

Regional Active Transportation Functional Classifications

The regional active transportation network described in this plan is intended to serve utilitarian and recreational travel in the urban and rural areas within the RVMPO boundary. The regional active transportation network includes three functional classifications. Through a collaborative effort with the technical advisory committee (TAC) and the community advisory committee (CAC)¹, the following classifications were selected as the preferred terminology for the Rogue Valley Active Transportation network.

- ▶ Regional Routes
- ▶ Connector Routes
- ▶ Regional Scenic Routes
- ▶ Local Active Transportation Routes

Regional Routes

Regional Routes are the highest functional classification for the active transportation network. These routes are envisioned to provide the highest quality facilities, the greatest level of comfort, and appeal to the widest cross section of users. Regional Routes serve to connect communities and key destination nodes within the RVMPO boundary, including the Bear Creek Greenway, which serves as the spine of the regional active transportation network and a primary Regional Route. Regional Routes can be on or off-street facilities including separated paths and trails.

Connector Routes

Connectors Routes serve as shorter, regionally significant connections between the Regional Routes and high-priority destinations. Connectors Routes are designated links to major employers, transit hubs, schools, and other regional destinations identified through the public engagement process.

Regional Scenic Routes

Regional Scenic Routes serve as longer distance, less-direct connections between key destination nodes and rural attractions, or may simply be longer routes through more rural areas. Regional Scenic Routes primarily serve recreational cyclists, both for Rogue Valley residents and for tourists visiting the area. Regional Scenic Routes may be designated on trails or roadways².

Local Active Transportation Routes

The Rogue Valley Active Transportation Plan (RVATP) will not identify local bike routes. Instead, existing and future local routes identified in jurisdictional transportation system plans (TSPs) should be planned to feed into Regional and Connector Routes identified in the RVATP. Pedestrian routes, focusing on connections to transit stops, should also be identified as part of the local active transportation route development within each jurisdictional TSP.

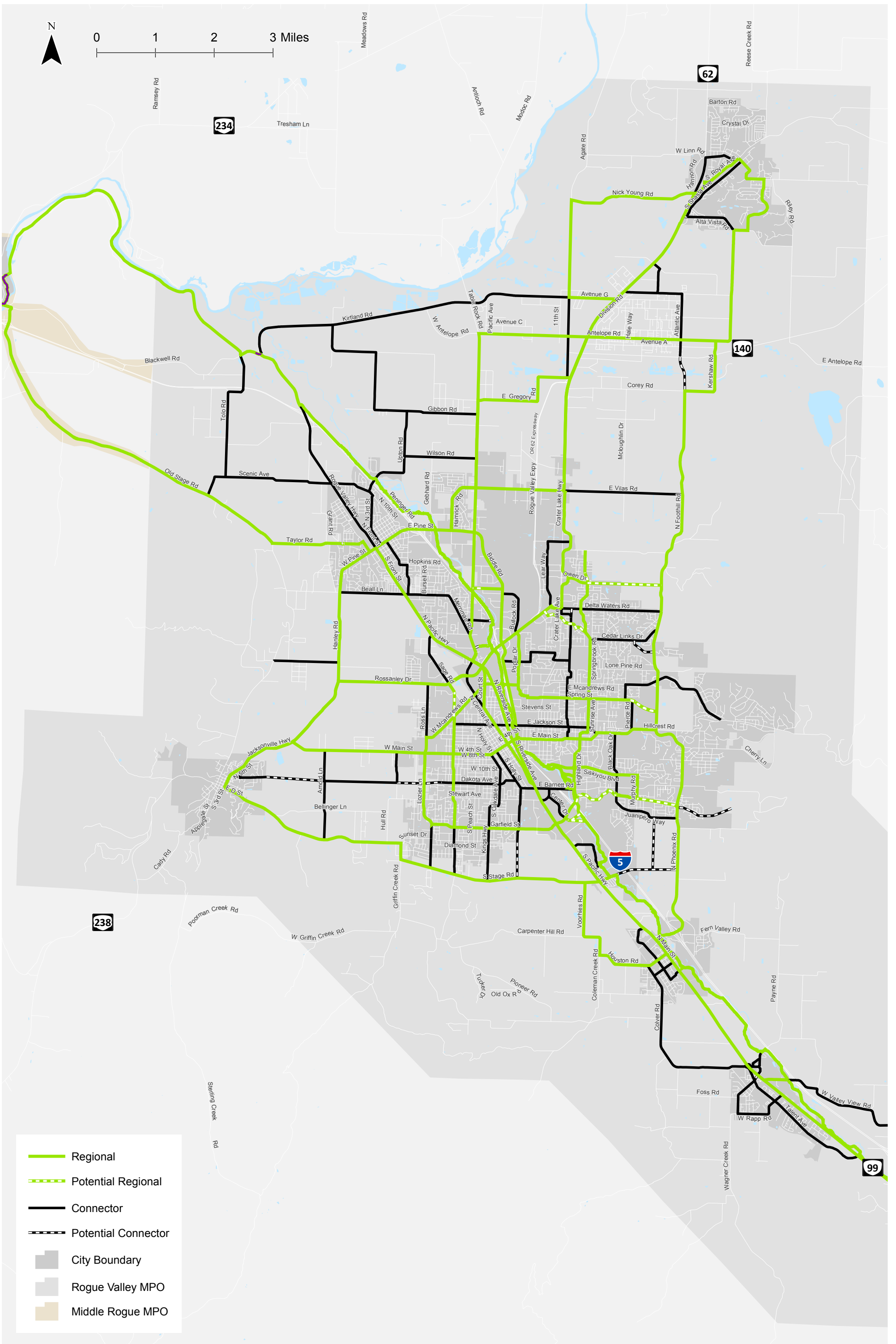
¹ A summary of the TAC and CAC January meeting(s) is provided in Appendix 1.

² Regional Scenic Routes will be illustrated as part of the Rouge Valley Active Transportation network; however, detailed data collection will not be conducted on these routes.

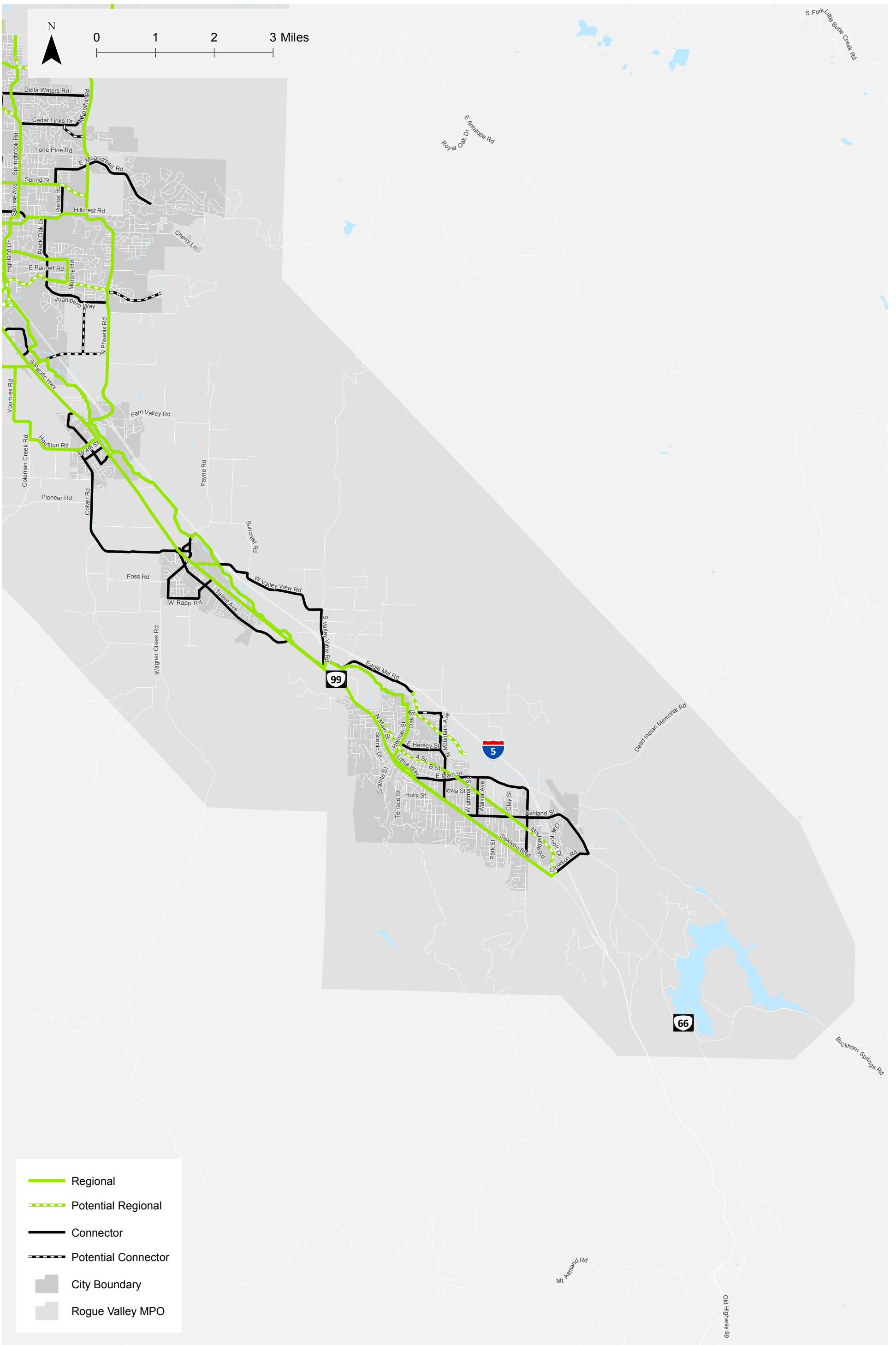
Route Development

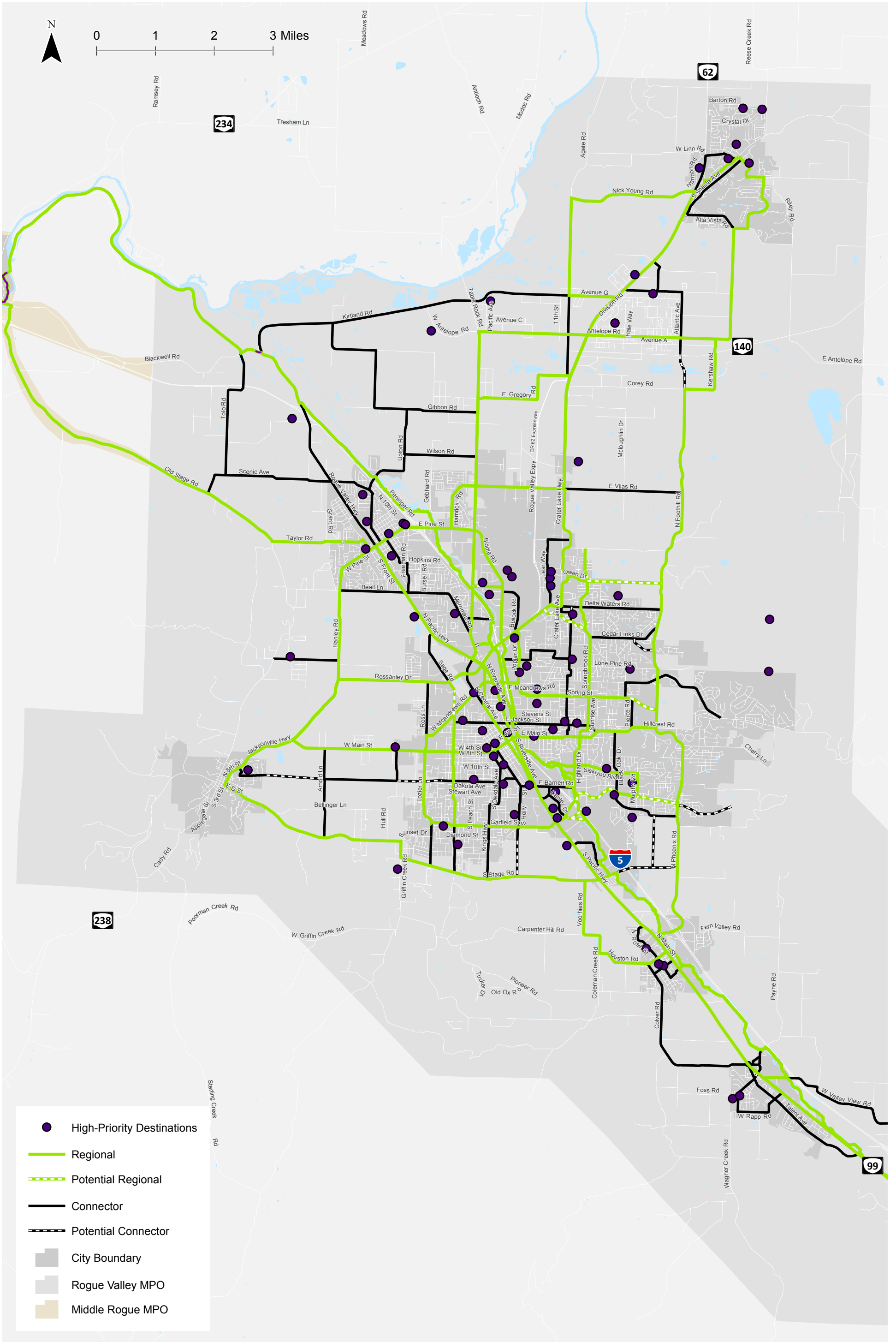
The primary objective of the RVATP is to develop a regional active transportation network that provides connections between key destinations, including all Rogue Valley communities, transit routes, activity centers and locations of major employment and housing. The proposed approach is as follows:

1. Identify "destination nodes" and regional corridors connecting them.
2. Identify Regional Routes within each corridor (one to four options) for consideration by the TAC and CAC.
 - a. Regional Routes have been identified based on a review of the Jackson County TSP, local jurisdictional TSP's, the Rogue Valley Transit District (RVTD) transit routes corridors, and public comment received through the interactive map.
 - b. The Regional and Connector Route Map is shown in Figure 1.
3. Identify the individual high-priority destinations
 - a. High-priority destinations include all public schools, large employers (over 200 employees), RVTD transit route corridors/hubs (if not already identified as Regional Routes), and other regional destinations identified through the public interactive map (such as Prescott Park, Eagle Point visitors center, Northgate Shopping Center, and the Medford Airport). These destinations are illustrated in Figure 2.
 - b. These initial destinations have been reviewed with the TAC and CAC.
 - c. TAC and CAC have provided input on "main street" corridors, intended to represent areas with high densities of walking and biking attractors that rise to the level of "high priority destinations."
4. Identify Connector Routes that will link these individual high-priority destinations to the Regional Routes and provide options to address major barriers.
 - a. TAC and CAC have provided input on development of Connector Routes designed to link high priority destinations and find ways to address/bypass major walking and biking barriers during January meetings.
 - b. Barriers identified by the TAC, CAC, and through public input received on the projects online interactive map are included in Figure 3.
5. Identify the Regional Scenic Routes
 - a. Based primarily on public input, stakeholder knowledge, and review of Strava heat map data, initial Regional Scenic Routes have been identified, primarily to address recreational trips that may include out-of-direction travel and do not necessarily terminate at a high-priority destination.



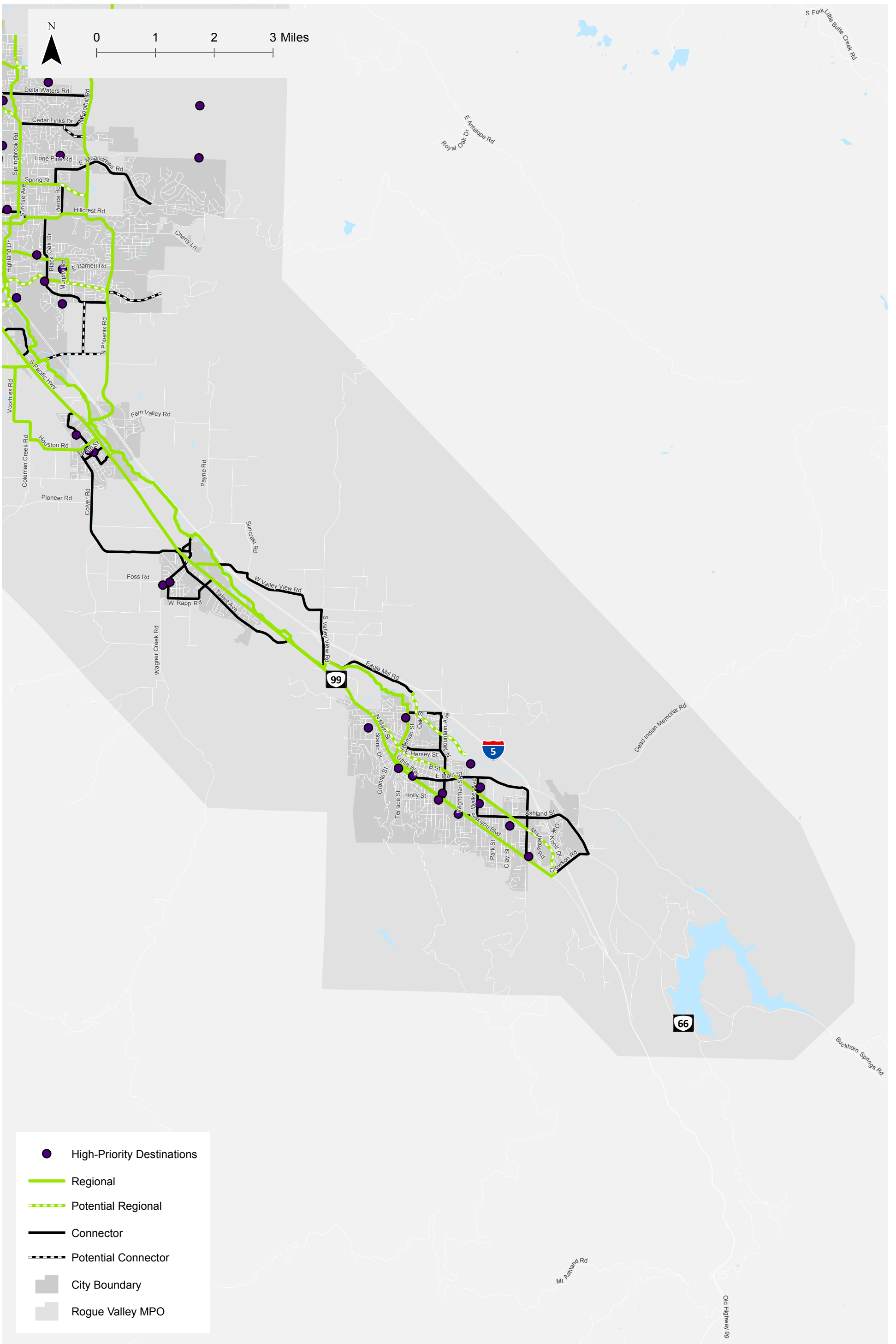
Regional Routes and Connector Routes
Jackson County, OR



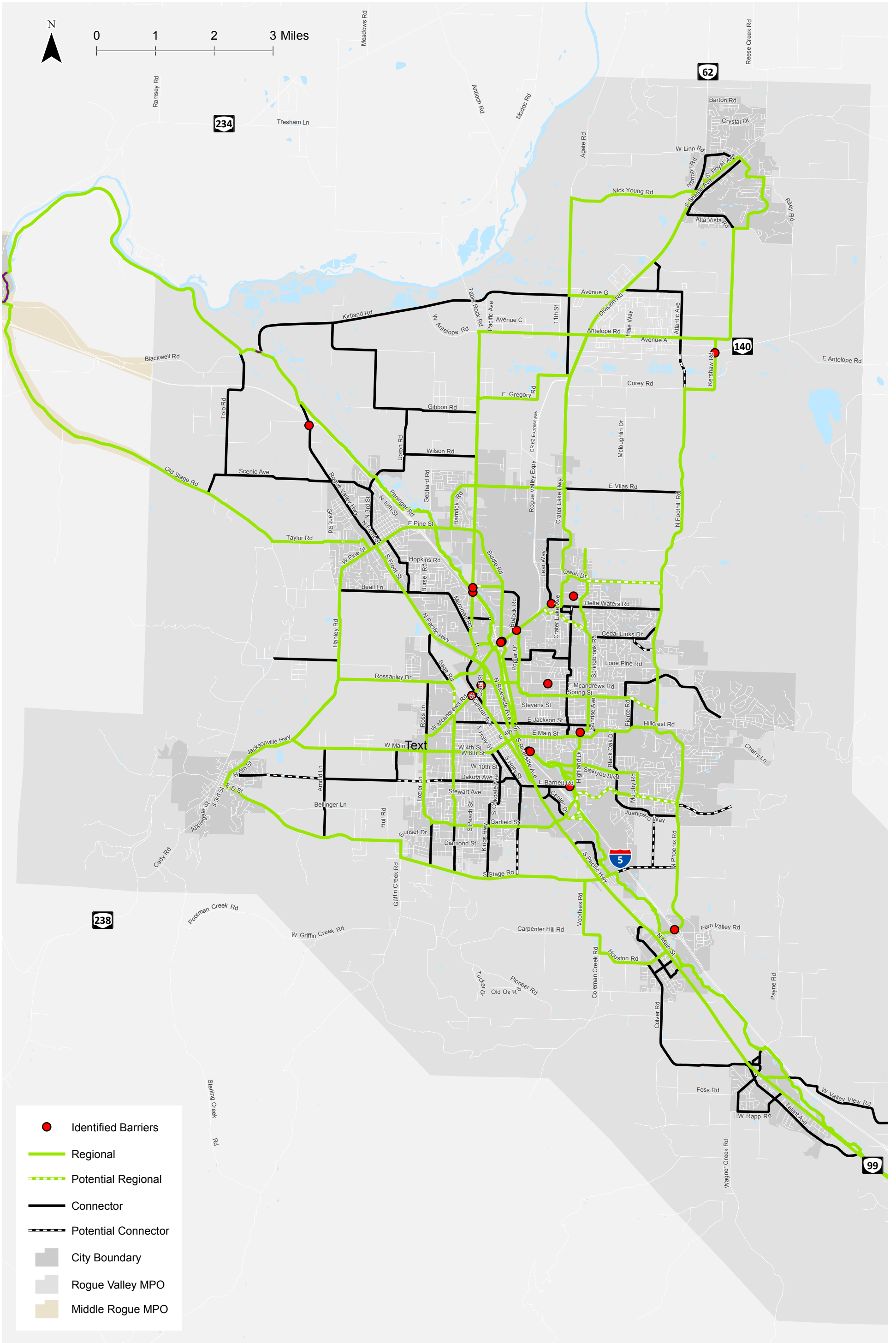


High-Priority Destinations 2

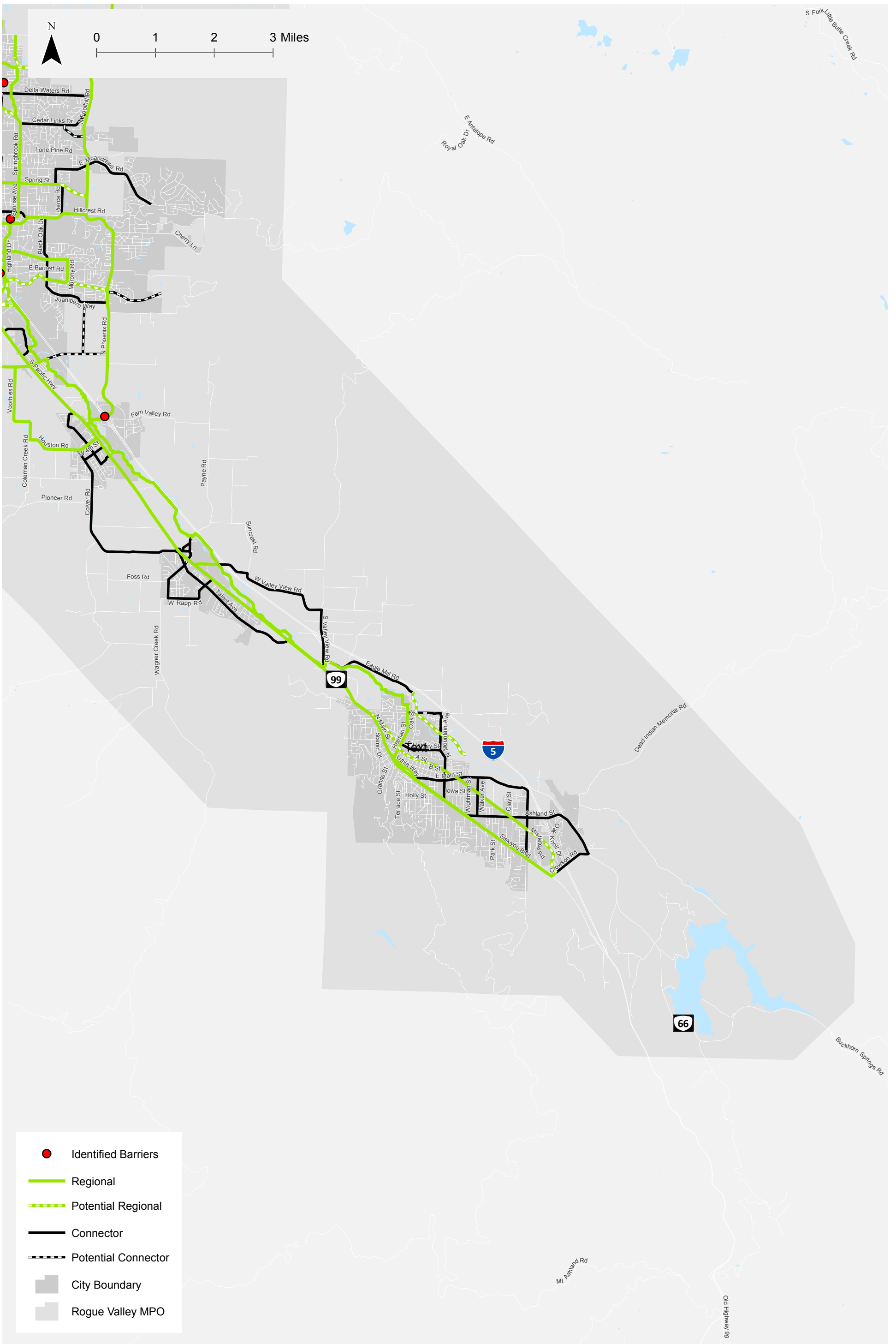
Jackson County, OR



High-Priority Destinations Jackson County, OR



Identified Barriers 3
Jackson County, OR



Appendix 1 TAC & CAC #2 Meeting Summary

Meeting Summary

Rogue Valley Active Transportation Plan Technical Advisory Committee Meeting #2

January 24, 2019

Rogue Valley Council of Governments | 155 N 1st. Street, Central Point | 2:00pm

Attendees: Ray DiPasquale, City of Phoenix; Matt Samitore, City of Central Point, Scott Fleury, City of Ashland; Edem Gomez, RVTD; Matt Brinkley, Karl MacNair, Chris Olivier, City of Medford; Ryan MacLaren, Nikki Hart-Brinkley, RVCOG; Josh LeBombard, DLCD; Jenna Marmon, Ian Horlacher, ODOT; Mike Kuntz, Jackson County; Karla Kingsley, Nick Gross, Kittelson & Associates, Inc.;

Introductions:

The meeting kicked-off with a roundtable of introductions and a review of project schedule.

Project Vision and Goals:

Karla Kingsley reviewed the project vision statements and provided an overview of the input received from the TAC/CAC vision statement survey. Vision statement 1 received the highest rating based on input received from TAC and CAC members through the survey.

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

The project team concluded that vision statement 1 will be used moving forward with minor tweaks based on input regarding positive components from vision statements 2 and 3. The TAC agreed with this approach.

Summary of Online Open House:

Nick Gross provided an overview of the input received on the virtual open house (online survey and interactive map). There were 178 comments on the interactive map and 193 responses collected on the survey. Nick reviewed the key takeaways from the visual preference survey: there was strong support for separated pedestrian and bicycle facilities. Nick also reviewed key walking and bicycling barriers identified by community members, as well as the types of improvements that would encourage them to walk or bike more for short trips. Nick also provided an overview of the level of traffic stress (LTS) analysis which will be conducted on the identified regional route network.

General Discussion:

A discussion of an appropriate LTS target for the RVATP concluded that the plan should strive for LTS 2; however, LTS 3 may be appropriate along rural roadways. The City of Medford TSP update used the LTS analysis with an LTS 2 threshold and decided to use an LTS 1 target for new roadways, providing physically separated bicycle facilities along arterial streets and buffered bike lanes along collector streets. The Medford TSP update also recognizes "legacy streets" as streets that may never be feasible to upgrade in order to accommodate pedestrian and bicycle facilities to an LTS 2 or better.

Foothill Road was noted as a roadway that will be reconstructed with 7-foot shoulders and should be prioritized as regional route based on its future ability to accommodate bicyclists within the shoulder.

Defining the Regional Active Transportation Network:

Karla Kingsley led a discussion to determine the preferred terminology for the active transportation routes identified within the map. For the purposes of the draft memorandum, the terms “Arterial Route” and “Collector Route” were used; however, the general consensus was that these terms related too closely to vehicular classifications and may create confusion since the active transportation routes do not necessarily align with the same roadway facilities.

The preferred terminology for the “Arterial Routes” was:

- Regional Routes

The preferred terminology for the “Collector Routes” was:

- Connector Routes

**It is worth noting that the CAC also preferred the term “Connector Routes” for the secondary route network.*

General Discussion:

It was noted that Northeast Medford should connect to Central Medford in the concept map graphic. Jenna Marmon questioned if the regional route connections should be called regional bicycle routes, recognizing that pedestrians will not walk the distances of many of these routes. The TAC generally agreed; however, it was noted that this terminology may appear to disregard pedestrian travel. Instead, pedestrians are typically served along the regional routes by riding transit. For pedestrians, the Connector Routes will provide important connections to the regional routes that have transit service. Nick and Karla shared some of the findings from a survey done for the RVTD Master Plan, where responses revealed that the “catchment area” of transit in the Rogue Valley is likely about ¾ mile from each stop, which is greater than a typical ¼ mile “rule of thumb”. The TAC agreed that serving pedestrian travel would focus on making connections to transit hub locations and transit corridors.

Defining the Collector Routes – Map Exercise

The project team asked the TAC members to provide input on potential Connector Routes on zoomed in maps. See scanned Connector Route exercise.

General Discussion:

Connections to Dead Indian Road and other rural roadways should be shown on scenic route map even though the majority of the route is outside the RVMPO boundary.

Evaluation and Prioritization Process:

Karla Kingsley gave an overview of the evaluation and prioritization approach and asked for TAC input on the evaluation criteria. The TAC noted that identified regional routes should be “ground truthed” by the project team and/or advisory committee members before we finalize the networks. Goal 5: Regional Collaboration – consider multi-jurisdictional routes was debated as a criterion to be used in prioritization. Some members felt that it shouldn't be a prioritization factor, but included simply for implementation purposes. Others felt that it was an important prioritization factor, since this is a regional plan and it should focus on the regional connections and the connections between jurisdictions, which are more often

multi-jurisdictional. TAC members noted that emphasis should be placed on routes that provide alternatives to existing barriers or options that overcome barriers. Other evaluation criteria mentioned for consideration included route directness, grades (steep hills), and distance. The TAC generally agreed with the idea of applying a higher LTS threshold (e.g. LTS 3) for longer-distance, rural connections that are less likely to attract less confident users, with an LTS 2 threshold used for more urban connection. However, the TAC also noted that in some cases, there may be a desire for an LTS 1 facility (e.g. a trail) that is a longer distance, such as a trail connection to Jacksonville.

TAC members considered prioritization that would classify needs into time-frames (near, medium, and long-term) vs. priority levels (e.g. high, medium, low). The TAC recognized that no money is currently allocated for construction and therefore, time-frames may not be helpful.

Next Steps:

- The project team will compile the input from the TAC and CAC on the Regional Routes and the Connector Routes to prepare updated route maps. These will be circulated to the CAC and TAC for additional comment.
- Next, comprehensive data will be collected for the routes within the network that will be used to inform the evaluation and prioritization analysis.
- The project team will then initiate the evaluation of the routes to inform prioritization, which will be the main topic of discussion at the next TAC/CAC meetings.

Meeting Summary

Rogue Valley Active Transportation Plan Citizen Advisory Committee Meeting #2

January 24, 2019

Jackson Creek Pizza | 317 E Main St., Medford | 5:30pm

Attendees: Harlan Bittner, Edgar Hee, Mark Knox, Haley Cox, Viki Brown, Mike Kuntz, Jenna Marmon, Karla Kingsley, Nick Gross

Introductions:

The meeting kicked-off with a roundtable of introductions and a review of project schedule.

Project Vision and Goals:

Karla Kingsley reviewed the project vision statements and provided an overview of the input received from the TAC/CAC vision statement survey. Vision statement 1 received the highest rating based on input received from TAC and CAC members through the survey.

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

The project team concluded that vision statement 1 will be used moving forward with minor tweaks based on input regarding positive components from vision statements 2 and 3. The CAC agreed with this approach.

Summary of Online Open House:

Nick Gross provided an overview of the input received on the virtual open house (online survey and interactive map). There were 178 comments on the interactive map and 193 responses collected on the survey. Nick reviewed the key takeaways from the visual preference survey: there was strong support for separated pedestrian and bicycle facilities. Nick also reviewed key walking and bicycling barriers identified by community members, as well as the types of improvements that would encourage them to walk or bike more for short trips. Nick also provided an overview of the level of traffic stress (LTS) analysis which will be conducted on the identified regional route network.

General Discussion:

CAC members suggested that in order to achieve appropriate levels of traffic stress, lower vehicle speeds may be more feasible than providing physically separated facilities, especially along rural roads.

CAC members also noted that driving in the Rogue Valley is very convenient for people who are able to drive, compared to other areas where, for example, parking is constrained or expensive.

Defining the Regional Active Transportation Network:

Karla Kingsley led a discussion to determine the preferred terminology for the active transportation routes identified within the map. For the purposes of the draft memorandum, the terms "Arterial Route" and "Collector Route" were used; however, the general consensus was that these terms related too closely to

vehicular classifications and may create confusion since the active transportation routes do not necessarily align with the same roadway facilities.

The preferred terminology for the “Arterial Routes” was:

- Primary Routes, Primary Active Transportation Routes or Regional Routes

The preferred terminology for the “Collector Routes” was:

- Connector Routes

**It is worth noting that the TAC also preferred the terms “Regional Routes” and “Connector Routes”.*

General Discussion:

CAC members noted that Foothill Road should be prioritized as a Regional Route and that the Larson Creek Greenway should be included as a Regional Route. CAC members also noted that McAndrews Road should not be included as a Regional Route since it is unlikely to significantly change in the future and there are other potential routes for making that connection.

Defining the Collector Routes – Map Exercise

The project team asked the TAC members to provide input on potential Connector Routes on zoomed in maps. See scanned Connector Route exercise

Evaluation and Prioritization Process:

Karla Kingsley gave an overview of the evaluation and prioritization approach and asked for CAC input on the evaluation criteria. CAC members noted that programmatic influences should be included and that the prioritization is heavily focused on infrastructure. One example programming approach mentioned is to work with larger employers to incentivize walking/biking commutes.

General Discussion:

Goal 5: Regional Collaboration – multi-jurisdictional routes was confirmed as an evaluation criterion that should be included. It was noted that the City of Medford has plans to build out Foothill Road with 7-foot shoulders to address vehicular safety while also serving a dual function of accommodating bicyclists within the right-of-way.

A discussion of LTS targets concluded that the plan should strive for LTS 2 where feasible and along regional routes; however, there may be exceptions for LTS targets based on route evaluation (e.g. using LTS 3 for some longer-distance connections). In general, the CAC felt that each node connection should try to have at least one LTS 2 route i.e., Medford to Jacksonville. It was noted that the Bear Creek Greenway serves as an LTS 1 connection from Central Point to Ashland today and priority should be placed on nodes that do not fall within this corridor.

Next Steps:

- The project team will compile the input from the TAC and CAC on the Regional Routes and the Connector Routes to prepare updated route maps. These will be circulated to the CAC and TAC for additional comment.
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