

City of Talent

Transportation System Plan Update

Draft Technical Memorandum #1:

Definition and Background

Prepared for

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and

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1. DEFINITION AND BACKGROUND

This memorandum provides the purpose and context for updating the TSP and establishes proposed amendments to the goals and objectives in the City of Talent's current 2007 *Transportation System Plan* (TSP).

1.1. Purpose of the TSP Update

The purpose of this TSP update is to update the City's documentation of existing transportation conditions and future transportation needs, achieve consistency with the recently-adopted 2013-2038 Rogue Valley Metropolitan Planning Organization's *2013-2038 Regional Transportation Plan* (RTP), and in doing so, continue to fulfill requirements in Oregon Administrative Rule 660-012, which is also known as the Transportation Planning Rule (TPR). Figure 1-1 illustrates the study area for the TSP Update, including the City Limits, Urban Growth Boundary (UGB), and Urban Reserve Areas (URAs).

1.2. Proposed Amendments to Goals and Objectives

Table 1-1 presents proposed amendments to the existing goals and objectives of the Talent TSP. The amendments proposed are necessary to achieve consistency and compliance with either the TPR or the 2008-2013 RTP, or both. Circumstances that may warrant revising local policies include instances where the section openly contradicts or otherwise fails to acknowledge guidelines mandated by regional and statewide planning documents.

Goals and objectives are listed within the following table in the same order as presented in the 2007 TSP. Only those sections where changes are recommended have been included in this memorandum. Proposed additions to Goals and Objectives are represented as underlined text and proposed deletions as ~~strike-through~~ text.

Table 1-1: Recommended Amendments to 2007 TSP

2007 TSP Section	Policy Justification
<i>Chapter 2: Goals and Objectives</i>	
(Intro) In addition to the Goals and Objectives listed below, this Element adopts herein by reference the Goals and Objectives of the Rogue Valley Metropolitan Planning Organization's <u>(RVMPO) Regional Transportation Plan, 2005-2030 2013-2038</u> .	Recognizes that the 2008-2013 RTP has been updated in the intervening timeframe since the previous Talent TSP was adopted.
<i>General Transportation Policies</i>	
3. <u>Investments that preserve the existing transportation system, including</u> The implementation of transportation system and demand management measures, enhances transit service, and provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor, <u>shall be prioritized</u> before street widening projects are considered.	Recommended to achieve consistency with Goal 4-2 of the RVMPO 2008-2013 RTP.

Table 1-1: Recommended Amendments to 2007 TSP

2007 TSP Section	Policy Justification
4. Transportation facilities shall be designed and constructed to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, <u>health</u> , environmental and institutional <u>impacts</u> disruptions , and to encourage the use of public transit, bikeway and walkways.	Recommended to achieve consistency with Goal 3-4 of the RVMPO 2008-2013 RTP.
6. The rapid and safe movement of fire, medical and police vehicles shall be an integral part of the design and operation of the transportation system. <u>Transportation facilities shall be designed to support development of alternate transportation routes to respond to emergency needs.</u>	Recommended to achieve consistency with Goal 2-5 of the RVMPO 2008-2013 RTP.
9. <u>The TSP shall identify transportation needs relevant to the City and the scale of the transportation network being planned to meet the needs of the transportation disadvantaged, including low-income, elderly, youth, and disabled populations that require non-single occupant vehicle (SOV) modes for mobility and access.</u>	Recommended to attain compliance with Section 660-012-0030(1)(b) of the Statewide TPR.
10. <u>The City shall determine local transportation needs based upon population and employment forecasts and distributions that are consistent with the City's Comprehensive Plan and the RVMPO Regional Transportation Plan.</u>	Recommended to attain compliance with Section 660-012-0030(3)(a) of the Statewide TPR.
11. <u>The City shall design and operate its transportation system to reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies, and natural hazards.</u>	Recommended to achieve consistency with Goal 2-4 of the RVMPO 2008-2013 RTP.
12. <u>The City shall support 20-year regional alternative performance goals adopted by RVMPO to demonstrate reduced reliance on the automobile and bring the RTP into compliance with the TPR. The following seven measures were adopted in 2000 (with 2020 targets in parenthesis):</u> A. <u>Transit and bicycle/pedestrian mode share (3% transit and 11% bike/ped)</u> B. <u>Percentage of dwelling units within ¼ mile walk to 30 minute transit service (50%)</u> C. <u>Percentage of collectors and arterials with bicycle facilities (60%)</u> D. <u>Percentage of collectors and arterials in TOD areas with sidewalks (75%)</u> E. <u>Percentage of mixed-use DUs in new development (49%)</u> F. <u>Percentage of mixed-use employment in new development (44%)</u> G. <u>Regional funding dedicated to alternate transportation (\$6.4 million)</u>	Recommended to attain compliance with Section 660-012-0035(5) of the Statewide TPR.
Land Use - Policies	
1. The City shall consider changes to the Zoning Code that will more effectively implement Comprehensive Plan goals that encourage <u>transit-oriented</u> , mixed-use and high-density development near the city center to reduce private vehicle trips by increasing access to transportation alternatives in conformity with the Oregon Transportation Planning Rule (TPR).	Recommended to attain compliance with Section 660-012-0045(5)(a) of the Statewide TPR.

Table 1-1: Recommended Amendments to 2007 TSP

2007 TSP Section	Policy Justification
<i>Transportation Systems Management – Objective 1 Policies</i>	
<p>1. <u>The City recognizes that efficient management of the transportation system can reduce costs by avoiding the need for more expensive roadway expansion projects. The City shall effectively integrate technology with transportation infrastructure consistent with strategies and projects in RVMPO’s Intelligent Transportation Systems (ITS) Plan.</u></p> <p><i>This should become the first policy and the others should be renumbered to follow.</i></p>	<p>Recommended to achieve consistency with Goal 5-4 of the RVMPO 2008-2013 RTP.</p>
<i>Parking – Objective 3 Policies</i>	
<p>4. <u>The City will create a parking management plan to support the development of a vibrant area for shopping, working, living, and playing, and meet the needs of the community’s businesses, residents, employees, and visitors. The plan will establish the framework for assessing and managing the supply of on- and off-street parking in the central business district to accommodate existing and future demand, while supporting regional VMT reduction goals by encouraging alternative access modes, including public transit, biking, walking, and carpooling.</u></p>	<p>Recommended to attain compliance with Sections 660-012-0020(2)(g) and 660-012-0045(5)(c) of the Statewide TPR.</p>
<i>Freight – New Goal, Objective, Policies</i>	
<p><u>Objective: The City of Talent will build and maintain the transportation system to facilitate economic development in the region.</u></p>	<p>New goal and objectives recommended addressing the needs of local industries and truck-based freight.</p>
<p>1. <u>The City shall consider effects on freight mobility when prioritizing projects.</u></p>	<p>Recommended to achieve consistency with Goal 8-2 of the RVMPO 2008-2013 RTP.</p>
<p>2. <u>The City supports projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.</u></p>	<p>Recommended to achieve consistency with Goal 8-4 of the RVMPO 2008-2013 RTP.</p>
<p>3. <u>The City plans for enhanced train-truck-transit interface for the movement of goods and people.</u></p>	<p>Recommended to achieve consistency with Goal 8-5 of the RVMPO 2008-2013 RTP.</p>

Table 1-1: Recommended Amendments to 2007 TSP

2007 TSP Section	Policy Justification
<i>Bicycle – Objective 1 Policies</i>	
<p>2. <u>The City shall encourage efforts that inform and promote the human health, economic, and environmental benefits of bicycling for the individual and community. Bicycling for travel and recreation shall be encouraged to achieve a more healthful environment that reduces pollution and noise, which will foster a more livable community.</u></p> <p><i>This should become the second policy and the others should be renumbered to follow.</i></p>	<p>Recommended to achieve consistency with Goal 3-4 of the RVMPO 2008-2013 RTP.</p>
<p>11. The City of Talent shall encourage bicycle recreation.</p>	<p>Recommended for deletion as it has been superseded by proposed Bicycle Policy 2 above.</p>
<i>Pedestrian – Objective 3</i>	
<p>3. The City shall encourage efforts that inform and promote the <u>human</u> health, economic, and environmental benefits of walking for the individual and community. Walking for travel and recreation shall be encouraged to achieve a more healthful environment that reduces pollution and noise, which will foster a more livable community.</p>	<p>Recommended to achieve consistency with Goal 3-4 of the RVMPO 2008-2013 RTP.</p>

1.3. Relevant Plans and Policy Review

As part of the TSP Update, relevant plans and policies were reviewed to ensure the necessary compatibility, consistency, and compliance required by state law and ODOT policy. It includes a determination of the level of compliance between the TSP and the City's Municipal Code and recommended changes to both the Code and TSP to achieve consistency between all three documents. Appendix A also identifies the goals and objectives of the 2013-2038 RTP that were considered most appropriate to the local TSP. A summary description of the reviewed plans and policies is attached at the end of this technical memorandum as Appendix A.

1.4. Proposed Analysis Methodology

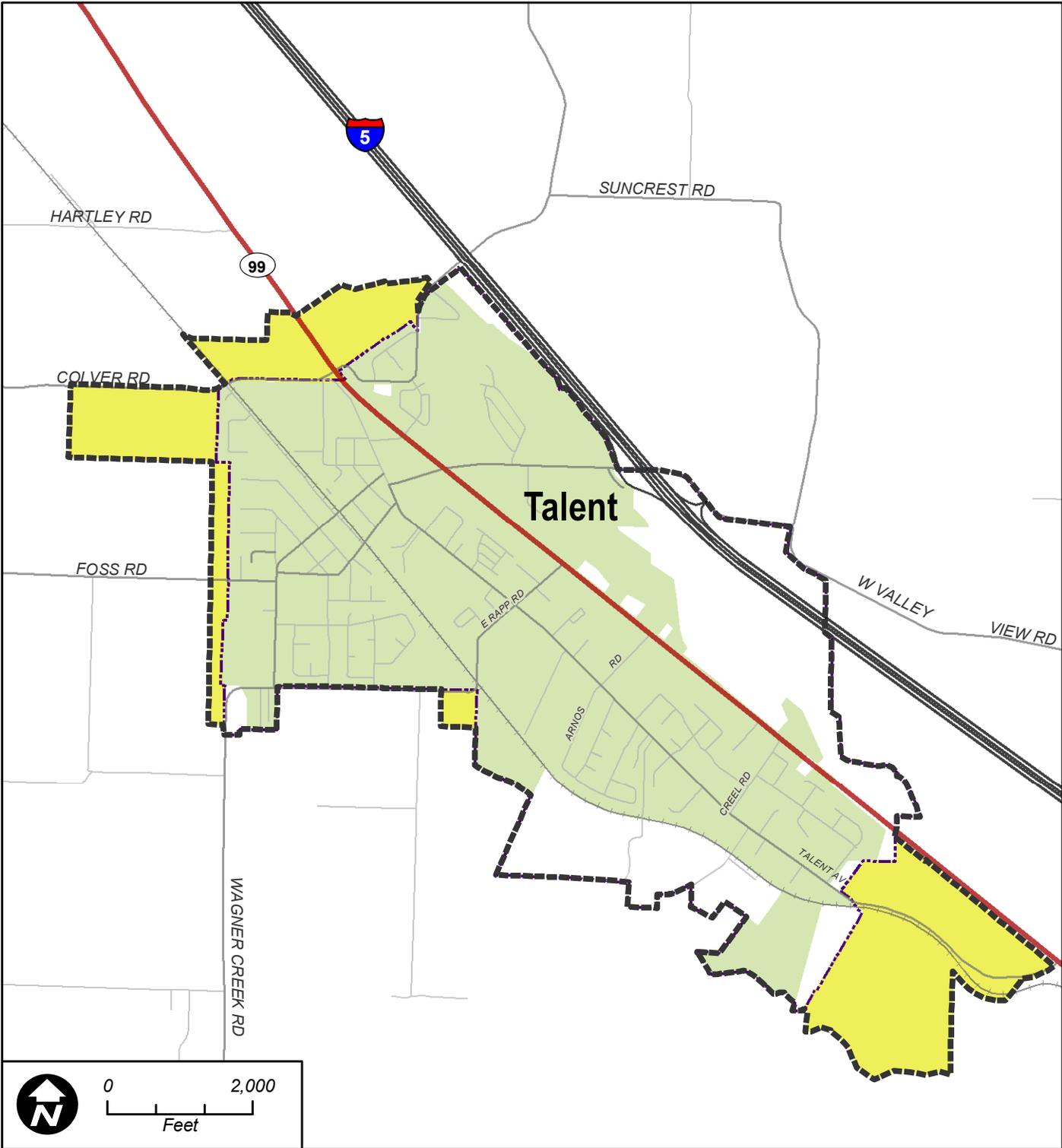
The TSP Update also includes collection and evaluation of new traffic data as well as long-range forecasting for consistency with the 2013-2038 RTP. Appendix B summarizes the approach for collection and evaluation of information that the Transportation System Plan (TSP) will use for traffic analysis.

Attachments:

Figure 1-1. Study Area

Appendix A – Review of Plans and Policies

Appendix B – Analysis Methodology



City of Talent TSP

Figure 1
Study Area

Legend

-  Study Area
-  UGB
-  Urban Reserve Areas (URAs)

Source Data: Jackson County, ESRI, Oregon GEO

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Appendix A:
Review of Plans and Policies

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A. INTRODUCTION

This appendix documents state, regional, and local transportation and land use plans and policies that are relevant to transportation planning in the City of Talent, Oregon. The purpose of this review is to ensure that the update of the City of Talent Transportation System Plan (TSP) is compatible and compliant with all laws and policies.

A.1. Statewide Plans and Policies

The following statewide planning documents are reviewed:

- Statewide Plans and Policies
- Oregon Transportation Plan (OTP, Amended September 20, 2006)
- Oregon Highway Plan (1999, with Amendments)
- Oregon Bicycle and Pedestrian Plan (1995)
- Oregon Rail Plan (2001)
- Oregon Public Transportation Plan (1997)
- Oregon Freight Plan (2011)
- Transportation Safety Action Plan (2011)
- Oregon Department of Aviation 2007 Oregon System Plan
- Title VI Guidance for Transportation Planning (2009)
- 2012-2015 Statewide Transportation Improvement Program (STIP)

A.1.1. Statewide Planning Goals

Since 1973, Oregon has maintained a strong statewide program for land use planning. The foundation of that program is a set of 19 statewide planning goals. Most of the goals are accompanied by guidelines, which are suggestions about how a goal may be applied. The goals express the state's policies on land use and related topics, such as citizen involvement, housing, and natural resources. Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan, of which transportation system plans are a part, and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the Statewide Planning Goals. When the state's Land Conservation and Development Commission (LCDC) officially approves a local government's plan, the plan is said to be acknowledged. It then becomes the controlling document for land use in the area covered by that plan. Oregon's planning laws strongly emphasize coordination—keeping plans and programs consistent with each other, with the statewide planning goals, and with acknowledged local plans. The goals that are most pertinent to transportation system planning are described below.

Statewide Planning Goal 1 (Citizen Involvement) and OAR 660, Division 4

Goal 1, Citizen Involvement, ensures the opportunity for all citizens to be involved in all phases of the planning process. The citizen involvement program shall be appropriate to the scale of

the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and understand the issues surrounding a given planning process.

Project Relevance

Goal 1 requires federal, state, regional, and special districts agencies to coordinate their planning efforts with the City of Talent, and in addition, make use of existing local established citizen involvement programs.

The key components of Goal 1 relevant to the project include:

- To provide for widespread citizen involvement.
- To provide effective two-way communication with citizens.
- To provide the opportunity for citizens to be involved in all phases of the planning process.
- To assure technical information is available and provided in a user-friendly manner.
- To assure that policy makers provide feedback to citizens.

Statewide Planning Goal 2 (Land Use Planning) and OAR 660, Division 4

Goal 2, Land Use Planning, requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. Goal 2 plays a key role in transportation planning along with Goals 11 (Public Facilities and Services), 12 (Transportation) and 14 (Urbanization).

Project Relevance

Part of the Talent TSP process will include estimating future demand for transportation facilities and services. Assumptions used in the TSP regarding the future use of land and projected development will form the basis of the estimates for future transportation demand.

Statewide Planning Goal 11 (Public Facilities and Services) and OAR 660, Division 11

Statewide Planning Goal 11, Public Facilities and Services, requires cities and counties to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Project Relevance

As it applies to this project, Goal 11 requires that projects and plans (urban development) be “guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served.”

Statewide Planning Goal 12 (Transportation) and OAR 660, Division 12

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided.” A major purpose of the TPR is to promote more careful coordination of land use and transportation planning, to assure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

The TPR divides transportation planning into two phases: transportation system planning and transportation project development (660-012-0010(1)). This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. These include replacement of an intersection with an interchange, channelization, and medians. The local government must identify reasonable build design alternatives, assess their impacts, and select the alternative with the least impact.

The Land Conservation and Development Commission adopted amendments to the TPR. These include amendments to OAR 660-012-0060 (plan and land use regulation amendments). The primary focus of this rule is keeping land use and transportation in balance. When a plan or zoning amendment would result in levels of traffic that exceed the highway performance standards for a roadway, it is deemed to have a significant effect on the roadway.

Project Relevance

The TPR contains specific requirements for the development of Transportation System Plans. Moreover, TSPs are required to be developed in accordance with the TPR. The following table provides an analysis of the existing TSP’s compliance with the TPR¹, and recommended areas that should be addressed in the TSP Update.

Table A-1. Transportation Planning Rule Compliance

TPR Section	Compliant?	Finding
<i>660-012-0015 Preparation and Coordination of Transportation System Plans</i>		
3(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;	Partially	An update to the RTP was complete in March, 2013. The TSP should be updated to reflect changes made to the RTP.
(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.	Yes	The RTP was adopted as part of the 2007 TSP Update (Element D of the Comprehensive Plan)

Table A-1. Transportation Planning Rule Compliance

TPR Section	Compliant?	Finding
(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.	Yes	The 2007 TSP Update was coordinated with the Rogue Valley MPO, ODOT, Jackson County, and other relevant government organizations.
660-012-0020 Elements of Transportation System Plans		
2(a) A determination of transportation needs as provided in OAR 660-012-0030	Yes	Chapter 6 of the 2007 TSP Update contains discussion of transportation needs.
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections...	Yes	The 2007 TSP Update contains these standards and a functional classification plan that describes a system of collectors and arterial streets.
(c) A public transportation plan	Yes	Chapter 7
(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area.	Yes	Chapter 7
(e) An air, rail, water and pipeline transportation plan...	Yes	Chapter 7
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);	No	The 2007 TSP Update does not have a parking plan.
(h) Policies and land use regulations for implementing the TSP	Partially	The TSP contains transportation policies, goals and objectives. TSP implementation is accomplished through the city subdivision code (8-2) and zoning code (8-3). The code will need to be updated to reflect new or revised policies in the 2013 TSP Update
(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program	Yes	Chapter 8
(3) Each element identified in subsections (2)(b)-(d) of this rule shall contain:		
(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition	Yes	Chapter 3
(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency	Yes	Chapter 4
(3)(b) A system of planned transportation facilities, services and major improvements.	Yes	Chapter 7
660-012-0030 Determination of Transportation Needs		
(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:		
(a) State, regional, and local transportation needs;	Yes	Chapter 5 & 6

Table A-1. Transportation Planning Rule Compliance

TPR Section	Compliant?	Finding
(b) Needs of the transportation disadvantaged;	Partially	The 2007 TSP Update provides limited discussion of the needs of the transportation disadvantaged. Given median income in Talent is significantly below the county and state's median, the needs of the transportation disadvantaged may need to be more thoroughly addressed.
(c) Needs for movement of goods and services to support industrial and commercial development	Yes	The transportation facility projects list in the 2007 TSP Update addresses the needs of freight.
Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:		
(a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan	Partially	The 2007 TSP Update uses growth assumptions that do not fully match those of the Comprehensive Plan. These should be reviewed.
(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.	Yes	The 2007 TSP contains a multi-modal mix of policies and projects to encourage reduced reliance on autos.
660-012-0035 Evaluation and Selection Transportation System Alternatives		
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:		
(a) Improvements to existing facilities or services;	Yes	Chapter 7
(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;	Yes	Chapter 7
660-012-0045 Implementation of the Transportation System Plan		
(1) Each local government shall amend its land use regulations to implement the TSP.		
(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050.	Yes	Chapter 8-3(L) of the Talent City Code describes development review procedures.
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:		
(a) Access control measures;	Yes	Chapter 7
(b) Standards to protect future operation of roads, transitways and major transit corridors;	Yes	Chapter 7
(c) Measures to protect public use airports by controlling land uses within airport noise corridors...	Yes	N/A

Table A-1. Transportation Planning Rule Compliance

TPR Section	Compliant?	Finding
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	Yes	Transportation impacts are reviewed pursuant to Chapter 8-2 of the Talent City Code.
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;	Yes	Conditions may be applied to projects pursuant to Chapter 8-3, L.160 of the Talent City Code.
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications which affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and (g) Regulations assuring that amendment	Yes	Chapter 8-3(M) of the Talent City Code contains noticing requirements.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.		
(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;	No	The 2007 TSP Update has language stating that the City will require bike parking, but the City Code does not contain this requirement. The Code should be revised.
(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.	Yes	Chapter 8-2 of the Talent City Code.
(B) Bikeways shall be required along arterials and major collectors.	Yes	TSP design standards require bicycle facilities on collectors and arterials.
(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section.	Yes	Chapter 8-2 of Talent City Code
(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;	Yes	Design standards require pedestrian facilities on all streets; bicycle facilities are required on all collectors and arterials.
(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.	Yes	Chapter 8-2 of Talent City Code

Table A-1. Transportation Planning Rule Compliance

TPR Section	Compliant?	Finding
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:		
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	Yes	TODs are not expressly called out in the code, but are not prohibited either.
(b) Implements a demand management program to meet the measurable standards set in the TSP in response to 660-012-0035(4);	Yes	The Rogue Valley MPO and Rogue Valley Transit District (RVTD) have a regional TDM; RVTD is the primary implementer of the TDM program.
(c) Implements a parking plan which: (A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments	No	The 2007 TSP Update does not contain a parking plan.
(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	Yes	Chapter 7
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility.	Yes	Code requires that streets be built to TSP design standards; the standards provide for a “narrow” pavement section option for local streets.
660-012-0035 Evaluation and Selection of Transportation System Alternatives		
(c) Transportation system management measures;	Yes	The 2007 TSP Update contains goals and policies related to TSM.
(d) Demand management measures; and	Yes	The 2007 TSP Update contains goals and policies related to TDM; RVTD is the primary implementer of TDM programs in the region.
(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.	Yes	Future conditions under a no-build scenario are considered in the Future Conditions chapter of the 2007 TSP Update.
(5) MPO areas shall adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance...[or] (6) A metropolitan area may also accomplish compliance with requirements of subsection (3)(e), sections (4) and (5) by demonstrating to the commission that adopted plans and measures are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period.	Yes	The MPO has adopted alternative VMT reduction standards to comply with the TPR. The 2007 Talent TSP Update does not directly address these measures, but does contain policies intended to reduce VMT. The TSP and/or City Code should more directly address the VMT reduction standards and measures adopted by the MPO.

Statewide Planning Goal 14 (Urbanization), and OAR 660, Divisions 14 and 22

Goal 14, Urbanization, requires an orderly and efficient transition from rural to urban land use. This is accomplished through the establishment of UGBs and unincorporated communities. UGBs and unincorporated community boundaries separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban in nature and higher intensity than in rural areas, which primarily include farm and forest uses.

Goal 14 is important because it focuses development within relatively compact boundaries of the UGB and to a lesser degree in unincorporated communities. This compact development helps contain the costs of public facilities such as transportation by reducing the need for facilities further out and helping jurisdictions better anticipate where growth will occur. The location, type, and intensity of development within Talent will impact use and development of the transportation system and affects future use and operations.

Project Relevance

The relevance of Goal 14 to the project is underlined in Guideline B.4: “Local land use controls and ordinances should be mutually supporting, adopted and enforced to integrate the type, timing and location of public facilities and services in a manner to accommodate increased public demands as urbanizable lands become more urbanized.”

A.1.2. Oregon Transportation Plan (OTP, Amended September 20, 2006)

The Oregon Transportation Plan (OTP) is the state’s long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). The OTP considers all modes of Oregon’s transportation system as a single system and addresses the future needs of Oregon’s airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. The current OTP assesses state, regional, and local public and private transportation facilities through 2030. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. It also provides the framework for prioritizing transportation improvements based on varied future revenue conditions.

This OTP supersedes the 1992 OTP, which established a vision of a balanced, multimodal transportation system and called for an expansion of ODOT’s role in funding non-highway investments. The current OTP furthers these policy objectives with emphasis on maintaining the assets in place, optimizing the existing system performance, creating sustainable funding, and investing in strategic capacity enhancements.

Project Relevance

Transportation improvements must be consistent with the applicable OTP goals and policies and, therefore, findings of compatibility with the OTP will be part of the basis for adoption of the TSP Update. The most pertinent OTP goals and policies for the TSP are as follows:

Goal 1 – Mobility and Accessibility

Policy 1.1 – Development of an Integrated Multimodal System: It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

Policy 1.3 – Relationship of Interurban and Urban Mobility: It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner that minimizes adverse effects on urban land use and travel patterns and provides for efficient long distance travel.

Goal 2 – Management of the System

Policy 2.1 - Capacity and Operational Efficiency: It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long-term benefit of people and goods movement.

Policy 2.2 - Management of Assets: It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Goal 3 – Economic Vitality

Policy 3.1 – An Integrated and Efficient Freight System: It is the policy of the State of Oregon to promote an integrated, efficient, and reliable freight system involving air, barges, pipelines, rail, ships, and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national, and international markets.

Policy 3.2 – Moving People to Support Economic Vitality: It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services, and information so that intrastate, interstate, and international travelers can travel easily for business and recreation.

Goal 4 – Sustainability

Policy 4.1 – Environmentally Responsible Transportation System: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Policy 4.3 – Creating Communities: It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging the development of compact communities and neighborhoods that integrate residential, commercial, and employment land uses to help make shorter trips, transit, walking, and bicycling feasible, and that integrate features that support the use of transportation choices.

Goal 5 – Safety and Security

Policy 5.1 – Safety and Security: It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Policy 5.2 – Security: It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state, and local homeland security entities.

Goal 7 – Coordination, Communication and Cooperation

Policy 7.1 - A Coordinated Transportation System: It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Policy 7.3 – Public Involvement and Consultation: It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Policy 7.4 – Environmental Justice: It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

A.1.3. Oregon Highway Plan (1999, with Amendments)

The Oregon Highway Plan (OHP) identifies OR 99, which runs parallel to Interstate 5 (I-5), as a designated District Highway in portions of Medford and Ashland. The OHP further defines specific performance standards for district highways, including priorities to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas reflecting the surrounding environment and moderate to low-speed operation in urban and urbanizing areas for traffic flow and for pedestrian and bicycle movement.

The performance and mobility standards in the OHP vary by location and adjacent land use type, establishing a higher level of service expectation in the more rural areas and a lower level of service in urbanized areas.

The OHP establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and the local road, bicycle, pedestrian, transit, rail, and air systems.

Project Relevance

The policies applicable to planning for Highway 99 improvements and the TSP Update are described below.

Goal 1 – System Definition

Policy 1A – State Highway Classification System: Establishes that the management objective of Interstate Highways is to provide for safe and efficient, high-speed, continuous-flow operation in urban and rural areas; and for District Highways, to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate to low-speed operation in urban and urbanizing areas.

Policy 1B – Land Use and Transportation: Recognizes the need for coordination between state and local jurisdictions.

Policy 1C – State Highway Freight System: States the need to balance the movement of goods and services with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.

Policy 1E – Lifeline Routes: Recognizes the need for a secure lifeline network of streets, highways, and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.

Policy 1F – Highway Mobility Standards: Sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system based on highway classification and location by providing the appropriate standards that would allow the corridor area and associated interchanges to function in a manner consistent with OHP mobility standards.

Policy 1G – Major Improvements: Requires maintaining performance and improving safety by improving efficiency and management before adding capacity.

Goal 2 – System Management

Policy 2A – Partnerships: Establishes cooperative partnerships to make more efficient and effective use of limited resources to develop, operate, and maintain the highway and road system.

Policy 2B – Off-System Improvements: Helps local jurisdictions identify and evaluate off-system improvements that would be cost-effective in improving performance of the state highway.

Policy 2E – Intelligent Transportation Systems: Considers services to improve system efficiency and safety through effective incident management, en-route driver information, and traffic control.

Policy 2F – Traffic Safety: Improves the safety of the highway system.

Policy 2G – Rail and Highway Compatibility: States the need to increase safety and transportation efficiency through the reduction and prevention of conflicts between railroad and highway users.

Goal 4 – Travel Alternatives

Policy 4A – Efficiency of Freight Movement: Seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban and rural areas.

Policy 4D – Transportation Demand Management: Supports the efficient use of the state transportation system through investment in efforts that reduce peak period congestion.

A.1.4. Oregon Bicycle and Pedestrian Plan (1995)

The 1995 Oregon Bicycle and Pedestrian Plan offers general principles and policies for providing bikeways and walkways along state highways and provides standards for planning, designing, and maintaining bikeways and walkways throughout the state. The plan is intended to provide a framework for cooperation between ODOT and local jurisdictions, and offers guidance to cities and counties for developing local bicycle and pedestrian plans. Fundamentally, the plan is designed to fulfill the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), whereby each state must adopt a statewide bicycle and pedestrian plan, and Oregon Administrative Rule 660-12 (Transportation Planning Rule 12).

Project Relevance

Improvements to Highway 99, a state facility, must consider the standards in the Plan. The TSP Update will take guidance on bikeway and walkway development into account.

A.1.5. Oregon Rail Plan (2001)

The Oregon Rail Plan is a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. The Oregon Rail Plan identifies specific policies and planning processes concerning rail in the state, including minimum level of service standards for statewide freight and passenger rail systems.

Project Relevance

The primary railroad serving southwestern Oregon is the Central Oregon & Pacific Railroad (CORP), whose main line (Siskiyou Line) runs south from Eugene through Medford. Based on a conversation between the project team and John Bullion, CORP Assistant General Manager, during research for the *I-5 Rogue Valley Corridor Plan*, no rail traffic currently occurs south of the City of Ashland. Therefore, all railroad traffic along the CORP line from Ashland and points north that are destined for California must currently go through Eugene, then divert east across the Cascade summit and south through Klamath Falls, Oregon.

A.1.6. Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan (OPTP) forms the transit modal plan of the Oregon Transportation Plan (OTP). The vision guiding the public transportation plan calls for the following:

- A comprehensive, interconnected and dependable public transportation system, with stable funding, that provides access and mobility in and between communities of Oregon in a convenient, reliable and safe manner that encourages people to ride.
- A public transportation system that provides appropriate service in each area of the state, including service in urban areas that is an attractive alternative to the single-occupant vehicle, and high-quality, dependable service in suburban, rural, and frontier (remote) areas.
- A system that enables those who do not drive to meet their daily needs.
- A public transportation system that plays a critical role in improving the livability and economic prosperity for Oregonians. The plan contains goals, policies, and strategies relating to the whole of the state’s public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The OPTP also identifies minimum levels of service, by size of jurisdiction, for fulfilling its goals and policies.

The Public Transportation 2015 Section of the plan identifies minimum levels of service, by size of jurisdiction, for fulfilling its goals and policies. The OPTP also recognizes, however, that the achievements of these levels of service is dependent upon the availability of resources and therefore are not to be understood as performance mandates placed upon other jurisdictions.

Public transportation services in the project vicinity should:

- Provide daily peak hour commuter service to the core areas of the city.
- Provide a guaranteed ride home program to all users of the public transportation system and publicize it well.
- Provide park-and-ride facilities along transit route corridors to meet reasonable peak and off-peak demand for such facilities.

Project Relevance

The TAC includes a representative from the Rogue Valley Transportation District (RVTD). The project will incorporate improvements to support planned transit service provided by RVTD.

A.1.7. Oregon Freight Plan (2011)

The purpose of the Oregon Freight Plan, which is an Element of the Oregon Transportation Plan, is to “improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses”. The plan documents the economic importance of freight movement in Oregon, identifies transportation networks important to freight-dependent industries and recommends multimodal strategies to increase strategic freight system efficiency. The plan identifies sixteen freight issues and strategies with action steps to address the issues.

The study area is in the Western Freight Corridor of the state. According to the Freight Plan, the Western Freight Corridor contains some of the major intermodal facilities in the state, which

move both heavy and valuable goods to markets around the world. Transportation facilities area also identified as necessary to support resource based industries as those found in the study area and the area surrounding the study area. Interstate 5 carries the majority of north/south freight traffic in Oregon and connects the Oregon freight system with national and international destinations. Besides I-5, the Western Corridor Freight Facilities, in or near Talent include:

- Shortline rail: Central Oregon & Pacific Railroad, WCTU Railway
- Categories I, II and III Airports: Ashland Municipal Airport, Grants Pass Airport, Rogue Valley International-Medford Airport
- Facilities Providing Connectivity: U.S. 199 & OR 227, OR 140

The study area is in the Rogue Valley Area Commission on Transportation (ACT). In the Rogue Valley ACT, the largest commodity group is Machinery, Instruments, Transportation Equipment and Metals in terms of value, and Forest or Wood Products in terms of tons. However, neither of these commodity groups is expected to grow particularly fast over the next 25 years. The Petroleum, Coal and Chemicals group is expected to nearly double over the next 25 years both in terms of value and tons.

Project Relevance

Maintaining and enhancing freight system efficiency will be integrated into the TSP in consideration of the motor vehicle, aviation and rail freight networks in the study area.

A.1.8. Transportation Safety Action Plan (2011)

The Transportation Safety Action Plan (OTSAP) is an Element of the Oregon Transportation Plan. The OTSAP is intended to help sustain and strengthen the focus on factors contributing to transportation related fatalities and injuries and encourage safety programs and practices that address other significant safety problems including the rising death toll for pedestrians and roadside workers, secondary crashes occurring on urban freeways, inadequate emergency response services, and conflicts between motor vehicles and other travel modes. Strategies and Actions to integrate into TSPs include:

OTP Strategy 5.1.3 – Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.

Action 4. Implement engineering solutions for bicyclists and pedestrians

Action 5. Engineering systems for public input that hear multiple viewpoints

Action 6. Engineering incorporating safety messages into the roadway system

Action 8. Advocate safety in local system plans

Strongly advocate for the consideration of roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation.

These plans should include the following:

- Involvement in the planning process of engineering, enforcement, and emergency service personnel as well as local transportation safety groups.
- Safety objectives.
- Resolution of goal conflicts between safety and other issues.
- Application of access management standards to corridor and system planning.
- Improve collaboration between Roadway and Traffic Engineering and TSD to enhance the “4 E” approach to transportation safety (Education, Engineering, EMS, and Enforcement).”
- Ensure wherever possible the ODOT Local Programs and Technology Transfer (T2) Center to include the “4 E” approach to transportation safety as is described in the FHWA’s
- Office of Safety Mission Statement (Education, Engineering, EMS, and Enforcement).
- Enhance existing safety programs by creating a unified statewide approach similar to the national “Toward Zero Deaths” initiative.
- Allow usage of raised medians as a safety countermeasure ensuring that safety concerns are considered and implemented wherever practical.

Action 9. Consider access management

Action 10. Consider the special needs of motorcycles, bicyclists and pedestrians in the safety of road maintenance functions

Action 11. Improve motorcyclist traction

Action 12. Use vegetation management techniques to reduce hazards and increase visibility

Action 15. Evaluate the value of individual ITS tools and Subsystems

Action 21. Consider local needs and limitations when establishing safety standards.

Project Relevance

The TSP Update will incorporate the applicable strategies and actions to the maximum extent practicable.

A.1.9. Oregon Department of Aviation 2007 Oregon System Plan

The Oregon Aviation Plan 2007 (OAP 2007) is an evaluation of Oregon’s aviation system to serve as a guide for future aviation development. The plan includes an assessment of the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the national importance and state significance of each airport.

The primary goals of the OAP 2007 are:

1. Develop a comprehensive document that addresses all public-use airports, identifies how to improve individual airports as part of the larger state system, and meets the needs of tourism, economic development, and transportation services for each community and the state.
2. Develop a comprehensive summary of the economic impact of each airport to its local community and the total economic value of the state aviation system. The OTP goals have been integrated into the OAP 2007 to provide a consistent foundation from which to evaluate and improve aviation infrastructure.

The most applicable policies and actions for TSP Updates include:

1.2.e Intermodal Accessibility Policies and Actions

Interest: Provide access to the air transportation system and its connections with other modes for people and freight throughout the state.

.....For example, roads accessing Portland International Airport, Eugene-Mahlon Sweet Field, and Rogue Valley International - Medford Airport are designated intermodal connectors on the National Highway System.

Policy: Provide Oregon with an airport system that is integrated with surface transportation modes, and allows for a choice of modes for the movement of people and goods.

Actions ...

- Work with airport owners and the FAA to identify airport ground access issues
- Develop a comprehensive approach to airport ground access as part of local and regional transportation system plans, of corridor planning, and of modal planning
- Provide information to airport owners on highway and other surface mode planning and programming efforts affecting airports
- Encourage and support the integration of airports into local and regional corridor planning

Project Relevance

The TSP Update will incorporate the applicable policies and actions to the maximum extent practicable.

A.1.10. Title VI Guidance for Transportation Planning (2009)

Federal regulations require that any agency receiving federal funding comply with Title VI requirements during transportation planning activities. In order to receive federal financial assistance, ODOT instituted a Title VI Program to address nondiscrimination laws that impact transportation investment decision making. Title VI of the Civil Rights Act of 1964 and related statutes and policies prohibit discrimination on the basis of race, color, national origin, gender, age, and disability in ODOT's programs, activities and services. The purpose of the Title VI and

related statutes and policies is to ensure that public funds are not spent in a way that encourages, subsidizes or results in discrimination.

Planning, design, construction, and operations and maintenance projects across all travel modes have well defined Title VI and Environmental Justice compliance components. To address Environmental Justice, Executive Order 12898 and the USDOT and FHWA orders, project must:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and/or low-income populations.

Title VI issues must be considered from the very start of program development and the planning stage through the entire project development process.

Project Relevance

The development of the TSP includes consideration of Title VI and Environmental Justice requirements throughout the process. Public outreach targeted at these protected populations will be performed by ODOT and a memorandum documenting the steps taken for identification of, outreach to, and inclusion of Title VI and Environmental Justice populations will be included in the TSP. In the inventory phases of developing the TSP, protected populations for the study area will be mapped and summarized based on US Census Data. Existing transportation barriers (motorized and non-motorized) for Title VI and Environmental Justice populations will be identified. When evaluating improvement concepts, the mapping and land use data to identify land use and transportation impacts and benefits of alternatives to Title VI and Environmental Justice populations.

A.1.11. 2012-2015 Statewide Transportation Improvement Program (STIP)

The four-year STIP identifies the funding and scheduling for federal, state, city, and county transportation projects. STIP projects are generally regionally significant and many receive state and/or federal funding.

Project Relevance

The City of Talent has one project in conjunction with the City of Central Point on the current STIP – “Central Point and Talent Parking Lot Improvements.” The application process for the 2015 – 2018 STIP has passed, but the City will have an opportunity to submit projects for the 2017 – 2020 STIP. Projects identified in the Talent TSP Update may be eligible for state or federal funding and inclusion in the STIP.

A.2. Regional Plans and Policies

The following regional planning documents are reviewed:

- I-5 Rogue Valley Corridor Plan (2011)
- OR 99 Rogue Valley Corridor Plan (Currently being developed)
- Rogue Valley Metropolitan Planning Organization 2013-2038 Regional Transportation Plan (Adopted 2013)
- Rogue Valley Metropolitan Planning Organization Metropolitan Transportation Improvement Program (MTIP), 2012 – 2015
- Rogue Valley Transportation District (RVTD) Five Year Strategic Business and Operations Plan, 2008-2015
- Rogue Valley Metropolitan Planning Organization Transportation Demand Management Refinement Plan
- Jackson County Transportation System Plan (2005)
- Greater Bear Creek Valley Regional Problem Solving
- North-South Travel Demand Study
- Bear Creek Greenway Plan
- Southern Oregon Commuter Rail Study (2001)
- Rogue Valley Commuter Rail Project – Final Report (2007)
- Regional Intelligent Transportation System (ITS) Operations & Implementation Plan for the Rogue Valley Metropolitan Area – Final Report (July 2004)

A.2.1. I-5 Rogue Valley Corridor Plan (2011)

This Plan was developed to address deficiencies in the Rogue Valley I-5 corridor, from the southern end of Ashland to north of Central Point (about 25 miles). Multiple operational and safety deficiencies, including increased congestion and roadway design issues, on this section of I-5 prompted development of this plan. Existing and future traffic conditions were evaluated to determine improvement needs and a list of project alternatives developed which include capacity enhancements, transportation system management, and others. The Plan also makes recommendations for improvements on Highway 99, which serves as a parallel route to I-5.

Project Relevance

Corridor concepts discussed in the Plan are designed to improve safety, reduce congestion, and correct roadway design deficiencies in the entire I-5 corridor from Ashland to Medford. Several corridor concepts identified in the Plan are applicable to Interstate 5 in Talent. Corridor concepts are presented for future planning years 2034 and 2050, based on anticipated need.

2034 Concepts

- Add incident Response Vehicles: incident response vehicles reduce incident response time and improve traffic operations. Expansion of the existing traffic operations center

(TOC) is also proposed; ODOT proposes working with local governments to upgrade the TOC.

- Northbound ramp meter at Talent Interchange: the Plan proposes ramp meters at this interchange and others in the corridor to increase effective freeway capacity.
- Highway 99 Enhance Local Street alternative: recommended improvements include fully coordinating the traffic signal system along Highway 99 to increase travel speeds and reduce travel time.

2050 Concepts

- Southbound auxiliary lane from Talent interchange to north Ashland interchange and northbound and southbound auxiliary lane from Talent Interchange north to Phoenix: auxiliary lanes (limited travel lanes that extend from the off-ramp of one interchange to the on-ramp of another) increase highway capacity.

The Rogue Valley Metropolitan Planning Organization (RVMPO) encompasses the urbanized area of Jackson County, including the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent, and the unincorporated area of White City and surrounding Jackson County. As part of its transportation planning responsibilities, the RVMPO prepares and revises its Regional Transportation Plan (RTP). The RTP is a multimodal transportation plan designed to meet the anticipated 25-year transportation needs within the RVMPO planning area boundary. The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through a future model year. The current revision of the RTP for 2009-2034, adopted by the RVMPO on March 24, 2009, provides a summary of the regional transportation actions anticipated to occur in the planning area through 2034. The actions presented are in the context of the respective modes and planning issues and include: multimodal safety and security, transportation system management, transportation demand management, street system, bicycle and pedestrian facilities, transit system, parking, future conditions, and plan consistency.

A.2.2. OR 99 Rogue Valley Corridor Plan (Currently being developed)

The purpose of the Corridor Plan is to evaluate the OR Highway 99 corridor from the south Medford city limit to the north Ashland city limit. Through this, the goal is to determine how the existing highway functions and project 20 years into the future. The study will culminate in a long-term plan for the corridor to function based on assumed future growth while enhancing livability within and surrounding the cities of Phoenix and Talent.

It will identify strategies and improvements to enhance transportation safety and capacity within the corridor consistent with state and local policy. The intent is to build upon other planning efforts including the *I-5 Rogue Valley Corridor Plan* and the *OR 99 Title VI* work.

The corridor planning process examines existing and potential future land use and transportation conditions along with opportunities and limitations and identifies long-range needs. Outcomes include improvements within the OR 99 corridor and potential

enhancements to transportation system needed to accommodate anticipated growth in the region.

Project Relevance

The Corridor Plan is still in the process of being developed. The existing and future conditions in the study area have been assessed and concepts are being evaluated. During development of the TSP update, the Corridor Plan's applicable existing and future conditions tech memos will be reviewed as well as the preferred concept for the OR 99 corridor once finalized. The concepts being developed for the Plan are being designed to improve safety, reduce congestion, and improve multimodal conditions.

A.2.3. Rogue Valley Metropolitan Planning Organization 2013-2038 Regional Transportation Plan (Adopted 2013)

The RVMPO encompasses the urbanized area of Jackson County, including the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent, and the unincorporated area of White City and surrounding Jackson County. As part of its transportation planning responsibilities, the RVMPO prepares and revises its Regional Transportation Plan (RTP). The RTP is a multimodal transportation plan designed to meet the anticipated 25-year transportation needs within the RVMPO planning area boundary. The RTP serves as a guide for the management of existing transportation facilities and for the design and implementation of future transportation facilities through a future model year. The current revision of the RTP for 2013-2038, adopted by the RVMPO on March 26, 2013, provides a summary of the regional transportation actions anticipated to occur in the planning area through 2038. The actions presented are in the context of the respective modes and planning issues and include: multimodal safety and security, transportation system management, transportation demand management, street system, bicycle and pedestrian facilities, transit system, parking, future conditions, and plan consistency.

Project Relevance

Goals and objectives in the 2013-2038 RTP remain largely unchanged from the previous RTP. Specific policies relevant to the project include:

Goal 1 - Plan for, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.

- 1-1: Improve the accessibility, connectivity, efficiency and viability of the transportation system for all users.
- 1-2. As transportation facilities are developed in urban areas, use design standards, landscaping and other amenities to encourage people to walk and ride bicycles.
- 1-4: Encourage land uses, design standards and funding opportunities that support public transportation.

Goal 2 - Optimize Safety and Security of the transportation system.

2-2: Inventory crash-prone areas and place a higher priority on investments that correct safety-related deficiencies in all modes.

2-4: Reduce vulnerability of the public, goods movement, and critical transportation infrastructure to crime, emergencies and natural hazards.

2-5: Support development of alternate transportation routes to respond to emergency needs.

Goal 3 - Use transportation investments to foster compact, livable unique communities.

3-2: Promote street and pathway connectivity, including off-road corridors, for non-motorized users.

3.4: Identify and support beneficial human health effects when planning and funding transportation projects.

Goal 4 - Develop a plan that can be funded and reflects responsible stewardship of public funds.

4-2: Prioritize investments to preserve the existing transportation system.

Goal 5 – Maximize efficient use of transportation infrastructure for all users and modes.

5-3: Manage street access to improve traffic flow.

5-4: Effectively integrate technology with transportation infrastructure consistent with RVMPO Intelligent Transportation Systems (ITS) program.

Goal 6 - Use diverse strategies to reduce reliance on single-occupant vehicles.

6-1: Support Transportation Demand Management strategies.

6-2: Facilitate alternative parking strategies to encourage walking, bicycling, carpooling and transit.

6-3: Enhance bicycle and pedestrian systems.

6-4: Support transit service.

Goal 8 - Use transportation investments to foster economic opportunities.

8-2: Consider effects on freight mobility when prioritizing projects.

8-4: Support projects serving commercial, industrial and resource-extraction lands where an inadequate transportation network impedes freight-generating development.

8-5: Plan for enhanced train-truck-transit interface for movement of goods and people.

Projects in or near the Study Area identified include:

- Project Number 208: Chuck Roberts Park Improvements, short term.
- Project Number 600: 4th St., OR 99 (SB) to OR 99 (NB) Widen to provide bike lanes, medium- term, \$296,516

- Project Number 601: 4th St., Rose St. to Colver Rd. Widen to provide bike lanes and sidewalks, medium- term, \$338,708
- Project Number 603: Rose St., First St. to Fifth St. Widen to provide bike lanes, medium-term, \$293,000
- Project Number 605: Bolz Rd., OR 99 to Fern Valley Rd. Widen to provide bike lanes and sidewalks, medium- term,\$410,200
- Project Number 614: 3rd St., existing terminus to OR 99 (NB) Construct new street with bike lanes and sidewalks, long-term, \$586,000
- Project Number 615: Parking St., OR 99 (NB) to Third St. Construct new street with bike lanes and sidewalks, long-term, \$1,758,000
- Project Number 717: Rapp Road/Railroad Crossing to Wagner Creek Road. Rebuild and upgrade to major collector standard, medium-term. \$2,600,000.
- Project Number 720: Helms/Hilltop, Rapp Rd. to Belmont St. Construct new railroad district collector street, long-term.
- Project Number 722: Rogue River Parkway, OR99 to Talent Ave. Construct new street or upgrade existing street to major collector, long-term.
- Project Number 725: W.Talent Ave: paving signs & signals Overlay / Safety, short- term, \$140,418
- Project Number 902: I-5: Fern Valley Interchange, Phase 2 Reconstruct interchange; realign, widen connecting roads: replace Bear Creek Bridge, short- term, \$75,000,000

A.2.4. Rogue Valley Metropolitan Planning Organization Metropolitan Transportation Improvement Program (MTIP), 2012 – 2015

The Metropolitan Transportation Improvement Program (MTIP), like the STIP, is the transportation project and scheduling program for jurisdictions within the Rogue Valley MPO. MTIP projects are drawn from the Regional Transportation Plan. The MTIP includes all projects that will utilize federal funds or that use state/local funds for projects that are “regionally significant.”

Project Relevance

The following projects in or near Talent are programmed in the 2012-2015 MTIP:

- Project Number 727: Chuck Roberts Parking Lot Improvements; project includes safety improvements and resurfacing. This project was combined with a project in the City of Central Point. \$380,000
- Project Number 902: I-5: Fern Valley Interchange, Phase 2 Reconstruct interchange; realign, widen connecting roads: replace Bear Creek Bridge, short- term, \$75,000,000
- Project Number 932: OR 99: Rapp Rd to Valley View Paving Grind/Inlay and Overlay pavement, short- term, 1,800,000

A.2.5. Rogue Valley Transportation District (RVTD) Five Year Strategic Business and Operations Plan, 2008-2015

RVTD provides fixed-route and paratransit services in the Rogue Valley. Talent is served by RVTD Route 10, which connects Talent to Ashland and Medford. RVTD's five year strategic plan details the impending funding gap that the agency will face in coming years, coupled with increased demand for service.

Project Relevance

RVTD's operations plan includes Tier 1 improvements affecting transit service to and from Talent:

- Expanded service hours: the operations plan calls for expanding service hours on all routes (except low productivity routes) from 4AM to 10 PM on weekdays.
- Saturday service: add base service from 8 AM to 6 PM on all routes.
- No additional routed service to or from Talent is proposed beyond the existing Route 10. Headways on Route 10 will be 1 hour from 4:00 AM to 6:00 AM, 30 minutes from 6:00 AM to 7:00 PM, and 1 hour from 7:00 PM to 10:00 PM.

At the time the plan was written, all Tier 1 service improvements were unfunded. Most of these improvements were implemented in 2012 due to federal funding, but continued funding for these operational enhancements is uncertain.

A.2.6. Rogue Valley Metropolitan Planning Organization Transportation Demand Management Refinement Plan

This plan is a component of the Regional Transportation Plan (RTP). The RTP specifies that transportation demand management (TDM) measures be implemented, but does not detail what measures will be implemented. Though RVTD is the primary manager of the region's TDM program, the Refinement Plan supplements RTVD's efforts by specifying those TDM actions that will be taken in the region.

Project Relevance

No specific TDM projects are identified for the City of Talent. The Refinement Plan presents a list of prioritized TDM measures that are intended to be implemented by jurisdictions within the MPO. Regionally, there are limited funds available to implement this plan; RVTD's FY 2010 budget for the program is \$145,000. Talent is unlikely to receive any funds directly to implement TDM measures discussed in the Refinement Plan, but will continue to benefit from RTVD's implementation of the TDM program.

A.2.7. Jackson County Transportation System Plan (2005)

Jackson County and ODOT began updating the transportation element of the comprehensive plan in 2001 and completed the adopted Jackson County TSP in March of 2005. The primary study area for the TSP consists of all areas of Jackson County located outside the Urban Growth

Boundaries (UGBs) of incorporated cities, although it does include issues identified in local TSPs or the RTP that affect state and county facilities inside UGBs. The proposed improvements are required to be compatible with Jackson County TSP goals and policies.

The TSP has three primary goals: livability, modal components, and integration. The TSP includes associated policies that provide direction for accomplishment of the goals and that “have the force of law.”

Project Relevance

The goals and policies applicable to the Corridor Plan are described below.

Goal 4.1 – Livability

The Livability Goal is to “develop and maintain a safe and multi-modal transportation system capable of meeting the diverse transportation needs of Jackson County while minimizing adverse impacts to the environment and to the County’s quality of life.” Policies applicable to the Corridor Plan are as follows:

Policy 4.1.2-A – Connectivity: Jackson County will promote a well-connected street and road system to minimize travel distances. This policy, in turn, could potentially spur alternative routes for I-5 and OR 99.

Policy 4.1.4-A – Safety: Jackson County will provide a transportation system that supports access for emergency vehicles and provides for evaluation in the event of a wildfire hazard or other emergency.

Goal 4.2 – Modal Components

The Modal Components Goal is to plan an integrated transportation system that maintains existing facilities and responds to the changing needs of Jackson County by providing effective multimodal transportation options.

Policy 4.2.1-A – Vehicular System: Jackson County will prioritize preservation and maintenance of the existing road system rather than increasing vehicular capacity.

Policies 4.2.1-G through J – Truck Freight: Jackson County will: Balance the need for movement of goods with other uses of county arterials and state highways by maintaining efficient through movement on major truck routes (G). Work with ODOT to identify roadway obstacles and barriers to efficient truck movements on state highways and coordinate highway projects with other freight movement projects and infrastructure (H). Support employment of technology to improve freight mobility (I). Jackson County is committed to maintaining and improving roadway facilities serving inter-modal freight facilities (J).

Policy 4.2.1-P – Coordination: Jackson County will coordinate with ODOT to ensure that highway designations and management policies are appropriate and meet the Goals and Policies of the OHP and the Jackson County TSP. Jackson County will work with ODOT for effective management of highway capacity.

Policies 4.2.1-S and T – MPO Area Traffic Engineering and Performance Standard: Jackson County is committed to maintaining a volume-to-capacity ratio of 0.95 for weekday peak hour vehicular traffic in the MPO area (S). Jackson County will engineer traffic flow to provide efficient transportation system management (T).

Policies 4.2.6-A and B – Bulk Transport and Mass Freight System: Jackson County will continue to plan for rail service as a viable long-term transportation option for the Rogue Valley (A). Jackson County will encourage bulk transportation facilities to provide efficient transport of bulk goods (B).

Tier 1 Short and Medium Range projects in or near the Study Area include:

10. Fern Valley Road - Bear Creek Bridge - This RTP project widens the bridge on Fern Valley Road over Bear Creek to add capacity to the roadway, matching the capacity improvements in the vicinity of the I-5 interchange. This project is entirely within Phoenix, but the section of Fern Valley from the bridge to HWY 99 is still under county jurisdiction. This project will facilitate jurisdictional transfer of this facility.

34. South Valley View Road - To accommodate anticipated future traffic volumes, this project widens South Valley View Road to a five-lane cross-section with bike lanes and sidewalks between the I-5 interchange and Highway 99. The needs analysis in the TSP anticipates failure of the intersection with Highway 99 at the end of the planning horizon. The additional travel lanes, in conjunction with increased loading of Eagle Mill Road, should extend the functioning of this intersection within the ODOT performance standard through the planning horizon. Expected v/c would be .67. This road improvement lies outside an acknowledged urban growth boundary and adds travel lanes across a resource zoned (OSR) parcel. At a minimum, a review for compliance with ORS 215.293 (implemented by the County's LDO) and potentially an exception to Statewide Planning Goal 4 (Forest Lands) would be required. However, a corollary to this project is Lowe Road. This is a local road that intersects with S. Valley View immediately south of the I-5 Interchange. This access is much too close to the interchange and ODOT has expressed a desire to move the intersection. It would be logical to upgrade S. Valley View and move Lowe Road in a coordinated project. Depending on final project design and absent an action to rezone the property, an additional road across OSR zoned land may require a goal exception because the project would not meet the requirements of OAR 660-12-0065.

5.4 Pedestrian and Bicycle Plan

Tier1 Short and Medium Range (Financially constrained 2004 – 2013):

1. Bear Creek Greenway - This project is identified in the Jackson County Bicycle Master Plan. It completes the County portions of the Bear Creek Greenway from Ashland to Central Point at Upton Road.

Tier 2 (Unfunded):

29. Highway 99 (Medford to Ashland) - Highway 99 between Medford and Ashland carries relatively high volumes of traffic, but lacks sidewalks and bicycle facilities in

many locations. It is also part of the bus route connecting Medford with Ashland. Due to right-of-way constraints, constructing both bike lanes and sidewalks is not feasible in all locations. Given the proximity of the parallel Bear Creek Greenway and the provision of bicycle racks on RVTB buses, bicycle lanes are considered a lower priority for this corridor, but should still be provided to serve local access needs where the combination of adequate right-of-way, east-west connections to the Greenway, and compatible land uses exist. Sidewalks should be developed in all built-up areas along Highway 99, and at least to the nearest cross street from RVTB bus stops in other locations.

A.2.8. Greater Bear Creek Valley Regional Problem Solving

The State of Oregon, Jackson County, and the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent began a collaborative effort in April 2000 to launch the Greater Bear Creek Valley Regional Problem Solving (RPS) project. Under the authority of Oregon's Regional Problem Solving (RPS) Statute (Oregon Revised Statute (ORS) 197.652-658), multiple jurisdictions working in a collaborative effort may depart from state administrative rules where needed to implement creative solutions to mutually agreed-upon regional land use problems. The process must offer an opportunity to participate with appropriate state agencies and all local governments within the region affected by the problems that are the subject of the problem-solving process.

The RPS process has created a coordinated expansion plan for Jackson County and the cities of Ashland, Central Point, Eagle Point, Jacksonville, Medford, Phoenix, and Talent known as the *Greater Bear Creek Valley Regional Plan (Regional Plan)*. Currently in the draft stage, the plan is the only effort of such complexity and scope under RPS to reach this final stage of adoption and acknowledgement. The Regional Plan, when implemented, will establish coordinated urban reserves between the seven participating cities and Jackson County, and will establish regional policies and mechanisms to balance rural and urban land needs to prepare for a future doubling of the regional population.

The purpose of the Greater Bear Creek Valley RPS process is to identify additional lands needed for urban development to accommodate a doubling of the region's population. The jurisdictions involved in the RPS project have agreed upon and adopted a set of goals and policies to guide the development of the Regional Plan.

Goal 1 – Manage Future Regional Growth for the Greater Public Good

Goal 1 includes policies calling for the use of intergovernmental agreements and amendments to comprehensive plans to implement the Regional Plan, increased residential densities across the region, identification of major infrastructure corridors, a more efficient network of public streets, and a balance of jobs and housing on the local and regional levels.

Goal 2 – Conserve Resource and Open Space Lands for their Important Economic, Cultural, and Livability Benefits

Goal 2 includes policies calling for a shared vision of maintaining a commercially viable agricultural land base, uniform standards of agricultural buffering, and the long-term preservation of regionally significant open space.

Goal 3 – Recognize and Emphasize the Individual Identity, Unique Features, and Relative Competitive Advantages and Disadvantages of Each Community within the Region

Goal 3 includes policies calling for mechanisms to enhance individual community identity, increase flexibility in the event of future boundary expansions, and permit an unequal distribution of certain land uses among jurisdictions, and the development of individual definitions of each community based on its unique identity and vision of future urban form.

Project Relevance

This Project will contribute to implementation of Goal 1 by studying and planning for one of the region's major infrastructure corridors, the OR 99 Corridor. In the November 2009, Greater Bear Creek Valley Regional Draft Plan, portions of the Study Area (mostly the area between Medford and Phoenix, a small area adjacent to the northern Talent city limits and a small area adjacent to the southern Talent City limits) have been identified as suitable under Goal 14 for an Urban Reserve designation. Urban Reserve Areas (URAs) are areas proposed through this regional planning effort to accommodate the amount of growth projected over the next 50 years. Community buffer areas were also identified between Phoenix and Talent and between Talent and Ashland to preserve the separate identities of the communities.

A.2.9. North-South Travel Demand Study

The RVMPO is preparing to conduct a study intended to develop a long-term multimodal concept plan for the OR-99 Corridor Area as an alternative to I-5 north-south travel from Crowson Road in Ashland to Interchange 35 north of Central Point. The plan will include strategies that reduce vehicular traffic congestion, greenhouse gases, and support economic development along the north-south corridor and beyond the study area. In recognition of the strong influence of land use and multimodal transportation on peak-hour travel, the study will determine the appropriate population density and land use patterns necessary to support transit alternatives such as enhanced commuter transit, bus rapid transit, and commuter rail. The study will also identify transportation options and ITS strategies to reduce vehicle trips and improvements needed to improve bicycle and pedestrian connectivity. The study will develop and evaluate various alternatives to improve mobility of all modes within the study area.

Project Relevance

Because this project is expected to be under way concurrently with development of the TSP, close coordination among the two project teams should be established.

A.2.10. Bear Creek Greenway Plan

The Bear Creek Greenway is a narrow corridor of publicly owned land that follows the Bear Creek streambed from Ashland (Nevada Street) to Central Point (Pine Street). Development of the Bear Creek Greenway bicycle and pedestrian path began in 1973 when ODOT built the first 3.4-mile section of the pedestrian/bicycle path through Medford. The Bear Creek Greenway currently includes two primary sections:

- Pine Street in Central Point to Barnett Road in Medford; and
- Blue Heron Park in Phoenix to Nevada Street in Ashland.

When complete, the Bear Creek Greenway will provide a 20-mile, multi-use path from the I-5 Seven Oaks Interchange in Central Point to Nevada Street in Ashland. It will serve as an important facility for intercity travel in the I-5/OR-99 corridor. Additionally, a Rogue River Greenway is currently in the planning stages. This greenway will connect the communities of Grants Pass, Rogue River, and Gold Hill and would eventually be linked to the Bear Creek Greenway at the Seven Oaks Interchange.

Project Relevance

Due to its proximity to the Bear Creek Greenway, TSP projects should be developed in consideration of the Greenway and its planned goal.

A.2.11. Southern Oregon Commuter Rail Study (2001)

In 2001, local governments in the Rogue Valley area, along with ODOT's Rail Division, issued a report entitled *Southern Oregon Commuter Rail Study*. At a conceptual level, the study analyzed the technical elements and costs associated with the introduction of commuter rail service between Grants Pass and Ashland along with a shorter segment between Central Point and Ashland. The study presumed the commuter trains would operate over the existing CORP tracks, which parallel OR-99 through most of the area.

The study considered that extensive upgrading of the track structure would be required. The upgrades would include the placement of heavy rail and insertion of thousands of ties, along with installation of a new train control system and upgrades to all grade crossings along CORP's Siskiyou Branch Main between Grants Pass and Ashland. In addition, a 1.5-mile-long bypass track to CORP's Medford yards would need to be constructed to separate the commuter train's operations from CORP's freight activities in the Medford area.

New self-propelled diesel rail cars known as Diesel-Multiple Units (DMUs) were contemplated to carry the passengers, and the construction of numerous park-and-ride facilities was considered. Meanwhile, extensive changes would be made to the existing transit service operated by the Rogue Valley Transit District (RVTD) that would convert its operation to act as a feeder system to the commuter rail operations.

Costs were estimated at three different levels of service:

1. Full service would consist of six roundtrips in the morning and six in the evening between Ashland and Central Point.
2. The second level of service would include the full service trips discussed in Item #1, along with two roundtrips in the AM and two in PM between Grants Pass and Central Point.
3. The third level of service provided six full roundtrips in both the AM and PM peak hours along the full length of the corridor between Grants Pass and Ashland.

Capital costs associated with the three levels of service ranged from \$38 million to \$90 million annually, with operating costs ranging between \$3.6 million and \$7.6 million. Projected annual ridership was between 124,000 and 221,000 passengers.

The 2001 study listed 11 items that greatly influence the success of any commuter rail system:

1. Direct Rail Link. Does the corridor have an existing rail line with a reasonably direct route connecting the communities to be served and with sufficient unused capacity to accommodate frequent rush hour passenger service?
2. Support Regional Goals. Have the communities involved adopted land use and transportation goals seeking to:
 - A. Concentrate commercial and residential development in and near urbanized areas in the corridor?
 - B. Promote higher-density residential development within the corridor?
3. Growing Population/High Density Close to Stations. Is there moderate to rapid growth in population within and along the corridor, with a high concentration of residences and/or business/commercial activity close to proposed station sites?
4. Limited Funding for Highway Projects. Is it difficult to raise funds for new highway projects that would increase traffic capacity in the corridor?
5. High Level of Daily Commuting Within the Corridor. Does the rail line to be used for commuter rail parallel a route used by many corridor residents commuting to and from work?
6. Traffic Congestion. Is traffic congestion on highways paralleling the rail line worsening and becoming severe? Are paralleling highways reaching or exceeding their design carrying capacity?
7. Limited, High Cost Parking. Is parking at commuter destination points limited and expensive?
8. Competitive Transit Times. Can the rail commuter system provide service on a schedule that is competitive to auto commute times?
9. Competitive Transit Costs. Will the cost of using the rail commuter system be competitive with the cost of commuting by automobile?
10. Willingness to Use Transit. Do daily commuters in the corridor have a relatively high propensity to use mass transit?

11. Compelling Circumstances. Does the region need to take drastic action because of some overriding economic, environmental, and/or safety concerns that make it imperative that more people switch from auto commuting to mass transit?

Project Relevance

This study will be considered in development of the TSP Update.

A.2.12. Rogue Valley Commuter Rail Project – Final Report (2007)

The most recent commuter rail study was launched by RVMPO to reflect the unavailability of the ODOT cars. In addition, RVMPO sought information that it could possibly use to approach the Federal Transit Administration (FTA) for potential funding under the agency's "Small Starts" Program.

The most recent study updated the 2006 Draft Report, listing the equipment options to replace the ODOT rail diesel cars that were sold, prepare an update to the capital program to permit bi-directional operations, and revisit earlier ridership projections resulting from increased frequencies permitted by bi-directional operations. Some of the conclusions from the report are:

Equipment: Four train sets of at least 180 seats would be needed in order to provide the contemplated 30-minute service levels, while two sets would be needed for hourly interval service. Estimated capital cost, depending upon the type of cars chosen, could range from \$8 million to over \$20 million.

Operating Intervals: The study developed two operating scenarios, one for hourly interval service and the other based on 30-minute interval service.

Track Upgrades: The existing CORP's Siskiyou Branch track conditions and maintenance levels limit freight trains to a maximum 25 miles per hour (mph). In order to meet proposed schedules, it would be necessary to operate commuter trains at speeds of approximately 59 mph. To achieve this speed, track upgrades of \$16 million to \$18 million would be necessary.

Stations: The project envisions seven passenger stations—two each in Central Point and Medford and one each in Phoenix, Talent, and Ashland.

Yearly Operating Costs: Operating costs would vary depending upon the equipment chosen, but a general estimate places yearly operating cost at around \$3.8 million.

Project Relevance

This study will be considered in development of the TSP Update.

A.2.13. Regional Intelligent Transportation System (ITS) Operations & Implementation Plan for the Rogue Valley Metropolitan Area – Final Report (July 2004)

In 2004 the RVMPO completed a comprehensive Rogue Valley Intelligent Transportation Systems plan (RVITS). This 20-year plan identifies advanced technologies and management techniques that can relieve traffic congestion, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable traffic management strategies. The project is part of a federal initiative to use ITS to increase the efficiency of existing transportation infrastructure, improving overall system performance and reducing the need to add capacity. Efficiency is achieved by providing services and information to travelers so that they can make better travel decisions and to transportation system managers so they can better manage the system. To ensure the development of a relevant plan, RVITS used guidance from RVMPO member jurisdictions and key stakeholders from emergency services and communications agencies.

The RVITS plan provides a framework of policies, procedures, and strategies for integration of ITS with the region's existing resources to meet future regional transportation needs and expectations. The plan includes the continuation and expansion of Transportation System Management (TSM) projects and programs that have been under way for some time, such as coordination of traffic signals.

RVITS projects address the following categories:

- Travel and Traffic Management
- Communications
- Public Transportation Management
- Emergency Management
- Information Management
- Maintenance and Construction Management

Project Relevance

ITS strategies and plans will be considered when developing the TSP Update.

A.3. Local Plans and Policies

The following statewide planning documents are reviewed:

- City of Talent Transportation System Plan (2000, updated 2007)
- Talent Code & Design Standards
- City of Talent Comprehensive Plan (1999)
- Talent Railroad District Master Plan (2005)

A.3.1. City of Talent Transportation System Plan (2000, updated 2007)

The City of Talent TSP was initially adopted in April 2000 with update to the TSP adopted in March 2007. The overall goal of the Talent TSP is to provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants, and public costs and provides for the needs of those not able or wishing to drive automobiles.

The TSP's purpose is to comply with state mandates requiring transportation planning, develop standards for the transportation system, address current transportation problems, identify future roadway needs required to support 20 years of expected growth, and provide transportation planning guidelines. The TSP contains goals, objectives and policies, and a review of the existing physical transportation system. Future conditions analysis and transportation needs are identified, which inform Chapter 7, the Transportation System Plan. A funding and financing plan is also included.

A.3.2. Talent Code & Design Standards

These applicable elements include:

Old Town Design Standards

This document prescribes design standards for Talent's historic urban core. These standards apply to the Old Town design district. There are no specific transportation-related standards or requirements.

Subdivision Ordinance

The subdivision ordinance and associated standards describe requirements for property subdivision and development in Talent.

Project Relevance

The following code sections contain standards related to the development of transportation facilities within Talent.

8-2.230 Pedestrian Access and Circulation

This section describes pedestrian access standards for streets in Talent, last updated in 2008. Developers must provide "safe, reasonably direct and convenient" connections between buildings and streets. Separate mid-block bicycle and pedestrian pathways must be provided where block lengths exceed code standards, and at dead-end/cul-de-sac streets. Paths must be a minimum of 10' wide and hard-surfaced.

8-2.250 Transportation Facility Standards

Engineering standards for new city streets, as well as right-of-way requirements, are described in this section. The location of new streets, as well as bicycle and pedestrian improvements, must be constructed in accordance with the current TSP.

Developers must provide a future streets plan, showing the location of existing and proposed new streets. Street design must conform to the standards described in the TSP. In general, street rights-of-way are generally 50-60', with paved width of 10-12'. Sidewalks are required on all streets, and bike lanes are required on collectors and arterials.

8-2.260 Vehicular Access and Circulation

Local street intersection spacing is 125'. All local and collector streets that abut a site must be extended through the site, unless the street extension is precluded by environmental constraints. Maximum block length is 400' in Residential and Commercial zones, and 800' in Light Industrial.

8-2.230 Preliminary Plat Submission Requirements

Applicants proposing new or modifications to existing rail crossings must demonstrate that they contacted the Oregon Department of Transportation and the Public Utility Commission. Evidence of contact must also be provided if connection to a state highway is proposed. The applicant must also demonstrate compliance with the TSP before preliminary plat approval will be granted.

City of Talent Zoning Code (1980)

The City of Talent's Zoning Code was adopted in 1980. The purpose of the zoning code is to encourage the appropriate and orderly physical development in the city through standards to regulate and control the location and use of the land, buildings, and structures for residential, commercial, industrial, and other purposes; to meet the policies and text of the Comprehensive Plan of the City of Talent; to provide assurance of opportunities for effective utilization of land; and to promote in other ways the public health, safety, convenience, and general welfare.

Project Relevance

The following code sections affect transportation planning in Talent:

8-3H.150 Standard of Development in the Steep Slopes Overlay zone (OSS)

The Steep Slopes overlay zone code (consisting of those areas of the city with slopes greater than 10%) contains special site development and circulation requirements. Street grades are permitted up to 15%, provided they are no longer than 200' in length. The overall grade of streets cannot exceed 10%. Pedestrian walkways must be a minimum of 4'.

8-3J-6 Access, Circulation and Street Improvements

New development must project for safe internal movement of vehicles and pedestrians, and must accommodate the existing or anticipated street network on adjacent properties.

Development Review Standards

Development review standards specify the procedures for development approval.

Project Relevance

Developers are required to construct frontage improvements on unimproved streets for all multi-family, commercial and industrial developments. Single-family developments must construct frontage improvements or enter into a consent agreement with the City to complete the improvements.

A.3.3. City of Talent Comprehensive Plan (1999)

The purpose of the City of Talent Comprehensive Plan is to “establish policies and implement strategies to encourage activities that contribute to the protection of the historic context of the area by further improving our understanding of local history, optimizing opportunities for preserving our historic resources, and promoting compatible new construction.”

Project Relevance

Listed below are the goals and policies that should inform the TSP update.

Element A: Historic Preservation

Policy 1: A Sense of Place. It is the policy of the City of Talent to preserve the historic resources of the city as a way to maintain its unique character and to provide for the social and economic needs of the people who live here.

Relevant Implementation Strategies

2. Minimize pavement in historic neighborhoods by promoting the use of paved pedestrian paths in areas where urban style curb/gutter/sidewalk development is inappropriate and by adopting development standards allowing minimal street widths without compromising public safety, utilities or public transportation. Consider the possibility of vacating excess right-of-way on side streets that do not have the potential to become through streets.

Element B: Parks and Recreation

Policy 2: Conservation. It is the policy of the City of Talent to conserve open spaces, riparian areas, wooded areas, and wetlands for wildlife habitat, flood hazard mitigation, and future, park needs.

Policy 5: Urban Forestry. It is the policy of the City of Talent to promote healthy trees as fundamental to the quality of life in the City of Talent.

Element C Natural Hazards

Policy 1.1. Flood Hazards. It is the policy of the City of Talent to implement a comprehensive strategy that will mitigate and reduce risks of flood damage from naturally occurring flood events.

Element D: Transportation

The Transportation Element summarizes the goals, objectives, and findings of the Talent TSP. Discussion of the Talent TSP is included above.

Element E: Economy

Policy 4: Infrastructure Support. The City will continue to pursue funding or needed infrastructure to support economic development activities.

Policy 5: Livability. The City recognizes that livability is an important factor in the location choices of some types of businesses, and the policy of maintaining livability for the benefits of City residents is further reinforced by the potential for economic benefits.

Relevant Implementation Strategies

3. Create a walkable, bikable community where residents and visitors can make connections between home, work and commerce with a minimal reliance on the automobile.
4. Create streetscapes and landscaping that make comfortable and appealing transitions between public and business areas and nearby neighborhoods.

A.3.4. Talent Railroad District Master Plan (2005)

The Master Plan is intended to guide growth and development of Talent's urban land reserves southwest of Rapp Road and the Central Oregon and Pacific Railroad. The Master Plan intends to inform future zoning, annexation, transportation investments, and other public infrastructure on 155 acres of land.

Project Relevance

The Master Plan contains one transportation-specific goal and corresponding objectives (Goal 2): provide a multi-modal (automobile, pedestrian, bicycle, and transit) transportation system.

Objectives

- To provide multi-modal access to the plan area from Downtown Talent, schools, and other activity centers.
- To provide connectivity between the plan area and Talent Avenue, Highway 99, and Valley View Road.
- To provide a collector street through the plan area for multiple modes of transportation.
- To provide neighborhood access and circulation (i.e., to individual uses) for multiple modes.
- To provide block lengths and street design that supports multiple modes, given the topography and other natural constraints.
- To minimize out-of-direction travel, planning for east-west multimodal connectivity.
- To provide for compatible transportation relationships with the Central Oregon and Pacific Railroad.

- To provide for the safety and operational needs of the transportation system.
- To correct existing transportation (geometric, safety, and other) deficiencies at Rapp Road and the existing private railroad crossings.
- To provide for wildfire evacuation in the Lodgepole Pine Sub alpine Zone.
- To avoid development with excessive street grades.

The Master Plan proposes several transportation improvement projects/action items, in addition to these policies and objectives:

- Collector street and realignment of Rapp Road/Helms Road: A new collector extending from Rapp Road east to southernmost extent of the urban reserve boundary is proposed. Most of the alignment follows the existing CORP railroad. Street standards are proposed for this new street. This new street will be funded whole or in part by developers, or potentially public bonds.
- Railroad crossings: there are two existing railroad crossings in the planning area, one unimproved and one improved at Rapp Road. The Master Plan proposes to close the unimproved crossing and fully improve (i.e., include signals, gates, etc.) a new crossing at Belmont Road. Additionally, the existing Rapp Road crossing will require realignment of the road.

These projects were incorporated into the Talent TSP during the 2007 update.

City of Talent

Transportation System Plan Update

Draft Technical Memorandum #1

Appendix B:

Analysis Methodology

Prepared for

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B. ANALYSIS METHODOLOGY

This memorandum summarizes the approach for collection and evaluation of information that the Transportation System Plan (TSP) will use for traffic analysis.

B.1. Study Area

The study area includes the City of Talent within the City Limits, the Urban Growth Boundary (UGB) and proposed urban reserves.

The TSP includes 18 intersections for analysis:

- OR99 & Colver Rd
- OR99 & Valley View Rd
- OR99 & Rapp Rd
- OR99 & Creel Rd
- Valley View Rd & NB I-5 Ramps
- Valley View Rd & SB I-5 Ramps
- Colver Rd & Front St
- Colver Rd & Talent Ave
- Front St & Main St
- Front St & Wagner St
- Talent Ave & Main St
- Talent Ave & Valley View Rd
- Talent Ave & Wagner St
- Talent Ave & Creel Rd
- Talent Ave & Rapp Rd
- Wagner Creek Rd/Main St & Wagner St
- Wagner Creek Rd & Foss Rd
- Wagner Creek Rd & Rapp Rd

B.2. Study Period

The transportation and traffic analysis will be based on existing year 2013 conditions for the design hour (30th highest) volumes.

Future analysis will focus on design hour conditions for the year 2038 to correspond with the forecast period for the nearby Rogue Valley Metropolitan Planning Organization (MPO) travel demand forecasting model.

B.3. Data Collection

The Consultant shall assemble 2010 counts (from OR 99 Corridor Study) for the intersections of OR 99 at Colver Road, Valley View Road, Rapp Road and Creel Road. ODOT will provide current manual 3- hour classification counts for the remaining study area intersections, except where noted for the following locations:

- Valley View Rd & NB I-5 Ramps (16-hour classification)
- Valley View Rd & SB I-5 Ramps (16-hour classification)
- Colver Rd & Front St (no vehicle classification)
- Colver Rd & Talent Ave
- Front St & Main St

- Front St & Wagner St (no vehicle classification)
- Talent Ave & Main St (no vehicle classification)
- Talent Ave & Valley View Rd
- Talent Ave & Wagner St (no vehicle classification)
- Talent Ave & Creel Rd (no vehicle classification if OR99 & Creel Rd has classification)
- Talent Ave & Rapp Rd
- Wagner Creek Rd/Main St & Wagner St
- Wagner Creek Rd & Foss Rd
- Wagner Creek Rd & Rapp Rd (no vehicle classification)

Data for existing weekday counts will be reviewed to determine which hour is the highest traffic demand hour for each interchange management area. Turning movements, peak hour factors, vehicle classification, and other data describing demand in the study area will be derived for this peak hour.

Crash data will be obtained from the ODOT Crash Analysis and Reporting Unit for the most recent five complete years for the study area. Data will be requested for the entire City of Talent within the Federal Aid Urban Transportation Boundary, and within the City Limits.

B.4. Inventory of Existing Facilities

The transportation system inventory is a city-wide inventory of the street network, bicycle and pedestrian facilities and transit facilities. The Consultant shall revise the inventory contained in Appendix B of the 2007 TSP based on information provided by the City and data collected during a site visit.

B.5. Traffic Volumes

Traffic volumes will be developed for two study periods: existing 2013 and future year 2038.

B.5.1. Existing 2013 Volumes

The existing peak hour volumes will be determined from the existing weekday counts and adjusted to design hourly volumes following the methodologies outlined in the ODOT Transportation Planning and Analysis Unit's (TPAU) *Analysis Procedures Manual (APM)*.

B.5.2. Future Design Year 2038 Volumes

Forecast (year 2038) projected traffic volumes will be developed at count locations using model output provided by TPAU. Consultant shall post-process (on a link-basis) model volumes in order to create future baseline 2038 traffic volumes. Consultant shall develop PM peak hour volumes for the scenario in accordance with ODOT's APM. Future volumes will be generated by the current RVMPO travel demand model and supplied to the Consultant by TPAU.

B.6. Evaluation Comparison Tools

Tools and techniques used to evaluate and compare the alternatives include traffic operations analysis tools for more detailed assessment of future conditions.

B.6.1. Traffic Operations Standards

City operational standards will be used in the assessment of intersections that are within the City, but not intersecting with OR 99 (a state highway).

Along OR99, the operational standards from the Oregon Highway Plan (OHP) and the Highway Design Manual (HDM) will be used in the assessment of intersection operations. Both documents base their mobility standards on the calculation of volume-to-capacity (v/c) ratios; however, the standards in the HDM are based on higher performance levels than those in the OHP. The mobility standards from the OHP will be applied to the existing and future baseline (no build) analysis while the standards from the HDM will be applied to the evaluation of design alternatives.

B.6.2. Arterial and Intersection Operations

The operational analysis will evaluate v/c ratios and level of service (LOS) using the Synchro/SimTraffic software program. Throughout the analysis process, TPAU and Region 3 Traffic staff will review modeling assumptions, analysis settings, and other assumptions to help ensure consistency of data with other studies under way.

An assessment of adding traffic signals may be needed. Any assessments of new traffic signals will use ODOT's preliminary signal warrant spreadsheets. Operational analysis results will be compared with applicable mobility standards, and specific recommendations for mitigation improvements needed to meet standards must be identified and verified by TPAU and Region 3 Traffic.

B.7. Crash History Analysis

The study area evaluation will include an analysis of the most recent five-year crash history on state and non-state roadways at count locations and arterial and collector segments between count locations. This analysis will screen for patterns amongst the crashes that are indicative of existing geometric or operational deficiencies. The Highway Safety Manual Part B Network Screening Critical Crash Rate method will be used in the screening process. Based on the crash patterns, the analysis may identify improvements for the build alternatives that could mitigate safety issues.

B.8. Multi-Modal Evaluation

In addition to vehicular analyses, non-auto modes will also be evaluated to assess current and future conditions, and support the development of build alternatives. The qualitative multimodal level of service (MMLOS) assessment for the OR 99 corridor will also be incorporated.

**City of Talent
Transportation System Plan Update**

**Draft Technical Memorandum #2:
Existing System Inventory**

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2. EXISTING SYSTEM INVENTORY

This memorandum updates the existing transportation system inventory provided in the City of Talent's current *2007 Transportation System Plan (TSP)*. It also provides additional data regarding land uses and environmental resources that will be used in the evaluation of future transportation system improvements.

2.1. Inventory Review

An inventory of the existing transportation system in Talent was conducted as part of the Transportation System Planning process. This inventory includes the street, pedestrian, bikeway, public transportation, rail, air, water, and pipeline systems within the City of Talent Urban Growth Boundary (UGB).

2.2. Street System

Several jurisdictions, including the Oregon Department of Transportation (ODOT), Jackson County and the City of Talent maintain portions of the existing street system within the study area. The City of Talent Public Works Department conducted a comprehensive inventory of all arterial, collector and local streets, as well as identifying privately maintained streets with the City's UGB. This data collection was updated using aerial photography and field data collected in October of 2013.

2.2.1. Street Inventory Tables

The detailed street inventory table is contained in Appendix A. The data within the inventory table were obtained through a combination of the physical inventory and previous Talent Street Inventory documents. The street inventory tables include each street within the City of Talent's jurisdiction as well as county and state maintained facilities. Additionally, a few of the "named" private streets are included in the street inventory tables.

2.2.2. Street Jurisdiction

The street system within the City of Talent includes roadways under three jurisdictions: State, County, and City. There are also numerous private streets within the city.

State-Maintained Highways

Within the planning area, ODOT maintains Interstate 5 (I-5) and OR 99 (OR 99). I-5 is a well-maintained, four-lane divided freeway with a posted speed of 65 miles per hour in the Talent area. It is classified by the 1999 Oregon Highway Plan as having interstate significance and serves as the primary through north and south route for traffic traveling through the area.

Paralleling I-5, OR 99 serves as another north-south access through the Talent area and is classified in the 1999 Oregon Highway Plan as a District Highway. The cross section of OR 99 varies from four to five lanes in Talent. The posted speed on OR 99 throughout the Talent area

is 45 mph. Within Talent, OR 99 is referred to as the Rogue Valley Highway and the South Pacific Highway.

County-Maintained Roads

Jackson County maintains several roads within the Talent UGB, including Colver Road, a portion of Talent Avenue, and a portion of West Valley View Road. The street inventory tables in the appendices of this TSP specify streets maintained by Jackson County.

City-Maintained Roads

The City of Talent maintains a complex network of streets. The cross sections range from two to five lanes and the posted speed ranges from 20 to 40 mph. John Street is the only one-way street in Talent. There are four public railroad crossings in Talent. None of the crossings are grade-separated. The crossing at Wagner is controlled by stop signs only; while the crossings at Main, Colver and Rapp are controlled by cross-arms.

Privately Maintained Roads

There are many streets in Talent that are maintained privately. Several of these streets are specifically listed in the street inventory tables as privately maintained streets. However, there are numerous other privately maintained streets within Talent. Many of these privately maintained streets are not named, hindering a tabular description of these private roads. *All other streets within the Talent UGB that are not specifically listed in the Talent Street Inventory tables are privately maintained.* The exception being City-acknowledged planned streets and City-acknowledged future street connections.

2.2.3. Functional Classification

The functional classification system for the Talent street network includes arterials (principal and minor), collectors (major and minor) and local streets. Figure 2-1 illustrates the existing functional classification system and the street classifications from the 2007 TSP are also listed in Table 2-1.

Table 2-1. Collector and Arterial Streets

Street Name	From	To
<i>Principal Arterial</i>		
OR 99	S. city limit	Suncrest Rd/Colver Rd
W. Valley View Rd.	OR 99	Suncrest Rd.
<i>Minor Arterial</i>		
Talent Ave.	Wagner Ave.	Colver Rd.
W. Valley View Rd.	Talent Ave.	OR 99

Table 2-1. Collector and Arterial Streets

Street Name	From	To
Major Collector		
Belmont Rd.	Talent Ave.	UGB
Colver Rd	OR 99	UGB
Creel Rd.	Talent Ave.	OR 99
Main St.	Wagner Creek Rd.	Talent Ave.
Rapp Rd.	OR 99	Wagner Creek Rd.
Suncrest Rd.	OR 99	Interstate 5
Talent Ave.	UGB	Wagner Ave.
Wagner Creek Rd.	Rapp Rd.	Wagner Ave.
Wagner St.	Talent Ave.	Wagner Creek Rd.
Minor Collector		
2nd St.	Wagner St.	W. Rapp Rd.
Arnos St.	OR 99	Talent Ave.
Front St.	W. Wagner St.	Colver Rd.
Rogue River Pkwy	Talent Ave.	End

General descriptions of the existing classifications include:

- **Major arterial** streets are intended to serve as primary routes for travel between major urban activity centers and are equivalent to ODOT's classification of principal arterial. These streets function in a similar manner to minor arterial streets but generally carry a much higher traffic volume.
- **Minor arterial** streets are intended to move traffic, loaded from collector streets, between areas and across portions of a city or region. New residential property other than major complexes of multi-family dwellings shall not face or be provided with access onto arterial streets.
- **Major collector** streets are gather traffic from neighborhoods but also serve abutting lands, particularly commercial uses. They are intended to carry between 2,000 and 10,000 vehicles per day, including through traffic. Major collector streets can serve residential, commercial, industrial, or mixed land uses.
- **Minor collector** streets are primarily intended to serve abutting lands and local access needs of neighborhoods. They are intended to carry between 1,200 and 6,000 vehicles per day, including limited through traffic. Minor collector streets can serve residential, commercial, industrial, or mixed land uses.
- **Local residential streets** are intended to serve the adjacent land without carrying through traffic. These streets shall be designed to carry up to 1,500 vehicles per day. To maintain low volumes, local residential streets shall be designed to encourage low-speed travel.
- **Local industrial streets** are intended to serve the adjacent land without carrying through traffic. These streets shall be designed to carry less than 1,200 vehicles per day.

If the forecast volume exceeds 1,200 vehicles per day, as determined in the design stage, the street system configuration shall either be changed to reduce the forecast volume or the street shall be designated as a collector street.

2.2.4. Pavement Conditions

The pavement condition ratings for the street system were obtained during the physical inventory process according to methods specified in the 1994 ODOT Pavement Rating guide. This data collection was updated using aerial photography and field data collected in October of 2013. The streets with pavement rate Poor or Very Poor are summarized in Table 2-2.

Table 2-2. Talent Streets in Poor or Very Poor Condition

Street	From	To	Functional Classification
Very Poor Condition			
2 nd St.	Bain St.	Main St.	Local
David Way	Lithia Way	Segment End	Local
Foss Rd.	Wagner Creek Rd.	City Limit (South)	Local
Lani Way (East)	Talent Ave.	Lithia Way	Local
Lithia Way	Lani Way (East)	David Way	Local
Wagner Butte Ave.	South 2 nd St.	Madison St.	Local
Poor Condition			
1 st St.	Wagner Ave.	Main St.	Local
2 nd St.	Wagner Ave.	Bain St.	Local
2 nd St.	Main St.	Segment End	Local
Alpine Way	Lithia Way	Talent Ave.	Local
Bain St.	Wagner Ave.	1 st St.	Local
Belmont Rd.	Talent Ave.	UGB	Major Collector
Christian Ave.	Wagner Creek Rd.	Segment End	Local
Gibson Ave.	Lapree St.	Colver Rd.	Local
Hilltop Rd.	Talent Ave.	UGB	Local
Lithia Way	Faith Circle	Alpine Way	Local
Meadow Slope Dr.	Talent Ave.	Deborah	Local
Roy St.	Lapree St.	Sunny St.	Local
Sunny St.	Roy St.	Talent Ave.	Local
West St.	Main St.	2 nd St.	Local

2.2.5. Roadway Design Deficiencies

Like most communities, the City of Talent has developed from a small rural center. As the community has developed, development occurred along the roads leading to outlying areas. For the most part, houses were constructed individually without significant improvements to the abutting streets. Not until recently did the development occur as subdivisions. Many of the streets within the city are merely rural streets with houses and businesses constructed on the

adjacent property. Most of these rural roads feature paved travel lanes, either gravel or paved shoulders, and open ditches for drainage.

Newer streets, including those constructed in connection with subdivisions in the last twenty to thirty years, feature curbs, gutters, and sidewalks. These streets meet “urban standards.” Streets designed to urban standards are generally considered to be less expensive to maintain than rural streets. They are also superior to the rural streets since they make provisions for pedestrians and bicyclists. These advantages have led to the adoption of design standards for all new streets and policies of improving existing streets to urban standards.

Table 2-3 summarizes the roadway deficiencies on arterial and collector roadways in Talent when compared to an appropriate urban standard. The most common deficiencies are the lack of curbs, gutters, and sidewalks. There are many local streets that also have deficiencies (see Appendix A) although only a few of the local streets lack a hard surface pavement.

Table 2-3. Existing Roadway Design Deficiencies

Deficiencies	Street Name	Location
Arterial Streets		
No curb and gutter or sidewalk:	OR 99	Rapp Rd. to UGB (missing both sides)
	W. Valley View Rd.	East City Limits to UGB (missing both sides)
No sidewalk:	W. Valley View Rd.	Talent Ave. to OR 99 (missing north side only)
Collector Streets		
No pavement	Belmont Rd.	Talent Ave. to End (entire road)
No curb and gutter or sidewalk:	Creel Rd.	OR 99 to Talent Ave. (missing north side only)
	Front St.	900 ft. north of Main St. to Colver Rd. (missing both sides)
	Rapp Rd.	Graham Way to Wagner Creek Rd. (missing both sides)
	Rogue River Pkwy.	Talent Ave. to North End (missing both sides)
	Suncrest Rd.	Autumn Ridge Dr. to City Limits (missing south/east side only)
	Talent Ave.	Rapp Rd. to Creel Rd. (missing east side only)
	Talent Ave.	Creel Rd. to UGB (missing both sides)
	Wagner St.	Madison St. to Wagner Creek Rd. (missing north side only)
	Wagner Creek Rd. Wagner Creek Rd.	Wagner Ave. to Rapp Rd. (missing west side only) Rapp Rd. to UGB (missing both sides)
No curb and gutter	Wagner St.	John St. to Front St. (missing south side only)
No sidewalk:	2 nd St.	Schoolhouse Rd. to Wagner St. (missing west side only)
	Colver Rd.	OR 99 to Front St. (missing north side only)
	Colver Rd.	Front St. to UGB (missing both sides)
	Front St.	Wagner St. to 900 ft. north of Main St. (missing west side only)
	Main St.	Front St. to Wagner Creek Rd. (missing both sides)
	Rapp Rd.	OR 99 to Lithia Way (missing north side only)
	Rapp Rd.	Lithia Way to Graham Way (missing north side only)
	Rogue River Pkwy.	Talent Ave. to South End (missing both sides)
	Suncrest Rd.	Between Autumn Ridge Rd. N and S (one side only)

2.3. Pedestrian System along City Streets

The City of Talent sidewalk system varies widely from neighborhood to neighborhood. Most of the newer subdivisions have complete sidewalk systems, while older neighborhoods lack adequate facilities. Since the 2007 TSP update, the City has added several segments of new sidewalks as part of arterial and collector street reconstruction projects, particularly in the downtown area. In some locations, sidewalks have been added along street segments where none existed previously, while in other locations a second sidewalk has been constructed on the opposite side of the street from an existing facility. Figure 2-2 illustrates the existing pedestrian system (including pathways). Table 2-4 summarizes the remaining sections of arterials and collectors within the Talent UGB that do not have sidewalks on at least one side of the street.

Table 2-4. Arterial and Collector Streets Segments without Any Sidewalks

Street Name	From	To
Arterial Streets		
OR 99	Rapp Rd.	UGB
W. Valley View Rd.	East City Limits	UGB
Collector Streets		
Belmont Rd.	Talent Ave.	End
Colver Rd.	Front St.	UGB
Front St.	900 ft. north of Main St.	Colver Rd.
Main St.	Front St.	Wagner Creek Rd.
Rapp Rd.	Graham Way	Wagner Creek Rd.
Rogue River Pkwy.	Talent Ave.	North End
Rogue River Pkwy.	Talent Ave.	South End
Talent Ave.	Creel Rd.	UGB
Wagner Creek Rd.	Rapp Rd.	UGB

The City of Talent Street Inventory tables in the appendices of this TSP also catalog the presence and conditions of sidewalks for each of the street segments inventoried.

2.4. Bicycle System along City Streets

The number of roadways with on-street bicycle facilities has grown considerably within Talent since the previous TSP update, especially in centrally-located areas. OR 99 features bicycle lanes between Colver Road/Suncrest Road and Rapp Road. Talent Avenue now has continuous bicycle lanes from Eva Way to Creel Road, while Main Street has bicycle lanes in its entirety from Wagner Creek Road to Talent Avenue. Other notable additions on Wagner Street, Creel Road, Rapp Road and Valley View Road have helped create a more cohesive bicycle network in Talent.

Figure 2-3 illustrates the existing bicycle system (including pathways). Table 2-5 summarizes the remaining sections of arterials and collectors within the Talent UGB that do not have bicycle facilities on both sides:

Table 2-5. Arterial and Collector Streets Segments without Two-Way Bicycle Facilities

Street Name	From	To
Arterial Streets		
OR 99	Rapp Rd.	UGB
W. Valley View Rd.	Talent Ave.	OR 99)
W. Valley View Rd.	East City Limits	UGB
Collector Streets		
2nd St.	Wagner St.	Rapp Rd.
Belmont Rd.	Talent Ave.	End
Colver Rd.	Front St.	UGB
Front St.	Wagner St.	Colver Rd
Rapp Rd.	Graham Way	Wagner Creek Rd.
Rogue River Pkwy.	Talent Ave.	North End
Rogue River Pkwy.	Talent Ave.	South End
Suncrest Rd.	OR 99	City Limits
Talent Ave.	Lapree St.	Eva Way
Talent Ave.	Creel Rd.	UGB
Wagner Creek Rd.	Christian Ave.	UGB
Wagner St.	Talent Ave.	Front St.

2.5. Multi-Use Paths

The Talent transportation system also includes multi-use paths that serve both pedestrians and bicyclists. Some of these paths, like the Bear Creek Greenway, are designated while others are informal routes created by repeated use over time.

2.5.1. Designated Paths

The Bear Creek Greenway is the primary multi-use path in the vicinity of Talent, extending 18 miles north-south from Ashland to Central Point. The Greenway is located between I-5 and OR 99 in the Talent area, roughly paralleling Bear Creek. All road crossings along the greenway are grade-separated, except for a single location in Talent where an at-grade crossing is required, at Suncrest Road.

The planned 1.5-mile Wagner Creek Greenway will eventually connect downtown Talent to the Bear Creek Greenway, extending an existing trail that runs from Talent Avenue to OR 99 east of Wagner Creek.

2.5.2. Informal Paths

The informal paths network represents all unimproved pedestrian and bicycle paths in the City of Talent. It is human nature for individuals to find the shortest route to their destination. Many informal paths exist between subdivisions, commercial areas, and along creeks and parks. Users are a diverse group, which include local students as well as others who do not have access to autos. The purpose of the inventory is to officially document these paths and recognize them as viable transportation corridors. The City of Talent is committed to improving connectivity and the informal paths present future opportunities to meet this goal. An informal path “inventory” was conducted in June 1999.

2.6. Public Transportation

Public transportation in in Talent includes fixed-route bus service as well as assorted on-demand services.

2.6.1. Fixed-Route Bus Service

The Rogue Valley Transportation District (RVT) provides public transportation to the Talent area. RVT Route 10 passes through Talent along Talent Avenue, as shown in Figure 2-4. The route connects Talent to the Cities of Phoenix, Medford, Central Point and Ashland. There are 10 stops in the southbound direction to Ashland and 10 timepoint stops on the northbound route to Medford. There are three bus shelters at stops in Talent.

Currently, service is provided Monday through Friday with limited Saturday service. The first bus leaves Front Street in Medford at 5:00 a.m. arriving in Talent at approximately 5:20 a.m. The last bus leaves Front Street in Medford at 8:30 p.m. and passes through Talent around 8:50 p.m. Route 10 has 20 minute service frequency Monday through Friday, with hourly service from 8:00 AM to 4:00 PM on Saturday. Bus fare is \$2.00 for full-paying passengers, with a reduced fare for seniors and youth (10-17 years old). SOU and RCC students do not pay fares when boarding.

Service was recently expanded on a trial-basis due to one-time grant funding RVT received; increased service frequencies, longer service hours, and Saturday service were all added to RVT routes in 2012. Increased service is funded through 2015, but maintenance of these service improvements beyond 2015 is uncertain.

There are 24 bus stops within Talent. In the month of May 2013, there was an average of 21 daily combined boardings and alightings per stop in Talent. The bus stops on Talent Avenue, north of Lapree Street, and on Valley View Road, east of Talent Avenue, have the highest average monthly ridership, with 93 and 73 riders respectively. Both stops near the intersection of OR 99 and Talent Avenue at the south end of town experience the lowest average daily ridership, with two combined boardings and alightings. RVT also picks up riders anywhere along Talent Avenue from this intersection north to the intersection of Belmont and Talent Avenue, but the average number of boardings and alightings along this segment is near zero.

Table X presents an inventory of amenities provided at bus stops in Talent. All bus stops have adjacent bike parking. Approximately half of the bus stops within Talent have sidewalks and loading pads. Only one-quarter of bus stops in Talent have shelters, and no bus stops in Talent display schedule information.

Table 2-6. Summary of Bus Stop Amenities

Amenity	No. of Stops	% of Stops
Shelter	6	25%
Sidewalks	13	54%
Lighting	8	33%
Schedule Information	0	0%
Seating	5	21%
Loading Pad	13	54%
Bike Parking	24	100%

2.6.2. Valley Lift

RVTD provides curb-to-curb service, called Valley Lift, for people who are unable to use a regular lift equipped bus because of a disability. The service is intended only for those trips that an individual cannot make on the regular routed bus system. An application is required to determine when and under what circumstances the applicant can use the bus and when Valley Lift service is required. Anyone with a disability that prevents them from getting to or from a regular bus stop, or anyone who cannot independently board, ride or disembark from a regular lift-equipped bus is eligible for participation in the Valley Lift program.

Persons enrolled in the Valley Lift program do not pay fares when boarding. Valley Lift monthly passes are \$38 for full fare and \$19 for reduced fare.

2.6.3. TransLink

TransLink provides non-emergency medical transportation to eligible Oregon Health Plan Plus clients. The service is available Monday – Friday, 7 AM to 6 PM. Translink provides a number of services, including door-to-door van services, bus tickets, or vouchers for taxis, depending on the needs of the individual rider.

2.6.4. Taxi Service

There are two privately operated taxi services available to the Talent area in addition to a locally operated taxi service. All operators provide service 24 hours per day, seven days per week.

2.6.5. Intercity Bus Service

There is no commercial bus service available in Talent. The closest Greyhound stop is located at the intersection of South Valley View and OR 99 approximately 1½ miles from the southern city limit.

2.7. Rail Transportation

The Central Oregon and Pacific (CORP) rail line runs northeast-southeast through Talent, west of OR 99. Table 2-7 summarizes the location and features of the seven at-grade street crossings within the city limits and UGB.

Table 2-7. Railroad Crossing Locations within the City of Talent

Crossing Name	Type of Warning Device	Road Widths at Crossings	No. of Tracks	Jurisdiction
Public Road*	Crossbucks	9	1	Public Road
Belmont Rd	Crossbucks		1	City
Rapp Rd.	Gates and Flashing Lights	32	1	County
Wagner Ave.	Vehicle Stop Sign	18	2	City
Main Street	Flashing Lights	22	2	City
Colver Rd.	Gates	36	1	County
Hill Top Rd.		18	1	Private

Notes:

* This crossing is at the extreme south of the city's urban growth boundary. Its designation as a "public road" appears to indicate it has been dedicated for public road purposes, but it has not necessarily been accepted as a road by any jurisdiction.

Source of crossing data: Oregon Department of Transportation.

The majority of the rail section was derived from the Regional Transportation Plan.

2.7.1. Freight Rail Service

The former Southern Pacific Railroad Siskiyou Line runs from Springfield, Oregon to Black Butte, California with a total length of a little more than 300 miles of which about 250 miles are in Oregon. Steep grades and tight turns limit operating speeds, which mostly fall in the range of 25 to 35 miles per hour. Forty-three miles of track is limited to an operating speed of only ten miles per hour.

In June 1995, the Siskiyou line was taken over by the CORP railroad. Service has been increased and is now being offered six days per week. Service increases have led to increases in cars to a rate of approximately 28,000 cars per year. As of 2010, CORP is not operating the line between Ashland, OR and Montague, CA, due to pricing disputes.

According to the 2010 Oregon Rail Study, no trains are current running on the section of CORP track south of Medford, due to significant repair work needed on the line across Siskiyou Pass.

The railroad was operating one train north and south, five days a week, between Eugene and Medford as of 2010. In May, 2013, Oregon State and CORP were awarded a \$7 million TIGER grant from USDOT to repair the line between Medford and Montague, California. Once repairs are made, it is very likely that freight service will resume on the rail line within Talent.

Rail service provides specific advantages for various bulk commodities or loads longer than those normally permitted on highways. Lumber and other wood products are the principal commodities transported over the Siskiyou Line. Even with recent increases in railroad traffic, the total volume of rail freight is far less than the highway freight tonnage for the region. The combined highway and rail freight tonnage in the I-5 corridor alone is estimated at 25 million tons annually. The rail freight portion accounts for between 5 and 10 percent of this total in the I-5 corridor.

2.7.2. Passenger Rail Service

Passenger rail service is not available in Talent or between Eugene and Medford. North-south rail passenger service in the California-Oregon-Washington corridor is provided through Klamath Falls, bypassing the Rogue Valley region on the way to Eugene. The *Oregon Rail Passenger Policy and Plan (1992)* proposes Eugene to Roseburg passenger rail service as a “Second Stage” expansion, with Eugene to Medford service as a “Third Stage” addition. The ongoing Oregon Passenger Rail study currently does not include passenger rail service improvements further south than Eugene. A final alignment decision is likely in 2015 or 2016. The 2010 Oregon Rail study updated analysis conducted in the 1992 *Oregon Rail Passenger Policy and Plan*, and looked at the potential for utilizing the existing freight line from Eugene to Ashland for passenger rail. However, the Study found that the cost of improvements would exceed \$2.9 billion and would only attract 2,700 passengers per year, effectively precluding development of passenger rail at this time.

The 2007 Rogue Valley Commuter Rail Project assessed the potential for developing commuter rail on existing CORP rail lines between Central Point and Ashland, a distance of 16 miles. Capital costs were estimated between \$27 and \$42 million, with about \$3 in operating costs per year. The study only made a cursory assessment of demand for such service, but did conclude that commuter rail service would be feasible.

2.8. Air Transportation

Although the City of Talent does not have an airport within its UGB, two airports are located within 10 miles.

2.8.1. Medford-Jackson County International Airport

The majority of following discussion was derived from the Regional Transportation Plan.

The Rogue Valley area is served by the Medford-Jackson County International Airport located north and east of I-5, between Crater Lack Highway and Table Rock Road. The airport is approximately seven miles north of Talent. Transportation from Talent to the airport is

available through privately operated taxis and RVTD. RVTD provides direct service the airport, Monday through Saturday, on Route 1.

Airport activities have increased recently and show potential for air transportation as an important component of the regional transportation system. The airport and related services offer air passenger and air freight transportation opportunities to Rogue Valley area residents and businesses. The airport provides a national and international connection to the region.

The *Medford-Jackson County Airport 2010 Master Plan Update* serves as the airport's guiding document providing planning assumptions and governing anticipated development of the airport. Key information gleaned from the *Airport Master Plan Update* important to the development of a multi-modal transportation plan includes forecasts of passenger enplanement and employment in the Foreign Trade Zone (FTZ).

According to the 2010 *Airport Master Plan Update*, passenger enplanement is forecast to increase substantially from the 2010 level of approximately 300,000. The baseline growth scenario predicts a 79 percent increase in enplanements by 2030, with the high growth scenario predicting a near 100% increase to 600,000.

The FTZ is designed to help the airport develop to its fullest potential and boost the local economy in the southern Oregon region. The FTZ is projected to boost employment in the immediate vicinity of the airport and produce an annual increase in revenue of more than \$3 million.

Air freight movements are unlikely to substitute for a measurable portion of truck freight on the Interstate highway system, unless air freight capacity and demand increase dramatically. Freight volumes in 2010 were approximately 5.5 million pounds per year, and are forecast to increase 2.4% annually through 2030, though still represent a small fraction of the freight tonnage moved annually on I-5.

2.8.2. Ashland Municipal Airport

The City of Ashland operates a general aviation airport. This airport is located approximately seven miles to the south of Talent. Charter passenger and freight service is available at the Ashland Municipal Airport.

2.9. Water Transportation

Bear Creek and Wagner Creek are used primarily for recreational purposes only.

2.10. Pipeline Transportation

Pipeline transportation in and throughout the Talent area includes transmission lines for electricity, cable television and telephone services, as well as pipeline transport of water, sanitary sewer and natural gas.

2.11. Additional Resources

As the TSP update moves forward with the evaluation of the future transportation system and potential improvements, data regarding land uses and environmental resources will be used to help determine recommendations. These data have been summarized in Appendix B and Appendix C.

2.11.1. Environmental and Land Use Reconnaissance

To understand the potential existing environmental and land use issues, and to help inform the conceptual alternatives development process in a subsequent phase of planning for improvements in the study area, Appendix B identifies and reviews the existing environmental and land use conditions in the study area as defined below. The resources identified in Appendix B were based on Geographic Information System (GIS) maps, previous reports, and known resource sites. The analysis is limited to “visual windshield validation.” Further resources may exist in the study area that are not yet documented or are not visually apparent.

The environmental and land use data includes:

- Environmental Reconnaissance
 - Goal 5 Resources (Riparian Corridors, Wetlands, Wildlife Habitat, Recreation Trails)
 - Wildlife Crossings
 - Threatened and Endangered Species
 - Floodplains and Floodways
 - Air Quality
 - Hazardous Materials
 - Visual Resources
- Land Use Summary (Summary of Built Environment)
 - Community Features
 - Parks and Recreation Areas
 - Historic and Archaeological Resources
 - Section 6(f) Resources)

2.11.2. Socioeconomic and Environmental Justice

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations of February 11, 1994, requires agencies undertaking federal projects to identify low-income and minority populations; assess whether high and adverse human health or environmental impacts would result from the alternatives; and ensure participation of low-income and minority populations in the transportation decision making process. Appendix C includes an analysis of socioeconomic data related to the City of Talent.

Attachments:

Figure 2-1. Functional Classification

Figure 2-2. Pedestrian System

Figure 2-3. Bicycle System

Figure 2-4. Transit System

Appendix A – Street System Inventory

Appendix B – Land Use and Environmental Resources

Appendix C – Socioeconomic and Environmental Justice Analysis

City of Talent

Transportation System Plan Update

Draft Technical Memorandum #3:

Transportation System Operations

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3. TRANSPORTATION SYSTEM OPERATIONS

This memorandum presents an evaluation of how the City of Talent transportation system operates under existing conditions and how it will continue to operate in the future as the City of Talent and other communities in the Rogue Valley grow over the next 25 years.

3.1. Existing Conditions Analysis

The assessment of traffic conditions includes development of existing traffic volumes, assessment of traffic operations, multimodal analysis, and a review of historical crash patterns.

3.1.1. Existing Traffic Volumes

Existing traffic volume data was assembled from turning movement traffic counts conducted at intersections throughout the city and annual data collected by ODOT on the state highway system.

Average Daily Traffic Volumes

The average annual daily traffic (AADT) volumes for OR 99, I-5 and the Interchange 21 ramps are currently available for the year 2011. The volumes are summarized in Table 3-1.

Table 3-1. Average Annual Daily Traffic Volumes (2011)

Location Description	Volume
OR 99	
North of Suncrest Rd.	8,200 vpd
South of W. Valley View Rd.	9,100 vpd
South Talent City Limits	8,100 vpd
Talent Automatic Traffic Recorder, Sta. 15-014	8,700 vpd
I-5	
North of Interchange 21	38,900 vpd
South of Interchange 21	35,600 vpd
Interchange 21	
Northbound Off-Ramp	2,150 vpd
Northbound On-Ramp	3,540 vpd
Southbound Off-Ramp	3,580 vpd
Southbound On-Ramp	1,680 vpd

vpd = vehicles per day

Source: 2011 Transportation Volume Tables, Oregon Department of Transportation

Historic Automatic Traffic Recorder (ATR) data shows negligible growth along OR 99 in recent years. Between the years of 2006 and 2011, volumes on OR 99 through the study area reached

a high in 2007, and decreased in 2008 before a slight rise in 2009. Between 2009 and 2011 volumes have consistently decreased.

Turning Movement Counts

Traffic counts for this study were compiled from available 2010 and 2012 count data. Local street and I-5 Interchange counts were collected between June and September of 2012 while OR 99 Counts were collected in July and August of 2010. Traffic counts at intersections with local streets consisted of 3-hour turning movement counts. The traffic counts at I-5 ramps and signalized intersections with OR 99 were 16-hour turning movement counts. With the exception of counts collected at Rapp Road and Wagner Creek Road, all counts included full Federal Highway Administration (FHWA) 13-class vehicle classifications. Table 3-2 below provides a list of all intersection count locations and includes the type of count.

Table 3-2. Vehicle Count Locations and Types

Location	Type of Count	Count Date
1. Colver Rd. at Front St.	3-hour PM Peak Period ¹	9/13/2012
2. Colver Rd. at Talent Ave.	3-hour PM Peak Period ¹	9/11/2012
3. Colver Rd. at OR 99 (Signalized)	16-hour ²	7/15/2010
4. Main St. at Front St.	3-hour PM Peak Period ¹	9/10/2012
5. Main St. at Talent Ave.	3-hour PM Peak Period ¹	9/12/2012
6. W. Valley View Rd. at Talent Ave.	3-hour PM Peak Period ¹	9/19/2012
7. W. Valley View Rd. at OR 99 (Signalized)	16-hour ²	7/15/2010
8. W. Valley View Rd. at I-5 SB Ramps	16-hour ²	9/11/2012
9. W. Valley View Rd. at I-5 NB Ramps	16-hour ²	9/11/2012
10. Wagner St. at Wagner Creek Rd.	3-hour PM Peak Period ¹	6/11/2012
11. Wagner St. at Front St.	3-hour PM Peak Period ¹	9/13/2012
12. Wagner St. at Talent Ave.	3-hour PM Peak Period ¹	9/13/2012
13. Foss Rd. at Wagner Creek Rd.	3-hour PM Peak Period ¹	9/10/2012
14. Rapp Rd. at Wagner Creek Rd.	3-hour PM Peak Period ¹	6/11/2012
15. Rapp Rd. at Talent Ave.	3-hour PM Peak Period ¹	9/10/2012
16. Rapp Rd. at OR 99 (Signalized)	16-hour ²	8/10/2012
17. Creel Rd. at Talent Ave.	3-hour PM Peak Period ¹	9/24/2012
18. Creel Rd. at OR 99	3-hour PM Peak Period ¹	7/6/2010

Notes:

1. 3-hour counts were collected from 3:00 to 6:00 PM and included turning movement and vehicle classification.
2. 16-hour counts were collected from 6:00 AM to 10:00 PM and included turning movement and vehicle classification.

Design Hourly Volumes

ODOT generally requires that transportation facilities be analyzed under design hourly volumes (DHVs), known as 30th highest hour volumes. The 30th highest hour volumes are used in traffic operations analysis so that results are valid for all but a few hours of the year. The procedure

for determining 30th highest hour volumes is specified in ODOT's Analysis Procedures Manual (APM)¹ and briefly described below.

The 30th highest hour traffic volumes are calculated by multiplying the peak hour volumes by a seasonal factor. The seasonal factor is determined from automatic traffic recorders (ATR), which are electronic counting sites on roadways that count vehicles continuously. It is desirable to obtain data from ATRs that either (1) are within the management area or (2) are on similar roadway types or within similar area types. The seasonal factors for OR 99 use data from an on-site ATR (Sta. 15-014) south of Creel Road. Local street seasonal factors use a seasonal commuter trend to adjust volumes according to the date of data collection. Freeway ramps at Interchange 21 use a combination of the seasonal trend factors from the local network and data from two ATRs with comparable characteristics to the mainline segment through Talent. The data used in calculating the seasonal factors is included in Appendix A (available upon request).

Peak hour count data was seasonally adjusted and volumes were balanced, where appropriate, to achieve a uniform dataset for analysis. Because negligible growth has been experienced throughout the area, an annual adjustment was not applied to the counts for the 2013 baseline year. However, the 2010 traffic counts on OR 99 were adjusted to account for the closure of the Walmart store on W. Valley View between OR 99 and the I-5 ramps. Figure 3-1 shows the existing balanced PM peak hour volumes developed for this project.

3.1.2. Existing Traffic Operations

Existing PM peak hour traffic operations were evaluated for the 18 study area intersections. The operational criteria, jurisdictional standards, and procedures are described below followed by a discussion of the operational findings.

Operational Criteria

Transportation engineers have established various methods for measuring traffic operations of roadways and intersections. Most jurisdictions use either volume-to-capacity (v/c) ratio or level of service (LOS) to establish performance criteria. Both the LOS and v/c ratio concepts require consideration of factors that include traffic demand, capacity of the intersection or roadway, delay, frequency of interruptions in traffic flow, relative freedom for traffic maneuvers, driving comfort, convenience, and operating cost.

Volume-to-Capacity (V/C) Ratio

A comparison of traffic volume demand to intersection capacity is one method of evaluating how well an intersection is operating. This comparison is presented as a v/c ratio. A v/c ratio of less than 1.00 indicates that the volume is less than capacity. When it is closer to 0, traffic

¹ Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

conditions are generally good, with little congestion and low delays for most intersection movements. As the v/c ratio approaches 1.00, traffic becomes more congested and unstable, with longer delays.

Level of Service (LOS)

Level of service is also a widely recognized and accepted measure and descriptor of traffic operations. At both stop-controlled and signalized intersections, LOS is a function of control delay, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Six standards have been established, ranging from LOS A, where there is little or no delay, to LOS F, where there is delay of more than 50 seconds at unsignalized intersections, or more than 80 seconds at signalized intersections.

It should be noted that, although delays can sometimes be long for some movements at a STOP-controlled intersection, the v/c ratio may indicate that there is adequate capacity to process the demand for that movement. Similarly at signalized intersections, some movements, particularly side street approaches or left turns onto side streets, may experience longer delays because they receive only a small portion of the green time during a signal cycle, but their v/c ratio may be relatively low. For these reasons, it is important to examine both v/c ratio and LOS when evaluating overall intersection operations. Both are reported in the following section.

Operational Standards

The Oregon Highway Plan (OHP) has established several policies that enforce general objectives and approaches for maintaining highway mobility. Of these policies, the Highway Mobility Standards (Policy 1F) establish maximum v/c ratio targets for peak hour operating conditions for all highways in Oregon based on the location and classification of the highway segment being examined. The OHP policy also specifies that the v/c ratio targets be maintained for ODOT facilities through a 20-year horizon. The OHP target for OR 99, which is classified as a district highway, is v/c ratio less than or equal to 0.95. The target for the I-5 ramps is a v/c ratio less than or equal to 0.85.

Review of the 2007 TSP and the development code indicates the City of Talent does not currently have operational standards for their roadways.

Traffic Operations Analysis Procedures

All operations were evaluated using the methodology outlined in the *2010 Highway Capacity Manual* (HCM) along with the procedures outlined in ODOT's Analysis Procedures Manual (APM). The Synchro analysis software was selected to perform the intersection analysis since it can provide the v/c ratio and LOS output of an HCM analysis and consider the systematic interaction of the intersections with regard to queuing and delays.

Synchro is a macroscopic model similar to the Highway Capacity Software (HCS), and like the HCS, is based on the 2010 HCM. The Synchro model explicitly evaluates traffic operations under

coordinated and uncoordinated systems of signalized and unsignalized intersections. The v/c ratios and LOS presented in this report are based on the Synchro model output.

Existing PM Peak Traffic Operations

Existing (2013) PM peak hour traffic operations were evaluated at the 18 study area intersections. These findings reflect the current signal timing plans. Operations are described in the following sections and the detailed analysis worksheets are presented in Appendix B (available upon request). Table 3-3 summarizes the results of the traffic operations analysis and Figure 3-2 presents the v/c ratios and LOS performance by lane group for the area intersections.

Table 3-3. Existing (Year 2013) PM Peak Hour Traffic Operations Analysis Results

Intersection	Critical Movement ¹	V/C Ratio ²	LOS ²	OHP Target ³
1. Colver Rd. at Front St.	NB L/R	0.08	B	-
2. Colver Rd. at Talent Ave.	NB L/R	0.18	B	-
3. Colver Rd. at OR 99 (Signalized)	Overall	0.31	A	0.95
4. Main St. at Front St.	SB L/T/R	0.08	B	-
5. Main St. at Talent Ave.	EB L/T/R	0.28	B	-
6. W. Valley View Rd. at Talent Ave.	WB L	0.32	C	-
7. W. Valley View Rd. at OR 99 (Signalized)	Overall	0.42	B	0.95
8. W. Valley View Rd. at I-5 SB Ramp Terminal	SB L/T/R	0.40	B	0.85
9. W. Valley View Rd. at I-5 NB Ramp Terminal	NB L/R	0.20	B	0.85
10. Wagner St. at Wagner Creek Rd.	WB L/R	0.06	B	-
11. Wagner St. at Front St.	SB L/R	0.02	A	-
12. Wagner St. at Talent Ave.	EB L/R	0.27	B	-
13. Foss Rd. at Wagner Creek Rd.	EB L/R	0.07	B	-
14. Rapp Rd. at Wagner Creek Rd.	EB L/T	0.12	A	-
15. Rapp Rd. at Talent Ave.	WB L/T/R	0.24	A	-
16. Rapp Rd. at OR 99 (Signalized) ⁵	Overall	0.32	A	0.95
17. Creel Rd. at Talent Ave.	SB L/T/R	0.07	A	-
18. Creel Rd. at OR 99	EB L/R	0.10	B	0.95

Acronyms: EB = eastbound; WB = westbound; NB = northbound; and SB = southbound. L = left; T = through; and R = right.

Notes:

- At signalized intersections, the overall results are reported along with all individual movements, while at unsignalized intersections the results are reported for all movements that must stop or yield the right of travel to other traffic flows.
- The v/c ratios and LOS are based on the results of the macrosimulation analysis using Synchro, which cannot account for the influence of adjacent intersection operations.
- 1999 Oregon Highway Plan (OHP), Policy 1F applies to existing and no-build conditions through the planning horizon.
- The Jackson County Transportation System Plan (TSP) designates traffic operational standards for county roadways inside the MPO as 0.95. No specific operational standards for the City of Talent are available; therefore, the county standard of 0.95 is reported for all non-state facilities.
- Intersection operations based on HCM 2000 methodology.

Source: David Evans and Associates, Inc.

Analysis for the PM peak period shows that all of the study area intersections currently meet applicable mobility thresholds. There is little to no congestion present at any of the study area intersections.

3.1.3. Freight Assessment

The interstate is the only designated freight route in Talent but freight uses the many of the existing roadways in the city. Table 3-4 summarizes the percentage of truck traffic on some of the higher volume roadways in Talent. Only locations where 16 hours of traffic count data were used in the calculations.

Location	Truck Percentages		
	Single Unit	Multi-Unit	Total
<i>I-5 Ramps</i>			
Southbound Off-Ramp	2.5	1.8	4.3
Southbound On-Ramp	2.9	3.0	5.9
Northbound Off-Ramp	2.5	1.9	4.4
Northbound On-Ramp	2.6	2.0	4.6
<i>OR 99</i>			
North of W. Valley View Rd.	2.8	0.5	3.3
South of W. Valley View Rd.	3.1	0.6	3.7
North of Rapp Rd.	1.5	0.5	2.0
South of Rapp Rd.	1.4	0.4	1.8
<i>W. Valley View Rd.</i>			
East of I-5 Ramps	3.7	2.3	5.0
West of I-5 Ramps	2.7	2.1	4.8
East of OR 99	2.2	0.5	2.7
West of OR 99	2.0	0.4	2.4
<i>Rapp Rd.</i>			
East of OR 99	1.2	0.4	1.6

Source: 16-hour turning movement counts collected by ODOT in 2010 and 2012.

The highest truck activity occurs in the vicinity of the I-5 interchange with lower percentages (and volumes) of trucks further from the interchange. This pattern is particularly true with the multi-unit trucks, which account for two to three percent of traffic around the interchange but only about 0.5 percent on OR 99 or city streets closer to the center of town. Off of the arterial street system, truck percentages generally drop below two percent of total traffic. A review of the 3-hour PM peak period counts indicate truck percentages generally between one and two percent on major collectors with very few multi-unit trucks.

3.1.4. Multimodal Assessment

A multimodal analysis provides a comprehensive assessment of all modes, taking into account the impact of adjacent modes of travel. Table 3-5 provides a qualitative summary of performance on OR 99 for each mode, using a ranking system with three categories, from poor to good. These rankings take into account available facilities and their widths, vehicular travel speeds, volumes, operations, access, transit routes and frequencies, general conditions, and other factors that influence level of service for each mode. While bicycle, pedestrian, and transit conditions are largely influenced by adjacent modes, vehicular performance is primarily rated based on vehicular-oriented variables. The analysis breaks the corridor into intersections and the segments between them.

Table 3-5. OR 99 Multimodal Assessment

Location	Travel Mode			
	Bicycle	Pedestrian	Transit	Auto
<i>OR 99 at Colver/Suncrest Rd.</i>	Good	Good	Good	Good
Colver/Suncrest Rd. to W. Valley View Rd.	Good	Good	Good	Good
<i>OR 99 at W Valley View Rd.</i>	Good	Good	Good	Good
W. Valley View Rd. to Rapp Rd.	Good	Good	NA	Good
<i>OR 99 at Rapp Rd.</i>	Good	Good	NA	Good
Rapp Rd. to Arnos Rd.	Poor	Poor	NA	Good
<i>OR 99 at Arnos Rd</i>	Poor	Poor	NA	Good
Arnos Rd. to Creel Rd.	Poor	Poor	NA	Good
<i>OR 99 at Creel Rd</i>	Poor	Poor	NA	Good
Creel Rd. to Talent Ave.	Poor	Poor	NA	Good

Notes:

Multimodal analysis uses available data from existing conditions analysis for all modes.

The existing conditions for the OR 99 corridor through Talent are generally good for the improved 5-lane section between Suncrest/Colver Road and Rapp Road. However, once south of Rapp Road, the roadway has urban amenities such as sidewalks or bike lanes and paved shoulders are limited to generally about 2 feet or less. This lack of facilities is reflected in the poor ratings for both bicycle and pedestrian modes.

3.1.5. Safety Analysis

A safety analysis was conducted to determine whether any significant, documented safety issues exist within the study area and to inform future measures or general strategies for improving overall safety. This analysis includes a review of crash records, critical crash rates, and ODOT Safety Priority Index System (SPIS) data.

Crash History

The crash analysis included a review of crash history data supplied by the ODOT Crash Analysis and Reporting Unit for the period between January 1, 2007, and December 31, 2011, which

were the five most recent full years for which crash data were available at the time of the analysis. Table 3-6 summarizes data for study area roads and intersections. The reports are contained in Appendix D (available upon request).

Seventy-seven crashes reported within the study area during the 5-year analysis period. Forty-six of the reported crashes occurred at intersections, and 31 occurred along street segments. Of the reported crashes, 28 resulted in minor injury(s), and 49 resulted in property damage only; there were no crashes that resulted in a fatality or severe injury. Very few of the reported crashes were attributed to speed or alcohol.

The signalized intersection between W. Valley View Road and OR 99 experienced the highest percentage of total study area crashes with 17% (13). Of these 13 crashes, five were rear end collisions, three were angle, three were turning movement, and one was a fixed object crash. The three turning movement crashes all involved a vehicle turning left from the east approach. Currently the left-turn movements on W. Valley View Road do not have any protected signal phasing, which may be related to the turning collisions.

The intersection of Creel Road and OR 99 had five reported crashes, each classified as a turning movement collision. The overall frequency of crashes is relatively low here, but the repeated turning movement crash type indicates crashes due to vehicles turning on or off of the higher speed OR 99 facility.

Of non-study area intersections, the intersection of Arnos Road and OR 99 experienced the highest number of crashes (6). Four of these crashes were rear end collisions. The remaining study area and non-study area locations each experienced less than five total crashes over the 5-year analysis period, averaging less than one crash per year.

W. Valley View Road experienced the highest number of crashes with eight reported between study area intersections, mostly due to the number of driveways and intersections along W. Valley View Road.

Network Screening

The Highway Safety Manual Part B describes the critical crash rate method as a means of identifying locations that warrant further investigation. The critical crash rate is based upon average crash rates at comparable sites, traffic volume, and a confidence interval.

Table 3-6. Crash History at Study Area Locations

Location	Collision Type									Total	Severity		Crash Rate
	Rear End	Fixed Object	Angle	Backing	Turning	Sideswipe	Parked	Bicycle	Pedestrian		Minor Injury Crashes	Property Damage Only	
Intersection Crashes													
Colver Rd & Front St	0	0	0	0	0	0	0	0	0	0	0	0	
Colver Rd & Talent Ave	0	0	0	0	0	0	0	0	0	0	0	0	
Colver Rd & OR 99	1	1	0	0	2	0	0	0	0	4	2	2	0.19
Main St & Front St	0	0	0	0	0	0	0	0	0	0	0	0	
Main St & Talent Ave	0	0	0	0	0	0	0	0	0	0	0	0	
W Valley View Rd & Talent Ave	1	0	0	0	0	0	0	1	0	2	1	1	0.16
W Valley View Rd & OR 99	5	1	3	0	3	1	0	0	0	13	5	8	0.46
W Valley View Rd & SB I-5 Ramps	1	0	0	0	1	0	0	0	0	2	1	1	0.13
W Valley View Rd & NB I-5 Ramps	0	0	0	0	0	0	0	0	0	0	0	0	
Wagner St & Wagner Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	
Wagner St & Front St	0	0	0	0	1	0	0	0	0	1	1	0	0.24
Wagner St & Talent Ave	0	0	0	0	0	0	0	0	0	0	0	0	
Foss Rd & Wagner Creek Rd	0	0	0	0	0	0	0	0	0	0	0	0	
Rapp Rd & Wagner Creek Rd	0	0	0	0	1	1	0	0	0	2	0	2	0.40
Rapp Rd & Talent Ave	0	0	4	0	0	0	0	0	0	4	3	1	0.41
Rapp Rd & OR 99	1	0	0	0	1	0	0	0	0	2	2	0	0.10
Creel Rd & Talent Ave	0	0	0	0	1	0	0	0	0	1	0	1	0.36
Creel Rd & OR 99	0	0	0	0	5	0	0	0	0	5	1	4	0.31
Arnos Rd & OR 99	4	0	0	1	1	0	0	0	0	6	2	4	
Jessy Way & Clearview Dr	0	1	0	0	0	0	0	0	0	1	0	1	
Main St & 1st St	0	0	1	0	1	0	0	0	0	2	0	2	
Main St & West	0	0	0	0	1	0	0	0	0	1	0	1	
Subtotal Intersections	13	3	8	1	18	2	0	1	0	46	18	28	
Segment Crashes (not at Intersections)													
3rd St	1	0	0	0	0	1	0	0	0	2	0	2	
4th St	0	0	0	0	0	0	1	0	0	1	0	1	
Arnos Rd	0	1	0	1	0	0	0	0	0	2	0	2	
Hilltop Rd	0	1	0	0	0	0	0	0	0	1	0	1	
John St	0	0	0	1	0	0	0	0	0	1	0	1	
Lithia Way	0	0	0	0	0	1	0	0	0	1	0	1	
Main St	0	0	0	0	1	0	0	0	0	1	1	0	
Rapp Rd	0	4	0	0	0	0	0	0	0	4	1	3	
Talent Ave	0	0	0	0	1	0	2	0	0	3	1	2	
W. Valley View Rd	1	2	0	0	3	1	0	0	1	8	4	4	
Wagner S	0	0	0	0	0	1	0	0	0	1	0	1	
Wagner Creek Rd	1	0	0	0	0	0	0	0	0	1	1	0	
Logan Way	1	0	0	0	0	0	0	0	0	1	0	1	
OR 99	1	1	0	0	2	0	0	0	0	4	2	2	
Subtotal Segments	5	9	0	2	7	4	3	0	1	31	10	21	
Total	18	12	8	3	25	6	3	1	1	77	28	49	

Notes: Crash rates could only be calculated for intersections where traffic count data has been collected. There were not a sufficient number of locations with common characteristics to perform an overall network screening analysis as outlined the Highway Safety Manual, Part B.

Critical crash rates were calculated for three-legged STOP-controlled intersections according to the HSM Part B Network Screening Critical Crash Rate method. As part of this method, each reference population, made up of locations with similar geometric and operational characteristics, must contain at least five sites for comparison. Within the study area, three-legged unsignalized intersections are the only reference population with sufficient size to utilize the network screening method. In general, the low number of crashes throughout the study area may indicate that the network screening methodology is not entirely appropriate for this safety analysis. For this reason, the signalized and four-legged unsignalized intersections were evaluated qualitatively while the three-legged unsignalized intersections reference HSM critical crash rates.

Based on critical crash rates determined by the HSM Part B Network Screening methodology, the intersection of Creel Road and OR 99 is the only three-legged unsignalized intersection with a crash rate exceeding the critical crash rate. The observed rate of 0.31 crashes per million entering vehicles just exceeds the critical rate of 0.27. This suggests that this intersection is identified for further review.

Safety Priority Index System (SPIS)

The SPIS is a method used in Oregon to identify safety problem areas along state highways. Highways are evaluated in approximately one-tenth mile increments (often grouped into larger segments). Each year these segments are ranked by assigning a SPIS score based on the frequency and severity crashes observed, while taking traffic volume into account. When a segment is ranked in the top 10% of the index, a crash analysis is typically warranted and corrective actions are considered. There are no segments of Interstate 5 or OR 99 within the study area that are identified in the top 10% of the most recent (2012) SPIS rankings.

3.2. Future Baseline Traffic Conditions

The future baseline traffic analysis assesses conditions for the year 2038, which is consistent with regional forecasting for the Rogue Valley. The analysis examines conditions where the transportation system has been improved by projects with programmed funding sources and where traffic volumes continue to grow based on population and employment forecasts. The analysis identifies anticipated operational deficiencies and serves as the basis for later evaluation to compare project alternatives that address deficiencies.

3.2.1. Future Land Use

The Greater Bear Creek Valley Regional Plan established assumptions for overall population growth within Talent and all other jurisdictions in the region. The plan also identified urban reserve areas that would accommodate the anticipated population growth. As stated in the plan, the anticipated future population of Talent in 2040 is 9,817, and the population of Talent in 2060 is 11,294.

There are five urban reserve areas designated for Talent; they vary in size and in amount of unconstrained, buildable land. The urban reserves as described in the Regional Plan are:

- **TA-1**, approximately 43 gross acres, is located immediately to the south of Colver Road and to the west of the city limits. This growth area is intended to preserve land for future public use and is restricted to either school or park/open space/recreational use.
- **TA-2**, approximately 74 gross acres, is located adjacent to the existing urban growth boundary and located between Rapp Road and the Talent Canal. This area would accommodate future residential growth and all for the development and expansion of public facilities needed to accommodate growth within the existing UGB.
- **TA-3** is the largest of the five urban reserve areas at approximately 124 gross acres. It is located to the southeast of the city limits and extends along Talent Avenue and Highway 99. Future development of this land would be predominantly residential with a small amount of commercial use consistent with a narrow strip of land immediately south of and adjacent to OR 99 that is designated Commercial by Jackson County.
- **TA-4**, approximately 27 gross acres, is located to the north of the city limits and west of OR 99. The area is flat and located at a hub of key transportation facilities (railroad and highway). The area is proposed to accommodate identified employment land needs for industrial uses that requiring rail and highway access.
- **TA-5**, approximately 28 gross acres, is located to the north of the city limits and east of OR 99. Identified uses for this area include about half residential and open space lands and half employment lands.

3.2.2. Future Traffic Volume Development

Future Baseline traffic volume forecasts were developed using the Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand forecasting model, which is based on the regional long-range land use assumptions for the year 2038. The travel demand forecasting process and resulting traffic forecasts are briefly described below.

Travel Demand Forecasting Models

The travel demand forecasting model for RVMPO is maintained by the Transportation Planning and Analysis Unit (TPAU) at ODOT. The model relies on socioeconomic data (e.g., households and employment) to determine travel demand and system attributes (e.g., roadway capacity, speeds, and distances) to represent the transportation supply. The long-range regional growth forecasts are consistent with current land use zoning.

The travel demand model for the RVMPO has a base year of 2006 and a future year of 2038. To better represent existing conditions along W. Valley View Road, the 2006 base year model was adjusted to reflect the large commercial parcel recently vacated west of the southbound ramp terminal. Employment numbers from this development were removed from the 2006 model, but remain in the 2038 model, assuming the lot will be commercially redeveloped. The scenario used in forecasting demand for this Transportation System Plan is known as 2038 RVMPO v3.1.

Future Transportation Network

The network used in the forecasts for Talent is a future network that includes roadway projects that are expected to occur by year 2038. These projects have known funding sources or are programmed to be funded in the next 25 years. Only one noteworthy project is currently planned and funded within the study area. The reduction of OR 99 to three lanes south of Rapp Road until south of Creel Road is part of a road diet project resulting from the OR 99 Corridor Plan Road Diet Analysis. The existing cross sections with two through lanes in each direction will be reduced to one through lane in each direction with a center turn lane and urban amenities that include curb, sidewalks, and bike lanes. As part of this project, a southbound right-turn lane will be constructed at Creel Road. The future networks for analysis assume these improvements are complete.

Traffic Forecasts

Traffic forecasts for the study area intersections were developed from the 2006 and 2038 forecasting models and the existing traffic data for the future baseline scenario. The process followed the procedures from ODOT's Analysis Procedures Manual (APM)². The forecast year for this corridor study is 2038; thus, existing volumes were extrapolated to 2038.

Traffic volumes for the future baseline scenario are presented in Figure 3-3. The detailed volume development worksheets are presented in Appendix E

3.2.3. Future Traffic Operations

Table 3-7 summarizes the results of the traffic operations analysis and compares them to the Oregon Highway Plan (OHP) mobility targets and Jackson County standards. Figure 3-4 presents the v/c ratios and LOS performance by lane group for the area intersections. Traffic signal timing at the signalized intersections was modified to optimize traffic flow with future demands.

The analysis results show that under the 2038 future baseline conditions, all of the study area intersections would meet operational standards during the PM peak period. The intersection with the worst operations is W. Valley View Road at the I-5 northbound ramp terminal, though it would meet operational standards with LOS B and a V/C of 0.51, well below operational standards.

² Analysis Procedures Manual, Oregon Department of Transportation, Transportation Development Division Planning Section, Transportation Planning and Analysis Unit, Salem, Oregon, April, 2006, Section 4.3.

Table 3-7. Future (2038) Baseline Intersection Operations

Intersection	Critical Movement ¹	V/C Ratio ²	LOS ²	OHP Target ³
1. Colver Rd. at Front St.	NB L/R	0.08	B	-
2. Colver Rd. at Talent Ave.	NB L/R	0.25	B	-
3. Colver Rd. at OR 99 (Signalized) ⁵	Overall	0.34	A	0.95
4. Main St. at Front St.	SB L/T/R	0.08	B	-
5. Main St. at Talent Ave.	EB L/T/R	0.36	B	-
6. W. Valley View Rd. at Talent Ave.	WB L	0.38	C	-
7. W. Valley View Rd. at OR 99 (Signalized) ⁵	Overall	0.49	B	0.95
8. W. Valley View Rd. at I-5 SB Ramp Terminal	SB L/T/R	0.51	B	0.85
9. W. Valley View Rd. at I-5 NB Ramp Terminal	NB L/R	0.29	B	0.85
10. Wagner St. at Wagner Creek Rd.	WB L/R	0.07	B	-
11. Wagner St. at Front St.	SB L/R	0.03	A	-
12. Wagner St. at Talent Ave.	EB L/R	0.29	B	-
13. Foss Rd. at Wagner Creek Rd.	EB L/R	0.07	B	-
14. Rapp Rd. at Wagner Creek Rd.	EB L/T	0.12	A	-
15. Rapp Rd. at Talent Ave.	WB L/T/R	0.31	A	-
16. Rapp Rd. at OR 99 (Signalized) ⁵	Overall	0.39	A	0.95
17. Creel Rd. at Talent Ave.	SB L/T/R	0.09	A	-
18. Creel Rd. at OR 99	EB L/R	0.19	C	0.95

Acronyms: EB = eastbound; WB = westbound; NB = northbound; and SB = southbound. L = left; T = through; and R = right.

Notes:

1. At signalized intersections, the overall results are reported along with all individual movements, while at unsignalized intersections the results are reported for all movements that must stop or yield the right of travel to other traffic flows.
2. The v/c ratios and LOS are based on the results of the macrosimulation analysis using Synchro, which cannot account for the influence of adjacent intersection operations.
3. 1999 Oregon Highway Plan (OHP), Policy 1F applies to existing and no-build conditions through the planning horizon.
4. The Jackson County Transportation System Plan (TSP) designates traffic operational standards for county roadways inside the MPO as 0.95. No specific operational standards for the City of Talent are available; therefore, the county standard of 0.95 is reported for all non-state facilities.
5. Overall signalized intersection operations based on HCM 2000 methodology.

Source: David Evans and Associates, Inc.

3.2.4. Multimodal Assessment

Table 3-8 presents and update of the multimodal analysis to reflect the planned and funded improvements on OR 99.

Table 3-8. OR 99 Future Multimodal Assessment

Location	Travel Mode			
	Bicycle	Pedestrian	Transit	Auto
<i>OR 99 at Colver/Suncrest Rd.</i>	Good	Good	Good	Good
Colver/Suncrest Rd. to W. Valley View Rd.	Good	Good	Good	Good
<i>OR 99 at W Valley View Rd.</i>	Good	Good	Good	Good
W. Valley View Rd. to Rapp Rd.	Good	Good	NA	Good
<i>OR 99 at Rapp Rd.</i>	Good	Good	NA	Good
Rapp Rd. to Arnos Rd.	Fair	Good	NA	Good
<i>OR 99 at Arnos Rd</i>	Good	Good	NA	Good
Arnos Rd. to Creel Rd.	Fair	Good	NA	Good
<i>OR 99 at Creel Rd</i>	Good	Good	NA	Good
Creel Rd. to Talent Ave.	Poor	Poor	NA	Good

Notes:

Multimodal analysis uses available data from existing conditions analysis for all modes.

The reduction from five lanes to three lanes south of Rapp Road would result in several trade-offs for all modes. Because the traffic volumes adjacent to the bicycle lanes would be higher with the three-lane cross-section, the facilities were not rated quite as well as they might be for a five-lane cross-section but they would still be better than the existing condition. Conversely, the narrower cross-section would make crossings at intersections easier. Auto operations would meet operational standards but the reduced throughput would result in some additional delays. The safety benefits are assumed to offset these negative impacts.

3.3. Summary of Deficiencies

All of the study area intersections operate within operational standards for both the existing and future baseline scenarios.

Attachments:

Figure 3-1. Existing Conditions (2013) PM Peak Hour Volumes

Figure 3-2. Existing Conditions (2013) Traffic Operations and Lane Configurations

Figure 3-3. Future Baseline (2038) Conditions – Design House Traffic Volumes

Figure 3-4. Future Baseline (2038) Conditions – Lane Configurations & Traffic Operations

*Appendix A. Traffic Seasonal Factor**

*Appendix B. Existing Traffic Operations Worksheets**

*Appendix C. Multimodal Level of Service Analysis**

*Appendix D. ODOT Crash Analysis Reports (January 1, 2005 through December 31, 2007)**

*Appendix E. Future Traffic Volume Development**

*Appendix F. Future Traffic Operations Worksheets **

*Appendix G. ODOT's Preliminary Traffic Signal Warrants**

*Appendix H. HCM Part C Worksheets**

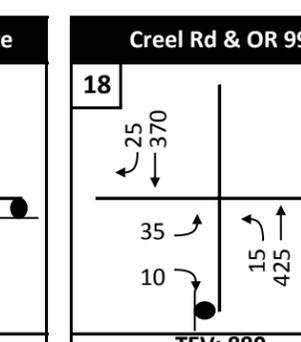
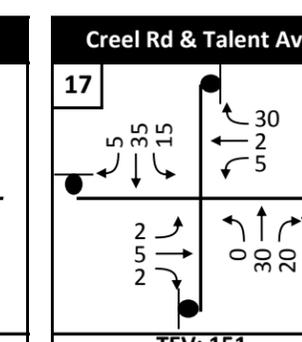
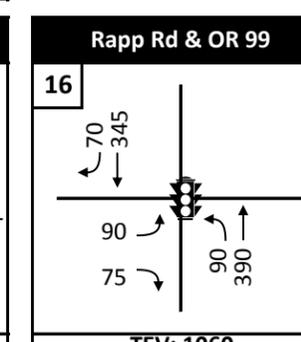
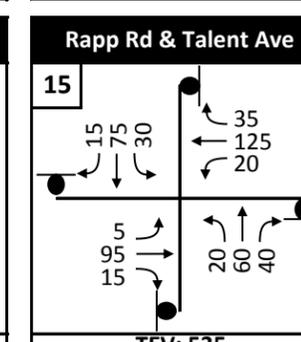
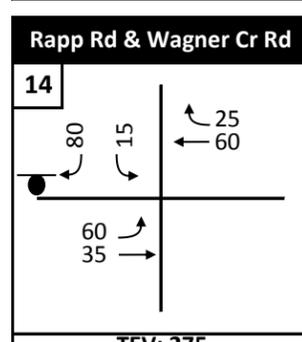
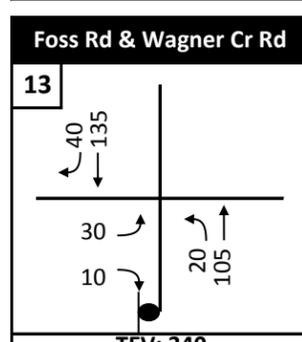
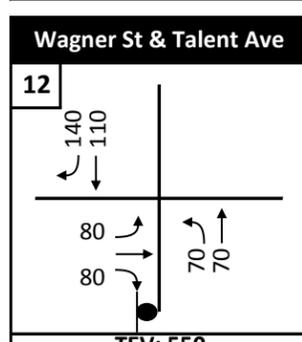
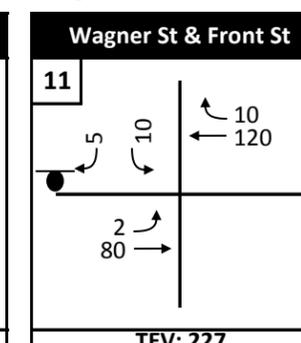
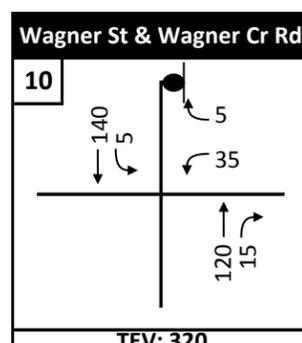
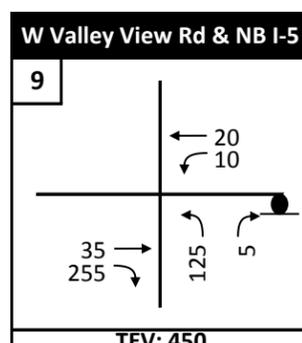
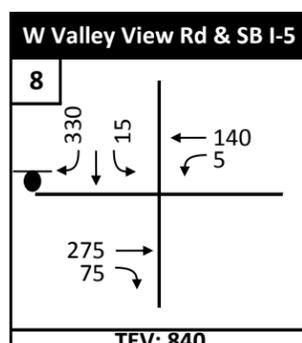
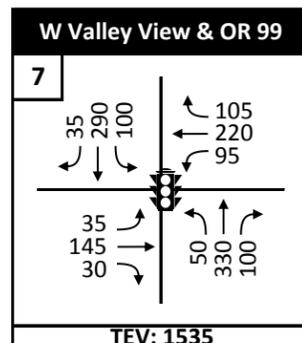
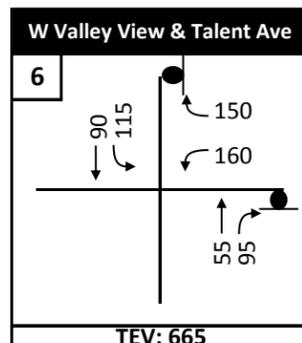
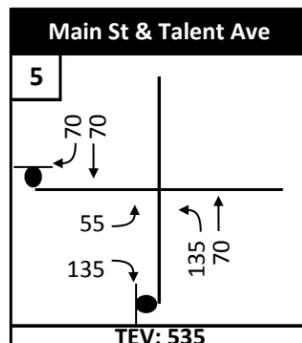
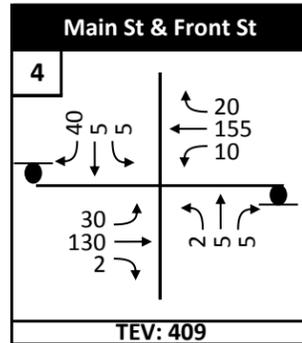
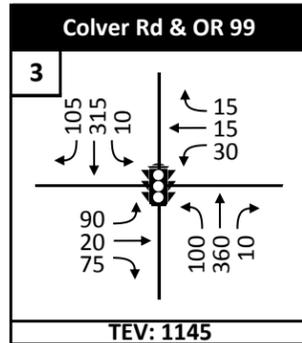
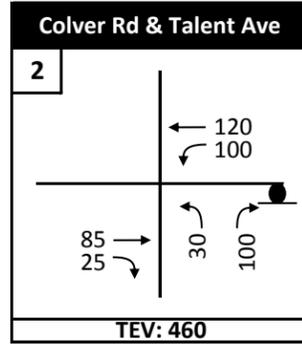
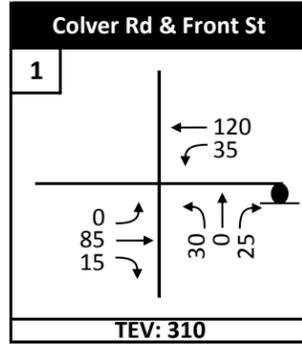
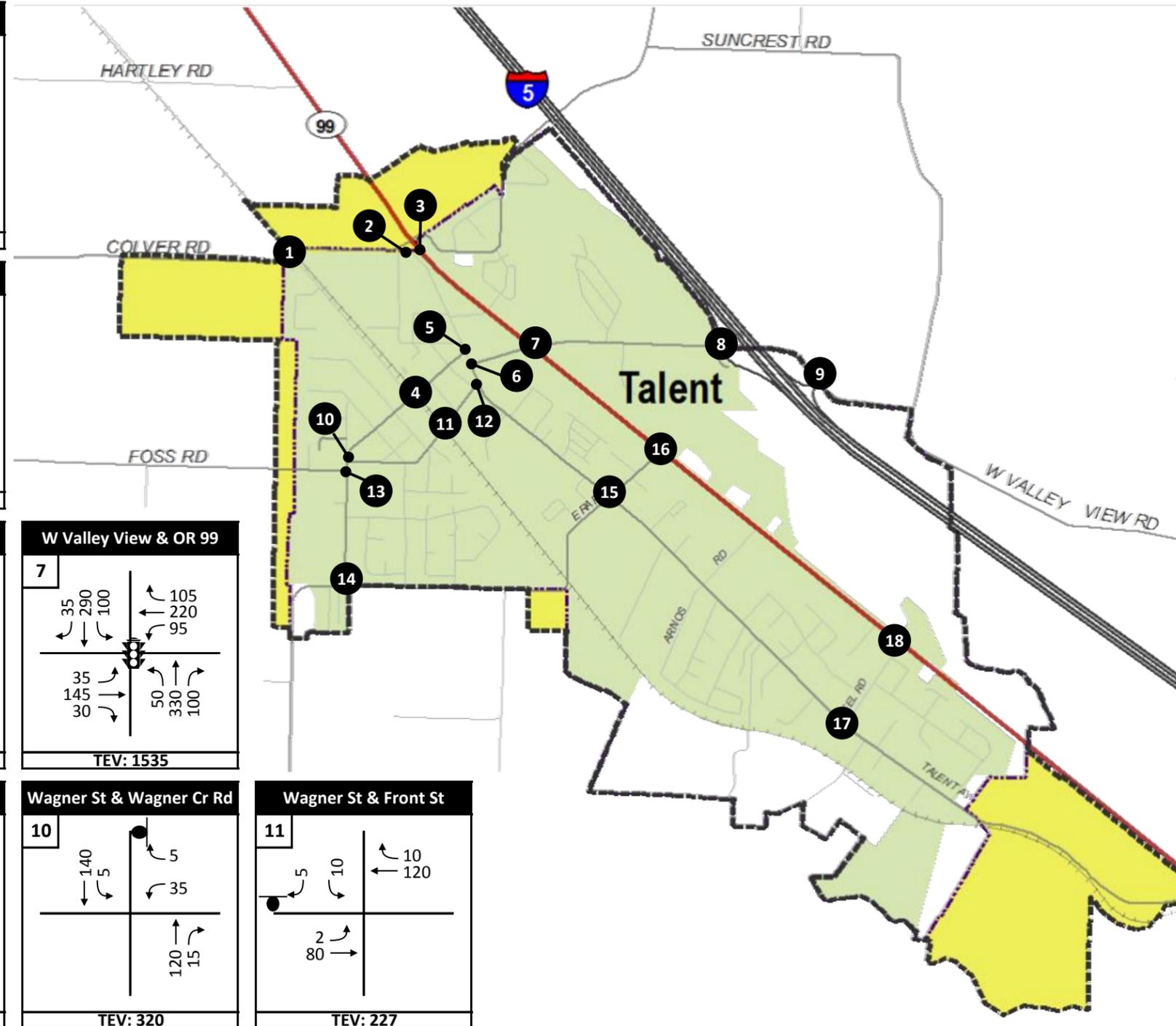
**Available upon request*

City of Talent TSP

Figure 3-1
Existing (2013) PM Peak Hour
Turning Movement Volumes

Legend

- Allowable Movement
- TEV Total Entering Volume
- ## PM Peak Hour Turning Movement Volume
- Signalized Intersection
- STOP Controlled Approach
- Study Area Intersection
- Study Area
- UGB
- Urban Reserve Areas (URAs)

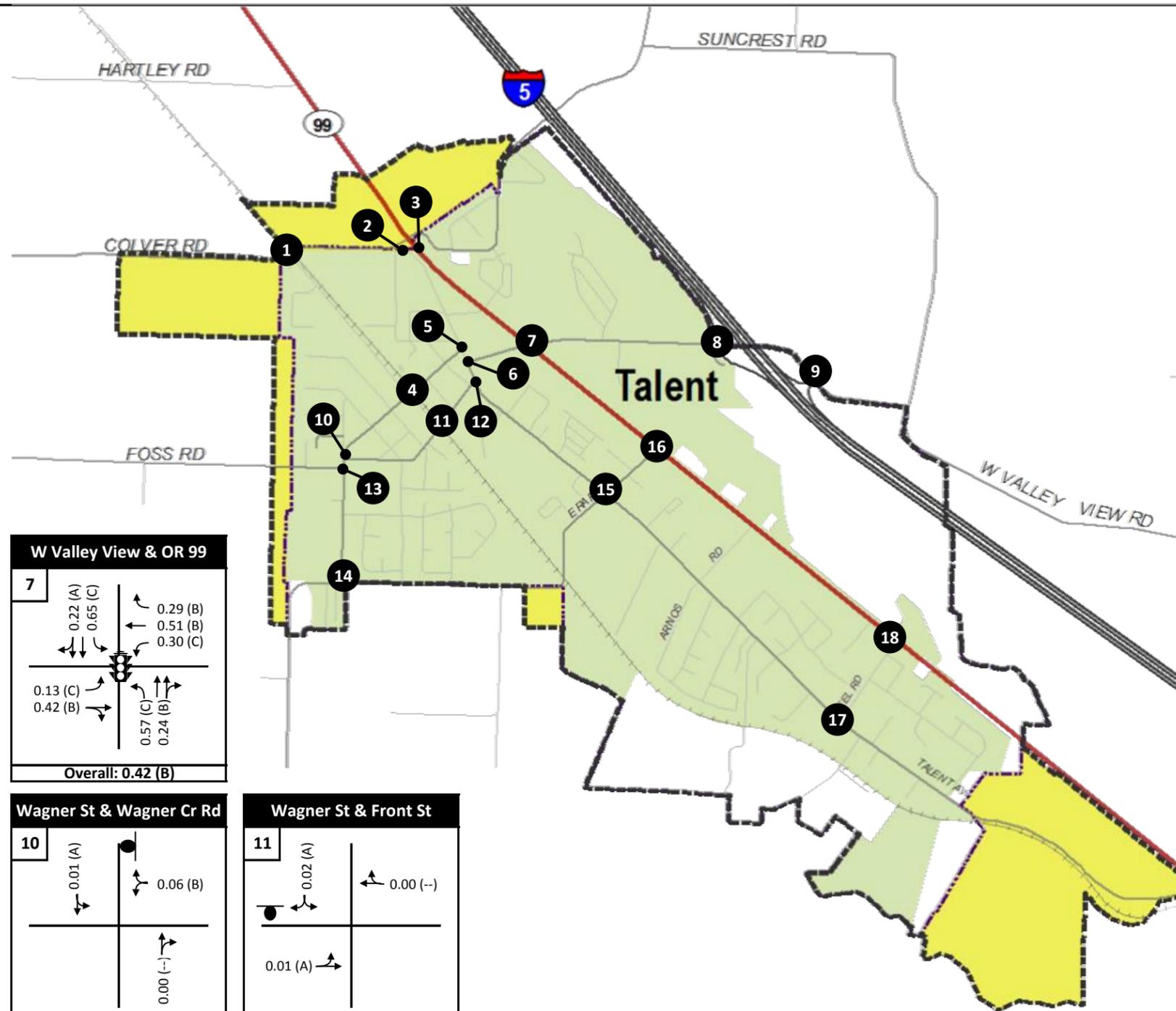


City of Talent TSP

Figure 3-2
Existing (2013) PM Peak Hour
Operations

Legend

- Lane Configuration
- 0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity Ratio (Level of Service)
- (--) LOS only reported for stopped or yielding movements
- Signalized Intersection
- STOP Controlled Approach
- Study Area Intersection
- Study Area
- UGB
- Urban Reserve Areas (URAs)



Colver Rd & Front St

1

0.03 (A)

0.00 (--)

0.08 (B)

Critical Movement: 0.08 (B)

Colver Rd & Talent Ave

2

0.07 (A)

0.00 (--)

0.18 (B)

Critical Movement: 0.18 (B)

Colver Rd & OR 99

3

0.27 (A)

0.02 (A)

0.20 (B)

0.31 (C)

0.35 (B)

0.16 (A)

0.21 (A)

Overall: 0.31 (A)

Main St & Front St

4

0.08 (B)

0.01 (A)

0.03 (A)

0.02 (B)

Critical Movement: 0.08 (B)

Main St & Talent Ave

5

0.18 (B)

0.28 (B)

0.10 (A)

Critical Movement: 0.28 (B)

W Valley View & Talent Ave

6

0.08 (A)

0.17 (A)

0.32 (C)

0.20 (A)

Critical Movement: 0.32 (C)

W Valley View & OR 99

7

0.22 (A)

0.65 (C)

0.29 (B)

0.51 (B)

0.30 (C)

0.13 (C)

0.42 (B)

0.57 (C)

0.24 (B)

Overall: 0.42 (B)

W Valley View Rd & SB I-5

8

0.40 (B)

0.01 (A)

0.00 (--)

0.00 (--)

Critical Movement: 0.40 (B)

W Valley View Rd & NB I-5

9

0.01 (A)

0.00 (--)

0.20 (B)

Critical Movement: 0.20 (B)

Wagner St & Wagner Cr Rd

10

0.01 (A)

0.06 (B)

0.00 (--)

Critical Movement: 0.06 (B)

Wagner St & Front St

11

0.02 (A)

0.00 (--)

0.01 (A)

Critical Movement: 0.02 (A)

Wagner St & Talent Ave

12

0.00 (--)

0.27 (B)

0.06 (A)

Critical Movement: 0.27 (B)

Foss Rd & Wagner Cr Rd

13

0.00 (--)

0.07 (B)

0.02 (A)

Critical Movement: 0.07 (B)

Rapp Rd & Wagner Cr Rd

14

0.10 (A)

0.10 (A)

0.12 (A)

Critical Movement: 0.12 (A)

Rapp Rd & Talent Ave

15

0.16 (A)

0.24 (A)

0.15 (A)

0.16 (A)

Critical Movement: 0.24 (A)

Rapp Rd & OR 99

16

0.30 (A)

0.41 (B)

0.18 (A)

0.20 (A)

Overall: 0.32 (A)

Creel Rd & Talent Ave

17

0.07 (A)

0.04 (A)

0.01 (A)

0.06 (A)

Critical Movement: 0.07 (A)

Creel Rd & OR 99

18

0.00 (--)

0.10 (B)

0.01 (A)

Critical Movement: 0.10 (B)

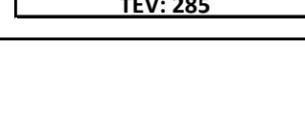
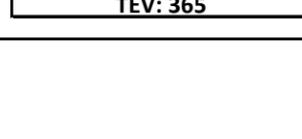
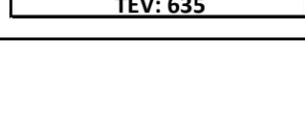
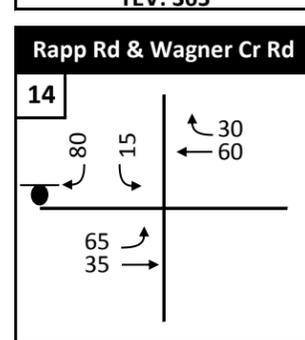
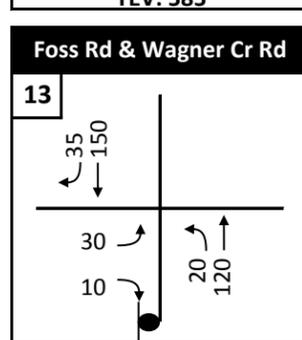
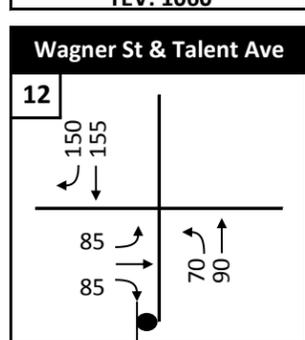
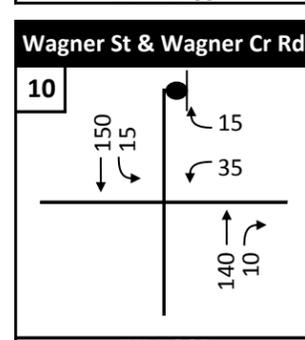
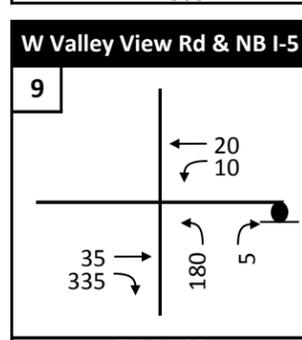
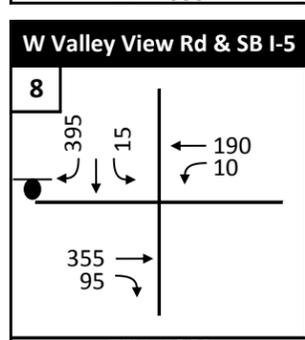
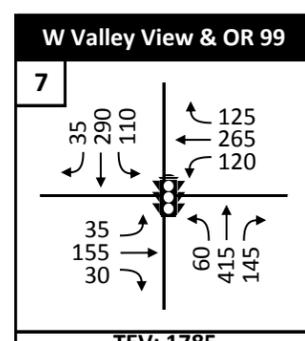
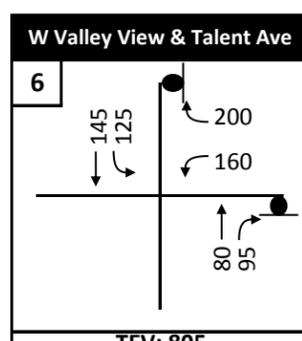
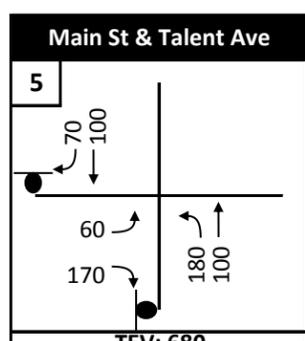
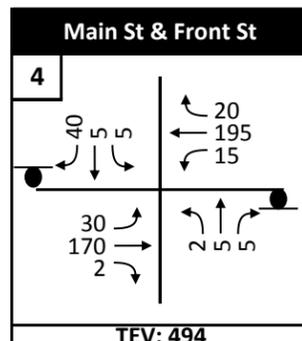
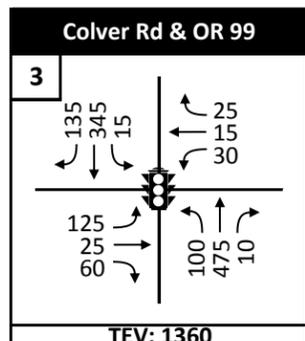
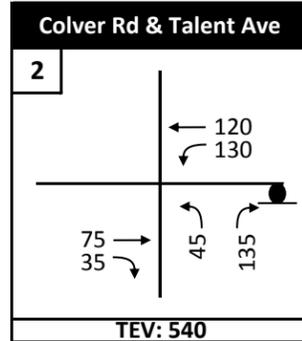
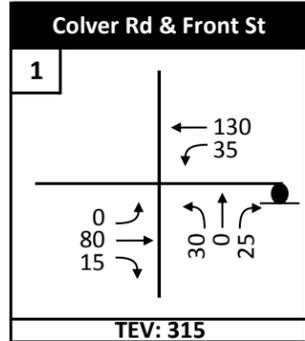
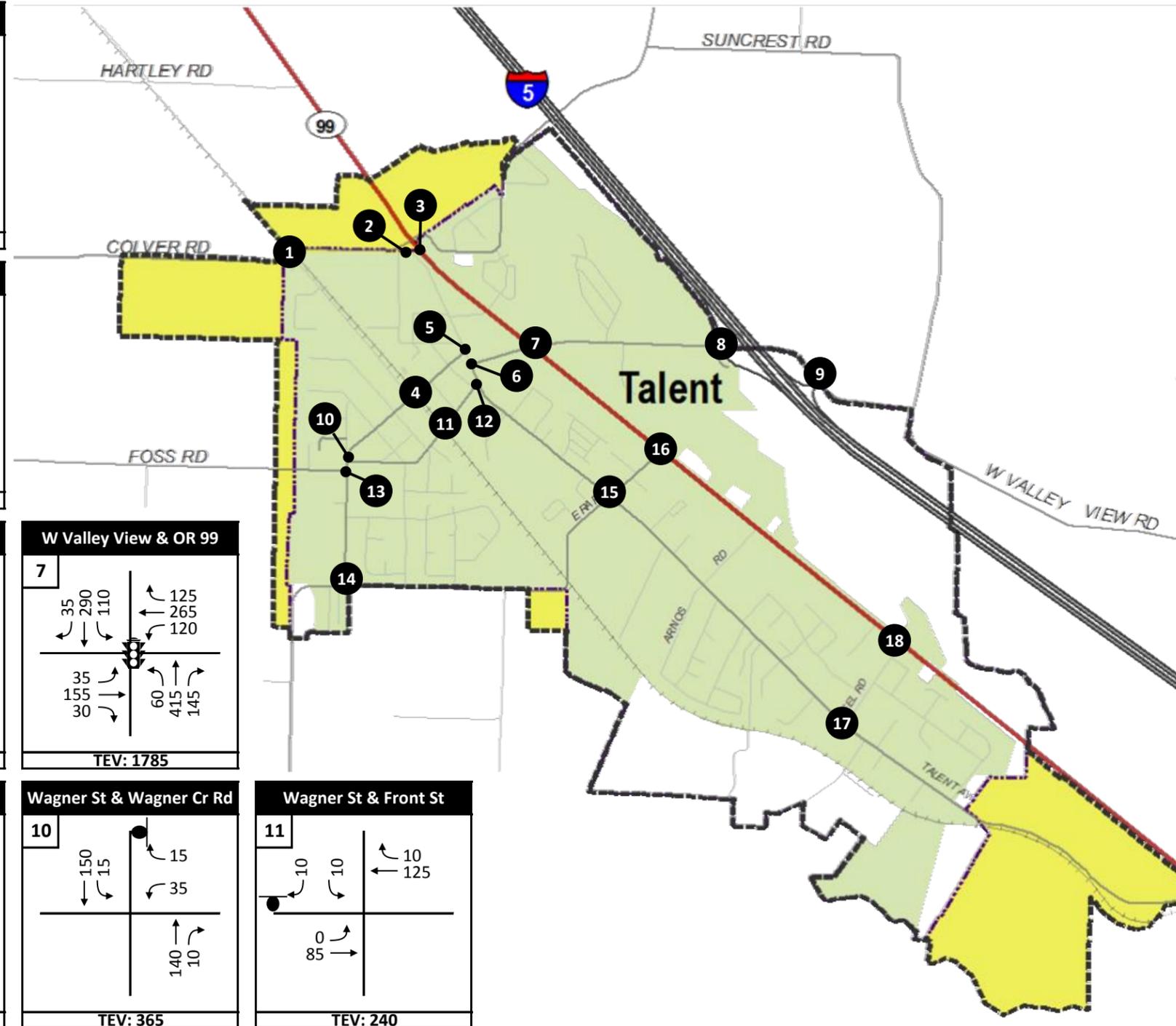


City of Talent TSP

Figure 3-3
Future (2038) PM Peak Hour
Turning Movement Volumes

Legend

- Allowable Movement
- TEV Total Entering Volume
- ## PM Peak Hour Turning Movement Volume
- Signalized Intersection
- STOP Controlled Approach
- Study Area Intersection
- Study Area
- UGB
- Urban Reserve Areas (URAs)

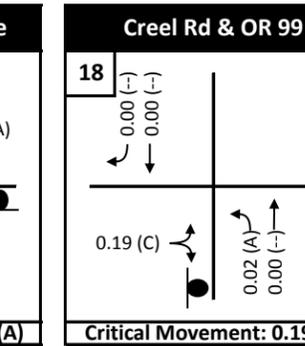
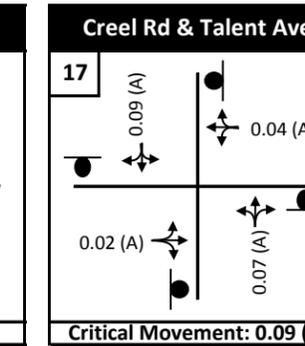
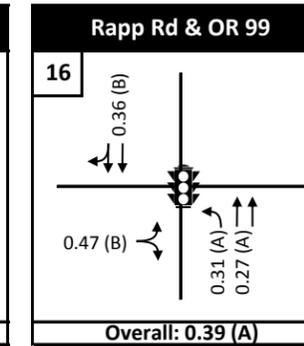
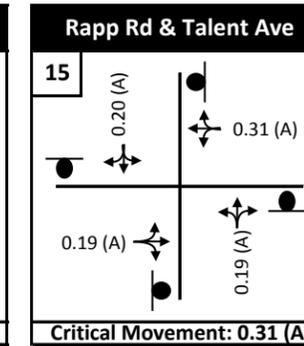
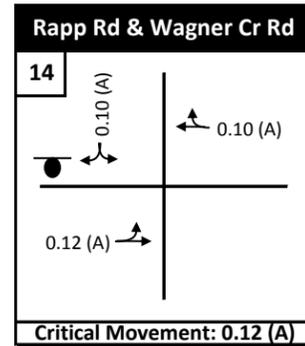
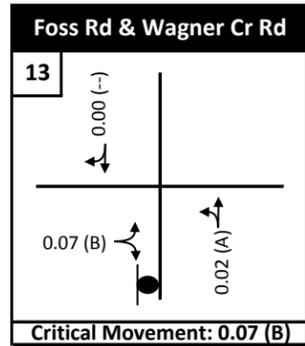
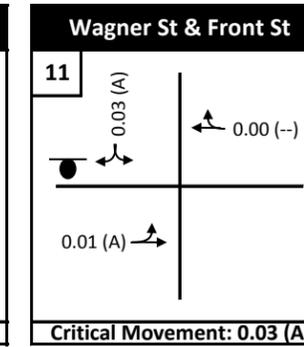
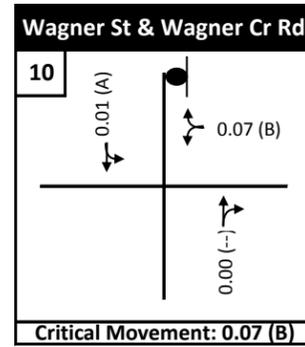
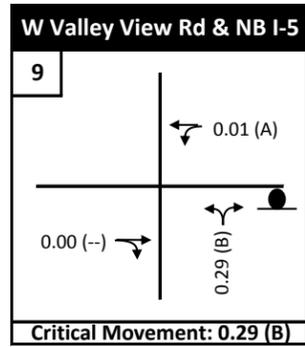
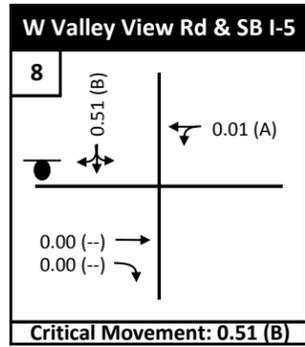
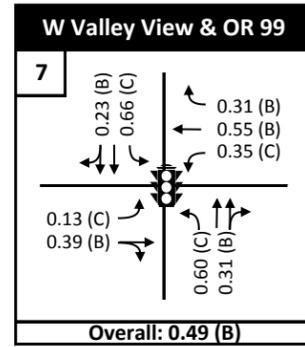
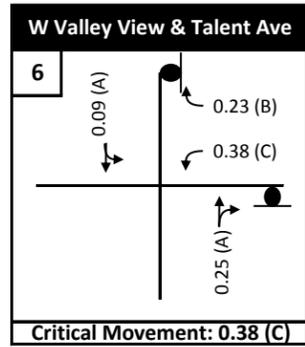
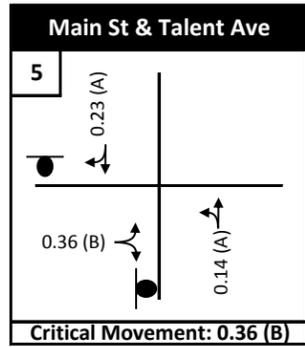
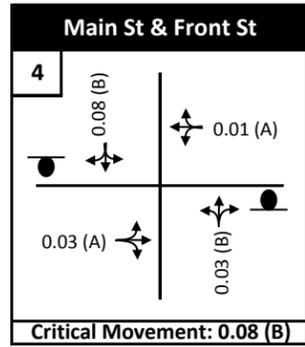
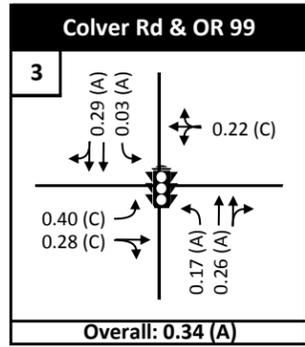
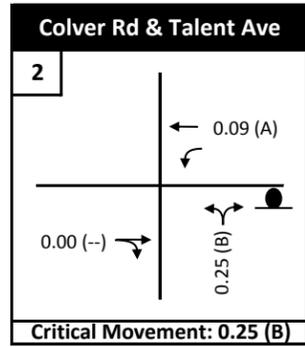
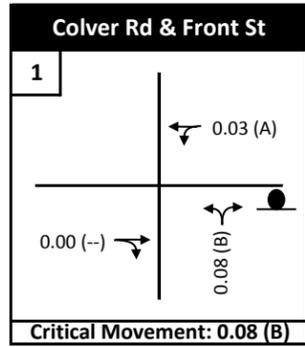
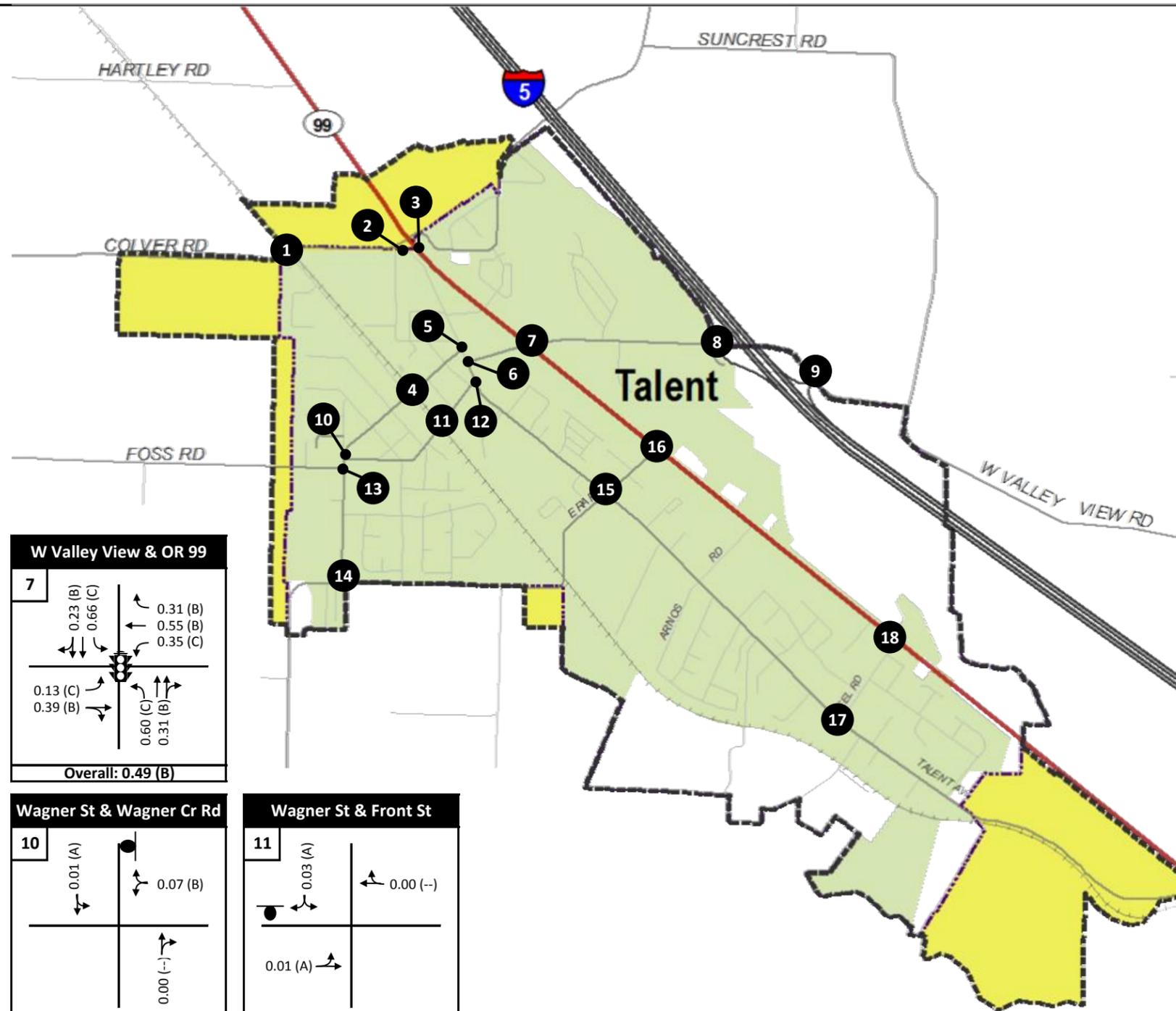


City of Talent TSP

Figure 3-4 Future (2038) PM Peak Hour Operations

Legend

- Lane Configuration
- 0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity Ratio (Level of Service)
- (--) LOS only reported for stopped or yielding movements
- Signalized Intersection
- STOP Controlled Approach
- ## Study Area Intersection
- Study Area
- UGB
- Urban Reserve Areas (URAs)



City of Talent

Transportation System Plan Update

Revised Draft Technical Memorandum #4:

Improvement Concepts Evaluation

Prepared for

City of Talent, Oregon
110 East Main Street
Talent, Oregon 97540

and

Oregon Department of Transportation
Region 3
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4. IMPROVEMENT CONCEPTS EVALUATION

This memorandum presents the concepts analysis of projects for consideration in the Talent Transportation System Plan (TSP) update. The memorandum is divided into three sections:

1. A review of the projects in existing plans (Section 4.1). This includes the 2007 TSP Update as well as other local and regional plans. The review includes recommendations for 2014 TSP Update project lists such as which projects should be included and which should be deleted because of significant barriers to implementation.
2. An analysis of improvements that could be considered as additions to the plan (Section 4.2). These may be alternatives to existing recommendations or new projects that address concerns not previously addressed. These potential projects are listed by mode.
3. Two evaluation matrices. The first matrix presents goals and a qualitative evaluation scale. The second matrix lists each project and states the criterion applied.

4.1. Existing Plan Projects

The review of the projects in existing plans includes:

- Projects from the 2007 TSP Update
 - Transportation Facility Improvements – Chapter 7
 - Local Street System Enhancements – Chapter 5
- Projects from Other Planning Documents
 - Railroad District Master Plan (2005)
 - W. Valley View Vision Master Plan (2006)
 - Parks Master Plan (2006)
 - Wagner Creek Greenway Connection Plan (2007)
 - 2013-2038 Rogue Valley Metropolitan Planning Organization Regional Transportation Plan
 - Oregon 99 Corridor Plan
 - Rogue Valley Transit District Ten-Year Long-Term Plan
- Projects in Capital Plans
 - 2008-2013 Capital Improvement Plan
 - 2012-2015 Rogue Valley MPO Metropolitan Transportation Improvement Program
 - 2012-2015 Oregon Statewide Transportation Improvement Program

4.1.1. Projects from the 2007 TSP Update

The 2007 TSP Update includes two specific project lists, located in Chapters 7 and 5. A list of transportation facility improvements is contained in Chapter 7. While this is the primary list of projects that is considered in the funding and financing plan, Chapter 5 also contains a list of potential public street connections that are primarily focused on the local roadway system. Both of these project lists are discussed below.

Transportation Facility Improvements – Chapter 7

Chapter 7 of the 2007 TSP Update includes a section summarizing the transportation facility improvements with a specific list of projects “that provide facilities for motorists, bicyclists, pedestrians, and those who ride public transportation.” Tables 7-5 through 7-7 of the 2007 TSP list the short, medium, and long range improvements intended to meet the area’s “needs for mobility and accessibility based upon anticipated growth.”

Table 4-1 in this memo lists the projects contained in the 2007 TSP Update and Figure 4-1 illustrates the location of these projects. Each project in the list was assessed to determine consistency with other planning documents (local, regional, and state), and recommends an action for the 2014 Update.

Table 4-1. Transportation Facility Projects List from the 2007 TSP Update (Chapter 7)

Project ID	Location	Description	Mode				Consistent with Other Plans	Recommended Action for 2014 TSP Update
			Vehicle	Bike	Ped	Freight		
SHORT RANGE (2007-2012)								
S.01	Rapp Road—Railroad crossing to Wagner Creek Rd	Rebuild and upgrade to (major) collector standard	✓	✓	✓		RTP #717 (Medium Term)	Include in 2014 TSP update but include unimproved section east of rail crossing
S.02	Multimodal Pathways							
a	Connect to Bear Creek Greenway near Creel Rd	Construct new 10-foot-wide multimodal path.		✓	✓		PMP	Include in 2014 TSP update
b	Connect to Bear Creek Greenway near Suncrest Rd	Construct new 10-foot-wide multimodal path.		✓	✓		NA	Include but examine options (See Section 4.2.2)
c	Near RR tracks from north UGB to south UGB	Construct new 10-foot-wide multimodal path.		✓	✓		NA	Include in 2014 TSP update
S.03	Wagner St RR Crossing	Upgrade crossing and provide for pedestrians and bicyclists. Upgrade warning devices	✓	✓	✓		NA	Include in 2014 TSP update
S.04	Downtown circulation and redevelopment	Phased downtown improvements	✓	✓	✓	✓	WVVP	Partially completed - Include remaining projects in TSP after 2014 construction
S.05	OR 99—Rapp Rd to South City Limits	Add center turn lane and medians, bike lanes, sidewalks, curb & gutter	✓	✓	✓	✓	STIP OR 99 CP	Include in 2014 TSP update
S.06	Wagner Creek Greenway Path—Talent Ave to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway.		✓	✓		PMP WCGP	Include in 2014 TSP update but consider splitting in two projects
S.07	Rapp Rd RR Crossing	Upgrade crossing and provide for pedestrians and bicyclists; upgrade warning devices.	✓	✓	✓		RDMP	Include but consider alternatives first (see Section 4.2.1)

Table 4-1. Transportation Facility Projects List from the 2007 TSP Update (Chapter 7)

Project ID	Location	Description	Mode				Consistent with Other Plans	Recommended Action for 2014 TSP Update
			Vehicle	Bike	Ped	Freight		
S.08	Talent Ave—Creel Rd to Alpine Way	Upgrade to collector standard	✓	✓	✓		NA	Include in 2014 TSP update
S.09	Talent Ave—Colver Rd to Lapree St	Upgrade to minor arterial standard	✓	✓	✓		NA	Project completed
S.10	Wagner Creek Rd—Christian Ave to Rapp Rd	Upgrade to major collector standard	✓	✓	✓	✓	NA	Include in 2014 TSP update
S.11	Nerton St—complete connection	Construct gap segment between Crimson Court and Kamerin Springs subdivisions	✓	✓	✓		NA	Project completed
S.ni	Local Street Network Improvements	Upgrade local streets with curb, gutter and sidewalks	✓		✓		NA	Include a local connections map but do not include specific projects in Project List
S.ne	Local Street Network Expansion	Construct new local streets as part of subdivisions and development	✓		✓		NA	
MEDIUM RANGE (2010-2017)								
M.01	Railroad District collector—Belmont Rd to Rapp Rd	Construct new collector street to serve UGB area south and west of RR tracks	✓	✓	✓		RTP #720 (Long Term) RDMP	Include in 2014 TSP update
M.02	Belmont Rd—Talent Ave to RR Crossing	Upgrade to collector standard	✓	✓	✓		RDMP	Include in 2014 TSP update
M.03	Front St—Colver Rd to Urban Renewal Boundary	Upgrade to minor collector standard	✓	✓	✓		NA	Include in 2014 TSP update
M.04	Wagner Creek Greenway Path—Rapp Rd to Talent Ave	Construct new 10-foot-wide multimodal path near Wagner Creek		✓	✓		PMP	Include in 2014 TSP update
M.05	OR 99 & Creel Rd intersection	Install traffic signal and turn lanes.	✓	✓	✓		STIP OR 99 CP	Addressed in Project S.05
M.06	Belmont Rd RR Crossing	Construct new railroad crossing with gates	✓	✓	✓		RDMP RTP #723 (Unfunded)	Include in 2014 TSP update
M.07	Rogue River Pkwy—Talent Ave to OR 99	Construct new street connection with the highway Rapp Rd and Arnos St	✓			✓	RTP #722 (Long Term)	Include in 2014 TSP update
M.ni	Local Street Network Improvements	Upgrade local streets with curb, gutter and sidewalks	✓		✓		NA	Include a local connections map but do not include specific projects in Project List
M.ne	Local Street Network Expansion	Construct new local streets as part of subdivisions and development	✓		✓		NA	

Table 4-1. Transportation Facility Projects List from the 2007 TSP Update (Chapter 7)

Project ID	Location	Description	Mode				Consistent with Other Plans	Recommended Action for 2014 TSP Update
			Vehicle	Bike	Ped	Freight		
LONG RANGE (2015-2020)								
L.01	Westside Bypass— Wagner Creek Rd/Rapp Rd to Colver Rd	Construct new collector street west of city	✓	✓	✓	✓	PMP	Must note project outside UGB will need county coordination
L.02	Suncrest Rd realignment	Redirect Suncrest Rd along N side of Autumn Ridge subdivision between OR 99 and I-5 overpass.	✓	✓	✓	✓	NA	Suncrest Rd connection east of OR 99 unlikely because of existing development – Remove project
L.03	Main St & Talent Ave signalization	Install traffic signals	✓	✓	✓		NA	Consider removing from TSP – Adequate demand not expected
L.ni	Local Street Network Improvements	Upgrade local streets with curb, gutter and sidewalks	✓		✓		NA	Include a local connections map but do not include specific projects in Project List
L.ne	Local Street Network Expansion	Construct new local streets as part of subdivisions and development	✓		✓		NA	

Acronyms: OR 99 CP = Corridor Plan, PMP = Parks Master Plan, RDMP = Railroad District Master Plan, RTP = Regional Transportation Plan, STIP = Statewide Transportation Improvement Program, WCGP = Wagner Creek Greenway Plan, WVVP = W. Valley View Road Plan

Source: *Transportation System Plan Update Adopted March 2007, Table 7-5.*

Three short-range projects have been completed or partially completed since the 2007 update. These projects include:

- S.04, Downtown Circulation and Redevelopment, Construct phased improvements in the W. Valley View Plan
- S.09, Talent Avenue from Colver Road to Lapree Road, Upgrade to minor arterial standard
- S.11, Nerton Street, Complete connection between Crimson Court and Kamerin Springs subdivisions

Three projects are not recommended for the 2014 Update:

- M.05, OR 99 & Creel Road intersection, Install traffic signal and turn lanes – this intersection is included in the project (S.05) that will improve OR 99 from Rapp Road to the south city limits. The highway project is currently funded in the Statewide Transportation Improvement Program (STIP). It does include turn lanes but neither existing nor forecast traffic volumes would meet warrants for a traffic signal.
- L.02, Main Street & Talent Avenue, install traffic signals – neither existing nor forecast traffic volumes would meet warrants for a traffic signal.

- L.03, Suncrest Road Realignment, Redirect Suncrest Road along the side of the Autumn Ridge subdivision between OR 99 and I-5 overpass – planned development east of the traffic signal would make the realignment very unlikely.

Two projects have alternatives that will be discussed in Section 4.3 of this memorandum but an improvement at these locations is still recommended:

- S.02b, Multimodal pathway, Connect to Bear Creek Greenway near Suncrest Road – several alternative treatments of the Suncrest Road connection with the Greenway are evaluated.
- S.07, Rapp Road Railroad Crossing, Upgrade crossing – an alternative alignment for the railroad crossing is evaluated.

The other arterial and collector and multimodal projects in Table 4-1 are still justified and are recommended for inclusion in the 2014 TSP Update. However, the local references are not necessary since no specific projects are called out.

Local Street System Enhancements – Chapter 5

Chapter 5 of the 2007 TSP Update discusses enhancing the local street system to provide attractive alternative routes to OR 99. Table 5-1 and Maps 5-1 through 5-8 (2007 TSP) identify proposed and possible extensions of the existing street system.

Table 4-2 in this memo lists the projects contained in the 2007 TSP Update and Figure 4-2 illustrates the location of these projects. Each project in the list was assessed to determine consistency with the TSP Facility Projects List (Chapter 7) and recommends an action for the 2014 Update.

Table 4-2. Transportation Facility Projects List from the 2007 TSP Update (Chapter 5)

Project ID	Location/Description	Mode				TSP Facility Projects List	Recommended Action for 2014 TSP Update
		Vehicle	Bike	Ped	Freight		
0	New Street extension (under construction, 2006) (Proposed)	✓		✓			Street completed
11	Westside Bypass (Wagner Creek Rd to Colver Rd) (Proposed)	✓	✓	✓		TSP L.01	Not local but include with Facility Project ID
12	First St connection to Bypass (Possible)	✓		✓			Unlikely because of existing development – Remove project
13	Second St connection to Bypass (Possible)	✓		✓			
14	First-to-Front St connection (Possible)	✓		✓			
21	Suncrest Rd bypass (Proposed)	✓	✓	✓		TSP L.02	Unlikely because of existing development – Remove project

Table 4-2. Transportation Facility Projects List from the 2007 TSP Update (Chapter 5)

Project ID	Location/Description	Mode				TSP Facility Projects List	Recommended Action for 2014 TSP Update
		Vehicle	Bike	Ped	Freight		
22	Alley serving Suncrest Rd bypass (Proposed)	✓					Unlikely because of existing development – Remove project
23	Autumn Ridge connection to Suncrest bypass (Possible)	✓		✓			Unlikely because of existing development – Remove project
24	Suncrest Park access (Proposed)	✓	✓	✓			Include as local network
25	Suncrest Rd bypass connection segment (Proposed)	✓		✓			Include but note project outside UGB will need county coordination
31	S. Oak Valley Dr extension 01 (W. Valley View to OR 99) with adjacent bike path (Proposed)	✓	✓	✓			Include as local network
32	S. Oak Valley Dr extension 02 (W. Valley View to OR 99) with adjacent bike path (Proposed)	✓	✓	✓			Include as local network
41	Gangnes extension 01 (Possible)	✓		✓			Unlikely because of existing development – Remove project
42	Gangnes extension 02 (Possible)	✓		✓			
44	Gangnes extension 03 (Possible)	✓		✓			
46	Alley extension from Logan Way to serve Talent Ave-facing homes (Proposed)	✓					Include as local network
51	Industrial circulator 01 (Proposed)	✓		✓	✓		Include as local network
52	Industrial circulator 02 (Proposed)	✓		✓	✓		Include as local network
61	Commercial access road (Proposed)	✓		✓			Include as local network
62	Rogue River Pkwy extension (Proposed)	✓	✓	✓			Include as local network
63	Rogue River Pkwy extension to OR 99 (Possible)	✓	✓	✓			Include as local network
64	Alley to commercial access road (Possible)	✓					Alley completed – not suitable for commercial access
65	New local street (Possible)	✓		✓			Include as local network
66	Camus Court (under construction, 2006) (Proposed)	✓		✓			Street completed
71	Lithia Way extension from Lani Way to Arnos St (Proposed)	✓		✓			Unlikely because of existing development – Remove project
72	Lani Way extension to OR 99 (Possible)	✓		✓			
73	Widening of Lithia Way segment (David Way to Lani Way) (Proposed)	✓		✓			
81	Nerton St extension to Joy Dr stub at Mariah Ct (Proposed)	✓		✓			Include as local network

Table 4-2. Transportation Facility Projects List from the 2007 TSP Update (Chapter 5)

Project ID	Location/Description	Mode				TSP Facility Projects List	Recommended Action for 2014 TSP Update
		Vehicle	Bike	Ped	Freight		
82	Mariah extension to RR tracks (poss. emergency crossing loc.) (Proposed)	✓					Include as local network
91	Lithia Way extension to Talent Ave (Proposed)	✓		✓			Include as local network
92	New local street (Possible)	✓		✓			Include as local network
93	New local street (Possible)	✓		✓			Include as local network
94	Access for Alpine Way properties (Proposed)	✓		✓			Include as local network
101	Southwest collector street (Belmont Rd to Rapp Rd) (Proposed)	✓		✓		TSP M.01	Not local but include with Facility Project ID
102	Belmont Rd extension and improvements (Proposed)	✓		✓		TSP M.06	Not local but include with Facility Project ID
111	Extension from New St to E. Main St extension (Proposed)	✓		✓		TSP S.04	Remove completed elements and include remaining projects in TSP after 2014 construction with Facility Project ID
112	Redirected extension of E. Main St (Proposed)	✓	✓	✓			
113	Redirected extension of E. Wagner St (Proposed)	✓	✓	✓			
114	New alley (Alley)	✓		✓			
115	Conversion of segment of W. Valley View Rd to service lane/pedestrian way (Alley)		✓	✓			
116	Roundabout at intersection of E. Main St, E. Wagner St and W. Valley View Rd (Possible)	✓	✓	✓			
117	From terminus of Gangnes St to Talent Ave (Alley)	✓					Include as local network
118	Connection from new Gangnes St alley to E. Wagner extension (Alley)	✓					Include as local network

4.1.2. Projects from Other Planning Documents

Seven other planning documents were reviewed to identify projects related to the transportation system in Talent.

Railroad District Master Plan (2005)

The *Railroad District Master Plan* (RDMP) suggests several new street and path connections within the proposed Railroad District, located in an undeveloped part of Talent south and west of the CORP railroad line. Table 4-3 lists the transportation-related projects in the RDMP, whether the project is included in the 2007 TSP Facility Projects List, and recommends an action for the 2014 Update.

Table 4-3. Project from the Railroad District Master Plan

Project Location/Description	Mode				2007 TSP Facility Projects List	Recommended Action for 2014 TSP Update
	Vehicle	Bike	Ped	Freight		
Railroad District collector street from Belmont Rd to Rapp Rd	✓	✓	✓		TSP M.01	Include in 2014 TSP update
Improve and realign existing Rapp Rd railroad crossing and intersection with Helms Rd	✓	✓	✓		TSP S.07	Include in 2014 TSP update
Create emergency public railroad crossing at Pleasant View (convert from private crossing)	✓					Include in 2014 TSP update
Close private railroad crossing at Hilltop Rd						Include in 2014 TSP update
Create public railroad crossing at Belmont Rd (convert from private crossing)	✓	✓	✓		TSP M.06	Include in 2014 TSP update
Close existing public crossing south of Railroad District						Include in 2014 TSP update

W. Valley View Vision Master Plan (2006)

The *W. Valley View Vision Master Plan (WVVVMP)* creates a new traffic pattern for the downtown area by placing a roundabout on W. Valley View Road between Talent Avenue and OR 99. The roundabout will connect to Main Street and Wagner Street, both of which are to be extended east from Talent Avenue. Ultimately, this project will eliminate the offset intersections on Talent Avenue at Main Street and at W. Valley View Road. All three legs of this roundabout will include sidewalks and bike lanes. West of the roundabout, W. Valley View will be vacated and converted to a public plaza and parking spaces.

All of these projects are currently identified in the 2007 TSP Update. Some elements of this improvement are scheduled for construction in 2014. Construction will include:

- Installation of the roundabout on W. Valley View Road
- Extension of Main Street from Talent Avenue to the new roundabout
- Closure of W. Valley View between Talent Avenue and the new roundabout

Construction of the connection to Wagner Street extension to the new roundabout is not scheduled at this time. This project will be included in the 2014 TSP update.

Parks Master Plan (2006)

The 2006 *Parks Master Plan (PMP)* includes both trail projects and street projects inside and outside the Talent UGB. Some of the projects are currently included in the 2007 TSP update as specific Facility Improvement Projects or as part of Bicycle and Sidewalk Plan maps. Table 4-4 lists the transportation-related projects in the PMP, whether the project is included in the 2007 TSP Facility Projects List or the modal plans, and recommends an action for the 2014 Update.

Table 4-4. Projects from the Parks Master Plan

Project ID	Location/Description	Mode				TSP Facility Projects List	Recommended Action for 2014 TSP Update
		Vehicle	Bike	Ped	Freight		
T-1	Wagner Creek Trail: 9,091 feet, from Quail Run Rd to Valley View Rd. Off-street trail.		✓	✓		TSP S.06 & M.04	Include in 2014 TSP update
T-2	Quail Run Road Trail: 2,520 feet, from Rapp Ln to Wagner Creek Rd. On-street trail		✓	✓			Outside UGB
T-3	Ridgeline Trail: 13,979 feet, from Rapp Ln to Talent Ave. Off-street trail.		✓	✓			Outside UGB
T-4	Alpine Trail: 545 feet, connecting Alpine Way to the Bear Creek Greenway. On-street and off-street trail.		✓	✓			Consider in 2014 TSP update
T-5	Creel Trail: 552 feet, connecting Creel Rd to the Bear Creek Greenway. On-street and off-street trail with highway crossings.		✓	✓		Bikeway & Sidewalk Plans	Consider in 2014 TSP update
T-6	Arnos Trail: 797 feet, connecting Arnos St to the Bear Creek Greenway. On-street and off-street trail with highway crossings.		✓	✓		Bikeway & Sidewalk Plans	Consider in 2014 TSP update
T-7	2nd St/Schoolhouse Trail: 1,541 feet, connecting Wagner Creek Rd and Rapp Rd through 2 nd St and Schoolhouse Rd. On-street trail.		✓	✓		Bikeway & Sidewalk Plans	Sidewalks exist – add trail/sidewalks on 2 nd St and Schoolhouse Rd along field
T-8	Colver Trail: 3,040 feet connecting Colver Fields and Wagner Creek Rd through Foss Rd and a new path system. On-street and off-street trail.		✓	✓			Outside UGB – would likely be part of Westside Bypass project
T-9	Whacker's Hollow/DeYoung Loop: 2,683 feet, connecting Whacker's Hollow and the DeYoung property pond area. Off-street trail.		✓	✓			Park project not part of TSP
T-10	Front Trail: 2,825 feet, on Front St, connecting Colver Rd and Wagner St. On-street trail.		✓	✓			Include segment from Colver Rd to Main St in 2014 TSP update

Wagner Creek Greenway Connection Plan (2007)

The *Wagner Creek Greenway Connection Plan* provides a recreational trail concept between Talent Avenue and the Bear Creek Greenway, including short-term and long-term recommendations for greenway alignment and crossing of major barriers at W. Valley View Road and OR 99. The Greenway is included in the 2007 TSP Update in the pedestrian and bicycle modal plans as well as the Transportation Facility Project List (S.06 and M.04). This project will be included in the 2014 TSP Update as well.

2013-2038 Rogue Valley Metropolitan Planning Organization Regional Transportation Plan

The *2013-2038 Rogue Valley Regional Transportation Plan (RTP)* is a 25-year plan that addresses transportation needs within the Rogue Valley Metropolitan Planning Organization

(RVMPO) planning area boundary. The RTP is a multi-jurisdictional document that is consistent with local plans. However, it does not include all projects in these local plans; rather it aggregates those projects that contribute to the regional transportation system.

The RTP includes two tiers of projects. Tier 1 projects are likely to be funded in the 25-year planning horizon. Tier 2 projects have no identified funding. The following Tier 1 projects from the 2007 TSP update have been included in the RTP:

- RTP 717 – Rapp Road, Railroad Crossing to Wagner Creek, Medium Range (TSP S.01)
- RTP 720 – Helms/Hilltop, Rapp Road to Belmont Street, Long Range (TSP M.01)
- RTP 722 – Rogue River Parkway, OR 99 to Talent Avenue, Long Range (TSP M.07)

The following Tier 2 projects from the 2007 TSP update have been included in the RTP:

- RTP 723 – Belmont Road, Railroad Crossing (TSP M.06)

Oregon 99 Corridor Plan

The *Oregon 99 Corridor Plan* is currently in progress but includes planned improvements to OR 99 sidewalk and bicycle infrastructure throughout the corridor’s length in Talent.

Rogue Valley Transit District Ten-Year Long-Term Plan

The Rogue Valley Transit District (RVTD) has adopted a Ten-Year Long-Term Plan. It contains proposed improvements for transit in Talent listed below in Table 4-5. The transit section of the Talent TSP will reference all of these planned improvements by RVTD.

Table 4-5. Projects from the RVTD Ten-Year Long-Term Plan

Proposed Improvement	Status
TIER 1 PROJECTS	
Expand service hours to 4 AM – 10 PM on existing Route 10 Increase service frequencies from 6:00 AM to 7:00 PM to 30 minutes and 1 hour frequencies all other times	Mostly implemented, though only funded through 2015
Saturday service from 7:00 AM – 10:00 PM on existing Route 10	Mostly implemented, though only funded through 2015
TIER 2 PROJECTS	
4-hour peak service on existing Route 10	
Ashland-Talent-Phoenix circulator, operating west of OR 99 in Talent	RVTD has begun to explore routes
Establish a feeder service or circulator routes in the neighborhoods west of OR 99 (partially addressed by the proposed circulator in Tier 2 above)	
Provide service to Jackson County work release facility located on OR 99 outside city limits	
Establish peak hour service for commuters (addressed above by the peak service improvements proposed in Tier 2)	

Table 4-5. Projects from the RVTD Ten-Year Long-Term Plan

Proposed Improvement	Status
Coordinate transit service with the Urban Renewal Agency (URA). The URA is planning for extensive mixed-use development in the W. Valley View area, but the W. Valley View Vision Master Plan does not directly address transit service to the area.	
REGIONAL EXPECTATIONS FOR TRANSIT	
Service on Wagner St. – Rapp Rd. to Belmont St.	Rapp Rd. cannot presently accommodate busses
There is potential for a school to be developed on a site west of the main city, but within the city limits along Colver Rd	

4.1.3. Projects in Capital Plans

Capital plans are documents identifying short-range projects that have secured funding for construction. Three plans identify capital projects in the city.

2008-2013 Capital Improvement Plan

The *Capital Improvement Plan* (CIP) contains 18 projects that would improve the transportation network. The CIP primarily includes roadway retrofit projects (including bike lanes and sidewalks), most of which were also in the TSP. Many have already been completed. A newer CIP identifying future projects is not currently available.

2012-2015 Rogue Valley MPO Metropolitan Transportation Improvement Program

The *Rogue Valley MPO Metropolitan Transportation Improvement Program* (MTIP) included one reconstruction project along the Bear Creek Greenway between Talent and Ashland. The 3.5-mile section between S. Valley View Road and Suncrest Road was repaired in 2012.

2012-2015 Oregon Statewide Transportation Improvement Program

The *2012-2015 Oregon Statewide Transportation Improvement Program* (STIP) only contains one project within the city of Talent, which is being managed by the Oregon Department of Transportation (ODOT). This project would add sidewalks and other improvements to the OR 99/Creel Road intersection.

4.2. New Transportation Projects for Consideration

The concept evaluation considers new street, bicycle and pedestrian, and transit projects which could be incorporated into the 2014 TSP Update.

4.2.1. New Street Improvement Concepts for Consideration

Many of the street improvement projects in the 2007 TSP Update are recommended for the 2014 TSP Update but there are a few potential new street projects for consideration. These projects are described below and summarized in the Evaluation Matrix.

S-1: Add Center Refuge Lane by Widening W. Valley View Road

W. Valley View Road is a four-lane roadway with two travel lanes in each direction between OR 99 and Mountain View Drive. Several existing developments have access to W. Valley View Road along the section and there are several vacant parcels that would likely take access in the future.

Under current conditions, traffic turning left into driveways/access roads must stop in the travel lane and wait for a gap in oncoming traffic. While common, this lane configuration does have some safety and operational concerns. Because the left-turning traffic stops in a through travel lane, there is potential for either rear end collisions (when a following vehicle fails to stop behind the left-turning vehicle) or sideswipe collisions (when sudden lane changes are made to avoid the left-turning vehicle). At busier times of day, the capacity of the lane used for left turns can be significantly reduced by the turning vehicles leaving only one lane that most of the through traffic uses.

While congestion is not currently an issue in the corridor and there have not been many documented crashes associated with turning vehicles on this segment of roadway, the addition of a dedicated center two-way left-turn lane should be considered. The center lane would serve vehicles turning left from W. Valley View Road into a driveway/access. It would also provide a refuge lane which vehicles turning left from a driveway/access onto W. Valley View Road could use to make a two-stage left-turn movement (i.e., first pull into the center lane from the access, then merge with through traffic lanes).

One option considered for this segment of roadway is widening W. Valley View Road to add a center refuge lane. The merits of widening the roadway are presented below and illustrated in Figure 4-3. Concept S-2 provides an alternative to the widening discussed below. The Evaluation Matrix in Section 4.3 summarizes this discussion. *(Note: This concept is consistent with some of the improvements suggested in Concept U-1, Five-Lane West Valley View Road Facility from Technical Memorandum 6 prepared for the Interchange Area Management Plan [IAMP] for I-5 Exit 21.)*

Widening W. Valley View Road would allow four through travel lanes (two in each direction) to be maintained while adding a center two-way left-turn lane. Bike lanes would be included on each side of the roadway as well as sidewalks.

This improvement would address existing safety concerns for vehicular traffic by separating left-turning traffic from the through travel lanes. Widening the roadway could allow an increase in bike lane width from 5 feet to 6 feet. It would not specifically address an existing safety concern about the conflict between the westbound bike lane and the right-turn lane at

the intersection of OR 99 (see Section 4.2.2 for potential solutions) but it would not make the conflict worse.

Although the roadway would be wider between intersections, it would not be wider at any of the existing signals (OR 99 and Hinkley Road) where five lanes are already present. This would create a longer distance for pedestrians trying to cross W. Valley View Road in the middle of the block but the refuge lane could also serve those pedestrians who choose to cross midblock.

Although current forecasts do not indicate congested conditions in the future, the center refuge lane would add turning capacity that would serve development on the adjacent vacant lands. Freight movement between I-5 and OR 99 would see no change with this improvement.

Widening W. Valley View Road would require additional right of way, impacting adjacent properties. According to the Jackson County tax lot mapping, right of way on this section of roadway is irregular, varying from 50 feet to 70 feet. The existing paved surface is 55 to 56 feet (except at OR 99) with 6-foot sidewalks on both sides of the street for a total infrastructure width of 67 to 68 feet. Since the roadway is already wider than some of the right of way, widening to provide an additional 14 to 16 feet of paved surface would impact properties along W. Valley View Road between OR 99 and Mountain View Drive. Impacts could be constrained to just the south side where only one parcel is currently developed with a permanent structure. This structure would be impacted by widening W. Valley View Road.

Although W. Valley View Road crosses Wagner Creek just west of Mountain View Drive, it is already five lanes wide at the crossing and would not require any additional widening. Widening the roadway would increase the impervious surface and would require additional treatment of the run off.

The estimated cost of widening W. Valley View Road between OR 99 and Mountain View Drive is \$500,000 to \$600,000 excluding right of way acquisition, utilities relocation, and potential hazardous materials issues.

S-2: W. Valley View Road Multimodal Access and Safety Enhancements

W. Valley View Road is a four- to five-lane major arterial directly connecting downtown Talent and OR 99 to I-5. It is the major east-west facility in Talent and one of only two east-west routes that extend east of OR 99. Currently, it terminates at Talent Avenue but in the future, it will terminate at a roundabout with an extended Main Street and Wagner Street as part of the W. Valley View Plan. Two 5-foot bicycle lanes are striped from just west of OR 99 to the I-5 interchange. At the Bear Creek Greenway, a direct ramp connection is available on the south side of W. Valley View Road while on the north side, there is only a stairwell with a tire channel for walking up or down with bicycles. The bridge over Bear Creek was completed in 2007 and features a 10-foot path on the south side and a 5-foot path on the north side.

W. Valley View Road is one of the few connections between downtown Talent and the Bear Creek Greenway. However, the facility is currently not conducive to cycling for families,

children, or the elderly because the speed limit in this section is 40 mph and both bike lanes and the adjacent travel lanes are slightly narrower than standard striping. A high-quality, east-west connection along W. Valley View Road would help make bicycling a more inviting travel option that could increase actual and perceived safety and comfort for vulnerable road users. Additionally, an improved facility would have the potential to strengthen the connection between downtown and Bear Creek Greenway, facilitate trips by bicycle between Talent and other Rogue Valley destinations and support the local economy through increased bicycle tourism opportunities.

This concept considers modifications to W. Valley View Road corridor west of I-5 to address a variety of safety and access concerns. It examines cross-section options for the entire roadway as well as improvements for the connections at either end of the corridor. *(Note: This concept is consistent with some of the improvements suggested in Concept U-2, Three-Lane West Valley View Road Facility from Technical Memorandum 6 prepared for the IAMP for I-5 Exit 21.)*

S-2 – Corridor Improvements

To address the safety concern for the four-lane segment of W. Valley View described for Concept 1 and improve the bicycling environment for all users, this concept would reallocate the existing curb-to-curb paved surface. Two potential cross sections (see Figure 4-4) have been developed: one for the four-lane segment between OR 99 and Mountain View Drive and one for the five-lane segment between Mountain View Drive and just east of the Bear Creek Bridge at the entrance to Lynn Newbry Park.

West Section - Between OR 99 and Mountain View Drive: W. Valley View Road would be restriped to provide two through travel lanes (one in each direction) and one center refuge lane. The bike lanes would be widened to a minimum 6-foot width and a 2- to 4-foot buffer area would be added between the travel lane and the bike lane.

East Section - Between Mountain View Drive and the Bear Creek Bridge: W. Valley View Road would be restriped to provide two through travel lanes (one in each direction) and one center refuge lane. The bike lanes would be widened to a minimum 6-foot width and a 7- to 9-foot buffer area would be added between the travel lane and the bike lane.

Widening the bike lane and adding a buffer area between the bicyclist and the adjacent travel lane can improve both the comfort and safety of the bicyclist. The buffered bike lane treatment increases the distance between the bicyclist and motorized vehicles traveling at 40 mph. The wider bike lane allows the bicyclist more space to avoid road debris. It also allows more space for one bicyclist to pass another bicyclist moving more slowly. Additionally, if a bicyclist should fall, the buffer reduces the likelihood that he/she would fall into the path of motorized vehicles.

A variety of options for the buffered area can be considered. The most basic is a painted buffer that, depending on buffer width, may also include chevrons or colored treatments to clearly indicate to both motorists and bicyclist that the area is not a travelway. This treatment could be augmented with plastic candlestick bollards, planters, modular curbs, and raised traffic

separators. However, because W. Valley View Road is a key connection between I-5 and OR 99, any barriers must not interfere with the roadway's ability to accommodate oversized loads.

In addition to improving conditions for active transportation users, this concept would add a continuous center left-turn lane west of Mountain View Drive where none exists currently. By providing a refuge for turning motorists, this center turn lane would help improve driveway ingress/egress and reduce both turning and rear-end crash risk. Enhancing access to local businesses would also contribute to the area's neighborhood context and development potential, as the corridor currently has multiple adjacent vacant or underutilized parcels between I-5 and OR 99.

The buffered area could have added benefits for pedestrians as well. The buffer would increase the distance between the sidewalk and the through travel lanes. The reduced roadway width would make it safer for pedestrians to cross at unsignalized intersections, as buffered areas would serve as refuge islands and improve pedestrian visibility to motorists.

The change in the number of through travel lanes on W. Valley View Road would reduce the available roadway capacity. Traffic operations analysis indicates that the 3-lane cross section could accommodate the year 2038 forecasts of travel demand which are consistent with regional growth. Queues at the traffic signal at Hinkley Road would be longer with only one through travel lane rather than two. Furthermore, the Bear Creek Bridge has some of the highest volumes on W. Valley View Road and the bridge currently has only one westbound travel lane. It should also be noted that this concept would not change the curb-to-curb dimensions of the roadway. If the W. Valley View Road corridor were to develop more intensively than assumed in the regional forecast, the roadway could be returned to the four- and five-lane configuration.

Because this concept would not involve changing the roadway width, no environmental impacts are anticipated.

The estimated cost of restriping W. Valley View Road between OR 99 and I-5 depends on the bike lane buffer treatments and changes at the traffic signal. Costs could be as low \$200,000 and range up to \$500,000.

S-2 – Bear Creek Greenway Access

The Bear Creek Greenway currently connects to W. Valley View Road with a ramp on the south side of the street and a staircase on the north side. This configuration provides easy access to the trail for bicyclists traveling eastbound on W. Valley View but requires bicyclists to dismount and use the stairs to access the westbound bike lane. A bicyclist can also use the ramp on the south side and then cross W. Valley View Drive to the westbound bike lane; however, the close proximity of the I-5 ramp and the Lynn Newbry Park entrance precludes the possibility of installing a marked crosswalk at that location.

Two options are considered for the north side connection between the Bear Greenway and W. Valley View Road:

- **Option A** would create a ramp connection on the north side between the Bear Creek Greenway and W. Valley View Road. This improvement would require ROW from the RV Park that currently abuts the trail and would likely impact two to four RV pads in the Park. Should this parcel redevelop, it may be possible to negotiate an easement or dedication of ROW for creation of a ramp connection to the Greenway.
- **Option B** would enhance the south sidewalk between the Hinkley Road signal and Bear Creek to bring bicyclists to a signalized crossing of W. Valley View Road. As shown in Figure 4-4, the sidewalk would be widened to meet statewide multi-use path standards (10 to 12 feet), in conjunction with closing the right-in/right-out entrance to the Brammo parking lot to eliminate a conflict point. At the signal, the east crosswalk would be widened to accommodate bicyclists transitioning to westbound W. Valley View Road, possibly including a new bicycle signal or signage directing bicyclists to use the pedestrian signal crossing.

Both of these concepts would have land use impacts. Option A would impact the property currently used as an RV Park. Option B would impact the Brammo parking lot access and could require some additional right of way from the adjacent property.

Both options would have environmental impacts. Option A would increase impervious surface in the vicinity of Bear Creek. Option B would also increase impervious surface although the additional run-off could potentially be captured in the roadway's stormwater treatment system. Option B may also impact the street trees on the south side of the street.

No cost estimates have been prepared for either of these options at this time.

S-2 – W. Valley View Road at OR 99

The W. Valley View Road/OR 99 intersection presents a challenge to bicyclists. The intersection has wide curb radii designed to accommodate freight but, consequently, these corners also allow higher-speed turning movements by cars and increase the crossing distance for pedestrians and bicyclists. Another concern is the placement of the westbound bicycle lane on the outside of the right-turn lane which can lead to conflicts between bicyclists riding through and motorized vehicles turning right.

Two lane configuration options are considered for the westbound approach of W. Valley View Road at OR 99:

- **Option A** would keep the existing three-lane approach at the intersection but would reposition the westbound bicycle lane to be to the left of the right-turn-only lane, which is a safer and more standard configuration than the current curbside lane. A minimum 6-foot bicycle lane width is recommended since the bike lane would be located between two travel lanes. In addition to this basic improvement, the travel lanes west of the intersection could be narrowed to allow slightly wider bicycle lanes. Leading bicycle

intervals could be installed to provide a five-second head start to bicyclists and pedestrians before motorists can proceed through the intersection. Protected-permitted left turns, as recommended in the OR 99 Corridor Plan, would be installed both east and westbound to decrease crash risk to motorists and pedestrians. (See Figure 4-4)

- **Option B** would eliminate the westbound right-turn lane so that only two lanes (left-turn and through-right) would approach the intersection. Combining the through and right-turn movements into a single lane would allow continuation of the buffered curbside bike lane treatment through the intersection. This lane change could also allow the buffer for the eastbound bike lane configuration to be extended closer to the intersection. The travel lanes west of the intersection could be narrowed to allow slightly wider bicycle lanes with physical barriers such as candlestick bollards installed to provide a degree of protection. Leading bicycle intervals could be installed to provide a five-second head start to bicyclists and pedestrians before motorists can proceed through the intersection. Protected-permitted left turns, as recommended in the OR 99 Corridor Plan, would be installed both east and westbound to decrease crash risk to motorists and pedestrians. (See Figure 4-4)

As noted with both Options A and B, a leading bicycle interval signal could be considered to give bicyclists and pedestrians a five-second head start on motor vehicles in one or both directions going east-west. This improves their visibility to motorists and allows travelers on bicycles to potentially clear the intersection before motorist traffic gets a green phase. To implement a leading bicycle interval, right turns on red would need to be prohibited for the conflicting right-turn movement. At this time, a leading bicycle interval is not permitted in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and would require a Request for Experimentation approval from the Federal Highway Administration (FHWA).

Another improvement that could be included with either option is some treatment to increase awareness of the pedestrian crossing and possibly reduce the travel speed of vehicles rounding the corner of the northbound OR 99 right-turn lane to W. Valley View Road. The crosswalk could be modified to a “ladder” pattern which is often used at an unsignalized crossing (see Figure 4-4, Option A). Another treatment would reduce the appearance of the travelway by striping a shoulder or bike lane on the right side and striping a shoulder on the left side with possible crosshatching (see Figure 4-4, Option B).

Left-turn bicycle boxes to facilitate two-stage left turns could also be considered at the intersection. However, implementing bicycle boxes could require repositioning the crosswalks which can have significant cost. It could require rebuilding the corner sidewalk to relocate the ADA ramps and likely relocating the walk signs. It could possibly require separating the walk signs for each direction to meet standards for push buttons and visibility. While the turning boxes clearly designate a space for bicyclists to wait if they want to make a two-stage left turn, a bicyclist can still execute this maneuver with either of the configurations shown in Options A and B.

Because this concept would not involve changing the roadway width, no environmental impacts are anticipated.

No cost estimates have been prepared for either of these options at this time. Improvement costs for Option A would be captured in the cost estimated for the overall restriping plan. Because Option B would require changes to the traffic signal at OR 99, additional costs would be incurred.

S-2 – W. Valley View Road west of OR 99

West of OR 99, the bicycle lanes would continue at their current width, or slightly wider, with the possibility of a moderate physical barrier such as candlestick bollards. At the new roundabout intersection with Main and Wagner Streets, the bicycle lanes terminate and users will be forced to merge into traffic to negotiate the roundabout. This can be a workable solution for confident, experienced riders, as vehicle speeds are projected to be slower in this section (between 15-20 mph). However, for the “interested but concerned” demographic, there may be benefit in accommodating bicycle riders on paths to separate them from traffic around the roundabout. This may involve widening sidewalks and crosswalks, and modifying sidewalk curb aprons or constructing new purpose-built ramps to allow for bicyclists to transition between bicycle lanes and sidewalks near the roundabout. At this time, these features are not part of the proposed W. Valley View Plan.

S-3: Improve Rapp Road Railroad Crossing

Rapp Road crosses the Central Oregon and Pacific (CORP) Railroad tracks at a skewed angle which makes it harder for drivers to see trains coming from one direction. Furthermore, W. Rapp Road has limited sight distance on the western approach to the crossing. The configuration of the crossing is further complicated by an access road connection approximately 60 feet south of the tracks and 90-degree turn in the roadway that begins at the same location. The crossing currently includes an active warning system with flashing lights and gates. Where sight distance is limited, the warning system also includes advance signage with flashing lights.

While the crossing has had no documented crashes during a five-year analysis period (2007-2011), the rail line has been inactive with no trains currently running on the section of CORP track south of Medford due to significant repair work needed on the line across Siskiyou Pass. In May, 2013, Oregon and CORP were awarded a \$7 million TIGER grant from USDOT to repair the line between Medford and Montague, California. Once repairs are made, it is likely that freight service will resume on the rail line within Talent.

At the same time, traffic volumes are anticipated to increase in the future, particularly when development of the Railroad District occurs. The railroad district master plan calls for a new collector roadway that would run parallel to the railroad tracks and connect at its northern terminus with Rapp Road. The exact location of the new intersection is undetermined but

proximity to the rail crossing and sight distance will be factors that are considered in the alignment.

Four potential solutions are considered. All of the options realign the railroad crossing to provide better sight distance for the western approach and remove the 90-degree turn prior to the railroad crossing. The relative merits of each option are presented below and illustrated in Figure 4-5. The Evaluation Matrix summarizes this discussion and compares the four options in Section 4.3.

S-3 Option A: Realign Crossing to Connect with New Industrial Road

Option A would realign the railroad crossing so that W. Rapp Road crosses close to perpendicular to the railroad tracks. W. Rapp Road would then connect to a new industrial street that extends to Talent Avenue (see Figure 4-3, Option A). E. Rapp Road would end at a cul-de-sac north of the railroad tracks.

This improvement would address existing safety concerns at the railroad crossing. First, it would eliminate the skew between Rapp Road and the railroad tracks, making it easier for drivers to see oncoming trains from both directions. Second, it would eliminate the 90-degree turn that currently blocks the view of the crossing for traffic approaching westbound on W. Rapp Road.

The creation of a new industrial street would have both pluses and minuses. On the plus side, the roadway would be designed to accommodate the traffic needs of the surrounding industrially-zoned lands. The new roadway could be situated to minimize the right of way impacts to the adjacent tax lots. However, the lands northeast of Talent Avenue are currently zoned for high density residential, and some of these lands have already begun to develop with housing. Continuing an industrial street through to OR 99 from the alignment shown in Figure 4-5, Option A would be difficult. Everett Way, the street opposite the illustrated connection, was constructed with a 24-foot paved surface (in 50 feet of right of way) and is not suitable for industrial traffic. Other alignments for the industrial street are possible but could impact the utility of the surrounding industrial lands.

Another concern with Option A is access to OR 99. Without a through connection, traffic from the industrial street and from W. Rapp Road would need to turn onto Talent Avenue and then turn onto E. Rapp Road. Even with a through connection, traffic may still “zigzag” using Talent Avenue to get to the traffic signal at E. Rapp Road and OR 99. Thus, this alignment may be considered inconvenient to many drivers.

The cost of the realignment of the Rapp Road railroad crossing shown in Option A is estimated at \$1.5 to \$2.0 million. The estimate is for a complete street that includes bike lanes, curbs, and sidewalks but excludes right of way acquisition, utilities relocation, and potential hazardous materials issues. This estimate includes approximately \$500,000 for a new activated railroad crossing equipment with the rest of the costs for new roadway construction for the segments shown in Figure 4-5. The rail crossing modifications and new connection would need to be constructed simultaneously for this option.

S-3 Option B: Realign Crossing and E. Rapp Road

Option B would realign the railroad crossing so that W. Rapp Road crosses close to perpendicular to the railroad tracks. W. Rapp Road would then intersect with a realigned E. Rapp Road and a new industrial street that extends to Talent Avenue (see Figure 4-5, Option B).

As with Option A, this improvement would address existing safety concerns at the railroad crossing. It would eliminate the skew between Rapp Road and the railroad tracks and the sight distance limitations on W. Rapp Road.

One concern about Option B is the proximity of the new intersection just north of the tracks. Traffic control (i.e., STOP signs) would need to allow the continuous flow of traffic from W. Rapp Road so there is minimal chance of traffic stopped on the railroad tracks. Clearance distance from the tracks while minimizing impacts to adjacent properties would need to be considered in the design as well.

This option would provide traffic from W. Rapp Road with a relatively direct route to the traffic signal at OR 99 compared with Option A. Otherwise, the benefits and impacts of the industrial street are similar between Option B and Option A.

The cost of the realignment of the Rapp Road railroad crossing shown in Option B is estimated at \$2.0 to \$2.5 million. The estimate is for a complete street that includes bike lanes, curbs, and sidewalks but excludes right of way acquisition, utilities relocation, and potential hazardous materials issues. This estimate includes approximately \$500,000 for a new activated railroad crossing equipment with the rest of the costs for new roadway construction for the segments shown in Figure 4-5. The rail crossing modifications and a revised alignment for E. Rapp Road in this option could be constructed without extending the new industrial street to Talent Avenue.

S-3 Option C: Realign Crossing and W. Rapp Road

Option C presents an alignment similar to that identified in the Railroad District Master Plan. It would relocate the Rapp Road railroad crossing slightly further to the south to create a perpendicular crossing. As shown in Figure 4-5, Option C, W. Rapp Road would connect into the new Railroad District collector and E. Rapp Road would cross the tracks and connect at a new intersection.

As with Options A and B, this improvement would address existing safety concerns at the railroad crossing. It would eliminate the skew between Rapp Road and the railroad tracks and the sight distance limitations on W. Rapp Road.

Like Option B, proximity of the new intersection south of the tracks must be taken into consideration. Traffic control would need to allow the continuous flow of traffic across the track so there is minimal chance of traffic stopping on the tracks. Clearance distance from the tracks while minimizing impacts to adjacent properties must be aspects of the design as well.

Other alignments of W. Rapp Road could also be considered with this Option. These could include a three way intersection (with possible roundabout traffic control) or continuous flow into E. Rapp Road with the new collector street forming a “T” intersection. Whatever alignment option is selected, improving sight lines from W. Rapp Road to the railroad tracks should be part of the design.

The cost of the realignment of the Rapp Road railroad crossing shown in Figure 4-5, Option C is estimated at \$1.5 to \$2.0 million. The estimate is for a complete street that includes bike lanes, curbs, and sidewalks but excludes right of way acquisition, utilities relocation, and potential hazardous materials issues. This estimate includes approximately \$500,000 for a new activated railroad crossing equipment with the rest of the costs for new roadway construction for the segments shown in Figure 4-5. The rail crossing modifications and a revised alignment for E. Rapp Road in this option could be constructed without extending the new collector street into the Railroad District.

S-3 Option D: Maintain Existing Crossing but Realign W. Rapp Road

Option D differs from the options presented because it does not relocate or realign the existing railroad track crossing. It maintains the existing crossing with E. Rapp Road extending into the new Railroad District collector. W. Rapp Road would be realigned to connect at a “T” intersection further south of the railroad crossing, as shown in Figure 4-5, Option D.

Unlike the other options, Option D would not eliminate the safety concerns associated with the skew between Rapp Road and the railroad tracks. However, it would address the sight distance limitations on W. Rapp Road.

Proximity of the new intersection south of the tracks must be taken into consideration. Traffic control would need to allow the continuous flow of traffic across the track so there is minimal chance of traffic stopping on the tracks. Clearance distance from the tracks while minimizing impacts to adjacent properties must be aspects of the design as well.

The estimated cost of the realignment of the Rapp Road railroad crossing shown in Option D is conservatively estimated at \$1.0 to \$1.4 million. The estimate is for a complete street that includes bike lanes, curbs, and sidewalks but excludes right of way acquisition, utilities relocation, and potential hazardous materials issues. This estimate includes minimal improvements to the existing railroad crossing equipment with the rest of the costs for new roadway construction for the segments shown in Figure 4-5. The rail crossing modifications and a revised alignment for W. Rapp Road in this option could be constructed without extending the new industrial street to Talent Avenue.

S-4: Identify Conceptual Street Network for Urban Reserve Area TA-4

The Greater Bear Creek Valley Regional Plan established five urban reserve areas that would accommodate anticipated population and employment growth in Talent. TA-4, approximately 27 gross acres, is located to the north of the city limits and west of OR 99. The area is flat and located at a hub of key transportation facilities (railroad and highway). The area is proposed to

accommodate identified employment land needs for industrial uses requiring rail and highway access.

Although this area currently lies outside of the Talent UGB, general planning for a transportation network to serve TA-4 can be included in the 2014 TSP Update. Identifying a conceptual network allows the City of Talent to plan for connections into its existing transportation network. The network can also inform land use decisions for properties within TA-4. At the same time, the network can be coordinated with Jackson County planning efforts.

Two conceptual networks have been developed for TA-4. The relative merits of each option are presented below and the locations and illustrated in Figure 4-6. The Evaluation Matrix summarizes this discussion in Section 4.3.

S-4 Option A: One New East-West Connection to OR 99

Option A (see Figure 4-6) creates a conceptual network for TA-4 that includes one new east-west street that intersects OR 99 and traverses the URA. This spine road could have up to three new street connections to Colver Road.

The conceptual network suggests the intersection with OR 99 be located approximately 500 feet from the signalized intersection with Colver/Suncrest Road. This location maximizes the distance from the traffic signal and approximates the border between tax lots. The Oregon Highway Plan (OHP) specifies an access spacing standard of 500 feet for district highways with a posted speed of 40 to 45 mph. Although the posted speed for this section of OR 99 is currently 55 mph, should TA-4 become part of the City of Talent, reduction of posted speed within the city limits is likely. A speed of 40 mph would be consistent with the existing speed on OR 99 within the existing city limits. There would be some private driveway accesses that would be closer than 500 feet but over time, as parcels redevelop, it could be possible to reduce the number of driveways in the area by connecting with the new street network.

A full access connection to OR 99 approximately 500 feet from the traffic signal at Colver/Suncrest Road would require modifications to the raised median control on OR 99. The median ends at this location but a turn lane would be desirable for northbound left-turn movements accessing the new street. Adding a northbound left-turn lane would require shortening the storage available for the southbound left-turn onto Suncrest Road.

A limited access connection could also be considered. One option for turning limitations could include prohibiting all left-turn movements in and out of the new collector street while permitting all right-turn movements. Another option would prohibit the left-turn movement from OR 99 to the new street while still permitting the left-turn movement from the new street to OR 99.

On Colver Road, the first potential connection is shown approximately 400 feet from the traffic signal at OR 99. This location would keep turning traffic clear of any congestion associated with the signal. The other connections are shown at 400-foot intervals along Colver Road. Aligning

the connections opposite streets on the south side of Colver Road would concentrate turning activity at discrete locations with fewer opportunities for turning conflicts.

Although this network concept does not specifically call for upgrading Colver Road to a major collector standard, adding a two-way left-turn lane should be considered between OR 99 and the railroad tracks. The development of TA-4 would increase traffic demand on Colver Road, particularly if turn restrictions on OR 99 are imposed.

No costs estimates have been prepared for this option. All of the improvements are assumed to occur with development. Even half-street improvements along Colver Road could be part of developing the urban reserve area.

S-4 Option B: One North-South Connection to OR 99

Option B (see Figure 4-6) creates a conceptual network for TA-4 that includes one new north-south street that intersects OR 99 and traverses the URA to connect with Colver Road. An east-west street would traverse the URA but would not connect with OR 99. This option shows only two connections to Colver Road but another could be possible.

The full access connection to OR 99 is shown near the northern boundary of the URA, approximately 900 feet from the traffic signal at Colver/Suncrest Road and 250 feet northwest of the access to the fire station. Widening OR 99 to include a left-turn lane into the URA would separate the left-turning traffic from the through traffic on the highway but would require widening the roadway. A two-way center left-turn lane at this location could result in a potential conflict with southbound traffic turning left into the fire station.

Relocating the connection to align opposite the fire station access would address the potential conflict but would impact existing uses in the URA. Adding a northbound left-turn lane at this location could require some widening on OR 99 and could require shortening the storage available for the southbound left-turn onto Suncrest Road.

At 900 feet from the signalized intersection, the spacing between public streets would meet the OHP access spacing standard of 500 feet for district highways with a posted speed of 40 to 45 mph. However, there would be some more closely spaced private driveway accesses. Over time, as parcels redevelop, it could be possible to reduce the number of driveways in the area by connecting with the new street network.

The conceptual network suggests the north-south street connect to Colver Road approximately 600 feet from the traffic signal at OR 99. This location would keep turning traffic clear of any congestion associated with the signal. An additional connection is shown at 400 feet west of the primary north-south route. Aligning the connections opposite streets on the south side of Colver Road would concentrate turning activity at discrete locations with fewer opportunities for turning conflicts.

The Option B network concept would be more likely to attract “cut-through” traffic in the URA than Option A. With this street layout, some southbound traffic may turn off of OR 99 and travel through the URA to Colver Road to avoid the traffic signal on OR 99.

As with Option A, this network concept does not specifically call for upgrading Colver Road to a major collector standard; however, adding a two-way left-turn lane should be considered between OR 99 and the railroad tracks. The development of TA-4 would increase traffic demand on Colver Road, particularly if turn restrictions on OR 99 are imposed.

No costs estimates have been prepared for this option. All of the improvements are assumed to occur with development. Even half-street improvements along Colver Road could be part of developing the urban reserve area.

S-5: Identify Conceptual Street Network for Urban Reserve Area TA-5

The urban reserve area, TA-5, is located to the north of the city limits and east of OR 99. Identified uses for these 28 gross acres include about half residential and open space lands and half employment lands. Like TA-4, this area currently lies outside of the Talent UGB, but general planning for a transportation network to serve TA-5 can be included in the 2014 TSP Update.

Two conceptual networks have been developed for TA-5. The relative merits of each option are presented below and the locations and illustrated in Figure 4-7. The Evaluation Matrix summarizes this discussion and compares the two options in Section 4.3.

S-5 Option A: Non-Continuous Street Network

Option A (see Figure 4-7) creates a conceptual network for TA-5 that access from OR 99 for the western portion of the site and access from Suncrest Road for the eastern portion of the site. This configuration would potentially reduce the traffic demand at the OR 99 access by reducing the land area served by the street. Land on the east side of the URA would be served by the connection with Suncrest Road.

At approximately 500 feet from the signalized intersection with Colver/Suncrest Road, the access to OR 99 is suggested at a similar location to that shown for Option A for TA-4 (see Figure 4-6). This location would meet the OHP access spacing standard for a district highway assuming that the posted speed on OR 99 is reduced to 40 or 45 mph when TA-5 is incorporated into the city limits. There would be some private driveway accesses that would be closer than 500 feet but over time, as parcels redevelop, it could be possible to reduce the number of driveways in the area by connecting with the new street network.

A full access connection of TA-5 to OR 99 approximately 500 feet from the traffic signal at Colver/Suncrest Road would not require modifications to the raised median control. Southbound left-turns could potentially be made from a center left-turn lane north of the existing median with little to no widening of the highway. Because this area of TA-5 would not have connections to other streets, limiting turn movements to/from OR 99 is not desirable.

Although the connection is shown at 500 feet, this same concept could be modified to connect at the western corner of the TA-5, as illustrated in Option B.

The land in the eastern portion of TA-5 would be served by a street connection to Suncrest Road. The connection point is shown aligning opposite Willow Springs Drive. This route is a variation on the proposed local road connection already identified in the 2007 TSP update.

No cost estimates have been prepared for this option. All of the improvements are assumed to occur with development.

S-5 Option B: Through Street Connection to OR 99

Option B (see Figure 4-7) creates a through street connecting from OR 99 to Suncrest Road. Internal access would be taken from this main street that would traverse TA-5.

The OR 99 connection for this option is shown approximately 900 feet from the signalized intersection with Colver/Suncrest Road. This location would potentially align opposite the Option B network for TA-4 (see Figure 4-6). Widening OR 99 to include a left-turn lane into the URA would separate the left-turning traffic from the through traffic on the highway but would require widening the roadway. A two-way center left turn lane at this location would not have any potential conflict with traffic turning left into the fire station.

At approximately 900 feet from the signalized intersection, the access to OR 99 is suggested at similar location to that shown for Option B for TA-4 (see Figure 4-6). This location would meet the OHP access spacing standard for a district highway assuming that the posted speed on OR 99 is reduced to 40 or 45 mph when TA-5 is incorporated into the city limits. There would be some private driveway accesses that would be closer than 500 feet but over time, as parcels redevelop, it could be possible to reduce the number of driveways in the area by connecting with the new street network.

A limited access connection could also be considered. Turning limitations could include prohibiting all left-turn movements in and out of the new collector street while permitting all right-turn movements or only limiting one of the left-turn movements and permitting the other. The biggest concern with limiting turn movements to/from OR 99 is that the only other access into the URA would come from Suncrest Road. The alternate route for restricted movements could involve substantial out-of-direction travel.

Although the connection is shown at 900 feet, this same concept could be modified to connect midway along the URA boundary with OR 99 at 500 feet, as illustrated in Option A.

The connection to Suncrest Road is shown connection midway between the two Willow Springs Drive intersections. A street connection at this location is already identified in the 2007 TSP update.

No costs estimates have been prepared for this option. All of the improvements are assumed to occur with development. Even half-street improvements along Colver Road could be part of developing the urban reserve area.

4.2.2. New Bicycle & Pedestrian Improvement Concepts for Consideration

Many of the facility improvement projects recommended for the 2014 TSP Update include bicycle and pedestrian elements as well. Additional projects for consideration are described below and summarized in the Evaluation Matrix.

BP-1: Bikeway Priority Network

A bikeway priority network is a system of interconnected bicycle routes that would enable people to satisfy their daily travel needs within the city or surrounding region by bicycle. As illustrated in Figure 4-8, the priority network would be designed to provide connections to key local destinations, including schools, parks, the library, downtown Talent, and other identified activity centers. The classification system would set up a hierarchy of bikeways in Talent based on the facility's type and designed trip purpose, and would be accompanied by bicycle directional and wayfinding signage that indicates to bicyclists the direction of travel, location of nearby destinations, and travel time and distance to those destinations. In addition to increasing bicycling comfort and ease of use of the network, wayfinding tools, such as sharrows, provide a visual cue to motorists that they are travelling along a bicycle route and should proceed with caution.

A comprehensive signage plan would identify the location of signage, the type of signage (destinations highlighted) and key design features. Signage would typically be placed at key locations leading to and along bicycle routes, including the intersection of multiple routes. Signage would be designed to reflect a consistent image or branding for Talent and potentially for individual routes relating to network hierarchy or specific route designation. As part of this network, missing gaps in the bikeway network, such as Wagner Street between the CORP tracks and Market Street or Rapp Road west of Graham Way, would be prioritized for completion.

- **Type 1 Bikeways.** These regional facilities would form the spine of the network, consisting of high-quality, high-priority routes that provide direct, relatively unimpeded access between local and regional area destinations. The existing Bear Creek Greenway presently performs this function, as it connects Talent with major regional destinations in Ashland and Medford. Type 1 Bikeways would prioritize bicycle traffic on separated or buffered facilities, primarily multi-use paths. Major barriers such as natural features and high-traffic roadways would be grade-separated wherever possible.

Potential Type 1 Bikeways in Talent may include the Bear Creek Greenway and potential future connections to OR 99, proposed Wagner Creek Greenway south of W. Valley View Road, and a possible separated bikeway along W. Valley View Road, connecting the Bear Creek Greenway with downtown Talent.

Currently, the Bear Creek Greenway north of W. Valley View Road is constrained by Bear Creek to the west and a mobile home park to the east, and therefore does not meet minimum statewide trail standards. Opportunities to expand the trail from 7 feet to 10-12 feet should be explored in the future as adjacent properties are redeveloped.

- **Type 2 Bikeways.** These local routes would facilitate circulation within Talent using bike lanes with a minimum width of 5 feet and ideally up to 7 feet. Type 2 facilities would provide relatively quick access between residential neighborhoods and local destinations such as downtown Talent, schools, transit stops and parks.

Potential Type 2 Bikeways in Talent include OR 99, Talent Avenue, Main Street, Wagner Street, Rapp Road, Suncrest/Colver Road, Wagner Creek Road, Arnos Road, and Creel Road. All of these arterials and collectors have bike lanes either existing or proposed along their entire length. In addition, future collector streets proposed near the Railroad District and in north and west Talent would be classified as Type 2 routes. As part of this effort, the entire length of OR 99 within Talent city limits could receive a buffered bicycle lane treatment in an effort to improve the quality of the facility.

- **Type 3 Bikeways.** These neighborhood routes would be located mostly on calm residential streets with low traffic volumes and speeds. They are designed to provide safe, comfortable, low-stress access to short-distance destinations within neighborhoods and are designed for individuals of all bicycling confidence levels and families of all ages. Bicycle-specific infrastructure would consist of painted sharrow markings and signage to provide wayfinding. Sharrows can also help suggest proper placement for bicyclists along the street and alert motorists that bicycling traffic may be present. Where necessary, Type 3 bikeways would include traffic calming devices such as speed humps, curb extensions, chicanes and traffic calming circles.

Potential Type 3 Bikeways in Talent include most continuous neighborhood streets, such as 2nd Street and Schoolhouse Road in west Talent, Lithia Way in south Talent, and Gibson Avenue/Lapree Street/Market Street in north Talent. Future neighborhood street connections in the Railroad District and between Talent Avenue and OR 99 south of Rapp Road could also be designated as Type 3 routes.

BP-2: Talent Avenue Downtown Connectivity Improvements

Talent Avenue is an important north-south bicycling route within the city, with 5- to 6-foot bike lanes in both directions for the majority of the street's distance between Colver Road and Creel Way. The one exception is a short stretch (approximately 850 feet) between Lapree Street and a point south of Wagner Street where the bike lanes end, as the street is too narrow to provide bike lanes in addition to two travel lanes and on-street parking. However, this transition can be disconcerting and uncomfortable for bicyclists, who must share the road with motorists who are traveling at around 25 miles per hour. It can be difficult for all but the most confident bicyclists riding downtown along Talent Avenue to assume a safe position in the roadway. The safest position would be to travel closer to the center rather than weaving in the parking lane or riding in hazardous areas immediately adjacent to parked cars, curb or even on the sidewalk.

Many steps can be taken to improve the bicycling experience in this section and to help reinforce bicyclists' right to the road in a manner that is safe and predictable for motorists. Most of these potential solutions would reduce vehicle speeds, producing a more inviting environment for bicycling. Three treatment options are discussed below.

BP-2 Option A: Modifications to On-Street Parking

From a technical design standpoint, the least expensive and most straightforward option would be to remove on-street parking stalls on one side of the street in targeted locations to provide enough roadway width to stripe bike lanes where currently none exist. This treatment is the most familiar for roadway users and would provide dedicated space for bicycling without impeding vehicular traffic.

If the parking were removed on just the west side of Talent Avenue from Lapree Street to Wagner Street, it appears that bike lanes could be striped on both sides of the roadway. At its narrowest point between Lapree and Main Streets, Talent Avenue is 28 feet wide with no parking. The pavement would allow for 10- to 11-foot travel lanes and 3- to 4-foot bike lanes. South of Main Street, the roadway is at least 40 feet wide with parking on both sides. Removal of parking on the west side of the street would allow for 11-foot travel lanes, 5-foot bike lanes and a parking lane of 8 feet.

The removal of parking to accommodate bicycles would result in the loss of 9 existing on-street spaces.

BP-2 Option B: Lane Striping Modifications

If removing parking is not desired by affected stakeholders, another strategy is to design the roadway towards reducing vehicle speeds to enable a shared roadway environment that is safe for all users. The most fundamental change that could be made in this regard is to completely remove the roadway centerline along this section of the roadway.

Centerlines reinforce staying the course and, in an effort to avoid crossing the centerline, may encourage hazardous motorist behaviors such as failing to maintain proper following distance or provide a safe distance when passing (defined in state law as "a distance that is sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver's lane of traffic"). Actions such as these can increase anxiety among bicycle riders, reducing their perceived level of safety. However, removing the centerlines will likely promote safer passing maneuvers for motorists overtaking bicyclists riding at a comfortable pace.

Pavement markings such as sharrows and "Bicycles May Use Full Lane" regulatory signage would also be added to encourage bicyclists to "take the lane" during this section and further reduce the likelihood of being passed at an unsafe distance. If needed, higher-investment traffic calming devices such as curb extensions, speed humps, speed tables, raised crosswalks, traffic circles, chicanes, and pedestrian refuge islands could assist in slowing down motor vehicle traffic on Talent Avenue.

BP-2 Option C: Advisory Bike Lanes

Beyond these intermediate steps, a more innovative approach would be to install “advisory bike lanes” These lanes are used on low-volume (below 4,000 vehicles per day) and low-speed (25 mph maximum) roadways. Advisory bike lanes have seen limited use in the United States on an experimental basis but are popular in the Netherlands in locations where streets are too narrow to accommodate mandatory striped bike lanes. Talent Avenue in downtown is potentially well-suited for this treatment, as its average daily traffic volume is estimated at around 3,000 vehicles per day and has a 25 mph speed limit in this section, which is approximately 40 feet wide from curb to curb.

These lanes are bicycle priority areas delineated by dotted lines to the left and solid lines to the right, giving bicyclists a 5- to 7-foot wide demarcated space to ride but also allowing motorists to pass oncoming traffic with caution due to the potential presence of bicyclists. The two-way vehicle zone should be configured narrowly enough (minimum width 13 feet) to prevent two motorists from passing each other without crossing the advisory lane line. There are no centerlines in this section. While motorists may enter the bicycle zone, they must first yield to bicyclists in the bike lane if any are present. A public awareness campaign would be essential to teach motorists and bicyclists proper user technique around advisory bike lanes.

BP-3: W. Valley View Road Multi-Use Path

W. Valley View Road is a four- to five-lane major arterial directly connecting downtown Talent and OR 99 to I-5. It is an ideal connection between downtown Talent and the Bear Creek Greenway. However, as noted under Concept S-2, the facility is currently not conducive to bicycling for families, children or the elderly, as the speed limit in this section is 40 mph and bike lanes are generally 5 feet wide.

A long-term option and alternative to Concept S-2 that would improve bicycle and pedestrian connectivity along W. Valley View Road is to install a 12- to 15-foot multi-use path along the south side, either as a standalone facility or as an extension of the south sidewalk. The path would be constructed from the west end of the Bear Creek Bridge to the location of the new roundabout in downtown Talent, allowing for a convenient, stair-free connection between the path and the grade-separated Bear Creek Greenway.

There are several conflict points along the south side of the roadway that would need to be addressed: one is at the signalized intersection at Hinkley Road while another is located at the entrance to the Mountain View Estates manufactured home community. Access consolidations at certain driveways may be beneficial to reduce vehicle conflicts, particularly near Hinkley Road. Future access permits would need to provide for interaction between the path and proposed driveways.

W. Valley View Road crosses Wagner Creek on a culvert west of Mountain View Drive. The addition of a multi-use path would require widening the existing culvert or creating a separate structure for the path. Either option would have natural resource impacts that would need to

be addressed. The multiuse path would also interact with the planned Wagner Creek Trail at this location.

Right of way acquisition or easements from adjacent property owners would likely be necessary to construct the multi-use path. There is one structure on the south side of the roadway that would be impacted by the path if it ties back into the W. Valley View Road/OR 99 intersection.

Multiple options exist for continuing the path past OR 99 towards downtown Talent. Constructing a grade-separated overcrossing or undercrossing of OR 99 engenders the least conflict between modes is also the most expensive due to the cost of necessary infrastructure and securing right of way at the southwest and southeast corners of the intersection where there are existing commercial properties.

An overcrossing would require spiral ramps connecting to a structure that crosses over the highway with sufficient clearance for all traffic using OR 99. Spiral ramps built as part of an overcrossing would be required to meet Americans with Disabilities Act (ADA) grade regulations, which may discourage use of the facility. The facility would also need to interface with the planned roundabout at the west end of W. Valley View Road where path users would transition to on-street bike lanes on Main and Wagner Streets.

An undercrossing would be the preferred grade-separated option here because it would require less of grade change than the overcrossing.

Another, less expensive alternative to grade separation would be to install a two-way, at-grade crossing along the south crosswalk with bicycle signals that would temporally segregate path users from conflicting movements. This option would also require some right of way acquisition but to a lesser extent than a separated grade crossing.

West of OR 99, the path would terminate at the roundabout, where bicyclists and pedestrians would transition to bike lanes and/or sidewalks.

BP-4: W. Valley View/OR 99 Intersection At-Grade Improvements

The W. Valley View/OR 99 intersection presents a challenge for bicyclists. The intersection has wide curb radii to accommodate freight movements and allow higher-speed turning movements for other vehicles. The westbound bike lane on W. Valley View Road is striped so that bicyclists wishing to travel through on W. Valley View Road are trapped to the right of the exclusive right-turn lane.

When a channelized right-turn lane is added to a roadway, the bicycle lane is transition across the traffic lane to allow the through bike movement without interference from the right-turning vehicles. This transition is not recommended with the configuration on W. Valley View Road where one through travel lane becomes an exclusive right-turn lane at the intersection.

Concept S-2 presented options for improving the crossing in conjunction with other access and safety improvements on W. Valley View Road. However, Option A (see Figure 4-4), which

would reposition the bike lane between the through lane and the right-turn lane is not recommended if W. Valley View Road were to retain the existing four-lane cross-section or be widened to five lanes. Something similar to Option B (see Figure 4-4) could be feasible with a four- or five-lane cross-section but would result in a capacity reduction at the OR 99/W. Valley View Road intersection.

Therefore, two additional options were developed to address the “right-hook” risk to bicyclists associated with the westbound lane configuration if no approach lane changes were made to the intersection. Both options are illustrated in Figure 4-9.

BP-4 Option A: Bicycle Signal

The existing traffic signal could be modified to include a bicycle signal phase for westbound traffic. The bicycle signal would be tied to the existing signal, similar to a pedestrian phase, and could be activated with sensors in the pavement, by pushbutton, or video detection. Prior to activation, the signal would appear in the stop mode (red). Once activated, the westbound right-turn traffic would be stopped to allow the cyclists to safely continue through the intersection.

Some impacts to intersection operations would occur when the bicycle signal is activated. Additional delay would be experienced for the westbound right-turn traffic and other movements might be affected by signal timing adjustments as well. Prohibiting right-turn-on-red movements may also be required for the westbound movement onto northbound OR 99. Based on the future traffic operations presented in Technical Memorandum #3, the intersection appears to have adequate capacity to accommodate the additional bicycle phase.

The bicycle signal currently has experimental status but has been implemented in Oregon, including in Ashland on OR 66 (Ashland Street) at the intersection with the southbound ramps.

The cost estimate for a bicycle signal phase is about \$25,000. This improvement would require new signal heads for the westbound right-turn traffic and the bicycle lane and ideally some type of automated bicycle detection. Additional signage would be needed as well.

BP-4 Option B: Bike Box

Another option to address the conflict would be locating a bike box at front of the right-turn lane. Bicyclists would be provided with a 10- to 16-foot deep painted box with stop lines used to indicate where motor vehicles must stop. Prohibiting right-turn-on-red movements must also be required for the westbound movement.

The bike box could be paired with a leading bicycle interval that would allow the bicycles to begin their through movement before other east-west traffic movements begin. The leading interval is also has experimental status and has been used more commonly with pedestrian crossings than bicycle crossings.

Some impacts to intersection operations would occur with a bike box because the westbound right-turn traffic may require additional signal timing because of right-turn-on-red movements would be prohibited. The addition of a leading bike interval would have further impacts to operations. Based on the future traffic operations presented in *Technical Memorandum #3: Transportation System Operations*, the intersection appears to have adequate capacity to accommodate the additional bicycle phase.

The cost estimate for a bike box is estimated at \$10,000 to \$15,000. A leading bicycle interval would have an estimated cost similar to a bicycle signal (\$25,000). This improvement would require new signal heads for the westbound right-turn traffic and the bicycle lane and ideally some type of automated bicycle detection. Additional signage would be needed as well.

BP-5: Complete Priority Sidewalk Network

Since its most recent TSP was adopted in 2007, the City of Talent has made large strides in completing its sidewalk network along arterial and collector roadways. Recent additions include Talent Avenue (from Rapp Road to Creel Road and from Colver Road to Lapree Drive), Arnos Road (from Talent Avenue to OR 99) and Creel Road (from Talent Avenue to OR 99).

However, the sidewalk network still contains notable coverage gaps, particularly on OR 99 south of Rapp Road and on Rapp Road west of the CORP tracks, where no sidewalks are built on either side of the roadway. In other locations, such as OR 99, gaps in existing sidewalk on the east side of the highway and substandard widths between Suncrest Road and Rapp Road are present. The following new or improved connections are recommended to improve pedestrian mobility and access to local destinations such as schools, parks, and downtown destinations. Some are already identified in the facility improvements list but others are not. Most are along arterial or collector roadways, with the exception of the last street that is adjacent to Talent Elementary School.

Sidewalk network improvements are illustrated in Figure 4-10 and include:

- OR 99 – Improve East Sidewalk (Suncrest Road to Rapp Road) in locations where newer developments have not installed sidewalks to code
- OR 99 – Construct Both Sidewalks (Rapp Road to south UGB)
- W. Valley View Road – Construct North Sidewalk (Main Street/Wagner Street roundabout to OR 99)
- Creel Road – Construct North Sidewalk (Talent Avenue to OR 99)
- Talent Avenue – Construct East Sidewalk (Rapp Road to Creel Road)
- Talent Avenue – Construct Both Sidewalks (Creel Road to south UGB)
- Rapp Road – Construct South Sidewalk (Graham Way to OR 99) in locations where newer developments have not installed sidewalks to code
- Wagner Creek Road/Rapp Road – Construct Both Sidewalks (West UGB to Graham Way)
- Wagner Creek Road – Construct West Sidewalk (Rapp Road to West Street/Main Street)

- Wagner Street – Construct North Sidewalk (Wagner Creek Road to 1st Street)
- Wagner Street – Construct South Sidewalk (CORP RR to John Street)
- Front Street – Construct/Improve East Sidewalk/Path and West Sidewalk (Colver Road to Wagner Street)
- Main Street – Construct South Sidewalk (Wagner Street/West Street to Front Street)
- Belmont Road – Construct Both Sidewalks (west of Talent Avenue)
- 2nd Street – Construct West Sidewalk (Wagner Street to Schoolhouse Road)
- Schoolhouse Road – Construct North Sidewalk (Wagner Creek Road to 2nd Street)
- Colver Road – Construct North Sidewalk (West UGB to OR 99)
- Suncrest Road – Construct North Sidewalk (Autumn Ridge Road [east] to East UGB)

Most of these improvements can be constructed within existing right of way. Some may be constructed with new development while others will require street upgrades as part of the City's Capital Improvement Program. The sidewalks on Colver Road and Suncrest Road are currently outside of the City's UGB but would be brought into the UGB with the additions of the URAs (TA-4 and TA-5).

BP-6: Bear Creek Greenway Upgrade to Statewide MUP Standards

Currently, the Bear Creek Greenway is only 7 feet wide for approximately 800 feet north of W. Valley View Road, due to topography and right of way constraints. The state of Oregon recommends a minimum 10 foot width for trails with a preferred width of 12 feet. The lack of lateral clearance compromises safety and comfort as it makes it difficult for trail users going in opposite directions to pass each other, or for faster users to overtake slower users travelling in the same direction. However, expanding the trail would require purchasing right of way or acquiring an easement from the adjacent RV Park to the east.

BP-7: W. Valley View Paved Shoulder East of I-5

The existing W. Valley View bike lanes end at the entrance to Lynn Newbry Park at the Talent city limits just prior to the I-5 interchange. This concept extends bicycle facilities across I-5 to a point approximately 1,000 feet east of Suncrest Road, at the eastern edge of the UGB.

This project would involve collaboration between ODOT, the City and Jackson County. The freeway overcrossing is too narrow to accommodate any viable shoulder facility. The type of facility (rural versus urban) would also need to be identified. Rural facilities would include providing a 6-foot paved shoulder. The section of W. Valley View that abuts the Talent UGB could possibly be considered an urban roadway requiring sidewalks and bike lanes but that would only be on the south side of the roadway.

This concept is consistent with some of the improvements suggested in concept analysis from Technical Memorandum 6 prepared for the IAMP for I-5 Exit 21. The IAMP analysis includes two concepts (I-1 and I-2) to add bike lanes on W. Valley View Road between the interchange

ramps and one concept (R-1) for the rural section southeast of the interchange. The recommendations from that plan will eventually become an element of the TSP.

BP-8: Bear Creek Greenway Realignment at Suncrest Road

Just north of the Talent city limits, the Bear Creek Greenway meets Suncrest Road at two offset “T” intersections. The south leg intersection is 375 feet east of the north leg intersection. Between those two junctions, trail users are required to use Suncrest Road on a narrow bridge across Bear Creek with two 12-foot travel lanes and no bike lanes or sidewalks. This high-stress connection can deter many trail users who are uncomfortable sharing the road with vehicles.

Suncrest Road at Bear Creek is a rural collector and a Basic Speed Rule (BSR) facility, with a statutory speed limit of 55 mph. Just west of the trail crossing at the city limits, the road enters a residential neighborhood with a 25 mph speed limit. However, there is no regulatory signage eastbound informing of the increase in speed limit once the road enters Jackson County jurisdiction. Although roadway geometry and visual cues compel motorists on Suncrest Road to decelerate after crossing I-5, average speeds in both directions along this section are between 32-34 mph, according to a recent speed study.

To improve the quality of this connection and increase active transportation use along this corridor, three options are being considered. All three of these options lie outside of the existing UGB and would need to be coordinated with Jackson County.

BP-8 Option A: Suncrest Road Traffic Calming Improvements

Option A would install warning signage, pavements markings such as sharrows, and possibly user-activated traffic safety warning devices to alert motorists to the presence of trail traffic. Due to the location outside of the city UGB and the speed transition, traffic calming devices such as speed tables are not appropriate.

Without specifically developing a planned set of improvements for these improvements, the cost for activated warning system is estimated to range between \$50,000 and \$100,000.

Although these elements would improve this regional trail connection, additional long-term improvements should be considered for the substandard facilities on Suncrest Road. Therefore, this option may be considered temporary until funding for a more permanent solution can be secured.

BP-8 Option B: Bridge Widening and Enhanced At-Grade Crossing

Option B would construct a new multi-use path, possibly cantilevered on the south side of the existing bridge across Bear Creek. This path would be 10 to 12 feet wide and would include a new consolidated bicycle/pedestrian crossing where the existing trail connects on the north side of Suncrest Road. The crossing can include traffic safety warning devices such as a rectangular rapid flash beacon (RRFB) to alert motorists when trail users are crossing. With this improvement, pedestrians and bicyclists on the greenway would use a safer, more comfortable at-grade crossing at Suncrest Road while no longer having to travel on the roadway itself.

By its very nature, implementation of this improvement across Bear Creek would have many cultural and natural resource concerns that would need to be addressed.

This concept is purely conceptual at this time. The existing bridge plans have not been examined to determine whether or not it is feasible to construct the path as a cantilevered extension of the existing structure or if a separate structure would be required. Costs for this type of improvement are estimated in the range of \$1.5 to \$2.0 million.

BP-8 Option C: Grade-Separated Crossing

Option C realigns the Bear Creek Greenway under the existing Suncrest Road overcrossing at Bear Creek combined with a new trail-only Bear Creek crossing north of Suncrest Road. With this grade separation, the Greenway would be completely segregated from roadway traffic, providing a safe and direct through route for trail users while also maintaining the existing access points to Suncrest Road.

The potential for cultural and natural resources issues are even greater with Option C than Option B because the undercrossing would be so close to Bear Creek itself.

As with Option B, this option is purely conceptual. The undercrossing needs additional investigation for clearance and flooding issues to determine feasibility. If the undercrossing is possible, then actual locations for siting for the multi-use path bridge would need to be investigated. Costs for this type of improvement are estimated in the range of \$2.0 to \$2.5 million.

BP-9: Wagner Creek Trail Crossing at W. Valley View Road

The planned Wagner Creek Trail is a 1.5-mile multimodal connection between Talent residential areas on the west side of OR 99 and the Bear Creek Greenway. The alignment follows Wagner Creek which crosses W. Valley View Road approximately 1,000 feet east of the traffic signal at OR 99 and 500 feet west of the traffic signal at Hinkley Road. This crossing location is between Oak Valley Drive, which intersects W. Valley View Road from the north, and Mountain View Drive, which intersection W. Valley View Road from the south.

This improvement concept considers a future midblock crossing with pedestrian activated devices at the point where the trail would cross W. Valley View Road. It would install a pedestrian-activated crossing device such as the Rectangular Rapid Flashing Beacon (RRFB) in addition to the crosswalk striping and a potential center median. This device is activated by the pedestrian via a pushbutton. The location of this concept is illustrated in Figure 4-12.

The use of an RRFB increases driver awareness of when pedestrians are present at a crossing location. While there are other means to accomplish a similar level of awareness (flashing beacons or hybrid beacons), RRFBs have a higher compliance with vehicles stopping for pedestrians than a striped crosswalk alone or no crosswalk at all, which may result in a negligible reduction in vehicular capacity.

The location of the crossing between Oak Valley Drive and Mountain View Drive is well suited to the installation of a raised crossing median. These two off-set “T” intersections would not need a center refuge median for left turns. Therefore, a raised median at the crossing would not restrict turning movements into these roadways.

This improvement concept could be implemented with either of the street concepts (S-1 for five lanes and S-2 for three lanes) for W. Valley View Road. With Concept S-1, W. Valley View Road would be five lanes but the pavement width would not be anticipated to change significantly at this location next to the Wagner Creek Bridge. With Concept S-2, W. Valley View Road would be three lanes but the pavement width would be the same as today. However, with this concept, pedestrians would be exposed to motor vehicle traffic for a shorter distance.

Providing marked crosswalks as well as installation of an RRFB requires meeting/exceeding minimum pedestrian thresholds along a facility. Since the trail has not been constructed there is no pedestrian volume data available to evaluate this criteria.

The estimated cost of Concept BP-9 is approximately \$25,000 dollars per pair of RRFBs. Assuming two pairs with striping and a raised median, the total cost would be under \$100,000.

4.2.3. New Transit System Improvement Concepts for Consideration

The following concepts have been developed to address observed system deficiencies.

T-1: Route 10 Service Adjustments

Route 10, the only routed bus service in Talent, currently experiences on-time performance issues. The route is long (over 13 miles) and the current route cycle is approximately one hour and 45 minutes, making schedule adherence difficult. RVTD is reviewing options to improve on-time performance, which may include eliminating or combining some stops along the route. The time required (50 minutes) to travel from Medford to Ashland on Route 10 is likely a deterrent to transit use for potential riders (driving between Medford and Ashland takes approximately 30 minutes).

RVTD is also evaluating the possibility of splitting Route 10 into two separate routes with a transfer in Talent. Splitting the route would improve on-time performance and better serve the relatively high demand for transit travel between Talent and Ashland. The Talent Depot building has been identified as a potential transfer location.¹

Though Route 10 reaches a majority of the households in Talent, residents west of Front Street, north of Rapp Road and south of Colver Road are beyond a ¼-mile walk to the nearest transit stop. The current bus route cannot be easily changed to serve these residents without reducing transit accessibility for residents along Talent Avenue. Additionally, buses cannot use Rapp

¹ Talent Depot construction was partially funded with grant monies from RVTD. The grant stipulates that RVTD have access to the property and building for potential transit use.

Road in this area because of poor road subgrade conditions, though Rapp Road may be improved in the future to handle heavier loads. The alternative alignment is shown in Figure 4-13 and should be considered in light of the restraints outlined above.

T-2: City Circulator

RVTD includes circulator service in its long range transit plan. A city-wide circulator service could connect riders to routed bus service and provide access to community destinations within Talent. RVTD is presently evaluating potential route options for the circulator service. The circulator could serve residential areas identified in Figure 4-13 to the west of Talent Ave.

T-3: High Capacity Transit (HCT)

The existing Route 10 service is unlikely to attract many “choice” riders (those riders who could drive or get to their destination by some other means) unless it becomes more time-competitive with driving. RVTD’s Ten-Year Plan includes discussion of bus rapid transit (BRT) and potential light rail between Medford and Ashland, but notes that it is very difficult to forecast the demand for such a service.

BRT service along OR 99 between Medford and Ashland may be the most likely HCT improvement in Talent, given the prohibitive costs of rail. One stop downtown near Main Street and Talent Avenue may be sufficient, with local service feeding to the BRT stop. RVTD has indicated that BRT is a long-range possibility, with interim express service available by 2020.

T-4: Feeder Service

Deviated fixed-route and/or feeder service could connect riders who live too far from an existing RVTD stop to routed service. RVTD is considering a “Valley Feeder” service that would make use of unused capacity in the paratransit system; the Feeder service would be available to residents within $\frac{3}{4}$ mile of an existing RVTD line. Riders could call and reserve a ride on an available paratransit vehicle to their nearest bus stop or final destination (dependent on location).

T-5: Transportation Demand Management (TDM) strategies

Talent currently has one park-and-ride with two parking stalls. The demand for additional park-and-ride lots is difficult to forecast, given that potential park-and-ride users are likely to be “choice” riders who have the option of driving to their destination. The former Wal-Mart (now headquarters of Brammo, Inc.) has a large parking lot and presents a good opportunity to work with the property owner to provide additional park-and-ride capacity.

The TSP contains policies that support workplace TDM programs in the community and at the City of Talent itself. Other TDM strategies, like working directly with employers to implement TDM programs could be considered. Large employers in town, like the new Oregon Shakespeare Festival set construction site, could be targeted with specific TDM programs.

T-6: City of Talent Public Transportation Service

The City acquired a van from RVTB in 2013. The City does not currently have plans for its use, but the van could be used to provide public transportation to Talent residents. The van could be used to enhance public transportation in many possible ways:

- The van could provide supplemental service to disadvantaged populations identified in RVTB's Coordinated Human Services Transportation Plan. For instance, the van could provide trips to elderly or disabled citizens within Talent to supplement RVTB's paratransit service.
- The van could be employed within the City as routed circulator or feeder service, potentially utilizing existing RVTB stops on Talent Avenue in addition to other stops on a defined route.

T-7: Amenities

None of the bus stops in Talent have printed schedule information available. As indicated by the rider survey, many transit riders likely rely on printed schedule information. Schedule information could be provided at all stops in Talent at relatively low cost.

According to the 2011 ridership survey, over 90 percent of transit riders on the RVTB system traveled to/from bus stops on foot. Sidewalks are present on at least one side of Talent Avenue, but sidewalks are lacking in many places adjacent to existing stops. Concept BP-5 includes a project to construct missing sidewalks along Talent Avenue.

4.3. Evaluation Matrix

A broad set of evaluation criteria that represent the proposed set of goals for the Talent TSP update are used to evaluate proposed projects and alternatives. Table 4-6 describes the criteria and provides a qualitative scale that is used to evaluate projects. Table 4-7 lists each project discussed in the previous sections of this memo and applies the criterion to each one.

Attachments:

Figure 4-1. Transportation Facility Improvements from Chapter 7 of the 2007 TSP Update

Figure 4-2. Street Extensions and Improvements from Chapter 5 of the 2007 TSP Update

Figure 4-3. S-1: Widen West Valley View Road

Figure 4-4. S-2: West Valley View Road Multimodal Access and Safety

Figure 4-5. S-3: Improve Rapp Road Railroad Crossing

Figure 4-6. S-4: Conceptual Street Network for Urban Reserve Area TA-4

Figure 4-7. S-5: Conceptual Street Network for Urban Reserve Area TA-5

Figure 4-8. BP-1: Bike Priority Network

Figure 4-9. BP-4: West Valley View Road/OR 99 Intersection At-Grade Improvements

Figure 4-10. BP-5: Complete Priority Sidewalk Network

Figure 4-11. BP-8: Bear Creek Greenway Realignment at Suncrest Road

Figure 4-12. BP-9: Wagner Creek Trail Crossing at W. Valley View Road

Figure 4-13. T-1 and T-2: Potential Reroute or Local Circulator

Table 4-6. Evaluation Criteria for Talent Transportation System Plan

Goal	Criteria	Rating	
Safety	Safety: Addresses known safety issues for all modes <ul style="list-style-type: none"> Project addresses known safety concerns such as a high crash area, potential area of high conflict, or an area of community concern. Project addresses bicycle and pedestrian safety. Project addresses known safety or user comfort issues within ½ mile of an existing or planned school or a designated safe route to school. 	●	Fully addresses a known safety issue or has high potential to greatly increase transportation safety
		◉	Addresses a known safety issue of moderate concern or the proposed project will provide moderate transportation safety benefits
		○	Project reduces transportation safety
		N/A	Project does not address a known safety issue or transportation safety
Connectivity	Emergency Access: Provides easy, clear and redundant access for emergency service <ul style="list-style-type: none"> Project enhances or provides an emergency service route. Project provides network redundancy, which is helpful for emergency response. 	●	Provides clarity or otherwise improves emergency access routes
		◉	Provides moderate clarity or improvement to emergency access routes
		○	Project reduces emergency access or increases emergency response delay
		N/A	Project has no effect on emergency access routes or response time
Connectivity	Bicycle & Pedestrian: Promotes safe and convenient bicycle and pedestrian circulation within, to, and from Talent <ul style="list-style-type: none"> Project addresses a bicycle and/or pedestrian gap within the network. Project provides a new, safer alternative to an existing bicycle or pedestrian route. 	●	Fully addresses a known gap in the pedestrian or bicycle network
		◉	Partially addresses a known gap in the pedestrian or bicycle network, or provides an alternative bicycle or pedestrian route
		○	Does not promote safe or convenient bicycle and pedestrian circulation or decreases pedestrian and bicycle safety
		N/A	Project does not address bicycle or pedestrian circulation
Connectivity	General Connectivity: Increases network connectivity for all modes <ul style="list-style-type: none"> Project increases network density of pedestrian, bicyclist, automobiles, freight and transit connections within the City. Project anticipates planned development in developing street patterns. 	●	Increases connectivity for pedestrians, bicyclists, automobiles, freight and transit
		◉	Does not increase connectivity
		○	Decreases connectivity for one or more modes
		N/A	Project has no effect on connectivity for any mode
Connectivity	Transit: Improves transit service or accessibility to transit <ul style="list-style-type: none"> Project increases connections to transit for all modes Project improves transit service. 	●	Increases the availability of transit service or improves access to existing service
		◉	Indirectly improves the availability of, or access to transit service
		○	Project adversely impacts access to transit and/or adversely impacts transit service
		N/A	Project has no effect on transit access or service
Traffic Operations	Traffic Operations: Addresses Traffic Congestion <ul style="list-style-type: none"> Project meets volume-to-capacity (v/c) ratio criteria for study area intersections and roadway segments. Project provides adequate level of service (LOS) at intersections and roadway segments. Project does not create unsafe queuing that could lead to safety concerns. 	●	Addresses known congestion issues by improving v/c ratio or increasing LOS at intersections and/or roadway segments
		◉	Provides minimal or modest improvement to known congestion issues by improving v/c ratio or increasing LOS at intersections and/or roadway segments
		○	Project will worsen congestion in terms of v/c ratio or LOS
		N/A	Project has no effect on traffic congestion
Economic Development	Freight: Facilitate economic growth by considering the needs of freight <ul style="list-style-type: none"> Project provides freight access where local or regional freight mobility is needed. Project supports local industrial development. 	●	Project focuses enhancements on freight mobility regionally and to industrial and/or commercial areas
		◉	Project moderately enhances freight mobility regionally and to industrial and/or commercial areas
		○	Project decreases freight mobility regionally or to industrial and/or commercial areas
		N/A	Project has no effect on freight mobility regionally or to industrial and/or commercial areas
Economic Development	Parking: Provide adequate parking to support a vibrant community <ul style="list-style-type: none"> Project increases on-street parking in the central business district to accommodate existing and future demand 	●	Project includes parking elements that support broader land use goals
		○	Project increases or decreases parking in a way that is inconsistent with land use goals
		N/A	Parking is not relevant to the project

Table 4-6. Evaluation Criteria for Talent Transportation System Plan

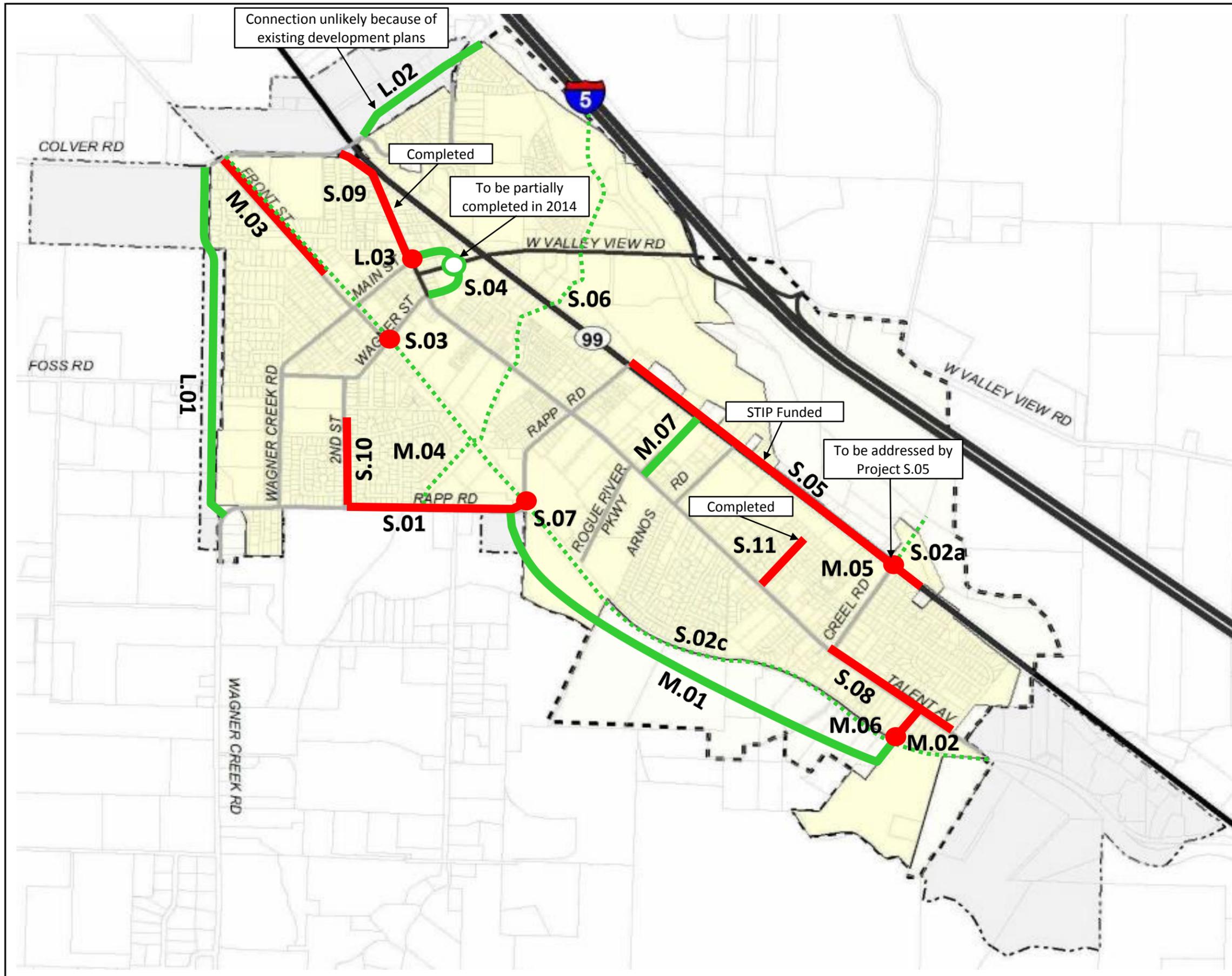
Goal	Criteria	Rating	
Livability	Equity: Promotes fair distribution of benefits and adverse impacts to different populations <ul style="list-style-type: none"> Project minimizes harm to low income and minority populations or benefits these populations by providing better transportation access or mobility 	●	Promotes the fair distribution of project benefits and/or impacts, directly benefits disadvantaged populations or otherwise promotes transportation equity
		○	Project disproportionately and adversely impacts disadvantaged populations or does not promote transportation equity
Livability	Land Use: Minimizes land use impacts <ul style="list-style-type: none"> Project minimizes right of way acquisition and if acquisition is required, acquisitions would result in usable remainder property. Project preserves open space and minimizes impacts to existing and planned development. 	●	Project can be accomplished within existing right-of-way, has minimal impacts to existing or planned development, minimal adverse land use impacts and no or minimal impacts to structures
		◎	Right-of-way is needed, but acquisitions would result in usable remainder property; project has minimal impacts to existing or planned development, minimal adverse land use impacts and minimal impacts to structures
		○	Requires significant right-of-way acquisition; project has significant impacts to existing or planned development and/or has significant adverse impacts on land use and/or structures
Livability	Natural Resources: Minimizes impacts to natural resources, environmentally sensitive habitats and threatened or endangered species <ul style="list-style-type: none"> Project minimizes potential impact to environmentally sensitive habitats and threatened and endangered species. 	●	Project has no effect or minimal potential on natural resources, environmentally sensitive habitats or threatened or endangered species
		◎	Project potentially has some adverse impacts to natural resources, environmentally sensitive habitats or threatened or endangered species
		○	Project potentially has moderate to significant impacts on natural resources, environmentally sensitive habitats or threatened or endangered species
Cost Effectiveness	Benefits vs. Costs: Maximizes benefits for project cost <ul style="list-style-type: none"> Project considers low-cost alternatives Project costs over its life cycle are acceptable given a qualitative assessment of benefits provided by the project 	●	Project cost is low and/or project is cost effective given potential alternatives
		◎	Project cost is moderately and/or project is more cost effective than some alternatives
		○	Project cost is high and/or project is not cost effective or effectiveness is difficult to determine
Cost Effectiveness	Fundability: Project aligns with current funding opportunities <ul style="list-style-type: none"> Project is potentially eligible for funding from known federal, state, regional or local sources based on funding criteria 	●	Project is eligible for funding from one or more sources and would be a strong funding candidate
		◎	Project is eligible for funding from one or more sources
		○	Project is unlikely to be funded
Community Support	Community Support: Aligns with community goals <ul style="list-style-type: none"> Project addresses documented community concerns <p><i>Note: This criterion will take into account feedback received during community outreach efforts</i></p>	●	Addresses an important community concern
		◎	Addresses a less important community concern
		○	Does not address a documented community concern

Table 4-7. Project Evaluation Matrix

Potential Improvement	Safety	Connectivity				Traffic Operations	Economic Development		Livability			Cost Effectiveness		Community Support
		Emergency Access	Bicycle & Pedestrian	General Connectivity	Transit		Freight	Parking	Equity	Land Use	Natural Resources	Benefits vs. Costs	Fundability	
BICYCLE & PEDESTRIAN														
S-1: Add Center Refuge Lane on W. Valley View Road	●	●	⊙	●	N/A	●	●	N/A	●	⊙	●	⊙	⊙	⊙
S-2: W. Valley View Road Multimodal Access & Safety Enhancements														
Corridor Improvements	●	⊙	●	●	N/A	⊙	⊙	N/A	●	●	●	●	●	⊙
Bear Creek Greenway Access – Option A: Add Ramp Connection	●	N/A	●	●	N/A			N/A	●	⊙	●	●	⊙	●
Bear Creek Greenway Access – Option B:Widen Sidewalk	●	N/A	●	●	N/A			N/A	●	⊙	●	⊙	⊙	⊙
W. Valley View Road at OR 99 – Option A – Relocate Bike Lane	●	●	●	●	N/A	●	●	N/A	●	●	⊙	●	●	●
W. Valley View Road at OR 99 – Option B – Reduce WB Lanes	⊙	⊙	●	⊙	N/A	⊙	⊙	N/A	●	●	●	⊙	⊙	⊙
S-3: Improve Rapp Road Railroad Crossing														
Option A: Realign Crossing to Connect with New Industrial Road	●	●	●	●	N/A	●	⊙	N/A	●	○	●	○	○	○
Option B: Realign Crossing and E. Rapp Road	●	●	●	●	N/A	●	⊙	N/A	●	○	●	○	○	○
Option C: Realign Crossing and W. Rapp Road	●	●	●	●	N/A	●	⊙	N/A	●	⊙	●	⊙	⊙	⊙
Option D: Maintain Existing Crossing but Realign W. Rapp Road	⊙	●	●	●	N/A	●	⊙	N/A	●	⊙	●	●	●	⊙
S-4: Identify Conceptual Street Network for Urban Reserve Area TA-4														
Option A: One New East-West Connection to OR 99	⊙	●	●	●	N/A	●	●	N/A	●	○	●	●	●	⊙
Option B: One New North-South Connection to OR 99	●	⊙	⊙	⊙	N/A	⊙	⊙	N/A	●	○	●	●	●	⊙
S-5: Identify Conceptual Street Network for Urban Reserve Area TA-5														
Option A: Non-Continuous Street Network	⊙	●	●	●	N/A	●	●	N/A	●	○	●	●	●	⊙
Option B: Through Street Connection to OR 99	●	⊙	⊙	⊙	N/A	⊙	⊙	N/A	●	○	●	●	●	⊙
BICYCLE & PEDESTRIAN														
BP-1: Bikeway Priority Network	●		●	●	●	N/A	N/A	N/A	●	●	●	⊙	⊙	⊙
BP-2: Talent Avenue Downtown Connectivity Improvements														
Option A: Modifications to On-Street Parking	●	N/A	●	●	N/A	⊙	N/A	○	●	●	●	●	●	○
Option B: Lane Striping Modifications	⊙	N/A	●	●	N/A	○	N/A	●	●	●	●	●	●	⊙
Option C: Advisory Bike Lanes	⊙	N/A	●	●	N/A	○	N/A	●	●	●	●	●	●	⊙
BP-3:W. Valley View South Side Multi-Use Path														
With Grade-Separated Crossing at OR 99	●	N/A	●	⊙	N/A	N/A	N/A	N/A	●	○	⊙	○	○	⊙
With At-Grade Crossing at OR 99	●	N/A	●	⊙	N/A	⊙	N/A	N/A	●	⊙	⊙	⊙	⊙	⊙

Table 4-7. Project Evaluation Matrix

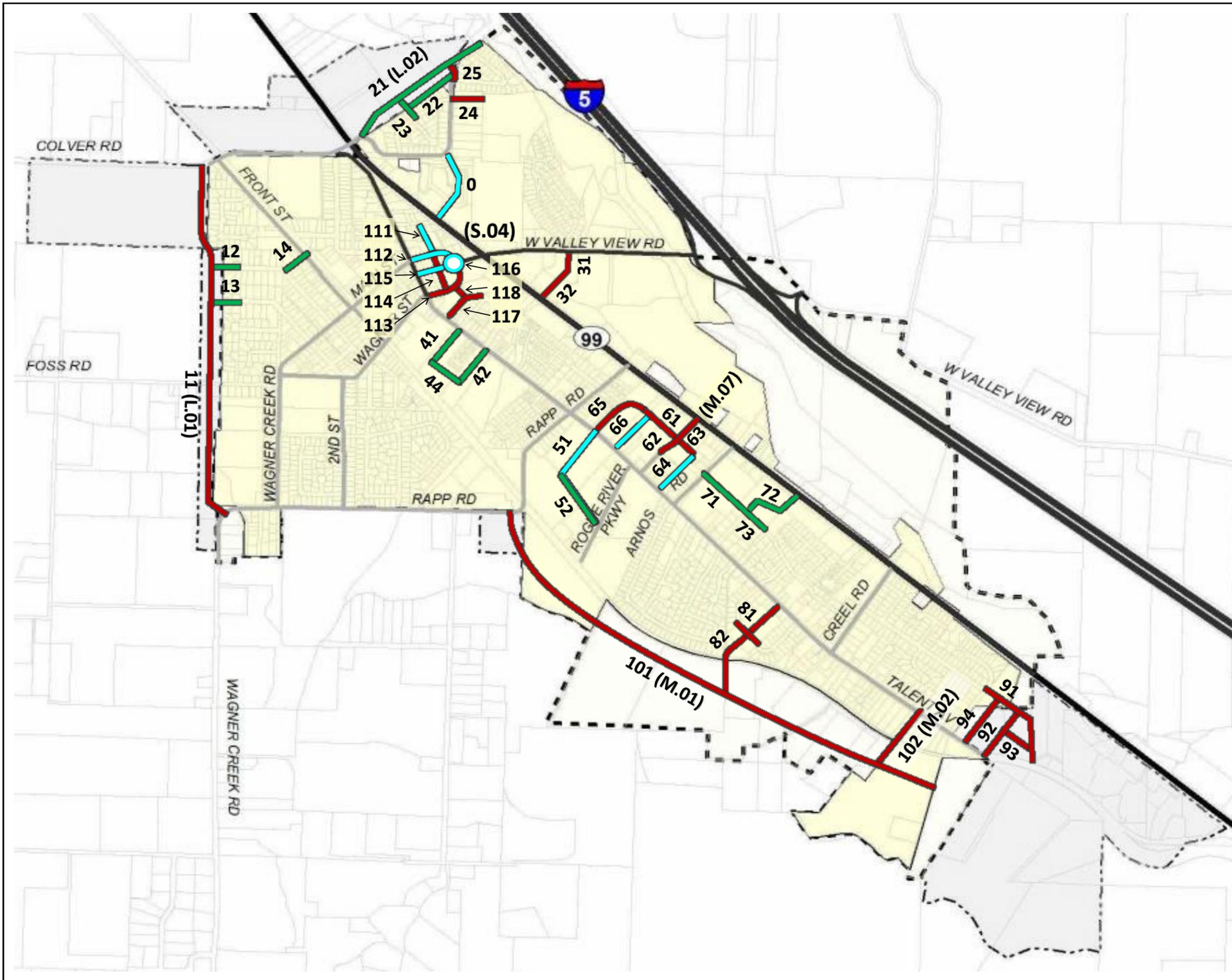
Potential Improvement	Safety	Connectivity				Traffic Operations	Economic Development		Livability			Cost Effectiveness		Community Support
		Emergency Access	Bicycle & Pedestrian	General Connectivity	Transit		Freight	Parking	Equity	Land Use	Natural Resources	Benefits vs. Costs	Fundability	
BP-4: W. Valley View/OR Intersection At-Grade Improvements														
Option A: Bicycle Signal	⊙	N/A	●	⊙	N/A	⊙	N/A	N/A	●	●	●	●	●	⊙
Option B: Bike Boxes	●	N/A	●	⊙	N/A	⊙	N/A	N/A	●	●	●	●	●	⊙
BP-5: Complete Priority Sidewalk Network	●	N/A	●	●	●	N/A	N/A	N/A	●	⊙	●	⊙	⊙	●
BP-6: Bear Creek Greenway Upgrade to Statewide MUP Standards	N/A	N/A	●	●	N/A	N/A	N/A	N/A	●	⊙	●	⊙	⊙	●
BP-7: W. Valley View Road Paved Shoulder East of I-5	●	N/A	●	●	N/A	N/A	N/A	N/A	●	○	●	⊙	○	⊙
BP-8: Bear Creek Greenway Realignment at Suncrest Road														
Option A: Suncrest Road Traffic Calming Improvements	⊙	N/A	⊙	⊙	N/A	N/A	N/A	N/A	●	●	●	●	●	⊙
Option B: Bridge Widening and Enhanced At-Grade Crossing	●	N/A	●	●	N/A	N/A	N/A	N/A	●	⊙	○	⊙	○	⊙
Option C: Grade-Separated Crossing	●	N/A	●	●	N/A	N/A	N/A	N/A	●	⊙	○	○	○	⊙
BP-9: Wagner Creek Trail Crossing at W. Valley View Road	⊙	N/A	●	●	N/A	⊙	N/A	N/A	●	●	●	●	●	●
TRANSIT														
T-1: Route 10 Service Adjustments														
Split into Two Routes with Talent as Transfer Point	N/A	N/A	N/A	N/A	⊙	N/A	N/A	N/A	⊙	●	●	●	●	●
Local Reroute	N/A	N/A	N/A	N/A	⊙	N/A	N/A	N/A	○	●	●	⊙	⊙	⊙
T-2: City Circulator	N/A	N/A	N/A	N/A	●	N/A	N/A	N/A	●	●	●	⊙	⊙	⊙
T-3: High Capacity Transit (HCT)	N/A	N/A	N/A	N/A	●	N/A	N/A	N/A	⊙	⊙	⊙	○	○	⊙
T-4: Feeder Service	N/A	N/A	N/A	N/A	●	N/A	N/A	N/A	●	●	●	⊙	⊙	⊙
T-5: Transportation Demand Management (TDM) Strategies	N/A	N/A	N/A	N/A	●	N/A	N/A	●	⊙	⊙	●	⊙	⊙	⊙
T-6: City of Talent Public Transportation Service	N/A	N/A	N/A	N/A	●	N/A	N/A	N/A	●	●	●	⊙	⊙	⊙
T-7: Amenities	N/A	N/A	N/A	N/A	●	N/A	N/A	N/A	⊙	●	●	●	●	●



- Legend**
- Spot Improvement (including intersection and railroad crossing upgrades)
 - Facility Upgrade (including pavement, bicycle, and/or pedestrian improvements)
 - New street facility
 - ⋯ New bicycle/pedestrian facility
 - S.01** Facility improvement project ID
 - Urban Growth Boundary
 - Urban Reserve Areas
 - City Limits

City of Talent TSP

Figure 4-1
Transportation Facility Improvements from Chapter 7 of the 2007 TSP Update



Legend

- Feasible future street connections
- Connections unlikely because of existing development patterns
- Completed or set for construction
- 0** Future street connection ID
- S.01** Facility improvement project ID
- Urban Growth Boundary
- Urban Reserve Areas
- City Limits

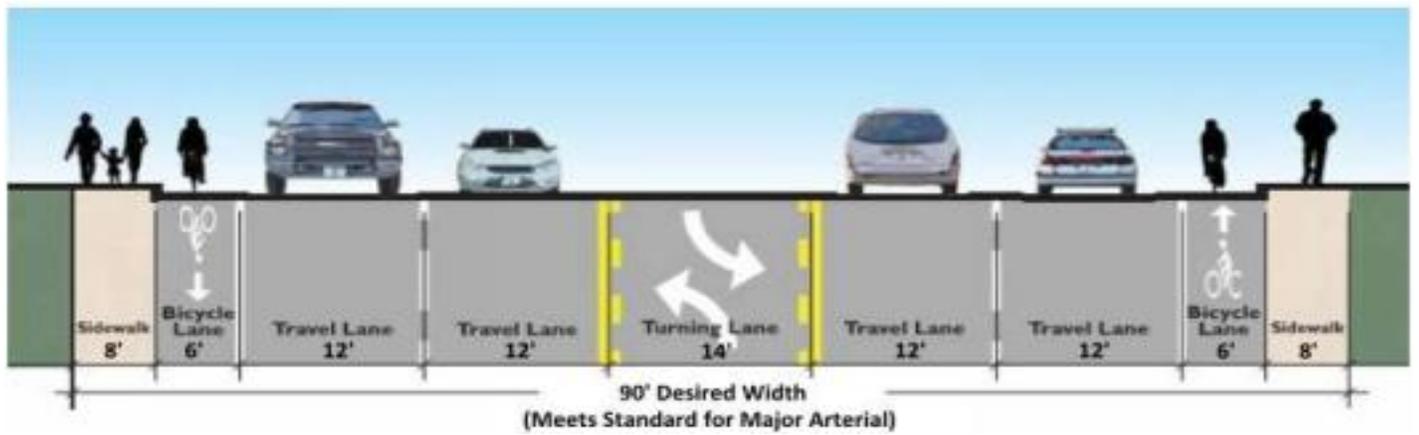
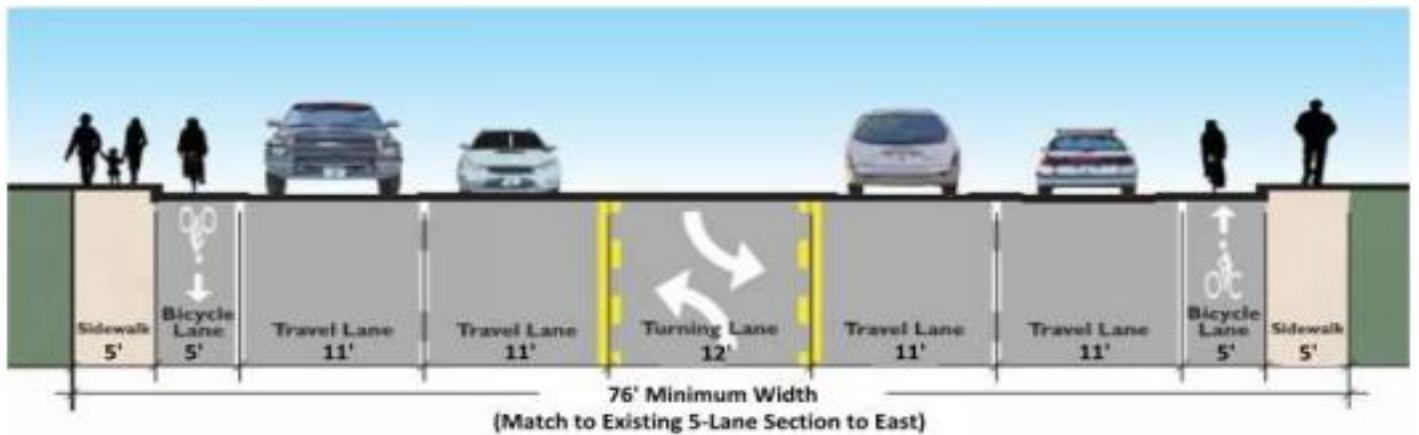


City of Talent TSP

Figure 4-2
Street Extensions and Improvements from Chapter 5 of the 2007 TSP Update



Affected Area



Potential Cross Sections

Legend

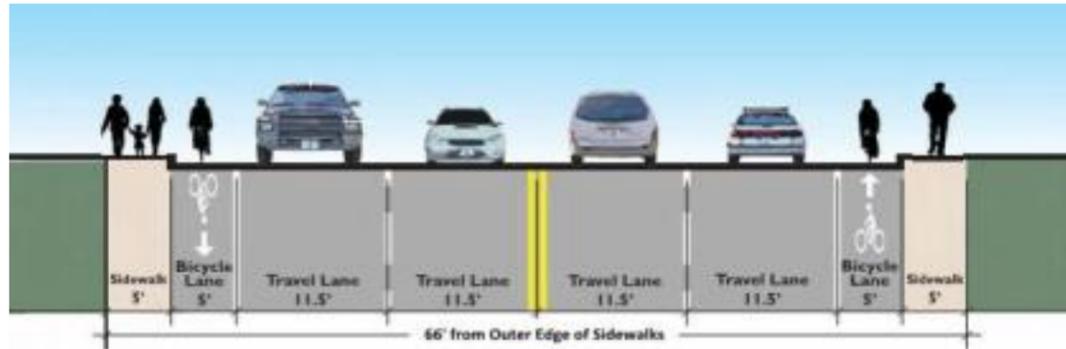
 Affected Area

City of Talent TSP

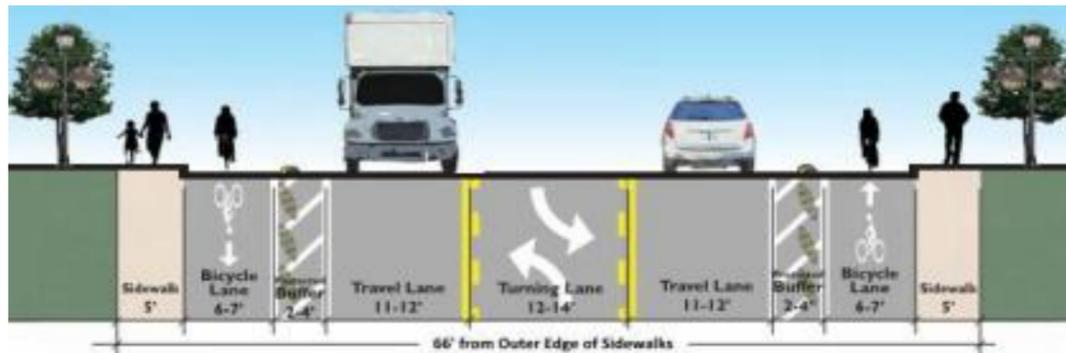


Figure 4-3
S-1: Widen West Valley View Road

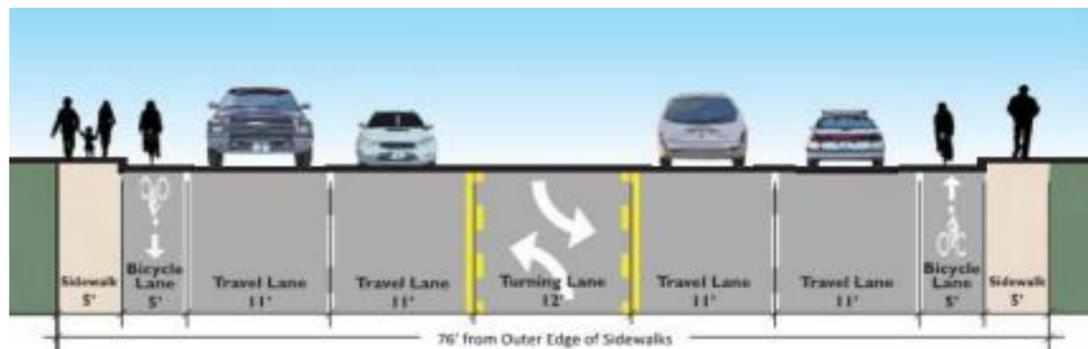
EXISTING CONDITION - WEST SEGMENT



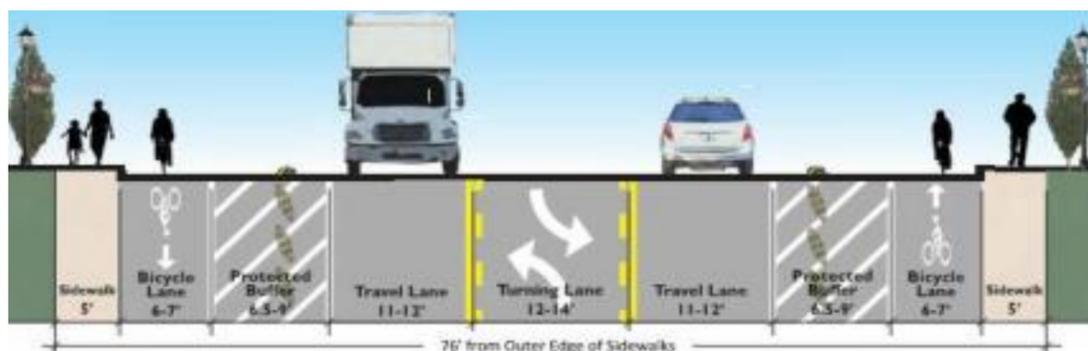
POTENTIAL MODIFICATIONS - WEST SEGMENT



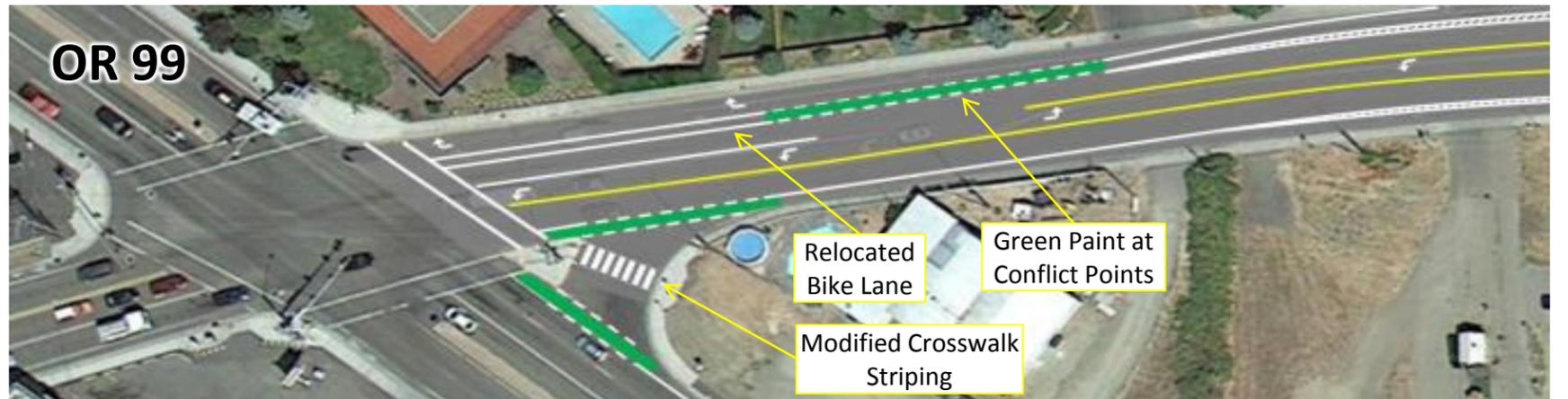
EXISTING CONDITION - EAST SEGMENT



POTENTIAL MODIFICATIONS - EAST SEGMENT



POTENTIAL MODIFICATIONS - OR 99 INTERSECTION - OPTION A



POTENTIAL MODIFICATIONS - OR 99 INTERSECTION - OPTION B

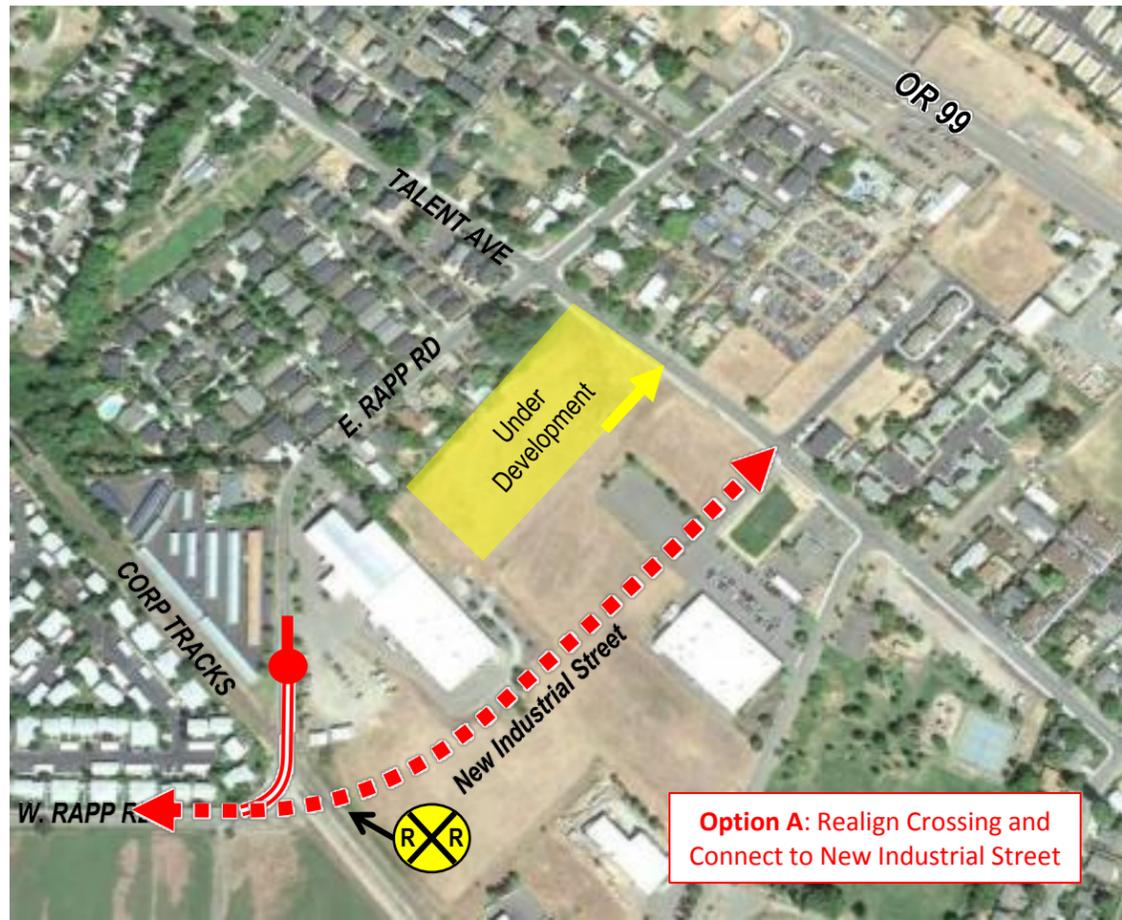


POTENTIAL MODIFICATIONS FOR GREENWAY ACCESS



City of Talent TSP

Figure 4-4
West Valley View Road
Multimodal Access and Safety
Enhancements



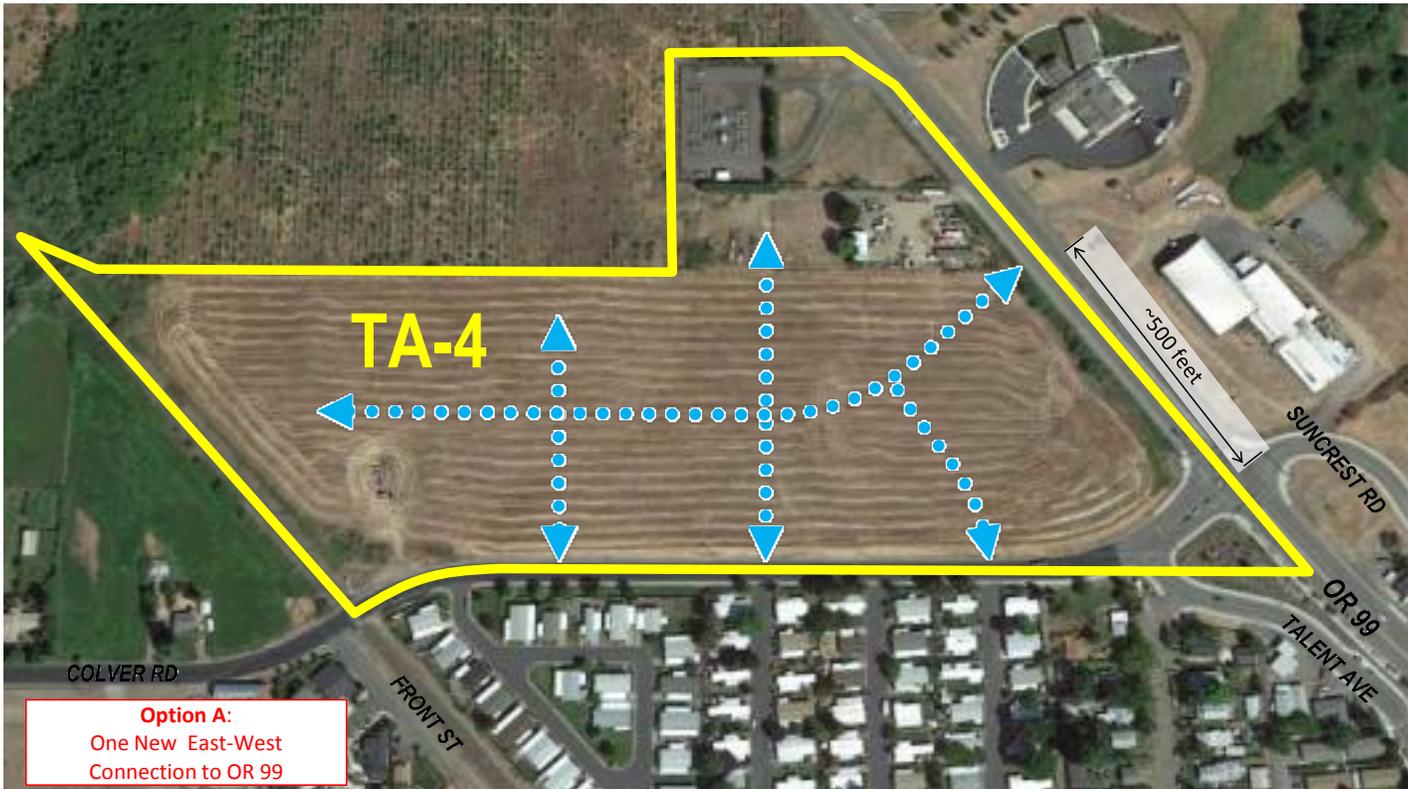
Legend

-  New/Improved Roadway
-  Roadway to be Vacated
-  Railroad Crossing



City of Talent TSP

Figure 4-5
S-3: Improve Rapp Road Railroad Crossing



Legend

-  Urban Reserve Area Boundary
-  Potential Street



City of Talent TSP

Figure 4-6
*S-4: Conceptual Street Network for
Urban Reserve Area TA-4*



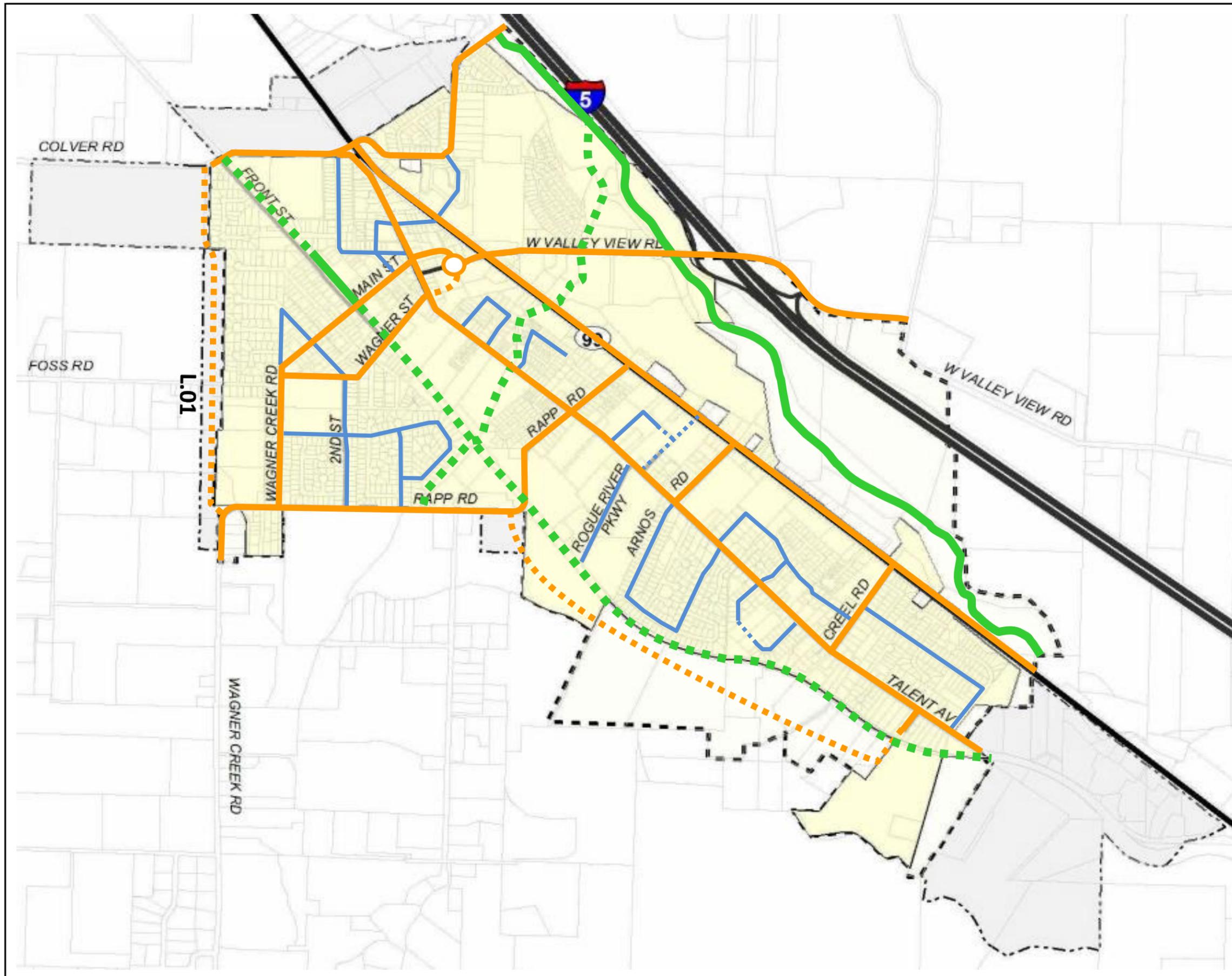
Legend

-  Urban Reserve Area Boundary
-  Potential Street

City of Talent TSP

Figure 4-7
*S-5: Conceptual Street Network for
Urban Reserve Area TA-5*





- Legend**
- Type 1 Bikeway
 - Type 2 Bikeway
 - Type 3 Bikeway
 - - - - Future Roadway/Pathway
 - Urban Growth Boundary
 - Urban Reserve Areas
 - City Limits



City of Talent TSP

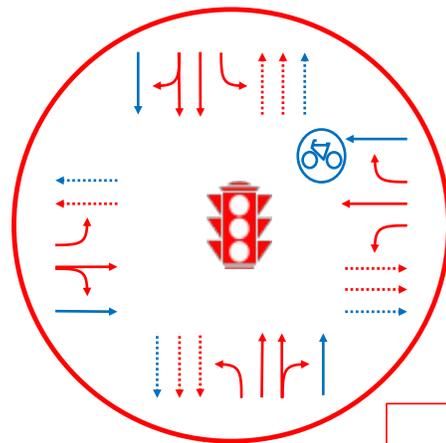
Figure 4-8
BP-1: Bike Priority Network



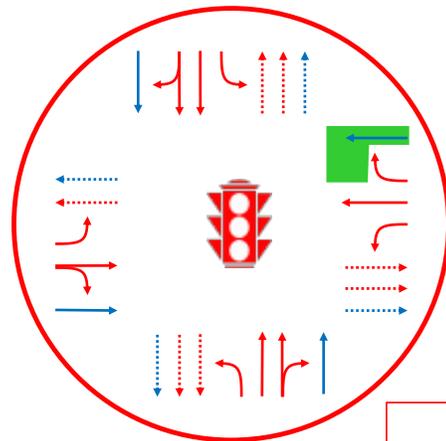
Existing Bicycle Signal in Portland



Existing Bicycle Box in Portland



Option A:
Bicycle Signal



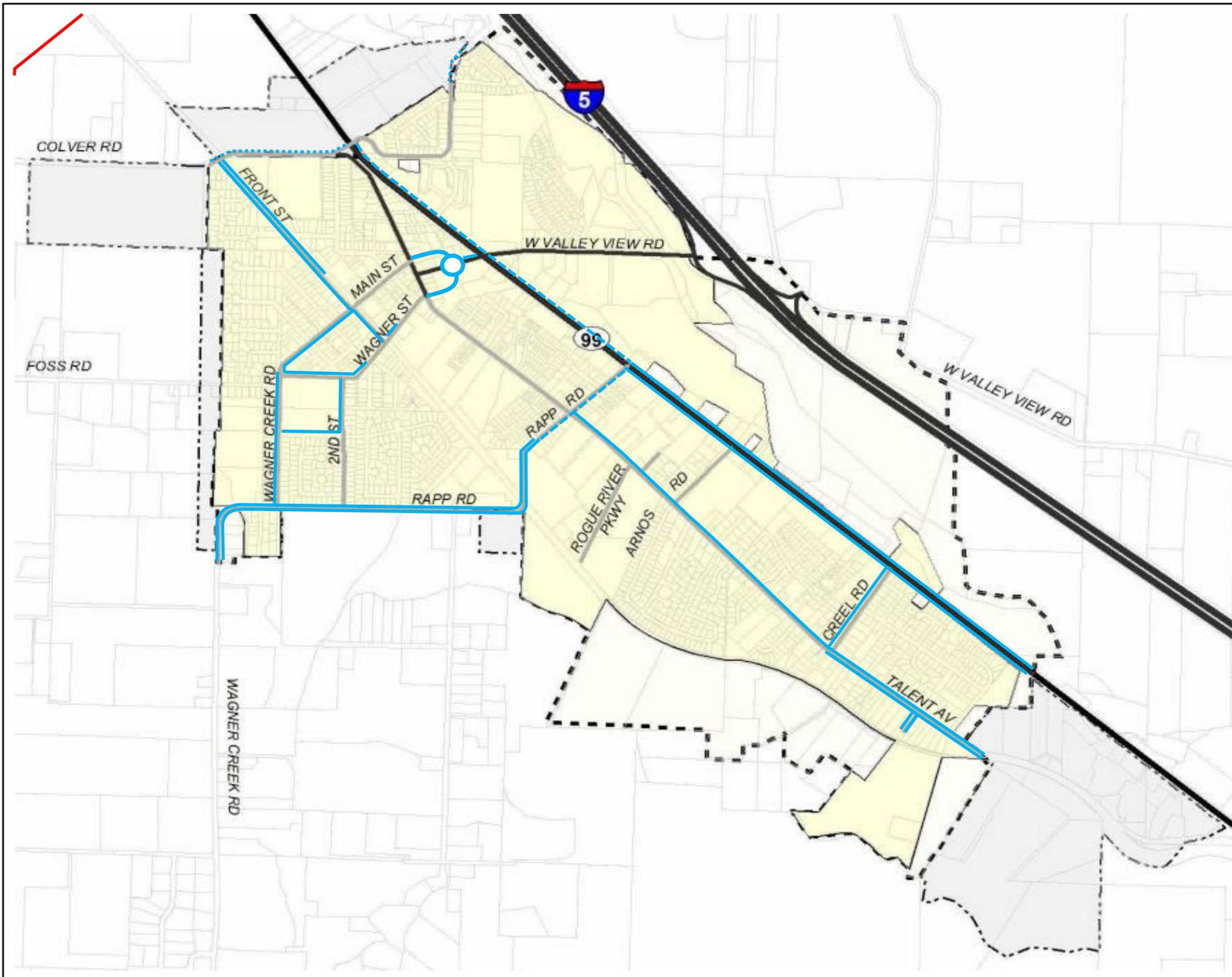
Option B:
Bike Box

Legend

- Motor Vehicle Travel Lane
- Bike Lane
- Traffic Signal
- Bicycle Signal Head
- Bike Box

City of Talent TSP

Figure 4-9
BP-4: W. Valley View/OR Intersection
At-Grade Improvements



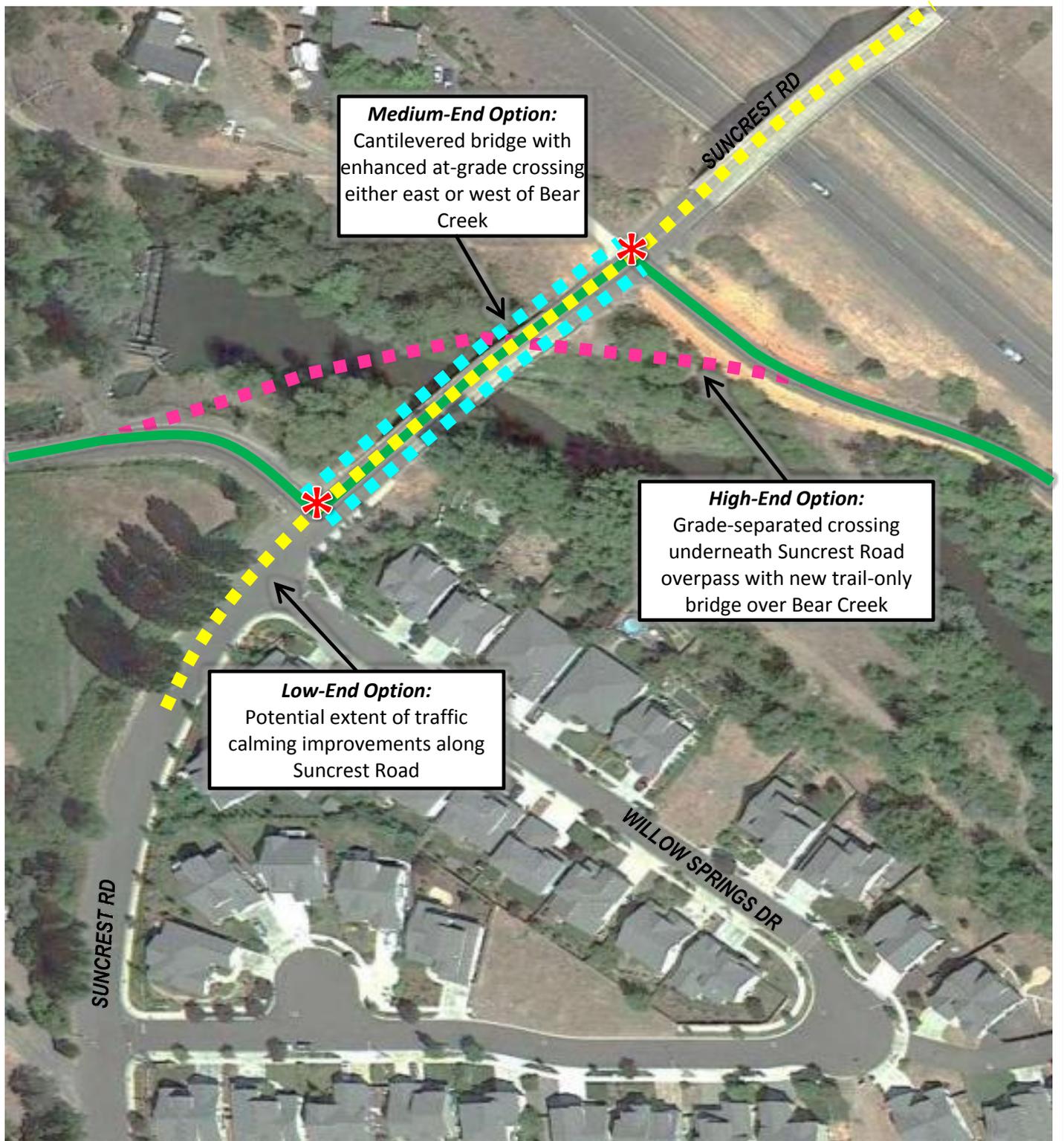
Legend

- New Sidewalk Facility
- - - Sidewalk Infill
- · · New Sidewalks with UGB Expansion
- Urban Growth Boundary
- Urban Reserve Areas
- City Limits



City of Talent TSP

Figure 4-10
BP-5: Complete Priority Sidewalk Network



Legend

-  Low-End Option
-  Medium-End Option
-  High-End Option

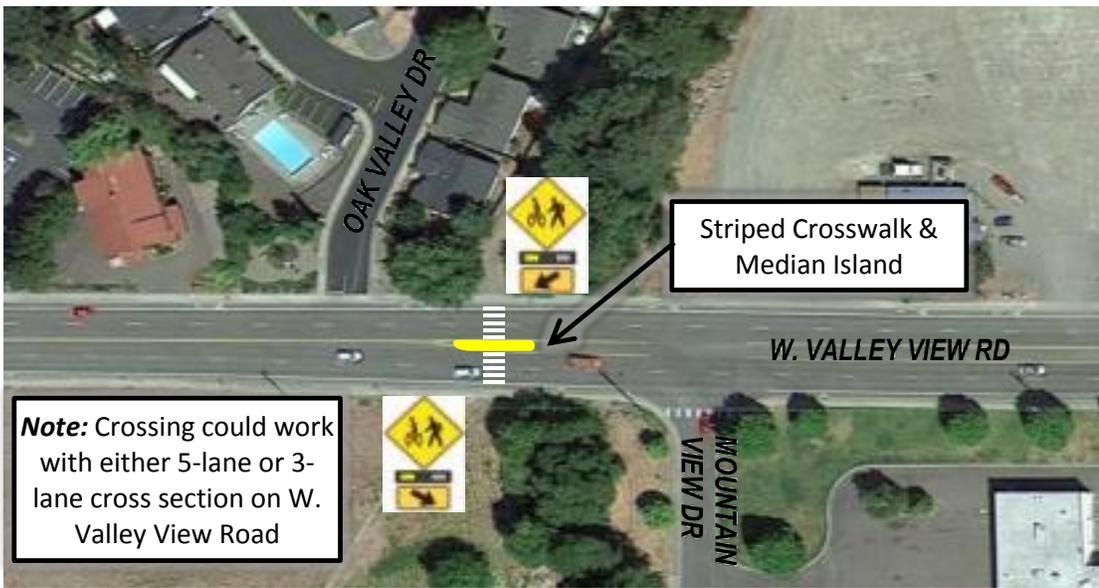
-  Potential Enhanced At-Grade Crossing Location (Medium)
-  Bear Creek Greenway

City of Talent TSP

Figure 4-11

BP-8: Bear Creek Greenway Relignment at Suncrest Road





Pedestrian-Activated Crossing in Ashland (Flashing Beacon)



Rectangular Rapid Flashing Beacon

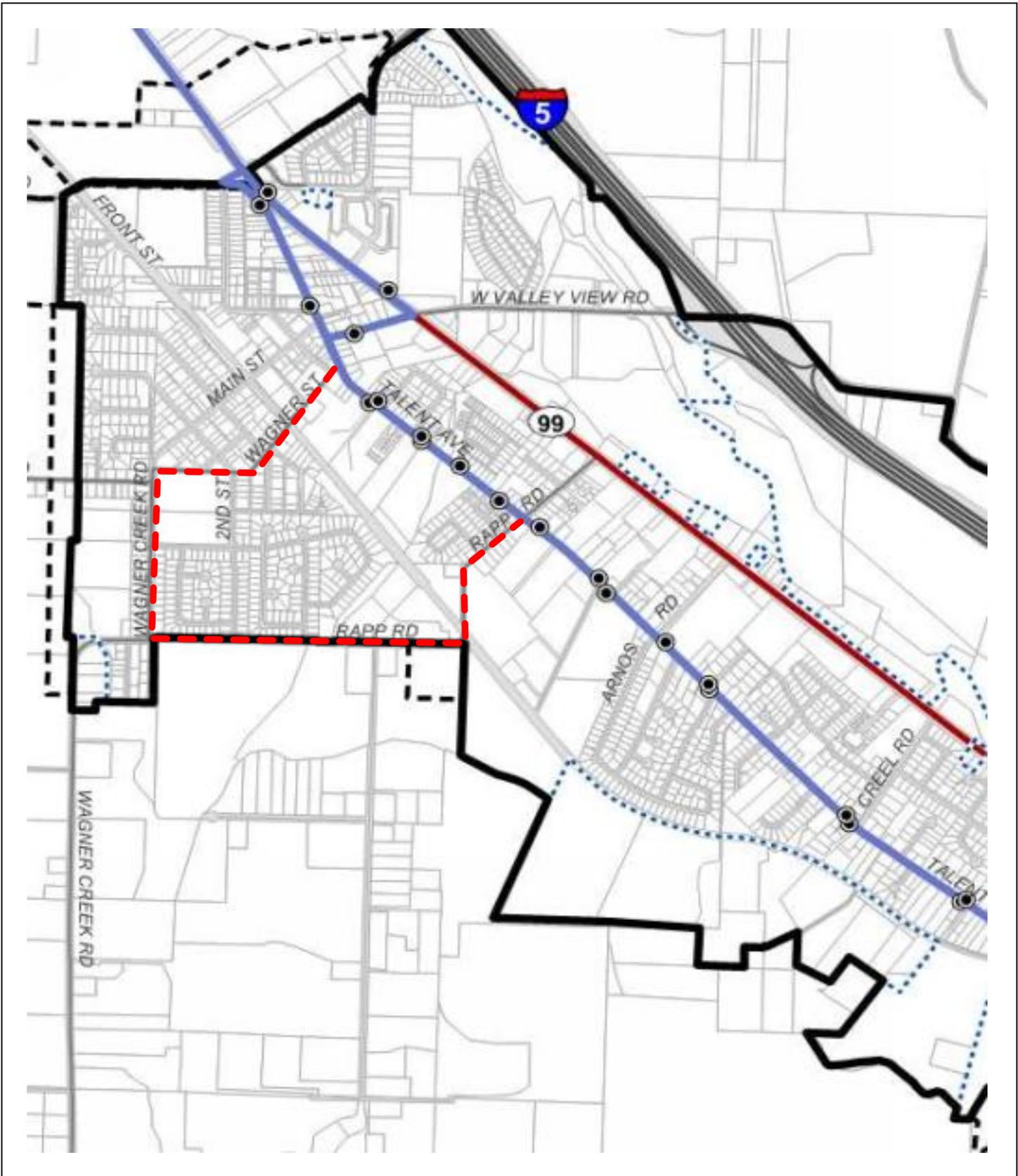
Legend

-  Striped Crosswalk
-  Raised Median



City of Talent TSP

Figure 4-12
BP-9: Wagner Creek Trail Crossing at West Valley View Road



Legend

-  Existing RVTD Bus Stop
-  Existing RVTD Bus Route #10
-  Potential Reroute
-  Urban Growth Boundary
-  Urban Reserve Areas
-  City Limits

City of Talent TSP

Figure 4-13
T-1 and T-2: Potential Reroute or Local Circulator

City of Talent

Transportation System Plan Update

Draft Technical Memorandum #5:

Preferred System Plan

Prepared for

City of Talent, Oregon
110 East Main Street
Talent, Oregon 97540

and

Oregon Department of Transportation
Region 3
3500 NW Stewart Parkway
Roseburg, Oregon 97470

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

and

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Portland, OR 97201

April 2015

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Appendix A. Funding for Transportation System Projects

Appendix B. Prioritization Guidelines

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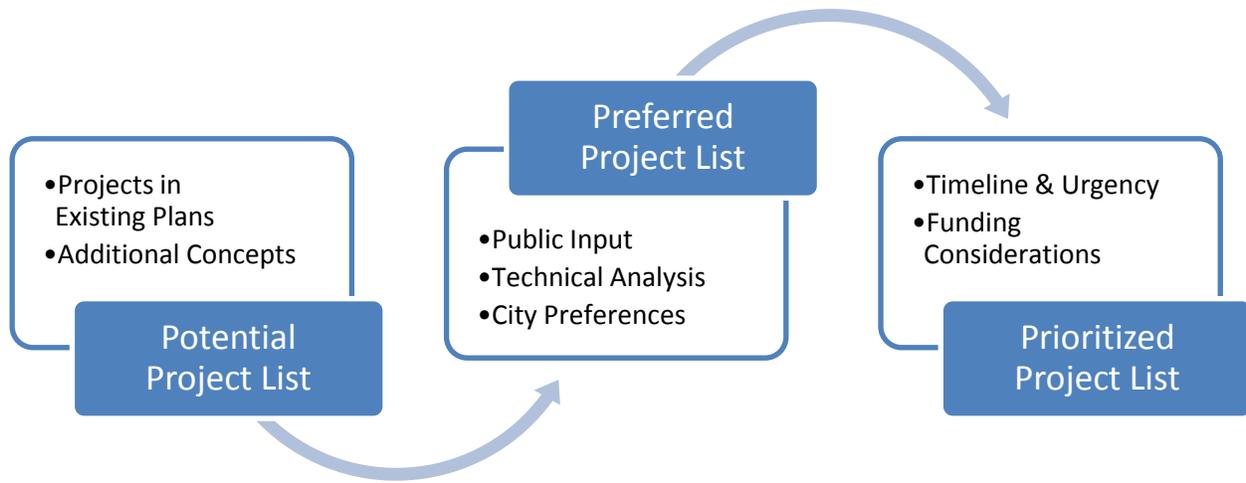
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Table 5-2. Summary of Complete Street & Trail Projects 6

5. PREFERRED SYSTEM PLAN

This technical memorandum summarizes the recommendations for the prioritization of improvements that would constitute the preferred system plan for the City of Talent Transportation System Plan (TSP) Update. These recommendations are based on feedback from the Technical and Citizen Advisory Committees (TAC and CAC), comments received at the Public Open Houses, other community review, and input from other agency staff.

The general steps taken to move from the potential project list identified in Technical Memorandum #4 to a prioritized list of projects are illustrated below.



Since the advancement of any project is contingent upon the availability of future funding, it is important to establish a flexible program of prioritized projects that meet diverse stakeholders needs while leveraging current and future funding opportunities. Ultimately, this refined and prioritized list is intended to serve as a menu of projects, with multiple factors that can be used together to assess the highest priority projects that can be completed within the available budget.

5.1. Funding Summary

Although a financing plan is not required by the TPR (OAR 660-12-040), developing an understanding of how projected funding needs compare with available revenues is important. This memorandum summarizes existing City of Talent transportation budgets followed by an analysis of needs versus revenues. Potential funding sources available from the federal, state and local levels of government are then discussed along with the appropriateness of the available sources to fund projects.

5.1.1. Existing Revenue

The City of Talent collects revenue from a variety of sources that can be used to fund roadway, pedestrian, bicycle, and transit maintenance and improvement projects. These revenue sources, including street utility fees, permit fees, storm drain utility fees, street sweeping fees and state gas tax apportionments comprise the City’s Street Fund which allocates monetary

resources toward general transportation system operations, maintenance, and minor improvement projects. Spending priorities for the Street Fund have been placed on right-of-way maintenance, street repairs, striping, and other maintenance actions necessary to keep the transportation system in stable, usable condition. A smaller source of revenue are System Development Charges (SDCs), which are fees assessed on new building permits at the time development occurs to mitigate the impact of new developments on existing public infrastructure. Street projects are funded by the Transportation SDC fund, which collects fees from new development based on the expected level of traffic generation for a given land use.

Table 5-1 summarizes net total revenues after dedicated expenses between fiscal years (FY) 2011 and 2015 available to the City for transportation projects, including the carryover funding balance from year to year. Figures from FY2011 through FY2013 are actual revenues and expenditures, while FY2014 and FY2015 are adopted amounts.

Table 5-1. Overview of Local Transportation Funding Sources and Expenditures

Revenue Source	FY2011 (Actual)	FY2012 (Actual)	FY2013 (Actual)	FY2014 (Adopted)	FY2015 (Adopted)
Street Fund	\$520,310	\$554,360	\$547,041	\$540,000	\$538,000
<i>Funding Balance</i>	<i>\$413,693</i>	<i>\$483,481</i>	<i>\$573,326</i>	<i>\$400,000</i>	<i>\$273,000</i>
Transportation SDC Fund	\$24,838	\$56,125	\$167,103	\$55,950	\$60,000
<i>Funding Balance</i>	<i>\$255,483</i>	<i>\$151,066</i>	<i>\$207,950</i>	<i>\$220,350</i>	<i>\$226,000</i>
Total Dedicated Annual Revenues (Gross)	\$545,148	\$610,485	\$714,144	\$595,950	\$598,000
Total Expenses ¹	\$292,789	\$311,505	\$311,099	\$399,450	\$461,100
Total Dedicated Annual Revenues (Net)	\$252,359	\$298,980	\$403,045	\$196,500	\$136,900

Notes:

1. Expenditures include Personnel, Materials & Services, and Capital Outlay.

Source: City of Talent Adopted City Budgets, FY 2011-15

5.1.2. Revenue Expectations

Based on a review of previous City budgets, an estimated \$615,000 of revenue is available annually from the Street and Transportation SDC funds, the two main sources of revenue for transportation projects. Over 20 years, the City is expected to earn \$12.3 million in transportation revenue (2014 dollars) assuming that existing funding sources remain stable and no new revenue streams are established. In addition, the City spends an average of \$355,000 annually on expenses related to personnel, materials and services. Assuming that expenses continue at approximately 58 percent of total revenue, the City can expect \$5.2 million in net revenue over the 20-year planning horizon of the TSP.

5.1.3. Additional Revenue Resources

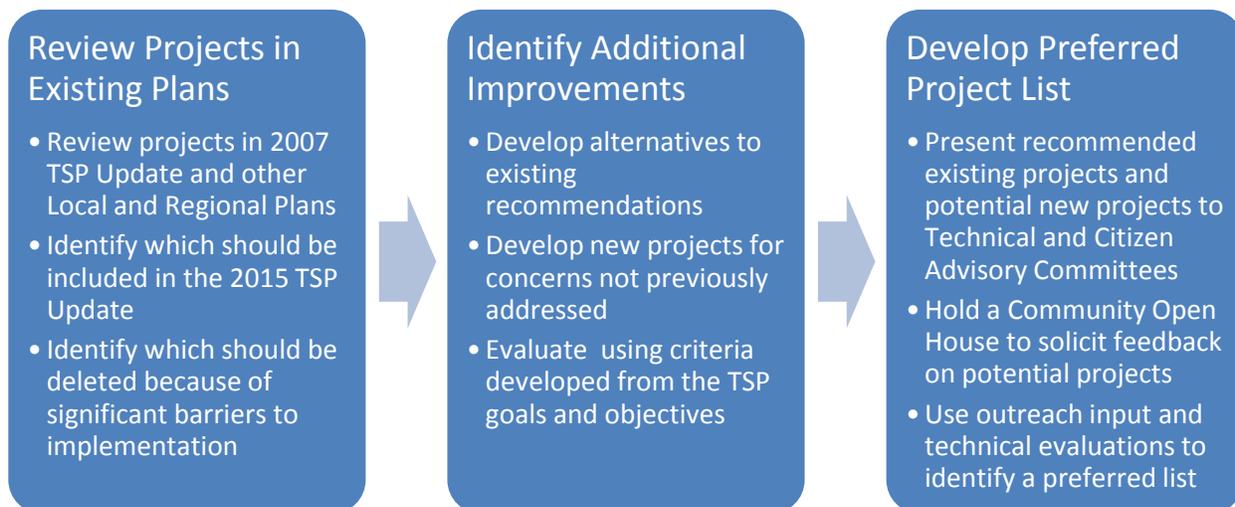
In addition, there are various funding sources which the City could leverage to finance transportation improvements. However, most of these opportunities would involve applying for

competitive grants that require interagency cooperation with regional and state partners. Any projects in Talent entered into the Statewide Transportation Improvement Program (STIP) are eligible for federal funding from the Surface Transportation Program (STP). Talent is also located in the Rogue Valley Metropolitan Planning Organization (RVMPO), which maintains a list of projects in its Regional Transportation Plan (RTP) that are eligible for discretionary funds paid through the federal STP and Congestion Management/Air Quality (CMAQ) programs. Other potential funding mechanisms include a citywide gas tax, local improvement districts (LID), downtown parking fees, revenue bonds and statewide grant and loan funding opportunities which include the ConnectOregon, Oregon Transportation Infrastructure Bank, Immediate Opportunity Fund and Special City Allotment programs. Transit improvements to local bus service in collaboration with the Rogue Valley Transit District (RVTD) can be financed through formula funds from the Federal Transit Administration.

Appendix A provides a complete overview of funding for transportation system projects in the Talent TSP. It identifies potential local, state, regional, and federal funding sources that could be used for the implementation of projects recommended as part of the preferred transportation system. Transportation system revenue forecast assumptions that incorporate these funding sources are also included.

5.2. Project Selection Process

The preferred project list for this TSP update was developed in steps, as illustrated below. The first two steps are described in detail in Technical Memorandum #4.



The initial project list was refined and then presented to the Technical and Citizen Advisory Committees and a Community Open House was held to solicit feedback. Using the outreach input and the technical evaluations, City staff reviewed the project list and developed the preferred list of projects. Several local street projects were also added that were noted to be important to the community. Once the project list was established, it then moved into the prioritization process.

5.3. Project Prioritization

Projects for the TSP are prioritized based on community priorities, urgency of the need, funding availability and complexity of the project. Two factors were considered in the prioritization process 1) need (high, medium, and low priority), and 2) by time frame for implementation (short, medium, long, and development driven).

5.3.1. Prioritization Criteria

Clearly defined but flexible prioritization criteria can serve a variety of purposes (e.g., funding plans, grant applications, etc.). The factors below were used for prioritizing projects, while Appendix B includes more detailed guidelines provided to help with the prioritization process.

Priority

- High priority with significant benefits to the community
- Medium importance with moderate benefits to the community
- Low importance with limited localized benefits

Time Frame

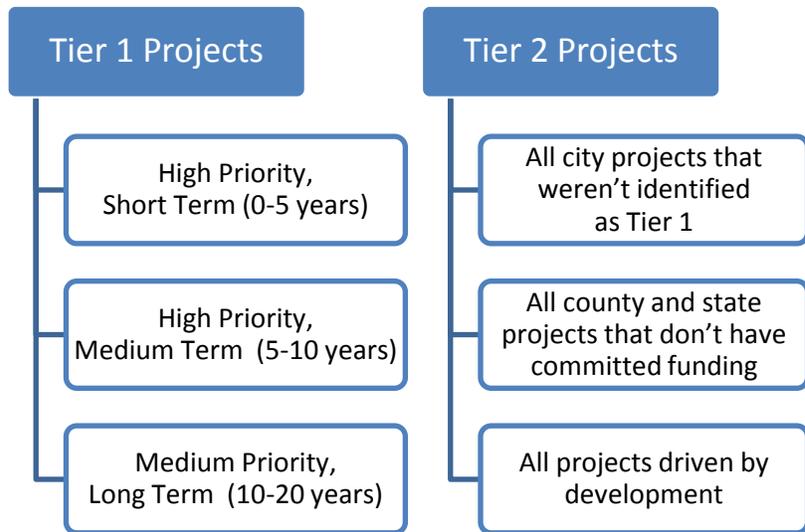
- Short Term - Projects addressing existing transportation issues which should be prioritized for funding
- Medium Term - Projects are generally larger and more complex in nature (possibly needing planning or environmental analysis) but still requiring near-term funding consideration
- Long Term - Projects with unmet “triggers” or other dependence on interim projects; with the least urgent need for funding
- Development Driven - Projects that would only occur with future development

Using the outreach input, technical evaluations, and suggested guidelines for prioritizing projects, City staff reviewed the preferred project list and identified a priority (high, medium, low) and timeline (short, medium, long, development driven) for each project.

5.3.2. Funding Considerations

The preferred project list was developed with an unconstrained budget to identify a comprehensive list that focuses on filling gaps and meeting needs. However, the total cost of the project list is greater than the City’s ability to raise transportation funds. Projects that would be funded with the City as the primary funding source total nearly \$16 million and an additional \$2 million in projects could require some city contributions. As identified in the Funding Summary, net revenue for transportation projects is estimated at \$5.2 million in net revenue over the 20-year planning horizon of the TSP. The difference is a gap of more the \$10 million.

To acknowledge the gap in funding, the project list was further divided into Tier 1 projects, which have a reasonable likelihood of being funded with existing sources, and Tier 2 projects, which would require new funding sources for implementation. For the draft project list, a simple process was used to suggest a funding tier for City projects, as shown to the right.

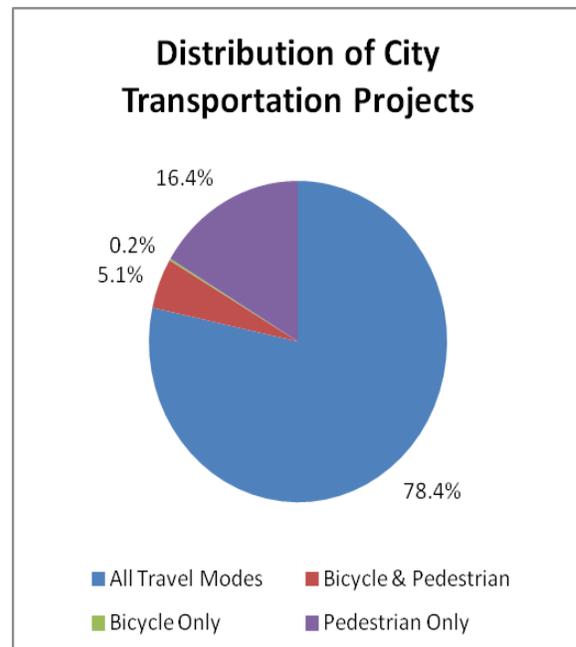


Using these criteria, 18 projects were identified as Tier 1, including one project on OR 99 that is currently included in the STIP. The result was approximately \$7 million in city-funded projects which is greater than the forecast of city revenue for transportation projects based on recent trends. Additional refinement to the project list may be necessary unless higher local revenues for transportation can be secured.

5.3.3. Recommended Project List

The preferred project list resulting from the selection and prioritization process is summarized in Table 5-2. The list consists of 50 “complete streets” and trails projects. The complete streets projects include all improvements that upgrade streets to better serve all travel modes. These projects may be as simple as adding a sidewalk to one side of the street or may involve a complete upgrade to improve the quality of the facility for vehicles, bicyclists, and pedestrians. All new street construction for development would meet the city standard for complete streets. The trails projects are off-street facilities that connect and expand trail network and also connect to or cross the street network.

A breakdown of how city revenue would be invested in the transportation system is illustrated to the right. This estimate includes both Tier 1 and Tier 2 projects that would be implemented by the City.



- Attachments:*
 Appendix A. Funding for Transportation System Projects
 Appendix B. Prioritization Guidelines

Table 5-2. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Timeline	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight					
Short Term											
1	West Valley View Rd - OR 99 to I-5	Restripe roadway to three lanes with buffered bike lanes and address bike lane transition at OR 99	✓	✓	✓	✓	\$250,000	High	Short	City	Tier 1
2	First St - Main St to 850 feet north	Upgrade to local street standards	✓	✓	✓		\$380,000	High	Short	City	Tier 1
3	Second St - Main St to West St.	Upgrade to local street standards	✓	✓	✓		\$210,000	High	Short	City	Tier 1
4	Front St - Colver Rd to Urban Renewal Boundary	Add curbs and sidewalks to both sides of street	✓	✓	✓		\$450,000	High	Short	City	Tier 1
5	Citywide Network	Create a bike priority network with hierarchy of bicycle routes throughout the city		✓			\$20,000	High	Short	City	Tier 1
6	OR 99 - Rapp Rd to Creel Rd (Talent City Limits)	Add curbs and sidewalks and restripe existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes (STIP Key Number 17478)	✓	✓	✓	✓	\$3,300,000	High	Short	State	Tier 1
7	Second St – Wagner St to Schoolhouse Rd	Add curb and sidewalk to west side of street			✓		\$150,000	High	Short	City	Tier 1
8	Schoolhouse Road – Wagner Creek Road to 2nd Street	Add curb and sidewalk to north side of street			✓		\$160,000	High	Short	City	Tier 1
9	Bear Creek Greenway at Suncrest Rd	Install traffic calming improvements on Suncrest Rd		✓	✓		\$100,000	High	Short	County	Tier 2

Table 5-2. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Timeline	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight					
10	Wagner St RR Crossing	Upgrade crossing and provide for pedestrians and bicyclists and upgrade warning devices	✓	✓	✓		\$500,000	Medium	Short	City	Tier 2
11	Talent Ave - Creel Rd to Alpine Way	Upgrade to collector standard	✓	✓	✓		\$960,000	Medium	Short	City	Tier 2
12	Wagner St - Wagner Creek Road to 1st Street	Add curb and sidewalk to north side of street			✓		\$200,000	Medium	Short	City	Tier 2
13	Wagner St - Railroad Crossing to John Street	Add curb and sidewalk to south side of street			✓		\$70,000	Medium	Short	City	Tier 2
14	Main St - West St to Front St	Add curb and sidewalk to south side of street			✓		\$240,000	Medium	Short	City	Tier 2
Medium Term											
15	West Valley View Rd - OR 99 to I-5	Add hardscaping (landscaped islands and/or raised barrier) in bike lane buffers	✓	✓	✓	✓	\$250,000	High	Medium	City	Tier 1
16	Rapp Rd - 150' south of Graham Way to Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$1,080,000	High	Medium	City	Tier 1
17	Foss Rd - Wagner St to City Limits	Upgrade to collector standard	✓	✓	✓		\$400,000	High	Medium	City	Tier 1
18	Creel Rd – 75 feet east of Lithia Way to OR 99	Add curb and sidewalk to north side of street			✓		\$120,000	High	Medium	City	Tier 1
19	West Valley View Rd @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	High	Medium	City	Tier 1
20	OR 99 - Creel Rd to Bear Creek Greenway connection	Construct a 10-foot-wide multi-use path along the east side of the highway		✓	✓		\$250,000	High	Medium	State	Tier 2

Table 5-2. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Timeline	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight					
21	First St - Main St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$270,000	Medium	Medium	City	Tier 2
22	Second St. - Main St to Wagner St.	Upgrade to local street standards	✓	✓	✓		\$240,000	Medium	Medium	City	Tier 2
23	OR 99 – Creel Rd (Talent City) Limits to S Valley View	Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulder	✓	✓	✓	✓	\$700,000	Medium	Medium	State	Tier 2
24	Talent Ave - 200' south of Wagner St to Main St	Remove parking on one side of street (west) and stripe bike lanes through downtown Talent		✓			\$10,000	Medium	Medium	City	Tier 2
25	Front St - Urban Renewal Boundary to Wagner St	Add curb and sidewalk to west side of street			✓		\$320,000	Medium	Medium	City	Tier 2
26	OR 99 @ Wagner Creek Greenway Trail	Create a mid-block crossing with pedestrian-activated device		✓	✓		\$100,000	Medium	Medium	City/State	Tier 2
27	Wagner Creek Greenway Path OR 99 to 225 feet west of OR 99	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$25,000	Medium	Medium	City	Tier 2
28	Wagner Creek Greenway Path OR 99 to West Valley View Rd	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$60,000	Medium	Medium	Other	Tier 2
29	Wagner Creek Greenway Path West Valley View Rd to Bear Creek Greenway	Construct new 10-foot-wide multimodal path near Wagner Creek connecting to Bear Creek Greenway		✓	✓		\$500,000	Medium	Medium	City	Tier 2
30	Bear Creek Greenway	Enhance connections to OR 99 throughout OR 99 corridor with wayfinding signage and other amenities		✓	✓		\$450,000	Medium	Medium	Other	Tier 2

Table 5-2. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Timeline	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight					
Long Term											
31	Rapp Rd - Wagner Creek Bridge	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$600,000	Medium	Long	City	Tier 1
32	Rapp Rd - Wagner Creek Bridge to Wagner Creek Rd	Rebuild and upgrade to (major) collector standard	✓	✓	✓	✓	\$950,000	Medium	Long	City	Tier 1
33	Wagner Creek Rd - West St to Rapp Rd	Upgrade to major collector standard	✓	✓	✓		\$960,000	Medium	Long	City	Tier 1
34	Talent Avenue – Rapp Road to Creel Road	Add curb and sidewalk to east side of street			✓		\$920,000	Medium	Long	City	Tier 1
35	Rapp Rd – Graham Way to OR 99	Add curb and sidewalk to south side of street to eliminate gaps			✓		\$70,000	Medium	Long	City	Tier 1
36	Wagner Creek Greenway Path—Rapp Rd to Talent Ave	Construct new 10-foot-wide multimodal path near Wagner Creek		✓	✓		\$200,000	Medium	Long	City	Tier 2
37	Bear Creek Greenway Access	Create ramp connection to north side of West Valley View Rd		✓	✓		\$250,000	Medium	Long	Other	Tier 2
38	Bain St - First St to Wagner St	Upgrade to local street standards	✓	✓	✓		\$230,000	Low	Long	City	Tier 2
39	Westside Bypass - Wagner Creek Rd/Rapp Rd to Colver Rd	Construct new collector street west of city	✓	✓	✓	✓	\$2,730,000	Low	Long	City	Tier 2
40	West Valley View Rd west of I-5	Widen shoulders		✓	✓		\$1,500,000 ¹	Low	Long	City/County	Tier 2
41	Wagner St Extension - Talent Ave to West Valley View Rd	Construct new collector street (50 ft) to complete downtown improvements	✓	✓	✓		\$730,000	Medium	Long	City	Tier 2

Table 5-2. Summary of Complete Street & Trail Projects

ID	Location	Description	Mode				Preliminary Estimated Cost	Priority	Timeline	Likely Funding Source	Funding Tier
			Vehicle	Bicycle	Pedestrian	Freight					
42	West Valley View Road I-5 Overcrossing	Widen shoulders		✓	✓		\$8,000,000 ¹	Low	Long	State	Tier 2
43	Bear Creek Greenway	Upgrade 800 feet of path north of West Valley View Road to statewide multi-use path standards (minimum 10 feet, desired 12 feet)		✓	✓		\$305,000	Low	Long	Other	Tier 2
44	Arnos Trail	Connect Arnos St to the Bear Creek Greenway		✓	✓		n/a	Low	Long	Other	Tier 2
Development Driven Projects											
45	Railroad District Collector—Belmont Rd to Rapp Rd	Construct new collector street to serve UGB area south and west of Railroad tracks	✓	✓	✓		\$4,100,000	Low	Undetermined	Other	Tier 2
46	Rapp Rd Railroad Crossing	Realign street and upgrade crossing	✓	✓	✓	✓	\$800,000	Low	Undetermined	City	Tier 2
47	Belmont Rd - Talent Ave to Railroad District Collector	Upgrade to collector standard and upgrade railroad crossing & restrict other crossings (Pleasant View, Hilltop, public to south)	✓	✓	✓		\$800,000	Low	Undetermined	City	Tier 2
48	Suncrest Road Connector	Construct new collector street through Urban Reserve Area TA-5 from east of signal at OR 99 to Willow Springs Dr	✓	✓	✓		\$1,500,000	Low	Undetermined	Other	Tier 2
49	Colver Road – West UGB to OR 99	Add sidewalk to north side of street			✓		\$260,000	Low	Undetermined	City	Tier 2
50	Suncrest Road – Autumn Ridge Road [east] to East UGB	Add curb and sidewalk to north side of street			✓		\$160,000	Low	Undetermined	City	Tier 2

Notes:

1. Project cost estimates from I-5 Exit 21 Interchange Area Management Plan

Appendix A. Funding for Transportation System Projects

City of Talent

Transportation System Plan Update

Draft Technical Memorandum #5

Appendix A:

Funding for Transportation System Projects

Prepared for

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March 2015

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A. FUNDING FOR TRANSPORTATION SYSTEM PROJECTS

This appendix reviews existing and potential funding sources for projects in the Talent Transportation System Plan (TSP). It identifies potential local, state, regional, and federal funding sources that could be used for the implementation of projects recommended as part of the preferred transportation system. Transportation system revenue forecast assumptions that incorporate these funding sources are also included.

A.1. Overview of Local Funds

The City of Talent (City) collects revenue from a variety of sources that can be used to fund roadway, pedestrian, bicycle, and transit maintenance and improvement projects. Local funds dedicated to the transportation system are described in the following sections. Table A-1 summarizes net total revenues after dedicated expenses between fiscal years (FY) 2011 and 2015 available to the City for transportation Projects, including the carryover funding balance from year to year. Figures from FY2011 through FY2013 are actual revenues and expenditures, while FY2014 and FY2015 are adopted amounts.

Table A-1. Overview of Revenues and Expenditures

Revenue Source	FY2011 (Actual)	FY2012 (Actual)	FY2013 (Actual)	FY2014 (Adopted)	FY2015 (Adopted)
Street Fund	\$520,310	\$554,360	\$547,041	\$540,000	\$538,000
<i>Funding Balance</i>	<i>\$413,693</i>	<i>\$483,481</i>	<i>\$573,326</i>	<i>\$400,000</i>	<i>\$273,000</i>
Transportation SDC Fund	\$24,838	\$56,125	\$167,103	\$55,950	\$60,000
<i>Funding Balance</i>	<i>\$255,483</i>	<i>\$151,066</i>	<i>\$207,950</i>	<i>\$220,350</i>	<i>\$226,000</i>
Total Dedicated Annual Revenues (Gross)	\$545,148	\$610,485	\$714,144	\$595,950	\$598,000
Total Expenses ¹	\$292,789	\$311,505	\$311,099	\$399,450	\$461,100
Total Dedicated Annual Revenues (Net)	\$252,359	\$298,980	\$403,045	\$196,500	\$136,900

Notes:

1. Expenditures include Personnel, Materials & Services, and Capital Outlay.

Source: City of Talent Adopted City Budgets, FY 2011-15

Gross revenue subtotals for Street and Transportation SDC funds were calculated by subtracting fund balances from total revenues. Although fund balances are an important part of the City's financing mechanism for transportation projects, they were not included as part of the revenue subtotals because fund balances do not represent inbound revenue from the City's revenue-generating programs (licenses, permits, fees, state gas tax revenue, charges for services, etc.), thereby also making them hard to predict. Net revenue for the Street Fund was calculated by subtracting mandatory transportation expenses (including personnel and materials) from gross revenue. This total is the amount of money the City can spend on discretionary projects for transportation. There are no mandatory expenses within the SDC Fund. The totals for net revenue do not include interest or existing fund balances.

A.1.1. Street Fund

The City Street Fund is a special revenue fund which allocates monetary resources toward general transportation system operations, maintenance, and minor improvement projects. Spending priorities for the Street Fund have been placed on right-of-way maintenance, street repairs, striping, and other maintenance actions necessary to keep the transportation system in stable, usable condition for general transport and heavy truck loading. The Street Fund is comprised of both local and state-derived funding channels, including street utility fees, permit fees, storm drain utility fees, street sweeping feeds and state gas tax apportionments.

A.1.2. Transportation System Development Charge (SDC) Fund

System development charges (SDCs) are fees assessed on new building permits at the time development occurs, and are meant to mitigate the impact of new developments on existing public infrastructure. These fees are designed to finance the construction, extension, or enlargement of a street, community water supply, storm sewer or sewerage or disposal system, or public park. Street projects are funded by the Transportation SDC fund, which collects fees from new development based on the expected level of traffic generation for a given land use.

In the last five years of budgetary activity, the City has exercised Street and Street SDC Funds simultaneously in order to fund certain transportation system projects. Future income from system development charges is difficult to predict, and highly dependent on the economy and the scope and scale of future development in Talent.

A.1.3. Capital Improvement Projects Fund

The revenues for this fund are budgeted as transfers from various other funds or intergovernmental grants, to be used towards capital expenditures to be incurred each year over a fixed period of several years as part of the Capital Improvement Program. This plan identifies the expected beginning and ending date for each project, the amount to be expended in each year, and the method of paying for those expenditures. Transportation projects are primarily paid through interfund transfers from the Street and Transportation SDC Funds.

Based on a review of Adopted City Budgets, net total revenues that can be spent on the transportation system (Street and Transportation SDC funds) averaged \$257,557 annually after dedicated expenses, and experienced negative growth at a rate of 45.7 percent between FY2010-11 and FY2014-15, mostly due to the rising cost of mandatory expenses. SDC Fund revenues

Street Fund gross revenues grew slightly between FY2010-11 and FY2014-15, averaging \$539,942 per year on average, yet grew at a slower rate than the SDC Fund during the same period, with each experiencing average revenue growth rates of 3.3 and 141.5 percent, respectively. SDC gross revenues averaged \$72,803 over the 5-year period, with FY2013 a significant outlier. Because SDC revenues are derived from fees assessed to new development, this revenue is less stable over time than the Street Fund.

Table A-2 provides an overview of the Capital Improvement Project fund, which is the City's budgetary vehicle for financing capital improvement projects. Both General and Special Revenue (Parks, Street, SDC, etc.) Funds are incorporated into the Capital Improvement Projects Fund through the City's interfund transfer process. . These funds are typically earmarked for specific transportation projects and may be comprised of both Street and Transportation SDC revenues. With the exception of intergovernmental grants, generally no new revenue is earned within the Capital Improvement Project Fund.

Table A-2. Overview of Capital Improvement Fund

Revenue Source	FY2011 (Actual)	FY2012 (Actual)	FY2013 (Actual)	FY2014 (Adopted)	FY2015 (Adopted)
Transfers to Capital Improvement Fund from Street/SDC Funds	\$287,685	\$155,000	\$472,515	\$661,353	\$484,650
Grant Revenues for Transportation Projects	\$535,918	\$0	\$0	\$0	\$0
Amount Spent on Transportation Projects	\$643,049	\$354,309	\$464,277	\$540,620	\$1,084,045

Source: City of Talent Adopted City Budgets, FY 2011-15

A.1.4. Funding Forecast

This section provides a 20-year forecast for local transportation funds (Street and Transportation SDC) based on a five year fiscal analysis of Talent Adopted City Budgets (FY 2010-11 through FY 2014-15). The forecast has been calculated in 2014 dollars -- therefore, inflation from the base year (FY 2010-11) is not considered. This analysis assumes that Talent will have roughly \$5.2 million to spend on transportation projects over the next 20 years without additional revenue, either from new citywide funding sources or outside grants (see Table A-3).

Table A-3. 20-Year Local Funding Forecast (2014 Dollars)

Source	Annual ¹	20-Year Forecast ²
Average Revenue	\$612,745	\$12,254,908
Average Expenditures	\$355,189	\$7,103,772
Net Total Revenues	\$257,556	\$5,151,120

Notes:

1. Actual FY 2014-15
2. Approximate values forecasted to 2035.

Source: City of Talent Budget Documents FY 2013-14 and FY 2014-15

A.2. Funding and Finance Sources

In addition to the local funds dedicated to the City transportation system, a variety of established funding sources from federal, state, regional, and local sources are also available to fund future transportation projects in the City of Talent. Table A-4 provides an overview of each

funding source, eligible projects, funding dollar amount, funding restrictions, and other considerations.

It is important to emphasize the distinction between *funding* and *financing* within the context of implementing transportation projects. Funding refers to the revenue for the costs of providing transportation facilities and services. This revenue originates from households and businesses that pay taxes and fees that give the local government money to build and maintain the surface transportation system. Examples of funding mechanisms are tolls, fuel taxes, registration fees, and property taxes. Funding can also come in the form of federal, state, or regional grants that are awarded to individual projects.

In contrast, financing is when the funds for transportation costs are borrowed and paid back over time. Public agencies use financing mechanisms to fund projects in order to reduce the current out-of-pocket costs and spread out payments over time, at the cost of the interest charged to borrow the funds. A popular form of financing is through the selling of bonds, which are a form of debt instrument used to fund municipal projects and backed either by a variety of revenue sources (General Obligation bonds) or through income generated from the specific project (Revenue bonds). The ultimate source of funding for financed costs is not the financing instrument itself but rather the revenue sources used to repay the borrowed funds.

Table A-4. Overview: Funding and Finance Sources

Revenue Source	Funding \$ Available ¹	Eligibility/Restrictions	Public Support/Other Considerations
Street Fund	\$959,067 per fiscal year ²	Already implemented in Talent; used as stable funding for ongoing street repair, maintenance, and capital improvement projects.	Between 2009 and 2014, the Street Fund expenditures have grown by 12.6%; it's reasonable to assume that future Street Fund allocations could be higher.
Street Utility Fee	\$159,000 per fiscal year	Already implemented in Talent, used for ongoing street repair, maintenance, and capital project funding.	Street Utility Fee revenues have decreased by about 1% between FY2010-11 and FY2014-15.
System Development Charges	\$190,665; potential revenue dependent on level of development.	Already implemented in Talent; used for capital improvement projects and associated "improvement fees", "reimbursement fees", and matching funds. A budget amendment process is required before reserved funds can be transferred to the CIP Fund.	Unpredictable; highly regulated by the State and monitored carefully by the development community.
Storm Drain Utility Fee	\$51,299 per fiscal year	Already implemented in Talent; A budget amendment process is required before reserved funds can be transferred to the CIP Fund.	Funds not dedicated to the transportation system; Specific projects are required before allocation.
State Gas Tax Revenues	\$328,997 per fiscal year	A State of Oregon fuel tax rate for gasoline is \$0.30 per gallon.	2% increase in revenue between FY2010-11 and FY2014-15.

Table A-4. Overview: Funding and Finance Sources

Revenue Source	Funding \$ Available ¹	Eligibility/Restrictions	Public Support/Other Considerations
Local Gas Tax	Revenues can range from \$0.01 to \$0.03 per gallon	Any city in Oregon can levy a gas tax; street projects are typically eligible for revenue	Local gas taxes may be controversial. Revenues dependent on market pricing and sales.
Parking fees	Potential revenue dependent on parking fee rate and amount of parking charged	Not implemented in Talent; Downtown is the area most likely suited to charging for parking; no limit on projects eligible for revenue	Stakeholder concerns; downtown parking fees may be controversial
Local Improvement Districts (LID)	Dependent on size of LID and levy rate	Wide variety of projects could be funded in specific neighborhoods; no restriction on projects eligible for revenue except that they must be located within the LID	LIDs are established by City Council resolution with the intention of implementing desired public improvements, either initiated by Council or in response to petition of a majority of local property owners
Bonds	Varies	Form of debt instrument used to fund municipal projects and backed either by a variety of revenue sources (General Obligation bonds) or through income generated from the specific project (Revenue bonds); no limit on projects eligible for financing	
Tax Increment Financing/ Urban Renewal Area (URA)	Potential revenue depends on size of URA	Already implemented in Talent, which can declare up to 25% of its land area as an URA; no restriction on projects eligible for TIF except that they must be located within the URA	
State highway fund	Depends on apportionment of funds based on city population; cities receive 16 percent of all funds	Eligible projects include construction and maintenance of state and local highways, bridges and roadside rest areas	
Statewide Transportation Improvement Plan (STIP) "Fix It"	Varies	Must be "repair" projects that maintain or fix the transportation system)	Projects must generally take place on streets with a federal functional classification of collector or higher
Statewide Transportation Plan (STIP) "Enhance"	Varies	Eligible projects include roadway, bridge, bike/ped and transit capital; projects must be programmed through the Metropolitan Transportation Improvement Program (MTIP) and STIP	Projects must generally take place on streets with a federal functional classification of collector or higher
Recreational trails program	About \$1.5 million statewide (per year)	Must be a trail project; preference given to "non-transportation" trails	

Table A-4. Overview: Funding and Finance Sources

Revenue Source	Funding \$ Available ¹	Eligibility/Restrictions	Public Support/Other Considerations
Transportation Alternatives- Oregon Bicycle and Pedestrian Program	Approximately \$9 million available every 2 years	Eligible projects include bicycle/pedestrian facilities, scenic beautification, historic preservation, and environmental mitigation	
All Roads Transportation Safety Program	\$166 million statewide over 4-year grant cycle	Eligible projects include safety improvements at crash hotspots and along high risk corridors	Local match of 7.78 percent is required
Connect Oregon	\$42 million available statewide in most recent biennium	Projects must be non-highway related (cannot be eligible for State Highway Fund revenue)	
Oregon Immediate Opportunity Fund	Between \$250k and \$2 million, depending on project type	Primarily focused on road projects that provide economic development benefits	
Oregon Transportation Infrastructure Bank	Loan amounts vary	Eligible projects include highway, transit capital, or bikeway/pedestrian access projects on highway right-of-way	Loans may be controversial, in that their repayment may require city financial resources that could be spent elsewhere
Highway Trust Fund	Varies; hundreds of millions available statewide	Eligible projects include roadway, bridge, bike/ped and transit capital; projects must be programmed through the MTIP and STIP	Projects must generally take place on streets with a federal functional classification of collector or higher
Federal Transit Administration formula funding grants	Varies; Rogue Valley metro is eligible for formula funding towards planning, transit capital projects, bus-related improvements	Projects must be transit or transit-related and require cooperation with RVTD and RVMPO	
FTA Section 5310 grants	Varies; requires a non-federal match of 20 percent	Discretionary grants are eligible for transit capital projects that enhance accessibility of older adults and those with disabilities	
Non-Point Source Implementation Grants	Varies	Eligible projects include transportation projects that integrate stormwater treatment	

Notes:

1. All values are approximate.
2. Based on FY 2012-14 Revenues (pre-expenses).

A.2.1. Local Funding Sources

This section describes existing and possible future local funding sources for the City of Talent. Major local funding sources include Street Fund revenues, local gas tax revenue, system

development charges, Capital Improvement Project Fund revenues, and the City's share of State Highway Fund revenue.

Street Fund

The Street Fund is a special revenue fund which allocates monetary resources toward general transportation system operations, maintenance, and minor improvement projects. The Street Fund accounts for the City's share of the State of Oregon's special gas tax revenues and for transportation and storm drain utility fees. More specifically, the Street Fund is composed of committed balances, encroachment permits, special gas tax revenues, storm drain utility fees, street utility fees, asset sales, miscellaneous refunds, insurance claim proceeds, and interest earnings. This revenue is restricted to street related maintenance and repair, including sidewalks and storm drains. Funding from special assessments, intergovernmental and miscellaneous revenues also support street related activities. Between FY2014 and FY2015, the Street Fund has experienced a 30 percent reduction in revenues, mostly due to decreased committed fund balances (-62 percent), decreased interest earnings (-83 percent), and a loss of miscellaneous refunds and insurance claim proceeds (-100 percent).

Street Utility Fees

The Street Utility Fee was increased in July 2007. This has provided stable funding for ongoing street repair and maintenance and capital project funding. The City should see a slight increase in state funding in FY2014-15. Management of the Street Fund has allowed the City to set aside funding to complete street projects on the interior streets of Talent and to provide the matching funds needed to complete capital improvements.

Most city residents pay water and sewer utility fees. Street utility fees apply the same concepts to city streets. A fee is assessed to all businesses and households in the city for use of streets based on the amount of traffic typically generated by a particular use. Street utility fees differ from water and sewer fees because usage cannot be easily monitored. The fees are typically used to pay for maintenance projects. Street utility fees are currently collected by the cities of Ashland, Medford, Phoenix and Talent.

System Development Charge Fund

System Development Charges (SDCs) are fees imposed on new development that create or increase the demand for transportation services and facilities. These fees can be used for a wide variety of transportation capital improvements, which refers to facilities or assets including but not limited to streets, sidewalks, bike paths, street lights, street trees, public transit, vehicle parking, and bridges. SDC revenue is highly dependent on the type and amount of development occurring in Talent. These fees are based on land use, building size and the number of peak hour trips generated and must be regularly adjusted based on the infrastructure needs of the City and the projects proposed by the Talent TSP.

SDCs are collected when a building permit is issued. All SDC Fees collected by the City go into a separate fund and cannot be used for operating expenses. There are specific rules for

allocating SDC funds to construction projects, which have been established by State Law and are closely monitored by external organizations. In addition to establishing the fee based on the anticipated future projects, a determination has to be made as to what portion of that fee can be used as “improvement fees” (fees/costs associated with capital improvements to be constructed that will increase the capacity of a system) and what portion is designated “reimbursement fees” (costs associated with capital improvements already constructed or under construction).

The City has been able to accumulate and spend substantial reserves within the SDC Fund, due to the growth that has taken place since 2002. Between FY2010-11 and FY2014-15, SDC revenues outpaced Street Fund revenues by 12 percent, on average. The SDC Fund is a highly viable local resource for implementing capital outlay as part of the preferred transportation system plan.

Capital improvement projects are currently funded with existing SDC fund balances and not projected revenues. Funds that remain in the SDC Fund are accounted for as “reserved for Future Improvements”. Before any of these reserved funds can be transferred to the CIP Fund and actually spent they would have to go through a budget amendment process. While the use of SDCs is a tremendous tool for the City in dealing with the impact of new development, the use of these fees is heavily regulated by the State and monitored carefully by the development community.

Capital Improvement Program Fund

The Capital Improvement Program Fund (CIP) is utilized to manage capital projects in the coming year, and also to allow funds to be set aside for capital projects beyond the current budget year. Revenue sources for the CIP for specific projects can come internally from the General, Street, Parks, Water, or SDC Funds, or externally from grants, loans, and other agencies, including the Talent Urban Renewable Agency (TURA).

Projects included in the CIP are generally over \$5,000 in cost and have a useful life of more than one year. A CIP has been developed for all capital projects identified as important to be completed in the next five years. While the CIP identifies the projects, sets the priorities and assigns costs in today’s dollars, the customary accounting mechanism to manage these projects is to establish a separate accounting fund specific for this purpose that does not close out until the project is complete or cancelled. Each year the funds and projects are re-evaluated to determine if priorities have changed due to the availability of funds, or if a particular project or problem can be solved in another manner.

The CIP has been applied to a variety of street and transportation system improvements. Street projects planned for FY2015 include improvements to North Front Street, sidewalk improvements on Second Street and Schoolhouse, Community Hall Alley improvements, and miscellaneous other improvements. The FY2014-15 Adopted Budget also indicates that the City is setting aside additional funding for future projects on Lithia Way and Rapp Road. A summary

of transportation projects funded by the Capital Improvements Projects Fund over the last five years is provided below in Table A-5.

Table A-5. Capital Improvements Projects Fund Expenditures on Transportation Projects, FY2010-11 to FY2014-15

Project	FY11	FY12	FY13	FY14	FY15
CIP Unallocated Street Funding	-	-	-	\$405	\$5,425
Misc. Sidewalk Improvements	-	-	-	\$10,000	\$15,000
Misc. Alley Pavement	-	\$103,097	-	-	-
Gibson Improvement	-	\$3,208	\$449,644	\$37,000	-
North Front Street Improvements	-	-	\$3,269	\$229,065	\$254,470
OR 99 Street Improvements	-	-	-	-	\$400,000
Lithia Way Improvements	-	-	-	\$160,600	\$160,600
Rapp Road Improvements	-	-	-	\$103,550	\$128,550
Sidewalk Second & Schoolhouse	-	-	-	-	\$30,000
Community Hall Alley Improvements	-	-	-	-	\$90,000
Arnos Street Improvements	\$18,868	\$248,004	\$11,364	-	-
West Valley View Downtown	\$572,679	-	-	-	-
Dog Park Talent Avenue	\$808	-	-	-	-
Talent Avenue Curb & Sidewalk to Rapp Rd.	\$50,695	-	-	-	-
Total Transportation Expenditures	\$643,050	\$354,309	\$464,277	\$540,620	\$1,084,045
Average Expenditures Per Year	\$617,260				
Average Change	25.8%				

Source: City of Talent Budget Documents FY 2013-14 and FY 2014-15

Other Local Sources

Other potential local sources for funding are described below.

Interfund Transfers

The City of Talent can reserve non-dedicated funds for transportation projects via the Interfund Transfer process. This allows the City to transfer General and Special Revenue funds into the Capital Improvement Program Fund for specific transportation system projects. Eligible funds include General, Street, Park, SDC, and Water Funds. Funding transportation projects via Interfund Transfers requires a budget amendment process, with expense proposals linked to specific planned projects (including TSP projects). Table A-6 summarizes transfers to the Capital Improvement Projects Fund over the last five years from the Street and SDC Funds. Although revenues from other sources such as the Parks and Water Funds were also transferred to the Capital Improvement Projects Fund during the same timeframe, only select Street and SDC revenues were included because they were directly associated with the capital construction of the transportation project. Parks and Water transfers typically supported ancillary services to the capital construction of the transportation project, such as drainage work and environmental services.

Table A-6. Transfers to the Capital Improvement Projects Fund Dedicated to the Capital Construction of Transportation Projects, FY2010-11 to FY2014-15

Transfer Source	FY11	FY12	FY13	FY14	FY15
Street Fund	\$157,732	\$248,097	\$393,600	\$385,083	\$198,650
Gibson Street Improvements	-	\$150,000	-	\$85,233	-
Arnos Street Improvements	\$136,982	\$5,000	-	-	-
North Front Street Improvements	-	-	\$83,600	\$36,500	\$60,000
Lithia Way Improvements	-	-	-	\$59,800	\$23,650
Rapp Road Improvements	-	-	-	\$103,550	\$25,000
OR 99 Street Improvements	-	-	\$300,000	\$100,000	-
Sidewalk @ Second and Schoolhouse	-	-	-	-	\$30,000
Community Hall Alley Improvements	-	-	-	-	\$45,000
Talent Ave. Curb & Sidewalk Improvements	\$20,750	-	-	-	-
Miscellaneous Sidewalk Improvements	-	-	\$10,000	-	\$15,000
Unallocated	-	\$93,097	-	-	-
SDC Transportation Fund	\$129,953	-	\$78,915	\$130,850	-
North Front Street Improvements	-	-	\$78,915	\$30,050	-
Lithia Way Improvements	-	-	-	\$100,800	-
Arnos Street Improvements	\$129,953	-	-	-	-
Total Transportation Transfers to CIPF	\$287,685	\$248,097	\$472,515	\$515,933	\$198,650

Source: City of Talent Budget Documents FY 2013-14 and FY 2014-15

Local Gas Tax

Local fuel tax revenues offer a potential funding source for Talent TSP projects. Based on gasoline sales and current revenues, a \$0.01 local gas tax could yield approximately \$10,000 - \$20,000 in additional annual transportation revenue (depending on volume of gasoline sales within the City). Not every city in Oregon levies a local gas tax; of those that do, the local tax rate ranges from \$0.01 to \$0.03 per gallon. Talent does not currently charge a local gas tax. Many cities in Oregon charge a local diesel fuel tax in addition to gasoline taxes. Of those cities that levy a diesel fuel tax, the local tax rate ranges from \$0.01 to \$0.05 per gallon of diesel fuel.

Local Parking Fees

Local parking fees are a common means of generating revenue for public parking maintenance and development. Most cities have some public parking and many charge nominal fees for use of public parking. Cities also generate revenues from parking citations. These fees are generally used for parking-related maintenance and improvements. Parking fees are not currently collected in the Rogue Valley Metropolitan Planning Organization (RVMPO) area.

The City does not currently charge for parking. Income generated by charging parking fees could be used to implement a variety of transportation projects. The collection system would require purchase of parking meter infrastructure, careful study of where to install meters, and

analysis of the appropriate fee amount to charge drivers. However, relatively low demand and abundant free parking availability on nearby neighborhood streets may mean that charging for parking is infeasible.

Revenue Bonds

Revenue bonds are financed by user charges, such as service charges, tolls, admissions fees and rents. If revenues from user charges are not sufficient to meet the debt service payments, the bond issuer generally is not legally obligated to levy taxes to avoid default, unless they are also backed by the full faith and credit of the issuing governmental unit. In that case, they are called Indirect General Obligation Bonds. Revenue bonds can be secured by a local gas tax, street utility fee or other transportation-related stable revenue stream.

Tax Increment Financing (Urban Renewal Districts)

The Talent Urban Renewal Agency was formed in 1991 as a long term investment strategy by the City to eliminate blight and deterioration and improve assessed values within a defined area in downtown Talent. The Agency designs and builds streets, sidewalks and parks; replaces old water lines; puts some power lines underground; installs street lights and trees; builds parks and civic spaces; assists economic development; and provides facade improvement grants for commercial and historic structures.

The Agency receives a portion of local property taxes, calculated each year according to changes in assessed value within the urban renewal boundary. Funding for projects comes from the private sale of bonds, which are repaid with a portion of property tax revenue over the life of the Agency, or through short term borrowing. Currently, the Agency plans to have all projects completed and bonds paid off by December 2016.

Special Assessments

Special assessments are charges levied on property owners for neighborhood public facilities and services, with each property assessed a portion of total project cost. They are commonly used for such public works projects as street paving, drainage, parking facilities and sewer lines. The justification for such levies is that many of these public works activities provide services to or directly enhance the value of nearby land, thereby providing direct financial benefits to its owners. Urban renewal agencies are essentially a form of a special assessment district.

Local Improvement Districts (LIDs)

Local Improvement Districts are legal entities established by local government to levy special assessments designed to fund improvements that have local benefits. Through an LID, streets or other transportation improvements are constructed and a fee is assessed to adjacent property owners. LIDs are currently being used by RVMPO jurisdictions.

Local Improvement Districts can be created by property owners within a district to raise revenues for infrastructure improvements within district boundaries. Typically, property owners work together to form an LID. An LID could potentially fund specific improvements in

certain neighborhoods; they are often formed to make sidewalk improvements. LIDs can be difficult to establish and rely on the cooperation of property owners.

Property Taxes

Local property taxes are used to fund public transportation and could be used to fund other transportation projects. Within the Rogue Valley Transportation District, a portion of the property tax revenue (18 cents per \$1000 assessed valuation) collected by the state goes to Rogue Valley Transit District.

General Obligation Bonds

All taxpayers of the issuing governmental unit, which must pay the interest and principal on the debt as they come due, finance general Obligation (GO) bonds. Municipal bonds are GO bonds issued by a local governmental subdivision, such as a city, and are secured by the full faith and credit of the issuing municipality. Oregon law requires GO bonds to be authorized by popular vote.

Revenue Bonds

Revenue or general obligation bonds can help finance construction of capital improvement projects by borrowing money and paying it back over time in smaller installments. Bonds are typically backed by new revenue, like an additional property tax levy.

A.2.2. Federal Funding Sources

Federal grant programs account for a significant portion of transportation infrastructure funds for the City of Talent. Most federal grant monies are distributed by the Oregon Department of Transportation (ODOT) through the Statewide Transportation Improvement Program (STIP). The application process for federal funds is described below in the Statewide Transportation Improvement Program section. The following sub-sections describe federal revenue sources that contribute to City of Talent transportation improvement and development funds.

Federal Highway Administration (FHWA) Funding

Federal surface transportation legislation is the primary federal revenue source for highway projects in the region. The current federal legislation on surface transportation, Moving Ahead for Progress in the 21st Century (MAP-21), was passed on July 6, 2012. It created a streamlined and performance-based transportation program. The current legislation is set to expire on May 31, 2015. At the time of this update, the status of surface transportation legislation is unclear.

Highway Trust Fund

Revenues to the federal Highway Trust Fund (HTF) are comprised of motor vehicle fuel taxes, sales taxes on heavy trucks and trailers, tire taxes and annual heavy truck use fees. HTF funds are split into two accounts – the highway account and transit account. Funds are appropriated

to the states annually, based on allocation formulas in the current legislation governing the HTF.

MAP-21 kept federal funding for transportation at the same rate as the prior legislation (the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users, known as SAFETEA-LU). MAP-21 consolidated the 90 different programs in SAFETEA-LU into 30, eliminated transportation earmarks, and reduced funding for pedestrian, bicycle and similar projects by one third. Despite these changes and modest reduction in Transportation Enhancement (now Transportation Alternatives) funds, MAP-21 largely continues federal transportation funding and policy enacted under SAFETEA-LU. Matching funds are generally required; the current matching ratio is 10.27 percent for projects in Oregon. The state received an estimated \$487 million in federal-aid highway apportionments in FY 2014.

Surface Transportation Program (STP)

The HTF funds the Surface Transportation Program (STP), among other formula programs, which is the primary program that funds local government and non-highway projects. This intermodal block-grant-type program provides funds for a broad range of transportation uses including highway and transit capital projects, carpool projects, bicycle and pedestrian facilities, planning, and research and development. The Federal surface transportation program provides funding for roads functionally classified as rural major collector and above. The program is largely the same as under SAFETEA-LU with the exception that STP funds can be used on certain bridge projects.

STP funds are allocated to the State of Oregon and sub-allocated to MPOs, cities (outside of an MPO), and counties on a formula basis by the Oregon Transportation Commission. Under MAP-21, rehabilitation and replacement projects for bridges not on the NHS (and therefore within the jurisdiction of local municipalities) will be funded out of the STP. Projects that receive federal funding must be included in the four-year STIP and are usually required to be matched with state or local funding. The Rogue Valley Area Commission on Transportation (RVACT) is responsible for allocating funding to local governments under its jurisdiction and will play a central role in prioritizing projects for funding through the Enhance-It STIP. See the STIP funding section below for more information.

It is important to note that actions at the federal level have left state and local governments lacking financial certainty for several years, as Congress has delayed passing comprehensive transportation authorization bills in favor of stop-gap measures such as general fund transfers or small extensions of the current transportation authorization – a situation which is expected to continue for the foreseeable future. The STP funding level is currently \$15 billion greater than existing revenues, and that gap is increasing as the 18.4-cent-per-gallon federal gas tax has not been raised (or indexed to inflation) since 1993 while vehicles become ever more fuel-efficient. In lieu of new revenues, federal surface transportation funding would need to be cut by 30 percent, reducing Oregon's annual federal highway program funding by \$150 million and its annual transit funding by \$30 million. These cuts would have significant impact on the

amount of funding allocated to the RVMPO, and by extension the amount that is available to Talent for transportation projects.

Transportation Alternatives Program (TAP)

A new program within MAP-21, the Transportation Alternatives Program (TAP) replaces the previous Recreational Trails, Safe Routes to School (SRTS), and Transportation Enhancements (TE) programs, and accounts for about 2 percent of total highway funds nationally. This is a significant reduction in funding compared to the level of funding received from the previous programs under SAFETEA-LU; the state of Oregon saw active transportation funds cut by 38 percent. However, the state has the flexibility to continue funding at SAFETEA-LU levels for bicycle/pedestrian programs through at least 2015. Around \$9 million statewide is available from the TAP for these projects; those located within the Rogue Valley metro area will be administered by ODOT. TAP funding is used to partially fund Transportation Alternatives-Oregon Bicycle and Pedestrian Program funding grants, awarded on a 2 year cycle from ODOT.

TAP funds can be used for SRTS and recreational trails projects, as well as most types of projects previously eligible for TE funding, including complete streets, bicycle and pedestrian facilities, scenic or historic highway programs, historic preservation for transportation facilities, rails to trails projects and environmental mitigation activities. While there is no requirement for TAP projects to be located along NHS routes, SRTS projects must be within approximately two miles of a school for kindergarten through eighth grade.

Highway Safety Improvement Program (HSIP)

Highway Safety Improvement Program (HSIP) funds pays for infrastructure projects that improve highway safety. The High Risk Rural Roads Program is eliminated as a set aside; though, HSIP funding can be spent on high risk rural road projects. States that see increased crashes on high risk rural roads face a requirement to obligate a set amount for these projects. With Oregon's funding under the HSIP increased significantly and direction in MAP-21 to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. Through a process that is still under development, safety funding will be distributed to each ODOT region, which will collaborate with local governments to select projects that can reduce fatalities and serious injuries regardless of whether they lie on a local road or a state highway. This program is used to fund the All Roads Transportation Safety (ARTS) program which addresses safety issues for all public roads in Oregon and is administered by ODOT.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Intermodal Surface Transportation Efficiency Act created the CMAQ program to deal with transportation related air pollution. The program is continued under MAP-21. States with areas that are designated as non-attainment for ozone or carbon monoxide (CO) must use their CMAQ funds in those non-attainment areas. A state may use its CMAQ funds in any of its particulate matter (PM10) non-attainment areas, if certain requirements are met. Funds are directed to projects and programs in certain non-attainment areas that meet standards

contained in the Clean Air Act Amendments of 1990 (CAAA). The projects and programs must either be included in the air quality State Implementation Plan (SIP) or be good candidates to contribute to attainment of the National Ambient Air Quality Standards (NAAQS). If a state has no non-attainment areas, the allocated funds may be used for STP or CMAQ projects. The standard local match required for CMAQ is 20 percent. Oregon's required match is 10.27 percent because of Oregon's large share of publicly owned lands.

The City of Talent successfully obtained \$349,500 from the CMAQ Improvement Program in FY2013-14 to implement the Chuck Roberts Parking Lot project. The funds were transferred into the City Capital Improvement Projects Fund.

National Highway Performance Program (NHPP)

Under Map-21, the majority of highway funding will be focused on preserving and improving the NHS under the National Highway Performance Program (NHPP), which combines the Interstate Maintenance and National Highway System programs and a portion of Bridge funding (those bridges on the NHS).

Section 319 Non-Point Source Implementation Grants

Transportation projects that integrate stormwater treatment may be eligible to receive federal funding through Section 319 grants. This program, administered by the Oregon Department of Environmental Quality (DEQ), provides federal funds to address non-point pollution, including stormwater improvement projects. Funding is very competitive, with less than \$500,000 available statewide in the most recent grant cycle. Projects that could be eligible for funding include applying pervious pavements, stormwater detention and retention, and other low impact stormwater development tactics. Funds can be used for all or a portion of a project, but require a minimum 40 percent match.

Community Block Grant Development (CDBG) Program

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to general units of local government and States. The CDBG program is comprised of several program areas, including Entitlement Communities, Small Cities, and State Administered CDBG. Although CDBG is a HUD-administered program dealing largely with stabilizing housing, neighborhoods, and communities via real property acquisition, public services, and special economic development activities, funds can also be used for public facilities and improvements. Public improvements may include elements of the transportation system such as streets and sidewalks. Since FY2010, the City of Talent has successfully obtained over \$3,670,000 of CDBG funding for waterline and community center projects. These grants have averaged over \$910,500 annually, presenting a viable opportunity for securing future funding for transportation projects.

Federal Transit Administration Formula Grants

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban mass transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive mass transportation systems. The transit formula and discretionary program requirements and program structure for FY 15-FY18 have changed from previous legislation.

MAP-21 will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair
- Transportation Planning

Urbanized Area Program (Section 5307 and 5340) Funds

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Area program. The Job Access and Reverse Commute (JARC) program is eliminated as a standalone program, but urbanized areas are required to spend a portion of their FTA resources on these activities. The federal share for capital assistance is 80 percent. The federal share for operating assistance is 50 percent. The federal share for ADA non-fixed route paratransit service is 80 percent and can use up to 10 percent of a recipient's apportionment.

Rural Area Program (Section 5311) Funds

The Rural Area program (Section 5311) provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more).

Enhanced Mobility for Seniors & Individuals with Disabilities (Section 5310) Funds

The New Freedom (Section 5317) program is consolidated into the Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) to create a single program that will fund activities designed to enhance the mobility of seniors and individuals with disabilities. MAP-21 makes this program subject to the standard non-federal match rate of 20 percent. Operating assistance is now an eligible expense with a 50 percent non-federal match rate. Funds are distributed by formula.

Bus and Bus Facilities (Section 5339) Funds

The Bus and Bus Facilities Program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. This program replaced the Section 5309 Bus and Bus Facilities Program. It is a formula grant program and requires a 20 percent match.

State of Good Repair (Section 5337) Funds

The State of Good Repair program is a formula based program that is dedicated to repairing and upgrading the nation's rail transit system along with high-intensity motor bus systems that use high-occupancy vehicle lanes. This program replaces the Fixed Guideway Modernization program. RVMPO does not receive 5337 funds.

Metropolitan Statewide Transportation Planning (Section 5303) Funds

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

The Federal Transit Administration (FTA) manages a number of grants available to transit agencies nationwide for the purpose of funding transit or transit-related projects. The Rogue Valley metro area is eligible for Section 5307 Urbanized Area and Section 5339 Bus and Bus Facilities formula funding under MAP-21. Section 5307 funds are available for transit capital assistance and for transportation planning. Section 5339 provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The City of Talent and RVTD should continue to coordinate and fund transit improvements in Talent. Specific improvements called out in the RTP include enhanced transit stops, and potential access improvements to northbound bus stops in downtown Talent, including improved crosswalks.

Enhanced Mobility for Seniors and Individuals with Disabilities (5310)

Section 5310 discretionary funds support transit capital projects that enhance the accessibility of older adults and those with disabilities. Under MAP-21, FTA will appropriate these funds directly to RVMPO to distribute within the urbanized area. This program requires a non-federal match of 20 percent.

A.2.3. State Funding Sources

Statewide Transportation Improvement Program

The STIP¹ is the 4-year capital improvement program for the state of Oregon. It provides a schedule and identifies funding for projects throughout the state. Projects included in the STIP are generally “regionally significant” and are prioritized by MPOs. The relevant MPO for Talent is the Rogue Valley MPO. All regionally significant state and local projects, as well as all federally-funded projects and programs, must be included in the MPO’s metropolitan transportation improvement program (MTIP) and subsequently included in the STIP. ODOT estimates that \$98 million in Enhance funds will be available to RVMPO from 2013-2038.

About 80 percent of STIP projects use federal funds, most of which originate from MAP-21 programs. In addition, Regional Flexible Funds competitive grants awarded every two years towards bicycle, pedestrian, transit and Transportation Demand Management (TDM) projects are now included in the STIP. The STIP is the major transportation funding program for most state and federal transportation funds.

The draft 2015-2018 STIP has been developed. Previous STIPs had six program categories: modernization, safety, preservation, bridge, operations, and special programs. Starting with the 2015-2018 STIP, ODOT divided the funding pools into two broad categories: “Fix it” and “Enhance.” “Fix it” projects are those that preserve and maintain the current transportation system. The Fix-It project selection process is similar to prior STIPs as these projects are developed mainly from management systems that help identify needs based on technical information for things like pavement and bridges. “Enhance” projects are those that enhance, expand or improve the transportation system. The Enhance process is the significant change for the future and reflects ODOT's goal to become a more multimodal agency and make investment decisions based on the system as a whole, not for each mode or project type separately.

The main purpose behind this reorganization is to allow maximum flexibility to fund projects that reflect community and state values and needs, rather than those that fit best into prescriptive program definitions. Other benefits include:

- Local governments and ODOT Regions can submit one type of application for a variety of Enhance projects.
- ACTs and others can more fully participate in the STIP development process by helping to select all Enhance projects.
- The same information is now available for all kinds of Enhance projects including anticipated benefits.
- Different investments and modes can be compared and considered altogether.
- ACTs can prioritize all Enhance projects important to the area.

¹ More information on the STIP can be found at: <http://www.oregon.gov/ODOT/TD/STIP/Pages/default.aspx>.

ODOT STIP Funds

In the RVMPO area, STIP funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways in the region. STIP-funded projects generally require a 10.27 percent non-federal match. Bridges not on the NHS are funded using STP flexible funds. The OTC and ODOT began a new program with the development of the 2015-2018 STIP. Previously, there were several smaller programs with a separate funding pool and project selection process for each. The primary objective of the change is to enable ODOT to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a multimodal way.

Eligibility

In general, STIP Enhance funds can be used to fund roadway, bridge, bicycle/pedestrian and transit capital projects. STIP Fix-It funds are eligible for projects that maintain repair ODOT’s portion of the transportation system. Only certain streets are eligible to receive federal funds – generally those streets with federal functional classification of “major collector” and higher classification streets. A number of streets in Talent have this classification, including OR 99, West Valley View Road, Talent Avenue, Colver Road and others. However, STIP projects are also funded by other sources, meaning many streets in Talent are likely eligible under either the “Fix it” or “Enhance” categories described below in Table A-7.

Table A-7. Draft 2015-18 STIP Funding Pool Activities

Applicable “Fix-it” activities include:	Applicable “Enhance” activities include:
<ul style="list-style-type: none"> ▪ Bridges and culverts (state owned) ▪ High-risk rural roads ▪ Illumination, signs, and signals ▪ Safety ▪ Pavement preservation ▪ Repairs to bicycle/pedestrian facilities on state-owned routes ▪ Rail-highway crossings 	<ul style="list-style-type: none"> ▪ Bicycle and/or pedestrian facilities on or off the highway right-of-way ▪ Most projects previously eligible for Transportation Enhancement funds ▪ Bicycle/Pedestrian, Transit (capital only), TDM projects eligible for Flexible Funds (using federal STP and CMAQ funds) ▪ Safe Routes to School (infrastructure projects) ▪ Transportation Alternatives (new with MAP-21)

There is now one application for “Enhance” projects – ODOT will determine which funding mechanism is most appropriate for individual projects.

Application Process

The application process for projects on the 2015-2018 STIP is complete as of this writing, but future STIPs will continue to use this new funding arrangement. “Fix it” projects will be selected through a collaborative process between ODOT and ACTs, while ODOT will determine which funding mechanism is most appropriate for individual “Enhance” projects. It should be noted that this reorganization of funding programs does not represent a fundamental change in the types of projects that will be funded through the STIP.

An additional step the City or local school district could take to improve the likelihood of funding through “Enhance” STIP projects is to complete a *Safe Routes to School Action Plan*. These plans detail specific programmatic actions as well as capital improvements that improve the walking and cycling environment around and between schools. Completing an Action Plan(s) will help those projects near or adjacent to schools receive “Enhance” funding.²

Oregon State Highway Funds

The major source of funding for transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, and licensing and registration fees. Approximately 40 percent of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the remaining 60 percent for improving and maintaining the state system. County shares of the Fund are based on the number of vehicle registrations, while the allocations to the cities are based on population. The majority of the funds received by cities and counties are used for maintenance projects.

State funds are distributed by the Oregon Transportation Commission (OTC). Revenues to the fund are comprised of fuel taxes, vehicle registration and title fees, driver’s license fees, and the truck weight-mile tax. Of these revenues, approximately 59 percent are retained by the state, 25 percent are distributed to counties and 16 percent are distributed to cities. State funds may be used for construction and maintenance of state and local highways, bridges and roadside rest areas. State law requires that a minimum of 1 percent of all highway funds be used for pedestrian and bicycle projects in any given fiscal year. However, cities and counties receiving state funds may “bank” their pedestrian and bicycle allotment for larger projects.

Oregon Special Transportation Funds (STF)

ODOT's Public Transit section administers a discretionary grant program (Community Transportation Program) derived from state cigarette tax revenues that provides supplementary support for selected transit-related projects.

Oregon House Bill 2001 Funds

In 2009, the Oregon Legislature passed a bill (HB 2001) that increased gas taxes and registration fees for the purposes of increasing revenues for transportation projects throughout the state. Included in HB 2001 were specific projects within each ODOT Region; future efforts could be made to include specific transportation projects in Talent.

Increased State Highway Fund revenues

Gas tax revenue to the State Highway Fund has not kept pace with inflation or demands of the state’s transportation system. ODOT is exploring new revenue models to meet state transportation needs, such as a vehicle miles travelled (VMT) tax, which may result in increased

² More information about the Safe Routes program and Action Plans can be found at: <http://oregonsaferoutes.org/>.

funds for state transportation programs in coming years. However, full implementation of any VMT program is expected to take up to 20 years.

Other State Sources

Recreational Trails Program (RTP)

This program is administered by the Oregon Parks and Recreation Department. RTP funding is intended for recreational trail projects, and can be used for acquiring land and easement and building new trails. Grant funds pay up to 80 percent of project costs while project sponsors must match project costs by at least 20 percent. Funding varies greatly from year to year, with about \$1.3 million awarded state-wide in 2011 and \$2.1 million in 2010. Approximately \$1.5 million in state-wide funds are available in 2014.³

ConnectOregon Program

ConnectOregon provides grants and loans for non-highway transportation projects, backed by bonds on state lottery proceeds. \$42 million in bonds were authorized for the most recent biennium. The program funds rail, port/marine, aviation, and transit projects. In addition, the Legislature in 2013 made bicycle and pedestrian projects that are not eligible for State Highway Funds eligible to compete for ConnectOregon funding. If the state legislature makes further authorizations, a number of Talent's transportation projects may be eligible based on funding criteria.⁴

Oregon Immediate Opportunity Fund

The Oregon Immediate Opportunity Fund supports economic development in Oregon through construction and improvements of streets and roads. Funds are discretionary and may only be used when other sources of financial support are unavailable or insufficient. The objectives of the Opportunity Fund are providing street or road improvements to influence the location, relocation, or retention of a firm in Oregon, providing procedures and funds for the OTC to respond quickly to economic development opportunities, and providing criteria and procedures for the Oregon Economic and Community Development Department (OECDD), other agencies, local government and the private sector to work with ODOT in providing road improvements needed to ensure specific job development opportunities for Oregon, or to revitalize business or industrial centers.⁵

³ More information about the Recreational Trails Program can be found at <http://www.oregon.gov/oprd/grants/Pages/trails.aspx>.

⁴ More information about the ConnectOregon Program can be found at <http://www.oregon.gov/ODOT/TD/TP/pages/connector.aspx>.

⁵ More information about the Oregon Immediate Opportunity Fund can be found at <http://www.oregon.gov/ODOT/TD/TP/Plans/IOF.pdf>.

Oregon Transportation Infrastructure Bank (OTIB)

OTIB is a statewide revolving loan fund available for highway projects on major collectors or higher classifications and bicycle or pedestrian access projects on highway right-of-way. Applications are accepted at any time.⁶

Transportation Alternatives-Oregon Bicycle and Pedestrian Program

The Transportation Alternatives-Oregon Bicycle and Pedestrian Program is a combined funding grant supported by federal TAP funds and state Bicycle/Pedestrian grant funds and administered by ODOT on a 2-year funding cycle. In conjunction with MAP-21, ODOT combined these formerly separate solicitations in 2012 as part of the STIP Enhance process. Projects and activities that are eligible for this program include bicycle/pedestrian facilities, scenic beautification, historic preservation, and environmental mitigation.⁷

All Roads Transportation Safety Program

The All Roads Transportation Safety Program (ARTS) is a new funding program beginning in 2017 that intends to reduce the instance of fatalities and serious injuries on all public roads statewide. ARTS grant funds are paid by federal HSIP dollars and will be awarded by ODOT on a 4 year cycle. At least half of the funding will be required to be spent on safety improvements to systemically reduce risks along a roadway or corridor. The ARTS program consists of three areas for systemic improvements: Roadway Departure, Intersection, and Pedestrian and Bicycle. Some funding may also be used on safety mitigation measures at locations where there are documented crash risks.

A total of \$166 million is available statewide for the program during this time period, with regional allocations based on the proportion of fatalities and serious injuries occurred within the ODOT Region during the previous five years. Of this amount, a total of \$25.8 million will be available to Region 3 for safety projects, which will follow the STIP Enhance process. A local match of 7.78 percent will be required for projects that spend HSIP funds.⁸

A.2.4. Regional Funding Sources

RVMPO, the elected regional government, coordinates the Flexible Funds transportation grant programs, which is distributed to local jurisdictions to help fund transportation projects.

⁶ More information about the Oregon Transportation Infrastructure Bank can be found at <http://www.oregon.gov/ODOT/cs/fs/Pages/otib.aspx>.

⁷ For more information about the Transportation Alternatives-Oregon Bicycle and Pedestrian Program, see http://www.oregon.gov/ODOT/TD/AT/Pages/TE_OBPAC.aspx.

⁸ For more information about the All Roads Transportation Safety Program, see <http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/ARTS.aspx>.

Flexible Funds

RVMPO manages the allocation of regional flexible funds. These discretionary funds come from two federal funding sources: STP and the Congestion Mitigation/Air Quality program (CMAQ). RVMPO can use these funds for a wide variety of projects, including transit oriented development, active transportation, high capacity transit, transportation system management, and regional planning projects. These projects must include a 10.27 percent non-federal match. The City of Talent did not receive any funds in the latest round of grant awards. Funding is allocated through a competitive process at the MPO level. An estimated \$133 million in STP funds and \$117 million in CMAQ funds will be available to the RVMPO for the duration of the current RTP (2013-2038).

The MPO's Metropolitan Transportation Improvement Program (MTIP) is a 4-year program for highway and transit improvements and is the formal programming mechanism by which funds are committed to specific transportation projects. Included in the MTIP is \$1.7 million a year in STP funds (with half dedicated towards enhancing RVTD service) and \$2.6 million in CMAQ funds awarded annually by RVMPO.

The City of Talent currently has four (4) projects proposed in the 2013-2038 Regional Transportation Plan (RTP) without a committed funding source. Projects are scheduled across short (2013 – 2018), medium (2019 – 2027), and long (2028 – 2038) ranges. Table A-8 (below) summarize the proposed projects in the 2013 – 2028 RTP.

Table A-8. Talent Proposed Transportation Projects: 2013-2038 RTP

Project Number	Location	Description	Timing	Cost ¹
208	Chuck Roberts Park Improvements	Project combined with #208, renamed Central Point & Talent Parking Lot Improvements	Short	TBD
717	Rapp Rd. R/R X-ing to Wagner Creek Rd.	Rebuild and upgrade to urban major collector standard (widen lanes, add bicycle lanes, sidewalks)	Medium	\$2,602,269
720	Helms/Hilltop, Rapp Rd. to Belmont St.	Construct new railroad district collector street	Long	\$5,135,993
722	Rogue River Parkway, OR 99 to Talent Ave.	Construct new street or upgrade existing street to major collector	Long	\$3,851,994

Notes:

1. These project have been identified as part of the Tier 1 financially-constrained list of projects; however, specific funding is not committed.

Source: 2013-2018 Rogue Valley Regional Transportation Plan

Project numbers shown in the left hand column are internal tracking numbers for project identification within the RVMPO. As projects are implemented they are added to the RVMPO programming document, the Metropolitan Transportation Improvement Program (MTIP) and forwarded into ODOT's Statewide Transportation Improvement Program (STIP) for authorization to proceed. At the MTIP-STIP stage, projects receive a programming Key Number,

which differs from RTP numbers. The key number is useful for tracking projects through implementation.

RVMPO STP-L Funds

MAP-21 states that 50 percent of the STP funds are to be distributed to areas based on population. The amount RVMPO receives can vary, but since 2005 the amount has been between \$1.2 million and \$1.8 million annually in federal STP-L funds. The RVMPO Policy Committee has the most discretion of these funds within the TIP. A variety of multi-modal projects can be funded with STP funds. Projects must include a 10.27 percent non-federal match.

Rogue Valley Transportation District

The Rogue Valley Transportation District receives transportation revenues from property taxes, fare box revenues, and bus pass revenues. Nearly all sources of federal and state public transit revenue require a local match, with some grants requiring a 50 percent local match.

Other Regional Sources

In April 2002 the Land Conservation and Development Commission (LCDC) approved seven Alternative Measures to bring the RVMPO's 2000 Regional Transportation Plan interim update into compliance with the state's Transportation Planning Rule (TPR). The RVMPO developed these measures because modeling of the 2000 RTP showed that the region could expect a 2.5 percent per capita VMT reduction over the 20-year planning period, falling short of the TPR's 5 percent per capita VMT reduction requirement. The Alternative Measures meet requirements for an alternative measure of reduced reliance on the automobile.

Measure 7 is related to project funding, in order to demonstrate the RVMPO's commitment to implementing the alternative transportation projects upon which many of the proposed measures rely. Funds made available to the RVMPO through the Surface Transportation Program (STP) are the only funds over which the RVMPO has complete discretion. RVMPO jurisdictions agreed to direct 50 percent of this revenue stream, historically used for vehicular capacity expansion projects towards alternative transportation projects. STP funds would be used to expand transit service, or, if RVTD is successful with a local funding package, to fund bicycle/pedestrian and TOD-supportive projects. While STP funds cannot be used to directly fund transit operations, the effect of this increased funding will be to free up funding for transit operations.

LCDC required the RVMPO to demonstrate compliance of these measures, in the form of adopted 5-year benchmarks and 20-year targets. RVMPO established benchmarks of \$2.5 million of funding committed to transit or bicycle/pedestrian/TOD projects in 2010 and \$4.3 million in 2015, representing half of the MPO's estimated accumulation of discretionary funding through the STP. The 20-year target is \$6.4 million of funding in 2020.

Vehicle Registration Fees

Counties can implement a local vehicle registration fee. The fee would be similar to the state vehicle registration fee. A portion of a county's fee could be allocated to local jurisdictions. Jackson County does not currently have a vehicle registration fee.

Fare Box Revenues & Bus Pass Revenues

Portions of RVTD's operating funds are received from fare box revenues and bus pass revenues.

A.2.5. Alternative Funding Sources

Alternative funding sources for transportation projects made available by non-profit, non-governmental, and the private sector were also reviewed. In total, over \$xxxx of potential funding was identified. Table A-9 below summarizes these alternative funding sources.

Table A-9. Alternative Funding Sources Summary

Organization	Program	Description	Award Amount	Eligibility
People For Bikes (NPO)	Community Grants	Provides funding for federally funded projects that build momentum for bicycling in communities across the U.S.	Up to \$10,000	Bike paths, rail trails, mountain bike trails, bike parks, end-of-trip facilities
Cycle Oregon	Community Grants & Signature Grants	Provides funding for environmental conservation, historic preservation, bicycle safety & tourism, and community projects.	Varies; up to \$180,000 per year	Must be a 501(c) 3 or a government agency in Oregon.
Advocacy Alliance	Rapid Response Grants	Provides funding to state and local advocacy organizations to win, increase, or preserve public funding for biking and walking.	Varies; \$1,000 - \$3,000	Eligibility for funding may require additional partnerships

PeopleForBikes Community Grants Program

The PeopleForBikes (PFB) Community Grant Program provides funding for projects that leverage federal funding that encourage bicycling in communities across the U.S. Eligible projects include bike paths and rail-to-trails projects, as well as a variety of recreational projects, such as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. End-of-tip facilities such as bike racks, bike parking, and bike storage are also eligible projects.

Since 1999, PFB have awarded 272 grants to non-profit organizations and local governments in 49 states and the District of Columbia. Investments total nearly \$2.5 million and have leveraged \$650 million in public and private funding.

PFB accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and

from state or federal agencies working locally. PFB only funds projects in the United States. Requests must support a specific project or program; grants cannot fund general operating costs. PeopleForBikes focuses most grant funds on bicycle infrastructure projects such as:

PFB will fund engineering and design work, construction costs including materials, labor, and equipment rental, and reasonable volunteer support costs. For advocacy projects, PFB will fund staffing that is directly related to accomplishing the goals of the initiative.

Application Process

PFB accepts requests for funding of up to \$10,000. A specific percentage match is not required, but agency leverage and funding partnerships are scrutinized very carefully. Grant requests in which Community Grant funding amounts to 50 percent or more of the project budget will not be considered.

The PFB Community Grants Fund places several restrictions on the types of activities that can be funded. Generally speaking, Community Grants Funds are reserved for capital construction costs and cannot be used for planning, outreach, or operational expenses. Certain facilities which are ancillary to actual travel facilities are also restricted, including trailheads, information kiosks, benches, and restroom facilities. Any project in which PFB is the sole or primary funder (constituting greater than 50 percent of the project funding) is strictly prohibited.

PFB generally holds 1-2 open grant cycles every year which are accessible via their online grant application system. A summary of open grant cycles for spring and fall 2015 are provided below in Table A-10.⁹

Evaluation Process

Parties interesting receiving a PFB Community Grant must submit a formal letter of interest and full application to be considered for selection. Interested applicants can submit an online letter of interest through the PFB website. Letters of interest must include basic information about the applying organization, as well as an overview of the project proposed for funding. The PFB Grant Committee will evaluate each application based on the general criteria: project quality, benefits to the community, the applicant's ability to conduct measurement, reasons for project prioritization, and how the project supports diversity (whether geographic or otherwise).

Table A-10. PeopleForBikes Community Grant Program

Spring 2015 Grant Cycle	
Online application opens:	December 15, 2014
Online Letter of Interest due:	January 30, 2015
Notification of LOI status:	February 27, 2015
Full Application due:	April 3, 2015
Grant award notifications:	by May 31, 2015
Fall 2015 Grant Cycle	
Online application opens:	June 15, 2015
Online Letter of Interest due:	July 31, 2015
Notification of LOI status:	September 4, 2015
Full Application due:	October 9, 2015
Grant award notifications:	by December 4, 2015

Source: PeopleForBikes

⁹ For additional information about the PeopleForBikes Community Grants Program, visit: <http://www.peopleforbikes.org/pages/community-grants>.

PFB will subsequently request a full project application from a short list of qualified applicants. Invited organizations will receive access to the online application. Due to a fairly competitive process, PFB are typically only able to fund 10-15 percent of the proposals they receive.

Cycle Oregon Fund

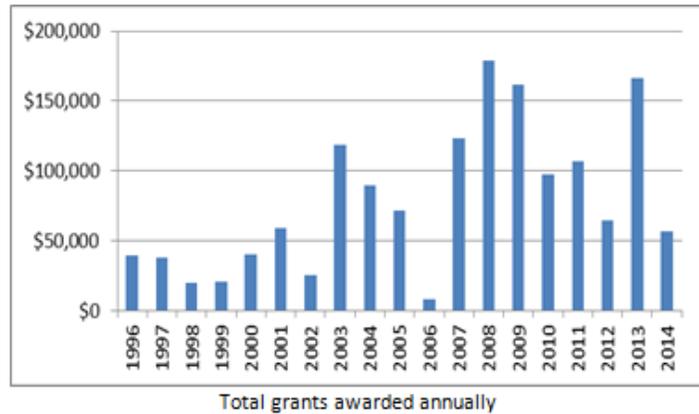
Cycle Oregon is an organized bicycle riding event that raises funds for the Cycle Oregon Fund. The fund was seeded in 1996 by the Oregon Community Foundation, who donated \$300,000 to kick-start the Cycle Oregon Fund.

In 2013 the Cycle Oregon Fund reaching \$2 million. To date, Cycle Oregon has awarded 176 grants totaling \$1,484,064 to various recipients throughout Oregon. Cycle Oregon has two main grant programs: community grants and signature grants.¹⁰

Community Grants Program

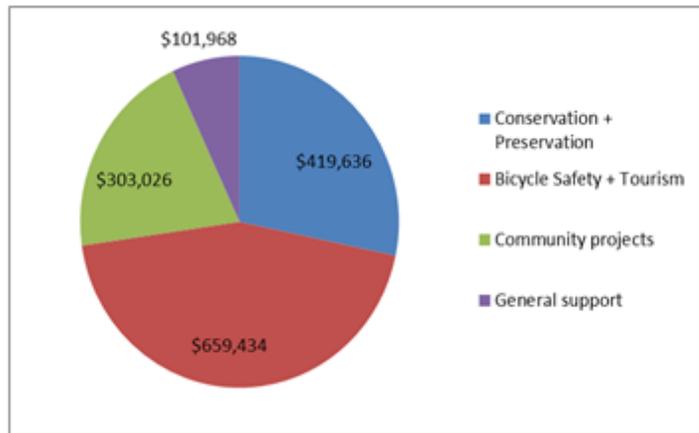
Cycle Oregon’s community grants program helps provide support for the communities selected for Cycle Oregon events. Projects fit into one of three categories: environmental conservation and historic preservation, bicycle safety and tourism and community projects.

Figure A-1. Cycle Oregon Grants Awarded Annually, 1996 -2014



Source: Cycle Oregon (2015)

Figure A-2. Cycle Oregon Grants Awarded by Category, 1996 -2014



Source: Cycle Oregon (2015)

¹⁰ For additional information about the Cycle Oregon Fund, visit: <http://cycleoregon.com/cycle-oregon-fund/>

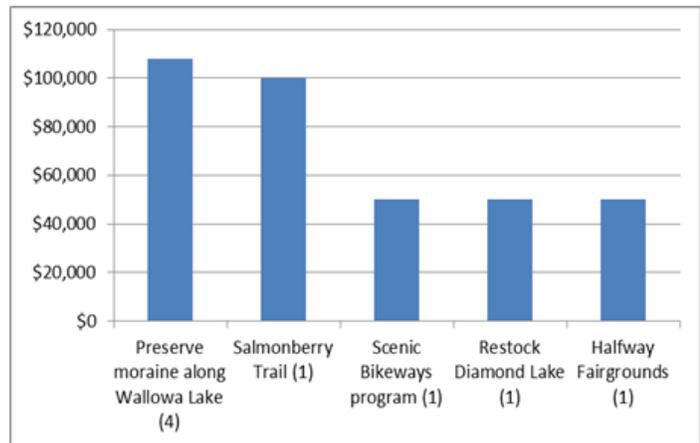
Signature Grants Program

Cycle Oregon's signature grants are determined by Cycle Oregon's board of directors. Signature grants provide funding to catalyze or conclude community projects with statewide impact.

Application & Eligibility

To be eligible for a grant, the organization must be a 501(c)3 or a government agency in Oregon. Projects that most fully address community building projects, bicycle tourism and safety, environmental conservation, and historic preservation will be prioritized. Cycle Oregon will begin accepting 2015 applications in the fall.¹¹

Figure A-3. Signature Grants Awarded by Project, 1996 -2014



Source: Cycle Oregon (2015)

Advocacy Advance Rapid Response Grants

Advocacy Advance emerged through a partnership between the Alliance for Biking and Walking (ABW) and the League of American Bicyclists (LAB). The Rapid Response Grants program was created through private funders REI and SRAM.

Rapid Response Grants help state and local advocacy organizations take advantage of unexpected opportunities to win, increase, or preserve public funding for biking and walking. These grants, accepted on a rolling basis, are for short-term campaigns that will increase or preserve investments in active transportation in communities where program choices are being made on how to spend federal, state, and local funding. Grants range from \$1,000 to \$3,000. In special cases, staff can decide to give more than the requested maximum of \$3,000 and/or give more money during the campaign to further assist the organization.¹²

Eligibility

Organizations are eligible to apply for a Rapid Response Grant under several conditions. Organizations must be members of the Alliance for Biking & Walking and the League of American Bicyclists (unless the applicant is a walking-only organization) and must be incorporated as a U.S.-based 501(c)(3) or 501(c)(4) organization. Organizations must also be facing an opportunity that is immediate and has a specific timeframe. Campaign proposals must aim to raise additional federal, state, or local funding for biking and walking infrastructure

¹¹ Additional information is available at: <http://cycleoregon.com/cycle-oregon-fund/granting-procedures/>

¹² For more information about Advocacy Advance grant programs, visit: www.AdvocacyAdvance.org.

and/or programs. Lastly, proposals must comprise a feasible and replicable campaign with measurable results. Based on these eligibility criteria, obtaining funding for City TSP projects may require additional partnerships with local, state, or regional transit authorities and/or bicycle-pedestrian advocacy organizations. Although local governments are not explicitly cited as eligible grant recipients, Rapid Response Grants have been used in the past to fulfill MAP-21 implementation, state transportation funding, and city funding. Other potential proposals can address improvement programs, plans, or campaigns to win funding for facility maintenance.

Application Process

Organizations whose primary purpose is not advocacy will not be funded. Furthermore, campaigns such as rides, fundraising, or membership programs that are not directed to winning additional public funds for biking and walking projects will not be considered.

Within six weeks of completing the campaign, grantees are required to submit a final report (form will be provided) highlighting the results of the campaign, the amount of funding won, the effectiveness of the grant, best practices learned by the organization, and public relations materials.¹³

¹³ To submit a proposal, complete and submit the proposal form (http://www.advocacyadvance.org/site_images/content/Rapid_Response_Proposal_Form_2014.docx). Proposals will be reviewed by staff representatives of the Alliance for Biking & Walking and the League of American Bicyclists.

Appendix B. Prioritization Guidelines

TALENT TSP UPDATE

Advisory Committee Prioritization Exercise

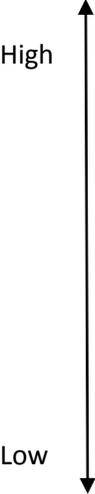
- Purpose is to receive your input on the timeframe in which projects will be built and their priority within those timeframes.
- Ultimately, we will develop a prioritized list of projects that categorizes projects into timeframes (short, medium, long), and within each timeframe a relative priority (low, medium, high).
- To guide our discussion, we've developed a list of critical factors. These factors have been developed to relate back to the project goals and evaluation framework developed earlier.

Exercise:

1. Are the critical factors the right questions we should be asking? Are there any missing? Are there any we should eliminate?
2. Use the project list, sorted by mode, and apply the critical factors to each project to sort into 1) timeframe, and 2) priority. Track how much our lists of projects cost as we go.
3. Did we get it right? Are there too many projects in the short-term? Too many that are a high priority? Do we want to reshuffle?

Critical factors to guide our prioritization (sorted by higher priority to lower priority):

Short-Range (0-5 years):

- 
- Is the project designed to correct an existing deficiency, particularly a safety problem? Other deficiencies could be maintenance or operational problems (long traffic queues).
 - Does the project benefit a relatively high number of system users (benefits more people)? Projects that are valuable to a small set of land uses at a very local level would be a lower priority than projects that are of value to a greater number of land uses and have more city-wide benefits.
 - Is the project needed to provide system continuity and addresses an existing gap or serves a developing area where other urban services are or soon will be provided?
 - Is the project relatively low in cost, but high in value?
 - Is the project needed to upgrade to urban standards those collector and arterial streets in already developed areas or in areas expected to develop within five years?

Medium-Range (6-15 years):

High



- Is the project designed to correct an existing deficiency, but funding has not yet been identified and is unlikely to be available within the short-term?
- Would the project address a known safety problem, which would result in minor increases in traffic/user volumes?
- Would the project require purchase of right-of-way or would need to complete an environmental assessment? An environmental assessment could be triggered if negative impacts to the built or natural environment are anticipated, or if a lot of controversy exists around the project.
- Does the project support economic development goals?
- Is the project needed to upgrade to urban standards those collector and arterial streets in already developed areas or in areas expected to develop within six to fifteen years?

Low

Long-Range (15+ years)

High



- Is this a project that is aspirational or is a “vision project,” and is grand in scope?
- Does the project have a high capital cost for which funding will be unlikely until the later years of the Plan?
- Is this project needed to ensure that urban standards are provided on all the remaining collector and arterial streets within the urban growth boundary?

Low

Next Steps:

Your input will be reconciled with the other advisory committee’s input, and the PMT’s professional judgment. We will seek feedback from the public (in an abbreviated way) during the next public open house. The prioritized list will be part of the draft TSP. Once the TSP is adopted, this list will be re-visited and updated every four years.