

Memorandum

Date: February 17, 2016

To: Jackson County TSP Project Management Team

From: Darci Rudzinski and Shayna Rehberg, Angelo Planning Group
Susan Wright, PE, and Matt Bell, Kittelson & Associates

Re: Jackson County Transportation System Plan (TSP) Policies and Standards
Memorandum (Task 8.1)

I. Overview

This memorandum discusses County practices and policy issues related to the transportation system that have evolved since the 2005 Transportation System Plan (TSP) was adopted and identifies recommended standards that reflect the goals and objectives of the TSP update project (Tech Memo #1).

Section II describes County practices that require a stronger policy basis than the adopted TSP currently reflects. This section also describes the process for amending the TSP in the future, as the need arises.

Section III includes an overview of proposed standards for the updated TSP including those carried forward from the 2005 TSP, new standards developed and presented in Tech Memo #6 (Preferred Alternative), and proposed access management strategies. After review and revision, the final version of the standards will be provided in the Transportation System Plan section of the updated TSP document.

Section IV includes a table with adopted County transportation policies and recommended amendments that reflect county practices and are based on current policy direction. Table 5 presents proposed amendments in an “adoption ready” format (i.e., proposed deletions are struck out and proposed additions are underlined) and includes a commentary column that provides the rationale for the proposed changes. After a review process that includes project team members, the advisory committee, and the community, the final version of the goals and policies will serve as the updated Goals and Policies section in the updated TSP document.

II. Practices

County Roads

Adopted County practices regarding jurisdictional transfer of roadways and managing capital improvements to local roads have changed since the adoption of the 2005 TSP. These practices have been documented and adopted as Policy #1-45 (Administrative Policy, Chapter 1, General Provisions, 2010) and Orders 189-13 and 190-13 (2013). They will be reflected in modified and new transportation policies (see Section IV).

Jurisdictional Exchanges

Administrative Policy #1-45 addresses the transfer of County roads to city jurisdiction. This policy covers facilities within urban growth boundaries (UGBs) and city limits, as well as roads that are in proposed UGB amendment and annexation areas. It also articulates the County's funding responsibilities for maintaining County roads within city limits. *Policy #1-45 is summarized here; the full text can be found in Attachment A of this memorandum.*

Within City Limits or UGBs

For County roads already within a UGB but not yet within city limits the city must assume jurisdiction of the road upon annexation. If the road meets minimum County urban or city design standards, the County will not be required to compensate the city for the transfer, and the transfer will not be subject to other conditions that would otherwise be allowed under ORS 373.270(6).

Maintenance of County roads in city limits is limited to activities directly related to safety and reducing hazards. The County will not undertake major pavement maintenance such as overlays on County roads within city limits unless the city, or a third party, agrees to share in at least 50% of the cost of the improvement, or the work is being done in preparation for a jurisdictional exchange.

The conditions below apply to capital improvements of County roads within city limits,¹ but do not prohibit the County from capital repairs or actions that address safety and hazards issues.

- Improvement project is approved by the County Board of Commissioners;
- City agrees, prior to programming, that it will assume jurisdiction of the road upon completion of the improvement;
- City or other funding agency must provide at least half of the improvement cost; and
- County funds are available to cover remaining improvement cost.

Within Proposed UGB Amendment and Annexation Areas

All boundaries of a proposed UGB amendment or annexation area that abut a County road must include the entire County road right-of-way. If a proposed UGB amendment will have a significant impact on a County road already within a UGB or city limits, then the County may require transfer of all or part of the County road as a condition of approval.

Cities must assume jurisdiction of County roads within a UGB amendment area upon annexation, regardless of the design standards that the roads are constructed to. At the time of the transfer, the County will ensure that the road is in at least "good" condition as determined by the County's pavement management system.

¹ The updated TSP will identify needs on County roads inside cities limits but will not identify capital projects or priorities for these facilities. There may be a few exceptions to this policy for roadways where jurisdictional transfer of the facility after improvement is not anticipated.

Gravel Roads

There are three types of rural local roads throughout the County. There are County-maintained local roads, both paved and unpaved (i.e. gravel roads). There are County unimproved roads that may have once been, but that are no longer, maintained by the County. There are also local access roads which are public roads that do not belong to any agency and for which the County has jurisdiction but no liability to maintain. The County has different policies for each of these three types of facilities related to their maintenance and design standards.

County-Maintained and County Unimproved Roads

Orders 189-13 and 190-13, adopted by the Jackson County Board of Commissioners on August 14, 2014, establish policies regarding improving County-maintained gravel roads and County unimproved roads. These policies state:

- The County will pave County-maintained gravel roads only if another party pays the full cost of improving the road to County paved local road standards; and
- The County will assume responsibility for maintaining County unimproved roads once another party has improved the road to County paved local road standards.

In accordance with Board Order 190-13, parties other than Jackson County shall pay the full cost of any such improvements.

County unimproved roads being improved by another party shall be improved pursuant to the County's Local Road standards (see Table 2).²

Improvements made to County-maintained gravel roads will be made to a new local road standard that will apply to County-maintained gravel roads only. This new standard and will apply regardless of who pays for the improvement and will be included in the updated TSP.

A new TSP policy is proposed (4.2.1 R) to implement current practice and orders 189-13 and 190-13.

The updated TSP will also formalize the County's policy of not allocating capital improvement funds to improve local roads with the exception of roads that are part of, or providing connections to, the bicycle network or greenway systems.

Local Access Roads

The updated TSP will formalize the County's intent to classify County unimproved roads that are no longer maintained by the County as local access roads.³ The County will continue to exercise jurisdiction over local access roads but, consistent with the State's requirements, will only expend

² Although not included in Orders 189-13 and 190-13, there are tools for how private party payments for improvements can be organized and managed. These tools include but are not limited to Local Improvement Districts and less formal Community Paving Agreements. The updated TSP will include a discussion of funding options.

³ Pursuant to ORS Chapter 368, County Roads, local access roads are defined public roads that are not a county road, state highway, or federal roads.



County road funds on projects that respond to an emergency or that are warranted based on the public use of the road.⁴

Table 1 below provides a summary of the three types of rural local roads and their applicable policies.

Table 1: Rural Local Roadway Types and Policies

| Type/Description | Maintenance and Improvement Policies | Other Policies |
|---|---|---|
| <p>County-Maintained Local Road:</p> <p>Local roads maintained by the County that may be either paved or unpaved (i.e. gravel)</p> | <p>The County will pave County-maintained gravel roads only if another party pays the full cost of improving the road to County standards (Orders 189-13 and 190-13).</p> <p>Improvements made to County-maintained gravel roads will be made to a new local road standard that will apply only to County maintained gravel roads (New policy per current practices).</p> | <p>The County will not allocate capital improvement funds to improve local roads with the exception of roads that are part of, or providing connections to, the bicycle network or greenway systems (New policy per current practices).</p> |
| <p>Unimproved Local Road</p> <p>Local unimproved roads (typically gravel surface with sub-standard width and structural depth) that may have once been, but that are no longer, maintained by the County</p> | <p>The County will assume responsibility for maintaining County unimproved roads once another party has improved the road to existing County paved local road standards (Orders 189-13 and 190-13).</p> <p>County unimproved roads being improved by another party shall be improved pursuant to the County’s existing Local Road standards (Orders 189-13 and 190-13).</p> | <p>The County’s intent is to classify County unimproved roads that are no longer maintained by the County as local access roads (New policy per current practices).</p> |
| <p>Local Access Road</p> <p>Local roads which are public roads that are not maintained by any agency.</p> | <p>The County will continue to exercise jurisdiction over local access roads but, consistent with the State’s requirements, will only expend County road funds on projects that respond to an emergency or that are warranted based on the public use of the road (ORS Chapter 368.031).</p> | <p>The County has no liability to maintain these facilities (ORS Chapter 368.031).</p> |

These policies may be waived for a specific project if recommended by the Director of Roads and parks and approved by order of the Board of Commissioners.

Figures identifying County-maintained local roads and unimproved local roads are provided in Attachment B.

⁴ See ORS Chapter 368.031 County jurisdiction over local access roads.

TSP Updates

The updated TSP is intended to be adopted as the transportation element of the County's Comprehensive Plan, replacing the 2005 TSP. Amendments to the adopted Comprehensive Plan must be considered through the County's legislative process and adopted by the County Board of Commissioners. The TSP will likely require amendment several times before the next complete update of the plan. Future targeted amendments could involve the addition of specific projects, changes to standards, new policy, or changes to roadway classifications. All of these types of modifications will require legislative decision-making.

The list(s) of identified projects that meet the County's transportation system needs is a required part of the TSP; prioritization of needed projects can assist the Board of Commissioners in deciding which projects should be programmed in the Capital Improvement Plan. Subsequent changes to project prioritization within the TSP do not require a legislative amendment of the TSP. A legislative TSP amendment is also not required for transportation improvements on existing facilities that are triggered by proposed development and that are required to meet adopted operational or safety standards as a condition of approval (including but not limited to improvements such as intersection control changes, additional turn lanes, pedestrian crossings, and bus stops or pull-outs). Changes to project prioritization will continue to be decided through a quasi-judicial review and decision process.

Practices described here will be included in the text of the TSP.⁵

III. Standards

This section provides an overview of the proposed transportation standards for the updated TSP. New topics not previously considered by the TAC or CAC are presented here for initial advisory committee consideration and potential inclusion in the TSP. These new topics include access management strategies and design standards for facility types not previously included in the County's Design Standards.

Functional Classifications

The proposed roadway functional classification plan is provided in Tech Memo #6 (Figure 1). It identifies updates to the existing roadway functional classification plan that reflect:

- Changes in the urban growth boundaries of the incorporated cities;
- Changes in traffic volumes and travel patterns along County roadways;
- Recommendations in several state, regional, and local planning documents; and,
- Improvements to the existing functional classification plan.

Most of the updates increase the classification of the roadways from local streets to minor or major collectors; however, a few of the updates decrease the classification of the roadways from major to

⁵ Note that TSP amendment processes described here is consistent with 2005 TSP Policy 4.3.3-D. However, current Strategy b. under this policy, which allows change from one functional classification to an adjacent classification in the hierarchy to be decided through a quasi-judicial process, is not recommended for inclusion in the updated TSP.

minor collectors or from major to minor arterials. Other updates include changes in the urban versus rural designation of the roadways. These updates impact the design of the roadway, including the types of bike and pedestrian facilities. A more detailed description of these changes is provided in Tech Memo #5 (Transportation Alternatives).

Park Roads

The county has low-volume local roads that are planned on-street alignments for the Rogue River Greenway. One example includes Upper River Road from Gold Hill to the east. Unique design treatments, such as Bicycle Advisory Lanes, are being considered for this segment (see Multi-modal Treatments section). The County is considering identifying “Park Road” as a new roadway functional classification that can be applied to Upper River Road and to other roads in the future; however, one standard cannot be developed to apply to all cases. The proposed toolkit in the Multi-Modal Treatments section should be applied to each unique situation.

However, the following question should be considered:

1. Should anticipated on-street alignments of the greenway system be designated via a new “Park Road” functional classification or rather identified in the TSP as a special designation on top of the functional classification (such as bikeway, freight route, etc.)?
2. What other situations, besides on-street alignment of a greenway, might the “Park Road” classification or designation apply to?

Mobility Standards

The County and ODOT use volume-to-capacity (v/c) ratios, which compare the volume of traffic entering an intersection to the theoretical capacity of the intersection to accommodate traffic. A v/c ratio of 1.0 indicates that an intersection is operating at capacity while a v/c ratio over 1.0 indicates that the intersection’s capacity is exceeded.

The County’s 2005 TSP (Section 5, Transportation System Plan) sets a maximum volume-to-capacity (v/c) ratio of 0.85 outside the MPO area and a v/c ratio of 0.95 inside the MPO for all County-maintained intersections during a weekday peak hour. These standards are also reflected in Policies 4.2.1-F and 4.2.1-S in the adopted Goals and Policies (Section 4) of the 2005 TSP. Policy 2.1.A in the White City TSP sets a maximum v/c ratio of 0.95 for weekday peak hour vehicular traffic which is consistent with the County’s standard for all County-maintained intersections inside the MPO.

ODOT’s standards for its facilities in Jackson County are provided in Table 6 of the Oregon Highway Plan (OHP). Table 6 identifies the maximum v/c ratios for all signalized and unsignalized intersections on ODOT facilities located outside the Portland Metro area. The standards vary based on the classification of the roadway (Statewide Highway, Districts Highway, etc.), designation (Freight Route, Expressway, etc.), posted speed, and location (MPO, non-MPO, etc.). The ODOT controlled intersections within Jackson County are located along OR62, OR66, OR99, OR140, OR230, OR234, OR238, and at the I-5/Siskiyou Highway interchange. In all cases, ODOT’s mobility standards for their facilities are higher (i.e. a lower v/c ratio) than the County’s standards of 0.85 and 0.95 in rural and urban areas, respectively.

The County's mobility standards should continue to be documented in the County's TSP. No changes are currently proposed to modify the County's mobility standards as part of the update of the TSP. However, the following questions should be considered:

1. Are there situations where the current standards are not adequate or are problematic for planning, design, or development review?

Road Design Standards

These updated rural, urban, and White City design standards are proposed for the new TSP and will replace current rural, urban, and White City design standards.⁷ The standards are proposed to be updated in the TSP as well as in the County's design standards.

The changes to the Rural County Roadway Standards include the following:

- Split standards for Major Collector and Arterial into two distinct standards instead of one standard.
- Updated various widths for consistency with current practices.
- Removed Degree of Curve, Maximum Grade, vertical Clearance, and Load Design Standard from the table.

⁷ Tables 5-2 and 5-3 and Figures 5-2 through 5-6 in the 2005 TSP



Table 2: Rural County Roadway Standards and Specifications

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

General Notes:

1. Whenever any street or road is created or upgraded within the UGB or ½ mile of any incorporated city, the policy outlined in the Goal and Policy section of this TSP with respect to the Urban Growth Management Agreement will apply (see Chapter 3, Policy 3.2.1-R).

2. The urban roadway standard for the corresponding functional classification may be built if the Department Director determines that the urban standard is more appropriate for the road section.

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

HS = X.

Notes:

① Minimum Design Speed unless approved by the Department Director.

② Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.

③ Applies to spacing between street intersections and driveways. No minimum standard between driveways.

④ Oregon Department of Transportation “Standard Specifications for Highway Construction” and Jackson County Supplemental Specifications and “Special Provisions” applicable to the project.

The changes to the Urban County and White City Roadway Standards include the following:

- Added a width standard for center left-turn/median to replace the 3-5 lane facility width standards.
- Modified the lane width standards to include a single standard lane width for each facility type. This will replace the minimum and recommended standards. The new proposed standard is equal the existing minimum standard in most cases.
- Updated ROW width to be consistent with reduced lane width standard and other minor adjustments.
- Removed Degree of Curve, Maximum Grade, vertical Clearance, and Load Design Standard from the table.

The following questions related to Urban County and White City Roadway Standards should be considered:

1. For Urban County Roadways, the Industrial Local and Industrial Collector have substantial right-of-way beyond the pavement width. Is this necessary and how is it allocated?
2. The bike lane width footnote indicates the bike lane should be measured from the edge of the concrete pan. Does space for the gutter need to be accounted for and/or added into the pavement, sidewalk, or right-of-way width?

Table 3: Urban County Roadway Standards and Specifications

| | Local Street | Industrial Local | Industrial Collector | Minor Collector | Major Collector | Minor Arterial | Major Arterial |
|---|------------------|------------------|----------------------|-------------------|-------------------|-------------------|----------------|
| Typical ADT (Average Daily Traffic) | 0-2,000 | 0-3,000 | 2,750-7,000 | 1,500-4,000 | 3,500-12,000 | 5,000-15,000 | >12,000 |
| Design Speed Minimum ⁶ | 25 | 25 | 35 | 35 | 45 | 45 | 50 |
| Number of Travel Lanes | 2 | 2 | 3 | 2 | 3 | 3 | 5 |
| Through Lane Width | 10' | 11' | 12' | 11' | 11' | 11' | 11' |
| Turn Lane/Median Width | No | No | 14' | No | 14' | 14' | 14' |
| Bike Lanes/Shoulder ¹ | No | 5' | 6' | 5' | 6' | 6' | 6' |
| On-Street Parking, Width | Both Sides, 7' | No | No | One Side, 8' | No | No | No |
| Pavement Width | 34' | 32' | 50' | 32'-40' | 48' | 48' | 70' |
| Sidewalk Width | 5' | No | No | 5-7' ² | 5-7' ² | 5-7' ² | 5-7' |
| Landscape Strip Width ³ | 7' | None | None | 7' | 7' | 7' | 7' |
| Right-of-Way Width ⁴ | 50' | 74' | 74' | 42-68' | 60-80' | 60-80' | 90-100' |
| Recommended Minimum Access Spacing ⁵ | 35' ⁷ | 50' ⁷ | 200' | 150' | 250' | 250' | 300' |
| Surface Type | AC | AC | AC | AC | AC | AC | AC |
| Minimum Stopping Sight Distance | 200' | 240' | 240' | 315' | 315' | 315' | 350' |
| Applicable Specifications | 8 | 8 | 8 | 8 | 8 | 8 | 8 |

General Notes:

1. Whenever any street or road is created or upgraded within the UGB or ½ mile of any incorporated city, the policy outlined in the Goal and Policy section of this TSP with respect to the Urban Growth Management Agreement will apply (see Chapter 3, Policy 3.2.1-R).

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

HS = X.

Notes:

- ¹ Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for the Development of Bicycle Facilities.
- ² Design for maximum width unless approved by the Department Director.
- ³ Landscape strips are permitted only with agreement that the adjacent property owner will maintain.
- ⁴ ROW width depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted.
- ⁵ Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
- ⁶ Minimum Design Speed unless approved by the Department Director.
- ⁷ Applies to spacing between street intersections and driveways. No minimum standard between driveways.
- ⁸ Oregon Department of Transportation “Standard Specifications for Highway Construction” and Jackson County Supplemental Specifications and “Special Provisions” applicable to the project.

Table 4: White City Street Standards and Specifications

| | Local Street A | Local Street B | Industrial Local | Industrial Collector | Minor Collector | Major Collector | Minor Arterial | Major Arterial |
|-------------------------------------|----------------|-------------------|------------------|----------------------|-----------------|-----------------|----------------|----------------|
| Typical ADT (Average Daily Traffic) | 0-750 | 0-2,000 | 0-3,000 | 2,750-7,000 | 1,500-4,000 | 3,500-12,000 | 5,000-25,000 | >12,000 |
| Design Speed Minimum ② | 25 | 25 | 25 | 35 | 35 | 45 | 45 | 50 |
| Number of Travel Lanes | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 5 |
| Through Lane Width | 12 ft. | 10 ft. | 11 ft. | 12 ft. | 11 ft. | 11 ft. | 11 ft. | 11 ft. |
| Turn lane/Median Width | No | No | No | 14 ft. | No | 14 ft. | 14 ft. | 14 ft. |
| Bike Lanes ① | No | No | No | No | 5 ft. | 6 ft. | 6 ft. | 6 ft. |
| On-Street Parking, Width | Both Sides | Both Sides, 7 ft. | No | No | One side, 8 ft. | No | No | No |
| Pavement Width | 25 ft. | 33 ft. | 34 ft. | 50 ft. | 32-40 ft. | 48 ft. | 48 ft. | 70 ft. |
| Minimum Access Spacing ④ | 35' ⑤ | 50' ⑤ | 50' ⑤ | 200 ft. | 150 ft. | 250 ft. | 250 ft. | 300 ft. |
| Sidewalk Width | 5 ft. | 5 ft. | 6 ft. Shoulder | 6 ft. Shoulder | 5-8 ft. ② | 5-8 ft. ② | 5-8 ft. ② | 5-8 ft. ② |
| Landscape Strip Width ③ | None | 7 ft. | None | None | 7 ft. | 7 ft. | 7 ft. | 7 ft. |
| Right-of-Way Width ⑥ | 40 ft. | 60 ft. | 74 ft. | 74 ft. | 66-74 ft. | 68-80 ft. | 70-80 ft. | 92-104 ft. |
| Surface Type | A.C. * | A.C. * | A.C. * | A.C. * | A.C. * | A.C. * | A.C. * | A.C. * |
| Minimum Stopping Sight Distance | 200 ft. | 200 ft. | 240 ft. | 240 ft. | 315 ft. | 315 ft. | 315 ft. | 350 ft. |
| Applicable Specifications | ⑦ | ⑦ | ⑦ | ⑦ | ⑦ | ⑦ | ⑦ | ⑦ |

General Notes:

Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or cold-mix. Hot-mix paving should conform to ODOT specifications. Cold-mix paving should conform to the separately published specifications of the County Public Works Department.

- ① Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for the Development of Bicycle Facilities.
- ② Design for maximum width unless approved by the Department Director.
- ③ Landscape strips are permitted only with agreement that the adjacent property owner will maintain.
- ④ Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
- ⑤ Applies to spacing between street intersections and driveways. No minimum standard between driveways.
- ⑥ ROW width depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted.
- ⑦ Oregon Department of Transportation "Standard Specifications for Highway Construction" and Jackson County Supplemental Specifications and "Special Provisions" applicable to the project.

Although no new roadway classifications are proposed, the County would like to consider additional roadway design standards for paving gravel roads as well as to address multi-modal needs on roadways that may warrant a treatment different from the typical standard (see sections below).

Note: Cross-sections will be included in the TSP and added to this memorandum after feedback is received from the PMT.

Multi-Modal Treatments

The TSP will include a toolkit for the design of bicycle and pedestrian treatments that can supplement the County’s existing design standards as well as be a guiding document for providing facilities that are an exception to the County’s existing standards. This will be useful for helping to implement the proposed Roadway Bikeway Network classifications as well as address issues on local and undesignated roads as they arise. Some example treatments that will be included in the toolkit include:

- Multi-use path/Multi-use path parallel to roadway

- Shared roadway
- Advisory lanes
- Shoulder bikeway
- Buffered shoulder bikeway
- Pedestrian path
- Pedestrian shoulder
- Bicycle pull-outs/climbing lanes

The above treatments may be used to address situations such on rural local roadways that are on-street alignments of the greenway system (i.e. “Park Roads”), that are part of the County’s roadway bicycle network, or that have recreational or residential bicycle and pedestrian demand that warrants some level of protection (such as a mixed use path, shoulder bikeway, or advisory lanes) or, urban areas where the space typically allocated to standard bicycle lanes and sidewalks on both sides of the roadway could be utilized differently to provide facilities that are more comfortable for all roadway users (such as a multi-use path – parallel or above grade similar to a sidewalk). *A draft of the rural toolkit elements is included in Attachment C.*

The toolkit needs to identify the approval process for implementing unique treatments, such as through a design exception or Department Director approval, when inconsistent with the roadway standards.

Access Management and Spacing Standards

Access spacing standards are included with proposed road design standards in Tables 1 and 2 of Tech Memo #6 and included above. Access spacing standards are included with road design standards in Tables 5-2 and 5-3 in the 2005 TSP and in Tables 5-2 of the White City 2005 TSP. No changes are currently proposed to the existing access spacing standards.

A subsection following Tables 5-2 and 5-3 in the 2005 TSP and White City 2005 TSP discusses County access management guidelines.

The guidelines include:

- Priority Level #1: Avoid Negative Effects on Intersection Operations
- Priority Level #2: Minimize Access Points
 - Access Alignments
 - Shared Access
- Priority Level #3: Access Spacing

The guidelines state that reductions in the recommended spacing will consider site specific issues including but not limited to: no other public road access is possible, adverse impacts to access management priorities levels #1 or #2, topographic constraints, and sight distance constraints.

The guidelines also state that access management will be administered through the road approach and land use permitting processes and that all accesses to facilities under County jurisdiction are subject to safety analysis and Priority Level 1 of the Jackson County Access Management Guidelines. Priority Level 2 and Level 3 apply to all facilities under County jurisdiction with a functional classification of minor collector or higher within the MPO or within any UGB outside the MPO.

The following text is recommended to be added to or replace the County’s current Access Management Guidelines to guide the approach permit process during the land use permitting process:

The County’s access management standards vary depending on the functional classification and purpose of a given roadway and are shown in Tables 5-1 and 5-2. These standards apply to new development or redevelopment. Existing accesses are allowed to remain as long as the land use does not change and no safety problem is posed.⁸

In implementing access management standards, parcels cannot be land-locked; they must have some way of accessing the public street system. This may mean allowing closer access spacing than would otherwise be allowed or providing shared access with a neighboring parcel, where possible. Where a property has frontage on two roadways, access on the roadway of lower classification is preferred, all other things being equal. The following discussion presents the hierarchical access management system for roadways in Jackson County.

Access Spacing Variances

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

The requirements for obtaining a deviation from ODOT’s minimum spacing standards are documented in OAR 734-051-3050. For streets under the County’s jurisdiction, the County may reduce the access spacing standards at the discretion of the Department Director if the following conditions exist:

- *Joint access driveways and cross access easements are provided in accordance with the standards;*
- *The site plan incorporates a unified access and circulation system in accordance with the standards;*

⁸ As a result, access management implementation within an existing developed area is generally viewed as a long-term process in which the desired access spacing to a street evolves over time as new development or redevelopment occurs.

- *The property owner enters into a written agreement with the County that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and/or,*
- *The proposed access plan for redevelopment properties moves in the direction of the spacing standards.*

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

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

Access Management Measures

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

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

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

Figure 1 illustrates the application of cross-over easements and conditional accesses over time to achieve access management objectives. The individual steps are described in Table 5. As illustrated in the figure and supporting table, by using these guidelines, all driveways can eventually move in the overall direction of the access spacing standards as development and redevelopment occur along a given street.

Figure 1: Proposed Access Management Strategy

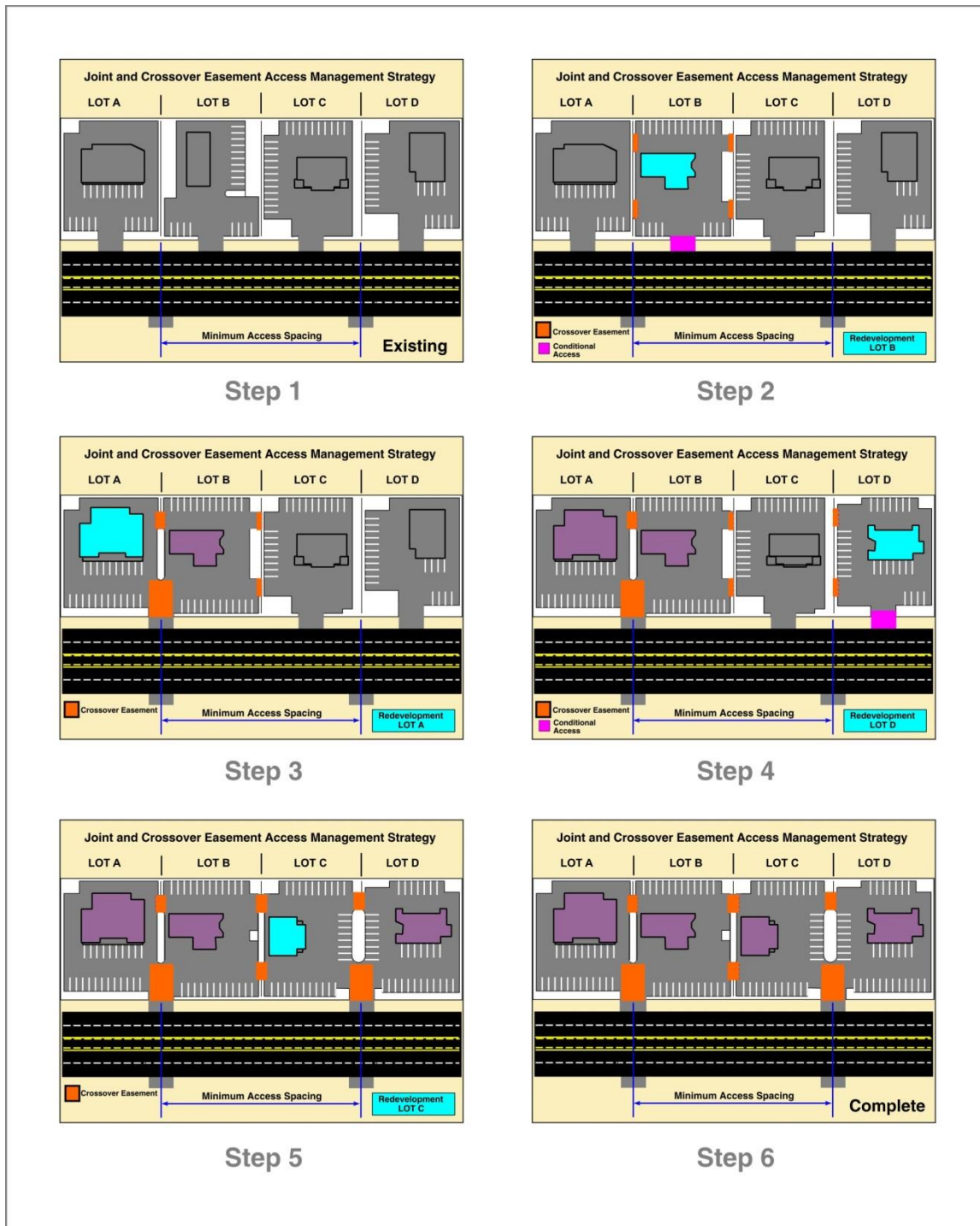


Table 5: Example of Crossover Easement/Indenture/Consolidation

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

IV. Policies

The table below provides proposed amendments to the County’s adopted transportation goals and policies (Section 4 in the 2005 Jackson County TSP and White City TSP).⁹ Amendments are intended to implement the TSP and include additions to and deletions of adopted language.¹⁰ Recommended

⁹ Section 4 of the 2005 TSP also includes strategies related to some of the policies. Many of the strategies appear to be cues for implementation following adoption of the 2005 TSP and likely are no longer necessary. A separate discussion can be held with County staff to determine whether they wish to keep strategies as part of this section of the updated TSP.

As noted in the commentary, now that there will not be a separate TSP for White City, it is proposed that the goals and policies from the White City TSP be combined with the new and amended goals and policies section in the updated TSP and be made into a section addressing urban areas of the county.

¹⁰ For now, proposed additions and deletions are shown in underline and strike-out format so that changes can be tracked. Ultimately, during the adoption process, proposed goals and policies will be presented as entirely new without text being underlined and struck out.

amendments are based on goals and objectives developed for this TSP update process (Tech Memo #1), the preferred transportation system alternatives (Tech Memo #6), updated policies in the 2013-2038 Regional Transportation Plan (RTP), and on policy issues identified in this memo and during the course of the TSP update process. The suggested changes to existing policies are discussed in the commentary column in Table 6.

Once these updated and proposed policies are reviewed by the Project Management Team (PMT), advisory committees, and general public they will be revised for consideration during the TSP adoption process. The final version of the goals and policies will serve as the updated Goals and Policies section in the updated TSP document.

Table 6: Proposed Goals and Policies

| Goals and Policies | Commentary |
|--|---|
| 4.1 LIVABILITY | |
| Livability Goal: To develop and maintain a safe multi-modal transportation system capable of meeting the diverse transportation needs of the Jackson County while minimizing adverse impacts to the environment and to the County’s quality of life. | This goal reflects Goal #1 and Objectives 1A and 2A. |
| 4.1.1 Mobility Accessibility and Connectivity Policies | Proposed change is consistent with Goal #2 Accessibility and Connectivity Objectives. Existing, modified, and new language for 4.1.1 policies is consistent with RTP Goal 5: “Maximize efficient use of transportation infrastructure for all users and modes.” |
| 4.1.1-A Eliminate barriers to the handicapped in transportation facilities under County jurisdiction and control. Jackson County will meet or exceed state and federal regulations for the transportation disadvantaged. <u>The County will work to provide all users with access to integrated transportation facilities and services, including addressing the needs of those with limited mobility, consistent with the federal Americans with Disabilities Act (ADA).</u> | Updated language provides overarching direction regarding accommodating all users of the transportation system. |
| 4.1.1-B The County will work In partnership with cities, regional agencies, and the State, the County will continue to develop a provide transportation services for the disadvantaged. <u>transportation system that provides equitable access to underserved and vulnerable populations.</u> | Proposed modifications provide a policy that is more inclusive and representative of vulnerable populations, including low income and other disadvantaged users, consistent with Objectives 2A and 2D. |
| 4.1.1-C <u>The County will strive to preserve and maintain the</u> | New policy updates existing |



| Goals and Policies | Commentary |
|--|---|
| <p><u>existing transportation system assets in a state of good repair in order to preserve their intended function and maintain their useful life.</u></p> | <p>(Vehicular System) Policy 4.2.1-A. It focuses on preserving and maintaining the existing transportation system – for mobility, safety and fiscal responsibility purposes – consistent with Objective 1E.</p> |
| <p>4.1.2 – Connectivity Policies</p> | <p>Consolidate under (modified) 4.1.1 and renumber (former 4.1.2) policies.</p> |
| <p>4.1.1-D <u>Consistent with the spacing and improvement standards in the adopted County TSP, Jackson the County will promote a well-connected street and road system, and in urban areas will work to enhance a grid system, in order to minimize travel distances.</u></p> | <p>Proposed policy amendments combine existing Policies A and B.</p> |
| <p>4.1.2-B Jackson County will promote road alignments that produce well-spaced right-angled road and street connections.</p> | <p>This policy was combined with the previous policy.</p> |
| <p>4.1.1-E <u>The County will add and maintain strategic system connections for all modes throughout the county’s transportation system to improve access between developed areas, serve new development, and manage system performance.</u></p> | <p>Proposed new policy addresses connectivity between modes, consistent with Objective 2B.</p> |
| <p>4.1.1-F <u>The County will work to improve and expand access via all travel modes to recreational areas and facilities throughout the county, including establishing new and improved connections and access to trails, greenways, and other pedestrian and bicycle facilities, with a focus on improved connections to regional bicycle routes and trails systems.</u></p> | <p>Proposed new policy addresses direction from CAC Meeting #1 regarding improved connections and access to recreation.</p> |
| <p>4.1.3 – Community Involvement Policies</p> | <p>It is recommended that Community Involvement Policies be moved to the Integration Goal, consistent with Goal #3, Integration Objectives.</p> |
| <p>4.1.3-A Legislative amendments to the TSP will include community outreach throughout the planning process.</p> | <p>This policy has been replaced with Policy 4.3.1-A, a more general policy regarding strong public involvement when amending the adopted plan.</p> |
| <p>4.1.3-B If a project is developed that is not consistent with a facility’s functional classification, then an amendment to the TSP will be required to assure adequate alternatives analysis and citizen involvement.</p> | <p>This policy is proposed for deletion; preserving the transportation system is addressed in new and modified 4.3.1 Transportation and Land</p> |



| Goals and Policies | Commentary |
|---|---|
| | Use Coordination Policies. |
| 4.1.24 Safety Policies | |
| 4.1.24-A The County will provide a transportation system that supports emergency access for emergency vehicles and provides for evacuation in the event of a wildfire hazard or other emergency and support needed investments along wildfire hazard evacuation and Seismic Lifeline Routes. | Existing and proposed policy reflects Objective 1A: “Develop a multi-modal transportation system that incorporates safety and operational improvements for bicyclists and pedestrians.” |
| 4.1.24-B Public Safety will be a primary consideration in the planning, design, and maintenance of all Jackson County Transportation Systems. (RTP 16-4) <u>The County will improve safety for walking, biking and driving trips by prioritizing improvements to high collision locations.</u> | Existing policy reflects a regional objective; proposed new sentence focuses on reducing fatal and serious crashes, pursuant to Objective 1B. |
| 4.1.2-C <u>Provide and support enhanced street and highway crossings for pedestrians and bicyclists, consistent with identified needs in the County TSP and focused on reducing collisions.</u> | Proposed new policy focuses on safety improvements for pedestrians and bicyclists (the more vulnerable users in the system), per Objectives 1A and 1C, include language regarding reducing crashes. |
| 4.1.2-D <u>In order to enhance safety and operations, the County will prioritize improvements to roads that do not meet width or horizontal or vertical alignment standards.</u> | Proposed policy addresses the County’s objective to improve sub-standard roads for safety and operational purposes. Reflects Objective 1F. |
| 4.2 MODAL COMPONENTS | |
| Modal Components Goal: To plan an integrated transportation system that maintains existing facilities and responds to the changing needs of the Jackson County by providing effective multi-modal transportation options. | |
| 4.2.1 Vehicular System General Policies | |
| 4.2.1-A Jackson <u>The County will prioritize preservation and maintenance of the existing transportation system rather than increasing vehicular capacity. (RTP 8-1)</u> | Existing policy is consistent with RVMPO’s resource conservation policies under RTP Goal 5: “Maximize efficient use of transportation infrastructure for all users and modes.” |
| 4.2.1-B <u>Roadway Improvement Projects will be consistent with the functional classification designations (arterial, major</u> | Because functional classification is not the only consideration when prioritizing |



| Goals and Policies | Commentary |
|---|--|
| <p>collector, etc.) in the TSP. <u>The County shall adopt and maintain transportation design guidelines and development regulations that address all elements of the city transportation system and that promote access to and use of a multi-modal transportation system.</u></p> | <p>road improvements and maintenance, adopted policy is recommended for removal. Proposed language addresses all transportation modes and the County’s role in adopting and maintaining standards.</p> |
| <p>4.2.1-C Implement transportation demand management primarily through application of an integrated land use and transportation plan. Encourage other methods of transportation demand management as feasible opportunities arise. (RTP 7-1) The County will seek opportunities to work with employers to reduce reliance on single-occupant vehicles, including exploring transportation demand management strategies and tools.</p> | <p>Updated text reflects RTP Goal 6: “Use diverse strategies to reduce reliance on single-occupant vehicles” and Policy 6.1: “Support Transportation Demand Management strategies.”</p> |
| <p>4.2.1-D Employ new technologies to enhance and make the most efficient use of the transportation system and extend the useful life of existing facilities.</p> | <p>(Note: There is no Policy D in the 2005 TSP.) New policy addresses transportation system management, Objective 3E, and is consistent with RTP Policy 5-4: “Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.”</p> |
| <p>4.2.1-E Vehicle parking provided with development will be proportional to the development. Excessive parking that is not reasonably necessary for the proposed use will be discouraged. (RTP 9-1, 9-2) The County will implement parking strategies to encourage walking, bicycling, carpooling and transit.</p> | <p>Proposed amendments strengthen parking policy and are consistent with RTP Policy 6-2: “Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.”</p> |
| <p>4.2.1-F Outside the MPO boundary, the County is committed to maintaining a volume to capacity ratio of .85 for weekday peak hour traffic. The County will design and manage the road system consistent with adopted TSP mobility standards for facilities both within and outside of the MPO boundary. State and County mobility standards will be supported on facilities under the respective jurisdiction.</p> | <p>Proposed amendments reflect project Objective 1D and establish the general purpose of mobility standards. Specific mobility standards for areas inside and outside of the MPO are established elsewhere in the TSP.</p> |
| <p>4.2.1-G Project implementation will be guided by the prioritization of projects established in the TSP. However, it is not bound by it.</p> | <p>This new policy is based on adopted Policy 2.1.G from the White City TSP, but has been generalized to apply</p> |



| Goals and Policies | Commentary |
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| | countywide and reflect direction from the TSP update process. |
| 4.2.1-F Where right-of-way acquisition will encroach on the existing structural setback area, a hierarchy of right-of-way reduction solutions will be employed. <u>This hierarchy will be established in the County TSP following the road standards.</u> | |
| <u>Truck-Freight Movement</u> | Updated section heading reflects project Goal #4 Economic Development: “Build and maintain the transportation system to support economic vitality in the County” |
| 4.2.1-HG Balance the need for movement of goods with other uses of County arterials and State Highways by maintaining efficient through movement on major truck freight routes. (RTP 6-11 & 15-1(7)) <u>Improve the movement of goods and delivery of services throughout the County while balancing the needs of all users with a variety of travel modes.</u> | Updated text reflects project Objective 4A language. |
| 4.2.1-IH The County will work with regional partners ODOT to identify roadway obstacles and barriers to safe, reliable and efficient truck goods movements on state highways and coordinate highway projects with other freight movement projects and infrastructure. (RTP 15-1(6) & RTP 15-1(1)) | Proposed modifications are consistent with RTP Policy 8-3: “Support projects that reduce and remove identified barriers to safe, reliable and efficient goods movement.” The use of “goods movement” is a more inclusive term, extending this policy to air and rail. |
| 4.2.1-I Support employment of technology to improve freight mobility. | Replaced with new, more general/inclusive Policy 4.2.1-D. |
| 4.2.1-J The County will prioritize improvements to enhance efficient goods movement on designated freight routes, as identified in the County TSP. | Proposed new policy incorporates project Objective 4B. |
| 4.2.1-KJ Jackson The County will is committed to maintaining and improving roadway facilities serving inter-modal freight facilities. (RTP 15-1(4)) | Existing policy reflects RTP Policy 8-5: “Plan for enhanced train-truck-transit interface for movement of goods and people” and is consistent with project Goal #4, Economic Development Objectives. |



| Goals and Policies | Commentary |
|---|---|
| 4.2.1-L Jackson The County will continue to plan for rail service as a viable long-term transportation option for the Rogue Valley. | Renumbered existing Policy 4.2.6-A |
| 4.2.1-M Jackson The County will encourage bulk transportation facilities to provide efficient transport of bulk goods. | Renumbered existing Policy 4.2.6-B |
| Coordination | |
| 4.2.1- NK The County <u>will continue to implement regional transportation goals and objectives by reflecting RTP policies in adopted county policy and adopting</u> as part of its TSP, and incorporates by reference, all planned transportation improvements in the Regional Transportation Plan (RTP) for all regionally significant transportation facilities within the MPO area. RTP policy or project updates that impact regionally significant County facilities will require amendment to the County TSP to maintain plan consistency. <u>to</u> This adoption does not include the policies as they are written in the RTP. The RTP policies, as adopted by Jackson County, are amended, referenced and incorporated directly in the Goals and Policies Section of the Jackson County TSP. (RTP 18-2, 18-3) | Modified language is consistent with County TSP update. Consolidation of this policy and the next policy is proposed. |
| 4.2.1- QL Updates to the RTP that change policies and/or affect planning of regionally significant County facilities will require an amendment to the County TSP to maintain plan consistency. | Existing policy has been incorporated into (modified) Policy 4.2.1 N. |
| 4.2.1-M Jackson County establishes Long-Term Potential (LTP) Comprehensive Plan corridor areas where planning for future road connections beyond the planning horizon of the TSP are probable (see Figure 5-7). | LTP corridors from the 2005 TSP are not being retained in the updated TSP, so this policy is no longer necessary. Proposed new Policy 4.1.1.E addresses connectivity between all modes, consistent with Objective 2B. |
| 4.2.1-N A separate White City Transportation System Plan has been completed in tandem with the Jackson County TSP. The White City TSP is not additive to the Jackson County TSP. Coordination and consistency issues will be evaluated as if White City TSP were a separate incorporated city. | Policy is no longer applicable. |
| 4.2.1-O Jackson The County will coordinate transportation <u>and land use planning and</u> decision-making with <u>other transportation agencies and public service providers, such as ODOT, cities within</u> | Proposed amendments articulate a broader County coordination function. |



| Goals and Policies | Commentary |
|---|---|
| <p>the County, and emergency fire services and other emergency services agencies, <u>when their facilities or services may be impacted by a County decision or there may be opportunities to increase the efficiency and benefits of a potential decision.</u></p> | |
| <p>4.2.1-P Jackson County will coordinate with ODOT to assure that highway designations and management policies are appropriate and meet the Goals and Policies of the Oregon Highway Plan and the Jackson County TSP. Jackson County will work with ODOT for effective management of Highway capacity.</p> | <p>The adopted policy is more applicable to long-range (TSP amendment) actions. It is recommended that this policy be deleted if amendments to Policy 4.2.1-O are endorsed.</p> |
| <p>4.2.1-PQ Jackson <u>The County will pursue jurisdictional road transfers that improve jurisdictional allocation of facility management responsibilities. Roads accepted by Jackson County in jurisdictional transfers should be paved rural roads for which the County has special maintenance expertise. The County should take all appropriate legal opportunities to negotiate jurisdictional transfer of County roads within urban growth boundaries and city limits.</u></p> | <p>The second part of this policy has been modified to reflect jurisdictional transfer provisions in Policy #1-45, Administrative Policy, Chapter 1, General Provisions.</p> |
| <p>4.2.1-R Jackson County will coordinate with cities on transportation planning and transportation projects to provide well-connected transitions from city to County transportation systems.</p> | <p>Removal of this policy is recommended if amendments to Policy 4.2.1-O are endorsed (agency coordination).</p> |
| <p>4.2.1-Q Unless a project is needed to address hazards or immediate safety needs, the County will only improve County roads within city limits if the project is part of a jurisdictional transfer agreement, or if the City or a third party agrees to cover at least half of the project cost and County funds are available to cover the remaining cost .</p> | <p>The proposed policy reflects provisions in Policy #1-45.</p> |
| <p>4.2.1-R The County will pave an unpaved (gravel) local road or accept maintenance of an unimproved County road only if another party pays the full cost of improving the road to County paved local road standards.</p> | <p>Add new policy regarding maintaining unimproved County roads or paving unpaved County-maintained local roads (Orders 189-13 and 190-13).</p> |
| <p>4.2.1-S The County will not allocate capital improvement funds to improve local roads with the exception of roads that are part of, or providing connections to, the bicycle network or greenway systems.</p> | <p>Add new policy implementing current practice.</p> |
| <p>MPO Area Traffic Engineering and Performance Standard</p> | <p>It is recommended that the “MPO” policies and sub-heading be removed.</p> |



| Goals and Policies | Commentary |
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| <p>4.2.1-S Jackson County is committed to maintaining a volume to capacity ratio of 0.95 for weekday peak hour vehicular traffic in the MPO area. (RTP 6-1)</p> | <p>This policy is proposed to be replaced with a more general mobility policy, (revised) Policy 4.2.1-F. Reflects project Objective 1D. Mobility standards described previously will be included in the TSP Plan Chapters.</p> |
| <p>4.2.1-T Jackson County will engineer traffic flow to provide efficient transportation system management.</p> | <p>Delete. This policy is not necessary given new and modified policies addressing transportation system management.</p> |
| <p>Access Management</p> | |
| <p>4.2.1-TU Jackson The County will manage road approaches to preserve the safe and efficient operation of the County's roadways, consistent with their functional classification.</p> | <p>Existing policy is consistent with proposed access management plan (see Access Management and Spacing Standards section in this memorandum for standards and strategies for limiting and consolidating access over time).</p> |
| | |
| <p>4.2.2 Transit System Policies</p> | |
| <p>4.2.2-A The County will work with Rogue Valley Transportation District (RVTD) and specialized transportation service providers to increase transit service availability for those who are transportation disadvantaged Encourage transit programs that meet social service needs, such as for the elderly, disabled, and transportation disadvantaged.</p> | <p>Reflects policy targets of increased/improved transit service for the disadvantaged, consistent with Objective 2C.</p> |
| <p>4.2.2-B Encourage The County encourages fixed-route transit service in urban and urbanizing areas, where it is an energy-efficient form of transportation, and increased on-demand service to other areas of the county.</p> | <p>Proposed amendments expand the policy to address the role of transit in rural areas.</p> |
| <p>4.2.2-C The County will require as part of commercial, multi-family, and institutional development approval design elements and physical improvements that are supportive of the existing and planned Jackson County will support the provision of transit amenities because a successful public transit system depends on that have integrated transit facilities at key locations and</p> | <p>As modified, this policy supports existing requirements in Section 7.3.3(A) and proposed additions to these requirements.</p> |



| Goals and Policies | Commentary |
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| that are appropriate for the planned development. | |
| <p>4.2.2-D The County is committed to improving sidewalks, and other amenities, where pedestrian accesses to bus stops are deficient. (RTP 10-6). The County is committed to working with Rogue Valley Transportation District (RVTD), property owners and developers to improve pedestrian connections where pedestrian access to bus stops is deficient.</p> | <p>Proposed modifications acknowledge that accessibility to transit routes is “materially improved” by the construction of sidewalks (RTP Chapter 5.5, Street System).</p> |
| <p>4.2.3 Pedestrian System Policies</p> | |
| <p>Countywide:</p> | <p>It is recommended that policies that apply more widely in the county be retained here and that policies regarding urban areas be moved to a section specifically addressing urban areas.</p> |
| <p>4.2.3-A The County will include pedestrian facilities and connections as a fundamental component in the maintenance and development of the overall County transportation system. The County transportation system will promote a safe, linked pedestrian system that connects residential areas to schools, recreation, commercial centers, employment centers, <u>services</u>, and other activity centers.</p> | <p>First half of the existing policy is not necessary; removal is recommended.</p> |
| <p><u>4.2.3-B Pedestrian needs within the rural areas of the County will be primarily addressed through shared-use paths or the addition of roadway shoulders that serve pedestrians and bicyclists and that may display shared roadway pavement markings and signs.</u></p> | <p>Proposed new policy is consistent with the updated TSP (see Bicycle and Pedestrian Improvements in Rural Areas section in Tech Memo #6).</p> |
| <p><u>4.2.3-C – Shared-use paths designated in the TSP and other adopted plans in the county shall be considered both transportation facilities and recreational/transportation enhancement facilities.</u></p> | <p>This policy clarifies that paths are to be considered transportation facilities, and not just recreation facilities, for transportation planning and land use application purposes.</p> |
| <p>4.2.3-D<u>2.3.C – Require the construction of non-motorized pathways shared-use paths designated in an adopted plan the WCTSP as part of the development review process.</u></p> | <p>This policy was moved from White City Policy 2.3.C. The proposed modifications generalize this policy to apply more broadly. (Note: Shared-use path is the term used in the updated TSP. Define shared-use paths and</p> |

| Goals and Policies | Commentary |
|---|---|
| | trails, and consistently use these terms in the TSP and Land Development Ordinance.) |
| 4.2.3-B Require pedestrian accessways between adjacent developments when roadway connections cannot be provided, unless it can be shown that an accessway cannot reasonably be expected to improve pedestrian connectivity now or in the future. (RTP 10-4). | It is recommended that this policy be moved to a section for urban areas. |
| 4.2.3-C Require construction of sidewalks as a condition of approval on proposed development. This requirement may be relaxed in industrial areas where there is little opportunity for systemic pedestrian circulation. | It is recommended that this policy be moved to a section for urban areas. |
| 4.2.3-D The County is committed to improving sidewalks, and other amenities, where pedestrian accesses to bus stops are deficient. (RTP 10-6). | This policy is addressed by revised Policy 4.2.2-D under Transit System Policies, and can be deleted. |
| 4.2.3-E Planter strips are an important pedestrian amenity and will be provided in accordance with the street design guidelines in the TSP for roadway improvement projects, where appropriate. Planter strips are generally appropriate where the County will not be responsible for long-term maintenance of the strip. | It is recommended that this policy be moved to a section for urban areas. |
| 4.2.4 Bicycle System Policies | |
| 4.2.4-A The County is committed to reducing per capita Vehicle Miles Traveled by providing bicycle facilities and connections to make cycling an attractive alternative to driving. The County will encourage bicycle use by maintaining and developing a safe, linked bicycle system that connects residential areas to schools, recreation, commercial centers, employment centers, <u>services</u>, and other activity centers. (RTP 10-1). | Modified policy corresponds to a counterpart policy under Pedestrian System Policies. |
| 4.2.4-B The County will prioritize the preservation and maintenance of existing bicycle facilities. | This existing policy is addressed by the more general (revised) Policy 4.2.1-A. |
| 4.2.4-C Bicycle planning activities and improvement programs will be well coordinated with affected jurisdictions and agencies. | Recommend removing this policy, if amendments to Policy 4.2.1-O (agency coordination) are endorsed |
| 4.2.4-BD Jackson The County is committed to improving and expanding its inventory of bicycle amenities (e.g., bicycle parking, wayfinding) to make cycling a more convenient and desirable | Specifying types of amenities is recommended. |



| Goals and Policies | Commentary |
|--|---|
| transportation alternative. | |
| 4.2.4-C <u>Bicycle route designations established in the TSP shall provide a basis for prioritizing improvements to bicycle facilities.</u> | Add a policy about purposed of new bicycle route designations in TSP, per Tech Memo #6 and 12/3/15 consultant call. |
| 4.2.4-D <u>In most cases, roadway shoulders provide for multiple uses such as bikeways, pedestrian facilities, breakdown areas, and temporary parking. Shoulders may be dedicated bikeways only when dedicated pedestrian facilities are also available.</u> | Add a policy about shared and dedicated uses of roadway shoulders, per consultant call and Tech Memo #6. |
| 4.2.5 Aviation System Policies | |
| 4.2.5-A Jackson <u>The County's first aviation planning priority is the preservation and protection of existing commercial and general aviation facilities and uses for all public use airports.</u> | |
| 4.2.5-B Jackson County <u>The County will plan for and support the expansion and enhancement commercial and general aviation facilities and uses for all public use airports as planning deficiencies are identified.</u> | |
| 4.2.5-C Jackson County <u>The County will support the development of new private-use airports and the preservation and expansion of existing private-use airports in accordance with applicable comprehensive plan policies and development ordinances.</u> | |
| 4.2.5-D <u>The County will support multi-modal transportation improvement and service enhancements to improve access to the air system facilities, including the Medford International Airport.</u> | New policy addresses direction from CAC Meeting #1 and is consistent with the project identified in the updated TSP (see Tech Memo #6). |
| 4.2.6 Bulk Transport and Mass Freight System Policies | It is recommended that these policies be moved to a (proposed) Goods Movement section under 4.2.1 (per project Goal #4 Economic Development). |
| 4.2.6 A Jackson County will continue to plan for rail service as a viable long-term transportation option for the Rogue Valley. | This policy has been moved to Goods Movement section. |
| 4.2.6 B Jackson County will encourage bulk transportation facilities to provide efficient transport of bulk goods. | This policy has been moved to Goods Movement section. |



| Goals and Policies | Commentary |
|--|---|
| 4.3 INTEGRATION | |
| <p>Integration Goal: To achieve the livability and modal elements goals by integrating land use planning, system financial planning, environmental planning and application of policies to address transportation needs in specific locations. Provide an open and balanced process for planning and developing a transportation system that integrates land use, financial, and environmental planning to prioritize strategic transportation investments.</p> | <p>Proposed revisions combine the “integration” of project Goal #3 with public process values. Language incorporates RTP Goal 7: “Provide an open and balanced process for planning and developing the transportation system.”</p> |
| <p>4.3.1 Community Involvement Policies</p> | <p>Recommend that Community Involvement Policies be moved here from Livability Goal, Policies 4.1.3</p> |
| <p>4.3.1-A The County will encourage strong community involvement in planning for and amending the County’s transportation system.</p> | <p>Proposed new policy reflects existing Policy 4.1.3-A and project Objective 3B.</p> |
| <p>4.3.1-B The County will work to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.</p> | <p>Proposed policy reflects one of the principles of Environmental Justice (Title VI of the Civil Rights Act of 1964 and Executive Order 12898) and is consistent with Objective 3B: “Encourage strong community involvement throughout the planning process.”</p> |
| <p>4.3.1-C Legislative amendments to the TSP will include community outreach throughout the planning process.</p> | <p>This policy is duplicative of Policy A, so it is recommended for removal.</p> |
| <p>4.3.21 Transportation and Land Use Coordination Policies</p> | <p>The policies under this heading will need to be renumbered if the proposed move of the Community Involvement Policies above is endorsed.</p> |
| <p>4.3.21-A The County will prohibit new or expanded development proposals with the potential to prevent placement of, or significantly increase the cost of, designated transportation connections in the TSP. protect the function of existing and planned roadways as identified in the Transportation System Plan (TSP) and will ensure that all development proposals, plan amendments, and zone changes are consistent with the adopted TSP.</p> | <p>Modified policy is more general than existing language. Proposed changes are consistent with Tech Memo #1 Objective 3A: “Develop transportation investments in coordination with local land use, comprehensive and regional plans”, as well as with the Oregon Transportation Planning Rule.</p> |



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| <p>4.3.21-B <u>Plan amendments, zone changes and type 3 and 4 land use permits need to demonstrate that adequate transportation planning has been done to support the proposed land use. The County will consider the impacts on existing or planned transportation facilities in all discretionary land use decisions and, unless a waiver is granted by the Planning Director and the Engineering Director, shall require applicable development proposals, as defined in the Land Development Ordinance, to prepare a traffic impact study.</u></p> | <p>Proposed amendments more directly create a policy basis for requiring traffic impact studies. This policy is recommended as a replacement for the lengthy procedural explanations included in the Strategies for Policy 4.3.1-B. Changes are consistent with Objective 3A.</p> |
| <p>4.3.21-C The County will establish and maintain land development ordinance regulations to protect and improve the transportation system.</p> | <p>Retain as a TPR-supportive statement. Reflects Objective 3A.</p> |
| <p>4.3.21-D <u>Regardless of whether adequate capacity exists, changes in land use and new or expanded development proposals will not be approved if they will create, or would worsen, a safety problem on a public transportation system or facility. If a problem would be created or worsened without mitigation, then a mitigation plan that resolves the safety concern must also be approved and included in the proposal in order for the land use change and/or development proposal to be approved. Where a safety concern exists, study by a registered professional engineer with expertise in transportation will be considered to determine if a problem would be created or worsened. The County will consider only those projects listed in the RVMPO's Tier 1 list of financially constrained federally-funded and regionally-significant projects, and/or in the County's 5-year Capital Improvement Plan (CIP), in determining the planned capacity, function and level of service of transportation facilities and services.</u></p> | <p>Existing policy is embodied in (proposed) 4.3.1-A language and the (proposed) codification of TIS requirements. New proposed policy clarifies how the County will determine “reasonably likely” improvements, pursuant to TPR -0060.</p> |
| <p>4.3.21-E <u>Regional planning projects intended to identify future urban growth boundary expansion areas, such as the on-going Regional Problem Solving (RPS) process, must include an appropriate transportation planning component.</u></p> | <p>This adopted policy is articulated in other policies and is no longer necessary.</p> |
| <p>4.3.2-F <u>The County will program transportation improvements to facilitate planned land uses, including commercial, industrial and residential growth in unincorporated urban areas.</u></p> | <p>New policy reflects Objective 4E.</p> |
| <p>4.3.32 Financing Policies</p> | |
| <p>4.3.32-A <u>Jackson-The County will prioritize public transportation projects that have the most benefits for the cost. This prioritization will not discount the value of qualitative</u></p> | <p>Remove the word “public” to clarify that the policy applies to all County transportation</p> |



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| differences among projects. | projects (currently may be confused for just applying to transit). Existing policy is consistent with Objectives 3C and 4D. |
| <p>4.3.32-B Jackson The County will review transportation system funding needs and funding on a regular <u>an annual</u> basis. If the need for additional funding is identified, then the County will explore ways to close the gap between needs and revenues. Required adjustments will be made by updates to the Capital Improvement Plan, which is approved annually by the Board of Commissioners.</p> | The proposed amendments reflect current County process. |
| <p>4.3.32-C New or expanding development proposals will be financially responsible for on-site and frontage improvements concurrent with new development, or contribute a fair share for such improvements. The County shall require that <u>proposed land developments mitigate their adverse transportation impacts and ensure that all expanding or new development contributes a fair and proportionate share toward on-site and off-site transportation system improvements.</u></p> | Proposed language updates and consolidates this policy and the next policy. |
| <p>4.3.2-D New or expanding development proposals will contribute a fair share for adequate off-site system improvements.</p> | Integrate in modified Policy 4.3.3-C. |
| <p>4.3.43 Area Specific Policies and Quasi-Judicial TSP Amendments</p> | |
| <p>4.3.43 A The County will work with the Oregon Department of Transportation and the MPO to plan a direct route between White City and Interstate 5 to improve freight truck mobility. Significant improvements to the Seven Oaks interchange should occur in a context that will eventually facilitate a direct route between White City and Interstate 5.</p> | Improving connections between White City and I-5 have been addressed by the TSP update and planning efforts since the adoption of the 2005 TSP. This policy is no longer needed. |
| <p>4.3.3 B An EIS process has been ongoing for the Highway 62 Expressway that is included in the Medford TSP. The EIS and final analysis for the corridor that ties back into Highway 62 has not been completed. Construction of any portion of the expressway north of the Medford UGB would require a legislative amendment to the Jackson County Comprehensive Plan. This legislative action would include goal exceptions and an amendment to the TSP. A review and analysis of land use impacts near the expressway should be conducted; the</p> | This policy has been addressed by Highway 62 expressway planning and White City/I-5 Freight Mobility Study/Seven Oaks Interchange refinement planning. Remove. |

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| <p>legislative action should incorporate results of the land use review and analysis. Since the Highway 62 Expressway is an ODOT facility requiring a legislative action by Jackson County, ODOT and Jackson County should develop a unified planning work plan and negotiate a financing agreement for completion of the planning project.</p> | |
| <p>4.3.43-BC Support planning of an alternative transportation route to move regional through traffic, particularly logging, agriculture and aggregate generated truck traffic out of historic downtown Jacksonville. Work with the city of Jacksonville to expand its UGB to include the areas proposed for its “north arterial connector” as the preferred alternative to address the city’s through traffic issues.</p> | <p>Improvements have been proposed to address this issue, so this policy is no longer needed.</p> |
| <p>4.3.3-D Jackson County will only consider TSP amendments through a quasi-judicial process where the amendment meets legal requirements for a quasi-judicial land use decision and will not have extensive consequences or cause any inconsistencies with the balance of the TSP.</p> | <p>Updated policy language regarding TSP amendments is proposed in revised policy 4.2.1-N.</p> |
| <p>4.3.4 Environmental and Scenic Resources Policies</p> | |
| <p>4.3.4-A Support the exploration and innovation of alternative travel modes and fuel sources in order to reduce single-occupancy vehicles, vehicle miles traveled, some noise sources air and noise pollution, and reliance on fossil fuels.</p> | <p>This existing, slightly modified, policy is consistent with RTP Goal 6: “Use diverse strategies to reduce reliance on single-occupant vehicles.”</p> |
| <p>4.3.4-B Jackson County will remain committed to the maintenance and development of an environmentally sensitive transportation system.</p> | <p>Existing policy reflects project Objective 3D.</p> |
| <p>4.3.4-C Jackson-The County will continue to support the ODOT scenic byways program and will continue to protect other scenic roadways.</p> | |
| <p>4.3.4-D Jackson-The County will provide a transportation system that is consistent with the Natural Hazards Element of the Comprehensive Plan through best management practices in design and maintenance of the system as well as through adherence to applicable sections of the Land Development Ordinance, such as floodplain development requirements.</p> | <p>This existing policy reflects RTP Policy 3-5: “Consider potential environmental impacts and mitigation to maintain and restore affected environmental functions in consultation with appropriate federal, state and local agencies.”</p> |

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| <p>4.3.5 Urban Area Policies</p> | <p>It is recommended that many of the policies that are currently only applicable to White City be more broadly defined and applied to all of the County’s urban unincorporated areas. Policies that are unique to urban areas (urban unincorporated communities and areas inside UGBs but outside city limits and), and that are not already addressed in general TSP goals and policies are recommended to be housed in this renamed policy section.</p> |
| <p>1. Livability</p> | |
| <p>Livability Goal: To develop and maintain a transportation system that advances the development of White City as a desirable urban area to live and enterprise while minimizing adverse impacts from urbanization.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.1 Mobility Policies:</p> | |
| <p>1.1.A – Eliminate barriers to persons with disabilities in transportation facilities under County jurisdiction and control by meeting or exceeding state and federal regulations.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.1.B – Work with cities, regional agencies, and the State to provide transportation services for the transportation disadvantaged.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.2 Connectivity Policies:</p> | |
| <p>1.2.A – Prohibit new or expanded development proposals that conflict with and/or could increase the cost of construction and/or major improvements to the higher order street connections and non-motorized paths shown in the White City Transportation System Plan.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.2.B – East of Highway 62, provide well spaced local streets and right angle street connections for the eventual development of a grid type street pattern. Where street connections cannot be made, accessways are necessary unless they would not improve circulation for pedestrians and cyclists (RTP 10-4).</p> | <p>This policy is addressed in revised Policy 4.1.2-A (proposed Policy 4.1.1-D) and revised Policy 4.2.3-B (proposed Policy 4.2.3-D).</p> |



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| <p>4.3.5-A1.2.C – East of Highway 62, require commercial, institutional, multi-family, and office developments to provide internal bicycle and pedestrian circulation patterns that makes reasonably direct connections with external bicycle and pedestrian facilities.</p> | <p>It is recommended that this policy be retained and expanded to apply to urban areas in the county.</p> |
| <p>1.3 Community Involvement Policies:</p> | |
| <p>1.3.A – Major amendments to the White City TSP will include a community outreach throughout the planning process.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.3.B – Roadway Improvement Projects must be consistent with a facility’s functional classification in the TSP. If a Roadway Improvement Project is not consistent with the functional classification in the TSP, then an amendment to the TSP will be required to assure adequate alternatives analysis and citizen involvement.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.4 Safety and Aesthetics Policies:</p> | |
| <p>1.4.A – Maintain a detailed street tree plan and implementing ordinance for White City.</p> | <p>Chapter 12 of the County Land Development Ordinance addresses street tree requirements in White City. This policy is no longer necessary.</p> |
| <p>4.3.5-B1.4.B – East of Highway 62, provide planterLandscape strips will be provided in accordance with urbanthe street design standards where adjacent property owners assume responsibility for their maintenancein the White City TSP to improve street appearances and separate vehicular traffic from pedestrians.</p> | <p>It is recommended that this policy apply generally to urban areas in the county and be modified to reflect the updated TSP and design standards. (Note: The term for planting strip should be made consistent throughout these policies, elsewhere the TSP, and in the Land Development Ordinance. “Landscape strip” is the term currently used in TSP update memoranda while “planting strip” is the term currently used in the street design standard drawings appended to Tech Memo #6.)</p> |
| <p>4.3.5-C1.4.C – Funding for the operation and maintenance of street lighting is a high priority for the residential portion of White City. The County will ensure that, Once funding for operations and maintenance is assured, street lighting will be provided in all</p> | <p>Proposed language reflects the County’s commitment to street lighting in White City.</p> |

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| <p><u>proposed new development within White City residential areas includes street lighting.</u></p> | |
| <p>1.4.D – Provide a transportation system that supports emergency access for emergency vehicles.</p> | <p>Already addressed in general policies (see revised Policy 4.1.4-A (proposed Policy 4.1.2-A) and Policy 4.2.1-O)</p> |
| <p>4.3.5-D1.4.E – White City will promote w<u>Well-designed site plans for on-site loading and motorized and non-motorized circulation will be required in urban areas to assure developments provide appropriate safety, efficiency, and aesthetic elements.</u></p> | <p>There are not specific site circulation and access requirements for White City, but basic on-site loading and circulation requirements are established in the general development regulations section of the Land Development Ordinance.¹¹ It is recommended that this policy be expanded to more clearly address both motorized and non-motorized transportation and to apply to urban areas in general.</p> |
| <p>1.4.F – Public safety will be a primary consideration in the planning and design of all Jackson County transportation systems. (RTP 16-4)</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>1.4.G – Require private property owners to maintain clear vision areas (sight triangle) adjacent to intersections so as not to obstruct the necessary views of motorists, bicyclists, and pedestrians. (RTP 16-3)</p> | <p>Vision clearance requirements are established in Sections 8.5.2(C) and 12.8.1(G) of the land development ordinance, so this policy is not necessary.</p> |
| <p>1.5 Economic Polices:</p> | |
| <p>4.3.5-E<u>1.5-A – Meet the transportation needs of the urban industrial areas by balancing freight mobility against access to labor and services.</u></p> | <p>Retain and generalize for urban areas.</p> |
| <p>4.3.5-F<u>1.5-B – Support commercial land use opportunities along Highway 62 in White City, to the extent these uses are consistent with the Oregon Highway Plan.</u></p> | <p>Specify for White City.</p> |
| <p>4.3.5-G<u>1.5-C – Meet the transportation needs of the urban</u></p> | <p>Retain and generalize for</p> |

¹¹ Off-street parking and loading requirements are established in Section 9.4, on-site bicycle access and circulation for non-residential and multi-family residential uses is required by Section 9.5.6, and on-site pedestrian circulation may be required when sites are within a UGB or urban unincorporated area, per Section 9.5.8.



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| <p>residential areas by providing diverse transportation options for accessibility to regional employment and activity centers. Development as mixed use pedestrian friendly system that minimizes vehicle trip production by mMaximizing opportunities for non-auto local trips is critical for provision of transportation options.</p> | <p>urban areas.</p> |
| <p>2. Modal Component</p> | |
| <p>Modal Component Goal: To plan a transportation system that can respond to the changing needs of White City by providing integrated transportation alternatives.</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>2.1 Vehicular System Policies:</p> | |
| <p>2.1.A – White City is committed to maintaining a maximum volume to capacity ratio of 0.95 for weekday P.M. peak hour vehicular traffic</p> | <p>This policy is adequately addressed in other policies.</p> |
| <p>2.1.B – Prioritize preservation and maintenance of the existing street system rather than increasing vehicular capacity. (RTP 8-1)</p> | <p>This is already addressed in general policies or otherwise not necessary. Delete.</p> |
| <p>2.1.C – Traffic engineering will be applied in White City as a critical component of efficient transportation system management.</p> | <p>This is already addressed in general policies or otherwise not necessary. Delete.</p> |
| <p>4.3.5-H2.1.D – West of Highway 62, within the White City urban reserve area, the need for movement of goods is the highest priority for street use. Other uses of County arterials and State Highways west of Highway 62 should be balanced against this priority. (RTP 6-11)</p> | <p>Policy, as proposed, is specific to White City.</p> |
| <p>4.3.5-I2.1.E – Street designs in the neighborhood core of urban residential neighborhoods White City (see map in Figure 4-1) will encourage a pedestrian friendly street environment by providing and implementing street designs that discourage vehicle speeds above the posted speed limit.</p> | <p>Retain and generalize for residential neighborhoods in urban areas.</p> |
| <p>4.3.5-J2.1.F – The Street Design Guidelines contained in the White City Transportation System Plan are being adopted as the design and construction standards for new streets. Roadway Improvement Projects on existing streets will be based on these guidelines, unless sufficient right of way acquisition would result in substantial structural setback encroachment. Where applicable, streets will also be developed in accordance with the requirements of the White City Urban Renewal Plan (while applicable) and the standards of Jackson County. Where right of way acquisition will encroach on the existing structural setback</p> | <p>Right-of-way reduction approach will be considered for integration into the TSP and it is recommended that a more general statement regarding right-of-way reduction be retained, to apply anywhere in the County. Policy about accordance with the White City Urban Renewal</p> |

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| <p>area, the following hierarchy of right-of-way reduction solutions will be employed:</p> <ul style="list-style-type: none"> a. Elimination of the Planter Strip b. Reduction on the sidewalk width to the minimum (5') c. Reduction of the center turn lane width (if a center turn lane is applicable) d. Reduction of travel lanes. | <p>Plan is no longer needed.</p> |
| <p>2.1.G – Complete the higher order street network shown in the White City TSP as funding becomes available.</p> | <p>It is recommended that this policy be modified to reflect the updated TSP and be moved into general policies (see new Policy 4.2.1-G).</p> |
| <p><i>Transportation Demand Management</i></p> | |
| <p>4.3.5-L2.1.H – Implement transportation demand management primarily through application of a mixed-use, pedestrian-friendly land-use plan. Encourage other methods of transportation demand management as feasible opportunities arise. (RTP 7-1)</p> | |
| <p><i>Parking</i></p> | |
| <p>4.3.5-M2.1.I – Off street parking regulations will be proportional to the land uses they will serve. Shared off-street parking for uses that can fill spaces at different times will be encouraged. Excessive parking is inefficient and will be discouraged.</p> | <p>Most of this policy is already addressed in general policies and is recommended for deletion; language retained includes shared parking into general provisions.</p> |
| <p>4.3.5-N2.1.J – The supply and type of on-street parking in urban areas White City will be managed to provide a safe, efficient and attractive street system.</p> | <p>Modified language generalizes the policy for urban areas in the county.</p> |
| <p><i>Coordination</i></p> | |
| <p>2.1.K – White City adopts as part of its TSP, and incorporates by reference, the Regional Transportation Plan (RTP) for all regionally significant transportation facilities in White City. This adoption does not include the policies as they are written in the RTP. The RTP policies as adopted, are amended, referenced, and incorporated directly in the Goals and Policies Section of the WCTSP. (RTP 18-2, 18-3)</p> | <p>This policy is adequately addressed in other policies or is otherwise no longer necessary.</p> |
| <p>2.1.L – A representative from White City should work with the MPO on updates to the RTP. Updates that change policies or effect</p> | <p>This policy is adequately addressed in other policies or</p> |

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| regionally significant facilities in White City will require an amendment to the WCTSP to maintain plan consistency. | is otherwise no longer necessary. |
| 2.1M – The White City TSP is not additive to the Jackson County TSP. Coordination and consistency issues between these two plans will be evaluated as if the White City TSP were a separate TSP for an incorporated city. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.1N – Coordinate transportation decision-making with emergency fire services and other emergency services agencies. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.1O – White City will coordinate with ODOT to assure that highway designations in White City are appropriate to achieve the Goals and Policies of the Oregon Highway Plan and the White City TSP. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.2 Transit Component Policies: | |
| 4.3.5-O2.2.A – Adopt and maintain land use regulations for White City that allow for park-and-ride lots and other major transit facilities in appropriate locations, recognizing these uses as a cost-effective means of increasing the efficiency of the existing transportation system. (RTP 7-6) | Retain and generalize for urban areas. This is also addressed in draft proposed code amendments (Task 8.2). |
| 2.2.B – Coordinate with the Rogue Valley Transportation District (RVTD) to develop improved public transit service to the community. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.2.C – Growth in White City will cause an increasing need for transit programs to meet the special needs of the elderly, disabled, and transportation disadvantaged. Planning in White City needs to be flexible to allow operation of these types of service programs in White City. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.2.D – Support the provision of transit amenities in White City, because a successful public transit system depends on commercial, multi-family, and institutional developments that have integrated transit facilities at key locations. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.3 Pedestrian Component Policies: | |
| 4.3.5-P Pedestrian needs within urban areas of the County will be primarily addressed through sidewalks or multi-use paths. Improvements to enhance the pedestrian system include | Proposed new policy is consistent with the updated TSP (see Bicycle and |



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| <p><u>installing shared roadway pavement markings and signs along both sides of the roadway, bike lanes and sidewalks along both sides of the roadways, and buffered bike lanes, cycle tracks, or multi-use paths, consistent with the County and ODOT standards.</u></p> | <p>Pedestrian Improvements in Urban Areas section in Tech Memo #6).</p> |
| <p>4.3.5-Q <u>The County will</u> Rrequire pedestrian accessways between adjacent developments when roadway connections cannot be provided, unless it can be shown that an accessway cannot reasonably be expected to improve pedestrian connectivity now or in the future. (RTP 10-4).</p> | <p>This policy was moved from Pedestrian System Policies under 4.2.3.</p> |
| <p>4.3.5-R <u>The County will</u> Rrequire construction of sidewalks as a condition of approval on proposed development. This requirement may be relaxed in industrial areas where there is little opportunity for systemic pedestrian circulation.</p> | <p>This policy was moved from Pedestrian System Policies under 4.2.3.</p> |
| <p>4.3.5-S 2.3.A – In areas zoned for general industrial, <u>Sidewalk alternatives may be installed consistent with options provided in the TSP with Department Director discretion and approvals</u>substituted consistent with the shoulder bikeways provided in the industrial street standards in the White City TSP.</p> | <p>The proposed modification reflects PMT discussions regarding providing a “toolkit” of pedestrian and bicycle facility options in the TSP.</p> |
| <p>4.3.5-T 2.3.B – Development of an attractive and functional pedestrian system is critical for the successful redevelopment of the White City urban residential areas. Pedestrian needs will be incorporated in street planning, design, construction, and maintenance activities.</p> | <p>This policy is addressed, at least in part, by street design standards in the updated TSP (Tech Memo #6), standards for bicycle and pedestrian access in White City development code in Section 12.8.1(H), and standards for Street Frontage Landscaping in Section 12.12. However, it is recommended that the policy be retained and generalized for urban areas.</p> |
| <p>2.3.C – Require the construction of non-motorized pathways designated in the WCTSP as part of the development review process.</p> | <p>It is recommended that this policy be modified to apply countywide and be moved to Pedestrian System Policies (4.2.3-D).</p> |
| <p>4.3.5-V 2.3.D – The location and design of all sidewalks will comply with the requirements of the Americans with Disabilities Act. (RTP 10-5)</p> | |
| <p>2.4 Bicycle Component Policies:</p> | |
| <p>2.4.A – Development of an attractive and functional bicycle system</p> | <p>This policy is adequately</p> |

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| that effectively connects residential areas to schools, commercial centers, and other activity centers is important for redevelopment of the White City (RTP 10-1). | addressed in other policies or is otherwise no longer necessary. |
| 2.4.B – East of Highway 62, bike lanes will be provided as part of Roadway Improvement Projects on all higher order streets. (RTP 10-1) | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.4.C – West of Highway 62, adequate shoulders will be provided as part of Roadway Improvement Projects on all higher order streets. (RTP 10-1) | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 2.4.D – White City is committed to improving and expanding its inventory of bicycle amenities to make cycling a desirable transportation alternative. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3. Integration | |
| Integration Goal: To achieve the livability and modal elements goals by integrating land use planning, system financial planning, environmental planning and application of policies at address transportation needs in specific locations. | This goal is adequately addressed by general goals. |
| 3.1 Transportation and Land Use Coordination Policies: | |
| 3.1.A – Plan amendments and zone changes need to demonstrate that adequate transportation planning has been done to support the proposed land use. | This will be addressed by modified policies in general policies (see proposed Policy 4.3.2-A). |
| 4.3.5- Y3.1.B – For the residential area east of Highway 62 in White City, provide land use policies that will reduce reliance on the automobile and support the TSP by facilitating a compact community of mixed uses and development that is oriented to the use of public transportation and non-motorized travel. (RTP 18-1) | Specify for White City. |
| 3.1.C – White City will establish and maintain land development ordinance regulations to protect and improve the transportation system. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3.1.D – Regardless of whether adequate capacity exists, changes in land use and new or expanded development proposals will not be approved if they will create, or would worsen, a safety problem on a public or quasi-public transportation system or facility. If a safety problem would be created or worsened without mitigation, then a mitigation plan that resolves the concern must also be approved and included in the proposal in order for the land use change | This policy is adequately addressed in other policies or is otherwise no longer necessary. |



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| and/or development proposal to be approved. Where a safety concern exists, study by a registered professional engineer with expertise in transportation should be considered to determine if a problem would be created or worsened. | |
| 3.2-Financing Policies: | |
| 3.2.A – Transportation projects in White City will maximize the opportunities for facility improvements made possible through urban renewal. | This policy is no longer necessary. |
| 3.2.B – White City will prioritize transportation projects with the most benefits for the cost. This prioritization will not discount the value of qualitative differences between projects. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3.2.C – New or expanding development proposals in White City will be financially responsible for on-site improvements concurrent with new development, or contribute a fair share for such improvements. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3.2.D – New or expanding development proposals in White City will be required to contribute a fair share for adequate off-site system improvements | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3.3 Area Specific Policies and Quasi-Judicial TSP Amendments: | TSP amendments are addressed in general policies, so it is not necessary to address them here. |
| 4.3.5-AA3.3.A – The well-being of White City and other urban unincorporated areas is very highly dependent on State Highways 62 and 140. White City The County will work collaboratively with ODOT on planning and project development for these Highways. | The proposed policy statement more broadly applies to all State highway and all urban unincorporated communities. |
| 3.3.B – Developing a long term freight mobility solution from White City to Interstate 5 is one of the highest long-range transportation planning project priority for White City. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |
| 3.3.C – Quasi Judicial TSP amendments will only be considered where the amendment meets legal requirements for a quasi-judicial land use decision and will not have extensive consequences or cause any inconsistencies with the balance of the White City TSP. | This policy is adequately addressed in other policies or is otherwise no longer necessary. |



JURISDICTIONAL ROAD EXCHANGE

ADMINISTRATIVE POLICY

Chapter 1
General Administration
Policy #1-45

Effective Date: 12/02/10
Original Date: *NEW*

Statement of Policy

This policy sets forth Jackson County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB).

Applicability

This policy applies to all County departments involved in the management of County roads.

In General

Oregon Revised Statutes (ORS) 373.270(6) grants cities the power to reject jurisdiction over County roads within their corporate limits, or to accept jurisdiction with conditions. Historically, cities have required that Jackson County provide compensation or bring rural roads up to a city street standard which includes building curbs, gutters, and sidewalks before the city will take ownership of the road.

County roads located within city limits, new Urban Growth Boundaries, and Urban Reserve Areas, are subject to higher traffic usage and thus deteriorate more rapidly than those in most of the County's unincorporated areas resulting in an unnecessary financial burden to the County. Due to the current funding formulas allowed by State law, the County has no mechanism to collect funds to pay for increasing road capacity or road maintenance to address the urban use of road facilities in and around city limits. Cities are better positioned to pay for urban road upgrades since the city has the legal ability to collect System Development Charges (SDCs) for development along the roads. Also, many cities have instituted street utility fees to pay for ongoing maintenance.

Past Practice (for Reference)

Board Order No. 203-93 prescribed that it is in the interest of the County to provide an incentive to cities to accept jurisdictional exchanges. As such, the Order required the County to pay cities the value of a pavement overlay plus an additional 20 percent when completing a jurisdictional exchange.

Board Order No. 6-99 required that the Urban Growth Boundary Management Agreements between the County and cities be amended to require each city to request road jurisdiction at the time the land is annexed to the city. It required the County to pay for the jurisdictional exchanges according to the "normal cost sharing policy" (reference Order No. 203-93). It also required that cities annex the entire right-of-way.

On December 2, 2010, the Board of Commissioners signed Order No. 265-10 which rescinded Board Order No. 203-93 and Board Order No. 6-99.

Roads and Parks Department Policy #1-9 established that the Department will defer all major maintenance on County roads within city limits and will limit most all routine maintenance to those activities directly related to safety and hazard reduction.

County Roads Already Within City Limits or an UGB

The County should leverage all appropriate legal opportunities to require the transfer of County roads already within the city limits to the cities. County Staff is directed to achieve jurisdictional transfers at the lowest possible cost to the County after negotiations with individual cities. If negotiations result in an agreement between the city and County for which compensation will be provided, in no case will the County provide compensation which exceeds the cost of 120 percent of an asphaltic pavement overlay.

If a County road within a proposed annexation either meets minimum city design standards or minimum County urban design standards, the city shall accept the County road at the time of annexation and the transfer shall occur without compensation and shall not subject to other conditions that would otherwise be allowed under ORS 373.270(6).

County Roads Included in Proposed UGB Amendments or Annexations

Cities are required to assume jurisdiction of County roads within an amended UGB at the time of annexation, regardless of the design standards the road is constructed to. When a city is proposing to amend its UGB, the following policies shall be implemented:

1. At the time the property within the proposed UGB is annexed to the city, jurisdiction over County roads within said annexation shall be transferred to the city and the city will accept jurisdiction of said road(s) regardless of the design standards the road is constructed to. Such transfers shall occur without compensation and are not subject to other conditions that would otherwise be allowed under ORS 373.270(6).
2. At the time of transfer, as required by (1) above, the County will ensure the pavement condition is in "good" or better than "good" condition as determined by the County's pavement management grading system.
3. If a proposed UGB amendment will have a significant impact to a County road(s) already within the city limits or existing UGB such that the proposed amendment depends on the County road for proper traffic circulation, then the County may require as a condition of approval, the transfer of all, or portions of, the County road(s) within the existing UGB or city limits at the time of annexation regardless of the design standards the road is constructed to. This transfer shall occur without compensation and is not subject to other conditions that would otherwise be allowed under ORS 373.270(6).

All boundaries established for any future UGB or annexation which abuts a County road shall be set at the far edge of the right-of-way so that the entire County right-of-way is included in the annexation or boundary expansion. In no case shall the boundary be placed on the centerline of any County road.



Maintenance of County Roads within City Limits

In order to encourage jurisdictional transfer of County roads within city limits, routine road maintenance should be limited to those activities directly related to safety and hazard reduction and most all major maintenance should be deferred. The general policy for maintenance of such roads is as follows:

1. Pavement Management – Potholes and other pavement surface defects should be patched when, in the opinion of the Roads and Parks Department, the distressed area is a hazard or potential hazard.

Pavement maintenance including major patching, chip seals, or overlays should not be completed on County roads within city limits unless the city, or other third party, agrees to share in at least 50 percent of the cost of said improvement, or the work is being done in preparation for a jurisdictional exchange. Exceptions to this policy are allowed when, in the opinion of the County Engineer, major pavement maintenance will reduce costs to the County.

2. Gravel Shoulders – Gravel shoulders should be leveled or graded when, in the opinion of the Roads and Parks Department, the distressed area is a hazard or potential hazard.
3. Drainage Features – Drainage features such as roadside ditches, culverts, inlets and catch basins should be cleaned when, in the opinion of the Roads and Parks Department, such cleaning is necessary to prevent flooding or erosion damage to County facilities. During flooding conditions, County maintenance crews should investigate emergency calls for assistance and take appropriate corrective action as warranted.
4. Signing – All signing shall be installed and maintained by County crews to the same standard as other County roads.
5. Striping and Pavement Legends – County crews shall install and maintain all striping and pavement legends to the same standard as other County roads.
6. Vegetation Management – Roadside vegetation should only be maintained when, in the opinion of the Roads and Parks Department, it is necessary to mitigate hazards or potential hazards.

Capital Improvements

In order to continue to provide increased incentives to the cities to accept jurisdiction of County roads currently within city limits, capital improvement projects for roads within the city must meet the following conditions:

1. The city or other funding agency provides at least 50 percent of the cost for the improvement;
2. The city agrees, before the project is programmed for funding, that they will accept jurisdiction of the road following completion of the project;
3. County funds are available for the County to complete the project; and,
4. Board of Commissioners grant approval for the specific, proposed project.

Nothing in this policy shall prevent the County from making emergency repairs or taking actions to address safety problems and remove hazards.



Previous Policies

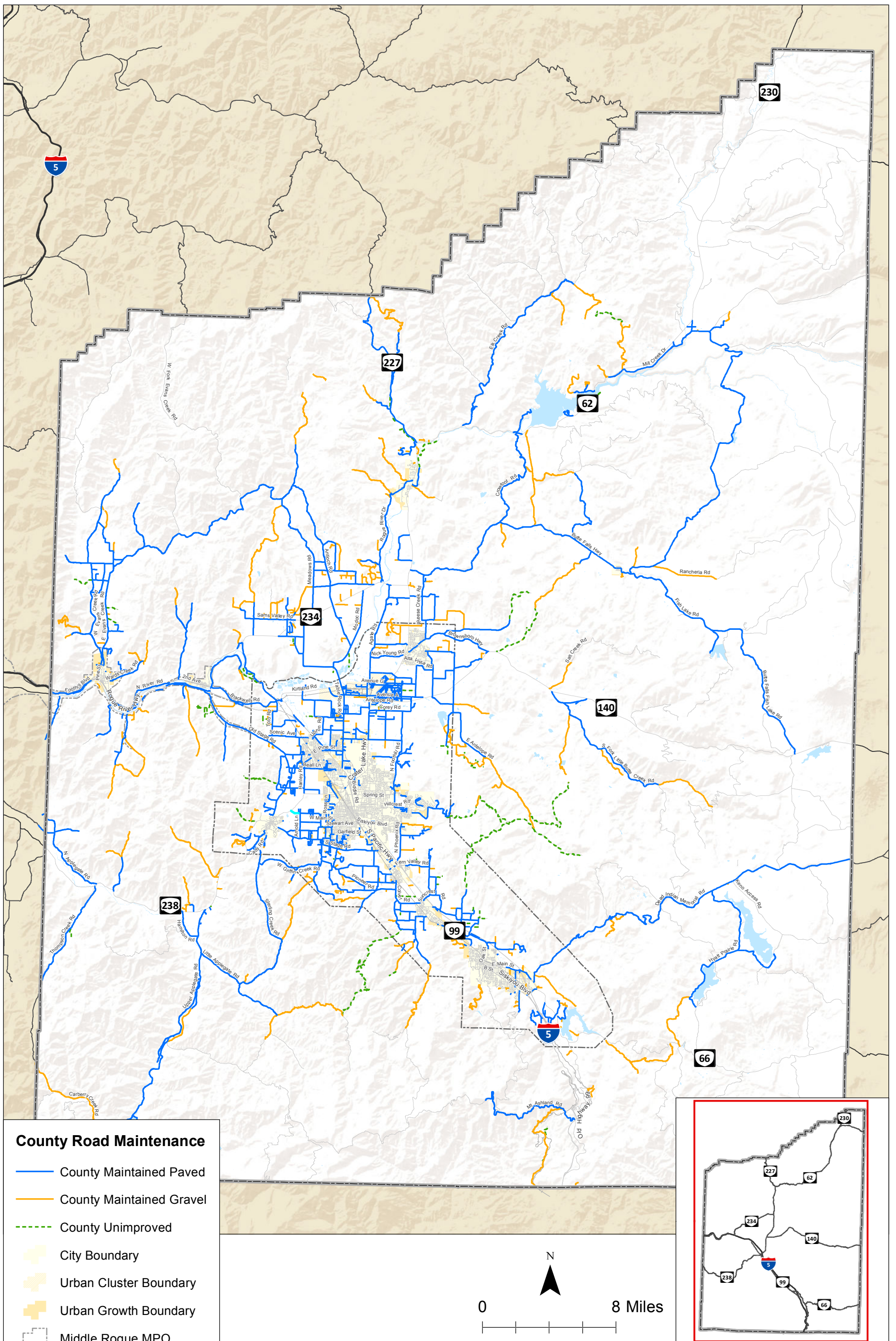
This policy replaces and supersedes all previous road jurisdictional exchange policies within the Roads and Parks, and Development Services Departments.

Compliance

Failure to comply with any provisions of this policy may lead to discipline up to and including termination.

/s/ Danny Jordan
Danny Jordan
County Administrator

Board Approved: December 2, 2010



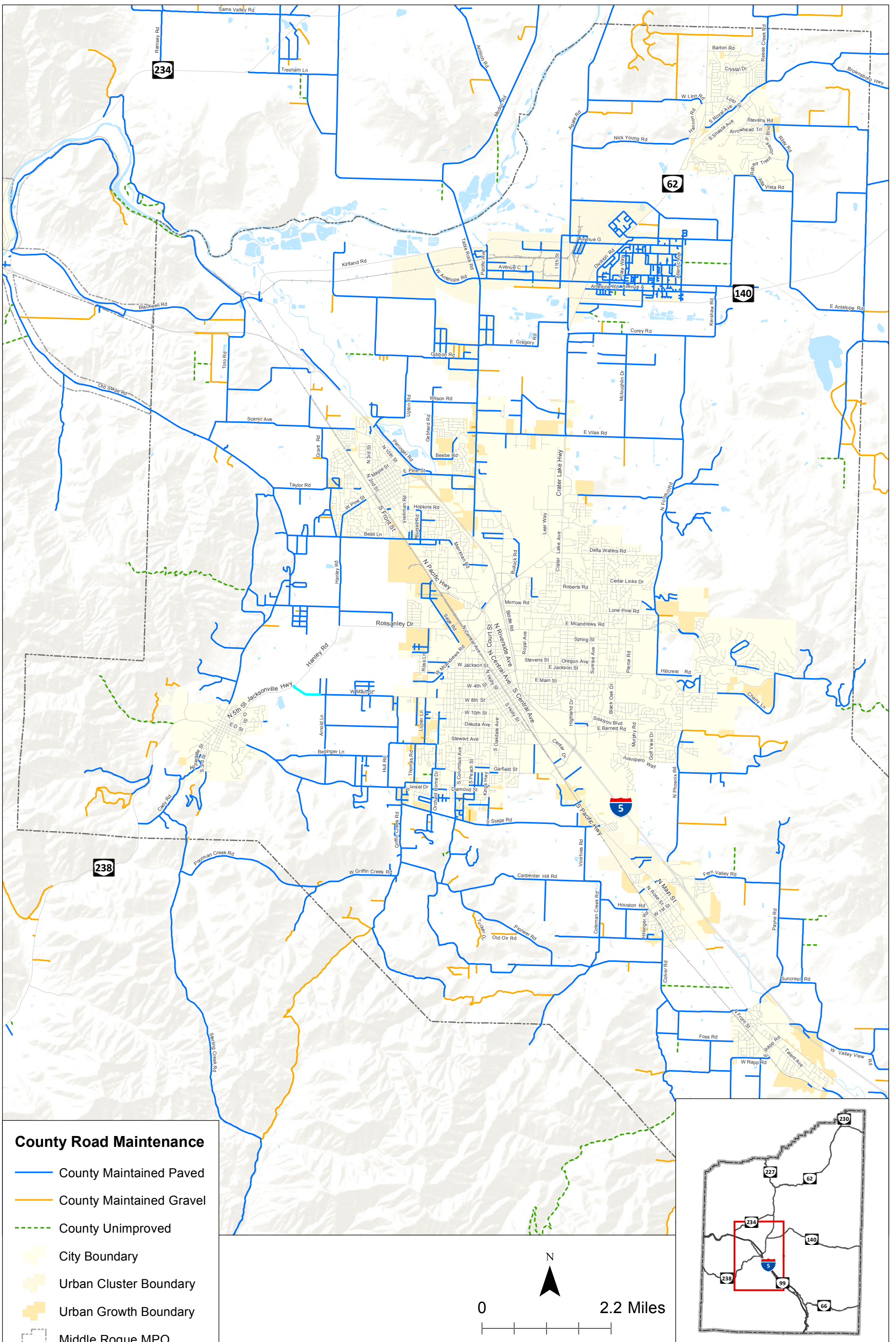
County Road Maintenance

- County Maintained Paved
- County Maintained Gravel
- - - County Unimproved
- City Boundary
- Urban Cluster Boundary
- Urban Growth Boundary
- Middle Rogue MPO
- Rogue Valley MPO
- County Boundary

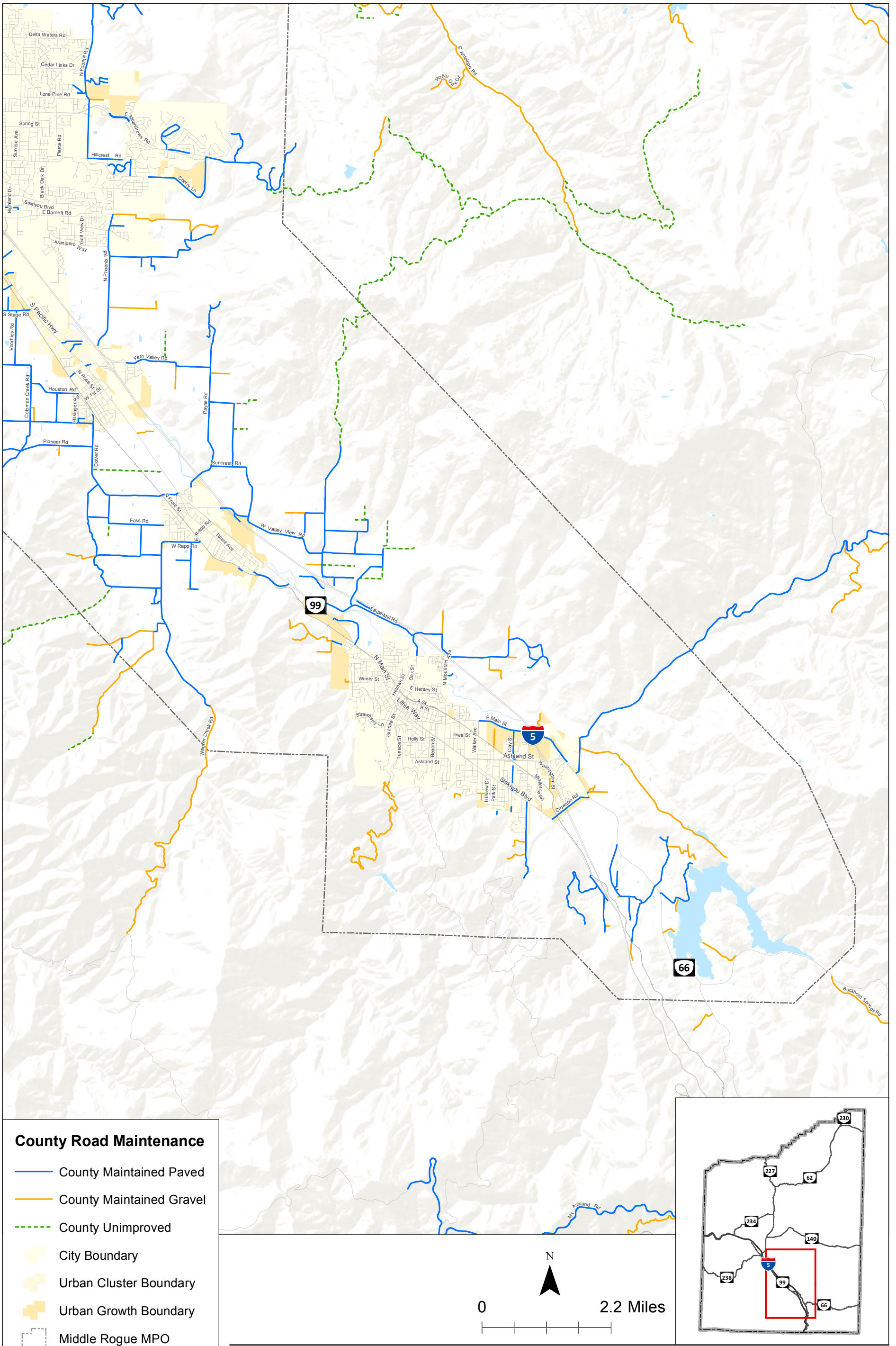
**County Maintained and Unimproved Roads
Jackson County, OR**

**Figure
1A**

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County Road Maintenance

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**County Maintained and Unimproved Roads
Jackson County, OR**

**Figure
1C**

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Table 1 Toolbox Contents

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| BPF-2 | Advisory bike lane |
| BPF-3 | Buffered shoulder bikeway |
| BPF-4 | Shoulder bikeway |
| BPF-5 | Shared lane roadways |
| BPF-6 | Bicycle pullout |
| BPF-7 | Bicycle climbing lane |
| BPF-8 | Pedestrian shoulder |
| BPF-9 | Pedestrian path (sidepath) |

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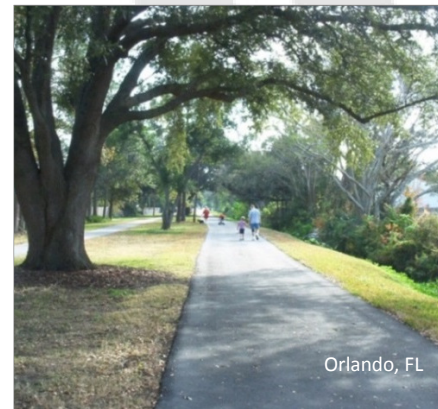


Bicycle and Pedestrian Facilities

MULTI-USE PATH



Springwater Trail, Portland, OR



Orlando, FL

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

TSP Area Applicability

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

Benefits

- Provides facility for both pedestrians and bicyclists in less space than separated facilities.
- Providing separation from motor vehicles can attract pedestrians and cyclists of all ages and abilities.
- Would improve accessibility for residents and increase safety for all users including recreational cyclists.

Constraints

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

Design Considerations

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

Additional Guidance

- AASHTO Guide for the Development of Bicycle Facilities
- Metro Greenway Trails
- ODOT Highway Design Manual





Bicycle and Pedestrian Facilities

ADVISORY BIKE LANE



Numansdorp, The Netherlands



Hanover, NH
Photo: Danny Kim,
The Dartmouth



Hanover, NH
Photo: Danny Kim,
The Dartmouth

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

TSP Area Applicability

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

Benefits

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

Constraints

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

Design Considerations

- Advisory bike lanes can be striped as 5-7 foot lanes with a single center motorized vehicle lane of 10 to 18 feet.
- Explanatory signage may be helpful in US contexts to communicate to motorists that they must yield to bicyclists before passing oncoming vehicles.

Additional Guidance

- NACTO Urban Bikeway Design Guide
- CROW Design Manual for Bicycle Traffic.
- ODOT Highway Design Manual.
- ODOT Bicycle and Pedestrian Design Guide.
- FHWA Separated Bike Lane Planning and Design Guide



Bicycle and Pedestrian Facilities

BUFFERED SHOULDER BIKEWAY



Riverside Boulevard
Bend, OR



Location and Source

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

TSP Area Applicability

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

Benefits

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

Constraints

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

Design Considerations

- Typical buffer width is 2-3 feet, in addition to standard bicycle lane width of 5-6 feet, but a combined width of 6 feet is acceptable.
- Green pavement markings or striping can add visibility and awareness in “conflict areas” or intersections where bicycle and vehicle travel paths cross.
- Buffer space can have markings or rumble strips to deter vehicles from traveling or parking in the space.

Additional Guidance

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



Bicycle and Pedestrian Facilities

SHOULDER BIKEWAY



Tucson, AZ



Boise, ID

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

TSP Area Applicability

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

Benefits

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

Constraints

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

Design Considerations

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

Additional Guidance

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



Bicycle and Pedestrian Facilities

SHARED LANE ROADWAYS



Cornell Road,
Portland, OR



Clackamas County, OR



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

TSP Area Applicability

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

Benefits

- Allows for bicycle travel when other treatments are not feasible.
- Low- to no-cost.

Constraints

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

Design Considerations

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

Additional Guidance

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



Bicycle and Pedestrian Facilities

BICYCLE PULLOUTS



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

TSP Area Applicability

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

Benefits

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

Constraints

- Requires right of way.
- Does not provide a continuous bikeway.

Design Considerations

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

Additional Guidance

- See guidance for shoulder bikeways.



Bicycle and Pedestrian Facilities

PEDESTRIAN SHOULDER



SE Powell Blvd
Portland, OR



Fern Street
Tigard, OR

A pedestrian shoulder facility provides access for pedestrians on a hard surface in rural areas where sidewalks are not present.

TSP Area Applicability

Paved shoulders can be applied to any roadway in the study area but is most suited to roadways with low volumes but that have pedestrian demand. They are typically applied on rural roadways and can be used as an interim treatment in urbanizing areas.

Benefits

- Provides a space separated from motorists.
- Requires less right-of-way than a separated multi-use path.
- More cost-effective than installing sidewalks.

Constraints

- Does not provide physical protection from vehicles and may not be comfortable for all users.
- May be used by cyclists in both directions and conflict with pedestrians.
- Shoulders serving other uses, such as disabled vehicles or farm equipment may require bicyclists and pedestrians to use travel lanes.

Design Considerations

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

Additional Guidance

- ODOT Highway Design Manual
- AASHTO Green Book



Bicycle and Pedestrian Facilities

PEDESTRIAN PATH (SIDEPATH)



Skyline Boulevard
Portland, OR

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

TSP Area Applicability

Pedestrian paths can be applied to any constrained roadways in the study area where sidewalks are not present and multi-use paths cannot be accommodated. They can be used as an interim treatment in urbanizing areas to make connections between sidewalk facilities.



Skyline Boulevard
Portland, OR

Benefits

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

Constraints

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

Design Considerations

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

Additional Guidance

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



SW 121st Ave
Tigard, OR