



## TECHNICAL MEMORANDUM #5

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Project #: 18018.0

To: Mike Kuntz, Jackson County

CC: Allie Coates, Oregon Department of Transportation, Region 3

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Project: Jackson County Transportation System Plan (TSP) Update

Subject: Draft Technical Memorandum #5: Alternatives Analysis

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This memorandum identifies the transportation system alternatives developed by the project team to address the deficiencies identified in *Technical Memorandum #3: Existing Conditions* and *Technical Memorandum #4: Future Conditions*. This memorandum also identifies the evaluation criteria used to select a preferred alternative for each deficiency and set the groundwork for the development of the Jackson County Transportation System Plan (TSP) update. The alternatives include:

- Intersection Alternatives
- Safety Alternatives
- Bicycle Alternatives
- Pedestrian Alternatives
- Pedestrian and Bicycle Alternatives within UGBs
- Roadway System Classification Changes
- Freight Alternatives

These alternatives were reviewed with the Technical Advisory Committee and the Citizen Advisory Committee and evaluated based on the evaluation criteria. Ultimately a preferred alternative was selected for each deficiency as documented below. Technical Memorandum #6 identifies the preferred alternative for each deficiency along with several other alternatives developed as part of previous planning efforts throughout the County.

## EVALUATION CRITERIA

Evaluation criteria were developed to assist in the selection of a preferred alternative for each deficiency described in this memorandum. The criteria address seven themes related to the TSP goals and objectives identified in Technical Memorandum #1 and discussions with County and ODOT staff.

They include mobility, safety, cost, bicycle/pedestrian, land use, Title VI/environmental justice and environmental impacts. Each criteria falls within one or more of the four TSP goals.

The alternatives evaluation criteria are designed to be qualitative and used to compare each deficiency’s alternatives with each other to select the one that best fits with the goals and objectives of the plan. Table 1 presents the alternatives evaluation criteria.

**Table 1: Evaluation Criteria for Comparing Alternatives**

<b>Mobility</b>		
Congestion	Will the project help relieve congestion or reduce v/c?	Yes / Unknown/ No
Freight	Does the project benefit freight movement or improve intermodal connectivity?	Yes / Unknown/ No
Travel Time	Will the project improve connectivity (i.e. fill gaps/remove barriers in a network)?	Yes / Unknown/ No
<b>Safety</b>		
Identified Need	Will the project address an existing safety issue?	Yes / Unknown/ No
Crash Reduction	Does the project have a CMF less than 1.0?	Yes / Unknown/ No
Safety Conflicts	Does the project reduce conflict points between modes?	Yes / Unknown/ No
<b>Cost</b>		
Cost Estimate	What is the Rough Order of Magnitude (ROM) cost estimate?	High = > \$1M Medium = \$250k - \$1M Low = < \$250k
Existing Funding	Is there currently funding available to complete this project?	Yes / Unknown/ No
Potential Funding	Is it likely that the project will leverage alternate funding or acquiring the necessary funding?	Yes / Unknown/ No
<b>Bicycle/Pedestrian</b>		
Accommodating Users	Does the project incorporate more than one mode of travel?	Yes / Unknown/ No
Active Transportation	Does the project help encourage active transportation (walk, bike, transit)?	Yes / Unknown/ No
Complete Streets	Does the project embody the Complete Street principles?	Yes / Unknown/ No
<b>Land Use</b>		
Economic Development	Does this project provide/improve access to an area identified for future growth?	Yes / Unknown/ No
Compliance	Is the project consistent with the comprehensive land use plan or with other stated land use goals?	Yes / Unknown/ No
<b>Title VI and Environmental Justice</b>		
Neighborhood Impacts	Will the project positively impact a neighborhood located in a Title VI/EJ area?	Yes / Unknown/ No
Mode Choice	Will this project improve mode choice availability in a Title VI/EJ area?	Yes / Unknown/ No
<b>Environmental Impacts</b>		
Environmental Impacts	Will this project avoid impacting an environmentally sensitive area?	Yes / Unknown/ No

v/c=volume/capacity

CMF=Crash Modification Factor

Complete Street Principles=Streets designed and operated to enable safe access for all users

EJ=Environmental Justice

Each alternative identified in this memo is evaluated using the alternatives evaluation criteria above and the results are summarized after each alternative description. Table 2 provides a sample project alternative evaluation summary. Green circles represent affirmative answers, yellow circles represent unknown or undecided answers and red circles represent negative answers to the alternatives evaluation criteria.

**Table 2: Project alternative evaluation summary sample**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Roundabout																	

The maps used to evaluate the above criteria are included in the Map Atlas of Technical Memorandum #1 and include Figures 21-28.

## INTERSECTION ALTERNATIVES

This section identifies the alternatives developed by the project team to address intersection deficiencies in Jackson County. Several of the alternatives identified in this section are consistent with existing plans and projects identified in the current Statewide Transportation Improvement Plan (2015-2018 STIP), the Metropolitan Transportation Improvement Program (2015-2018 MTIP), the Jackson County Capital Improvement Plan (2015 CIP), and other planning documents. These existing plans and projects are included as alternatives to ensure that they continue to represent the preferred alternative for the County.

Any alternative that impacts a State Highway or National Highway System (NHS) road and does not meet Highway Design Manual (HDM) or American Association of State Highway Transportation Officials (AASHTO) standards, respectively, must be justified and documented by means of a design exception. Generally, the Oregon Department of Transportation (ODOT) is the agency with authority to approve design exceptions; the Federal Highway Administration (FHWA) also reviews and approves design exceptions for all projects subject to Full Federal Oversight. However, Jackson County may process and approve design exceptions in some cases. On a similar note, any alternative that is inconsistent with any existing plans or projects identified in other planning documents must be justified and documented. Any alternative identified in this section, as well as the remaining sections of this memorandum, that will require a design exception or will be inconsistent with any existing plans or projects is noted.

## Alternative Solutions

The following describes the low-cost alternatives (such as modifying existing signal timing plans to provide more green time to specific movements), medium-cost alternatives (such as installing new turn lanes), and high-cost alternatives (such as installing new traffic signals or roundabouts) considered to address deficiencies at the study intersections. These alternatives, however, could be considered at all County intersections that experience significant safety and/or operational issues.

## **Monitor**

There are several locations throughout Jackson County where planned transportation improvements will impact traffic patterns in the future. Monitoring these locations can help determine if the projected deficiencies are ever realized or if the planned improvements mitigate the issue. For example, traffic patterns along OR 62, Table Rock Road, and other major north-south arterial and collector roadways will be impacted by the construction of the OR 62 Bypass. The RVMPO travel demand model shows a reduction in through traffic on OR 62 as well as an increase in turning movements at the OR 62/Vilas Road and Table Rock Road/Vilas Road intersections, which will provide access to an interchange with the by-pass in the future. Monitoring these locations can help determine if the projected deficiencies in traffic operations are ever realized or if the planned improvements mitigate the issue.

## **Signal Timing/Phasing Modifications**

Signal retiming and optimization offers a relatively low cost option to increase system efficiency. Retiming and optimization refers to updating timing plans to better match prevailing traffic conditions and coordinating signals. Timing optimization can be applied to existing systems or may include upgrading signal technology, such as signal communication infrastructure, signal controllers, or cabinets. Signal retiming can reduce travel times and be especially beneficial to improving travel time reliability. In high pedestrian or desired pedestrian areas, signal retiming can facilitate pedestrian movements through intersections by increasing minimum green times to give pedestrians time to cross during each cycle. Signals can also facilitate bicycle movements with the inclusion of bicycle detectors.

Signal upgrades often come at a higher cost than signal timing and phasing modifications and usually require further coordination between jurisdictions. However, upgrading signals provides the opportunity to incorporate advanced signal systems to further improve the efficiency of a transportation network. Strategies include coordinated signal operations across jurisdictions, centralized control of traffic signals, adaptive or active signal control, and transit or freight signal priority. These advanced signal systems can reduce delay, travel time and the number of stops for transit, freight, and other vehicles. In addition, these systems may help reduce vehicle emissions and improve travel time reliability.

## **Traffic Signals**

Traffic signals allow opposing streams of traffic to proceed in an alternating pattern. National and state guidance indicates when it is appropriate to install traffic signals at intersections. When used, traffic signals can effectively manage high traffic volumes, and provide dedicated times in which pedestrians and cyclists can cross roadways. Because they continuously draw from a power source and must be periodically re-timed, signals typically have higher maintenance costs than other types of intersection control. Signals can improve safety at intersections where signal warrants are met, however, they may result in an increase in rear-end crashes compared to other alternatives. Signals have a significant range in costs depending on the number of approaches, how many through and turn lanes each approach has, and, if it is located in an urban or rural area. The cost of a new traffic signal ranges from approximately \$250,000 in a rural area to \$350,000 in an urban area.

## **Roundabouts**

Roundabouts are circular intersections where entering vehicles yield to vehicles already in the circle. They are designed to slow vehicle speeds to 20 to 30 mph or less before they enter the intersection, which promotes a more comfortable environment for pedestrians, bicyclists, and other non-motorized users. Roundabouts have fewer conflict-points and have been shown to reduce the severity of crashes, as compared to signalized intersections. Roundabouts can be more costly to design and install when compared to other intersection control types, but they have a lower operating and maintenance cost than traffic signals. Topography must be carefully evaluated in considering a roundabout, given that slope characteristics at an intersection may render a roundabout infeasible. The cost of a new roundabout ranges from approximately \$1 million to \$2 million depending upon the number of lanes and the slope conditions.

## **Alternatives Analysis**

The following identifies and compares the viable alternative solutions for each of the traffic operations deficiencies identified in previous tech memos (See *Technical Memorandum #3: Existing Conditions* and *Technical Memorandum #4: Future Conditions* for a complete list of deficiencies). The intersection control, lane configuration, and resulting operations of each alternative are shown in Figures 1 through 11 in the Map Atlas.

### **#1 – Hamrick Road/East Pine Street-Biddle Road**

The westbound through at the Hamrick Road/East Pine Street-Biddle Road intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of opposing eastbound left-turn movements during the weekday p.m. peak hour. The following alternatives were developed to address this deficiency:

- Monitor traffic operations at the intersection following completion of the Gebhard extension and potential heavy vehicle restrictions along Hamrick Road.
- Install a second separate left-turn lane at the eastbound approach and modify signal timing/phasing to provide more green time to the westbound approach. This alternative would also require widening Hamrick Road, north of East Pine Street-Biddle Road to provide two receiving lanes. This alternative is consistent with the recommendations in the I-5 Exit 33 Interchange Area Management Plan.
- Reconstruct the intersection as a multi-lane roundabout with the northbound approach having single shared left-through-right lane; southbound with a shared left-through-right lane and an additional right lane; eastbound with exclusive left-turn lane and shared through right; and westbound with a shared left-through-right and exclusive right-turn lane.

**Table 3: Alternative Analysis for Hamrick Road/E Pine Street- Biddle Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Monitor	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Left-Turn Lane	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The monitor alternative will not improve mobility, safety, or the bike/ped environment; however, it has the least potential impact on the transportation system and the least cost. The left-turn lane alternative will improve traffic operations; however, it requires widening E Pine Street-Biddle Road and Hamrick Road. The roundabout alternative provides the greatest potential improvement to mobility, safety, and the bike/ped environment; however, it also has the highest costs.

**#2 – Table Rock Road/Biddle Road**

The eastbound left, northbound through and southbound through movements at the Table Rock Road/Biddle Road intersection are expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of opposing movements during the weekday p.m. peak hour. The following alternatives were developed to address these deficiencies:

- Install a second separate left-turn lane at the eastbound approach and modify signal timing/phasing to provide more green time to the northbound and southbound approaches. This alternative would also require widening Table Rock Road north of Biddle Road to provide two receiving lanes.
- Widen the south leg of Table Rock Road to a five-lane cross section. This alternative is consistent with STIP Project #18974 – Table Rock Road: I-5 to Biddle – This project involves widening the roadway to five lanes from I-5 to Biddle Road with bike lanes, sidewalks, and storm water improvements and is anticipated to provide dual northbound and southbound through lanes, but not dual eastbound left-turn lanes.

**Table 4: Alternative Analysis for Table Rock Road/Biddle Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Left-Turn Lane	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Widening	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The widening alternative will cost more than the left-turn lane alternative; however, a funding source has already been identified and accounted for in the STIP. It should be noted that widening the roadway to provide a separate left-turn lane or additional through lane can have a negative impact on the bike/ped environment. As the roadway gets wider, it becomes more difficult to see bicyclists traveling along the opposite side of the road and pedestrians spend more time trying to cross.

**#3 – Table Rock Road/Vilas Road**

The westbound left and westbound through movements at the Table Rock Road/Vilas Road intersection are expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume at the westbound approach during the weekday p.m. peak hour. The following alternatives were developed to address these deficiencies:

- Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine and potential heavy vehicles restrictions on Hamrick Road.
- Install a second separate left-turn lane and a separate right-turn lane at the westbound approach and modify signal timing/phasing.

**Table 5: Alternative Analysis for Table Rock Road/Vilas Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Monitor	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Left- and Right Turn Lane	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The monitor alternative will not improve mobility, safety, and the bike/ped environment; however, it has the least potential impact on the transportation system and the least cost. It is also a reasonable alternative considering the potential long-term impacts associated with the OR 62 Bypass. The left- and right-turn lane alternative will improve traffic operations and safety; however, it will not improve the bicycle and pedestrian environment.

**#6 – Table Rock Road/Gregory Road**

The westbound approach to the Table Rock Road/Gregory Road intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume at the westbound approach during the weekday p.m. peak hour. The intersection will meet traffic signal warrants under year 2038 traffic conditions and sensitivity analysis indicates a signal will be warranted in the next five years. The following alternatives were developed to address this deficiency:

- Install a traffic signal with permitted phasing at each approach. This alternative is identified in the CIP as a low priority.
- Construct a single lane roundabout with a northbound right-turn yield lane.

**Table 6: Alternative Analysis for Table Rock Road/Gregory Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ	Environ-ment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Signal	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The signal and roundabout alternatives will improve traffic operations and safety; however, the roundabout alternative would require a significant investment in infrastructure to be feasible.

**#7 – Kershaw Road/OR 140**

The northbound approach to the Kershaw Road/OR 140 intersection is expected to operate below capacity, but above its mobility standard under year 2038 traffic conditions. This is primarily due to the high volume of opposing movements during the weekday p.m. peak hour. A traffic signal is not warranted under year 2038 traffic conditions. The following alternatives were developed to address this deficiency:



- Monitor traffic operations at the intersection following construction of the Foothill Road extension to OR 140. The potential reduction in left and through movements from the minor street may address the operational issues at this intersection.
- Restrict left and through movements from the minor street following completion of the Foothill Road extension to OR 140.
- Add a separate northbound left-turn lane.

**Table 7: Alternative Analysis for Kershaw Road/OR 140**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Monitor	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Movement Restrictions	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Left-Turn Lane	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The monitor alternative will not improve mobility, safety, and the bike/ped environment; however, it has the least potential impact on the transportation system and the least cost. Restricting left and through movements would have a minimal effect on mobility, freight, and travel time given that these movements would be provided at the new Foothill Road/OR 140.

**#8 – OR 62/OR 140-Leigh Way**

The eastbound through-left, westbound through-left, northbound left, northbound through, and southbound through movements at the OR 62/OR 140-Leigh Way intersection are expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of opposing movements during the weekday p.m. peak hour. The northbound right and left 95<sup>th</sup> percentile queues are also expected to exceed the available storage lengths. The following alternatives were developed to address these deficiencies:

- Install a separate right-turn lane and a second separate left-turn lane. This alternative is consistent with the OR 140 Corridor Plan and STIP Project #1747. This project is also currently underway.
- Monitor the intersection following the completion of STIP Project #1747.
- Install a third through lane at the northbound and southbound approaches. This alternative is consistent with the OR 140 Corridor Plan.

**Table 8: Alternative Analysis for OR 62/OR 140-Leigh Way**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Right/Left-Turn Lane	Green	Green	Green	Green	Yellow	Red	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Green	Yellow	Green	Green
Monitor	Red	Red	Red	Red	Yellow	Red	Green	Yellow	Yellow	Red	Red	Yellow	Green	Green	Yellow	Green	Green
Widen	Green	Green	Green	Green	Yellow	Red	Red	Red	Yellow	Red	Red	Yellow	Green	Green	Yellow	Green	Green

The monitor alternative will not improve mobility, safety, and the bike/ped environment; however, it has the least potential impact on the transportation system and the least cost. It is also a reasonable alternative considering the ongoing improvements and the potential long-term impacts associated with the OR 62 Bypass.

**#9 – OR 62/OR 234-Del Isle Way**

The eastbound left-turn movement at the OR 62/OR 234-Del Isle Way intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of the movement during the weekday p.m. peak. The intersection will meet traffic signal warrants under year 2038 traffic conditions and sensitivity analysis indicates a signal will be warranted in the next five years. The following alternatives were developed to address this deficiency:

- Install a separate eastbound left-turn lane.
- Install a traffic signal with permitted phasing on each approach.
- Install a single lane roundabout with shared left-through-right lanes on each approach.
- Restripe the north leg of the intersection to allow two-stage left-turn movements from OR 234 to OR 62.

**Table 9: Alternative Analysis for OR 62/OR 234-Del Isle Way**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Left-Turn Lane	Green	Green	Green	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Red	Red	Yellow	Green	Green	Yellow	Green	Green

Signal																	
Roundabout																	
Restripe																	

The roundabout alternative provides the greatest potential improvement to safety; however, it comes at a higher cost than the left-turn lane, center two-way left-turn lane, or traffic signal alternatives. It should be noted that given the rural nature of this intersection, a traffic signal may increase the potential for high-speed rear-end crashes.

**#11 – OR 62/Vilas Road**

The northbound left-turn movement at the OR 62/Vilas Road intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of that movement during the weekday p.m. peak hour. In addition, the 95<sup>th</sup> percentile queues for the eastbound right, westbound left, northbound left and right, and southbound right movements are expected to exceed the available storage length. The following alternatives were developed to address this deficiency:

- Monitor traffic operations at the intersection following construction of the OR 62 Bypass to determine if the turning movements are as high as projected. The City of Medford is also planning to improve conditions at the west leg of the intersection by relocating Crater Lake Avenue further to the east.
- Install a second separate left-turn lane at the northbound approach. This alternative would also require widening Vials Road, west of OR 62 to provide two receiving lanes.

**Table 10: Alternative Analysis for OR 62/Vilas Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ-ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Monitor																	
Left-Turn Lane																	

The monitor alternative will not improve mobility, safety, and the bike/ped environment; however, it has the least potential impact to the transportation system and the least cost. It is also a reasonable alternative considering the potential impact of the OR 62 Bypass.

### #21 – Foothill Road/McAndrews Road WB Ramp

The eastbound left-turn movement is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of the movement during the weekday p.m. peak hour. The intersection will meet traffic signal warrants under year 2038 traffic conditions and sensitivity analysis indicates a signal will be warranted in the next 15 years. The following alternatives were developed to address this deficiency:

- Widen Foothill Road to provide a center two-way left-turn lane. This will allow eastbound motorists to complete a two-stage left-turn. This alternative is consistent with STIP project number #19231, which involves widening Foothill Road from Hillcrest Road to McAndrews Road to provide 5-travel lanes, curb, gutter, and sidewalk.
- Install a traffic signal at the intersection. This alternative is also consistent with STIP project number #19231, which involves installation of traffic signals at the intersection.
- Install a roundabout with single lane approaches on all but the northbound approach, which has two lanes – a shared left-through and a shared through-right.

**Table 11: Alternative Analysis for Foothill Road/McAndrews Road WB Ramp**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Widening	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Signal	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The intersection will operate acceptably with the provision of a center two-way left-turn lane and/or installation of a traffic signal. Both improvements are not needed to meet County standards. However, the roundabout alternative provides a greater potential improvement to safety and the bike/ped environment.

### #22 – Foothill Road/McAndrews Road EB Ramp

The eastbound left-turn movement at the Foothill Road/McAndrews Road EB Ramp intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of the movement during the weekday p.m. peak hour. The intersection will meet traffic signal warrants under year 2038 traffic conditions and sensitivity analysis indicates a signal

will be warranted in the next two years. The following alternatives were developed to address this deficiency:

- Widen Foothill Road to provide a center two-way left-turn lane. This will allow eastbound motorists to complete a two-stage left-turn. This alternative is consistent with STIP project number #19231, which involves widening Foothill Road from Hillcrest Road to McAndrews Road to provide 5-travel lanes, curb, gutter, and sidewalk.
- Install a traffic signal at the intersection. This alternative is also consistent with STIP project number #19231, which involves installation of traffic signals at the intersection.
- Install a roundabout with single lane approaches on all but the northbound which has two lanes – a shared left-through and a shared through-right.

**Table 12: Alternative Analysis for Foothill Road/McAndrews Road EB Ramp**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Widening	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Signal	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The intersection will operate acceptably with the provision of a center two-way left-turn lane and/or installation of a traffic signal. Both improvements are not needed to meet County standards. However, the roundabout alternative provides a greater potential improvement to safety and the bike/ped environment.

**#23 – Foothill Road/Lone Pine Road**

The eastbound left- and right-turn movements at the Foothill Road/Lone Pine Road intersection is expected to exceed the capacity of the intersection under year 2038 traffic conditions. This is primarily due to the high volume of the movement during the weekday p.m. peak hour conflicting with a high volume of opposing through movements. The intersection will meet traffic signal warrants under year 2038 traffic conditions and sensitivity analysis indicates a signal will be warranted in the next 13 years. The following alternatives were developed to address these deficiencies:

- Widen Foothill Road to provide a center two-way left-turn lane. This will allow eastbound motorists to complete a two-stage left-turn.

- Install a traffic signal with permitted phasing at each approach.

**Table 13: Alternative Analysis for Foothill Road/Lone Pine Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Widen	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Signal	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The intersection will operate acceptably with the provision of a center two-way left-turn lane and/or installation of a traffic signal. Both improvements are not needed to meet County standards.

## SAFETY ALTERNATIVES

This section identifies the alternatives developed by the project team to address safety deficiencies in Jackson County. The alternatives include potential improvements at intersections and roadway segments identified as high crash locations.

### Intersection Crash Analysis

The following identifies and compares the viable alternative solutions for each of the intersection safety deficiencies identified in previous tech memos (See *Technical Memorandum #3: Existing Conditions* and *Technical Memorandum #4: Future Conditions* for a complete list of deficiencies). The intersections identified below either exceeded the 90<sup>th</sup> percentile crash rate for similar facilities or experienced a significant number of crashes over the five-year study period.

#### #1 - Hamrick Road/E Pine Street-Biddle Road

The Hamrick Road/E Pine Street-Biddle Road intersection experienced a significant number of crashes over the five-year study period, a majority of which involved eastbound left and westbound through vehicles. The following alternatives were developed to address these deficiencies:

- Modify the signal phasing at the eastbound and westbound approaches to protected only. This alternative would have a significant impact on traffic operations at the intersection. The CMF for this alternative is 0.01 for left-turn crashes.
- Replace the 5-section head at the westbound approach with a 4-section head consistent with the other protected-permitted signal heads along the corridor. The CMF for this alternative is 0.75 for left-turn crashes.

- Install a second separate left-turn lane at the eastbound approach and modify signal timing/phasing to provide more green time to the westbound approach. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. There are no CMFs associated with this alternative.
- Reconstruct the intersection as a multi-lane roundabout. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. The CMF for this alternative is 0.22 for all crashes.

**Table 14: Alternative Analysis for Hamrick Road/E Pine Street-Biddle Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Protected Only Phasing	Red	Red	Red	Green	Green	Green	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow
4-Section Signal Head	Yellow	Yellow	Yellow	Green	Green	Green	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow

The protected only phase would have a significant impact on traffic operations, while replacing the 5-section head with a 4-section head would maintain the same basic functional while improving safety.

**#3 – Table Rock Road/Vilas Road**

The Table Rock Road/Vilas Road intersection experienced a significant number of crashes over the five-year study period, a majority of which were rear-end and turning movement crashes. Several of the crashes involved vehicles turning left from driveways in the immediate vicinity of the intersection on the north, east, and west legs. The following alternatives were developed to address these deficiencies:

- Modify the signal phasing at the northbound and southbound approaches to protected only. This alternative would have a significant impact on traffic operations at the intersection. The CMF for this alternative is 0.01 for left-turn crashes.
- Manage access points close to the intersection on the north, east, and west legs of the intersection using techniques such as raised medians, closing or combining access points, and narrowing curb cuts. There are no CMFs associated with this alternative, but generalized CMFs indicate a reduction in crashes.
- Install a second separate left-turn lane and a separate right-turn lane at the westbound approach and modify signal timing/phasing. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. There are no CMFs associated with this alternative.

**Table 15: Alternative Analysis for Table Rock Road/Vilas Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Protected Only Phasing	Red	Red	Red	Green	Green	Green	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow
Access Management	Green	Yellow	Yellow	Green	Green	Green	Red	Red	Yellow	Yellow	Green	Yellow	Red	Green	Yellow	Yellow	Green

Access management treatments can be implemented alone or in conjunction with other treatments to allow for flexibility to adapt to local conditions. For instance, raised medians to restrict left-turning maneuvers can be paired with narrowing curb cuts to define vehicle circulation paths. Each treatment has its own cost and effectiveness based on site-specific conditions.

**#7 – Kershaw Road/OR 140**

The Kershaw Road/OR 140 intersection experienced a significant number of crashes over the five-year study period, a majority of which involved eastbound and westbound through vehicles colliding with northbound and southbound through vehicles. The following alternatives were developed to address these deficiencies:

- Install an intersection collision avoidance system. These systems warn motorists along the main line to watch for entering traffic on the minor street when flashing. There are no CMFs associated with this alternative, but generalized CMFs indicate a reduction in crashes.
- Restrict left and through movements from the minor street. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. There are no CMFs associated with this alternative, but generalized CMFs indicate a reduction in crashes.
- Add a separate northbound left-turn lane. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. There are no CMFs associated with this alternative.



**Table 16: Alternative Analysis for Kershaw Road/OR 140**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Collision Avoidance																	

Collision avoidance systems are typically installed along divided highways to improve drive awareness of vehicles entering the intersection from the minor street. Although the Kershaw Road/OR 140 intersection is not along a divided highway, this alternative would improve safety at the intersection.

**#11 - OR 62/Vilas Road**

The OR 62/Vilas Road intersection experienced a significant number of crashes over the five-year study period, a majority of which involved eastbound left and westbound through vehicles. The following alternatives were developed to address this deficiency:

- Install a second separate left-turn lane at the northbound approach. This alternative is consistent with one of the alternatives identified above to address operational issues at the intersection. There are no CMFs associated with this alternative.

**#24 – Foothill Road/Coker Butte Road**

The Foothill Road/Coker Butte Road intersection exceeded the 90<sup>th</sup> percentile rate for similar facilities over the five-year period, a majority of which were rear end crashes involving northbound vehicles waiting to turn left. The following alternatives were developed to address these deficiencies:

- Widen Foothill Road to provide a separate left turn lane, wider travel lanes, and wider shoulders. These improvements will have the combined effect of realigning Foothill Road through the intersection. These improvements have the following CMFs:
  - Add left turn lane to rural 3-leg intersection: 0.56 to all crashes and severities
  - Widen lanes at rural stop-controlled intersection: no CMF available
  - Widen shoulders at rural stop-controlled intersection: no CMF available

This alternative is consistent with Jackson County’s recent All Roads Transportation Safety (ARTS) application to improve traffic operations and safety at this intersection. The application is currently at the 150% of budget evaluation stage.

**Table 17: Alternative Analysis for Foothill Road/Coker Butte Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Widening																	

Shoulder and travel lane widening can improve non-motorized travel conditions through the intersection.

**Hanley Road (OR 238)/W Main Street**

The Hanley Road (OR 238)/W Main Street intersection was not identified as one of the study intersections for the Jackson County TSP update and therefore, it was not evaluated under existing or future traffic conditions. However, based on discussions with ODOT staff, the intersection has a long history of safety issues. In 2012, the intersection was evaluated as part of a Road Safety Audit (RSA) conducted by ODOT. The RSA identified several options for improving safety, including reconfiguring the intersection into its current configuration with a channelized northbound right turn lane. However, ODOT has not seen the reduction in crash frequency or severity that was expected with the improvements and therefore, has requested that the following alternatives be considered as part of the TSP update.

- Reconfigure the intersection as a three-way stop. This alternative is consistent with option 4 of the 2012 RSA. The CMF for this alternative is 0.52 for all crashes.
- Install a traffic signal with permitted phasing at each approach. This alternative is consistent with Option 6 of the 2012 RSA. The CMF for this alternative is 0.23 for angle crashes and -0.42 for rea-end crashes.
- Reconfigure the intersection as a single-lane roundabout. This alternative is consistent with Option 7 of the 2012 RSA. The CMF for this alternative is 0.18 for all crashes.

**Table 18: Alternative Analysis for Hanley Road (OR 238)/W Main Street**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts

Three-Way Stop	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Traffic Signal	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Roundabout	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

All of the alternatives would improve safety at the intersection; however, the roundabout alternative provides the greatest potential benefit to safety and the bike/ped environment.

### Segment Crash Analysis

The segments evaluated below were identified in the safety screening analysis completed in Technical Memorandum #3: Current Transportation System Operations. They were selected for further review based on their crash rates, which exceed ODOT thresholds. They were investigated in greater detail to identify crash patterns and locations with the goal of identifying cost-effective corridor safety treatments. These treatments include targeted location alternatives, such as curve warning signs, as well as corridor-wide systemic treatments, such as shoulder widening.

Analysis of the segments did not result in identified segment alternatives at a number of locations. Where segment crashes are sparse and/or do not follow a crash type pattern, a systemic treatment is unlikely to be cost-effective. The ODOT APM cautions the use of segment crash rates on urban segments, as intersection crashes can dominate the crash selection. Additionally, as the crash rate is based on crashes per million miles traveled, segments with low volumes and/or short lengths can have crash rates inflated by a small number of crashes. Pattern identification and the effectiveness of any identified treatment are limited in small crash sets, and thus no segment crash treatment was identified on segments with few crashes.

Intersections on flagged segments are not necessarily safety priorities and/or likely to respond to cost-effective intersection safety treatments as they were flagged based on segment crash rates, not intersection rate thresholds.

#### ***Foothill Road – Hillcrest to Lone Pine***

Roadway widening and intersection signalization or roundabouts at the McAndrews Road ramp terminals are expected to improve safety along this corridor as described in the intersection operations section above. No additional segment safety-focused projects have been identified.

#### ***Foothill Road – Lone Pine Road to Coker Butte***

Roadway widening and intersection signalization or a roundabout at the Lone Pine Road intersection are expected to improve safety along this corridor as described in the intersection operations section above. No additional segment safety-focused projects have been identified.

**Foothill Road – Coker Butte to Corey Road**

Widen Foothill Road to provide separate left-turn lanes at intersections, wider travel lanes, and wider shoulder along this segment. This improvement has the following CMFs:

- Add left turn lane to rural 3-leg intersections: 0.56 for all intersection crashes
- Widen lanes on rural two-lane highways: 0.95 for all segment crashes; CMFs for similar configurations suggests larger crash reductions
- Widen shoulders on rural two-lane highways: 0.98 to 1.05 for run-off-the road crashes; CMFs for similar configurations suggests larger crash reductions.

This alternative is consistent with Jackson County’s recent All Roads Transportation Safety (ARTS) application to improve traffic operations and safety along this segment. The application is currently at the 150% of budget evaluation stage.

**Table 19: Alternative Analysis for Foothill Road – Coker Butte to Corey Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Roadway Widening																	

Adding left turn lanes provides the greatest potential improvement to traffic operations and provides potential safety benefits and reductions in intersection crashes. Travel lane widening would likely result in improved safety throughout the corridor. Shoulder and lane widening improve non-motorized travel conditions along the corridor as well.

**Old Stage Road – Ross Lane to Beall Lane**

Observed crashes are clustered around the Ross Lane intersection. Therefore, no segment crash treatments are proposed.

**Old Stage Road – Beall Lane to Taylor Road**

Observed crashes are clustered around the Beall Lane intersection. Therefore, no segment crash treatments are proposed.

**Table Rock Road – Biddle Road to E Villas Road**

A majority of the observed crashes are clustered around the Biddle Road and Vilas Road intersections. Therefore, no segment crash treatments are proposed.

### ***Antelope Road – Agate Road to OR 62***

Crashes along this short 0.33 mile urban segment consist entirely of intersection crashes. Therefore, no segment crash treatments are proposed.

### ***Meadows Road – E Evans Creek to Beagle Road***

Nine crashes occurred along this low-volume, five-mile segment without a clear pattern. No segment crash treatments are proposed.

### ***Pioneer Road – Carpenter Hill Road to Dark Hollow Road***

Eight crashes occurred along this low-volume, half-mile segment. Half of the crashes were turning movement crashes at intersections, so no segment crash treatments are proposed.

### ***S Stage Road – Orchard Home Drive to Hull Road***

Of the nine crashes recorded on the segment, only three occurred along the roadway segment. Therefore, no segment crash patterns were identified and no segment safety treatments are proposed.

### ***S Stage Road – Hull Road to Arnold Lane***

A majority of the crashes along this corridor were associated with turning or rear-end movements at intersections. Therefore, no segment crash treatments are proposed.

### ***Hanley Road – Rossanley to Jacksonville City Limits***

Half of the reported 59 crashes on this segment are associated with turning vehicles and 38 crashes occurred at the Rossanley Drive or Main Street intersections. However, six run off the road crashes occurred at the curves between Main Street and the Jacksonville City Limits, most in the westbound direction. This portion of the roadway includes trees near the road on the south side and a steep ditch on the north side. The following alternatives were developed to address this deficiency:

- Provide drivers with more warning and feedback on approach to the curves. Treatments include:
  - Guardrail on rural two-lane road. The CMF for this alternative is 0.53 for injury and fatal run off the road crashes.
  - Shoulder rumble strips on rural two-lane road. The CMF for this alternative is 0.87 for run off the road crashes. This alternative would require a design exception due to ODOT's currently policy about rumble strips within 600-feet of a residence.
  - Chevrons and other curve warning signage. The CMF for this alternative is 0.96 for all crashes and 0.84 for injury crashes.

**Table 20: Alternative Analysis for Hanley Road – Rossanley to Jacksonville City Limits**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI / EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Guardrail Barrier	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Shoulder Rumble Strips	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Curve Warning Signage	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The three alternatives identified above can be implemented individually or together. Rumble strips and signage achieve some crash reduction at relatively low cost. Rumble strips degrade the roadway experience for shoulder-riding cyclists. Guardrails likely have impacts beyond the existing roadway.

### Statewide Safety Priority Index System

The ODOT Statewide Priority Index System (SPIS) identifies sites along state highways where safety issues warrant further investigation. The SPIS is a method developed by ODOT for identifying hazardous locations on state highways through consideration of crash frequency, crash rate, and crash severity. Sites identified within the top 5 percent are investigated by ODOT staff and reported to the Federal Highway Administration (FHWA). Table 21 summarizes the possible future treatments identified by ODOT as within the top five percent over the last five-year period and includes any applicable CMFs.

**Table 21: ODOT Top 5% SPIS Sites Investigation Report**

Route	Road Name	BMP	EMP	Potential Remedies	Crash Modification Factors
OR-62	Crater Lake	3.56	3.74	Move Crater Lake Avenue away from OR-62	Likely safety benefit to separating conflict points. No general CMF available.
OR-99	Rogue Valley	5.25	5.42	Convert Elm Street to right in right out on both sides of highway, install median barrier, no work at Table Rock Road at this time. Part of (STIP # 14433 & 14434) Work with City of Medford on signal timing	Likely safety benefit to reducing conflict points. No general CMF available.
OR-99	Rogue Valley	8.49	8.66	Extend RED clearance	No applicable CMF, but CMFs for similar conditions indicate a crash reduction

### Systemic Safety Improvements

Further review of the crash data indicates that a significant number of isolated, yet related crashes have occurred throughout Jackson County that could be addressed through a variety of safety treatments. These crashes include motorists losing control of their vehicles, driving off-the side of the

road, colliding with various fixed-objects, and/or other vehicles on the roadway. A majority of these crashes resulted from motorists traveling too fast for roadway conditions, careless driving, or other improper driving. The alternatives to reduce the number of vehicles from driving off the side of the roadway include wider shoulders, wider clear zones, center and shoulder rumble strips and guard rails. The alternatives to reduce travel speeds and improve driver awareness of changing roadway conditions include speed limit signs, speed warning signs, reduced speed warning signs, chevron, and reconstructing the roadway to provide super elevation in curves. The TSP should identify a process for identifying and prioritizing locations to implement these types of improvements on a systematic basis; however, the crash analysis to date does not identify facilities that warrant corridor wide improvements.

## BICYCLE ALTERNATIVES

This section identifies the alternatives developed by the project team to address bicycle network deficiencies in Jackson County. Several of the alternatives identified in this section are consistent with existing plans and projects identified in the current Statewide Transportation Improvement Plan (2015-2018 STIP), the Metropolitan Transportation Improvement Program (2015-2018 MTIP), the Jackson County Capital Improvement Plan (2015 CIP), and other planning documents. These existing plans and projects are included as alternatives to ensure that they continue to represent the preferred alternative for the County.

### Bicycle Route Designations

A system of bicycle route designations was developed by the project team to help identify and prioritize bicycle system improvements throughout the County. The designations include non-designated routes, shared roadways, bikeways, and enhanced. The following provides a brief summary of each designation.

#### ***Non-Designated Routes***

Non-Designated Routes are roads without bicycle facilities that are not signed or designated bicycle routes; however, bicycles may still use these routes.

#### ***Shared Roadway***

Shared Roadways are roads without bicycle lanes or shoulders that are designated bicycle routes. This designation may influence how the County signs, maintains, or makes other decisions with regard to these facilities. Shared Roadways are most commonly acceptable along roadways where the average daily traffic (ADT) is less than 400 vehicles per day in rural areas and 3,000 vehicles per day in urban areas or where vehicular travel speeds and volumes allow cyclists to comfortably and conveniently “share the road” with motorists. In rural areas, “Share the Road” or “Bikes in Road” signs can be used to remind drivers to watch for bicyclists on roadways without on-street bicycle lanes. In urban areas,

shared-lane pavement markings, or sharrows, can be used. Sharrows remind motorists of the presence of bicycles and indicate to cyclists where to safely ride within the roadway.

### ***Bikeway***

Bikeways include both shoulder bikeways in rural areas and bike lanes in urban areas. Jackson County's current roadway standards require 4-foot shoulders along rural local streets (Local Street C), 5-foot shoulders along rural minor collectors, and 6-foot shoulders along rural major collectors and arterials. Shoulder bikeway designated routes should provide space for cyclists to travel outside of the vehicle travel lane where warranted. This could include continuous shoulder bikeways on both sides of the roadway ranging from 3-foot to 6-foot wide, depending upon the rural character of the area, but could also include uphill climbing lanes only, intermittent shoulders in low visibility areas, or bike pull-out areas. Shoulder bikeway designated routes typically have higher speeds and traffic volumes than routes where a shared roadway designation would be appropriate in both directions for the entire length of the roadway.

### ***Enhanced Bikeway***

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

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

Figure 12 illustrates the Bicycle Route Designation Map for Jackson County and ODOT roadways. The following describes the low-cost alternatives (such as installing shared roadway signs and pavement



markings), medium-cost alternatives (such as installing shoulder bikeways and bike lanes), and high-cost alternatives (such as installing enhanced bikeways along the routes evaluated for Level of Traffic Stress (LTS). These alternatives, however, could be considered along all County facilities that currently lack adequate bicycle facilities. The following provides a brief summary of each alternative.

## Alternatives Analysis

The following identifies and compares the viable alternatives for each of the bicycle network deficiencies identified in previous tech memos (See *Technical Memorandum #3: Existing Conditions* and *Technical Memorandum #4: Future Conditions* for a complete list of deficiencies). The facilities described below currently have high Levels of Traffic Stress (LTS 3 or 4) or are projected to have high Levels of Traffic Stress in the future. Alternative treatments are identified for each facility to reduce LTS as much as possible. While LTS 2 is considered to be the goal for most facilities, in most cases, LTS 3 is the best that can be achieved due to relatively high travel speeds (>35 mph). Facilities with low Levels of Traffic Stress (LTS 1 or 2) will accommodate a broader potential cycling population (such as the transportation disadvantaged populations of Jackson County, including youth, elderly, and others without access to a vehicle). The selection of the preferred alternative will likely result in changes to the map in future tech memos.

## Rural County Roadway Alternatives

The following roadways are classified as rural arterials, collectors, and local streets and therefore, should provide 4 to 6-foot shoulder bikeways along both sides of the roadway at a minimum per Jackson County standards. However, several of the segments are located along facilities with relatively high speeds (>35 mph) and therefore, require a higher level of treatment to attract a larger number of potential bicycles. Alternatively, many of the shoulder bikeway alternatives proposed, if selected, could be constructed at less than full standard to fit the rural character of some areas or could be constructed intermittently to provide uphill climbing lanes only, separation in low visibility areas, or bike pull-out areas.

### ***Old Stage Road from Jacksonville city limits to I-5 Exit 40***

This segment of Old Stage Road is classified as a rural major collector. It has 2 to 4 foot shoulders between the Jacksonville City limits and Beall Lane with an ADT of approximately 2,200 and 0 to 2 foot shoulders between Beall Lane and I-5 with an ADT of approximately 2,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 4-feet, consistent with the Old Stage Road Corridor Plan (*consistent with Draft Bicycle Network map*).

**Table 22: Alternative Analysis for Old Stage Road – Jacksonville city limits to I-5 Exit 40**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users. It should be noted that while 6-foot shoulders is the County’s standard for rural major collectors, the shoulder alternative is acceptable because of the Old Stage Road Corridor Plan.

**West Main Street from Renault Avenue to Hanley Road**

This segment of West Main Street is classified as a rural major collector. It has 4 to 6-foot shoulders with an ADT of 8,500. Its current LTS is 3, which is comfortable for only a select number of riders. The following alternatives were developed to address this deficiency:

- Widen shoulders to 6-feet consistent with County standards.
- Install a shared-use path or other enhanced bicycle facility (*consistent with Draft Bicycle Network map*).

**Table 23: Alternative Analysis for West Main Street – Renault Avenue to Hanley Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot, excluding right-of-way). Adding shoulder bikeways also provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

***Bigham-Brown Road from Antelope Road to Alta Vista Road***

This segment of Bigham-Brown Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 2,300. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 24: Alternative Analysis for Bigham-Brown Road – Antelope Road to Alta Vista Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Shoulders	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***Payne Road from Fern Valley Road to Suncrest Road***

This segment of Payne Road is classified as a rural minor collector. It has 0 to 2-foot shoulders with an ADT of approximately 1,000. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 5-feet consistent with County standards.

**Table 25: Alternative Analysis for Payne Road – Fern Valley Road to Suncrest Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Suncrest Road from Payne Road to West Valley View Road**

This segment of Suncrest Road is classified as a rural local street. It has 0 to 2-foot shoulders with an ADT of approximately 500. The current LTS is 3, which is comfortable for only a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 4-feet consistent with County standards (Rural Local C).

**Table 26: Alternative Analysis for Suncrest Road – Payne Road to West Valley View Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder

bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**West Valley View Road from Suncrest Road to South Valley View Road**

This segment of West Valley View Road is classified as a rural minor collector. It has 0 to 2-foot shoulders with an ADT of approximately 900 near Suncrest Road and 700 near South Valley View Road. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 5-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 27: Alternative Analysis for West Valley View Road – Suncrest Road to South Valley View Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ-ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**East Valley View Road from South Valley View Road to Butler Creek Road**

This segment of East Valley View Road is classified as a rural local street. It has 0 to 2-foot shoulders with an ADT of approximately 500. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 4-feet consistent with County standards (Rural Local C).

**Table 28: Alternative Analysis for East Valley View Road – South Valley View Road to Butler Creek Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***Butler Creek Road from East Valley View Road to Eagle Mill Road***

This segment of Butler Creek Road is classified as a rural local street. It has 0 to 2-foot shoulders with an ADT of approximately 1,200. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 4-feet consistent with County standards (Rural Local C).

**Table 29: Alternative Analysis for Butler Creek Road – East Valley View Road to Eagle Mill Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder

bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***Eagle Mill Road from South Valley View Road to Oak Street***

This segment of Eagle Mill Road is classified as a rural minor collector. It has 0 to 2-foot shoulders with an ADT of approximately 4,500. Its current LTS is 4, which is uncomfortable for most riders. However, the Bear Creek Greenway offers a parallel route to this section of Eagle Mill Road. The following alternative was developed to address this deficiency:

- Widen shoulders to 5-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 30: Alternative Analysis for Eagle Mill Road – South Valley View Road to Oak Street**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environ ment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broad range of the population; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Given that this segment would primarily serve bicyclists traveling to/from the City of Ashland, the County could off-set the cost of the improvement by encouraging financial participation by the City.

***Pioneer Road from Colver Road to Griffin Creek Road***

This segment of Pioneer Road is classified as a rural minor collector. It has 0 to 2-foot shoulders with an ADT of approximately 1,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 5-feet consistent with County standards.

**Table 31: Alternative Analysis for Pioneer Road – Colver Road to Griffin Creek Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***Dark Hollow Road from North Pioneer Road to South Pioneer Road***

This segment of Dark Hollow Road is classified as a rural local street. It has 0 to 2-foot shoulders with an ADT of 700. The overall LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 4-feet consistent with County standards (Rural Local C).

**Table 32: Alternative Analysis for Dark Hollow Road – North Pioneer Road to South Pioneer Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder



bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Griffin Creek Road from South Stage Road to Pioneer Road**

This segment of Griffin Creek Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 3,000. The overall LTS is 4, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 33: Alternative Analysis for Griffin Creek Road – South Stage Road to Pioneer Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Shoulders	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Coleman Creek Road from Carpenter Hill Road to Pioneer Road**

This segment of Coleman Creek Road is classified as a rural minor collector. The segment from Pioneer Road to Houston Road has 0 to 2-foot shoulders with an ADT of 1,000. Its current LTS is 2, which is comfortable for most riders. The segment from Houston Road to Carpenter Hill Road has 0 to 2-foot shoulders with an ADT of 2,000. Its current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadway (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 5-feet consistent with County standards.

**Table 34: Alternative Analysis for Coleman Creek Road – Carpenter Hill Road to Pioneer Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***Carpenter Hill Road from Coleman Creek Road to Voorhies Road***

This segment of Carpenter Hill Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 2,000. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 35: Alternative Analysis for Carpenter Hill Road – Coleman Creek Road to Voorhies Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder

bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Voorhies Road from Carpenter Hill Road to South Stage Road**

This segment of Voorhies Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 2,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways.
- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 36: Alternative Analysis for Voorhies Road – Carpenter Hill Road to South Stage Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Stewart Avenue from Oak Grove Road to Hull Road**

This segment of Stewart Avenue is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 4,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternative was developed to address this deficiency:

- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 37: Alternative Analysis for Stewart Avenue – Oak Grove Road to Hull Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulders																	

**Hull Road from Stewart Avenue to South Stage Road**

This segment of Hull Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of 4,500 near Stewart Avenue and 1,500 near South Stage Road. Its current LTS is 4, which is uncomfortable for most riders. The following alternative was developed to address this deficiency:

- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 38: Alternative Analysis for Hull Road – Stewart Avenue to South Stage Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulders																	

**Bellinger Lane from Hull Road to South Stage Road**

This segment of Bellinger Lane is classified as a rural major collector. It has 2 to 4-foot shoulders from Hull Road to Arnold Lane with an ADT of 3,300 and 0 to 2-foot shoulders from Arnold Lane to South stage Road with an ADT of 2,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 6-feet consistent with County standards.

**Table 39: Alternative Analysis for Bellinger Lane – Hull Road South Stage Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Shoulders	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

***East Evans Creek Road from Rogue River city limit to Meadows Road***

This segment of East Evans Creek Road is classified as a rural major collector. The segment from Forest Hills Road to Minthorne Road has 2 to 4 foot shoulder with an ADT of approximately 3,000. The segment from Minthorne Road to Meadows Road has 0 to 2-foot shoulder with an ADT of approximately 2,500 near Pleasant Creek Road, 1,200 near Covered Bridge Road, and 500 near Meadows Road. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways from Queens Branch Road to Meadows Road (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 6-feet consistent with County standards.

The segment of east Evans Creek Road from the Rogue River City limits to Forest Hills Road is classified as a rural major collector. It currently has 4 to 6-foot shoulders with an ADT of 4,700. Its current LTS is 2, which is comfortable for most riders.

**Table 40: Alternative Analysis for East Evans Creek Road – Rogue River city limit to Meadows Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts

Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Meadows Road from East Evans Creek Road to Beagle Road**

This segment of Meadows Road is classified as a rural major collector. It has 0 to 2-foot shoulders from East Evans Creek Road to Beagle Road with an ADT of approximately 500 and 2 to 4-foot shoulders from Beagle Road to OR 234 with an ADT of approximately 700. The current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadway (*consistent with Draft Bicycle Network map*).
- Widen shoulders to 6-feet consistent with County standards.

**Table 41: Alternative Analysis for Meadows Road – East Evans Creek Road to Beagle Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ-ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**North Phoenix Road from Phoenix City limits to Medford City Limits**

This segment of North Phoenix Road is classified as a rural minor arterial. It has 4 to 6 foot shoulders with an ADT of approximately 7,500. Its current LTS is 3, which is comfortable to a select number of riders. The following alternatives were developed to address this deficiency:

- Widen shoulders to 6-feet consistent with County standards (*consistent with Draft Bicycle Network map*).
- Install a shared-use path along one side of the roadway.

**Table 42: Alternative Analysis for North Phoenix Road – Phoenix City limits to Medford city limits**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulders																	
Shared-Use Path																	

The shared used path alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than shoulder bikeways; however, constructing a shared-use path has a significant cost (approximately \$640K per mile for one 10-foot path, excluding right-of-way). Given the nature of a share-use path, it may be more likely to qualify for alternative funding than a shoulder bikeway. Adding shoulder bikeways or a shared-use path provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

**Foothill Road from Medford City Limits to Corey Road**

This segment Foothill Road is classified as a rural major collector. It has 0 to 2-foot shoulders with an ADT of approximately 5,000 near Coker Butte and 6,000 near Corey Road. The following alternatives were developed to address this deficiency:

- Widen to provide 6-feet shoulders consistent with County standards (*consistent with Draft Bicycle Network map*).
- Install a shared-use path along one side of the roadway.

**Table 43: Alternative Analysis for Foothill Road – Medford City limits to Corey Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use																	
Shoulders																	

The shared used path alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than shoulder bikeways; however, constructing a shared-use path has a significant cost (approximately \$640K per mile for one 10-foot shoulder, excluding right-of-way). Given the nature of a share-use path, it may be more likely to qualify for alternative funding than a shoulder bikeway. Adding shoulder bikeways also provides a safety benefit to all roadway users.

**South Stage Road from Highway 99 to Jacksonville**

The segment of South Stage Road from Hull Road to the Jacksonville City limits is classified as a rural minor arterial. It currently has 4 to 6-foot shoulders with an ADT of 5,000 near the Jacksonville City limits. Its current LTS is 2, which is comfortable for most riders. The segment of South Stage Road from Highway 99 to Hull Road is also classified as a rural minor arterial. It has 4 to 6-foot shoulders with an ADT of 6,500 near Highway 99. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Widen to provide 6-foot shoulders consistent with County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 8-foot buffered shoulders.

**Table 44: Alternative Analysis for South Stage Road – Highway 99 to Jacksonville**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes																	
Buffered Shoulders																	



The buffered shoulders alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for an 8-foot buffered shoulder versus \$385K per mile for a 6-foot shoulder, excluding right-of-way) resulting from approximately an additional two feet of paved area in each direction.

**East Vilas Road from Medford City Limits to Foothill Road**

This segment of East Vilas Road is classified as a rural major collector. It has 0 to 2 shoulders with an ADT of approximately 2,000. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadway.
- Widen to provide 6-foot shoulders consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 45: Alternative Analysis for East Vilas Road – Medford City limits to Foothill Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Shoulders	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

**Fern Valley Road from Phoenix City Limits to Payne Road**

This segment of Fern Valley Road is classified as a rural minor collector. It has 0 to 2-foot shoulders with an ADT of approximately 2,500 near Marigold Lane and 1,200 near Payne Road. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use signs along both sides of the roadways (*consistent with Draft Bicycle Network map*).

- Widen shoulders to 4-feet consistent with County standards.

**Table 46: Alternative Analysis for Fern Valley Road – Phoenix City limits to Payne Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Shoulders	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The shoulder bikeway alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bikeways have a significant cost (approximately \$385K per mile for one 6-foot shoulder, excluding right-of-way). Adding shoulder bikeways also provides a safety benefit to all roadway users.

### Urban County Roadway Alternatives

The following roadways are classified as urban arterials and collectors and therefore, should provide 5 to 6-foot bike lanes along both sides of the roadway at a minimum per Jackson County standards. Most of the roadways have relatively high travel speeds (>35 mph) and therefore, require a higher level of treatment, or lower posted speeds, in order to reduce the bicycle level of traffic stress (LTS) to a LTS 2. Most urban roadways that provide bicycle lanes could achieve an LTS 2 (which would be suitable for a broad population) with a speed reduction to 25 or 30 mph; however, modifying speeds is not a feasible solution based on existing regulations for posted speeds. Therefore, only capital improvement solutions are identified below. The majority of these improvements will result in LTS 3. For each roadway, a standard bike lane is an option but represents the “no build” solutions. Where an alternative is selected that provides more protection or separation than a standard bike lane, the Draft Bicycle Network map should be updated to identify the roadway as an “Enhanced Bicycle Facility”.

#### ***West Pine Street from Highway 99 to Hanley Road***

This segment of West Pine Street is posted 35 mph and classified as an urban minor arterial. It currently has 4 to 6-foot shoulders with an ADT of approximately 6,000 near Haskell Street. Its current LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- Widen to provide 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).

- Widen to provide 7-foot buffered bike lanes.

**Table 47: Alternative Analysis for West Pine Street – Highway 99 to Hanley Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes																	
Buffered Bike Lanes																	

The buffered bike lane alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way) resulting from approximately an additional two feet of paved area in each direction.

**Hanley Road from West Pine Street to Rossanley Drive**

The segment of Hanley Road from Beall Lane to Rossanley Drive is classified as a rural major collector. It currently has 4 to 6-foot shoulders with an ADT of 6,000 near Rossanley Drive. Its current LTS is 2, which is comfortable for most riders. The segment of Hanley Road from West Pine Street to Beall Lane is posted 45 mph and classified as an urban major collector. It currently has 4 to 6-foot shoulders and an ADT of approximately 5,000. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Widen to provide 5 to 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 7-foot buffered bike lanes.

**Table 48: Alternative Analysis for Hanley Road – West Pine Street to Rossanley Drive**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes																	

Buffered Bike Lanes																	
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The buffered bike lane alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way) resulting from approximately an additional two feet of paved area in each direction. Adding bike lanes or buffered bike lanes provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

**East Pine Street from I-5 northbound ramps to 500’ east of Table Rock Road**

This segment of East Pine Street is posted 45 mph and classified as an urban minor arterial. It has 6-foot bike lanes from the I-5 northbound ramps to Table Rock Road and 0 to 2-foot shoulders east of Table Rock Road with an ADT of 15,000. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Widen to provide 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 7-foot buffered bike lanes.
- Install a shared use path along the north side of the roadway that connects to the Bear Creek Greenway Trail. This alternative is consistent with the recommendations in the I-5 Exit 33 (Central Point) IAMP.

**Table 49: Alternative Analysis for East Pine Street – I-5 northbound ramps to 500’ east of Table Rock Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes																	
Buffered Bike Lanes																	
Shared Use Path																	

The buffered bike lane and shared-use path alternatives provide additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane and \$640K per mile for a 10-foot shared-use path versus \$385K per mile for a 6-foot bike lane, excluding right-of-way).

Adding buffered bike lanes or a shared use path provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

**Antelope Road from Kirtland Road to Bigham-Brown Road**

The segment of Antelope Road from Atlantic Avenue to Bigham-Brown Road is classified as a rural major collector. It currently has 4 to 6-foot shoulders with an ADT of 2,000. Its current LTS is 2, which is comfortable for most riders. The segment of Antelope Road from Kirkland Road to Table Rock Road is classified as an urban industrial collector. It has 4 to 6-foot shoulders with an ADT of 3,000. The segment of Antelope Road from Table Rock Road to 7<sup>th</sup> Street is classified as an urban major arterial. It has 6-foot bike lanes with an ADT of 13,500. The segment of Antelope Road from 7<sup>th</sup> Street to Atlantic Avenue is classified as an urban major collector. It has 5-foot bike lanes with an ADT 8,500 near OR 62. The overall LTS is 3, which is comfortable for a select number of riders. The following alternatives were developed to address this deficiency:

- No-build, all segments currently meet County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 7-foot buffered bike lanes.

**Table 50: Alternative Analysis for Antelope Road – Kirtland Road to Bigham-Brown Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Buffered Bike Lanes																	

Adding buffered bike lanes provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

**Houston Road from Colver Road to Coleman Creek Road**

The segment of Houston Road from the Phoenix City limits to Coleman Creek Road is classified as a rural major collector. It has 2 to 4-foot shoulders with an ADT of approximately 1,000. Its current LTS is 2, which is comfortable for most riders. The segment of Houston Road from Colver Road to the Phoenix City limits is posted 45 mph and is classified as an urban major collector. It has 2 to 4-foot shoulders with an ADT of approximately 1,000. Its current LTS is 3, which is comfortable to a select number of riders. The following alternatives were developed to address this deficiency:

- Install shared-use pavement marking and/or signs along both sides of the roadways.

- Install 5 to 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 51: Alternative Analysis for Houston Road – Colver Road to Coleman Creek Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The bike lane alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bike lanes have a significant cost (approximately \$385K per mile for a 6-foot bike lane, excluding right-of-way).

**East Main Street (Ashland) from Walker Road to OR 66**

This segment of East Main Street is posted 45 mph between Walker Road and Tolman Creek Road and 40 mph between Tolman Creek Road and OR 66 and is classified as an urban local street (The proposed functional classification changes described later in this report include changing East Main Street from a urban local street to a urban major collector). It has 4 to 6-foot shoulders. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use pavement marking and/or signs along both sides of the roadways.
- Install 5 to 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 52: Alternative Analysis for East Main Street (Ashland) – Walker Road to OR 66**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The bike lane alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bike lanes have a significant cost (approximately \$385K per mile for a 6-foot bike lane, excluding right-of-way).

**North Phoenix Road from Medford City limits to Barnett Road**

The segment of North Phoenix Road from the Medford City limits to Barnett Road is posted 45 mph and classified as an urban minor arterial. It has 4 to 6-foot shoulders with an ADT of approximately 7,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 7-foot buffered bike lanes.

**Table 53: Alternative Analysis for North Phoenix Road – Medford City limits to Barnett Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes	Yellow	Green	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Buffered Bike Lanes	Yellow	Green	Yellow	Red	Green	Green	Red	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The buffered bike lane alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way) resulting from approximately an additional two feet of paved area in each direction.

**Foothill Road from Hillcrest Road to Medford City Limits**

This segment Foothill Road is posted 45 mph and classified as an urban minor arterial. It has 0 to 2-foot shoulders with an ADT of approximately 5,000. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install 6-foot bike lanes consistent with County standards. This alternative is consistent with STIP project number #19231 which involves widening Foothill Road from Hillcrest Road to McAndrews Road and the provision of 6-foot bicycle lanes on both sides of the roadway.

- Install a shared-use path along one side of the roadway (*consistent with Draft Bicycle Network map*).

**Table 54: Alternative Analysis for Foothill Road – Hillcrest Road to Medford City limits**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Shared Use Path	Yellow	Yellow	Yellow	Red	Green	Green	Red	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The shared-use path alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$640K per mile for a 10-foot shared-use path lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way).

**East Vilas Road from OR 62 to Medford City Limits**

This segment of East Vilas Road is posted 45 mph and is classified as an urban minor arterial. It has 0 to 2-foot shoulders with an ADT of approximately 14,500 near the Medford city limits. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).
- Widen to provide 7-foot buffered bike lanes.

**Table 55: Alternative Analysis for East Vilas Road – OR 62 to Medford City limits**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Buffered Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Red	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green



The buffered bike lane alternative provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way) resulting from approximately an additional two feet of paved area in each direction.

**Fern Valley Road from North Phoenix Road to Phoenix City Limits**

This segment of Fern Valley Road is posted 30 mph and is classified as an urban minor arterial. It has 0 to 2-foot shoulders with an ADT of approximately 2,500. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Install shared-use pavement marking and/or signs along both sides of the roadways.
- Widen to provide 6-foot bike lanes consistent with County standards (*consistent with Draft Bicycle Network map*).

**Table 56: Alternative Analysis for Fern Valley Road – North Phoenix Road to Phoenix City limits**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shared-Use	Yellow	Yellow	Yellow	Red	Red	Red	Green	Red	Red	Red	Green	Red	Green	Yellow	Green	Green	Green
Bike Lanes	Yellow	Yellow	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The bike lane alternative provides separation for cyclists from vehicles and would be comfortable for a broader population than a shared-use facility; however, constructing shoulder bike lanes have a significant cost (approximately \$385K per mile for a 6-foot bike lane, excluding right-of-way).

**Table Rock Road from Morningside to Kirtland Road**

This segment of Table Rock Road is posted 45 mph and classified as an urban minor arterial from I-5 to Elmhurst Road, and Urban Major arterial from Elmhurst Road to Kirkland Road. It has 2 to 4-foot shoulders from I-5 to Biddle Road, 4-foot shoulders from Biddle Road to Wilson Road, and 4 to 6 foot shoulders from Wilson Road to Kirkland Road with an ADT of approximately 18,000 near Vilas Road, 15,000 near Elmhurst Road, and 7,000 near Kirkland Road. Its current LTS is 4, which is uncomfortable for most riders. The following alternatives were developed to address this deficiency:

- Widen to provide 6-foot bike lanes on both sides of the roadway consistent with County standards. This is consistent with STIP project 18974, which involves widening Table Rock

Road from I-5 to Biddle Road to provide 3 to 5 travel lanes and bike lanes as well as curb gutter and sidewalk. It is also consistent with MTIP project 812, which involves widening Table Rock Road from Wilson Road to Elmhurst Road.

- Widen to provide 7-foot buffered bike lanes (*consistent with Draft Bicycle Network map designation of Enhanced Bikeway*).
- Install a cycle track or separated bikeway on one or two sides of the roadway (*consistent with Draft Bicycle Network map designation of Enhanced Bikeway*).

**Table 57: Alternative Analysis for Table Rock Road – Morningside to Kirtland Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Bike Lanes	Yellow	Green	Yellow	Red	Green	Green	Yellow	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Buffered Bike Lanes	Yellow	Green	Yellow	Red	Green	Green	Red	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green
Cycle tracks	Yellow	Green	Yellow	Red	Green	Green	Red	Red	Green	Green	Green	Green	Green	Yellow	Green	Green	Green

The buffered bike lane and cycle track alternatives provides additional separation for cyclists from vehicles and would be comfortable for a broader population than a standard bike lane; however, they have greater costs (approximately \$450K per mile for a 7-foot buffered bike lane versus \$385K per mile for a 6-foot bike lane, excluding right-of-way). Cycle tracks have greater costs than buffered bike lanes depending upon the treatment used to provide separation (approximately 625K per mile for a 7-foot cycle track with curb separation). Adding bike lanes, buffered bike lanes, or cycle tracks provides improved mobility for freight vehicles along this freight route and a safety benefit to all roadway users.

### Other County Roadways

Other rural and urban County roadways are shown in Figure 12 as County Bikeways, County Shared Roadways, or as undesignated routes. Many of these facilities currently lack bicycle facilities and therefore, would benefit from many of the same alternatives described above. Roadways identified as County Bikeways will have a project identified for them in the unconstrained TSP. Shared Roadways may have minor signage and striping projects identified but undesignated routes are not proposed to have a project identified in the TSP.

## PEDESTRIAN ALTERNATIVES

Pedestrian needs within the rural areas are primarily addressed through the addition of shoulders on both sides of the roadway that serve pedestrians and bicyclists. However, there are several areas throughout Jackson County where concentrations of pedestrian activity may warrant the need for additional pedestrian facilities, such as sidewalks or shared use paths. Based on discussions within Jackson County staff, these areas include Prospect, Fooths Creek, Ruch, and Wimer.

### Prospect

- Install sidewalks on one or two sides of Mill Creek Road from Butte Falls-Prospect Road to 1<sup>st</sup> Street.
- Install a shared-use path on one side of Mill Creek Road from Butte Falls-Prospect Road to 1<sup>st</sup> Street.

**Table 58: Alternative Analysis for Prospect**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ	Environ ment	
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Sidewalks	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Shared-Use Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

### Fooths Creek

- Install a >6-foot shoulder (exceeds County standard) on one or two sides of Rogue River Highway (OR 99) from approximately ¼ mile west of Fooths Creek Road to ¼ mile east of Fooths Creek Road.
- Install a shared-use path on one side of Rogue River Highway (OR 99) from approximately ¼ mile west of Fooths Creek Road to ¼ mile east of Fooths Creek Road.
- Install a >6-foot shoulder (exceeds County standard) on one or two sides of Fooths Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99).
- Install a shared-use path on one side of Fooths Creek Road from approximately ¼ mile south of Rogue River Highway (OR 99) to Rogue River Highway (OR 99).

**Table 59: Alternative Analysis for Foots Creek**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulder																	
Shared-Use Path																	

**Ruch**

- Install a >6-foot shoulder (exceeds County standard) on one or two sides of Upper Applegate Road from approximately ½ mile south of Medford Provolt Highway (OR 238) to Medford Provolt Highway (OR 238).
- Install a shared-use path on one side of Upper Applegate Road from approximately ½ mile south of Medford Provolt Highway (OR 238) to Medford Provolt Highway (OR 238).

**Table 60: Alternative Analysis for Ruch**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulder																	
Shared-Use Path																	

**Wimer**

- Install a >6-foot shoulder (exceeds County standard) on one or two sides of E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road.
- Install a shared-use path on one side of E Evans Creek Road from approximately ¼ mile west of Covered Bridge Road to ¼ mile east of Covered Bridge Road.

**Table 61: Alternative Analysis for Wimer**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Shoulder																	
Shared-Use Path																	

## PEDESTRIAN AND BICYCLE ALTERNATIVES WITHIN UGBS

The pedestrian and bicycle alternatives with the Urban Growth Boundaries (UGBs) of the incorporated cities primarily consist of sidewalks and on-street bike lanes consistent with Jackson County Standards. Each City’s TSP may identify if different treatments are viable or desirable along County roadways within their city. Attachment “A” contains a comprehensive list of County facilities within UGBs and a summary of the pedestrian and bicycle system alternatives for each facility.

Pedestrian and bicycle facilities within the City of Gold Hill were evaluated as part of the I-5 Exit 40 and Exit 43 Interchange Area Management Plans (IAMP).

### 2<sup>nd</sup> Avenue/Blackwell Road

Exit 40 and Access Road provide access to the City of Gold Hill and surrounding recreational areas. However, the continuity of access for non-motorized users is sporadic. The Exit 40 IAMP developed a concept that considers a 2<sup>nd</sup> Avenue bridge undercrossing as well as a multi-use path linking Access Road with the cantilevered path on the east side of the bridge.

With this concept it is possible to avoid crossing 2<sup>nd</sup> Avenue/Blackwell Road, instead rerouting users to a multi-use path between Upper River Road and Access Road, under the railroad and Gold Hill bridges. This connection would remove the conflicts between motorized and non-motorized modes while still providing a safe crossing opportunity and access to nearby recreational sites. A connection between the 2<sup>nd</sup> Avenue Bridge and this multi-use path is also considered; however, because this connection could also be combined with other improvements, its benefits and impacts are itemized separately.

The following alternatives were developed as part of the IAMP to improve the multimodal system within Gold Hill:

- Construct multiuse path from Upper River Road to Access Road under east end of bridge
- Provide access to bridge crossing (connection)

**Table 62: Alternative Analysis for 2<sup>nd</sup> Avenue/Blackwell Road**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environ- ment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
New Multi-use Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Bridge Crossing	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Bridge facilities within the City of Gold Hill were also evaluated as part of the I-5 Exit 40 and Exit 43 IAMPs. Two facilities were identified for potential improvements as described below.

### 2<sup>nd</sup> Avenue (OR 99) Bridge

The link between downtown Gold Hill and Exit 40 is provided by the Gold Hill Bridge (ODOT Bridge 00576). It is a historic 2-lane structure that is 20 feet wide, built in 1927. In 1995 a 6 foot cantilevered path was added to the south side to provide a separated non-motorized access across the river to and from the city. To the north is a railroad bridge that closely parallels the Gold Hill Bridge.

Pedestrians primarily use the cantilevered path for travel in both directions across the bridge. The width is constraining when passing another user. Bicyclists can either chose to ride with traffic across the bridge or along the cantilevered path, depending on the riders comfort level. Operationally, passing opposing users and serving a mix of mode types on the cantilevered pathway is an issue. Additionally, westbound travelers who start or end their trip on the north side of the roadway have to cross to the south side to gain access to the existing pathway.

The following alternatives were developed as part of the IAMP to improve multimodal options across the Gold Hill Bridge:

- Add signage that alerts motorists that non-vehicular traffic may share the roadway
- Widen the existing cantilevered pathway along the south side of the bridge
- Install a new cantilevered pathway on the north side of the roadway
- Construct a new multiuse path bridge connecting the Gold Rogue Sports Park to Upper River Road, north of the railroad bridge (approximately 250' in length)

**Table 63: Alternative Analysis for 2nd Avenue (OR 99) Bridge**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Signage	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Widen	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
New Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
New Multi-use Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

**Rogue River Bridge**

The Rogue River Bridge is a historic structure built in 1919. The railing was recently replaced in 2010. However, the travel lanes are still only 9-feet wide. The total structure width is 19 to 20-feet leaving no room for bicycle or pedestrian facilities.

- Add signage that alerts motorists that non-vehicular traffic may share the roadway
- Install new cantilevered pathways on both sides of the bridge
- Construct a new multiuse path structure and maintain the aesthetics of the historic bridge. The structure is assumed to be located at the nearest narrow section which was assumed to be the connection between Main Street and N. River Road directly to the north.

**Table 64: Alternative Analysis for Rogue River Bridge**

Alternative	Mobility			Safety			Cost			Bike/Ped			Land Use		Title VI/EJ		Environment
	Congestion	Freight	Travel time	Identified Need	Crash reduction	Safety Conflicts	Cost Estimate	Existing Funding	Potential Funding	Accommodating Users	Active Transportation	Complete Street	Economic Development	Compliance	Neighborhood Impacts	Mode Choice	Environmental Impacts
Signage	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
New Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
New Multi-use Path	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

## ROADWAY SYSTEM CLASSIFICATION CHANGES

The proposed functional classification of roadways within Jackson County was developed based on a review of the existing Jackson County TSP and direction provided by County staff. Several roadway system classification changes have been proposed to align with existing use and defined characteristics. These changes primarily increase the classification of the roadways from local streets to minor or major collectors; however, a few changes also decreased the classification; the most common being from major arterial to minor arterial. Table 65 summarizes the proposed changes in functional classification.

**Table 65: Proposed Changes in Functional Classification**

Street	Segment	Existing Classification	Future Classification
11th Street (White City)	Antelope Road to Avenue G	Local	Industrial Collector (WC)
1st Street (Prospect)	Highway 62 to Mill Creek Drive	Local	Major Collector
24th Street (White City)	Avenue A to Avenue C	Local	Minor Collector (WC)
25th Street (White City)	Antelope Road to Avenue C	Major Collector (WC)	Local
3rd Street (White City)	Antelope Road to Avenue C	Local	Industrial Local (WC)
7th Street (White City)	Antelope Road to Avenue C	Local	Industrial Collector (WC)
Agate Road	Avenue G to Leigh Way	Industrial Collector	Minor Arterial
Airport Road	Table Rock Road to 750' E. of Biddle Road	Local	Major Collector
Alta Vista Road	Bigham Brown Road to Riley Road	Local	Minor Collector
Antelope Road	Table Rock Road to 7th Street	Major Arterial (WC)	Minor Arterial
Atlantic Avenue	Avenue H to Cole Drive	?	Major Collector (WC)
Avenue C	Pacific Avenue to 7th Street	Local	Industrial Collector (WC)
Avenue G	Kirtland Road to Agate Road	Industrial Collector	Minor Arterial
Avenue G	Agate Road to OR 62	Industrial Collector	Minor Arterial
Beebe Road	Hamrick Road to Gebhard Road	Local	Minor Collector
Bullock Road	Highway 62 to 3050' North	Local	Minor Collector
Blackwell Road	I-5 Interchange to Kirtland Road	Major Collector	Minor Arterial
Camp Baker Road	Colver Road to Hilsinger Road	Local	Minor Collector
Cherry Lane	Mary Bee Lane to Hillcrest Road	Local	Minor Collector
Coker Butte Road	Springbrook Road to Foothill Road	Local	Minor Collector
Crater Lake Avenue	0.61 Miles North of Vilas Road to Corey Road	?	Minor Collector
Cunningham Avenue	Columbus Avenue to Orchard Home Drive	Local	Major Collector
Diamond Street	Kings Highway to Peach Street	Local	Minor Collector
Division Road	Avenue G to Avenue H	Local	Major Collector (WC)
Dodge Road	Highway 234 to Antioch Road	Local	Minor Collector
Downing Road	Gibbon Road to West Gregory Road	Local	Minor Collector
East Antelope Road	Dry Creek Road to Wren Ridge Drive	Local	Minor Collector
East Main Street (Ashland)	Highway 66 to End	Local	Major Collector
Evans Creek Road	Meadows Road to Antioch Road	Local	Minor Collector
Fern Valley Road	Highway 99 to Bridge	Arterial	Minor Arterial
Fern Valley Road	North Phoenix Road to Meadow View Drive	Minor Collector	Major Collector
Gebhard Road	Beebe Road to Wilson Road	Local	Minor Collector
Gladstone Avenue	Avenue A to Falcon Street	Local	Minor Collector (WC)
Grant Road	Beall Lane to Scenic Avenue	Local	Minor Collector
Hamrick Road	Biddle Road to South Intersection Table Rock Road	Local	Minor Collector



Street	Segment	Existing Classification	Future Classification
Hillcrest Road	Foothill Road to Bel Air Court	Local	Minor Collector
Hillcrest Road	Monterey Drive to 1500' West Of Cherry Lane	Local	Minor Collector
Hilsinger Road	Colver Road to 200' North of 1st Street	Local	Minor Collector
Hilsinger Road	Pacific Avenue to Camp Baker Road	Local	Minor Collector
Kirtland Road	Blackwell Road to White City boundary	Major Collector	Minor Arterial
Kirtland Road	White City boundary to Avenue G	Industrial Collector	Minor Arterial
Lampman Road	Highway 234 to Rogue River Drive	?	Minor Collector
Minthorne Road	East Evans Creek Road to West Evans Creek Road	Local	Minor Collector
Modoc Road	Table Rock Road to Highway 234	Minor Collector	Major Collector
North Applegate Road	Highway 238 to County Line	Major Collector	Minor Collector
North Valley View Road	West Valley View Road to Carter Lane	Local	Minor Collector
Old Pacific Highway	Highway 99 to Talent City Limits	Local	Minor Collector
Old Stage Road	Interstate 5 to End	?	Minor Collector
Orchard Home Drive	Stewart Avenue to Stage South Road	Local	Minor Collector
Peach Street	Garfield Street to Archer Drive	Local	Minor Collector
Peninger Road	East Pine Street to Upton Road	?	Minor Collector
Pleaseant Creek Road	West Evans Creek Road to Ditch Creek	Local	Minor Collector
Pooman Creek Road	Summit Avenue to Sterling Creek Road	Local	Minor Collector
Ross Lane North	McAndrews Road to Highway 238	Local	Major Collector
Royal Avenue	Old Highway 62 to West Main Street	Local	Major Collector
Sage Road	Rossanley Drive to Highway 99	Local	Major Collector
South Fork Little Butte Creek Road	Lake Creek Loop Road to Lost Creek Road	Local	Minor Collector
Stevens Road	Cascade View to Riley Road	Local	Minor Collector
Sunset Drive	Stage South Road to Orchard Home Drive	Local	Minor Collector
Table Rock Road	Airport Road to White City Boundary	Arterial	Minor Arterial
Table Rock Road	White City Boundary to Kirtland Road	Major Arterial (WC)	Minor Arterial
Table Rock Road	Kirtland Road to Modoc Road	Arterial	Minor Arterial
Thomas Road	Stewart Avenue to Sunset Drive	Local	Minor Collector
Tresham Lane	Table Rock Road to Highway 234	Local	Minor Collector
West Evans Creek Road	Queens Branch to Pleasant Creek	Local	Minor Collector
West Fork Griffin Creek Road	Griffin Creek to Summit Avenue	Local	Minor Collector
West Gregory Road	Downing Road to Table Rock Road	Local	Minor Collector
Wilson Road (Medford)	Table Rock Road to Upton Road	Local	Major Collector

“?” = Roadways that were not constructed or were not County roadways during the last TSP update.

The changes shown in Table 65 will impact the design standards applied to the roadways. Changes from a local street to a minor or major collector will include the addition of shoulders or on-street bike lanes. The proposed functional classification for the existing and planned roadways within Jackson County is shown in Figure 13.

## FREIGHT ALTERNATIVES

In 2012, The Rogue Valley Metropolitan Planning Organization (RVMPO) released the *Freight Study Report*. The report provides a comprehensive review of existing freight conditions and recommendations for solutions to the three primary deficiencies within the RVMPO service area of Jackson County, including a lack of alternative routes, out-of-direction travel and regulator issues, such

as size and weight restrictions. The projects listed in the *Freight Study* that have not yet been completed will be included in the draft TSP.

## Freight Routes

County designated freight routes that augment and support ODOT's Motor Carrier Transportation Division (MCTD) freight routes can ensure that the County plans for and provides alternative routes that minimize out-of-direction travel and regulatory restrictions for efficient freight movement. The proposed Jackson County designated freight routes are shown in Figure 14. The following provides a summary of the freight routes by roadways:

- 11<sup>th</sup> Street (White City) – Antelope to Avenue G
- 7<sup>th</sup> Street (White City) – Antelope to Avenue C
- Agate Road – Avenue G to Leigh Way
- Agate Road – Leigh to Highway 62
- Antelope Road – Table Rock Road to Division
- Avenue C – Pacific to 7<sup>th</sup>
- Avenue G – Agate to Highway 62
- Avenue G – Pacific Avenue to Agate Road
- Biddle Road – Hamrick to 500 feet east of Table Rock Road
- Bullock Road – Highway 62 to 3050 feet north
- Butte Falls/Fish Lake Road – Laurel to Highway 140
- Butte Falls/Prospect Road – Butte Falls/Fish Lake to Mill Creek
- Butte Falls Road – Highway 62 to Laurel
- Dead Indian Memorial Road – Highway 66 to County line
- Dry Creek Road – East Antelope to End
- East Antelope Road – OR 140 to Dry Creek Road
- East Pine Street – 10<sup>th</sup> to Table Rock Road
- East Vilas Road – Table Rock Road to Highway 62
- Elk Creek Road – Highway 62 to Greyback
- Hamrick Road – Biddle to south intersection with Table Rock Road
- Hanley Road – Beall to Highway 238
- Kirtland Road – Blackwell Road to Pacific Avenue

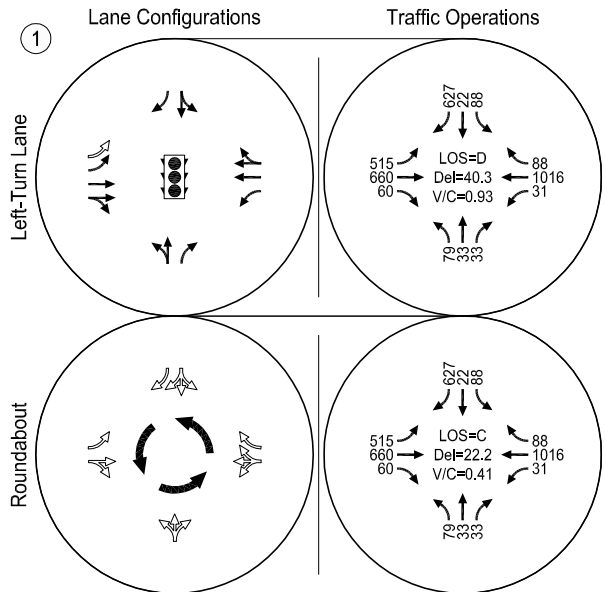
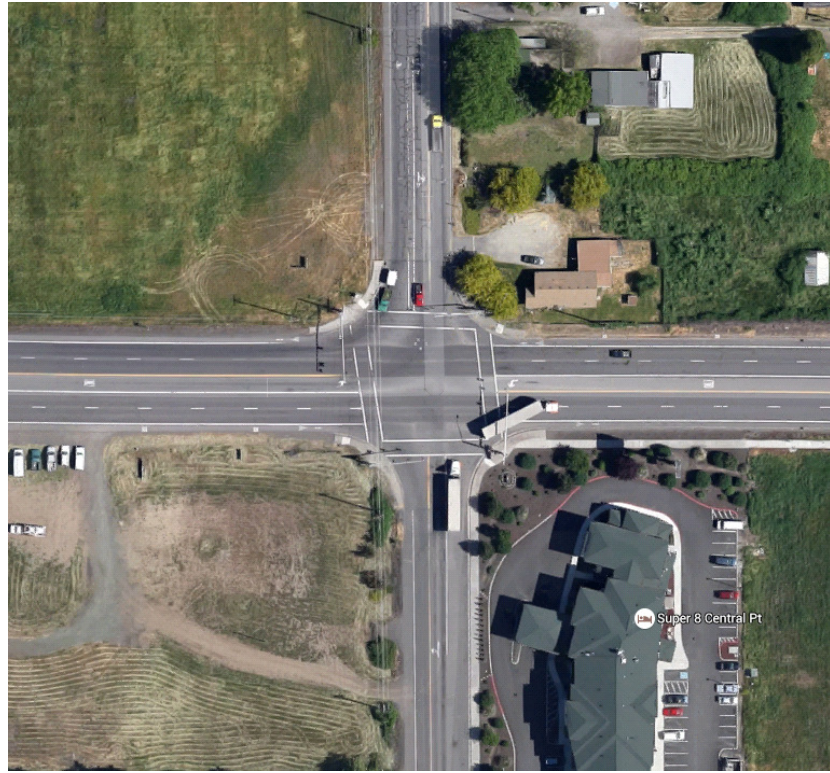
- Leigh Way – Agate Road to OR 62McAndrews Road – 500 feet westerly of Jackson to North Ross
- North Phoenix Road – Barnett to State Frontage
- OR 140 – I-5 Exit 35 to OR 62
- Pacific Avenue – Antelope to Kirtland
- Sage Road – Rossanley to Highway 99
- Table Rock Road – Airport to Kirtland
- Table Rock Road – Interstate 5 to Airport
- Tiller Trail Highway – Highway 62 to County line
- West Antelope Road – Kirtland to Table Rock Road
- West Main Street – Renault to Hanley
- West Vilas Road – Table Rock Road to 850 feet west

Each of these roadways should provide adequate travel lane width for freight movement as well as separate facilities for pedestrian and bicycle activity, such as sidewalks and bike lanes in the urban areas and wide shoulders in the rural areas. Adequate turning radii should also be provided at all major intersections along these roadways to ensure efficient freight travel.

## NEXT STEPS

The alternatives presented in this memo will be reviewed with the TAC and the CAC. Based on their input, a preferred alternative will be selected for each deficiency. These projects will be carried forward for potential inclusion in the draft TSP. The projects will then be prioritized in order to develop a cost constrained plan.

Map Atlas

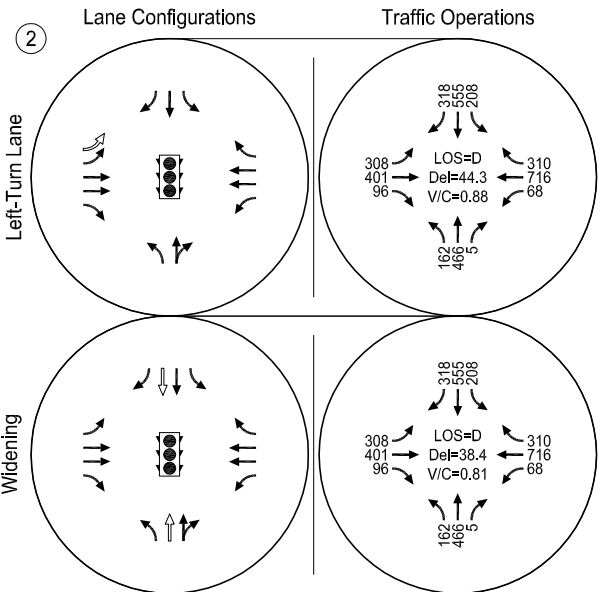


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#1 - Hamrick Road/E Pine Street-Biddle Road  
Alternative Traffic Operations  
Jackson County, OR**

**Figure  
1**

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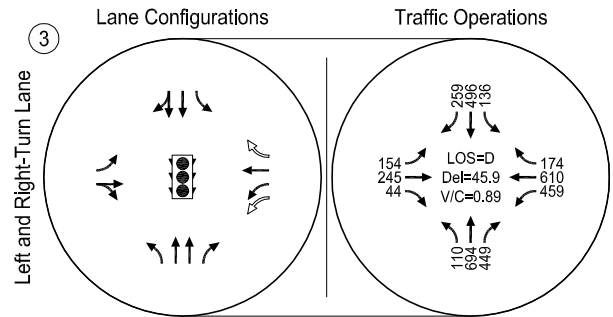


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

#2 - Table Rock Road/Biddle Road  
Alternative Traffic Operations  
Jackson County, OR

Figure  
2

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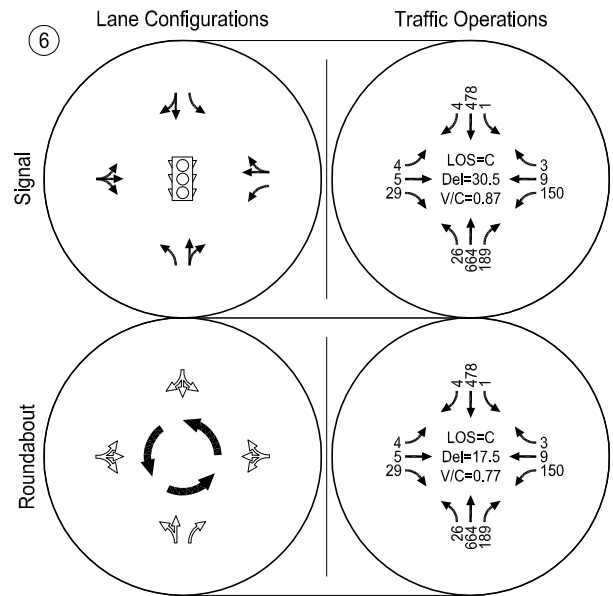


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

#3 - Table Rock Road/Vilas Road  
Alternative Traffic Operations  
Jackson County, OR

Figure  
3

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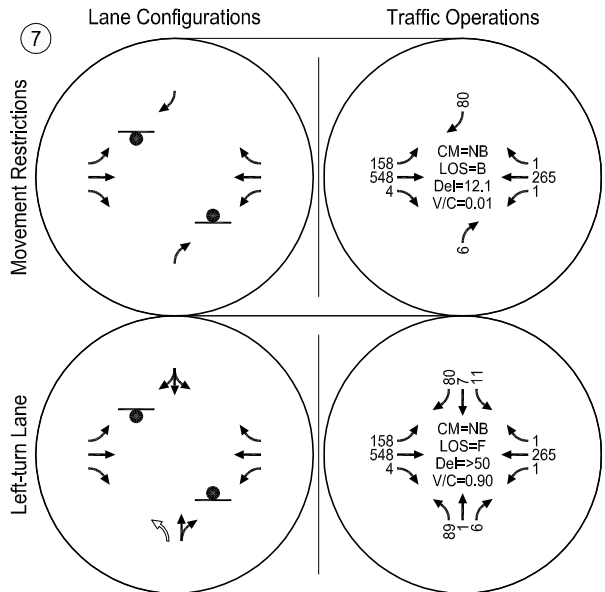
- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

#6 - Table Rock Road/Gregory Road  
Alternative Traffic Operations  
Jackson County, OR

Figure  
4

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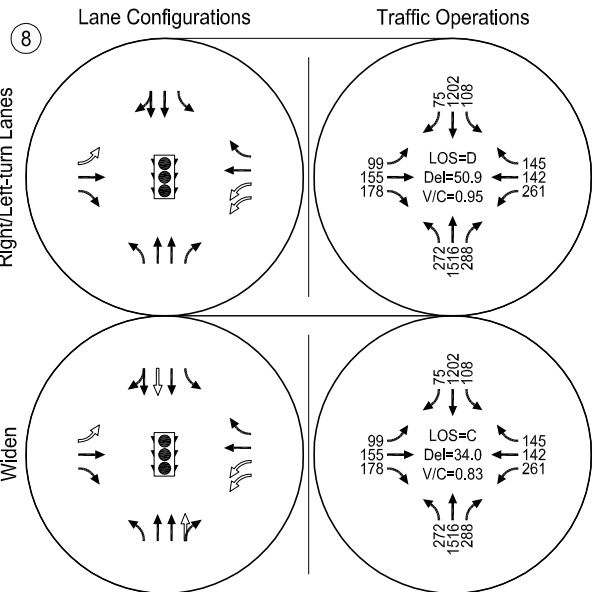


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#7 - Kershaw Road/OR 140  
Alternative Traffic Operations  
Jackson County, OR**

**Figure  
5**

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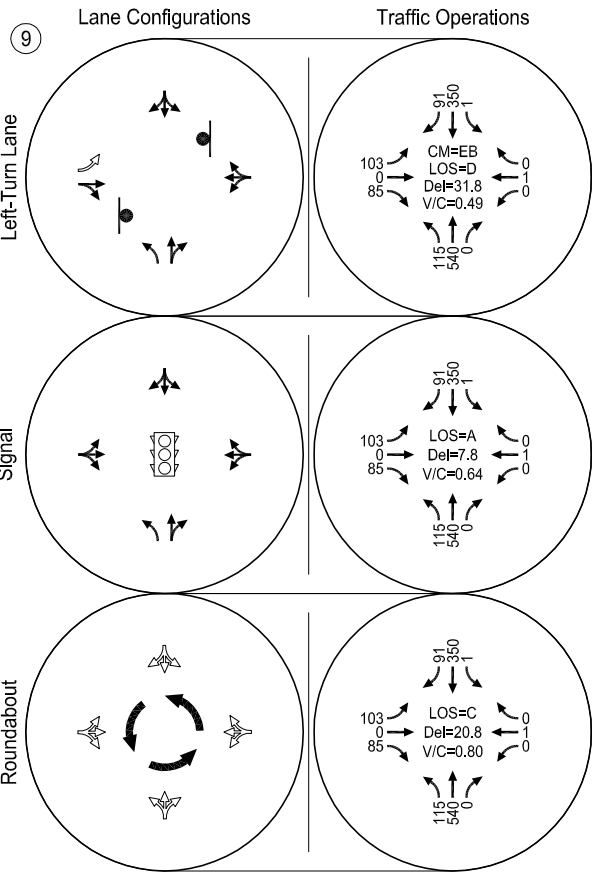


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#8 - OR62/OR140-Leigh Way  
Alternative Traffic Operations  
Jackson County, OR**

**Figure  
6**

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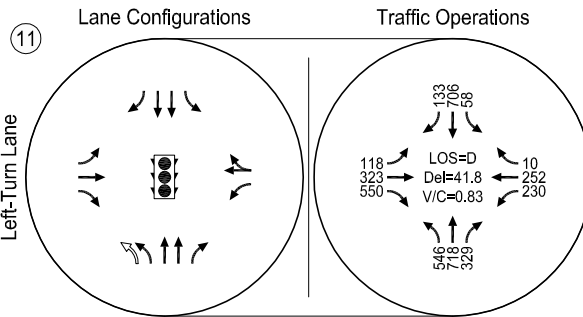


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

#9 - OR62/OR234-Del Isle Way  
 Alternative Traffic Operations  
 Jackson County, OR

Figure  
 7

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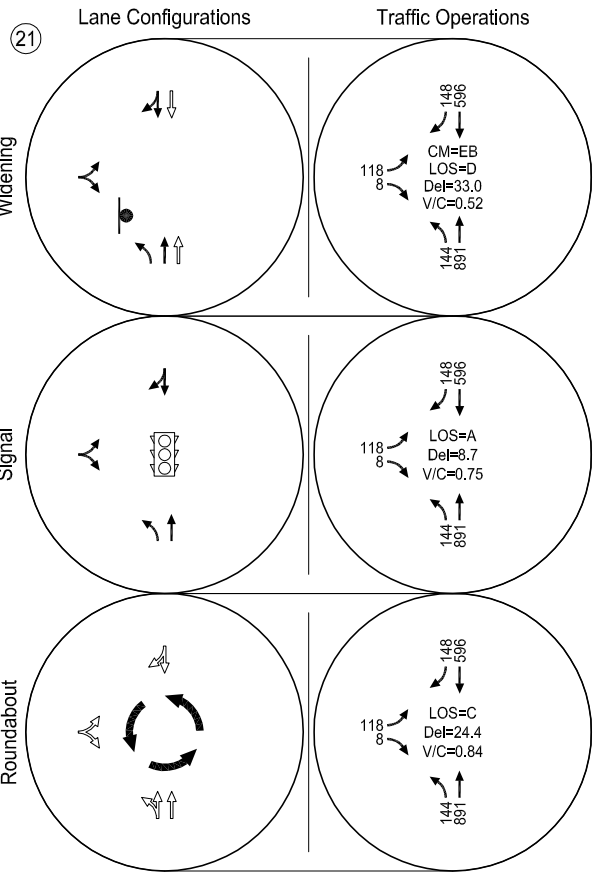


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

#11 - OR62/Vilas Road  
Alternative Traffic Operations  
Jackson County, OR

Figure  
8

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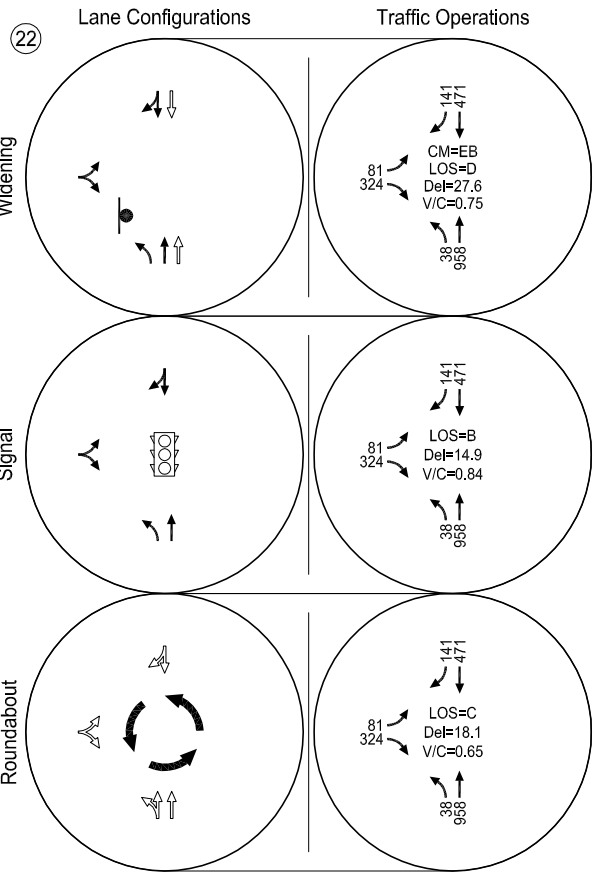


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#21 - Foothill Road/McAndrews Road WB Ramp  
Alternative Traffic Operations  
Jackson County, OR**

**Figure  
9**

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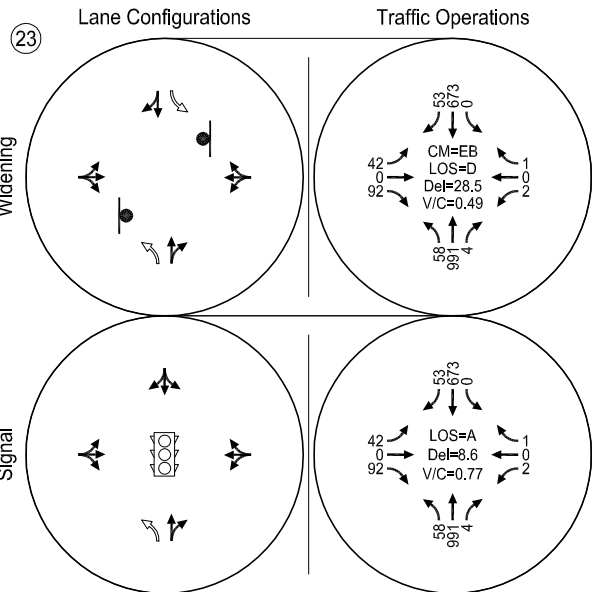


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#22 - Foothill Road/McAndrews Road/EB Ramp**  
**Alternative Traffic Operations**  
**Jackson County, OR**

**Figure 10**

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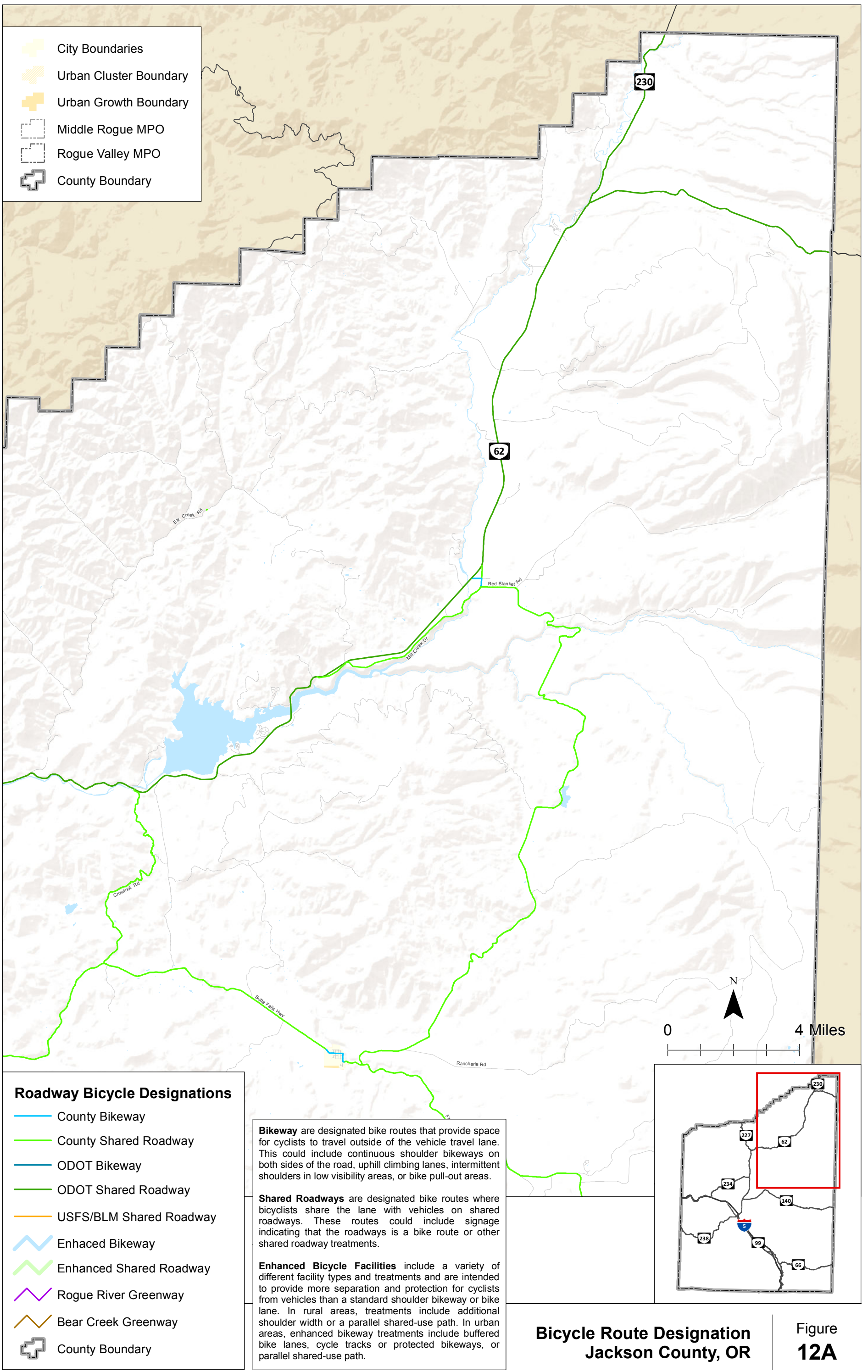


- NEW LANE
- STOP SIGN
- TRAFFIC SIGNAL

**#23 - Foothill Road/Lone Pine Road  
Alternative Traffic Operations  
Jackson County, OR**

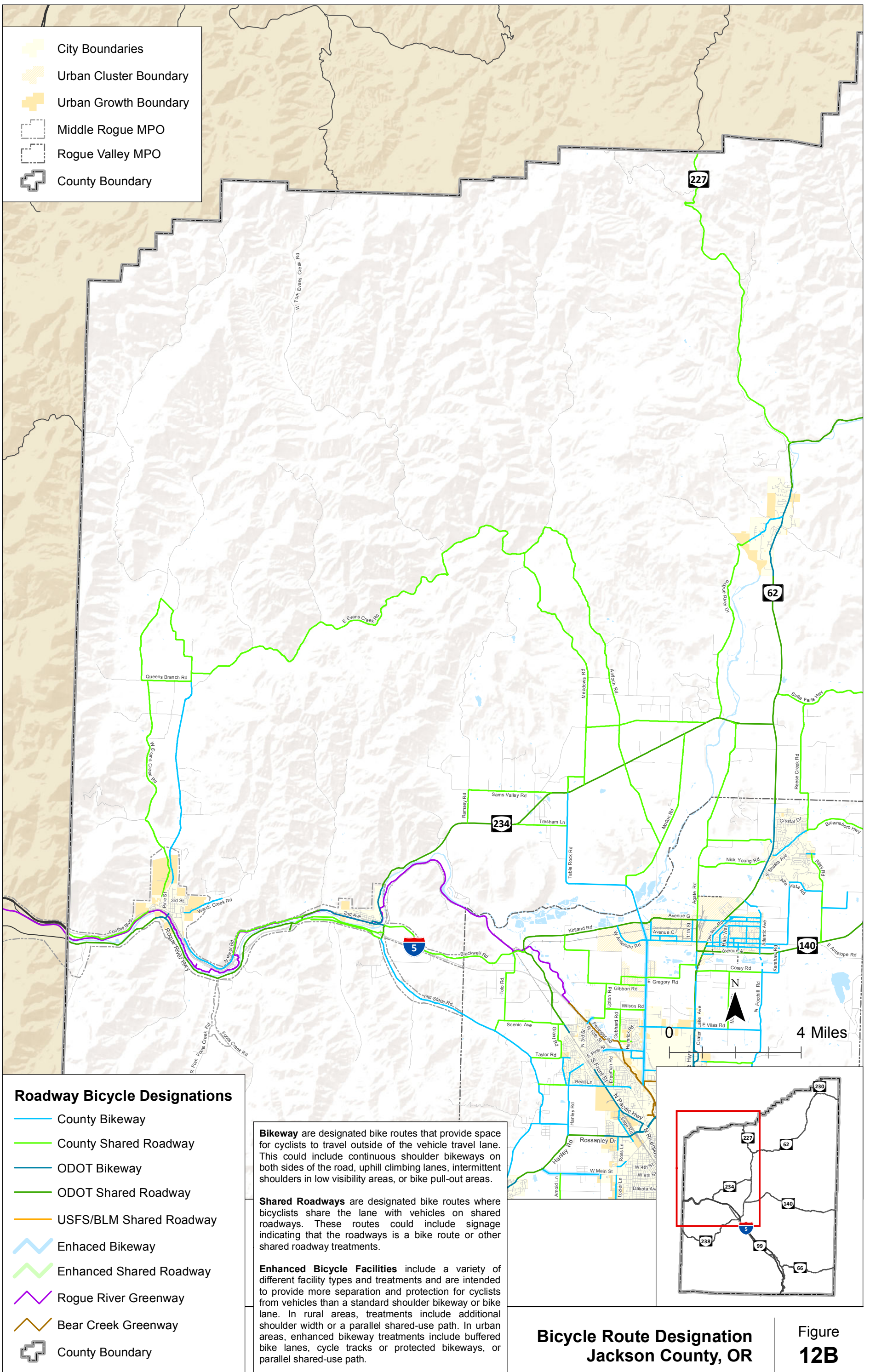
**Figure  
11**

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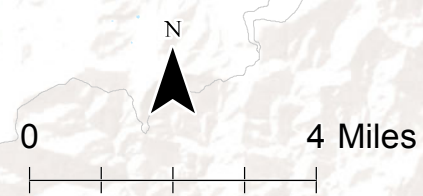
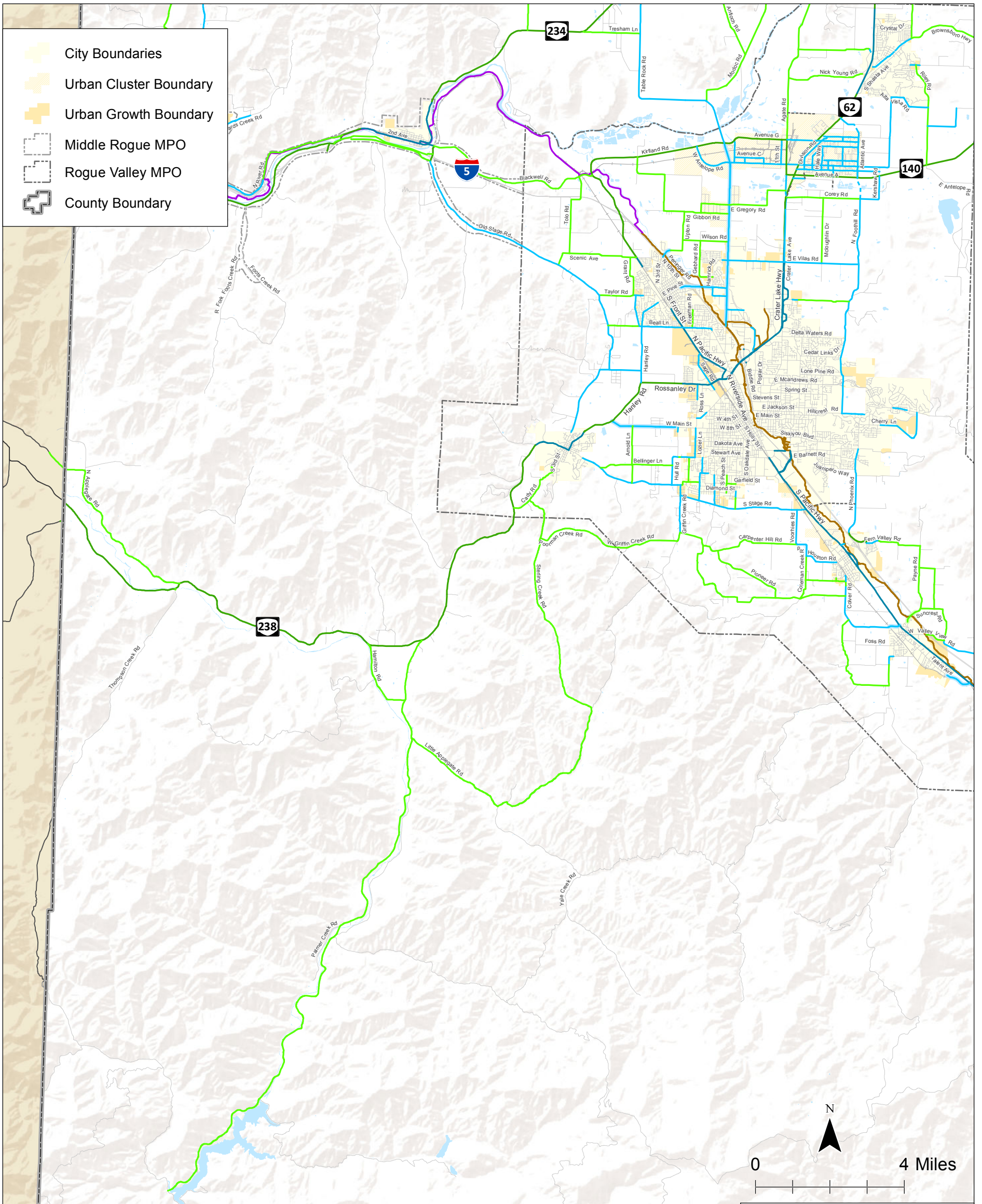


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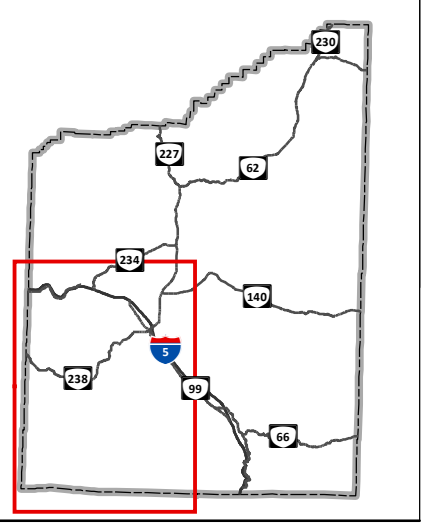
**Roadway Bicycle Designations**

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

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

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

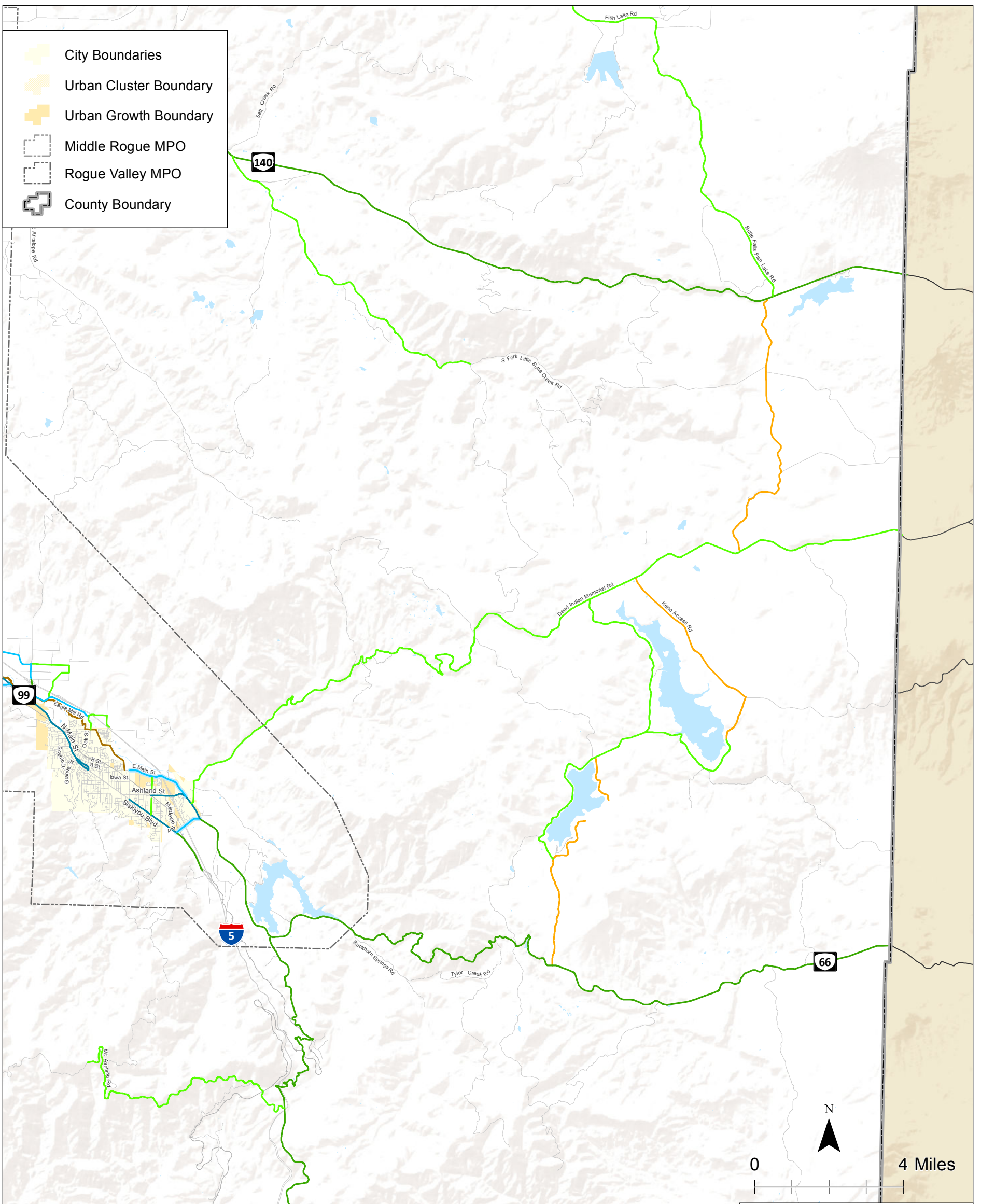
**Enhanced Bicycle Facilities** include a variety of different facility types and treatments and are intended to provide more separation and protection for cyclists from vehicles than a standard shoulder bikeway or bike lane. In rural areas, treatments include additional shoulder width or a parallel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



**Bicycle Route Designation  
Jackson County, OR**

**Figure  
12C**

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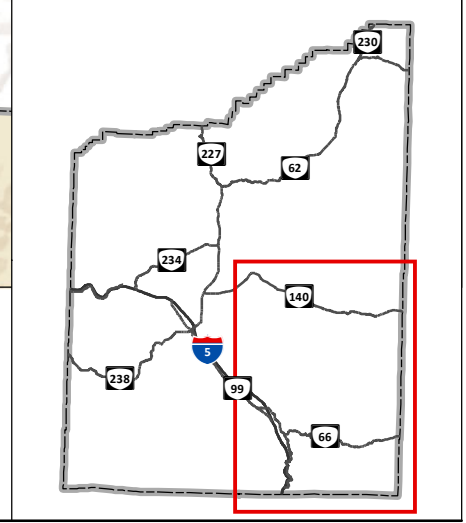
**Roadway Bicycle Designations**

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

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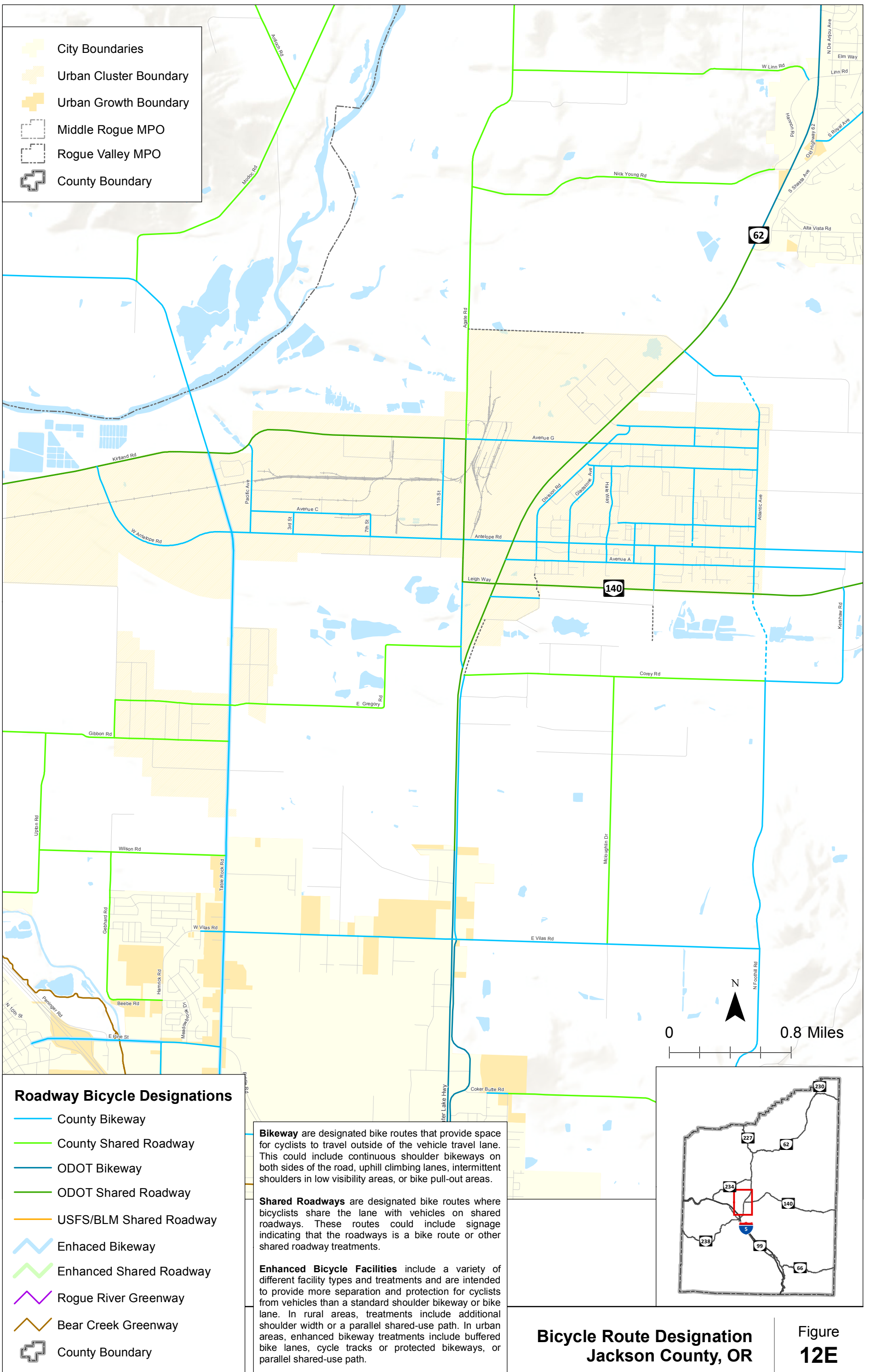
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**Bicycle Route Designation  
Jackson County, OR**

**Figure  
12D**

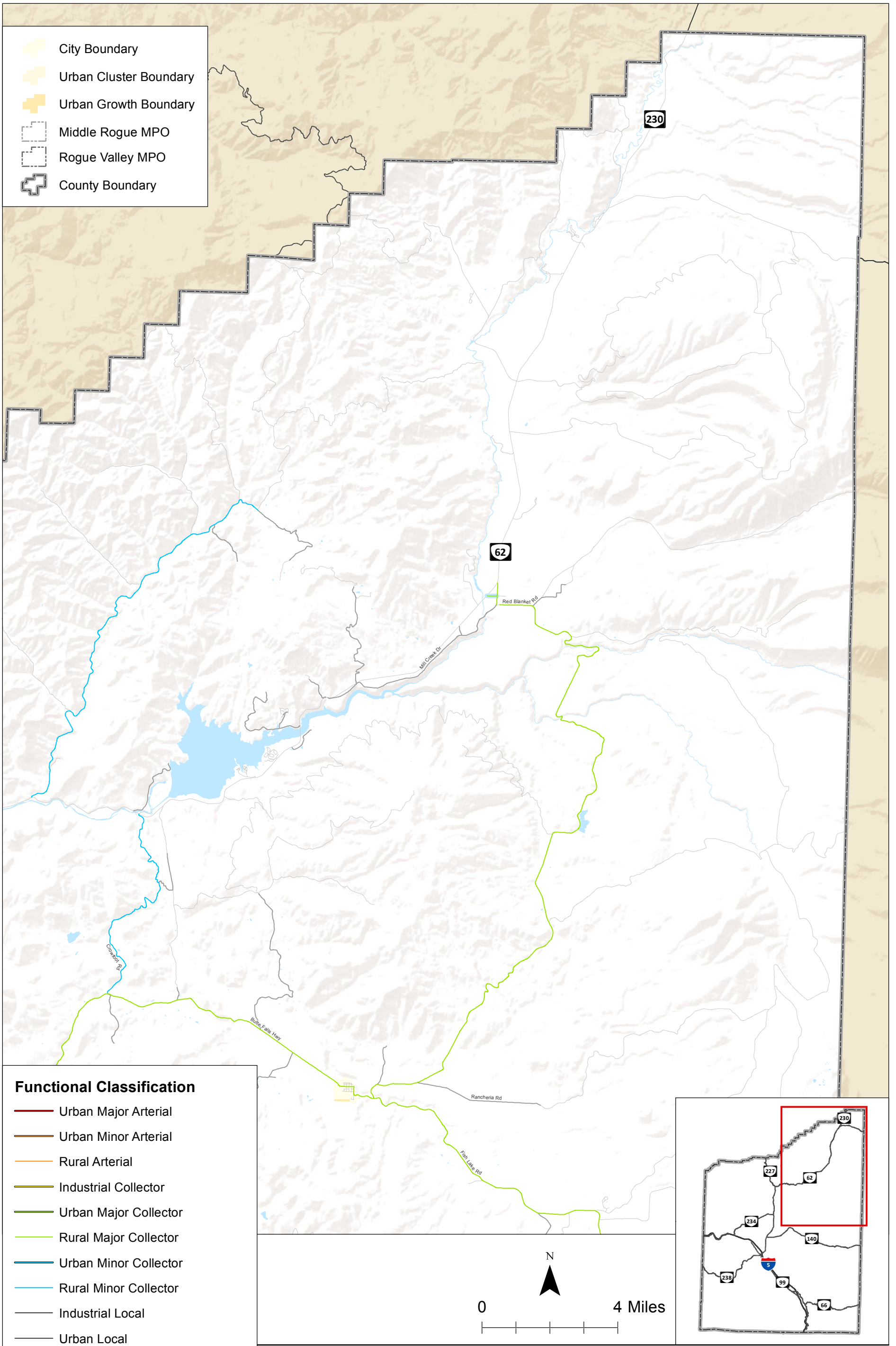
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**Bicycle Route Designation  
Jackson County, OR**

**Figure  
12E**

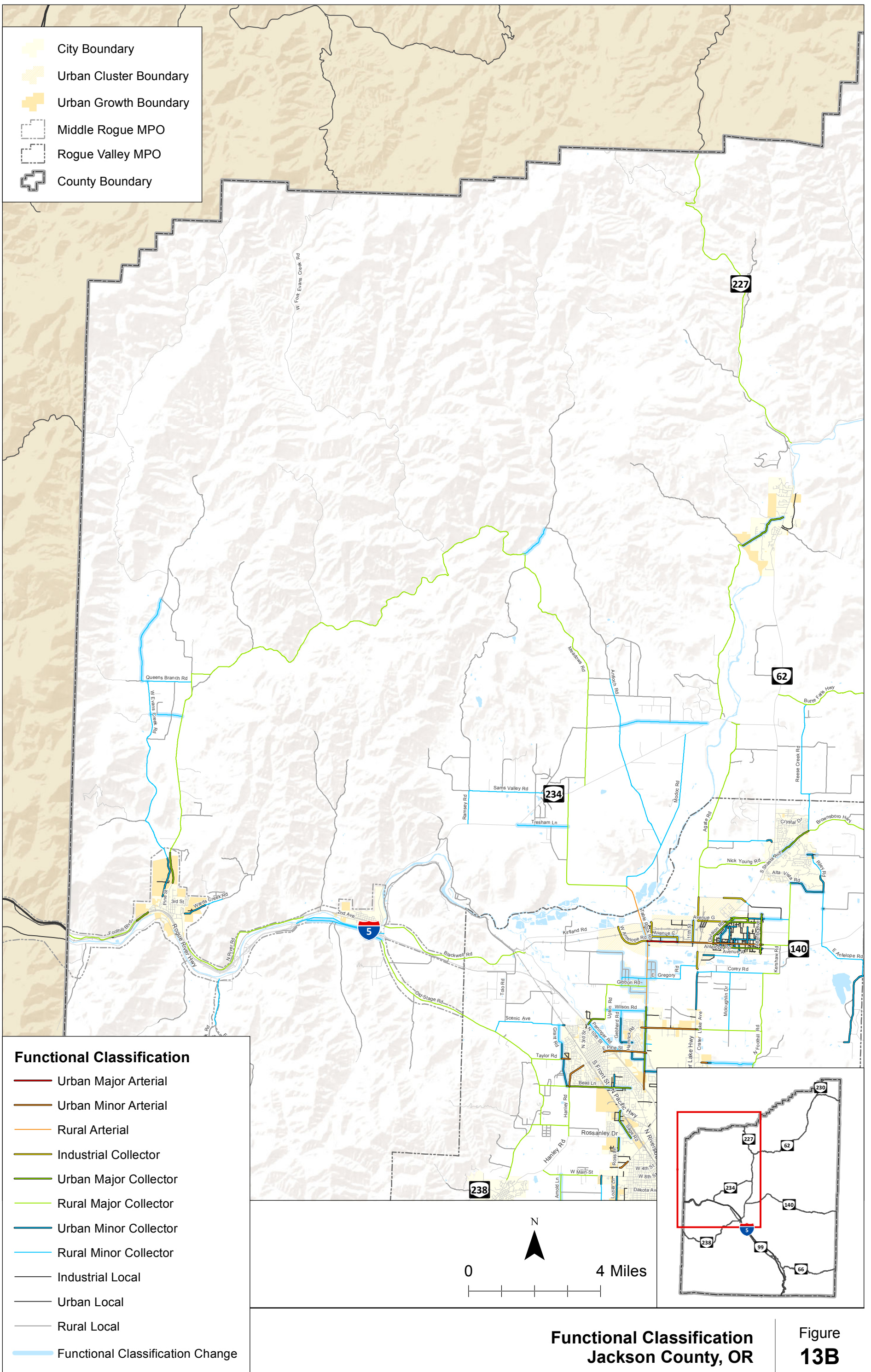
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**Functional Classification  
Jackson County, OR**

**Figure  
13A**

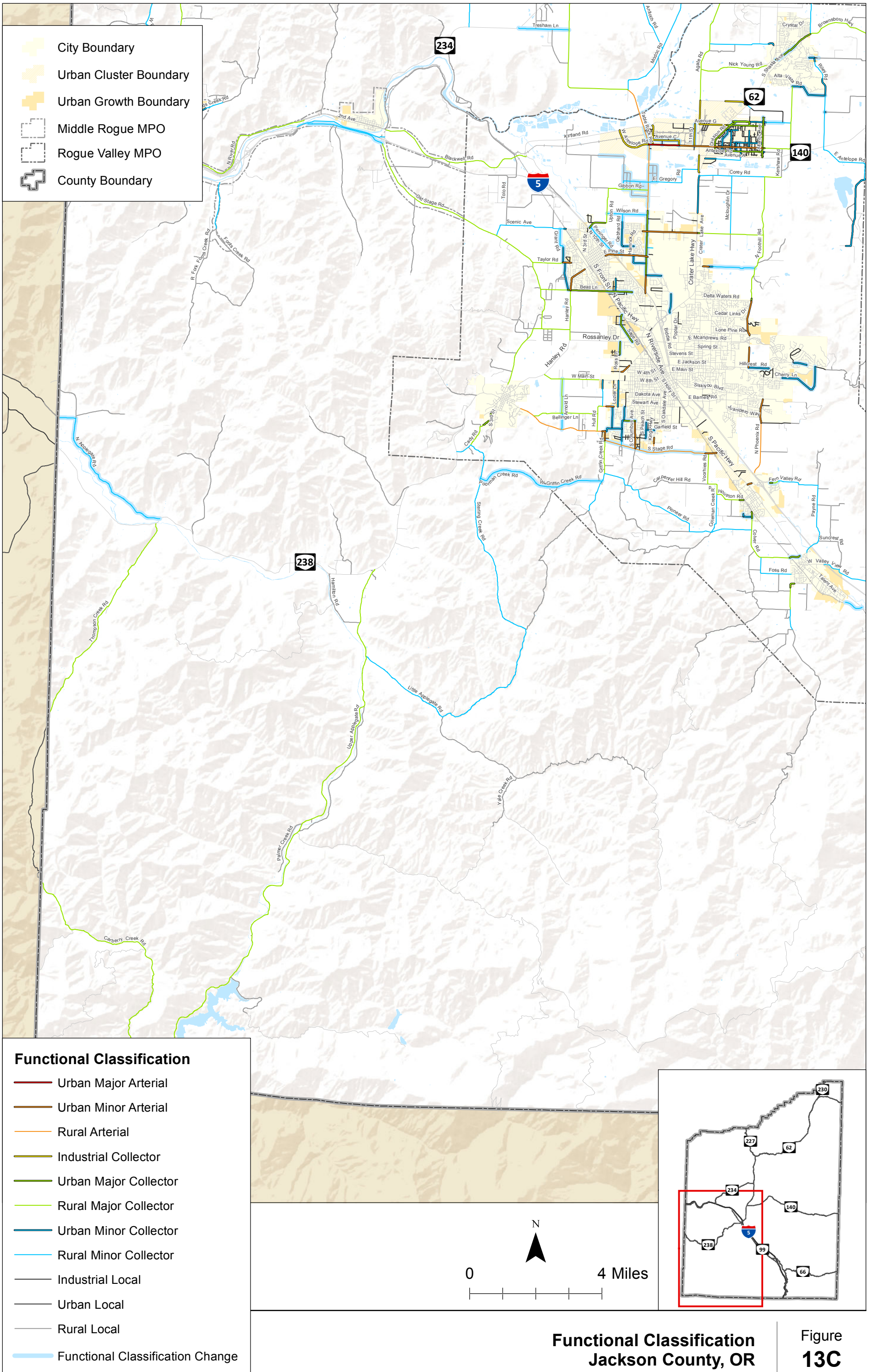
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**Functional Classification  
Jackson County, OR**

**Figure  
13B**

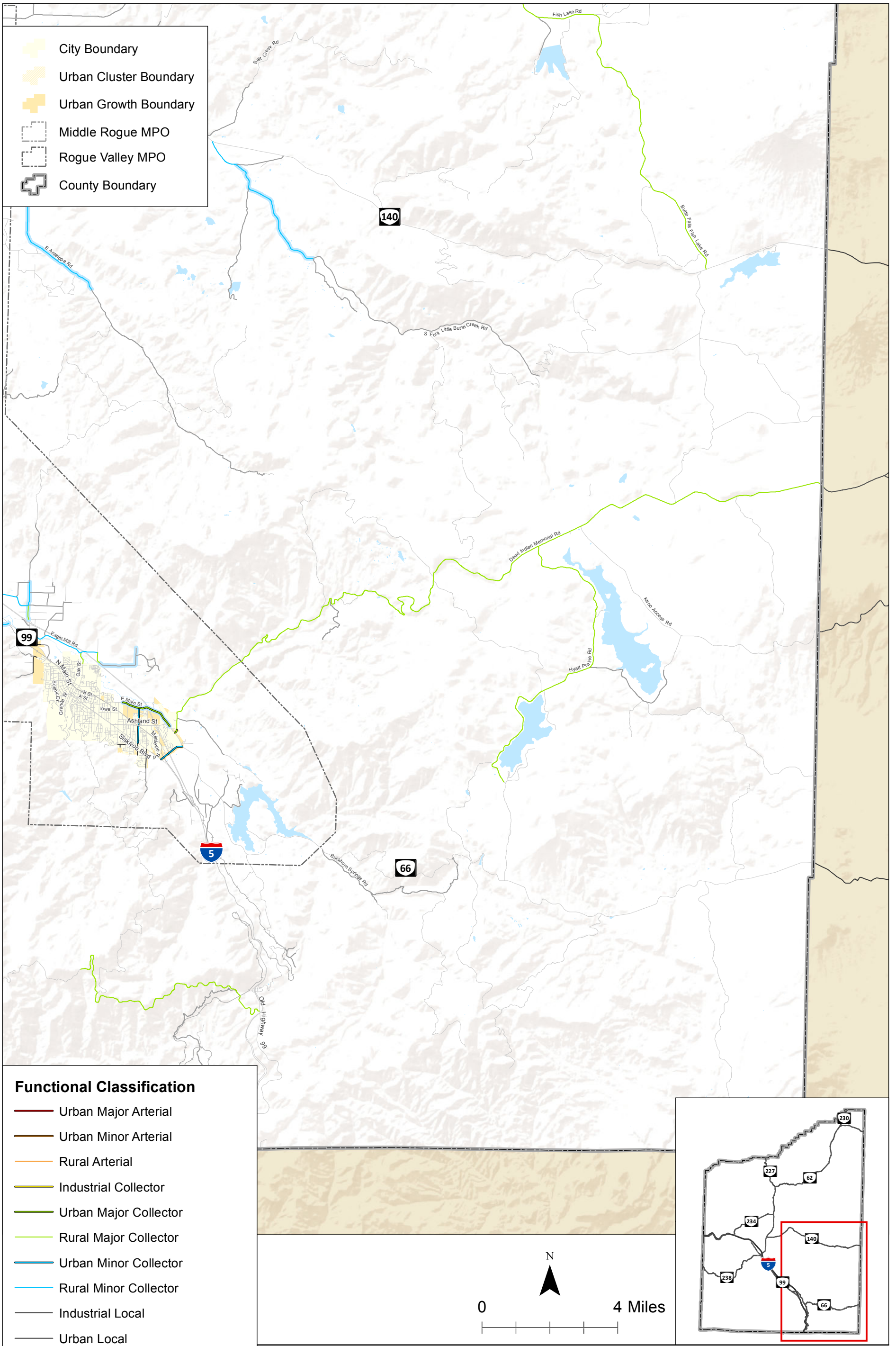
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Functional Classification  
Jackson County, OR

Figure  
13C

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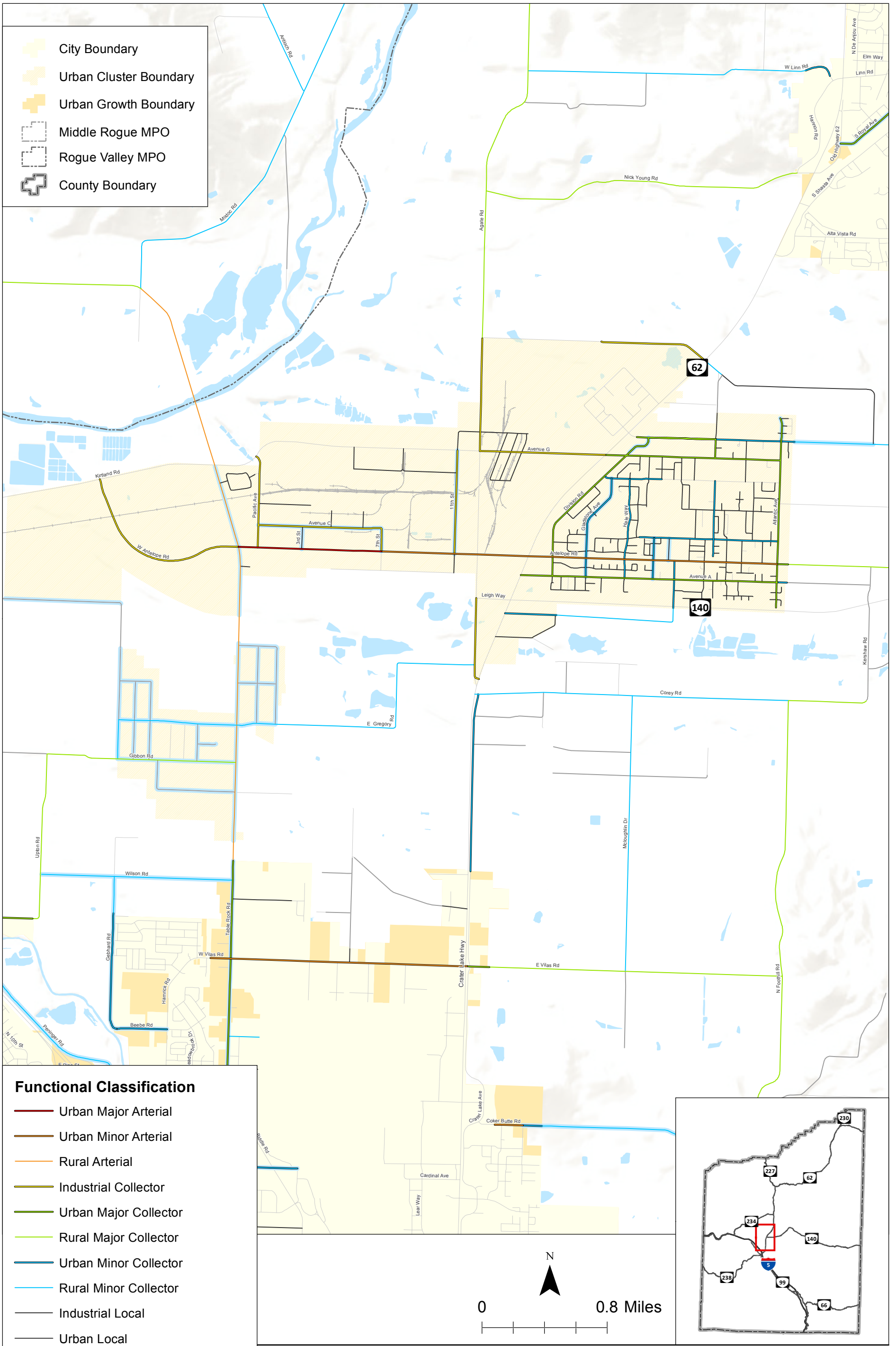


Functional Classification  
Jackson County, OR

Figure  
13D

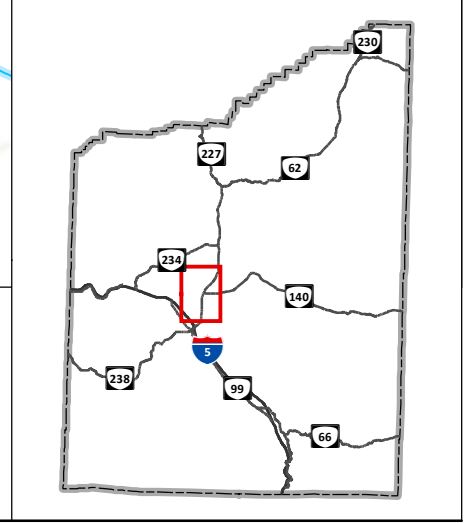
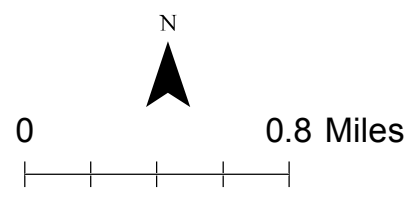
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- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

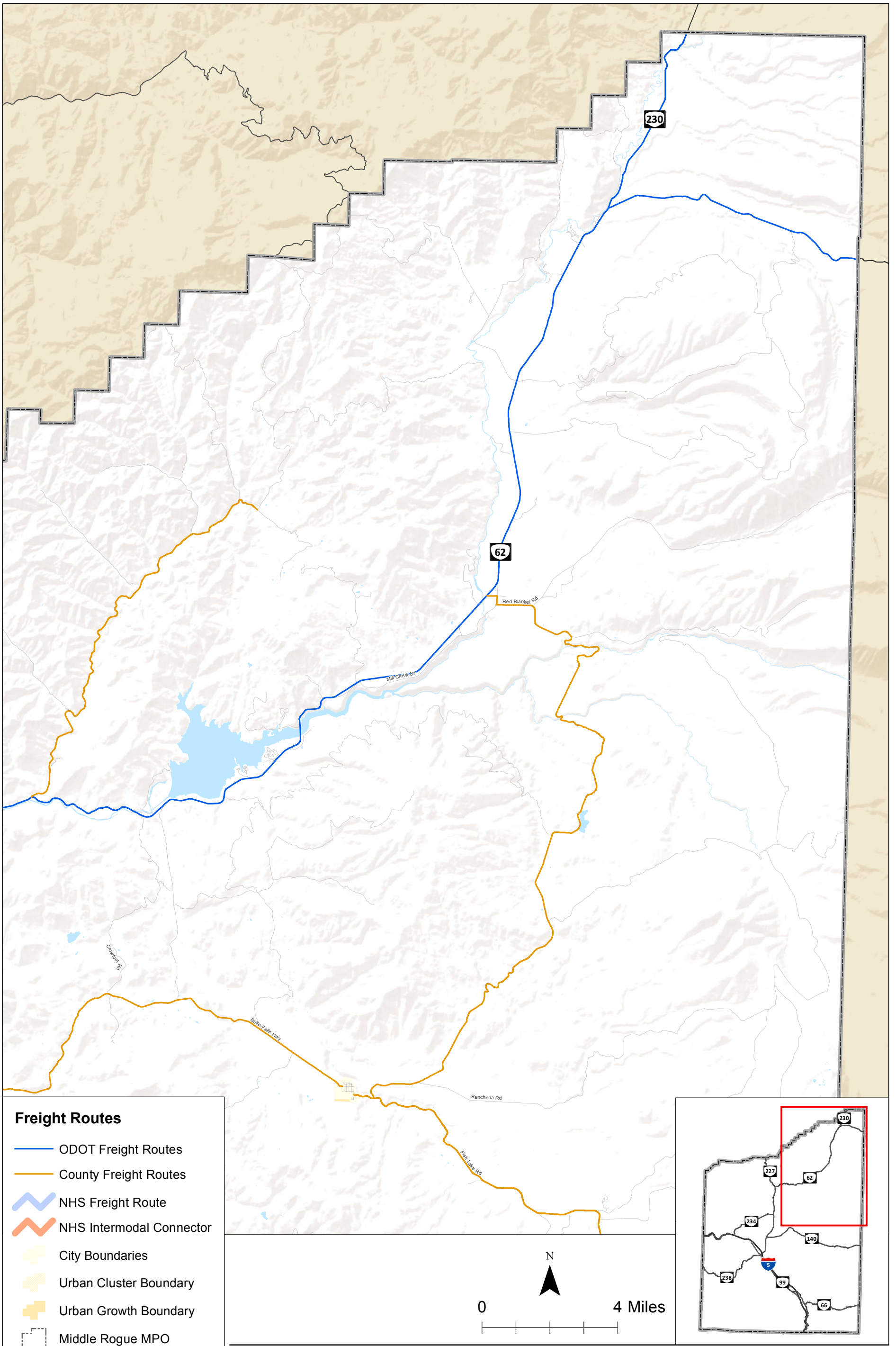
- Functional Classification**
- Urban Major Arterial
  - Urban Minor Arterial
  - Rural Arterial
  - Industrial Collector
  - Urban Major Collector
  - Rural Major Collector
  - Urban Minor Collector
  - Rural Minor Collector
  - Industrial Local
  - Urban Local
  - Rural Local
  - Functional Classification Change



**Functional Classification  
Jackson County, OR**

**Figure  
13E**

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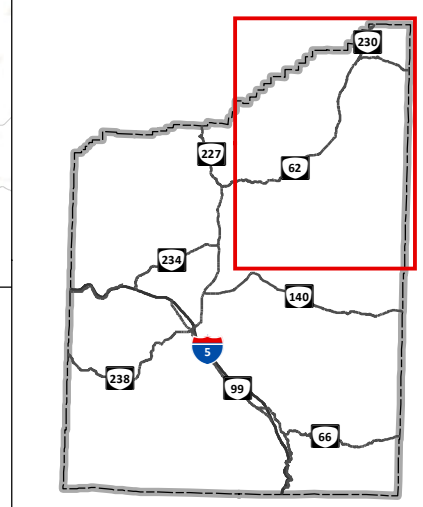


**Freight Routes**

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



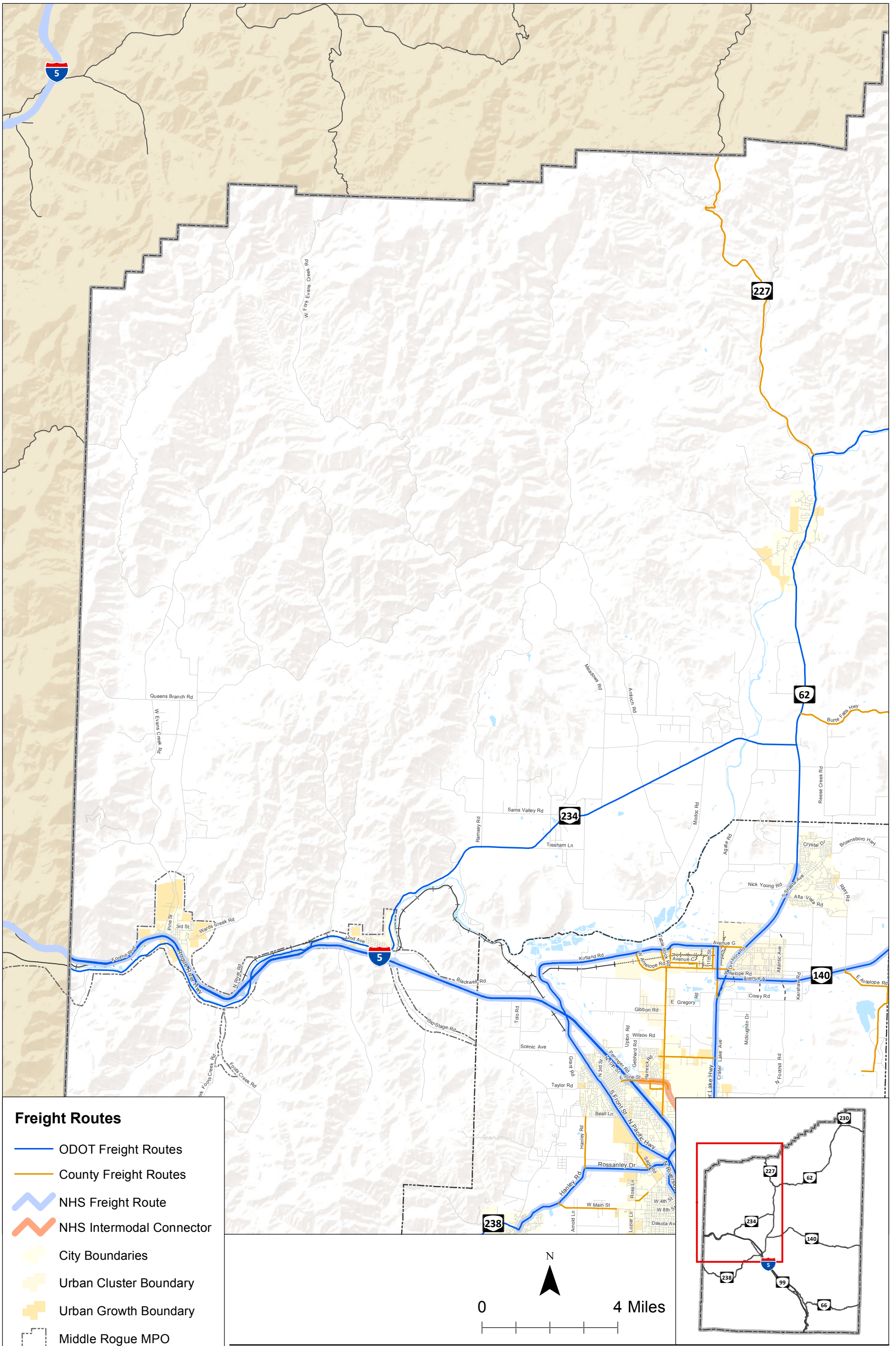
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**Freight Route Designations  
Jackson County, OR**

**Figure  
14A**

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
**Freight Route Designations  
Jackson County, OR**

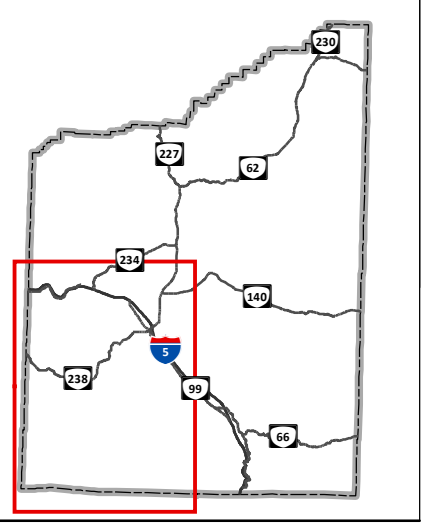
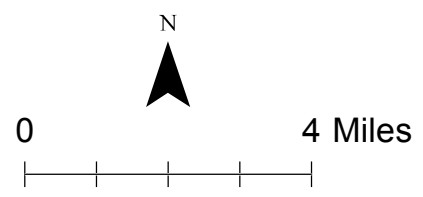
**Figure  
14B**

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**Freight Routes**

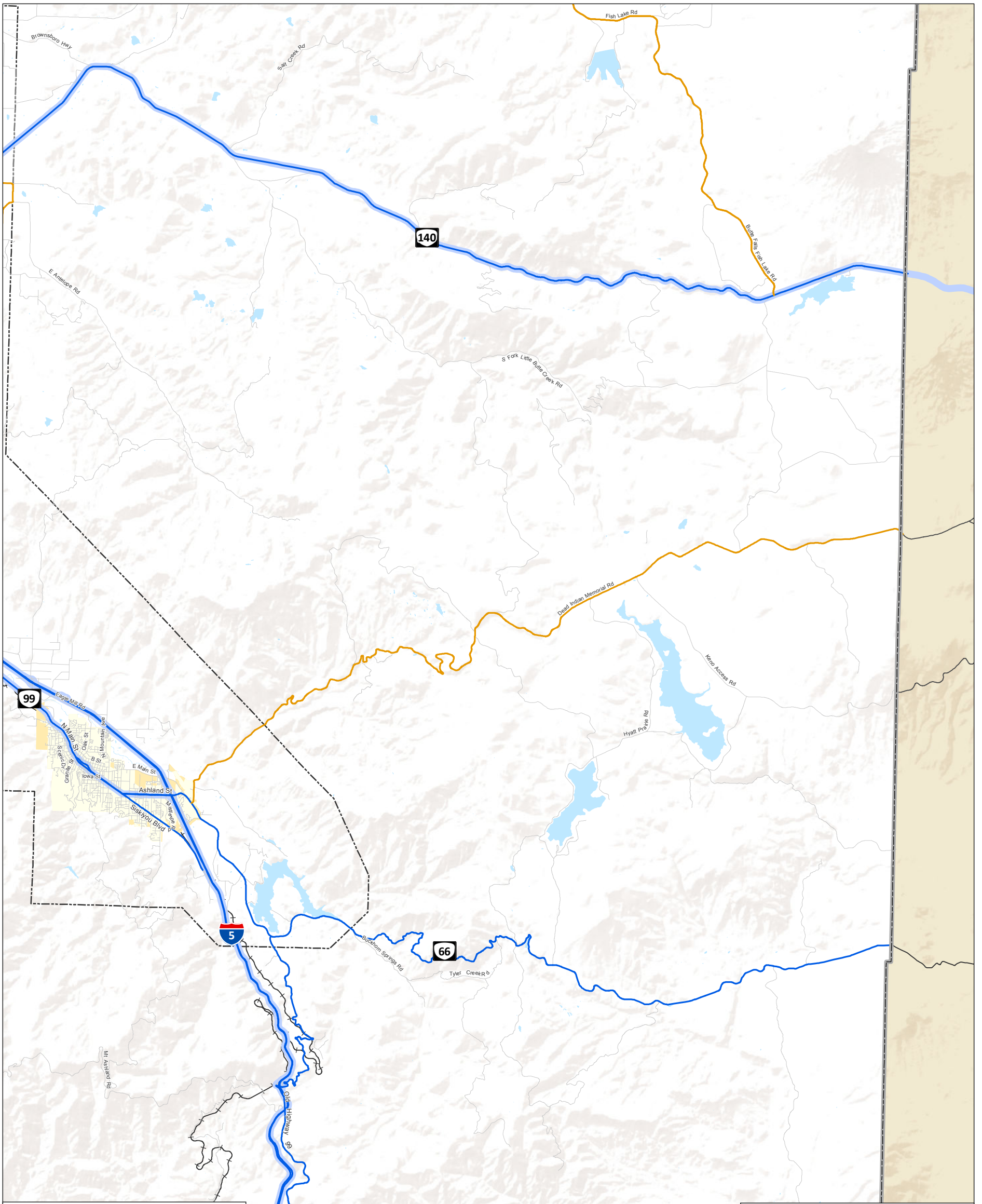
-  ODOT Freight Routes
-  County Freight Routes
-  NHS Freight Route
-  NHS Intermodal Connector
-  City Boundaries
-  Urban Cluster Boundary
-  Urban Growth Boundary
-  Middle Rogue MPO
-  Rogue Valley MPO
-  County Boundary













**Freight Route Designations  
Jackson County, OR**

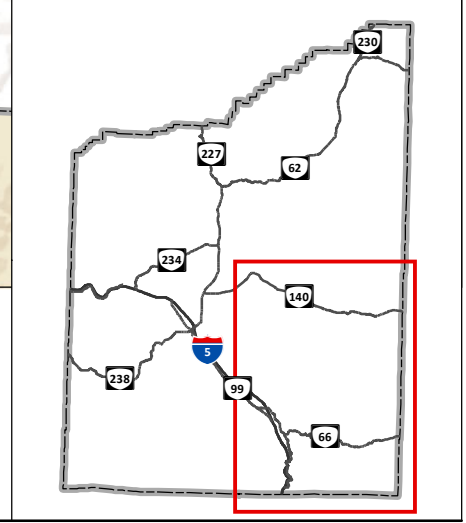
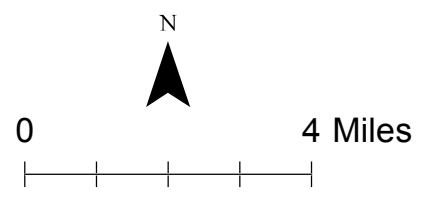
**Figure  
14C**

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**Freight Routes**

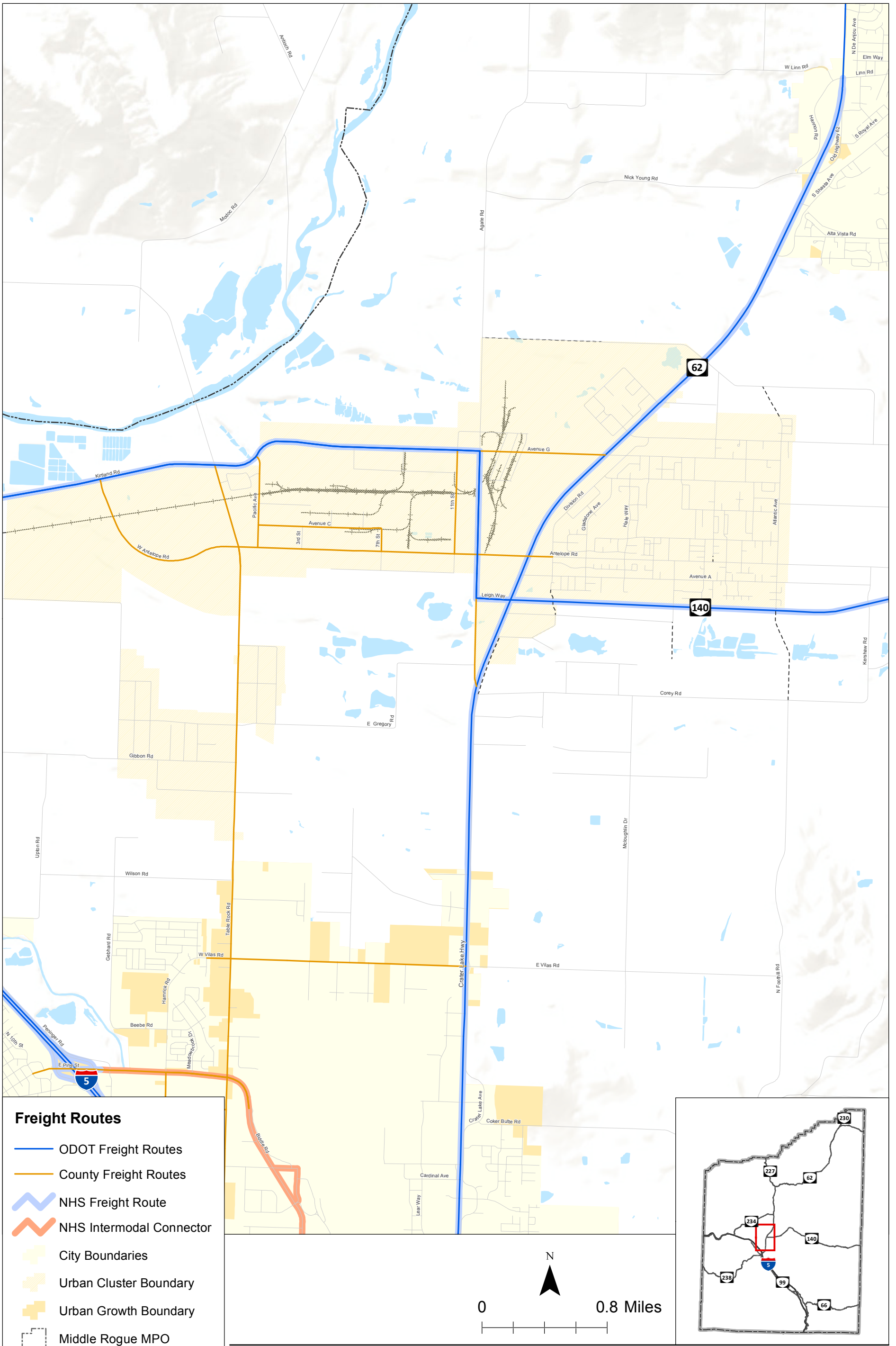
-  ODOT Freight Routes
-  County Freight Routes
-  NHS Freight Route
-  NHS Intermodal Connector
-  City Boundaries
-  Urban Cluster Boundary
-  Urban Growth Boundary
-  Middle Rogue MPO
-  Rogue Valley MPO
-  County Boundary



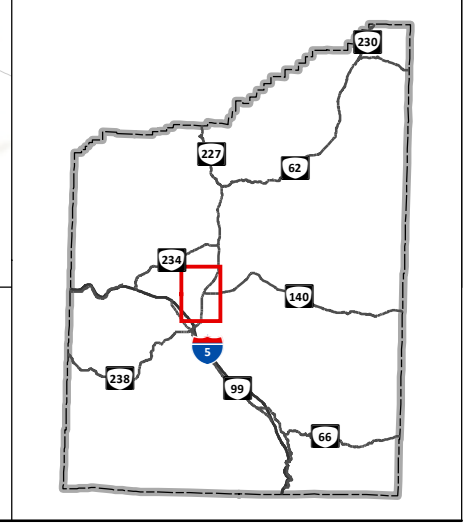
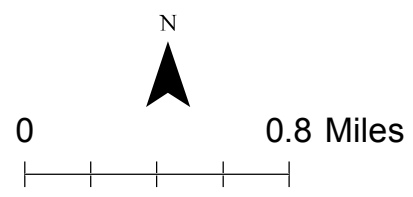
**Freight Route Designations  
Jackson County, OR**

**Figure  
14D**

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



**Freight Route Designations  
Jackson County, OR**

**Figure  
14E**

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Attachment A Pedestrian and Bicycle  
Alternatives within UGBs

City of Ashland

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...				Local Access Rd Inside...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
Ashland Mine Road	City Limits - 2620' S. of Frank Hill Road			0.63							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Clay Street	Frontage Rd. S. of Hwy 66 - Siskiyou Blvd	0.48									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Clay Street	E. Main St. - Frontage Rd. N. of Hwy 66	0.48									New Bike Lanes	New Bike Lanes	Fill in Sidewalk Gaps	Fill in Sidewalk Gaps
Clay Street	1,449' S. of Hwy Siskiyou Blvd - Dead End	0.11									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Crowson Road	Hwy 99 - 185' Southwest of Benson Way		0.14								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Crowson Road	Benson Way - 185' Southwest	0.04									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Crowson Road	Benson Way - I-5		0.09								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Crowson Road	I-5 - Hwy 66		0.44								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Dead Indian Mem. Rd.	Hwy 66 - 350' Northeasterly	0.07									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Dead Indian Mem. Rd.	350' - 600' Northeasterly of Hwy 66		0.05								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Dead Indian Mem. Rd.	600' NE of Hwy 66 - 920' N. Emigrant Ck Rd			0.53							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	Hwy 66 - 500' North	0.09									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	500' -1415' Northwesterly of Hwy 66		0.17								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	1415' - 1465' Northwesterly of Hwy 66	0.01									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	1465' - I-5		0.54								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	I-5 to 175' West	0.04									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Main Street	175' - 700' East of Walker Street		0.62								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Hidden Lane	Hwy 66 - 500' Northeast						0.09				New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Jackson Road	Hwy 99 - No Name Road		0.20								New Bike Lanes	New Bike Lanes	Fill in Sidewalk Gaps	Fill in Sidewalk Gaps
Jackson Road	No Name Road - 310' East			0.06							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Maywood Way	Hidden Lane - 225' East						0.04				New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
No Name Road	Jackson Road - 610' North			0.12							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Pape Street	Wimer Street - 630' North								0.12		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Paradise Lane	Peachey Road - 500' South	0.09									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Peachey Road	Walker Avenue - Hillview Drive	0.22									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Prather Street	Wimer Street - 630' North								0.12		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Tolman Creek Road	Siskiyou Blvd. - South City Limits	0.55									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Walker Avenue	City Limits - 665' South			0.13									Fill in Sidewalk Gaps	Fill in Sidewalk Gaps
West Jackson Road	Hwy 99 - 1075' Northwesterly		0.20								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Wimer Street	City Limits - 330' West								0.06		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		2.18	2.45	1.47	0.00	0.00	0.00	0.43	0.00	0.00				



**City of Butte Falls**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
		Butte Falls Road	West city limits to Laurel Avenue	0.63									New Bike Lanes	New Bike Lanes
Butte Falls-Fish Lake Rd	Broad Street to east city limits	0.31									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				

City of Central Point

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
Beall Lane	Merriman Road - Hwy 99 East R/W			0.73										
Beall Lane	Hwy 99 West R/W - Grant Road			1.50										
Beall Lane	Grant Road - Old Stage Road				0.84									
Beebe Road	Hamrick Road - 450' West		0.09											
Beebe Road	450' - 615' West of Hamrick Road	0.03								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Beebe Road	615' - 1770' West of Hamrick Road		0.22											
Beebe Road	1770' - 2260' Westerly of Hamrick Road				0.09									
Biddle Road	Hamrick Road - 730' East		0.14											
Biddle Road	730' - 1440' East of Hamrick Road	0.13												
Biddle Road	1440' E of Hamrick Road - Table Rock Road		0.12											
Blackwell Road	Kirtland Rd - 1660' Westerly of Tolo Rd					0.64								
Blackwell Road	1660' Westerly of Tolo Rd - Villa Lane				0.45									
Blue Jay Lane	Grant Road - Oak Pine Way				0.09									
Boes Avenue	Teresa Way - 250' West of Raymond Way	0.14								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Bursell Road	Beall Lane - 230' North of Beall Lane			0.04										
Bursell Road	230' N of Beall Ln - 110' S of Pittview Ave		0.26											
Bursell Road	110' S of Pittview - Hemlock Avenue	0.09								New Bike Lanes	New Bike Lanes		New Sidewalks	
Carlton Avenue	Tulane Avenue - Sunland Avenue		0.18											
Dean Creek Road	Blackwell Road - 4960' Southeast					0.94								
East Pine Street	10th Street - West R/W of I-5	0.12												
East Pine Street	East R/W of I-5 - 1150' East			0.22										
East Pine Street	1150' E of I-5 East R/W - Hamrick Road	0.23										New Sidewalks	New Sidewalks	
Edella Avenue	Beall Lane - 1630' North		0.31											
Edwina Avenue	Beall Lane - 740' North					0.14								
Freeland Road	Sylvia Road - Palomino Drive				0.50									
Gebhard Road	Beebe Road - 400' Northerly	0.08								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Gebhard Road	400' Northerly of Beebe Rd - Aristona St			0.65										
Gebhard Road	Aristona St - Wilson Rd				0.25									
Grant Road	Beall Lane - Taylor Road			0.85										
Grant Road	Taylor Road - 2660' North of Taylor Road			0.51										
Grant Road	2660' North of Taylor Road - Scenic Avenue				0.62									
Green Acres Drive	Beall Lane - Palomino Drive				0.19									
Hamrick Road	Table Rock Road - 620' West		0.12											
Hamrick Road	620' - 2015' West of Table Rock Road	0.26								New Bike Lanes	New Bike Lanes	New Sidewalks		
Hamrick Road	Biddle Road - 1250' South of Biddle Road	0.24								New Bike Lanes	New Bike Lanes	New Sidewalks		
Hanley Road	West Pine St - 400' SW of West Pine St		0.08											
Hanley Road	400' - 1585' SW of West Pine St	0.22								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Hanley Road	1585' SW of West Pine St - Beall Ln		0.11											
Hanley Road	Beall Lane - 1890' South of Beall Lane				0.36									
Hanley Road	1890' - 2420' South of Beall Lane					0.10								
Jaybee Lane	Hwy 99 - 580' North of Hwy 99								0.11					
Lark Lane	Jaybee Lane - 1275' East of Jaybee Lane								0.24					
Libby Street	Edella Avenue - Bursell Road		0.07											
Merita Terrace	Tolo Road - Blackwell Road								0.61					
New Ray Road	Grant Road - Oak Pine Way								0.23					
New Ray Road	Oak Pine Way - 780' SW of Oak Pine Way				0.15									
New Ray Road	780' SW of Oak Pine Way - Beall Lane								0.23					
Oak Pine Way	220' N of Blue Jay Lane - Blue Jay Lane								0.04					
Oak Pine Way	Blue Jay Ln - 525' S of New Ray Rd				0.27									
Old Stage Road	Sylvia Road - Beall Lane					0.36								
Old Upton Road (North)	Upton Road - 200' West of Upton Road			0.04										
Old Upton Road (North)	200' West of Upton Road - Raymond Way	0.14								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Old Upton Road (South)	Upton Road - West I-5 R/W	0.07								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Palomino Drive	Green Acres Drive - Freeland Road				0.06									
Peninger Road	East Pine Street - 730' Northwest				0.14									
Peninger Road	730' - 2330' NW of East Pine Street			0.30										
Peninger Road	2330' - 2690' NW of East Pine Street	0.07								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	
Pittview Avenue	Bursell Road - 1220' East	0.23								New Bike Lanes	New Bike Lanes	New Sidewalks		
Raymond Way	Old Upton Road - 230' North of Boes Ave	0.26								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks	

**City of Central Point**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
Robin Lane	Grant Road - Oak Pine Way				0.16									
Scenic Avenue	West R/W Line of Railroad - 230' West			0.04										
Scenic Avenue	230' West of Railroad R/W - Grant Road				0.10									
Scenic Avenue	Grant Road - Seven Oaks Road					0.23								
Sunland Avenue	Taylor Road - Tulane Avenue		0.17											
Sunnyvale Drive	Sylvia Road - Beall Lane				0.30									
Sylvia Road	Old Stage Road - Freeland Road					0.22								
Taylor Road	200' - 295' W of Silver Creek Drive		0.02											
Taylor Road	295' W of Silver Creek Dr - Sunland Ave	0.02									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Taylor Road	Sunland Avenue - Grant Road (East Inter)		0.14											
Taylor Road	Grant Rd (East Inter) - Grant Rd (West Inter)			0.07										
Taylor Road	Grant Road (West Inter) - 2200' Westerly				0.42									
Tolo Road	I-5 North RW - Blackwell Road				0.53									
Tulane Avenue	Sunland Avenue - Carlton Avenue	0.12									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Upton Road	330' - 965' NE of Peninger Road	0.12									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Upton Road	965' - 2380' NE of Peninger Road			0.33										
Upton Road	2380' NE of Peninger Rd - 145' S of Wilson Rd				0.29									
Upton Road	145' S of Wilson Road - Wilson Road					0.03								
Villa Lane	Blackwell Road - 670' South								0.13					
West Pine Street	Glenn Way - 2410' Southwest of Glenn Way	0.46									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
West Pine Street	2410' Southwest of Glenn Way -Hanley Rd		0.02											
West Vilas Road	Table Rock Rd - 680' W of Table Rock Rd		0.13											
Willow Springs Road	I-5 West R/W - Railroad East R/W					0.22								
Wilson Road	Table Rock Road - 480' West			0.09										
Wilson Road	480' W of Table Rock Road - Upton Road					1.13								
Woods Road	Table Rock Road - 425' West						0.08							
Totals		3.03	2.18	5.37	5.81	3.87	0.22	0.00	1.48	0.11				

City of Eagle Point

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
		Alta Vista Road	Bigham-Brown Rd - 1790' East			0.34							New Bike Lanes	New Bike Lanes
Alta Vista Road	1790' - 2810' Easterly of Bigham-Brown Rd	0.19									New Bike Lanes	New Bike Lanes		New Sidewalks
Alta Vista Road	2810' E of Bigham-Brown Rd - Riley Rd			0.61							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Bigham-Brown Road	Alta Vista Road - 945' South				0.18						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Bigham-Brown Road	945' - 2660' South of Bigham-Brown Rd					0.32					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Brownsborro-Eagle Point Rd	Old Hwy 62 - 200' E of Old Hwy 62		0.04								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Brownsborro-Eagle Point Rd	200' E of Old Hwy 62 - Main Street	0.71									New Bike Lanes	New Bike Lanes	Fill in Sidewalk Gaps	Fill in Sidewalk Gaps
Brownsborro-Eagle Point Rd	Napa Street - 500' E of Candis Drive	0.44									New Bike Lanes	New Bike Lanes		New Sidewalks
Brownsborro-Eagle Point Rd	500' E of Candis Dr - Reese Creek Rd		0.10								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Eagle Heights Drive	Stevens Road - 1345' North								0.25		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Dahlia Terrace	Linn Road - 1340' North								0.25		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Linn Road	500' - 730' Northwest of Hwy 62	0.04									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Linn Road	730' - 1600' Northwest of Hwy 62		0.16								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Linn Road	1600' NW of Hwy 62 - Dahlia Terrace				0.26						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Linn Road	Dahlia Terrace - 840' W of Dahlia Terrace					0.16					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
No Name Road	Rolling Hills Drive - 730' South								0.14					
No Name Road	Reese Creek Rd - 1340' West								0.25					
Palima Drive	Stevens Road - 690' South			0.13							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Reese Creek Road	Brownsboro-Eagle Point Rd - Barton Rd			0.48							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Reese Creek Road	Barton Road - 2320' North				0.44						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	Stevens Road - 670' Southerly		0.13								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	670' - 2690' Southerly of Stevens Road				0.38						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	2690' - 2765' Southerly of Stevens Road		0.01								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	2765' - 3800' Southerly of Stevens Road				0.20						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	3800' - 5090' Southerly of Stevens Road	0.24									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	5090' S of Stevens Rd - Alta Vista Rd			0.29							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Riley Road	Alta Vista Rd - 1110' South				0.21						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rolling Hills Drive	Hwy 62 - Old Medco Road West R/W								0.95		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rolling Hills Drive	Reese Creek Rd - Old Medco Rd West R/W								0.13		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Second Street	East Side of Section 2 - 2560' West								0.48		New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Stevens Road	Robert Trent Jones Jr Bl - 696' East	0.13									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Stevens Road	696' E of Robert Trent Jones - Palima Dr		0.13								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Stevens Road	Palima Dr - Eagle Heights Dr				0.51						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		1.75	0.57	1.85	2.18	0.48	0.00	0.00	1.95	0.50				

**City of Jacksonville**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	
Applegate Street	Graham Street to Southwest city limits	0.54										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Old Stage Road	230' South to 395' North of Autumn Lane			0.12								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Stage Road South	Wells Fargo Drive to 1,400' Southeast			0.27								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		0.54	0.00	0.39	0.00	0.00	0.00	0.00	0.00	0.00					

City of Medford

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	
Agate Street	Peach Street - Happy Valley Drive	0.18										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Airport Road	Table Rock Road - 750' E of Biddle Road	0.46										New Bike Lanes	New Bike Lanes		New Sidewalks
Alamar Street	Orchard Home Dr - Rio Street	0.22										New Bike Lanes	New Bike Lanes		
Albion Lane	Happy Valley Drive - 396' West	0.08										New Bike Lanes	New Bike Lanes	New Sidewalks	
Albion Lane	396' W of Happy Valley Dr - Columbus Ave		0.06												
Annapolis Drive	125' West - 625' East of Normil Terrace	0.14										New Bike Lanes	New Bike Lanes	New Sidewalks	
Archer Drive (West)	Orchard Home Dr - 1330' West	0.25										New Bike Lanes	New Bike Lanes		
Archer Drive (East)	Orchard Home Dr - 131' East of Milford Dr	0.28										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Archer Drive (East)	Columbus Ave - 170' East	0.03										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Archer Drive (East)	170' E of Columbus Ave - Happy Valley Dr		0.11												
Archer Drive (East)	Happy Valley Drive - Peach Street	0.18										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Barlynn Street	335' South - 320' North of Stearns Way		0.12									New Bike Lanes	New Bike Lanes		New Sidewalks
Barnett Road East	3500' - 5070' Easterly of North Phoenix Rd						0.30								
Barnett Road East	5070' - 7250' Easterly of North Phoenix Rd								0.41						
Barnett Road East	7250' E of North Phoenix Rd - Mitchelen Pl				0.21										
Bateman Drive	Table Rock Road - 2000' East	0.38										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Beall Lane	Merriman Road - 1440' West of Hwy 99			1.02											
Biddle Road	Table Rock Road - 200' Southeast		0.04												
Broadview Avenue	Fairlane Drive - 1130' East		0.21												
Bullock Road	Hwy 62 - 3050' North	0.57										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Bursell Road	Ellen Avenue - Beall Lane	0.08										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cadet Drive	Normil Terrace - 550' East	0.10										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Canal Street	385' North - 380' South of Archer Drive	0.14										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Charles Way	Sage Road - 700' East		0.13												
Charlotte Ann Road	Hwy 99 - 1900' Northeasterly	0.36										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cherry Lane	Mary Bee Lane - Hillcrest Road	1.72										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cherry Street	Prune Street - Stewart Avenue	0.43										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cloudcrest	Highcrest Drive - Stardust Way	0.08										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Clover Lane	West Main Street - Sunset Court		0.46												
Coal Mine Road	North Phoenix Rd - 2140' East		0.41												
Coal Mine Road	2140' - 4710' Easterly of North Phoenix Rd	0.49										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Coal Mine Road	4710' E of N Phoenix Rd - Santa Barbara Dr			0.26											
Coker Butte Road	175' West - 390' East of Arrowhead Drive	0.11										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Coker Butte Road	390' - 1380' East of Arrowhead Drive		0.19												
Coker Butte Road	1380' E of Arrowhead Dr - Foothill Rd			1.29											
Columbus Avenue	Garfield Street - Stage Road South	0.80										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Connell Avenue	Beall Lane - 135' South	0.03										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Connell Avenue	135' - 440' South of Beall Lane		0.05												
Corona Avenue	Roberts Road - 700' North of Hilton Road	0.47										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cottonwood Avenue	Lawnsdale Road - Gilman Road	0.08										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Crater Lake Avenue	3240' - 5340' North of East Vilas Road			0.40											
Crews Road	Table Rock Road - 750' North	0.14										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Cunningham Avenue	Columbus Avenue - Orchard Home Drive	0.33										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Dale Street	Lucky Lane - 400' North						0.08								
Diamond Street	Kings Hwy - Peach Street	0.25										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	Table Rock Road - 2640' East	0.50										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	2640' - 3305' East of Table Rock Road		0.13												
East Vilas Road	3305' E of Table Rock Rd - 280' E of Peace Ln	0.18										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	280' - 530' East of Peace Lane		0.05												
East Vilas Road	530' - 1180' East of Peace Lane	0.12										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	1180' - 3340' East of Peace Lane		0.41												
East Vilas Road	3340' East of Peace Lane - Hwy 62	0.10										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	Crater Lake Ave - 300' East	0.06										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Vilas Road	300' - 570' East of Crater Lake Avenue		0.05												
East Vilas Road	570' - 2540' East of Crater Lake Avenue			0.37											
Ehrman Way	120' East of Sage Rd - Joseph St		0.17												
Elk Street	Hwy 99 - 250' West		0.05												
Ellen Avenue	Marilee Street - Hwy 99	0.46										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Ellendale Drive	Greenwood Street - Crestbrook Road	0.04										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks

City of Medford

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
		Eston Court	Columbus Ave - 240' East		0.05									
Eucalyptus Drive	Foothill Road - 820' Westerly	0.16									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Experiment Station Road	930' - 1275' West of Kings Hwy					0.07								
Fairlane Drive	Stage Road South - Broadview Avenue		0.21											
Foothill Road	Hillcrest Road - 3230' North	0.62									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Foothill Road	150' S Lone Pine Rd - 465' S Cedar Links Dr	0.68									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Foothill Road	465' S of Cedar Links Dr - Cedar Links Dr		0.09											
Foothill Road	Cedar Links Dr - 405' N of Delta Waters Rd	0.39									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Foothill Road	405' - 1285' North of Delta Waters Road				0.17									
Foothill Road	1285' N of Delta Waters Rd - Coker Butte Rd					0.78								
Garfield Street	Kings Hwy - 625' East	0.12									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Garland Place	Albion Lane - Harding Court		0.07											
Gaylee Avenue	Stewart Avenue - 1025' North							0.19						
Gilman Road	Biddle Rd - 170' West of Cottonwood Ave	0.36									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Graffis Road	Coal Mine Road - 1740' Southerly								0.33					
Greenwood Street	Highland Drive - Ellendale Drive	0.20									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Happy Valley Drive	Agate Street - 150' South	0.02									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Happy Valley Drive	150' S of Agate St - 220' S of Archer Dr		0.10											
Happy Valley Drive	220' S of Archer Dr - 750' S of Albion Ln	0.29									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Happy Valley Drive	750' S of Albion Ln - Stage Road South		0.04											
Harbrooke Road	North Phoenix Road - 1320' East	0.25									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Harding Court	Happy Valley Drive - Garland Place		0.06											
Hart Avenue	Diamond Street - Garfield Street	0.22									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Harvard Place	Old Cherry Lane - Yale Drive	0.30									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Hidden Village Place	Coal Mine Road - 1455' South							0.28						
Highcrest Drive	Hillcrest Road - Cloucrest Drive	0.59									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Hillcrest Road	Foothill Road - Bel Air Court		0.60											
Hillcrest Road	Monterey Dr - 1500' West of Cherry Lane	0.38									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Hillcrest Road	Cherry Lane - 1845' East of Cherry Lane	0.35									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Jet Drive	Archer Drive - 240' South		0.05											
Jolisa Street	335' South - 320' North of Stearns Way		0.12											
Joseph Street	Ehrman Way - Mason Way		0.24											
Judge Lane	Peace Lane - 1320' West				0.25									
Justice Road	Hwy 62 - 780' Westerly	0.15									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Justice Road	780' Westerly of Hwy 62 - Peace Lane				0.67									
Kings Highway	416' - 1280' South of Agate Street	0.16									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Kings Highway	1280' - 1470' South of Agate Street			0.04										
Kings Highway	1470' South of Agate St - Stage Road South				0.24									
Lawnsdale Road	Biddle Road - Cottonwood Avenue	0.33									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lillian Avenue	Diamond Street - Garfield Street	0.22									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lowry Lane	Hwy 99 - 850' Easterly	0.16									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lozier Lane	West Main Street - 1965' South	0.37									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lozier Lane	1965' - 3465' South of West Main Street		0.29											
Lozier Lane	3465' - 3575' South of West Main Street	0.02									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lozier Lane	3575' - 3790' South of West Main Street		0.04											
Lozier Lane	3790' S of West Main St - Stewart Avenue	0.07									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lucky Lane	Stage Road South - 670' East					0.13								
Maple Park Drive	Western Avenue - Ross Lane North	0.35									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Marilee Street	Ellen Avenue - Beall Lane	0.08									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Marshall Avenue	Kings Hwy - Peach Street	0.25									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Mason Way	294' West of Mira St - Joseph St		0.29											
Maverick Street	Peace Lane - 1150' West				0.22									
Mc Andrews Road	500' SW of Jackson St - 270' E of Ross Lane N	0.32									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Meals Drive	385' North - 380' South of Archer Drive	0.14									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Midway Road	Merriman Road - 665' E of Cummings Ln	0.44									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Midway Road	Biddle Road - 700' West	0.13									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Milford Drive	385' North - 380' South of Archer Drive	0.14									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Mira Way	Charles Way - 440' Southeast					0.08								
Mitchelen Place	Santa Barbara Dr - Santa Barbara Dr							0.66						





**City of Medford**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	
		Table Rock Road	650' - 2640' North of Wilson Road				0.38								
Thorn Oak Drive	Ross Lane North - 141' West	0.03										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Thorn Oak Drive	141' - 1320' West of Ross Lane North		0.21												
Thomas Road	Sunset Drive - 187' North		0.03												
Thomas Road	187' - 2755' North of Sunset Drive	0.49										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Thomas Road	2755' N of Sunset Drive - Stewart Avenue		0.14												
West Mc Andrews Road	60' West of Ross Lane North - 1280' West	0.23										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Westdale Place	Lozier Lane - 375' West					0.07									
Western Avenue	Mc Andrews Road - Maple Park Drive	0.09										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Yale Drive	Harvard Place - Stanford Avenue	0.15										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		26.09	10.55	1.79	6.00	3.39	1.36	0.00	3.98	0.00					

City of Phoenix

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	
		Campbell Road	North Phoenix Rd - 3450' East				0.65							New Bike Lanes	New Bike Lanes
Campbell Road	3450' - 4010' E of North Phoenix Road								0.11			New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Camp Baker Road	Colver Road - 1015' W. of Colver Road		0.19									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Camp Baker Road	1015' W - 1190' W of Colver Road	0.03										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Camp Baker Road	1190' W of Colver Rd - 210' W of Hilsinger Rd		0.07									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Camp Baker Road	210' W - 660' W of Hilsinger Road			0.09								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Colver Road	140' S of Samuel Ln - 215' S of Camp Baker Rd			0.10								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Colver Road	215' S of Camp Baker Rd - 112' S of Jared Ct		0.06									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Colver Road	112' S of Jared Ct - 360' N of Jared Ct.	0.09												New Sidewalks	New Sidewalks
Dano Drive	W Railroad R/W - 850' West						0.16					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Fern Valley Road	Main Street - Bridge #10	0.13										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Fern Valley Road	North Phoenix Rd - 370' East	0.07												New Sidewalks	
Fern Valley Road	370' E - 1650' NE of North Phoenix Road			0.24								New Bike Lanes	Fill in Bike Lane Gaps	New Sidewalks	Fill in Sidewalk Gaps
Fern Valley Road	1650' NE - 1900' NE of North Phoenix Road								0.05			New Bike Lanes	New Bike Lanes	New Sidewalks	
Hilsinger Road	Camp Baker Road - Pacific Lane		0.08									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Houston Road	Colver Road - 180' W of Coral Circle	0.12													
Houston Road	180' W - 290' W of Coral Circle			0.02								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Houston Road	290' W of Coral Circle - Calhoun Road						0.23					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
No Name Road	Dano Drive - 1200' Northwest						0.23					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
North Phoenix Road	515' N - 2780' Northerly of Grove Way				0.43							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
North Phoenix Road	2780' - 4840' Northerly of Grove Way						0.39					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Northridge Terrace	Hwy 99 - Cul-De-Sac				0.36							New Bike Lanes	New Bike Lanes		
Oak Crest Way	Hwy 99 - Cul-De-Sac				0.29							New Bike Lanes	New Bike Lanes		Fill in Sidewalk Gaps
Totals		0.44	0.40	0.45	1.73	0.78	0.39	0.00	0.00	0.00					

**City of Rogue River**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
		Blue Ridge Court	Blue Ridge Drive to 700' southwest		0.13								New Bike Lanes	New Bike Lanes
Blue Ridge Drive	Wards Creek Road to 380' northwest		0.07								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Evans Creek Road	1070' to 1410' southerly of Manzanita Dr			0.06							New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
East Evans Creek Road	1410' to 5770' Southerly of Manzanita Dr		0.78								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Fielder Lane	Foothills Blvd to 470' southwest		0.09								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Foothills Blvd.	City limits to 2175' southwest		0.41								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Lloyelen Drive	West Evans Creek Road to 730' northeast		0.14								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Scenic Drive	780' to 2625' east of Robbins Avenue					0.35					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Wards Creek Road	820' to 4505' northeast of North River Rd		0.70								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
West Evans Creek Road	1070' to 7550' northerly of Walnut Drive		1.23								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
West Lloyelen Drive	West Evans Creek Road to 1470' westerly		0.28								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
West Lloyelen Drive	1470' to 2000' westerly of W. Evans Creek Rd					0.10					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		0.00	3.83	0.06	0.00	0.00	0.45	0.00	0.00	0.00				

**City of Shady Cove**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks		
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East	
Indian Creek Road	Hwy 62 to 950' southeasterly	0.18										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Indian Creek Road	950' to 1320' southeasterly of Hwy 62		0.07									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Long Branch Road	Rogue River Drive to 2775' northwesterly			0.53								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Old Ferry Road	Hwy 62 to 3200' northeasterly	0.61										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Old Ferry Road	3200' to 7230' northeasterly of Hwy 62		0.76									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rogue River Drive	Long Branch Road to 640' westerly			0.12								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rogue River Drive	Long Branch Road to 1370' northeast		0.26									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rogue River Drive	1370' NE of Long Branch Rd to Hwy 62	1.39										New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Sawyer Road	295' to 925' northwesterly of Rogue River Dr						0.12					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		2.18	1.09	0.65	0.00	0.00	0.12	0.00	0.00	0.00					

**City of Talent**

Pedestrian and Bicycle Alternatives

Road Name	Segment of Road	County Roads Inside ...					Local Access Rds Inside ...				Bike Lanes		Sidewalks	
		City	UGB	UGB*	UR	UR*	UGB	UGB*	UR	UR*	North/West	South/East	North/West	South/East
Colver Road	Hwy. 99 to No Name Road		0.33											New Sidewalks
Colver Road	No Name Road to end of reserve				0.38									New Sidewalks
Foss Road	UGB to 350' west				0.07						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Hilltop Road	West Hilltop Road to 475' Southeast					0.09					New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
No Name Road	Colver Road to South				0.19						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Old Pacific Hwy.	Talent Ave. to Hwy. 99				0.67						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Rapp Lane	Rapp Road to 1,350' South				0.26						New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Suncrest Road	Autumn Ridge to I-5		0.24								New Bike Lanes	New Bike Lanes	New Sidewalks	
West Valley View Rd.	I-5 to 1020' southeast of Suncrest Road		0.62								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Wagner Creek Road	Rapp Road to 450' West of Rapp Road	0.09									New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Wagner Creek Road	450' West of Rapp Rd. to 775' SW		0.15								New Bike Lanes	New Bike Lanes	New Sidewalks	New Sidewalks
Totals		0.09	1.34	0.00	1.57	0.00	0.09	0.00	0.00	0.00				