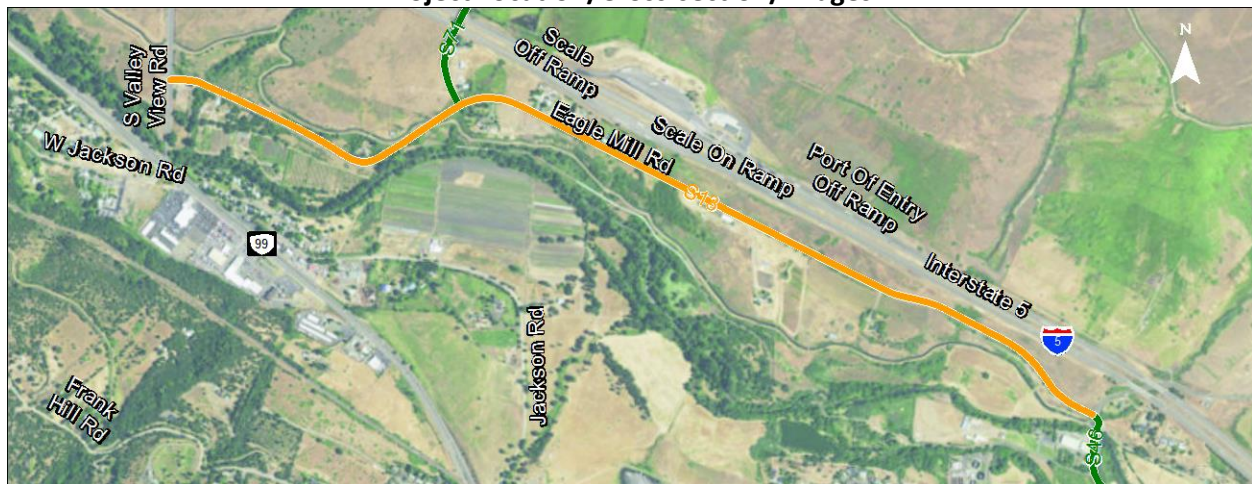
Timeframe: Tier 2 **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

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:



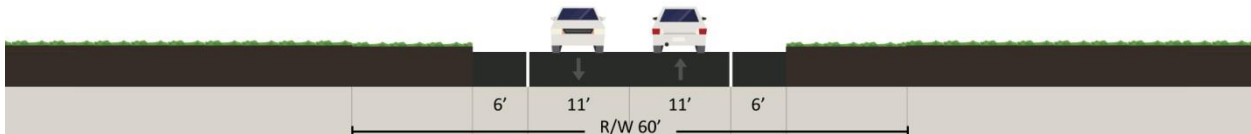
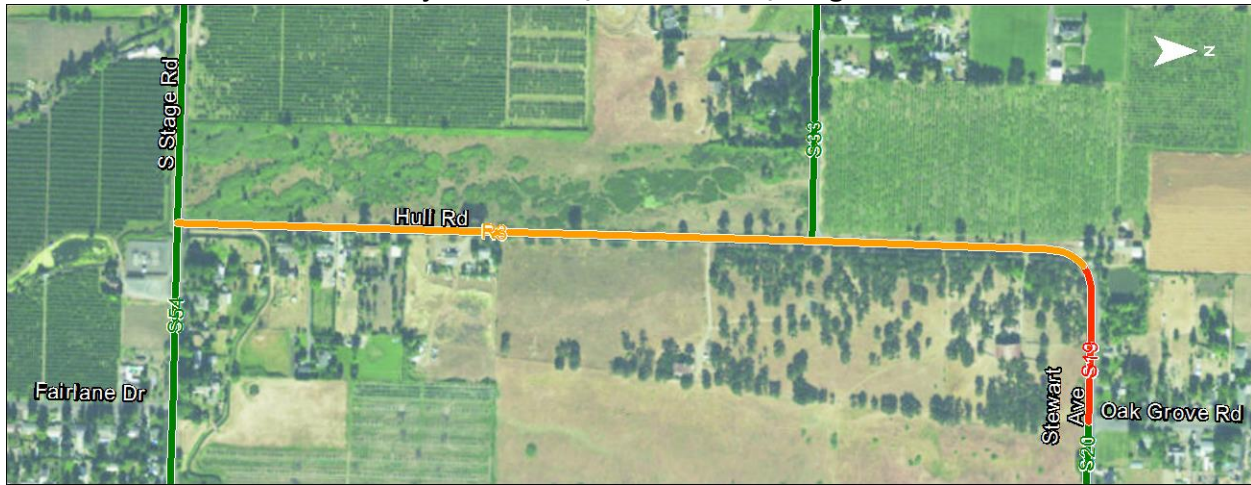
ID: R3

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:



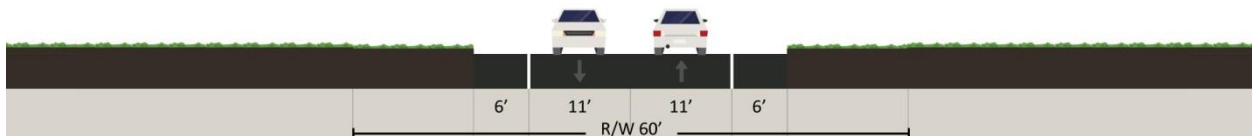
ID: R2

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

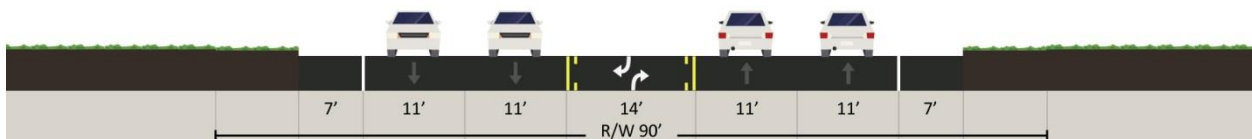
Project Goals:

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/Rural Minor Collector **Freight Route Designation:** Yes (County)

Bicycle Route Designation: County Bikeway/County Shared Roadway **Transit Route Designation:** No

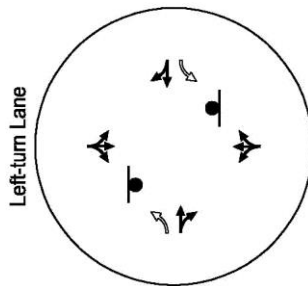
Timeframe: Tier 1 (Near-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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: 12

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

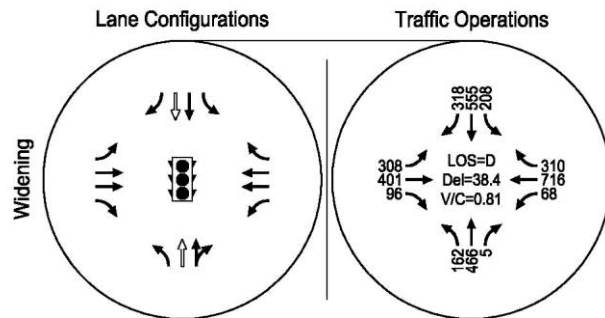
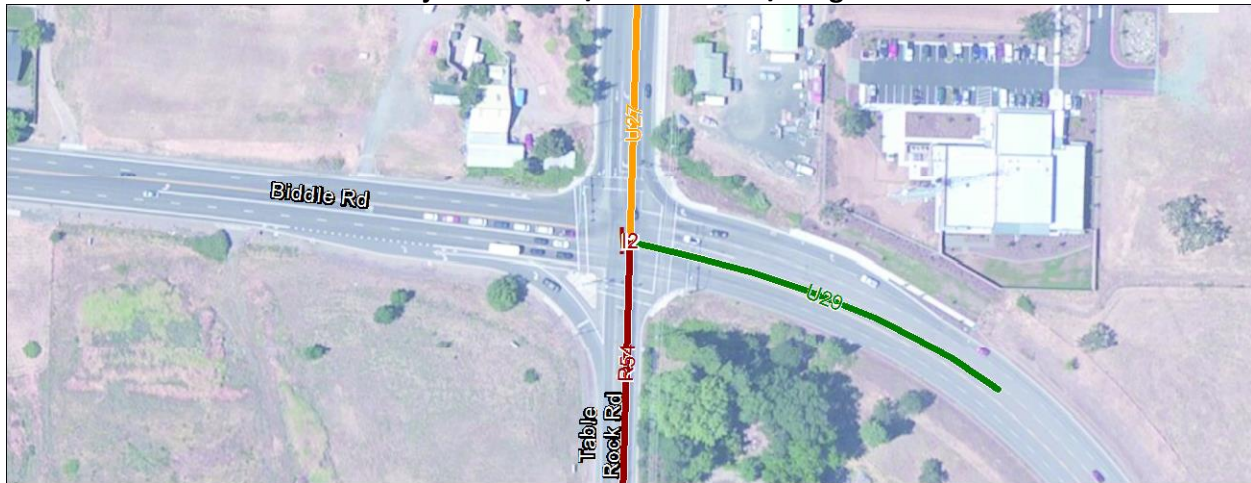
Project Goals:

Livability: Meets

Modal Component: Meets

Integration: Somewhat Meets

Project 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 to 7-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

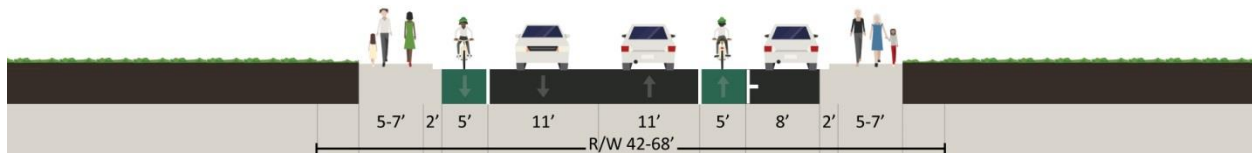
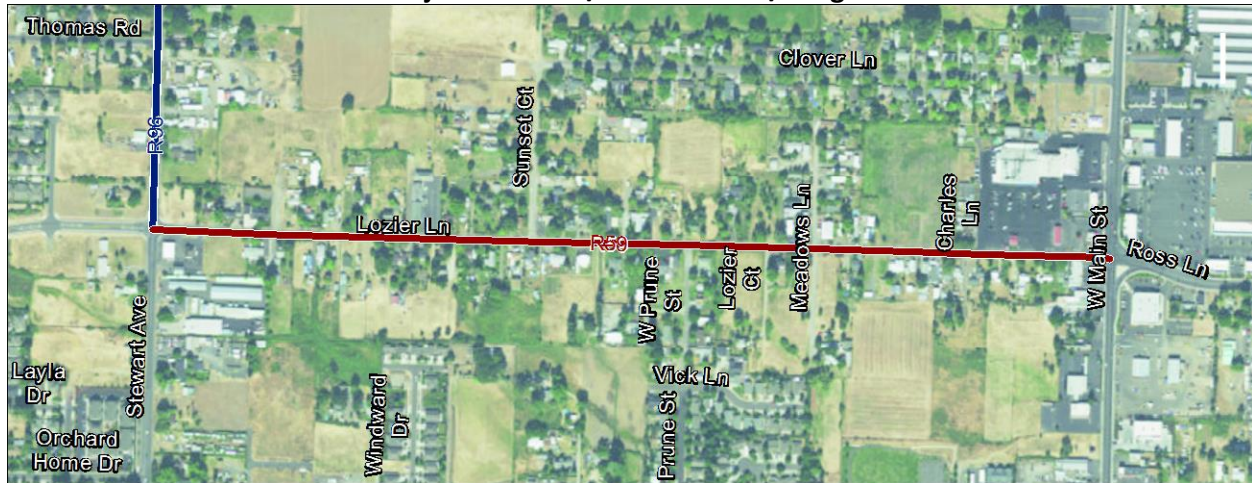
Project Goals:

Livability: Meets

Modal Component: Meets

Integration: Somewhat Meets

Project Location/Cross-section/Images:



ID: 13

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

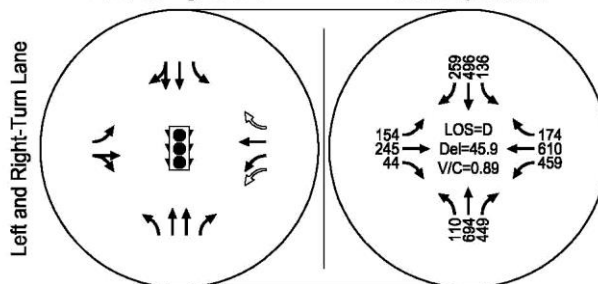
Integration: Somewhat Meets

Project Location/Cross-section/Images:



Lane Configurations

Traffic Operations



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

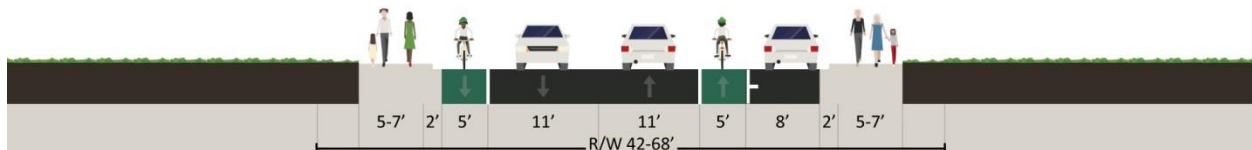
Timeframe: Tier 1 (Near-term) **Potential Funding Sources:** Project already fully funded by ODOT

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 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

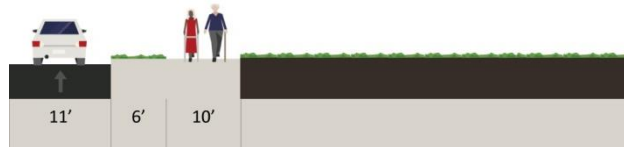
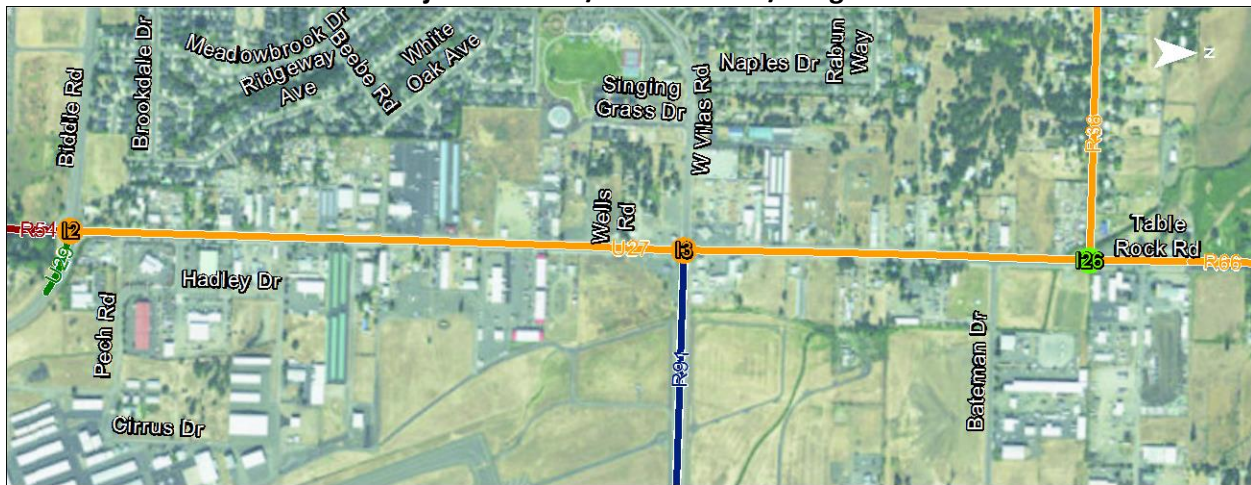
Timeframe: Tier 1 (Long-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; STIP (Enhance); CMAQ; TAP; ConnectOregon; TGM; EID; Local Bond Measure; LID

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

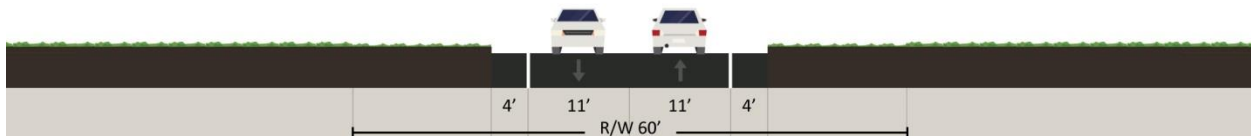
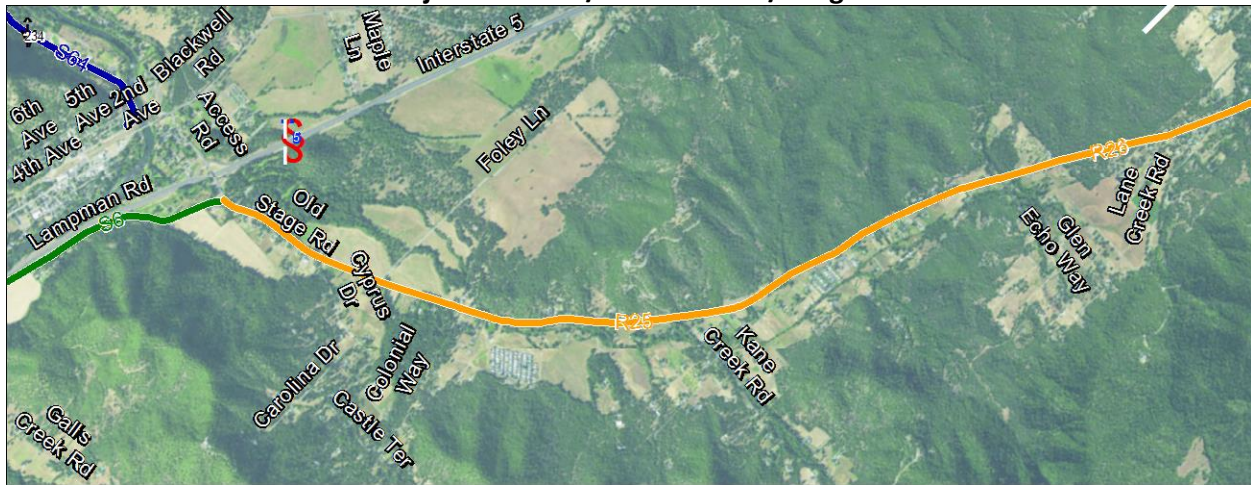
Timeframe: Tier 1 (Long-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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

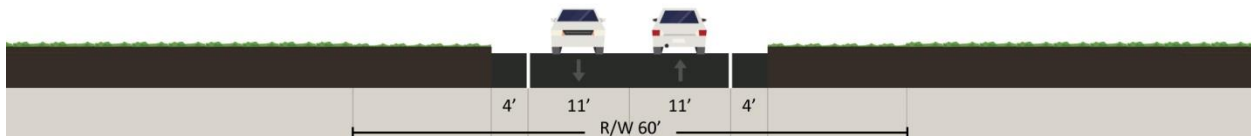
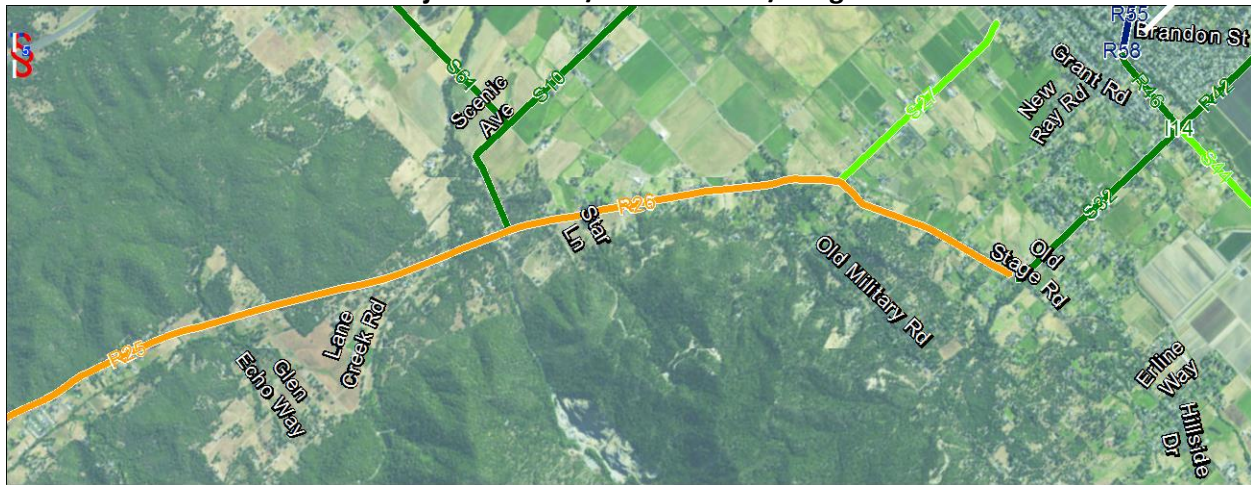
Timeframe: Tier 1 (Long-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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

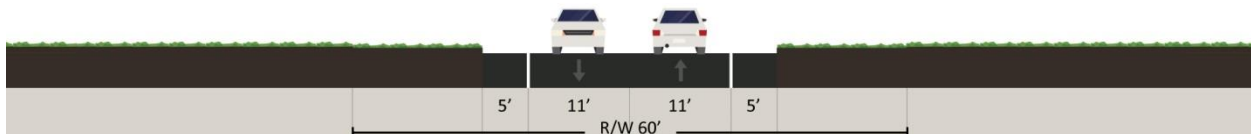
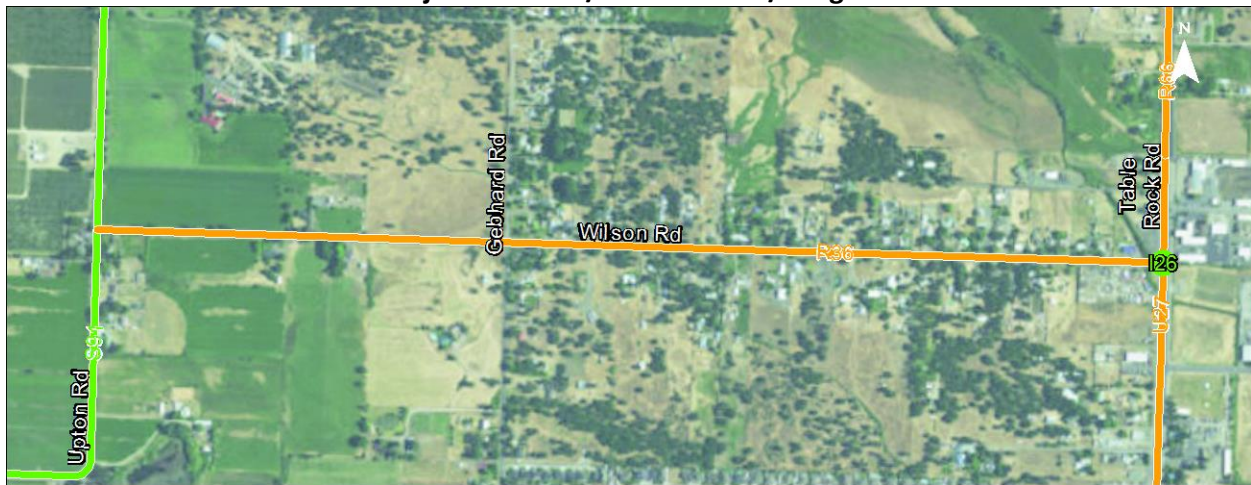
Timeframe: Tier 1 (Long-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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

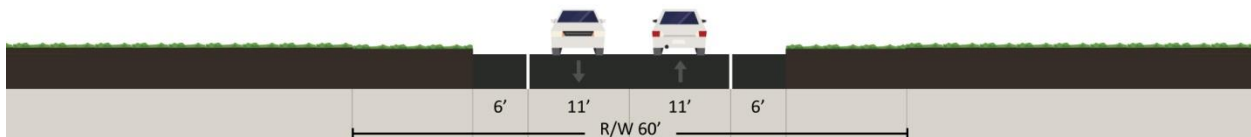
Project Goals:

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

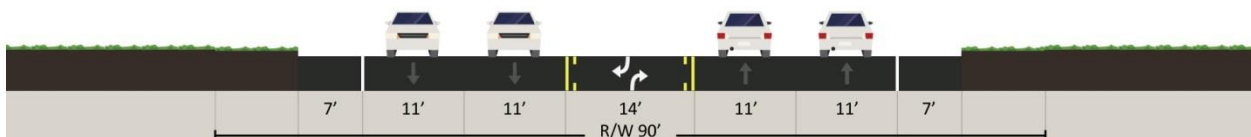
Project Goals:

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

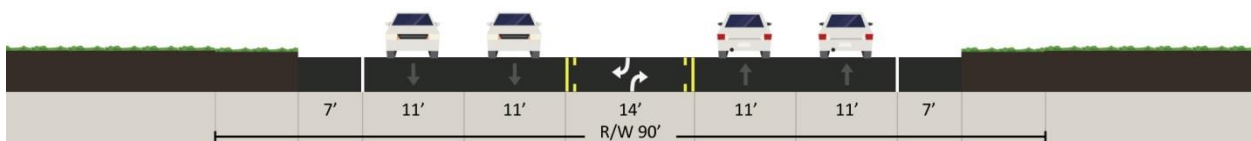
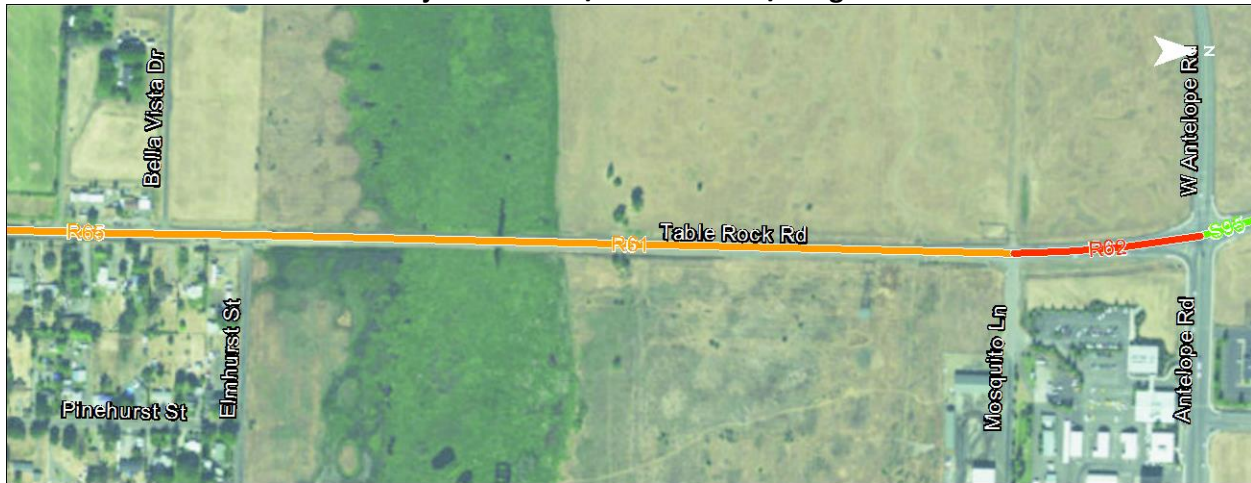
Project Goals:

Livability: Meets

Modal Component: Meets

Integration: Meets

Project Location/Cross-section/Images:



ID: 118

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

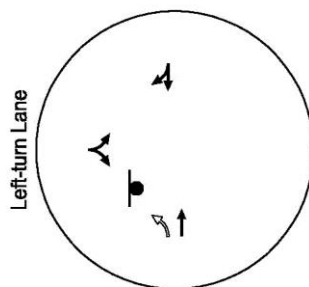
Timeframe: Tier 1 (Mid-term) **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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

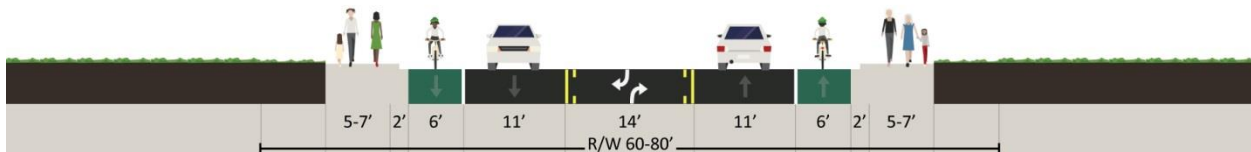
Timeframe: Tier 2 **Potential Funding Sources:** STP; SDC; Road Fund, Federal Grant Funds; CMAQ; HSIP; ARTS; STIP (Fix-it and Enhance); TGM; EID; Local Bond Measure; Fuel Tax/Registration Fee; LID; Road District

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

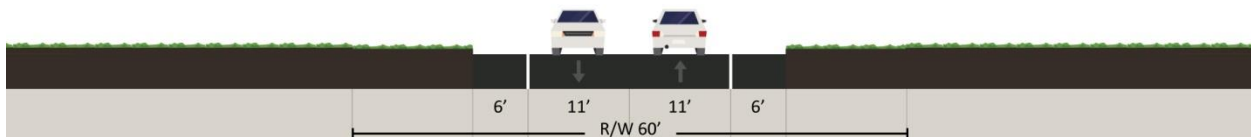
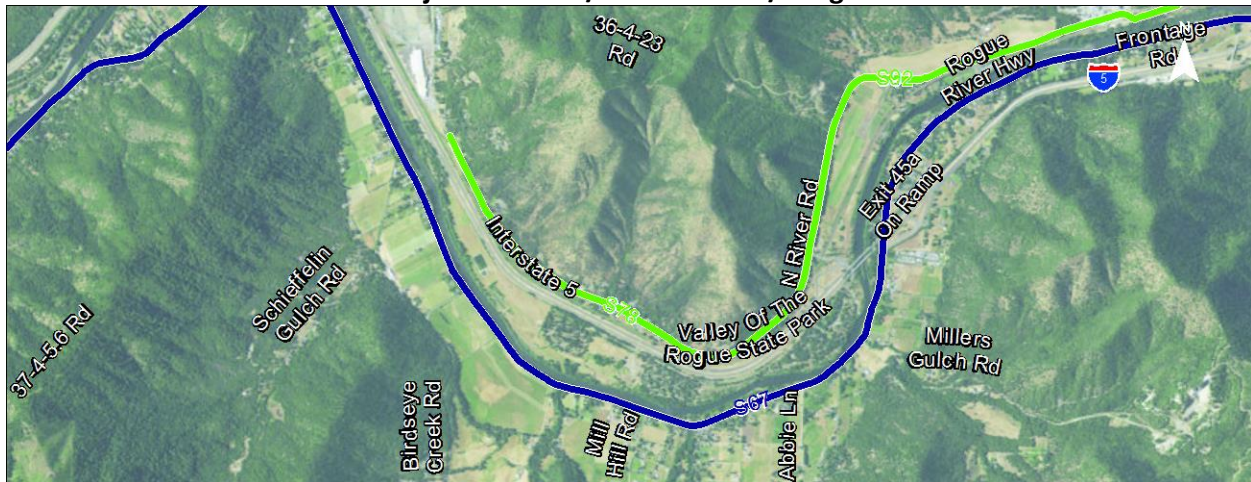
Project Goals:

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:

