# City of Talent

## Transportation System Plan

### Volume 1

May 2015





# ACKNOWLEDGEMENTS

The development of this Transportation System Plan has been the collective effort of the following people:

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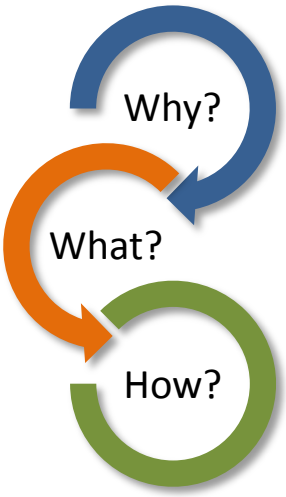



The Talent Transportation System Plan (TSP) details projects and policies that address transportation problems and needs in the City of Talent. Population growth and new development in recent years has led to an update of the TSP to address the transportation needs of all users, including pedestrians, bicyclists, drivers, and public transit users. This document provides a 20-year list of improvement projects and a plan for implementing the projects. The TSP has been developed in compliance with the requirements of the state Transportation Planning Rule (TPR) and to be consistent with state, regional, and local plans, including the recently adopted 2013-2038 Rogue Valley Metropolitan Planning Organization's 2013–2038 Regional Transportation Plan (RTP).

## Why Plan for Transportation?

Transportation is part of everyday life for citizens and businesses in Talent. Whether you are commuting to a job in town or traveling to another nearby community, such as Ashland, running local errands or driving into Medford for a specialty store, you are using some form of transportation to achieve that task. Businesses rely on transportation for employees and transporting goods, both locally or accessing highways, such as OR Highway 99 (OR 99) or Interstate 5 (I-5), for longer trips. It is also important to remember that transportation is not just about driving a car or truck; it could be walking, riding a bicycle, or taking transit. It can also include rail, air, water, and pipeline facilities that may serve both businesses and people. A healthy transportation system is vital to the livability and economy of a community.

The City of Talent is a compact community with a well-developed transportation system but there are gaps in the system that need to be completed. As the community grows, the system also needs to expand. These are the reasons for developing and continually updating a transportation system plan (TSP).

## What is a Transportation System Plan (TSP)?

A TSP provides a long-term guide for investments in the transportation network that improve existing facilities and plan for future growth. At the most basic level, it provides a blueprint for all modes of travel: vehicles (both personal and freight), bicycle, pedestrian, and transit. It is also an opportunity to build on community values and protect what makes Talent a great place to live, work, and visit.

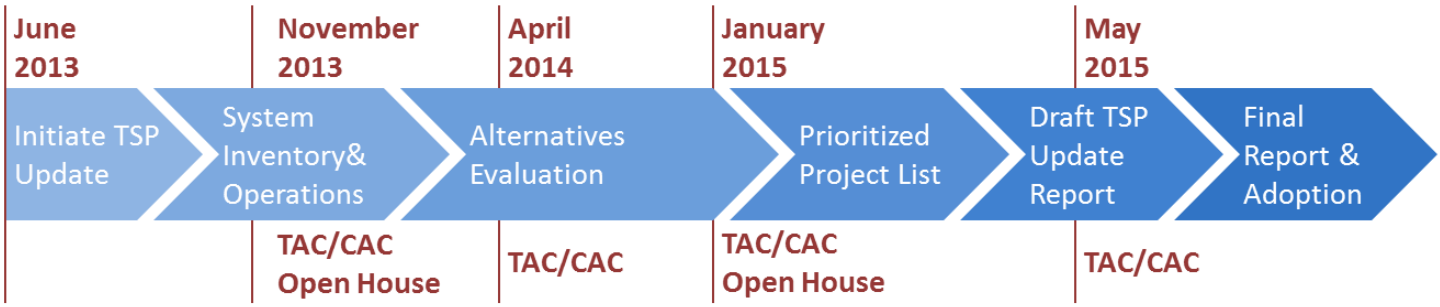
The Talent TSP contains goals, objectives, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. It examines current transportation conditions and looks ahead 20 years at that may be needed to accommodate planned growth in the city and surrounding communities. Elements of the plan can be implemented by agencies (City, State or Federal) as well as private developers.

**Statewide Planning Goal 12: Transportation**

*To provide and encourage a safe, convenient and economic transportation system.*

## How was the TSP developed?

The Talent TSP was updated through a collaborative process that involved public agencies and the community. Over a period of 20 months, members of the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), Project Management Team (PMT) met to aid in the development of the TSP. Additionally, citizens and business owners, along with some of the Planning Commission members and City Councilors attended open houses to help shape the TSP.



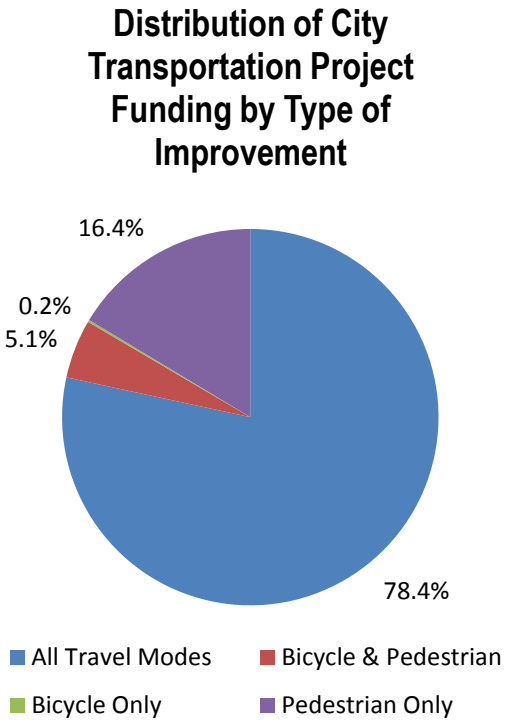

This document provides a summary of each of the key analysis and evaluation steps shown above. That majority of this report focuses on the modal plans, proposed projects, and transportation standards. A second volume provides the detail and supporting documentation that led to the development of the plan.

## What is the Planned System and Improvements?

The preferred project list resulting from the selection and prioritization process is summarized in Table ES-1 and illustrated in Figures ES-1 through ES-3. 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.

## How Will Improvements Get Funded and Implemented?

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. Accounting for ongoing expenses, the City can expect $5.2 million in net revenue over the 20-year planning horizon of the TSP.




This TSP offers a menu of 50 projects that can be selected as funding sources become available or as adjacent improvements are made. Recognizing that current funding resources are not sufficient for implementing all of the city improvements, 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. Eighteen projects were identified as Tier 1, including one project on OR 99 that is currently funded by the state. The result was approximately $7 million in city-funded projects which is still 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.

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

**Table ES-1. Summary of Complete Street & Trail Projects**

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| **Short Term (0-5 years)** | | | | | | | | | | |
| 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 | City | Tier 1 |
| 2 | First St - Main St to 850 feet north | Upgrade to local street standards | ✓ | ✓ | ✓ | | $380,000 | High | City | Tier 1 |
| 3 | Second St - Main St to West St. | Upgrade to local street standards | ✓ | ✓ | ✓ | | $210,000 | High | City | Tier 1 |
| 4 | Front St - Colver Rd to Urban Renewal Boundary | Add curbs and sidewalks to both sides of street | ✓ | ✓ | ✓ | | $450,000 | High | City | Tier 1 |
| 5 | Citywide Network | Create a bike priority network with hierarchy of bicycle routes throughout the city | | ✓ | | | $20,000 | High | City | Tier 1 |
| 6 | OR 99 - Rapp Rd to Talent City Limits | Add curbs and sidewalks and restripe existing roadway to three lanes with bike lanes (STIP Key Number 17478) | ✓ | ✓ | ✓ | ✓ | $3,300,000 | High | State | Tier 1 |

### Table ES-1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| 7 | Second St – Wagner St to Schoolhouse Rd | Add curb and sidewalk to west side of street | | | ✓ | | $150,000 | High | City | Tier 1 |
| 8 | Schoolhouse Road – Wagner Creek Road to 2nd Street | Add curb and sidewalk to north side of street | | | ✓ | | $160,000 | High | City | Tier 1 |
| 9 | Bear Creek Greenway at Suncrest Rd | Install traffic calming improvements on Suncrest Rd | | ✓ | ✓ | | $100,000 | High | County | Tier 2 |
| 10 | Wagner St RR Crossing | Upgrade crossing and provide for pedestrians and bicyclists and upgrade warning devices | ✓ | ✓ | ✓ | | $500,000 | Medium | City | Tier 2 |
| 11 | Talent Ave - Creel Rd to Alpine Way | Upgrade to collector standard | ✓ | ✓ | ✓ | | $960,000 | Medium | City | Tier 2 |
| 12 | Wagner St - Wagner Creek Road to 1st Street | Add curb and sidewalk to north side of street | | | ✓ | | $200,000 | Medium | City | Tier 2 |
| 13 | Wagner St - Railroad Crossing to John Street | Add curb and sidewalk to south side of street | | | ✓ | | $70,000 | Medium | City | Tier 2 |
| 14 | Main St - West St to Front St | Add curb and sidewalk to south side of street | | | ✓ | | $240,000 | Medium | City | Tier 2 |
| **Medium Term (5-10 years)** | | | | | | | | | | |
| 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 | 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 | City | Tier 1 |
| 17 | Foss Rd - Wagner St to City Limits | Upgrade to collector standard | ✓ | ✓ | ✓ | | $400,000 | High | 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 | City | Tier 1 |
| 19 | West Valley View Rd @ Wagner Creek Greenway Trail | Create a mid-block crossing with pedestrian-activated device | | ✓ | ✓ | | $100,000 | High | 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 | State | Tier 2 |
| 21 | First St - Main St to Wagner St | Upgrade to local street standards | ✓ | ✓ | ✓ | | $270,000 | Medium | City | Tier 2 |
| 22 | Second St. - Main St to Wagner St. | Upgrade to local street standards | ✓ | ✓ | ✓ | | $240,000 | Medium | City | Tier 2 |

### Table ES-1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| 23 | OR 99 – Creel Rd (Talent City) Limits to S Valley View Rd | Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulder | ✓ | ✓ | ✓ | ✓ | $700,000 | 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 | City | Tier 2 |
| 25 | Front St - Urban Renewal Boundary to Wagner St | Add curb and sidewalk to west side of street | | | ✓ | | $320,000 | Medium | City | Tier 2 |
| 26 | OR 99 @ Wagner Creek Greenway Trail | Create a mid-block crossing with pedestrian-activated device | | ✓ | ✓ | | $100,000 | 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 | 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 | 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 | 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 | Other | Tier 2 |
| **Long Term (10-20 years)** | | | | | | | | | | |
| 31 | Rapp Rd - Wagner Creek Bridge | Rebuild and upgrade to (major) collector standard | ✓ | ✓ | ✓ | ✓ | $600,000 | Medium | City | Tier 1 |
| 32 | Rapp Rd - Wagner Creek Bridge to Wagner Creek Rd | Rebuild and upgrade to (major) collector standard | ✓ | ✓ | ✓ | ✓ | $950,000 | Medium | City | Tier 1 |
| 33 | Wagner Creek Rd - West St to Rapp Rd | Upgrade to collector standard | ✓ | ✓ | ✓ | | $960,000 | Medium | City | Tier 1 |
| 34 | Talent Avenue – Rapp Road to Creel Road | Add curb and sidewalk to east side of street | | | ✓ | | $920,000 | Medium | 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 | 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 | City | Tier 2 |

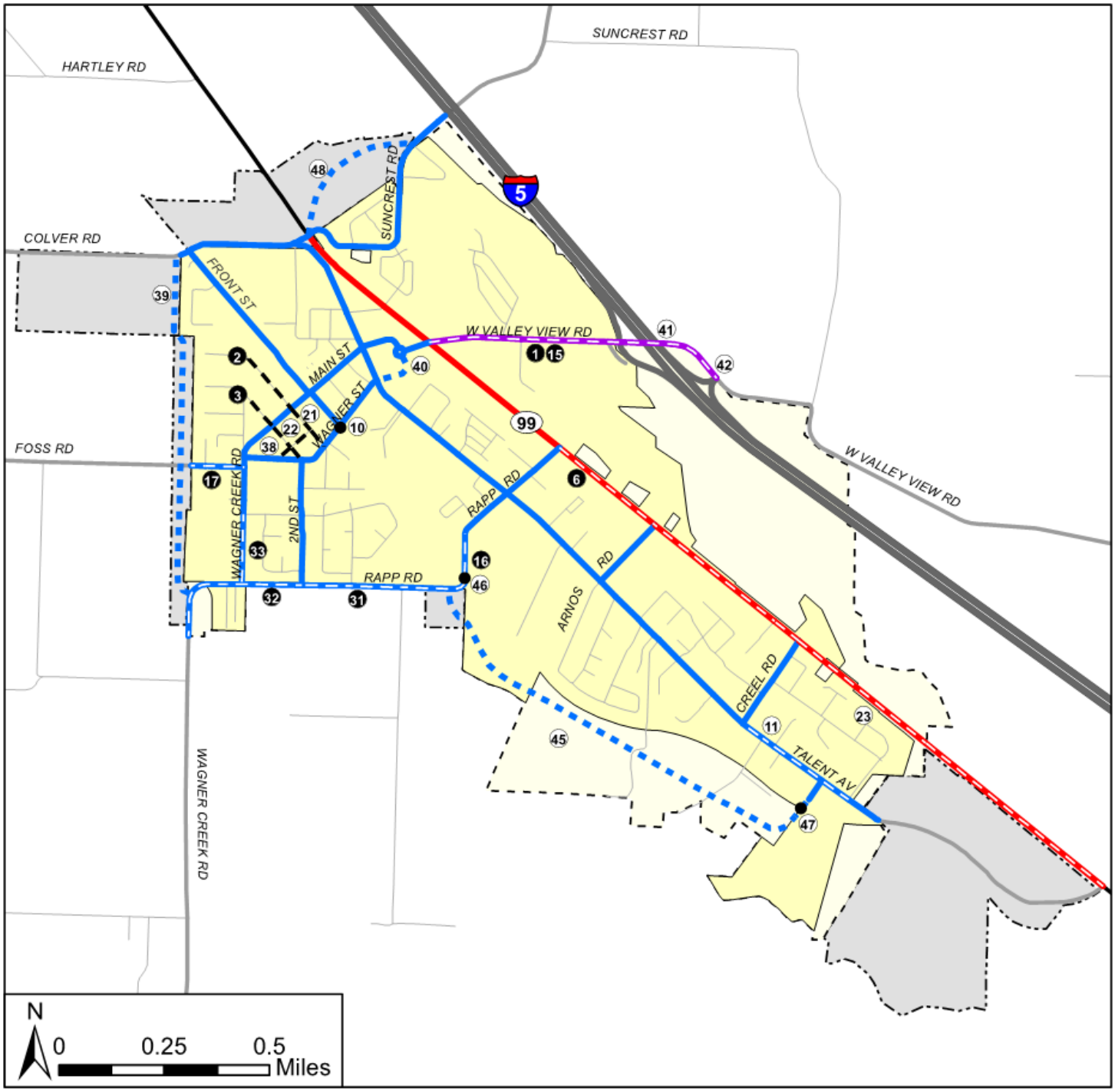
### Table ES-1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| 37 | Bear Creek Greenway Access | Create ramp connection to north side of West Valley View Rd | | ✓ | ✓ | | $250,000 | Medium | Other | Tier 2 |
| 38 | Bain St - First St to Wagner St | Upgrade to local street standards | ✓ | ✓ | ✓ | | $230,000 | Low | 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 | City | Tier 2 |
| 40 | West Valley View Rd east of I-5 | Widen shoulders | | ✓ | ✓ | | $1,500,000[1] | Low | 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 | City | Tier 2 |
| 42 | West Valley View Road I-5 Overcrossing | Widen shoulders | | ✓ | ✓ | | $8,000,000[1] | Low | 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 | Other | Tier 2 |
| 44 | Arnos Trail | Connect Arnos St to the Bear Creek Greenway | | ✓ | ✓ | | n/a | Low | 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 | Other | Tier 2 |
| 46 | Rapp Rd Railroad Crossing | Realign street and upgrade crossing | ✓ | ✓ | ✓ | ✓ | $800,000 | Low | 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 | 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 | Other | Tier 2 |
| 49 | Colver Road – West UGB to OR 99 | Add sidewalk to north side of street | | | ✓ | | $260,000 | Low | 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 | City | Tier 2 |

### Table ES-1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| **Cost Totals** | | | | | | | **City Only** | | **All Jurisdictions** | |
| Short Term (0-5 years) | | | | | | | $1,620,000 | | $4,920,000 | |
| Medium Term (5-10 years) | | | | | | | $1,950,000 | | $1,950,000 | |
| Long Term (10-20 years) | | | | | | | $3,500,000 | | $3,500,000 | |
| **Tier 1 Subtotal** | | | | | | | **$7,070,000** | | **$10,370,000** | |
| Short Term (0-5 years) | | | | | | | $1,970,000 | | $2,070,000 | |
| Medium Term (5-10 years) | | | | | | | $1,365,000 | | $2,925,000 | |
| Long Term (10-20 years) | | | | | | | $3,890,000 | | $13,945,000 | |
| **Tier 2 Subtotal** | | | | | | | $7,225,000 | | $18,940,000 | |

Notes:
1. Project cost estimates from I-5 Exit 21 Interchange Area Management Plan



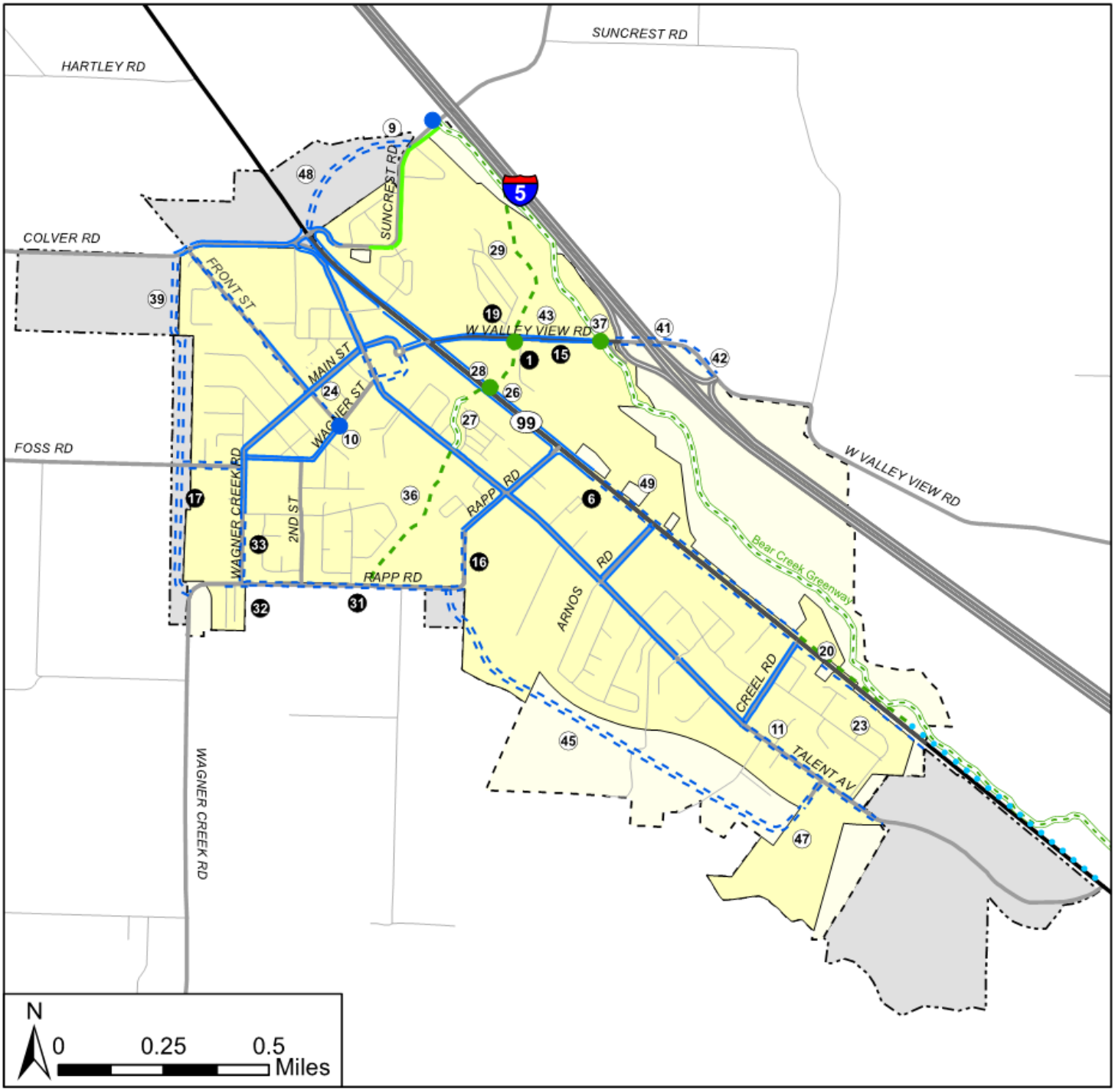

Source Data: Jackson County, City of Talent

**Legend**

- Major Arterial
- Minor Artertial
- Collector
- Existing Street Upgrade
- Future Street
- Improved Crossing
- (#) Tier 1 Project
- # Tier 2 Project
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- City Boundary

**FIGURE ES-1**

**Street System Plan**



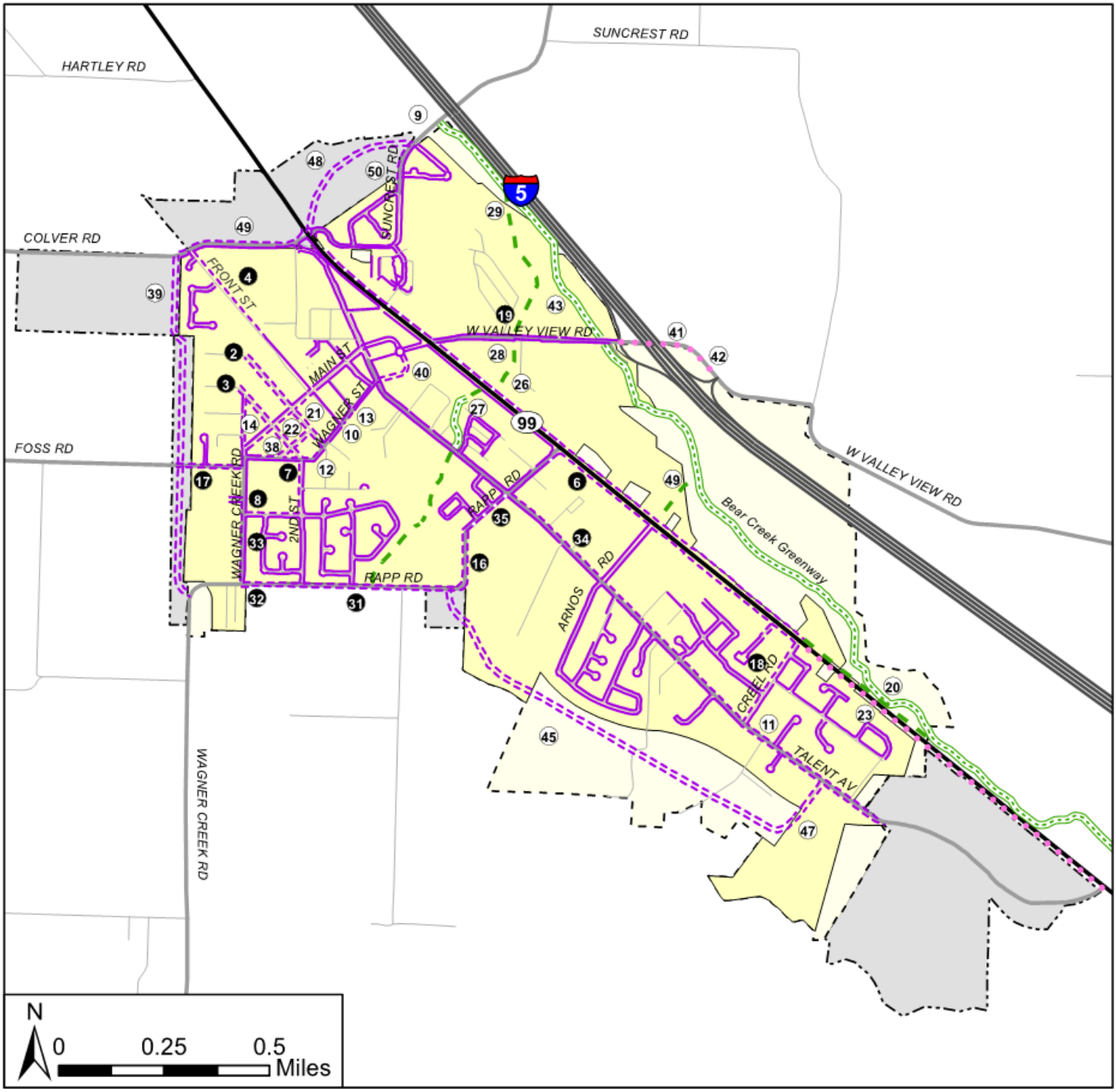

Source Data: Jackson County, City of Talent

**Legend**

- Existing Multi-Use Trail
- Existing Bike Lane
- Future Multi-Use Trail
- Future Bike Lane
- Future Shoulder
- Funded Bike Facility
- Improved Crossing
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- Tier 1 Project
- Tier 2 Project

**FIGURE ES-2**

**Bicycle System Plan**



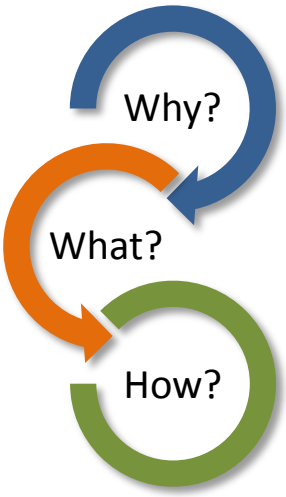

Source Data: Jackson County, City of Talent

**Legend**

- Existing Multi-Use Trail
- Existing Sidewalks
- Future Multli-Use Trail
- Future Sidewalks
- Future Sidewalk Infill
- Future Shoulder
- Improved Crossing
- Tier 1 Project
- Tier 2 Project
- Urban Growth Boundary (UGB)
- City Boundary
- Urban Reserve Areas

## FIGURE ES-3
## Pedestrian System Plan

# Section 1: Introduction




## Why Plan for Transportation?

Transportation is part of everyday life for citizens and businesses in Talent. Whether you are commuting to a job in town or traveling to another nearby community, such as Ashland, running local errands or driving into Medford for a specialty store, you are using some form of transportation to achieve that task. Businesses rely on transportation for employees and transporting goods, both locally or accessing highways, such as OR Highway 99 (OR 99) or Interstate 5 (I-5), for longer trips. It is also important to remember that transportation is not just about driving a car or truck; it could be walking, riding a bicycle, or taking transit. It can also include rail, air, water, and pipeline facilities that may serve both businesses and people. A healthy transportation system is vital to the livability and economy of a community.

So, what does a healthy transportation system look like? It should:

- Provide a well-connected travel network for both residents and businesses
- Offer choices of how to travel (driving, walking, bicycling, transit)
- Support safe travel for all system users
- Accommodate the needs of both local users and those visiting or traveling through the community

The City of Talent is a compact community located in the Rogue Valley in southern Oregon. It already has a transportation system with many of these features but there are gaps in the system that need to be completed. As the community grows, the system also needs to expand. These are the reasons for developing and continually updating a transportation system plan (TSP).

## What is a Transportation System Plan (TSP)?

A TSP provides a long-term guide for investments in the transportation network that improve existing facilities and plan for future growth. At the most basic level, it provides a blueprint for all modes of travel: vehicles (both personal and freight), bicycle, pedestrian, and transit. It is also an opportunity to build on community values and protect what makes Talent a great place to live, work, and visit.

Talent's TSP is part of a larger planning process required by Oregon's Statewide Planning Goals and implemented through Transportation Planning Rule (TPR). The TPR requires that all governing agencies, from cities and counties to the state plan "plan and develop transportation facilities and services in close coordination with urban and rural development." These plans build upon each other to form the statewide transportation system.

**Statewide Planning Goal 12: Transportation**

*To provide and encourage a safe, convenient and*

*To provide and encourage a safe, convenient and economic*

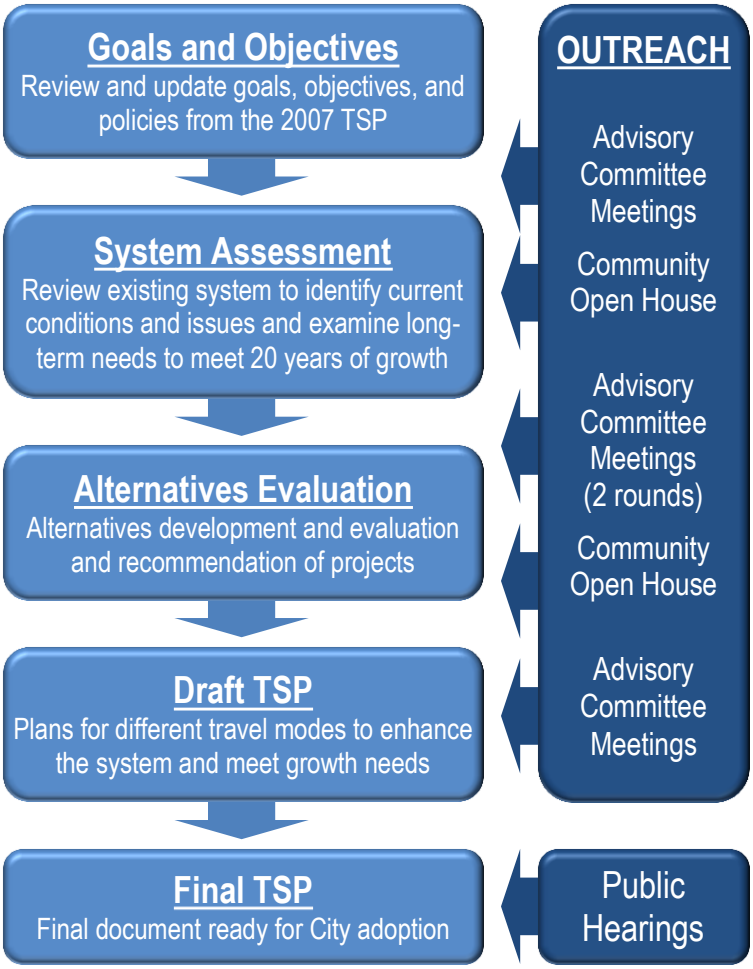
The Talent TSP contains goals, objectives, projects, and implementation guidelines needed to provide mobility for all users, now and in the future. It examines current transportation conditions and looks ahead 20 years at that may be needed to accommodate planned growth in the city and surrounding communities. Elements of the plan can be implemented by agencies (City, State or Federal) as well as private developers.

TSPs are not static documents; they must be updated to reflect changing conditions. Each update revisits how the system is currently operating and what demand may be, always looking 20 years into the future. Projects that have been built are removed and new projects are added. An update is also an opportunity to bring ideas and projects from other plans into the TSP for consistency.

## How was the TSP developed?

The Talent TSP was updated through a collaborative process that involved public agencies and the community. Over a period of 20 months, members of the Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), Project Management Team (PMT) met to aid in the development of the TSP. Additionally, citizens and business owners, along with some of the Planning Commission members and City Councilors attended open houses to help shape the TSP.

### TSP DEVELOPMENT PROCESS




The key steps in developing the TSP are illustrated to the left. This document provides a summary of each of the key analysis and evaluation steps. That majority of this report focuses on the modal plans, proposed projects, and transportation standards. A second volume provides the detail and supporting documentation that led to the development of the plan.

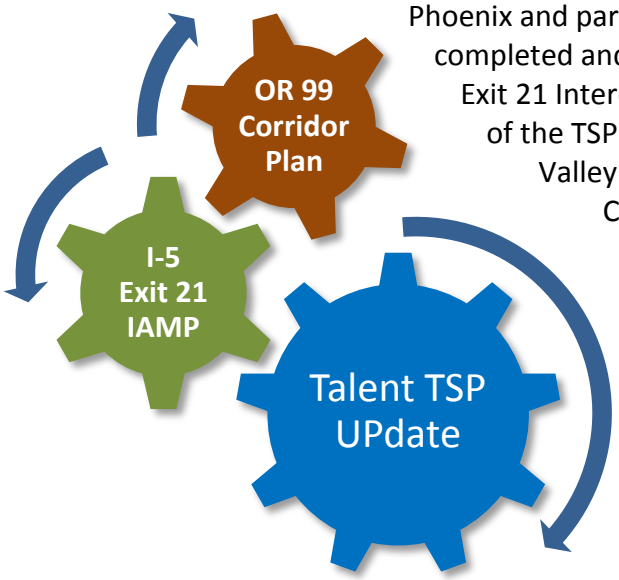
### *Updating the TSP*

The TSP update builds upon the previous planning efforts rather than starting over. It includes minor revisions to the Goals, Objectives, and Polices from the 2007 TSP. It updates system inventory data and identifies gaps that still remain in the system. One of the more major steps was gaining an understanding of

existing operating conditions (traffic and safety) and then projecting how things may change over the next 20 years based on both Talent's growth and the expected growth in the Rogue Valley. The projects identified in this plan build on those identified in the 2007 TSP and other community plans combined with some new ideas that support the transportation system's transition to provide a more integrated and comprehensive multi-modal network for all users.

## Coordination with Other Projects

Two other projects were under way while the Talent TSP was being developed. The OR 99 Rogue Valley Corridor Plan included the highway through Talent as well as Phoenix and parts of Medford and Jackson County. A final plan has been completed and the projects have been incorporated into the TSP. The I-5 Exit 21 Interchange Area Management Plan (IAMP) started after the outset of the TSP update. This project focuses on the interchange and West Valley View Road from OR 99 across the freeway and into Jackson County. This project has been closely coordinated with the TSP efforts to ensure consistency in recommendations.




## What is the Planning Area for the TSP?

The planning area for the Talent TSP is illustrated in Figure 1. The TSP addresses the transportation system within the City of Talent, it Urban Growth Boundary (UGB), and the Urban Reserve Areas (URAs) outside of the city that may be added to the UGB in the future.

The majority of the city's downtown area, most of its businesses, the post office, fire station, and employers lie to the east of the railroad tracks. The city's interchange for I-5 is at the eastern portion of the city. A very small portion of the city's urban growth boundary (UGB) lies to the east of I-5.

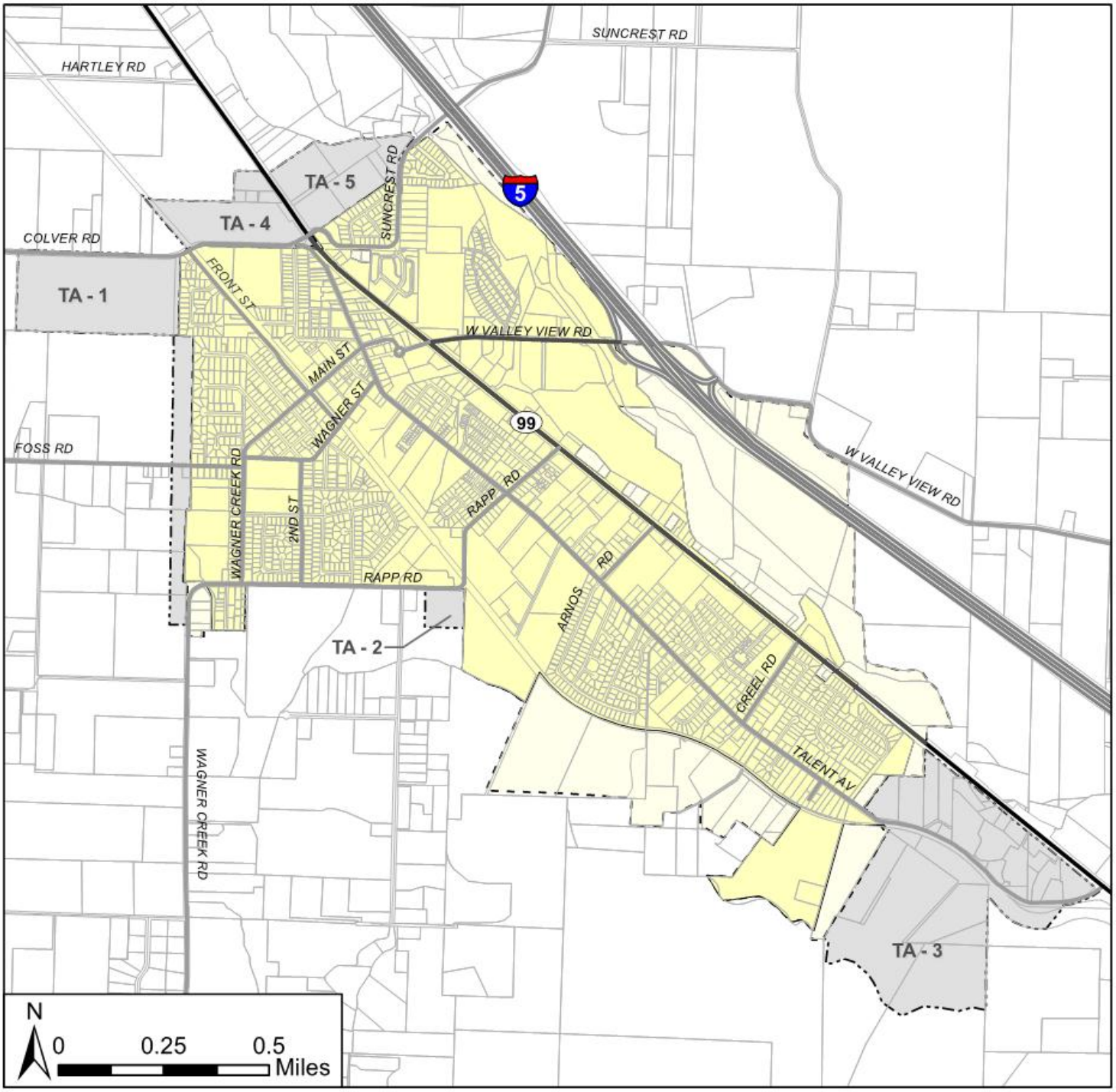
I-5 is the principal highway in Talent, but OR 99 also bisects the community. West Valley View Road connects Highway 99 with the I-5 interchange.

## Agency Coordination

The street system within the City of Talent includes roadways under three jurisdictions: State, County, and City. The state facilities include all of OR 99 and the freeway (I-5) including its ramps and overpass. Jackson County maintains several roads abutting the Talent UGB including Colver Road and portions of Suncrest Road, West Valley View Road, and Wagner Creek Road.

This TSP, including the project lists, does not have any legal or regulatory effect on state or county land or county transportation facilities. Without additional action by

the State of Oregon or Jackson County, any project that involves a non-City facility is only a recommendation. Coordination and cooperation with City and governmental partners is needed to develop and plan well-connected and efficient transportation network. The Plan does not, however, obligate the State of Oregon, Jackson County or any other governmental partner to take any action or construct any projects.




Source Data: Jackson County, City of Talent

**Legend**

**Functional Classification**

- Interstate
- Highway
- Arterial
- Collector

- Urban Growth Boundary (UGB)
- City Boundary
- Urban Reserve Areas
- Tax Lot

## FIGURE 1
## Talent TSP Planning Area

# Section 2: TSP Vision

## Goals and Objectives

The vision for Talent's transportation system is reflected in its goals and objectives. These were carried forward from the 2007 TSP with minor updates to reflect regional coordination and state ordinance. The supporting policies for the goals and objectives are included in Appendix A.

### General Transportation Goal

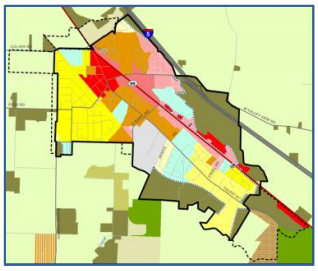
Provide a safe and efficient transportation system that reduces energy requirements, regional air contaminants and public costs and provides for the needs of those not able or wishing to drive automobiles.

### Finance Goal

Establish adequate funding to meet the current and future capital, maintenance and operations needs of the transportation system for the Talent urban area.

*Objective 1:* *Meet the current and future capital improvement needs of the transportation system for the Talent urban area, as outlined in this plan, through a variety of funding sources.*

*Objective 2:* *Secure adequate funding to implement a street maintenance program that will sustain a maximum service life for pavement surface and other transportation facilities.*



*Objective 3:* *Secure adequate funding for the operation of the transportation system including advance planning, design engineering, signal operations, system management, illumination, and cleaning activities.*

### Land Use Goal

Encourage land uses that reduce reliance on single-occupancy motorized travel.

### Transportation System Management Goal

Maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

*Objective 1:* *Maintain and operate a system of traffic control devices at an optimal level of service and efficiency that is consistent with existing funding levels.*

*Objective 2:* *Maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.*

## Access Management Goal

Maximize the efficiency and safety of surface transportation systems by managing access.

*Objective:* *Increase street system safety and capacity through the adoption and implementation of access management standards.*

## Transportation Demand Management Goal

Reduce the demands placed on the current and future transportation system by the single-occupant automobile.

*Objective 1:* *Encourage the use of alternative travel modes by serving as an institutional model for other agencies and businesses in the community.*

*Objective 2:* *Work towards reducing the vehicle miles traveled (VMT) in the Talent Urban Area by assisting individuals in choosing alternative travel modes.*

## Parking Goal

Ensure the Talent urban area has an appropriate supply of parking facilities that supports the goals and objectives of this plan.

*Objective 1:* *Define an appropriate role for on-street parking facilities.*

*Objective 2:* *Promote economic vitality and neighborhood livability by requiring an appropriate supply of off-street parking facilities.*

*Objective 3:* *Work towards meeting the State Transportation Planning Rule goals to reduce per capita parking supply by the year 2019 to discourage reliance on private cars and consequently encourage the use of public transit, bicycles and walking.*

## Streets Goal

Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.

*Objective 1:* *Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Talent urban area.*

*Objective 2:* *Design City streets in a manner that: maximizes the utility of public right-of-way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.*

*Objective 3:* *Continue to promote traffic safety by enforcing clear vision area regulations applicable to public and private property located at intersections.*

*Objective 4:* *Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community.*

*Objective 5:* *Improve the street system to accommodate travel demand created by growth and development in the community.*

## Economic Goal

Build and maintain the transportation system to facilitate economic development in the region.

*Objective:* *The City of Talent will build and maintain the transportation system to facilitate economic development in the region.*

## Bicycle Goal

Facilitate and encourage the increased use of bicycle transportation in Talent by ensuring that convenient, accessible and safe cycling facilities are provided.

*Objective 1:* *Create a comprehensive system of bicycle facilities.*

*Objective 2:* *Promote bicycle safety and awareness.*

## Pedestrian Goal

To provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

*Objective 1:* *Create a comprehensive system of pedestrian facilities.*

*Objective 2:* *Support mixed-use development that encourages pedestrian travel by including housing close to commercial and institutional activities.*

*Objective 3:* *Encourage education services and promote safe pedestrian travel to reduce the number of accidents involving pedestrians.*

## Transit Goal

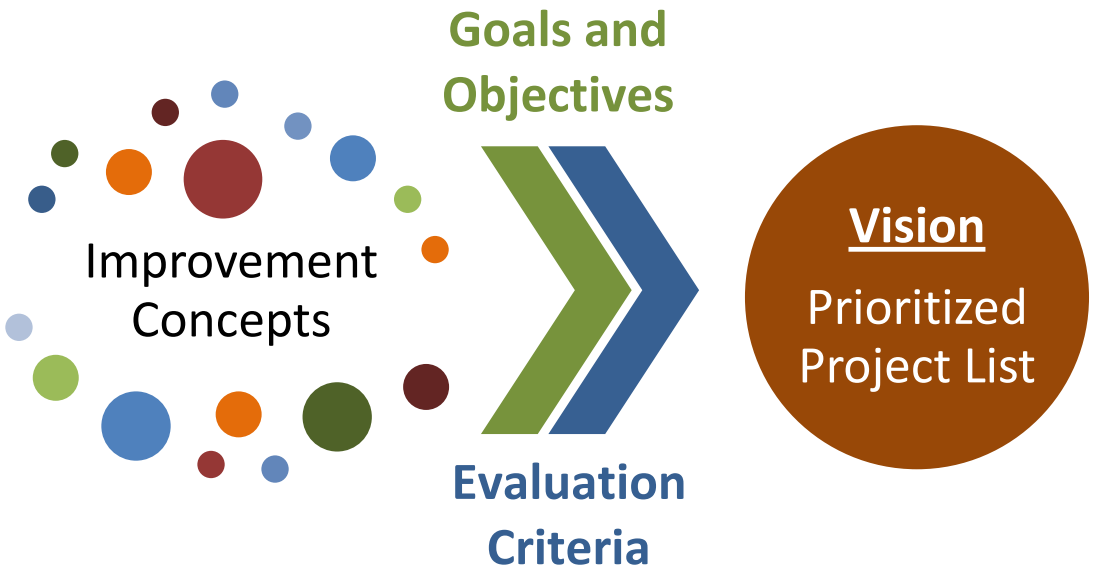
Support a transit system that provides convenient and accessible transit services to the citizens of the talent urban area.

*Objective 1:* *Ensure that transit services are accessible to Talent urban area residences and businesses.*

*Objective 2:* *Increase overall daily transit ridership in the Talent urban area to mitigate a portion of the traffic pressures expected by regional growth.*

## How Were the Goals Used to Develop the TSP?

The goals and objectives were used to develop evaluation criteria for to assess whether projects should be included in the TSP. The evaluation criteria were then used to objectively evaluate potential improvements for consistency with the city vision for its transportation system. Once filtered through the evaluation criteria, and presented to the community for input, a prioritized project list was developed.



# Section 3: Existing Gaps and Future Needs

## Assessing the Transportation System

There are three parts to the assessment of the transportation system:

- Conducting an inventory of transportation facilities to understand what is complete (fully meets standards) and where gaps in the system exist.
- Evaluating how the system works today from an operational and safety perspective.
- Anticipating how well the system will accommodate future growth in Talent and the surrounding region over the next 20 years.

Each of these elements is summarized briefly in this section with the detailed inventory presented in *Technical Memorandum # 2: Existing System Inventory* and *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2.

## Multimodal System Inventory

An inventory of the existing transportation system in Talent was conducted as part of the TSP process. This inventory includes the street, pedestrian, bikeway, public transportation, rail, air, water, and pipeline systems within the UGB as shown in the open house exhibit below.

### Transportation System Inventory Update – Exhibit from Open House

**Street**
- Block-by-block review of facilities
- Focuses on major roadways based on functional classification
- Identifies system deficiencies (pavement and urban design)

**Pedestrian**
- Identifies location of sidewalks and pathways and system deficiencies

**Bikeway**
- Identifies location of bike lanes and pathways and system deficiencies

**Public Transportation**
- Identifies Bus Route and stop amenities and other public transit services

**Other**
- General inventory of Rail, Air, Water, and Pipeline facilities

## Existing Street Facilities

Initially, Talent developed parallel to the highway and the railroad tracks, resulting in a slightly skewed alignment from a true north-south and east-west orientation. The newer portions of the town have developed with a north-south and east-west orientation. A full inventory of the street network is included in *Technical Memorandum # 2, Appendix A* of TSP Volume 2.

Talent generally has a well-connected network of arterial and collector streets that allow traffic to through the city. The railroad tracks are the most significant disruption to the continuity of the grid street pattern. Much of the newer residential development and the schools are on the west side of the railroad tracks. Limited railroad crossings are present. The most important are: Colver Road, Main Street, Wagner Street, and Rapp Road.

Pavement conditions for the city streets were reviewed conditions were fair or better on all of the arterial and collector system with the exception of Belmont Road, which is a designated collector because of the access it could provide across the railroad tracks to lands that could develop in the future as the Railroad District.

The street network was also assessed for urban design deficiencies such as missing curb and gutter, sidewalks, or bike facilities. Streets that include all of these amenities are also known as "Complete Streets" because they provide a range of safe travel options for all types of users. Talent has complete street segments throughout its system but many streets are improved on one side with urban facilities but remain unimproved along the other side.

No Curb, Gutter, or Sidewalk

Fully Developed Urban Street or "Complete Street"

## Pedestrian System

Talent's sidewalk system varies widely from neighborhood to neighborhood. Most of the newer subdivisions have complete sidewalk systems. The sidewalk network was more intermittent in the downtown area when the 2007 TSP was prepared; however, the city has been actively building sidewalks since then. While there are still gaps in the network, new sidewalks have been constructed as part of many improvement projects. They have been added along street segments where none existed at all and a second sidewalk has been added to streets which had only one sidewalk previously.

In addition to sidewalks, pedestrians can also use multi-use trails. The Bear Creek Greenway runs through Talent between OR 99 and I-5. For much of the its length the Greenway is located on the east side of Bear Creek, which limits accessibility to three locations: 1) just south of the city limits, where there are currently no connecting facilities, 2) West Valley View Road, and 3) Suncrest Road. The Wagner Creek Greenway Trail is a planned multi-use trail that will eventually extend from the residential areas on the west side of the city to the Bear Creek Greenway. Currently, only a short segment of this trail has been constructed.

## Bicycle System

The number of roadways with on-street bicycle facilities has grown considerably within Talent since the 2007 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.

Bicyclists also have access to the multi-use trail system.

## Transit System

The Rogue Valley Transportation District (RVTD) provides public transportation to the Talent area. RVTD Route 10 passes through Talent along OR 99 and Talent Avenue. The route connects Talent to the Cities of Phoenix, Medford, Central Point and Ashland. In recent years, service frequency has increased on Route 10 and RVTD has been exploring options to improve schedule reliability and ensure adequate passenger capacity.

Bus stops in Talent have a mix of amenities. Only half of the bus stops within Talent have sidewalks and loading pads. Without these pedestrian facilities, accessibility for some users is limited. Furthermore, other amenities like bus shelters and seating cannot be provided without the sidewalks.

## Air Transportation

Although the City of Talent does not have an airport within its UGB, two airports are located within 10 miles. The Rogue Valley International Medford Airport offers commercial passenger service and air freight transportation approximately seven miles north of the city. Regularly scheduled service to nearby international airports in Portland, San Francisco, and other west coast destinations is available. The City of Ashland operates a general aviation airport located approximately seven miles to the south of Talent. Charter passenger and freight service is available.

## Rail Transportation

The Central Oregon and Pacific (CORP) Railroad line runs through Talent, west of OR 99 from Springfield, Oregon to Black Butte, California. Although no trains are current running on the section of CORP track south of Medford, Oregon and CORP were awarded a $7 million grant to repair and reopen the line. Once repairs are made, it is very likely that freight service will resume on the rail line within Talent. No passenger rail service is available.

Talent has seven rail crossings within the city limits. These include:

- Colver Road – public crossing with activated gate system
- Main Street – public crossing with activated gate system
- Wagner Street – public crossing with STOP sign control
- Rapp Road – public crossing with activated gate system
- Pleasant View – private crossing
- Hilltop Road – private crossing
- Belmont Road – public crossing with STOP sign control

## Pipeline Transportation

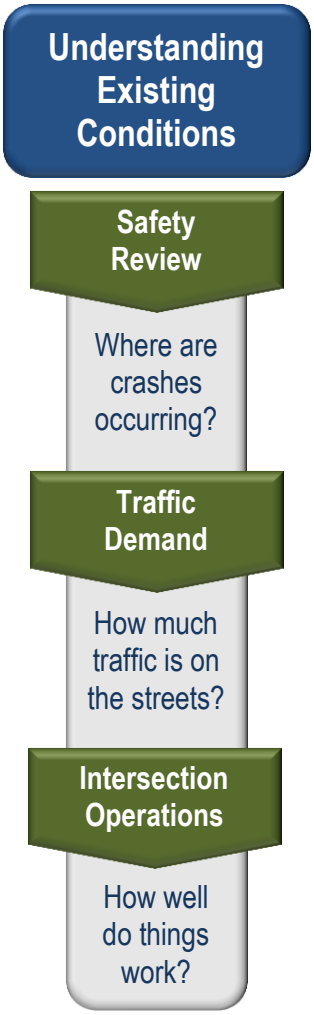
A natural gas distribution line located along the I-5 corridor between Grants Pass and Ashland serves the entire Talent area. The distribution lines in the area are operated by WP Natural Gas, a subsidiary of Washington Water Power. The Talent area's distribution lines connect at Grants Pass to a major natural gas transmission line operated by Northwest Pipeline Company. This natural gas transmission line connects from Grants Pass north to Portland and Vancouver, Washington. From the Portland/Vancouver area, it continues east to Umatilla and Ontario, Oregon.

## Water Transportation

No water transportation is located in Talent.

## Additional Resources

In addition to the system inventory, data regarding land uses and environmental resources were collected to inform the selection of projects for the TSP. These data are summarized in *Technical Memorandum # 2: Existing System Inventory* in TSP Volume 2.




## Existing Safety and Operations

The assessment of existing traffic conditions includes development of existing traffic volumes, analysis of traffic operations, and a review of historical crash patterns. Additional data about existing conditions is included in *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2.

### *Safety Review*

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.

A review of five year of crash data[1] showed that approximately 60 percent of reported crashes occurred at intersections and about 40 percent were along street segments. Just over one third of the crashes resulted in minor injury(s) but there were no crashes that resulted in a fatality or severe injury. The three intersections with the greatest number of crashes that warrant monitoring include:

- OR 99 and West Valley View Road (traffic signal)
- OR 99 and Arnos Road
- OR 99 and Creel Road

ODOT is working with the City of Talent to examine signal improvements at OR 99 and West Valley View Road. They state also has a funded project to improve OR 99 from Rapp Road through Creel Road in the next few years that should improve safety at the other two locations.

West 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 the corridor.

### *Traffic Demand*

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

[1] January 1, 2007, and December 31, 2011

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

[3] A volume-to-capacity (v/c) ratio compares traffic demand to an estimate of capacity, which is the amount of

OR 99 is the busiest street in Talent (excluding the freeway) with traffic demand currently averaging under 9,000 vehicles during a day; summer months are slighter busier than winter months. Historic data shows that volumes in the OR 99 corridor peaked in 2007 and have consistently decreased since then. This trend is consistent throughout the region where volumes have remained steady or declined.

West Valley View Road is the second busiest street in the city but daily volumes are lower than those on OR 99 (about 85 percent). Volumes elsewhere in the city are generally less than half of the two busiest streets.

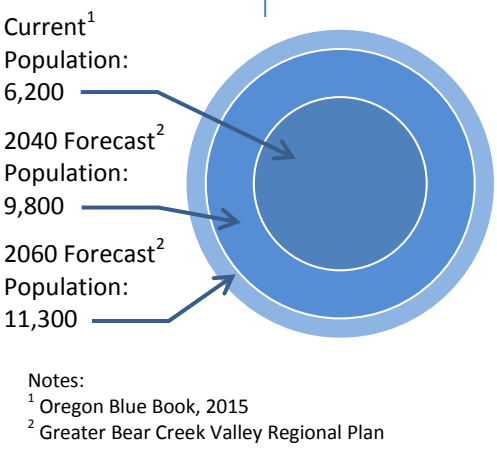
## *Intersection Operations*

A review of how existing intersections are working shows little to no congestion on the transportation network. Not surprisingly, the intersection of West Valley View Road and OR 99 is the busiest in the city, but even this intersection experiences only minor congestion during peak travel hours in the morning and evening.

## Future Growth

Talent's current population is nearly 6,200 residents within the city limits. According to the Greater Bear Creek Valley Regional Plan, anticipated future population of Talent is about 9,800 by the year 2040 and about 11,300 by 2060.

Future traffic volumes were estimated for the year 2038, which is consistent with regional forecasting for the Rogue Valley. Forecast volumes on the street system are expected to increase by 20 to 30 percent over the next 20+ years. With this growth, study area intersections would still work well even during the busiest hours of the day. Additional data about future conditions is included in *Technical Memorandum # 3: Transportation System Operations* in TSP Volume 2




Notes:
[1] Oregon Blue Book, 2015
[2] Greater Bear Creek Valley Regional Plan

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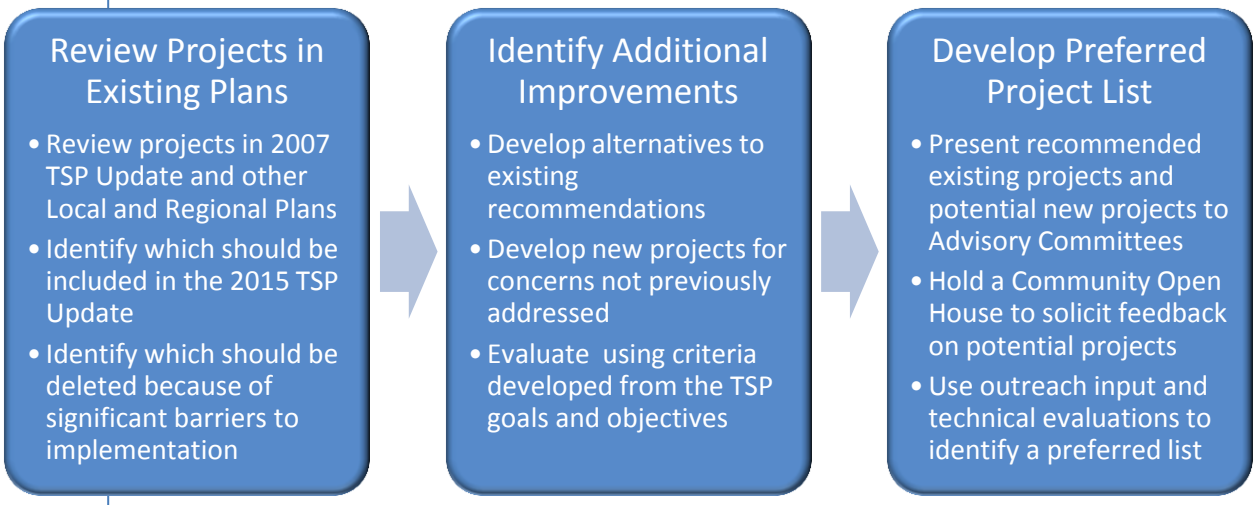
# Section 4: Project Prioritization & Funding

This section summarizes how projects were identified and prioritized for the preferred system plan for the TSP. 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.

## TSP 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: Alternatives Evaluation* in TSP Volume 2.



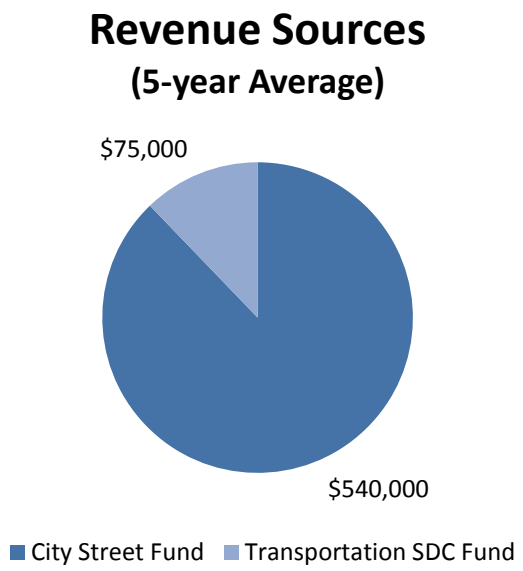

The initial project list was refined and then presented to the Technical and Citizen Advisory Committees and a Community Open House was held to solicit feedback. Using the outreach input and the technical evaluations, City staff reviewed the project list and developed the preferred list of projects. 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.

## Funding Summary

Although a financing plan is not required for small city TSPs, developing an understanding of how projected funding needs compare with available revenues is important.

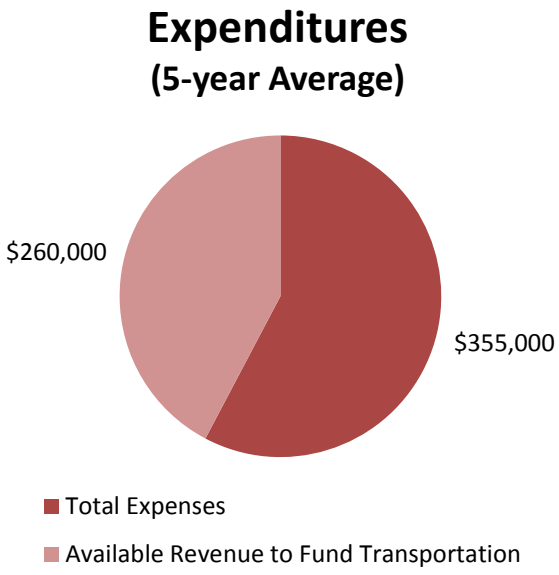
## Existing Revenue

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. The City's Street Fund 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.




## 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 $260,000 per year or $5.2 million in net revenue over the 20-year planning horizon of the TSP.



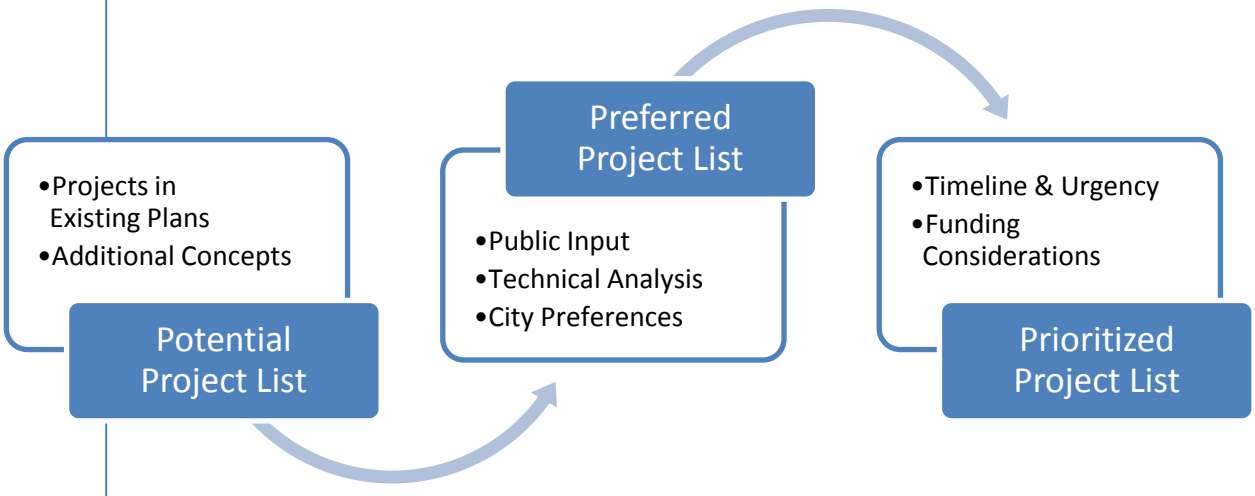
## *Additional Revenue Resources*

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.

*Technical Memorandum # 5: Preferred System Plan, Appendix A* in 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.

## Project Prioritization

The general steps taken to move from the potential project list 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.

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). The factors below were used for prioritizing projects.

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.

### Priority

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

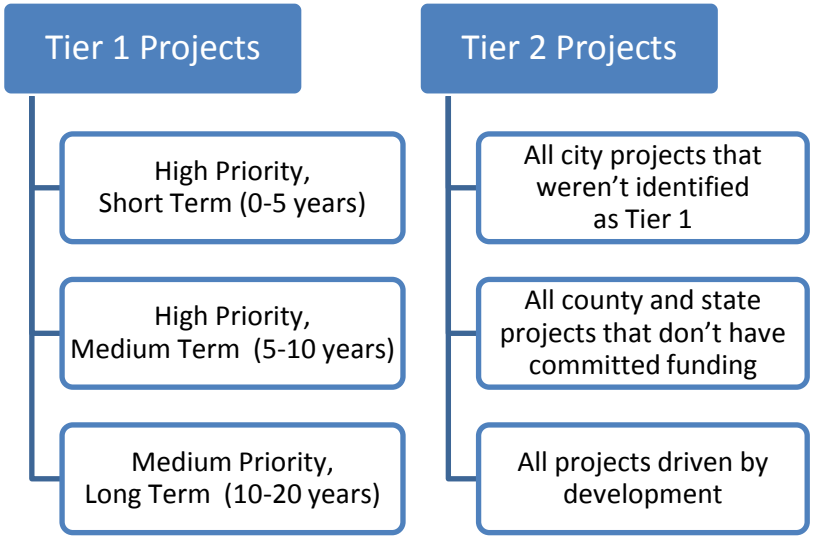
### Time Frame

- 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

## *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.



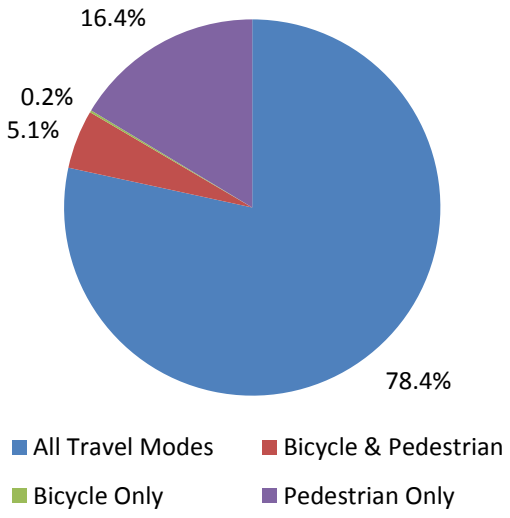

Using these criteria, 18 projects were identified as Tier 1, including one project on OR 99 that is currently included in the STIP. The result was approximately $7 million in city-funded projects which is greater than the forecast of city revenue for transportation projects based on recent trends. Additional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

## Recommended Project List

The preferred project list resulting from the selection and prioritization process is summarized in Table 1. 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. More detailed descriptions are included in the Section 5: Modal Plans.

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

**Distribution of City Transportation Project Funding**



### Table 1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| **Short Term (0-5 years)** | | | | | | | | | | |
| 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 | City | Tier 1 |
| 2 | First St - Main St to 850 feet north | Upgrade to local street standards | ✓ | ✓ | ✓ | | $380,000 | High | City | Tier 1 |
| 3 | Second St - Main St to West St. | Upgrade to local street standards | ✓ | ✓ | ✓ | | $210,000 | High | City | Tier 1 |
| 4 | Front St - Colver Rd to Urban Renewal Boundary | Add curbs and sidewalks to both sides of street | ✓ | ✓ | ✓ | | $450,000 | High | City | Tier 1 |
| 5 | Citywide Network | Create a bike priority network with hierarchy of bicycle routes throughout the city | | ✓ | | | $20,000 | High | City | Tier 1 |
| 6 | OR 99 - Rapp Rd to Talent City Limits | Add curbs and sidewalks and restripe existing roadway to three lanes with bike lanes (STIP Key Number 17478) | ✓ | ✓ | ✓ | ✓ | $3,300,000 | High | State | Tier 1 |
| 7 | Second St – Wagner St to Schoolhouse Rd | Add curb and sidewalk to west side of street | | | ✓ | | $150,000 | High | City | Tier 1 |
| 8 | Schoolhouse Road – Wagner Creek Road to 2nd Street | Add curb and sidewalk to north side of street | | | ✓ | | $160,000 | High | City | Tier 1 |
| 9 | Bear Creek Greenway at Suncrest Rd | Install traffic calming improvements on Suncrest Rd | | ✓ | ✓ | | $100,000 | High | County | Tier 2 |
| 10 | Wagner St RR Crossing | Upgrade crossing and provide for pedestrians and bicyclists and upgrade warning devices | ✓ | ✓ | ✓ | | $500,000 | Medium | City | Tier 2 |
| 11 | Talent Ave - Creel Rd to Alpine Way | Upgrade to collector standard | ✓ | ✓ | ✓ | | $960,000 | Medium | City | Tier 2 |
| 12 | Wagner St - Wagner Creek Road to 1st Street | Add curb and sidewalk to north side of street | | | ✓ | | $200,000 | Medium | City | Tier 2 |
| 13 | Wagner St - Railroad Crossing to John Street | Add curb and sidewalk to south side of street | | | ✓ | | $70,000 | Medium | City | Tier 2 |
| 14 | Main St - West St to Front St | Add curb and sidewalk to south side of street | | | ✓ | | $240,000 | Medium | City | Tier 2 |
| **Medium Term (5-10 years)** | | | | | | | | | | |
| 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 | City | Tier 1 |

### Table 1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| 16 | Rapp Rd - 150' south of Graham Way to Wagner Creek Bridge | Rebuild and upgrade to (major) collector standard | ✓ | ✓ | ✓ | ✓ | $1,080,000 | High | City | Tier 1 |
| 17 | Foss Rd - Wagner St to City Limits | Upgrade to collector standard | ✓ | ✓ | ✓ | | $400,000 | High | 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 | City | Tier 1 |
| 19 | West Valley View Rd @ Wagner Creek Greenway Trail | Create a mid-block crossing with pedestrian-activated device | | ✓ | ✓ | | $100,000 | High | 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 | State | Tier 2 |
| 21 | First St - Main St to Wagner St | Upgrade to local street standards | ✓ | ✓ | ✓ | | $270,000 | Medium | City | Tier 2 |
| 22 | Second St. - Main St to Wagner St. | Upgrade to local street standards | ✓ | ✓ | ✓ | | $240,000 | Medium | City | Tier 2 |
| 23 | OR 99 – Creel Rd (Talent City) Limits to S Valley View Rd | Restripe roadway to include a center turn lane, two through travel lanes (one in each direction), and shoulder | ✓ | ✓ | ✓ | ✓ | $700,000 | 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 | City | Tier 2 |
| 25 | Front St - Urban Renewal Boundary to Wagner St | Add curb and sidewalk to west side of street | | | ✓ | | $320,000 | Medium | City | Tier 2 |
| 26 | OR 99 @ Wagner Creek Greenway Trail | Create a mid-block crossing with pedestrian-activated device | | ✓ | ✓ | | $100,000 | 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 | 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 | 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 | City | Tier 2 |

### Table 1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| 30 | Bear Creek Greenway | Enhance connections to OR 99 throughout OR 99 corridor with wayfinding signage and other amenities | | ✓ | ✓ | | $450,000 | Medium | Other | Tier 2 |
| **Long Term (10-20 years)** | | | | | | | | | | |
| 31 | Rapp Rd - Wagner Creek Bridge | Rebuild and upgrade to (major) collector standard | ✓ | ✓ | ✓ | ✓ | $600,000 | Medium | City | Tier 1 |
| 32 | Rapp Rd - Wagner Creek Bridge to Wagner Creek Rd | Rebuild and upgrade to (major) collector standard | ✓ | ✓ | ✓ | ✓ | $950,000 | Medium | City | Tier 1 |
| 33 | Wagner Creek Rd - West St to Rapp Rd | Upgrade to collector standard | ✓ | ✓ | ✓ | | $960,000 | Medium | City | Tier 1 |
| 34 | Talent Avenue – Rapp Road to Creel Road | Add curb and sidewalk to east side of street | | | ✓ | | $920,000 | Medium | 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 | 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 | City | Tier 2 |
| 37 | Bear Creek Greenway Access | Create ramp connection to north side of West Valley View Rd | | ✓ | ✓ | | $250,000 | Medium | Other | Tier 2 |
| 38 | Bain St - First St to Wagner St | Upgrade to local street standards | ✓ | ✓ | ✓ | | $230,000 | Low | 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 | City | Tier 2 |
| 40 | West Valley View Rd east of I-5 | Widen shoulders | | ✓ | ✓ | | $1,500,000[1] | Low | 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 | City | Tier 2 |
| 42 | West Valley View Road I-5 Overcrossing | Widen shoulders | | ✓ | ✓ | | $8,000,000[1] | Low | 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 | Other | Tier 2 |
| 44 | Arnos Trail | Connect Arnos St to the Bear Creek Greenway | | ✓ | ✓ | | n/a | Low | Other | Tier 2 |

### Table 1. Summary of Complete Street & Trail Projects

| ID | Location | Description | Mode | | | | Preliminary Estimated Cost | Priority | Likely Funding Source | Funding Tier |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Vehicle | Bicycle | Pedestrian | Freight | | | | |
| **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 | Other | Tier 2 |
| 46 | Rapp Rd Railroad Crossing | Realign street and upgrade crossing | ✓ | ✓ | ✓ | ✓ | $800,000 | Low | 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 | 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 | Other | Tier 2 |
| 49 | Colver Road – West UGB to OR 99 | Add sidewalk to north side of street | | | ✓ | | $260,000 | Low | 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 | City | Tier 2 |

| **Cost Totals** | **City Only** | **All Jurisdictions** |
|---|---|---|
| Short Term (0-5 years) | $1,620,000 | $4,920,000 |
| Medium Term (5-10 years) | $1,950,000 | $1,950,000 |
| Long Term (10-20 years) | $3,500,000 | $3,500,000 |
| **Tier 1 Subtotal** | **$7,070,000** | **$10,370,000** |
| Short Term (0-5 years) | $1,970,000 | $2,070,000 |
| Medium Term (5-10 years) | $1,365,000 | $2,925,000 |
| Long Term (10-20 years) | $3,890,000 | $13,945,000 |
| **Tier 2 Subtotal** | $7,225,000 | $18,940,000 |

Notes:
2. Project cost estimates from I-5 Exit 21 Interchange Area Management Plan

# Section 5: Modal Plans

The modal plans describe Talent's preferred transportation system. The planned projects will provide a balanced and connected transportation network over the next 20 years. The list of planned projects consists of 50 complete streets and trails improvements (see Table 1 in Section 4: Project Prioritization & Funding).

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. Each future complete street project is identified in the modal maps if the improvements are relevant to the travel mode (i.e., street, pedestrian, bicycle).

The trails projects are off-street facilities that connect and expand trail network and also connect to or cross the street network. Each future trails project is identified on both the pedestrian and bicycle maps.

**Streets Goal:**

*Provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Talent urban area.*

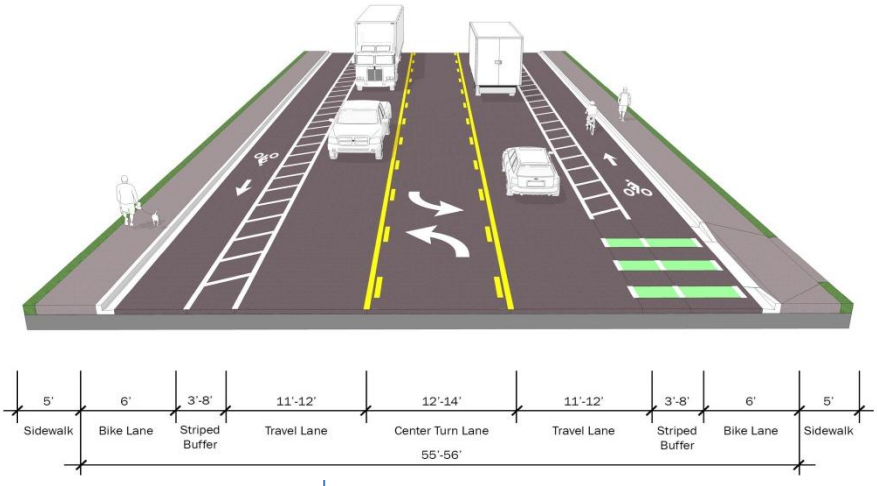
## Street System Plan

The street system plan consists of lane conversion projects, upgrades to existing roadways to full urban design standards, and new construction that would be driven by future development. Figure 2 illustrates the street system plan including the location of projects and the functional classification of the roads. (Additional information is provided about functional classification in Section 6: Standards.)

## *Lane Conversion Projects*

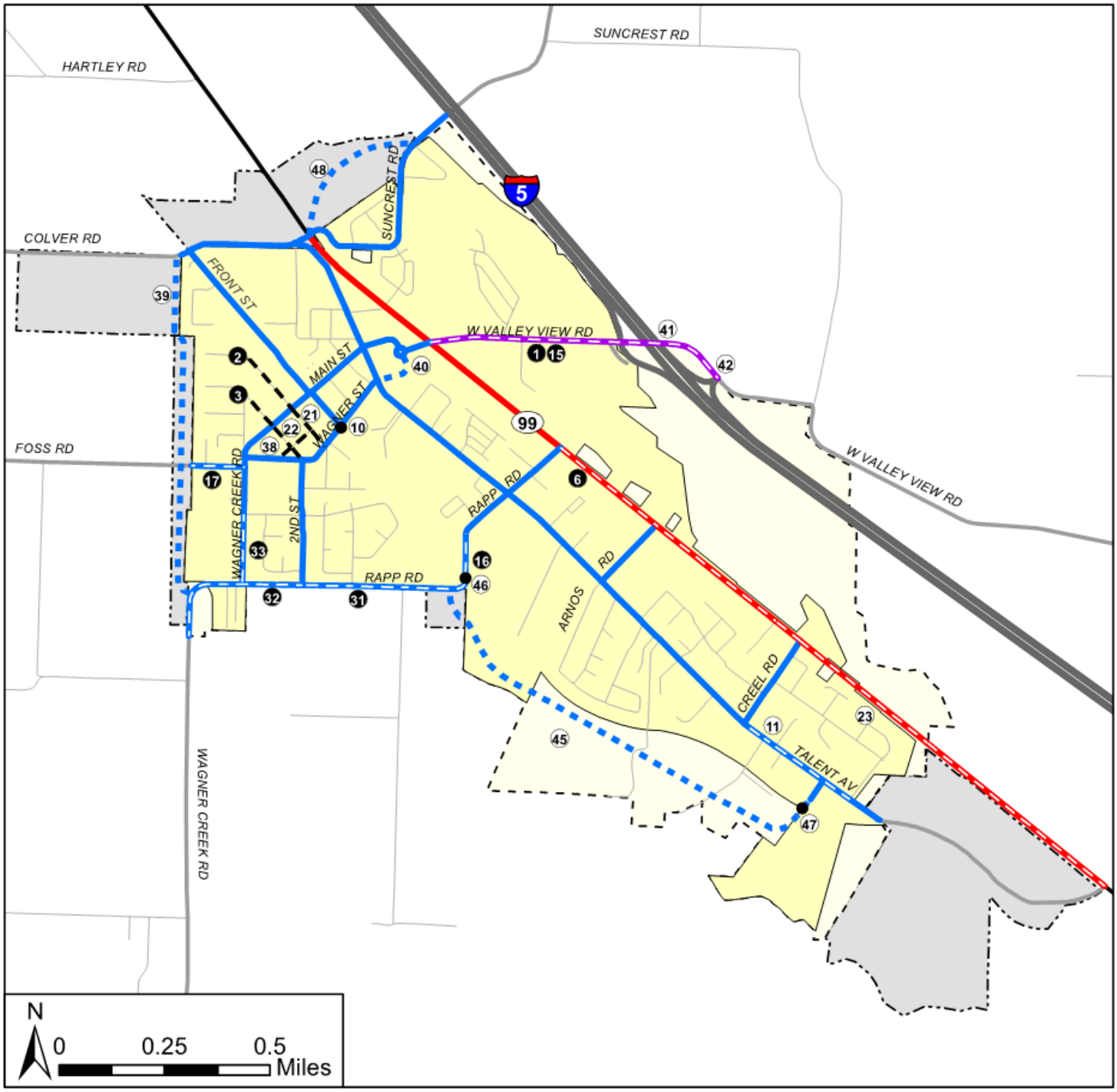
A lane conversion project is intended to improve the safety of all roadway users (vehicles, bicycles, and pedestrians) by modifying how the public right of way and pavement surface are used. Three lane conversion projects are identified in Talent. One is located on West Valley View Road, a city street, and two are located on OR 99.

**Project 1: West Valley View Road Striping Concept**




### West Valley View Road (Projects 1 and 15)

Projects 1 and 15 are phased improvements that would convert West Valley View Road from its current layout to three lanes with a buffered bike like between OR 99 and the Bear Creek Greenway. The first phase (Project 1) of the improvement would restripe the entire length of roadway as shown to the left. A center refuge lane would run the entire length between OR 99 and I-5 to improve vehicular safety.




Source Data: Jackson County, City of Talent

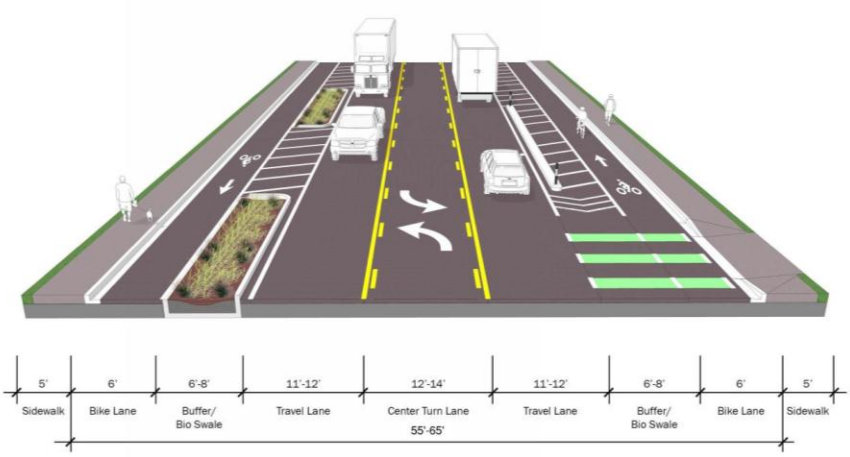
**Legend**

- Major Arterial
- Minor Artertial
- Collector
- Existing Street Upgrade
- Future Street
- Improved Crossing
- (#) Tier 1 Project
- # Tier 2 Project
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- City Boundary

## FIGURE 2
## Street System Plan

Although the new striping plan shows only one through travel lane in each direction, the three-lane plan should have plenty of capacity to meet future demand. Reducing the number of vehicular travel lanes allows the city to widen the bike lane and add a striped buffer between bicyclists and cars using the street. The bike lane transition at OR 99 will also be improved with the lane conversion.

**Project 15: West Valley View Road Hardscaping Concept**




In the second phase (Project 15 shown to the left), some form of hardscaping, most likely low-maintenance landscaped islands, would be added. In addition to providing a more permanent buffer, the added treatment would enhance the gateway from the freeway into the city.

Pedestrians would also benefit from these improvements. When walking along the sidewalk, they would be further from the vehicular travel lanes. When crossing the street, they would have a shorter distance where they are exposed to traffic.

### OR 99 – Rapp Road to Talent City Limits (Project 6)

ODOT currently has a project in the Statewide Transportation Improvement Program (STIP) to add curbs and sidewalks to OR 99 and restripe the existing roadway to provide a center turn lane, two through travel lanes (one in each direction), and bike lanes on both sides of the highway. This project (STIP Key Numb 17478) is currently planned for construction in 2017.

### OR 99 – Talent City Limits to South Valley View Road (Project 23)

The OR 99 Corridor Plan identifies that the lane conversion on OR 99 within the city limits continue southward on the rural section of highway to South Valley View Road. A rural cross section would be provided with two through travel lanes (one in each direction), a center turn lane, and wide shoulders to accommodate other users (bicyclist and pedestrians) and allow for a distressed vehicle to pull out of the travel lane in the event of an emergency. Some portion of this project is located within the Talent UGB.

## *Street Upgrades*

Twelve city street segments were identified for upgrades to full urban design standards that include adequate paved surface for vehicular demand, sidewalks on both sides of the street, and appropriate bike facilities. Most of these projects are on collector roadways but there are some local street improvements included as well. In

addition to the city projects, two projects on the state- and county owned segments of West Valley View Road have been identified in the I-5 Exit 21 IAMP.

## Talent Avenue Upgrade (Project 11)

Talent Avenue runs parallel to OR 99 for the entire length of the city. It is mostly improved to urban standards within the city limits but the segment south of Creel Road still needs urban features. Project 11 would upgrade Talent Avenue to a collector standard (assumed two travel lanes, bike lane, sidewalks, no parking) from Alpine Way to Creel Road.

## Rapp Road Upgrades (Projects 16, 31, and 32)

Rapp Road is improved with sidewalks and bike lanes east of Graham Way but is unimproved west of Graham Way. Three projects would incrementally upgrade Rapp Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) for its entire length. Project 16 would upgrade Rapp Road from the end of the current improved section, about 150 feet south of Graham Way to just east of the Wagner Creek Bridge. Project 31 would upgrade the bridge over Wagner Creek. Project 32 would upgrade Rapp Road from the bridge west to the city limits.

## Foss Road Upgrade (Project 17)

Foss Road is a county collector street than enters Talent from the west city limits and connects with Wagner Creek Road near Talent Elementary School. Project 17 would upgrade Foss Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) within the city limits.

## Wagner Creek Road Upgrade (Project 33)

Wagner Creek Road has sidewalks on the east side of the street between West Street to Rapp Road and bike lanes from West Street to School House Road. However, the bike lanes do not extend to Rapp Road and sidewalk is missing on the east side. This street provides access to both Talent Elementary and Middle Schools. Project 33 would upgrade Wagner Creek Road to a collector standard (assumed two travel lanes, bike lanes, sidewalks, no parking) within the city limits.

## Wagner Street Rail Crossing (Project 10)

The Wagner Street rail crossing is currently controlled with STOP signs and does not include any type of warning device or gates that would be activated in the presence of a train. Project 10 would upgrade the crossing to include activated gates and also improve the bicycle and pedestrian facilities across the tracks.

### Local Street Improvements (Projects 2, 3, 21, 22, and 38)

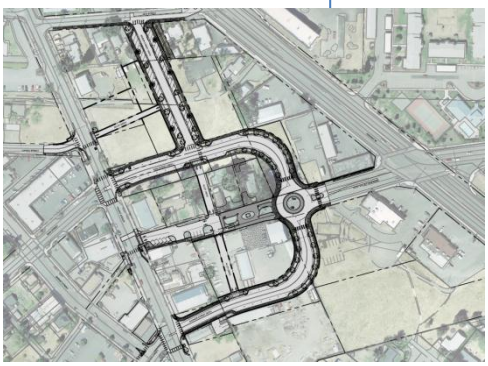
Some of the older residential neighborhood streets were constructed without curbs or sidewalks. Five projects would incrementally upgrade sections of First Street, Second Street, and Bain Street over time to local residential street standards (assumed 28-foot narrow section).

### West Valley View Road (Projects 41 and 42)

The I-5 Exit 21 IAMP identifies two projects on West Valley View Road east of the Talent city limits. Project 41 would retrofit the bridge crossing over I-5 to allow two standard travel lanes with 4-foot shoulders for non-vehicular modes. Project 42 would widen West Valley View Road east of the overcrossing to the I-5 northbound ramp terminal with the same cross section (two travel lanes and 4-foot shoulders).

## *Future Connections*

Six future connections projects are identified in the project list. These have all been identified previously in the 2007 TSP. With the exception of the Wagner Street extension, all of these projects are expected to be driven by development within the current UGB or in one of the Urban Reserve Areas; alignments have not been determined and the lines on Figure 2 are only intended to indicate the concept.



Prepared by ZCS Engineering

### Wagner Street Extension (Project 40)

Project 40 would complete the downtown improvements by extending Wagner Street from Talent Avenue eastward to connect with the roundabout on West Valley View Road. This project is part of the urban renewal plans for downtown but has not yet been constructed because the right of way is not currently available.

### Westside Bypass (Project 39)

The westside bypass is identified as a connection between Colver Road and Wagner Creek Road to be constructed in the Urban Reserve Area TA-1 west of the current city limits.

### Railroad District Master Plan Network (Projects 45, 46, and 47)

Three projects associated with the development of the land identified as the Railroad District have been included in the TSP. Project 45 is the collector roadway that would extend the length of the Railroad District from Rapp Road to Belmont Road. Project 46 would realign Rapp Road and improve the railroad crossing when the Railroad District connection to Rapp Road occurs. Project 47 would upgrade Belmont Road and improve the railroad crossing when the Railroad District connection to Belmont Road occurs. Project 47 could also involve restricting other private and public crossing in exchange for the increased activity at Belmont Road.

### Suncrest Road Connector (Project 48)

Project 48 would extend through Urban Reserve Area TA-4 as a collector street connecting with Suncrest Road near the traffic signal with OR 99 and in the vicinity or Willow Springs Drive.

### Planned Local Connections

Other opportunities exist for extensions of the local street system; however, they have not been included as projects in the TSP. However, planned connections of the local street system are tabulated and mapped Appendix B. These planned connections focus on vacant or under-utilized parcels. The City of Talent will require that any development proposal in these areas include these planned connections. They are deemed to be essential components in the transportation system. The locations and alignments shown are not intended to be precise; they are starting points for planning.

**Bicycle Goal:**

*Facilitate and encourage the increased use of bicycle transportation in talent by ensuring that convenient, accessible and safe cycling facilities are provided.*

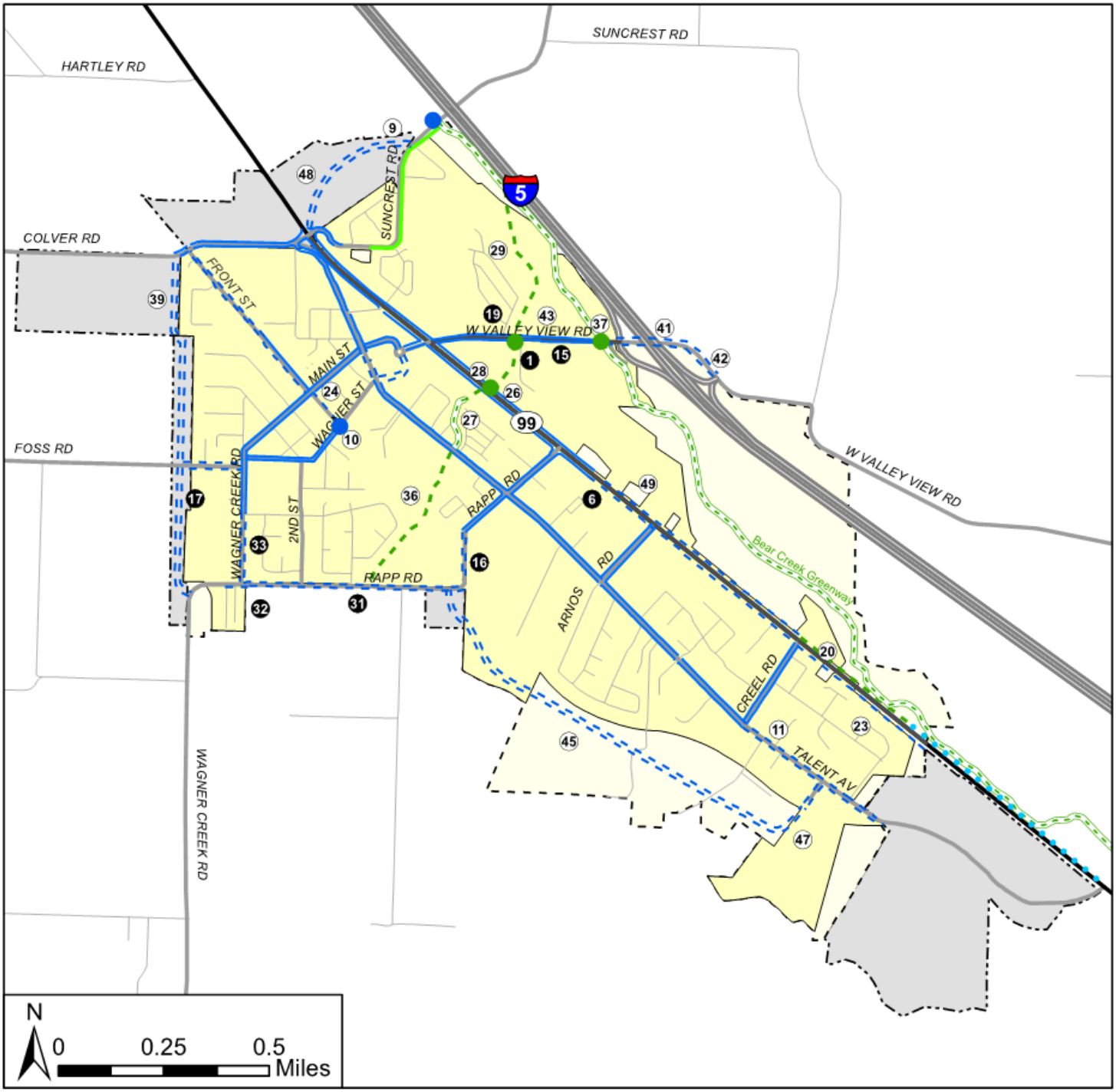
## Bicycle System Plan

Talent's bicycle system benefits from many of the lane conversion and upgrade projects identified under the street system improvements. The additional projects that benefit the bicycle system are mostly trails projects but there is one on-street project identified as well. Figure 3 illustrates the location of existing bicycle facilities along with the type and location of future improvements. It identifies all projects that benefit the system, including those described for the street plan.

### *Citywide Network*

Project 5 identifies a citywide priority network 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, the priority network would 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 that reflect the type of facility and would be accompanied by bicycle wayfinding signage that indicates the direction of travel, location of nearby destinations, and travel time and distance to those destinations.

- **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.



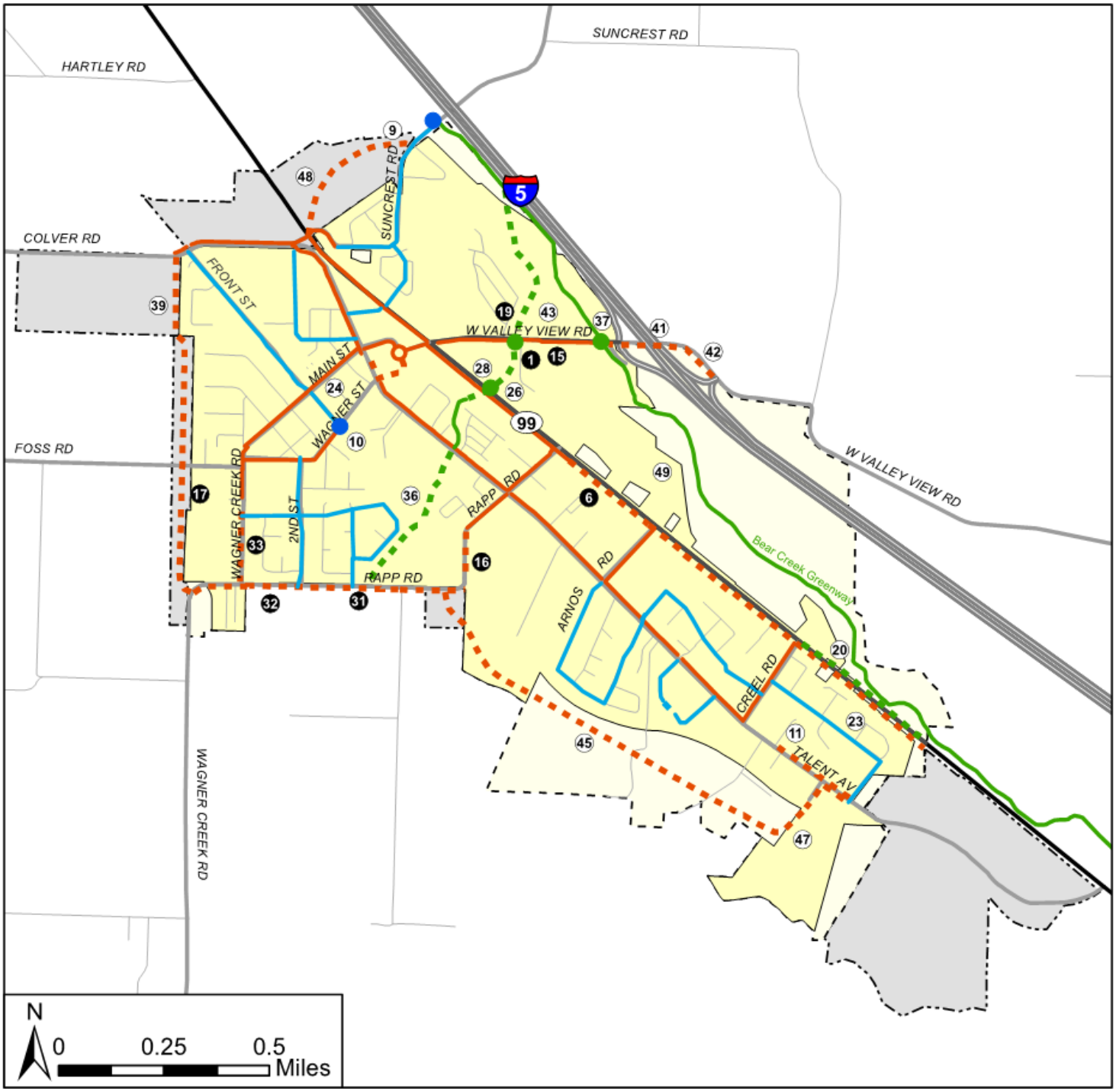

Source Data: Jackson County, City of Talent

**Legend**

- Existing Multi-Use Trail
- Existing Bike Lane
- Future Multi-Use Trail
- Future Bike Lane
- Future Shoulder
- Funded Bike Facility
- Improved Crossing
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- Tier 1 Project
- Tier 2 Project

**FIGURE 3**

**Bicycle System Plan**




Source Data: Jackson County, City of Talent

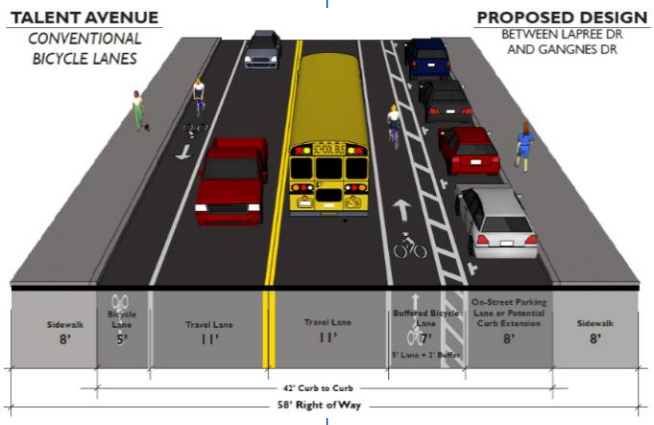
**Legend**

- Type 1 Bikeway
- Type 2 Bikeway
- Type 3 Bikeway
- Future Improvement
- Improved Crossing
- City Boundary
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- Tier 1 Project
- Tier 2 Project

## FIGURE 4
## Bikeway Priority Network

- **Type 2 Bikeways.** These 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.
- **Type 3 Bikeways.** These neighborhood routes would be located mostly on minor collector and 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 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.

## Downtown Connectivity



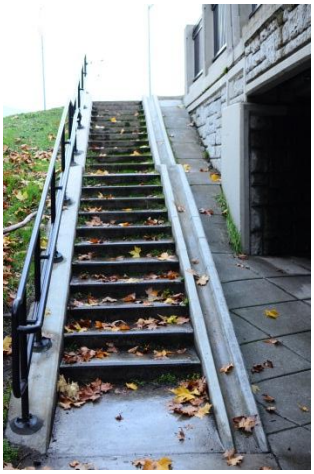

Talent Avenue is an important north-south bicycling route within the city, with bike lanes in both directions for the majority of the way between Colver Road and Creel Road. The one exception is a short stretch (approximately 850 feet) between Lapree Street and a point south of Wagner Street where the bike lanes end because the street is too narrow to provide bike lanes in addition to two travel lanes and on-street parking. Project 24 would eliminate parking on one side of the street to allow bike lanes to be striped through town. The removal of parking on the west side of the street would result in the loss of 9 existing on-street spaces.

## Bear Creek Greenway Improvements

Four projects to enhance the Bear Creek Greenway trail in or near Talent are included in the TSP.

### Bear Creek Greenway at Suncrest Road (Project 9)

There is a gap in the Bear Creek Greenway trail at Suncrest Road just north of the Talent city limits. The south leg intersection is 375 feet east of the north leg intersection, and trail users are required to use Suncrest Road on a narrow bridge across Bear Creek with two travel lanes and no bike lanes or sidewalks. Project 9 would install warning signage and possibly user-activated traffic safety warning devices to alert motorists to the presence of trail traffic. Due to the location along the outside of the city UGB, this would be a Jackson County project.



### Bear Creek Greenway Access from West Valley View Road (Project 37)

The Bear Creek Greenway currently connects to West 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 West Valley View but requires bicyclists to dismount and use the stairs to access the westbound bike lane. Project 37 would create a ramp connection on the north side between the Bear Creek Greenway and West Valley View Road. This improvement would require additional right of way not currently available. Should the adjacent parcel (RV Park) redevelop, parkland dedication would be required to create a ramp connection to the Greenway.

### Bear Creek Greenway Trail Widening (Project 43)

Currently, the Bear Creek Greenway is only 7 feet wide for approximately 800 feet north of West Valley View Road due to topography and right of way constraints. The narrow width 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. Project 43 would widen the Bear Creek Greenway trail to statewide multi-use path standards where it is currently substandard north of the Bear Creek Bridge. Parkland dedication would be required from adjacent property for implementation.

### Bear Creek Greenway Enhanced Connections

The OR 99 Corridor Plan includes a project to enhance connections between the Bear Creek Greenway and OR 99 with wayfinding signage and other amenities at existing and new trail access points. Project 30 in this TSP supports the plan for enhancing existing connections. The TSP also includes three future multi-use path connections to the Greenway that would be developed in the future.

## *Wagner Creek Greenway Improvements*

The planned Wagner Creek Greenway is a trail that would connect from Rapp Road to the Bear Creek Greenway traversing northward through Talent. A short segment of the trail has been constructed northward from Talent Avenue; however, most of the trail does not yet exist. Construction of the remainder of the Wagner Creek Greenway has been divided into six discrete projects.

### Wagner Creek Greenway Trail Completion (Projects 27, 28, 29, and 36)

Completing the Wagner Creek Greenway from the existing segment northward to the Bear Creek Greenway has been identified as three project segments because land ownership may affect how and when segments can be completed. Project 27 would connect the trail from its current end to OR 99. Project 28 would complete the trail

segment between OR 99 and West Valley View Road. Project 29 would make the connection from West Valley View Road to Bear Creek Greenway.

Project 36 would complete the Wagner Creek Greenway trail southward from Talent Avenue to Rapp Road. The trail would likely pass under the railroad tracks because grade separation is needed.

### Wagner Creek Greenway Trail Crossings (Projects 19 and 26)

The Wagner Creek Greenway would cross both OR 99 and West Valley View Road at midblock crossings. Project 19 would create a crossing with a pedestrian-activated device, such as a rectangular rapid flashing beacon (RRFB), on West Valley View Road. This midblock crossing has additional merit because it can serve connect residential development on the south side of West Valley View Road with commercial services to the north. Project 26 would install a midblock crossing with pedestrian-activated device on OR 99. This project is also identified in the OR 99 Corridor Plan.

## *Additional Trail Connections*

Two additional multi-use trail connections are identified in the TSP.

Rectangular Rapid Flashing Beacon

### OR 99 Multi-Use Path (Project 20)

The OR 99 Corridor Plan identifies a multi-use trail on the east side of the highway from Creel Road southward to a connection with the Bear Creek Greenway. This connection (Project 20) would allow users who cross the highway at Creel Road to safely travel on an off-street facility to the Greenway. This trail would be the southernmost connection to the Greenway, which crosses to the east side of Bear Creek and has no other connection points until West Valley View Road.

### Arnos Multi-Use Path (Project 44)

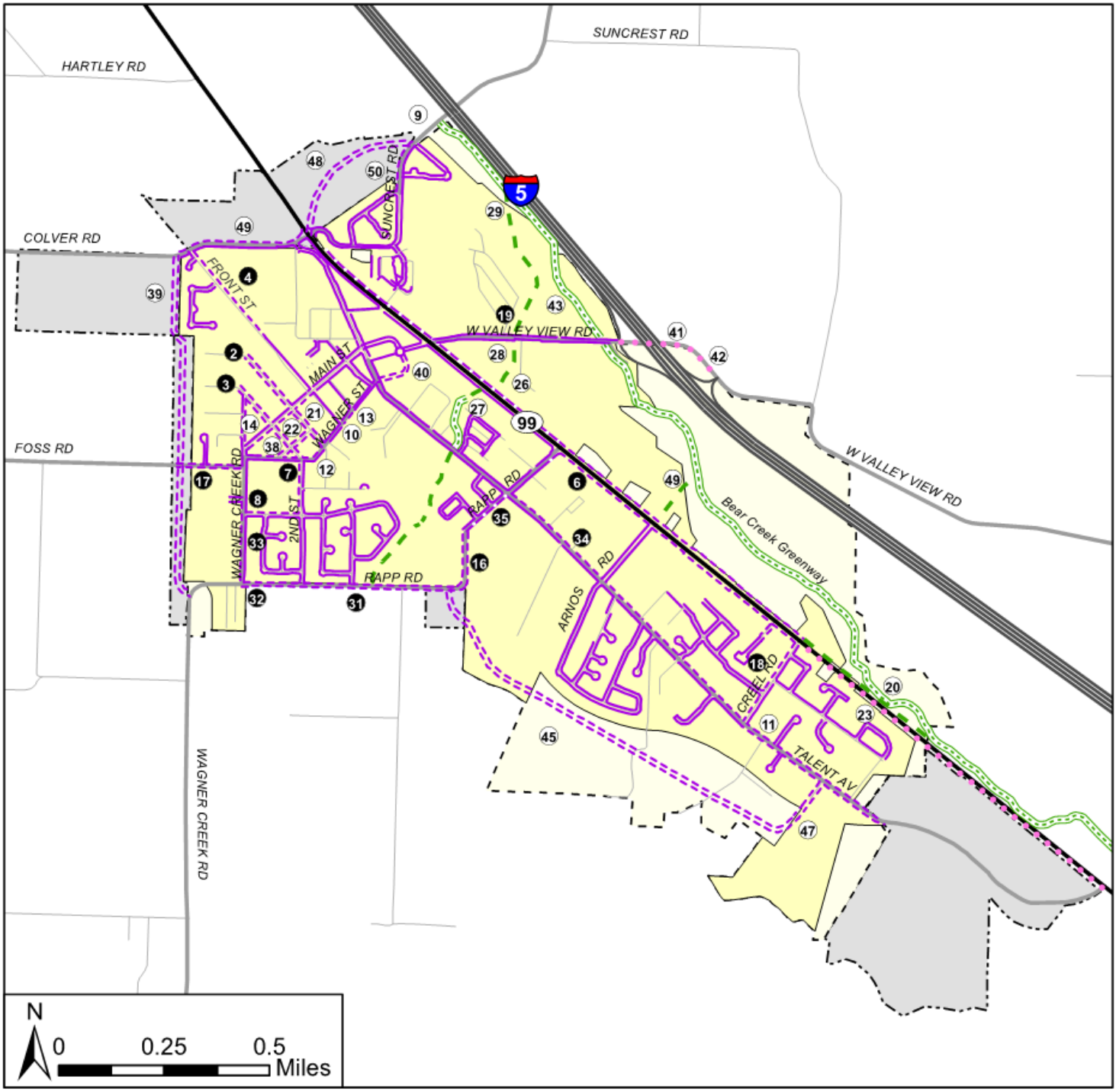
Project 44 would create a multi-use path connection from OR 99 (near Arnos Road) across Bear Creek to connect with the Bear Creek Greenway. This trail is identified in the Parks Master Plan.

**Pedestrian Goal:**

*Provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.*

## Pedestrian System Plan

Talent's pedestrian system benefits from many of the lane conversion and upgrade projects identified under the street system improvements as well as the trail projects described for the bicycle system. The additional projects that benefit pedestrians are sidewalk projects that fill in gaps in the pedestrian system. Figure 5 illustrates the location of existing pedestrian facilities along with the type and location of future improvements. It identifies all projects that improve the pedestrian network, including those described for the street and bicycle plans.




Source Data: Jackson County, City of Talent

**Legend**

- Existing Multi-Use Trail
- Existing Sidewalks
- Future Multli-Use Trail
- Future Sidewalks
- Future Sidewalk Infill
- Future Shoulder
- Improved Crossing
- Tier 1 Project
- Tier 2 Project
- Urban Growth Boundary (UGB)
- City Boundary
- Urban Reserve Areas

## FIGURE 5
## Pedestrian System Plan

## Sidewalk Network Improvements

Since 2007 TSP was adopted, the City of Talent has made large strides in completing its sidewalk network along arterial and collector roadways; however, some gaps still remain. The following new or improved connections are recommended to improve pedestrian mobility and access to local destinations such as schools, parks, and downtown destinations. Most are along arterial or collector roadways, with the exception of one that is adjacent to Talent Elementary School.

Sidewalk network improvements are illustrated in Figure 5 and include:

- Project 4: Front Street – Add curbs and sidewalks to both sides of the street from the Urban Renewal Boundary to Colver Road
- Project 7: Second Street- Add curb and sidewalk to the west side between Wagner Street and Schoolhouse Road
- Project 8: Schoolhouse Road – Add curb and sidewalk to the north side between Wagner Creek Road and Second Street
- Project 12: Wagner Street – Add curb and sidewalk to the north side between Wager Creek Road and First Street
- Project 13: Wagner Street – Add curb and improve sidewalk on the south side between the railroad crossing and John Street
- Project 14: Main Street – Add curb and sidewalk to the south side between West Street and Front Street
- Project 18: Creel Road – Add curb and sidewalk where missing on the north side between Lithia Way and OR 99
- Project 25: Front Street – Add curb and sidewalk to the west side between the Urban Renewal Boundary and Wagner Street.
- Project 34: Talent Avenue – Add curb and sidewalk to the east side between Rapp Road and Creel Road
- Project 35: Rapp Road – Add curb and sidewalk to the south side to fill in remaining gaps between Graham Way and Talent Avenue

## Additional Projects with UGB Expansion

Two additional sidewalk projects were identified should Talent's UGB expand to include one or more of the Urban Renewal Areas. These projects include:

- Project 49: Colver Road – Add curb and sidewalk to the north side from OR 99 to the west UGB when TA-4 is brought into the UGB
- Project 50: Suncrest Road – Add curb and sidewalk to the north side from Autumn Ridge Road (east) to the east UGB when TA-5 is brought into the UGB

**Transit Goal:**

*Support a transit system that provides convenient and accessible transit services to the citizens of the talent urban area.*

# Transit System Plan

RVTD provides public transportation to the City of Phoenix. RVTD Route 10 passes through Talent along OR 99 and Talent Avenue. The route connects Talent to the Cities of Phoenix, Medford, Central Point and Ashland.

The complete streets and trails projects identified in this TSP support transit by improving multimodal links to bus stops along the existing routes. New sidewalks at bus stops will allow for amenities, such as shelters and seating, to be added along the Route 10.

## *Existing Route 10 Enhancements*

Route 10 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 less than 30 minutes).

### Route Service Adjustments

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.[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 to the west of Talent Ave that are currently beyond the ¼-mile walking distance generally considered ideal for transit access.

### 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

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


that would make use of unused capacity in the paratransit system; the Feeder service would be available to residents within ¾ 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).

### Schedule Information

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.

## *High Capacity Transit*

RVTD is also exploring options for providing High Capacity Transit (HCT) between Central Point and Ashland within the OR 99 corridor. The process is in the early stages of development with a focus on understanding community perception of transit enhancements. The goal of HCT is to provide improved travel times and schedule reliability in the heavily used OR 99 corridor. HCT options could include express bus service, Bus Rapid Transit (BRT), and commuter rail service.

In conjunction with the community perceptions work, RVTD is completing an operational analysis to better understand the capital and funding requirements to implement HCT. They have documented the schedule reliability and passenger capacity issues experienced along the corridor. RVTD has many of the HCT elements already in place. These include such low-floor buses, an upcoming electronic fared collection system, and a strong marketing program. RVTD is now pursuing transit signal priority in the corridor.


## Air Transportation

The City of Talent does not have an airport within its UGB and relies on other airports in the region for air service. The Rogue Valley International Medford Airport offers commercial passenger service and air freight transportation. The City of Ashland operates a general aviation airport.

## Rail Transportation

The Central Oregon and Pacific (CORP) Railroad line runs through Talent, west of OR 99 from Springfield, Oregon to Black Butte, California. Although no trains are current running on the section of CORP track south of Medford, Oregon and CORP were awarded a $7 million grant to repair and reopen the line. Once repairs are made, it is very likely that freight service will resume on the rail line within Talent. No passenger rail service is available.

This TSP includes three projects to upgrade existing rail crossings in Talent:

- Project 10: Wagner Street Railroad Crossing – Upgrade crossing warning devices and provide for pedestrians and bicyclists
- Project 46: Rapp Road Railroad Crossing – Realign street to improve angle of crossing when the Railroad District collector street is developed
- Project 47: Belmont Road Railroad Crossing – Upgrade crossing warning devices and restrict other crossings (Pleasant View and Hilltop Road) when Railroad District collector street is developed

## Pipeline Transportation

No changes to the pipeline system are planned.

## Water Transportation

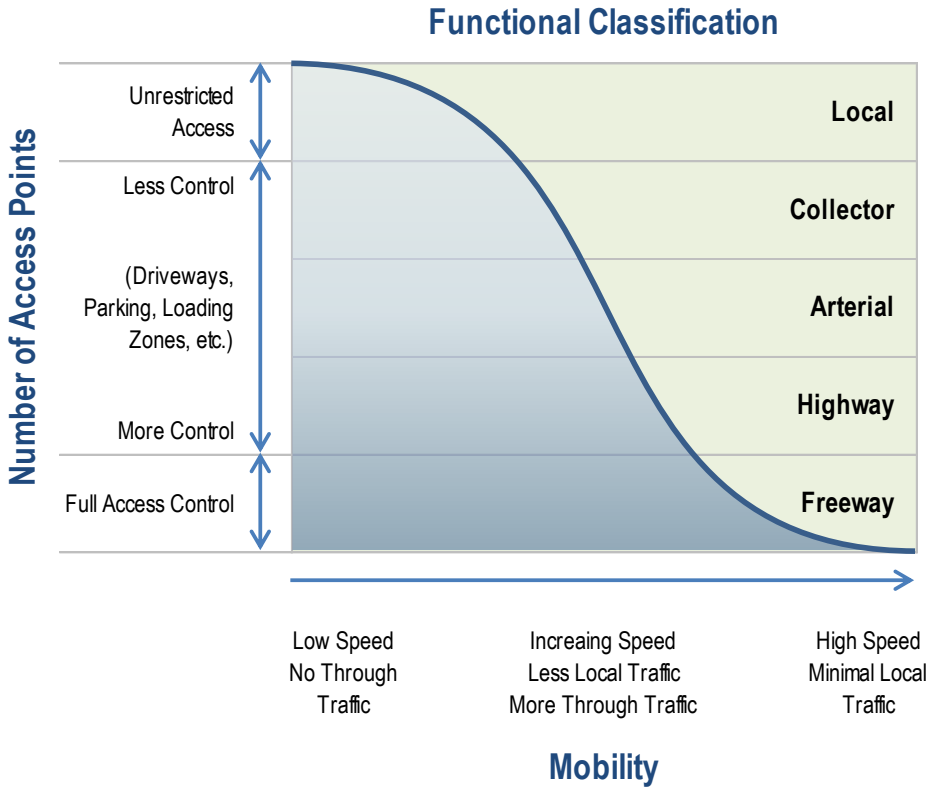
No water transportation is located in Talent.

# Section 6: Standards

Standards ensure that the projects in this plan have clear guidance on how they should look. Combined with supporting code, the standards also ensure that future development is consistent with the goals of this TSP. This section defines the functional classification of the transportation system and the appropriate street design, access, and mobility standards.

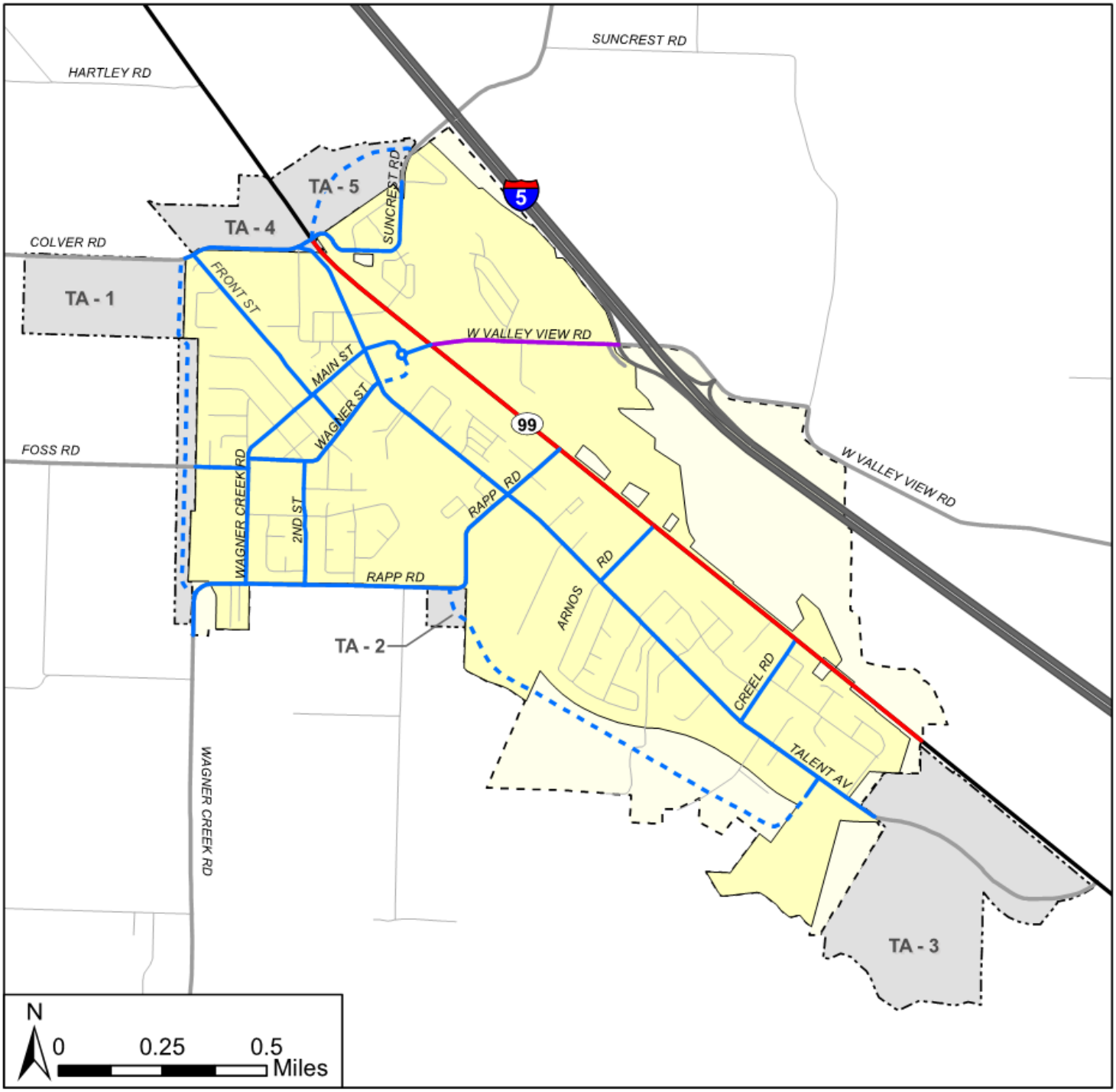
## Functional Classification

Streets and highways are assigned a classification to indicate purpose, design and function. This functional classification ensures that streets are built and maintained with features that can support demand from both the surrounding land uses and from traffic that may be traveling through parts of the city. It also describes how adjacent properties are accessed and how much mobility the street provides, as illustrated below.




The functional classification system for the Talent street network includes five classifications as shown in Figure 6:

- Interstate
- Minor and Major Arterial (including highways)
- Collector
- Local Street




Source Data: Jackson County, City of Talent

**Legend**

**Functional Classification**

- Interstate
- Major Arterial
- Minor Artertial
- Collector
- Future Street

- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- City Boundary

## FIGURE 6

## Functional Classification System

## Complete Street Standards

The traditional term "street standards" implies a focus on the requirements to serve motor vehicles but the design guidance actually addresses pedestrian, bicycle, and motor vehicle needs. The standards are multimodal or "complete."

The standards in Table 2 generally apply to new development. Where the City is upgrading existing streets and cannot obtain more right-of-way, it shall not be bound by a strict application of the standard cross-sections. Safety and efficiency for all modes should be the primary concern when designing the upgrade.

## *Arterials*

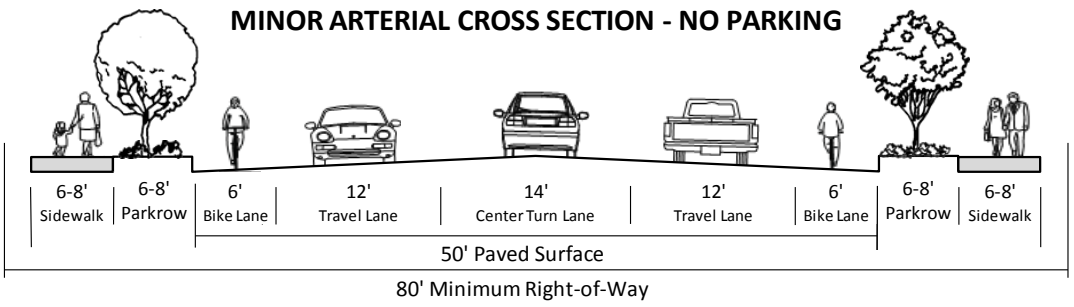
Arterial streets form the primary roadway network within and through a region. They provide a continuous roadway system that distributes traffic between different neighborhoods and districts. They provide limited access to abutting land with a greater focus on mobility and through traffic movement. Arterial streets carry the highest volumes on the network. On-street parking is rarely provided on new arterial streets. Talent's functional classification includes major and minor arterial streets.

### Major Arterial

The only street classified as a major arterial in Talent is OR 99. The segment from Suncrest Road to Rapp Road is five lanes and was constructed to ODOT standards. The section from Rapp Road to the Talent city limits will be improved by ODOT to provide three lanes with bike lanes and sidewalks according to their standards.

### Minor Arterial

The minor arterial standard includes three travel lanes (two through lanes and a center turn lane) with bike lanes and sidewalk, as illustrated below. Table 2 also includes an option with on-street parking. Sidewalks shall be at least 8 feet in commercial areas. Tree wells may be substituted for the parkrow if on-street parking is included to allow direct sidewalk access from vehicles. The center turn lane may be replaced with a 10-foot raised median.



## Table 2. City of Talent Complete Street Design Standards

| Functional Classification | Minimum Design Widths | | | | | | | | Average Daily Trips (ADT) |
|---|---|---|---|---|---|---|---|---|---|
| | Right-of-Way | Minimum Curb-To-Curb Paving[1] | Within Curb-To-Curb Area | | | | Parkrow (Both Sides) | Sidewalks (Both Sides) | |
| | | | Motor Vehicle Travel Lane | Median and/or Center Turn Lane | Bike Lane (Both Sides) | On-Street Parking | | | |
| **Major Arterial/Highway** | | | | | | | | | |
| 3 Lanes | ODOT standards | | | | 6 ft | None | Min. 4 ft or Tree Wells | 6-10 ft | 10,000 to 30,000 |
| 5 Lanes | | | | | | | | | |
| **Minor Arterial** | | | | | | | | | |
| 3 Lanes | 80 ft | 50 ft | 12 ft | 14 ft | 6 ft | None | Min. 4 ft or Tree Wells | 6-8 ft | 5,000 to 14,000 |
| 3 Lanes with Parking | 90 ft | 66 ft | 12 ft | 14 ft | 6 ft | 8 ft | | | |
| **Collector – Residential** | | | | | | | | | |
| No parking | 70 ft | 36 ft | 12 ft | N/A | 6 ft | None | 6–8 ft | 6 ft | 1,500 to 6,000 |
| Parking one side | 70 ft | 43 ft | 11-12 ft | | | 7-8 ft | 3–8 ft | | |
| Parking both sides | 80 ft | 50 ft | | | | | | | |
| **Collector – Commercial** | | | | | | | | | |
| Parking one side | 70 ft | 43 ft | 11-12 ft | N/A | 6 ft | 7-8 ft | Tree Wells | 8-10 ft | 2,000 to 6,000 |
| Parking both sides | 70 ft | 50 ft | | | | | | | |
| **Local – Residential/Commercial** | | | | | | | | | |
| Parking one side | 60 ft | 32 ft | Unstriped | N/A | N/A | Unstriped | 6–8 ft | 5 ft | 200 to 1,500 |
| Parking both sides | 60 ft | 36 ft | | | | | | | |
| Narrow Exception[2,3] | 50 ft | 28 ft | Unstriped | N/A | N/A | Unstriped | 5 ft | 5 ft | 200 to 800 |
| Cul-de-sac[3] | 60 ft | 32 ft | Unstriped | N/A | N/A | Unstriped | None | 5 ft | < 500 |
| Alley[3] | 20–24 | 18–20 | N/A | N/A | N/A | none | none | optional | N/A |
| **Local – Industrial** | | | | | | | | | |
| Parking both sides | 60 ft | 40 ft | Unstriped | N/A | N/A | Unstriped | Behind[4] | 5-6 ft | <1,200 |
| **Local – Commercial Service/Alley** | | | | | | | | | |
| No Parking | 30 ft | 20 ft | Unstriped | N/A | N/A | None | None | 4 ft[5] | 200 to 1,500 |
| Parking one side | 40 ft | 28 ft | | | | Unstriped | | | |
| **Trails** | | | | | | | | | |
| Trails | 10–20 ft | 10–12 ft | N/A | N/A | N/A | N/A | 2–7 | N/A | N/A |

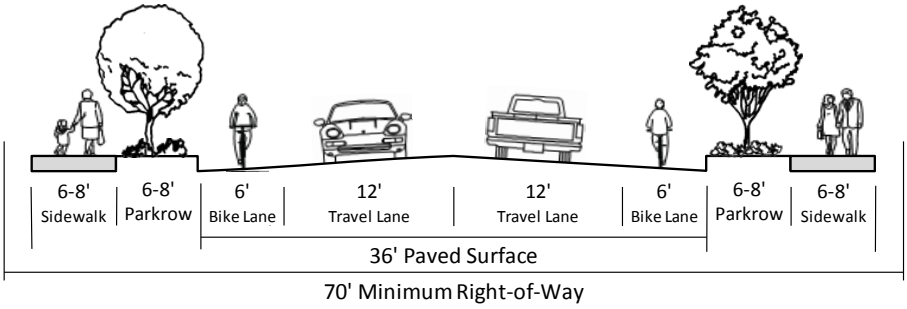
Notes:
1. Curbs are generally six (6) inches wide.
2. This standard is only applicable to residential streets under certain conditions and requires Planning Commission approval for the exception.
3. Not appropriate standards for commercial streets.
4. Street trees shall be located on the outside edges of the ROW.
5. Sidewalk required on one side only.

## Collector Streets

Collector streets gather traffic from neighborhoods local streets and distribute traffic to and from and arterial streets. 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. Collector streets can serve residential, commercial, industrial, or mixed land uses.

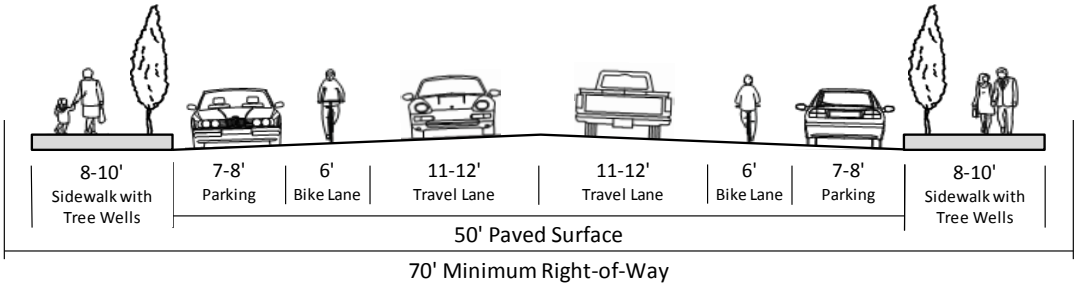
The residential collector standard includes two travel lanes with bike lanes and sidewalk, as illustrated below. An option to include on-street parking on one or both sides of the street has also been included.

**RESIDENTIAL COLLECTOR CROSS SECTION - NO PARKING**




Sidewalks shall be at least 8 feet in commercial areas and tree wells should be substituted for the parkrow when on-street parking is present so that drivers have direct sidewalk access from vehicles.

**COMMERCIAL COLLECTOR CROSS SECTION - PARKING BOTH SIDES**

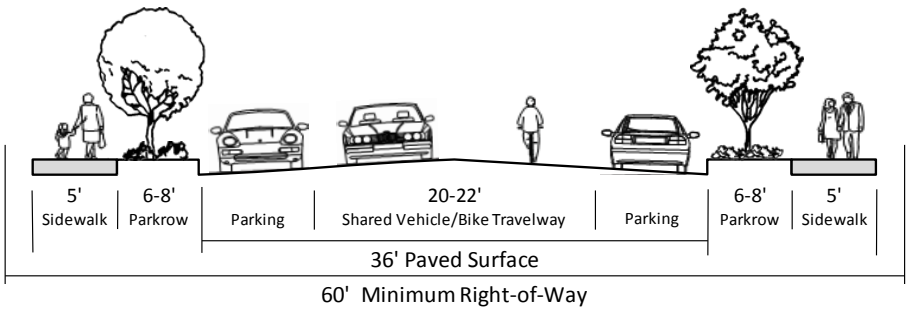



## Local Streets

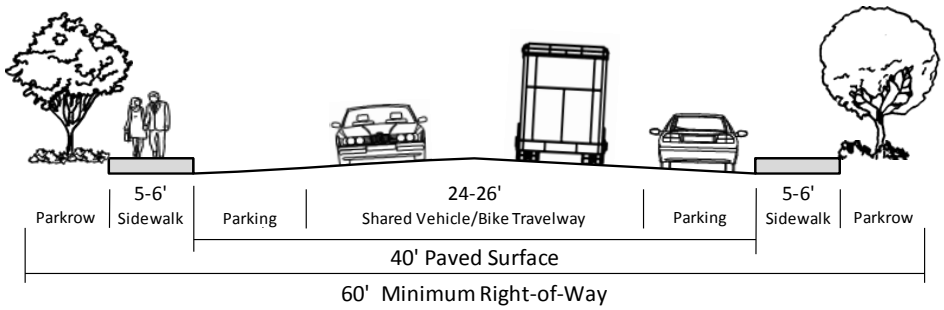
Local streets are intended to serve adjacent land uses with unrestricted access and almost no traffic traveling through the area. These streets serve all modes of travel and should have sidewalks to accommodate pedestrians but bicyclists share the roadway with motor vehicles because demands are low and travel speeds are slow.

Local residential streets are narrower and generally allow on-street parking while local industrial streets may be wider to accommodate turning trucks, as illustrated below.

**LOCAL RESIDENTIAL CROSS SECTION - PARKING BOTH SIDES**




**LOCAL INDUSTRIAL CROSS SECTION**




## Narrow Street Exception

An exception to the local residential standard may be considered by the Planning Commission under certain conditions:

- Average Daily Traffic is not reasonably expected to exceed 800 trips.
- Distance between cross streets is no more than 600 feet.
- The street is a cul-de-sac not designed to provide future through-connection.
- Expected parking demand can be met off street (considering the land uses/zoning in the vicinity).
- The street is provided as an infill connecting street within an existing grid system or will be a short segment (no more than two blocks) fulfilling a similar secondary role in a proposed subdivision.
- The street has alley access on at least one side (however, the City may still require standard right-of-way widths because of the resultant availability of uninterrupted curb for continuous on-street parking).

Although the City may agree that a wide street is not necessary *now*, it may become necessary in the future. For this reason, the Planning Commission may require dedication of a standard right-of-way—with reduced paving width when initially built—so the City may increase capacity when needed. The Commission may also consider requiring the provision of additional parking on a one-to-one basis to compensate for loss of on-street parking. Such parking may be located in mini-lots or some other alternative.

### Cul-de-Sacs

Cul-de-sac streets are common in the newer, westerly part of the community. Few are longer than 200 feet. Cul-de-sac streets are intended to serve only the adjacent land in residential neighborhoods. Based on recent guidance from the Department of Land Conservation and Development and from various urban planning organizations, the City of Talent prohibits cul-de-sac streets except in special circumstances. New cul-de-sac streets shall not be permitted except where topography or other natural or man-made features prohibit through connections. These streets shall be short, serving a maximum of 12 dwelling units.

## Access Spacing Standards

Access management is an important key to balanced urban growth. As evidence, the lack of a prudent access management plan has led to miles of strip commercial development along the arterial streets of many urban areas. Business activities along arterial streets lead to increased traffic demands and the provision of roadway improvements to accommodate the increasing traffic demand. Roadway improvements stimulate more business activity and traffic demands. This often continues in a cyclical fashion, and requires extensive capital investments for roadway improvements and relocation. However, with the tightening of budgets by federal, state, and local governments, the financial resources to pay for such solutions are becoming increasingly scarce.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial streets lead to an increased number of potential conflict points among vehicles entering and exiting the driveways, and through vehicles on the arterial streets. This leads to increased vehicle delay and deterioration in the level of service on the arterial. Increases in volumes and conflict points may also lead to a reduction in safety. Thus, it is essential that all levels of government try to maintain the efficiency of existing streets through better access management.

Table 3 describes recommended access management guidelines by roadway functional classification for all categories of city streets in Talent.

### Table 3. Access Management Guidelines

| Functional Classification | Posted Speed | Minimum Spacing between Driveways and/or Streets[1,2] | Minimum Spacing between Intersections[1,2] |
|---|---|---|---|
| Major Arterial | 35-45 mph | ODOT Standard | ODOT Standard |
| Minor Arterial | 30-40 mph | 300 feet | 600 feet |
| Collector | 25-30 mph | 50 feet | 300 feet |
| Local Residential | 25 mph | Access to each lot permitted | 125 feet |
| Local Industrial | 25 mph | Access to each lot permitted | 300 feet |

Notes:
1. Desirable design spacing; existing spacing will vary. Each parcel is permitted one driveway regardless of the minimum driveway spacing standard although shared access is encouraged.
2. Spacing standards are measured centerline to centerline.

## Mobility Standards

Mobility standards help agencies maintain acceptable and reliable performance, primarily vehicular, for a transportation system. They apply to land use decisions as a way to understand how development could impact the function of the transportation system. The Transportation Planning Rule (TPR) also requires that comprehensive plan amendments and zone changes must be consistent with the adopted TSP and uses mobility standards as one tool for evaluating consistency.

The Oregon Highway Plan (OHP) has established several policies for maintaining highway mobility include Policy 1F, which establishes maximum volume-to-capacity (v/c) ratio[3] targets for peak hour operating conditions for all highways in Oregon. 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 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.

With this TSP update, the City of Talent is creating a mobility standard for traffic operations. A dual standard based on v/c ratio and level of service[4] is proposed:

- Maximum v/c ratio = 0.95
- LOS D or better for signalized intersections
- LOS E or better for unsignalized intersections

[3] A volume-to-capacity (v/c) ratio compares traffic demand to an estimate of capacity, which is the amount of traffic that an intersection can serve during a fixed period of time. A v/c ratio less than 1.00 indicates that the volume is less than capacity. When the v/c ratio is closer to 0.00, traffic 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.

[4] Six level of service (LOS) 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.