



City of Talent

Transportation System Plan (TSP) Update

WELCOME

Open House #2 – January 20, 2015



CH2MHILL®



What can you do at the Open House today?

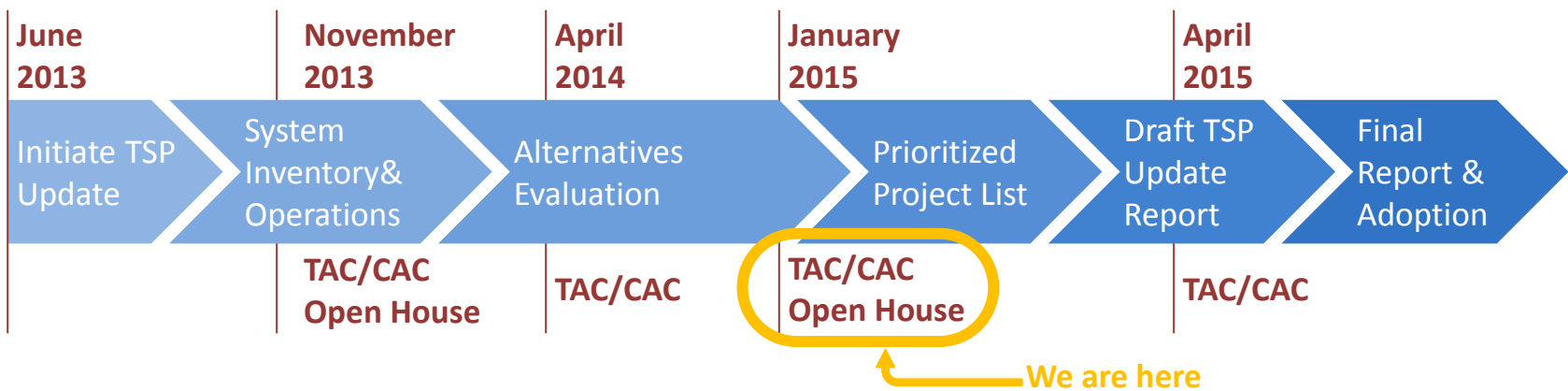


- Review the Talent TSP and IAMP 21 improvement concepts
- Learn about the next steps for the projects and how you can get involved in the process
- Talk to a staff member and ask questions
- Submit a comment form

TSP Project Purpose & Timeline



- Create a new vision for the City's future transportation needs
- Address population growth and changes in employment
- Update data sources (inventories, traffic and safety, future growth)
- Prioritize TSP projects within the city for funding
- Achieve consistency with and fulfill requirements for state and regional plans and laws



Public Involvement Process



Technical Advisory Committee (TAC):

*Provides technical and policy guidance and will serve as the primary body making recommendations about the project
Composed primarily of local jurisdiction and ODOT staff*

Public Open Houses:

Intended as informational exchanges where staff and consultant present and explain project information and the general public can provide input and comment on issues and concerns of importance to them

Talent
TSP
Update

Citizen Advisory Committee (CAC):

Provides stakeholder input and offer recommendations to the TAC Composed of interested citizens, property owners, business representatives, and other stakeholders

Local Agency Meetings: *Provides additional opportunities for citizen and business input during the adoption process (These will be led by local jurisdiction staff and ODOT)*



Elements of a TSP



- Goals and Objectives for managing the transportation system
- Plans for each mode of transportation
 - Street, Bicycle, and Pedestrian Networks (standards, projects to complete network, address safety or accommodate growth)
 - Transit Network (improvements that coordinate with RVTD short and long-term plans)
 - Air, Rail, Water, Pipeline (existing facilities and any changes planned by managing agencies)
- List of planned improvements
 - Prioritized (high, medium, low)
 - Funded project lists
- Financing summary
 - Understanding of existing funding sources
 - List of potential new funding sources that could be pursued



Transportation System Inventory Update

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

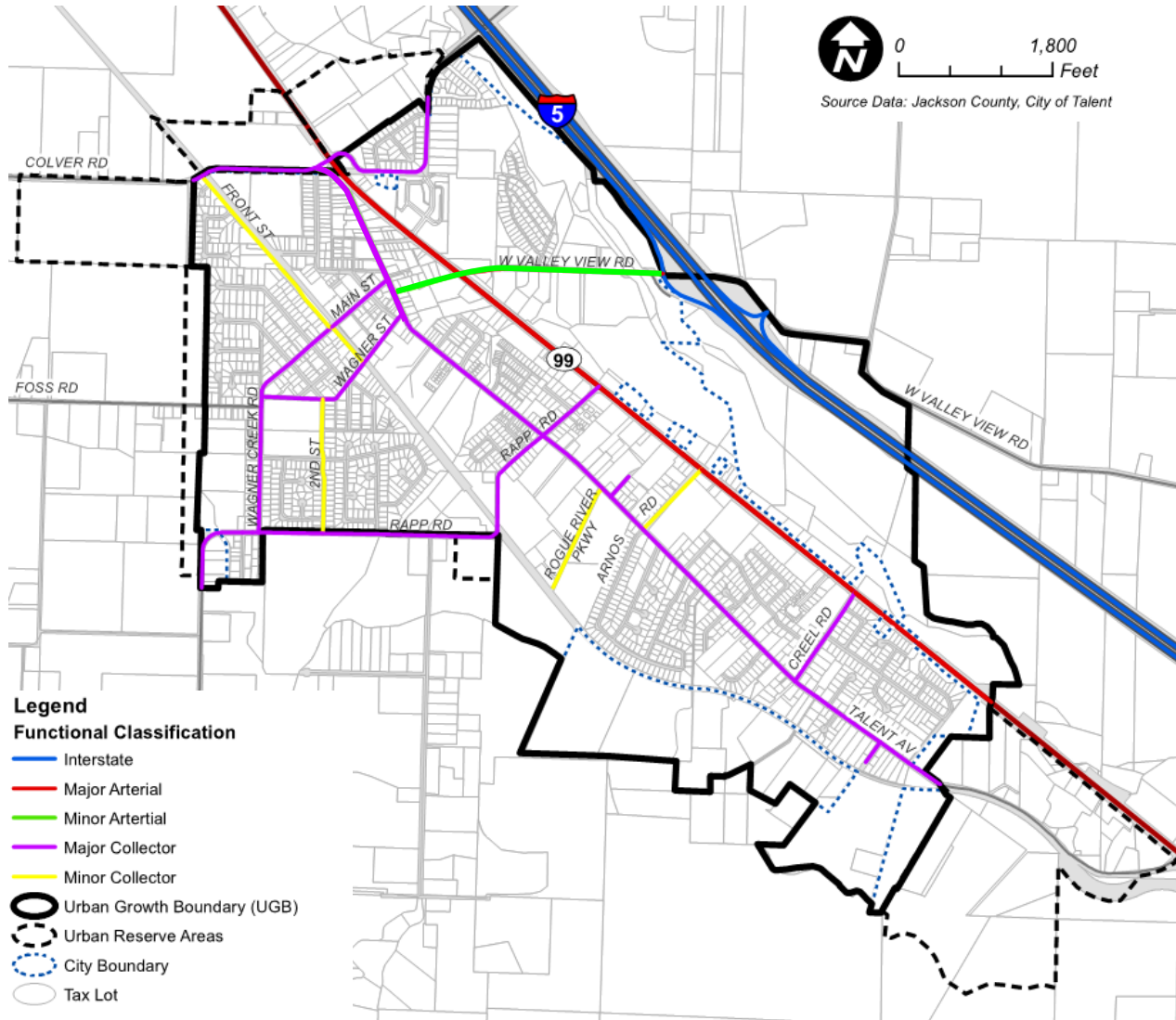
- Identifies Bus Route and stop amenities and other public transit services



Other

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

Street System – Functional Classification



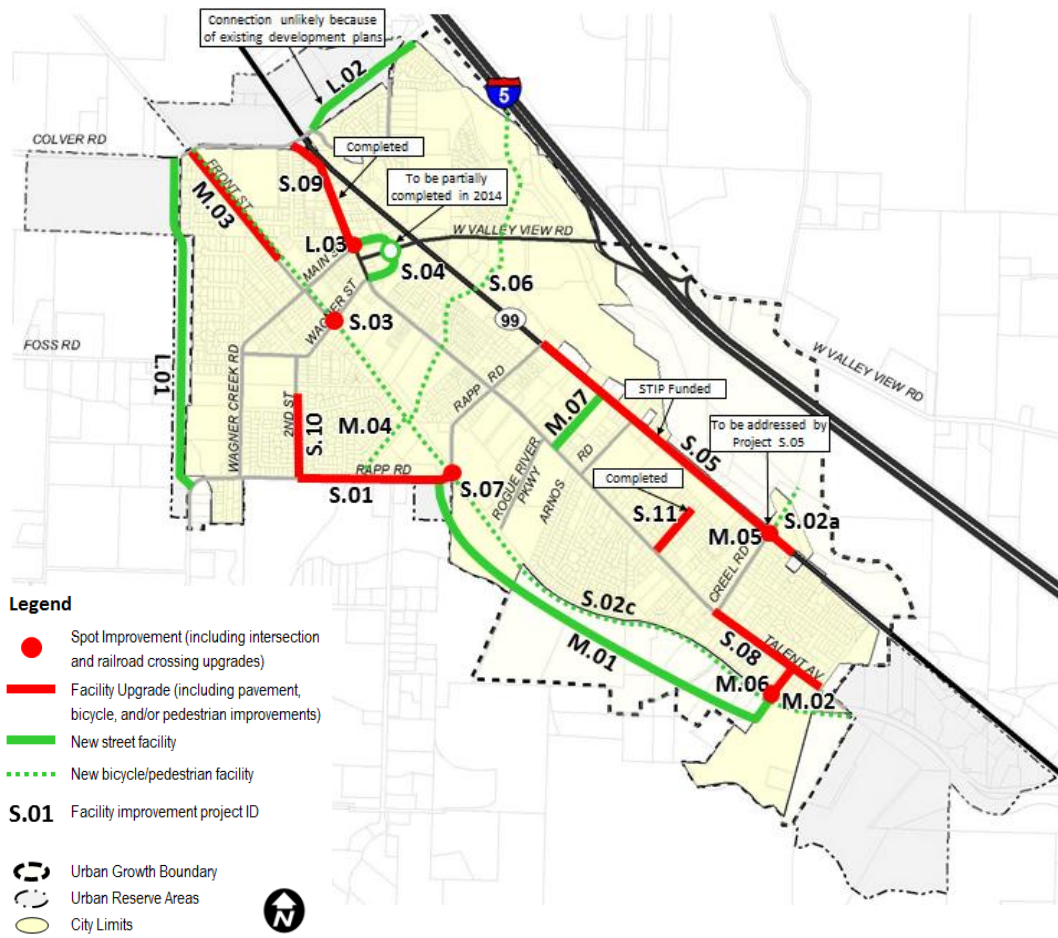
Street inventory identifies:

- Roadways with “Poor” or “Very Poor” pavement conditions
 - Only one major collector (Belmont Road) on list
 - Everything else is local
- Urban Design Deficiencies
 - Only identified for arterial and collector streets
 - Grouped by type of deficiency:
 - No pavement
 - No curb and gutter
 - No sidewalk
 - Many streets are improved on one side but not the other

Projects from 2007 TSP



The 2007 TSP includes a list of planned projects for the transportation system. Some of these projects have been or will be constructed and some are no longer feasible. The other projects will be included in the TSP Update.



- **S.01:** Rapp Road - Rebuild and upgrade to major collector standard
- **S.02:** Multimodal path connections:
 - a: Connect to Bear Creek Greenway near Creel Rd
 - b: Connect to Bear Creek Greenway near Suncrest Rd
 - c: Near RR tracks from north UGB to south UGB
- **S.03:** Wagner St RR Crossing - Upgrade crossing and provide for pedestrians and bicyclists
- **S.04:** Phased downtown circulation and redevelopment
- **S.05:** OR 99 - Add center turn lane and medians, bike lanes, sidewalks, curb & gutter
- **S.06:** Wagner Creek Greenway Path - Construct new path from Talent Ave to Bear Creek Greenway
- **S.07:** Rapp Rd RR Crossing - Upgrade crossing and provide for pedestrians and bicyclists
- **S.08:** Talent Ave - Upgrade to collector standard
- **S.09:** Talent Ave - Upgrade to minor arterial standard
- **S.10:** Wagner Creek Rd - Upgrade to major collector standard
- **S.11:** Nerton St - complete connection
- **M.01:** Railroad District - Construct new collector street from Belmont Rd to Rapp Rd
- **M.02:** Belmont Rd - Upgrade to collector standard
- **M.03:** Front St - Upgrade to minor collector standard
- **M.04:** Wagner Creek Greenway Path – Construct new pa from Rapp Rd to Talent Ave
- **M.05:** OR 99 & Creel Rd - Install traffic signal and turn lanes
- **M.06:** Belmont Rd RR Crossing: Construct new crossing
- **M.07:** Rogue River Pkwy - Construct new connection between Talent Ave and OR 99
- **L.01:** Westside - Construct new collector street west of city
- **L.02:** Suncrest Rd – Redirect street along N side of Autumn Ridge subdivision between OR 99 and I-5 overpass
- **L.03:** Main St & Talent Ave signalization: Install traffic signals

West Valley View Road Improvement Options



Identified Deficiencies:

- No separate lane for left turns between OR 99 and Mountain View Drive
 - Drivers turning left into streets or driveways may need to stop in the through travel lane to wait for a gap in oncoming traffic
 - Creates potential for rear-end and sideswipe collisions
- Bike lanes are narrower than desirable for this important connection between residential areas and the Bear Creek Greenway
 - 5-foot bike lanes next to vehicles driving 40 mph
 - May be okay with confident bicyclists but can be scary to many riders
 - At OR 99, bicyclists are trapped between the curb and the right-turn lane

Potential Improvements

- Two overall multimodal and safety improvement alternatives in the TSP:
 - Cross section widened to 5 lanes and combined with bicycling/pedestrian amenities
 - Cross section modified to 3 lanes and combined with bicycling/pedestrian amenities
- IAMP 21 considers concepts that are similar ideas but different ways of building the projects
- Final recommendation can include elements from different concepts shown today so please comment on your preferences

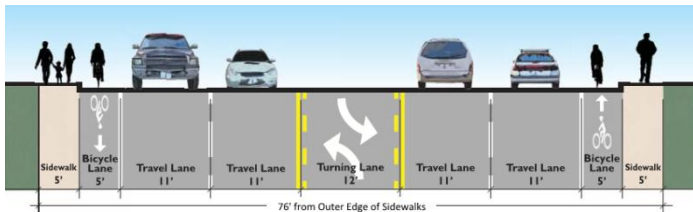
West Valley View Road – 5-Lane Combined Concept



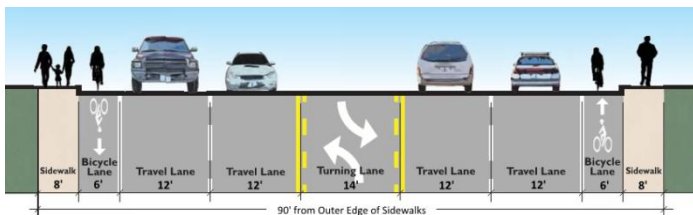
Corridor Improvements – Add Center Lane

- Improve safety by separating left-turning movements from through traffic
- Accommodate future development
- Consistent with cross section to the east
- Widen on south side where existing development is limited
- Estimated cost \$500,000-\$600,000 excluding ROW acquisition for match to existing section (*Note: does not include costs for intersection or path improvements*)

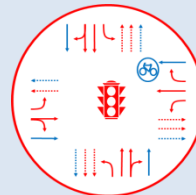
MATCH TO EXISTING 5-LANE SECTION TO EAST



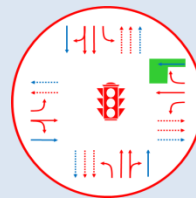
MEET STANDARD FOR MAJOR ARTERIAL



BICYCLE SIGNAL



BIKE BOX



OR 99 Intersection

- Option A – Bicycle Signal
 - Bicycle signal would be tied to the existing signal, similar to a pedestrian phase
 - Once activated, the westbound right-turn traffic would be stopped to allow the cyclists to safely continue through the intersection
- Option B – Bike Box
 - Bike box at front of the right-turn lane
 - Westbound right-turn-on-red movements would be prohibited
 - Only addresses conflict when traffic is stopped at red light; conflict still present after light turns green



Multi-Use Path

- 12-15 foot wide multi-use path located along south side
 - Long-term option either as a standalone facility or extension of the south sidewalk
 - West end of the Bear Creek Bridge across OR 99 to new roundabout
- Three crossing options considered at OR 99:
 - **Overcrossing:** Spiral ramps connecting to a structure that crosses over the highway with sufficient clearance for all traffic on OR 99
 - **Undercrossing:** Preferred grade-separated option because it would require less of grade change than the overcrossing
 - **At-grade crossing:** Two-way crossing along the south crosswalk with bicycle signals that would temporally segregate path users from conflicting movements

West Valley View Road – 3-Lane Combined Concept



EXISTING CONDITION – WEST SEGMENT

EXISTING CONDITION – EAST SEGMENT

S-2: Corridor Improvements

- Reallocate existing curb-to-curb paved surface
 - 2 through travel lanes with center turning lane
 - Wider bike lanes with buffer between lanes
 - Buffer would be striped but could include physical barriers too

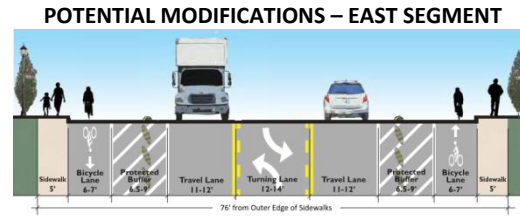
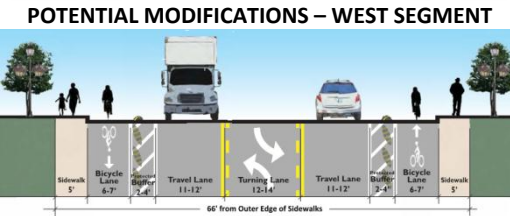
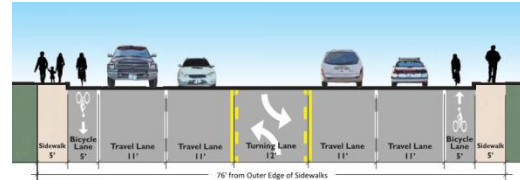
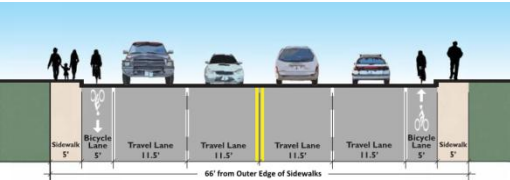
• Advantages

- Center turn lane improves safety
- Center turn lane increases access to businesses
- Buffer increases distance between cars/trucks and bicyclists and also benefits pedestrians
- Buffer allows bicyclists to safely avoid road debris or pass other slower-moving riders

• Disadvantages

- Accommodates future demand but would have longer queues at traffic light at Hinkley Rd/Brammo driveway

- Estimated Cost \$200,000 - \$500,000



POTENTIAL MODIFICATIONS – WEST SEGMENT

POTENTIAL MODIFICATIONS – EAST SEGMENT

POTENTIAL MODIFICATIONS – OR 99 INTERSECTION – OPTION A



POTENTIAL MODIFICATIONS – OR 99 INTERSECTION – OPTION B



S-2: OR 99 Intersection

- Option A
 - Addresses conflict between bike lane and right-turn lane
 - Requires cars to cross bike lane before approaching intersection
 - Highlights conflict points
- Option B
 - Maintains bike lane buffer to intersection
 - Highlights conflict points
 - Reduces intersection capacity

Bike boxes could be considered with either of these options.

POTENTIAL MODIFICATIONS FOR GREENWAY ACCESS



S-2: Bear Creek Greenway Access

- Option A
 - Adds ramp connection but requires additional right of way
- Option B
 - Widens sidewalk but affects driveway access



Wagner Creek Trail Crossing at West Valley View Road

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



This improvement concept considers a future midblock crossing with pedestrian and bicycle-activated devices at the point where the trail would cross West Valley View Road. It would install a crossing device, such as a Rectangular Rapid Flashing Beacon (RRFB), in addition to the crosswalk striping and a potential center median. This device is activated by trail users via a pushbutton convenient for both pedestrians and bicycle riders.



Rectangular Rapid Flashing Beacon



Pedestrian-Activated Crossing in Ashland (Flashing Beacon)

Note: A rectangular rapid flashing beacon (RRFB) is illustrated above but other pedestrian-activated devices, such as a signal or hybrid beacon, could also be considered.

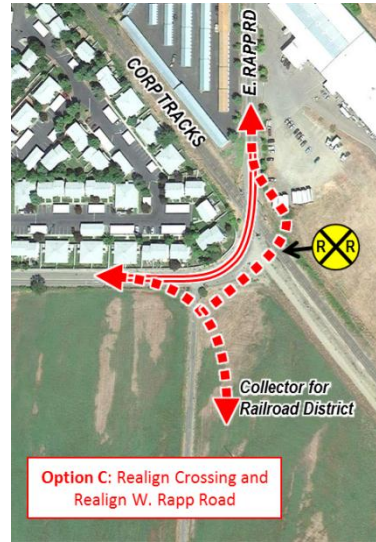
Improve Rapp Road Railroad Crossing

Legend

- ■ ■ ■ New/Improved Roadway
- ▬▬▬▬ Roadway to be Vacated



- S-3: Option A**
- Reduces crossing skew & improve sight distance
 - Adds new industrial street to serve adjacent lands
 - Reduces traffic for residences on E Rapp Rd
 - Difficult to extend to OR 99 which limits benefit as through street
 - Closes E Rapp Rd to through traffic
 - Estimated cost \$1.5-\$2.0 million



- S-3: Option C**
- Reduces crossing skew & improve sight distance
 - Closest configuration to what is shown in Railroad District Master Plan
 - Could include a roundabout but must allow continuous flow across railroad tracks
 - Could be oriented to allow the through movement on Rapp Rd
 - Estimated cost \$1.5-\$2.0 million

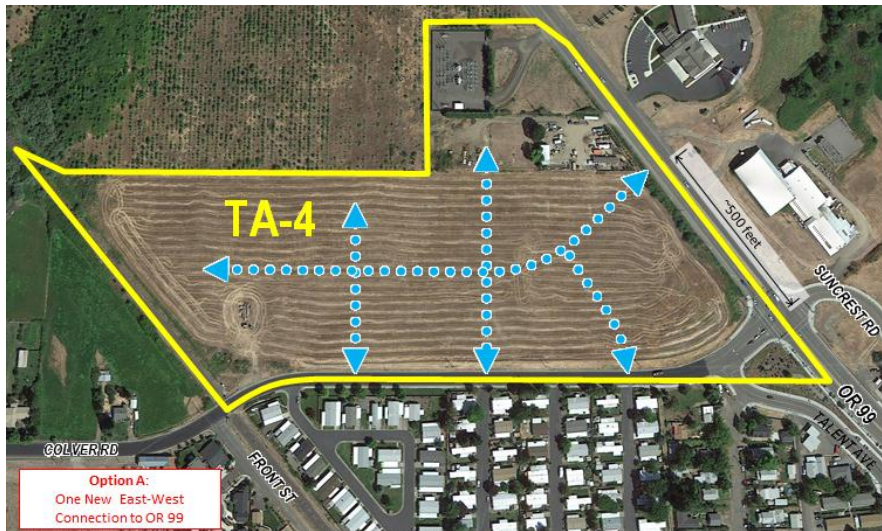


- S-3: Option B**
- Reduces crossing skew & improve sight distance
 - Adds new industrial street to serve adjacent lands
 - Must allow continuous flow across railroad tracks
 - Keeps E Rapp Rd open to through traffic
 - Could be phased
 - Estimated cost \$2.0-\$2.5 million



- S-3: Option D**
- Improves sight distance but doesn't change crossing skew
 - Closest configuration to what is shown in Railroad District Master Plan
 - Could include a roundabout but must allow continuous flow across railroad tracks
 - Estimated cost \$1.0-\$1.5 million

Conceptual Street Network for Urban Reserve Area T-4



S-4: Option A

- Creates one east-west street connection to OR 99
 - 500 feet from traffic signal
 - Would need to modify median or restrict left turns
 - Reduced speed on OR 99 desirable with development (40 or 45 mph)
- Creates three connections to Colver Rd
 - 400-foot intervals
 - Could consider adding center lane on Colver Rd

Note: No costs estimates have been prepared for either of these options. All of the improvements are assumed to occur with development.



S-4: Option B

- Creates one north-south street connection to OR 99
 - Connection shown 900 feet from traffic signal
 - Could widen OR 99 to add a center left-turn lane but this would create a conflict with left turns into fire station
 - Could connect opposite fire station
 - Would affect existing property use
 - Would allow for center left-turn lane but could require shortening left-turn lane at traffic signal
 - Reduced speed on OR 99 desirable with development (40 or 45 mph)
- Creates east-west street crossing the URA
- Creates two connections to Colver Rd
 - 400-foot intervals
 - Could consider adding center lane on Colver Rd

Conceptual Street Network for Urban Reserve Area T-5



S-5: Option A

- Creates access to western part of URA with connection to OR 99
 - 500 feet from traffic signal
 - Could widen OR 99 to add center left-turn lane without conflicts
 - Reduced speed on OR 99 desirable with development (40 or 45 mph)
 - Could align opposite Option A for TA-4 to create a single intersection
 - Could be modified to align opposite Option B for TA-4 to create a single intersection
- Creates access to eastern part of URA with connection to Suncrest Rd
 - Alignment shown is opposite a Willow Springs Dr which is a variation on a proposed connection in the 2007 TSP

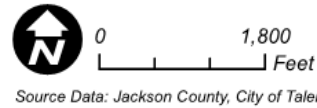
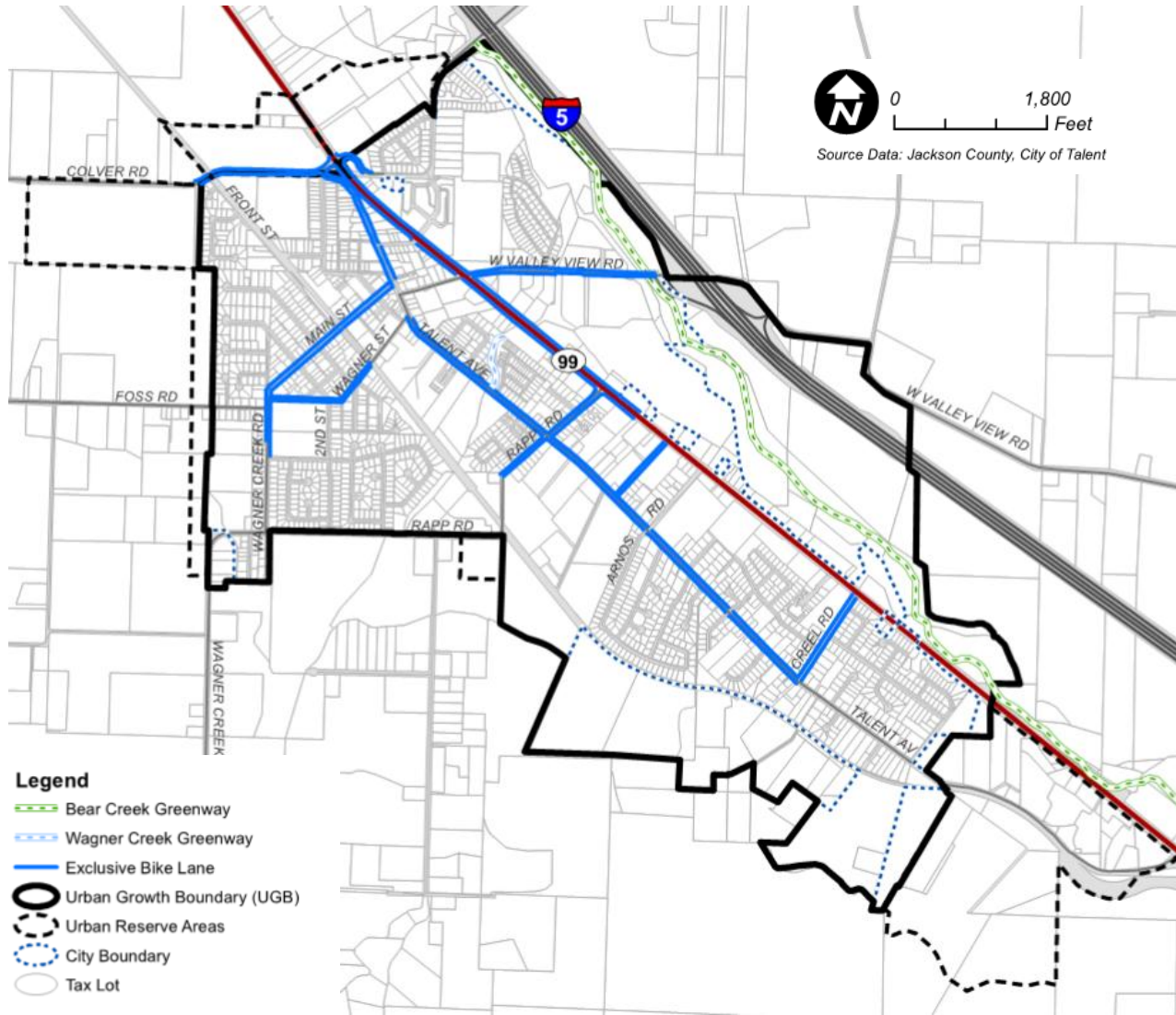
Note: No costs estimates have been prepared for either of these options. All of the improvements are assumed to occur with development.



S-5: Option B

- Creates a through street serving entire URA
- Creates connection to OR 99
 - Connection to OR 99 shown 900 feet from traffic signal
 - Could widen OR 99 to add a center left-turn lane with no conflict with fire station
 - Reduced speed on OR 99 desirable with development (40 or 45 mph)
 - Could align opposite Option B for TA-4 to create a single intersection
 - Could be modified to align opposite Option A for TA-4 to create a single intersection
- Creates connection to Suncrest Rd
 - Alignment shown is midway between the two Willow Springs Dr intersections which is consistent with proposed connection in the 2007 TSP

Existing Bicycle System Inventory

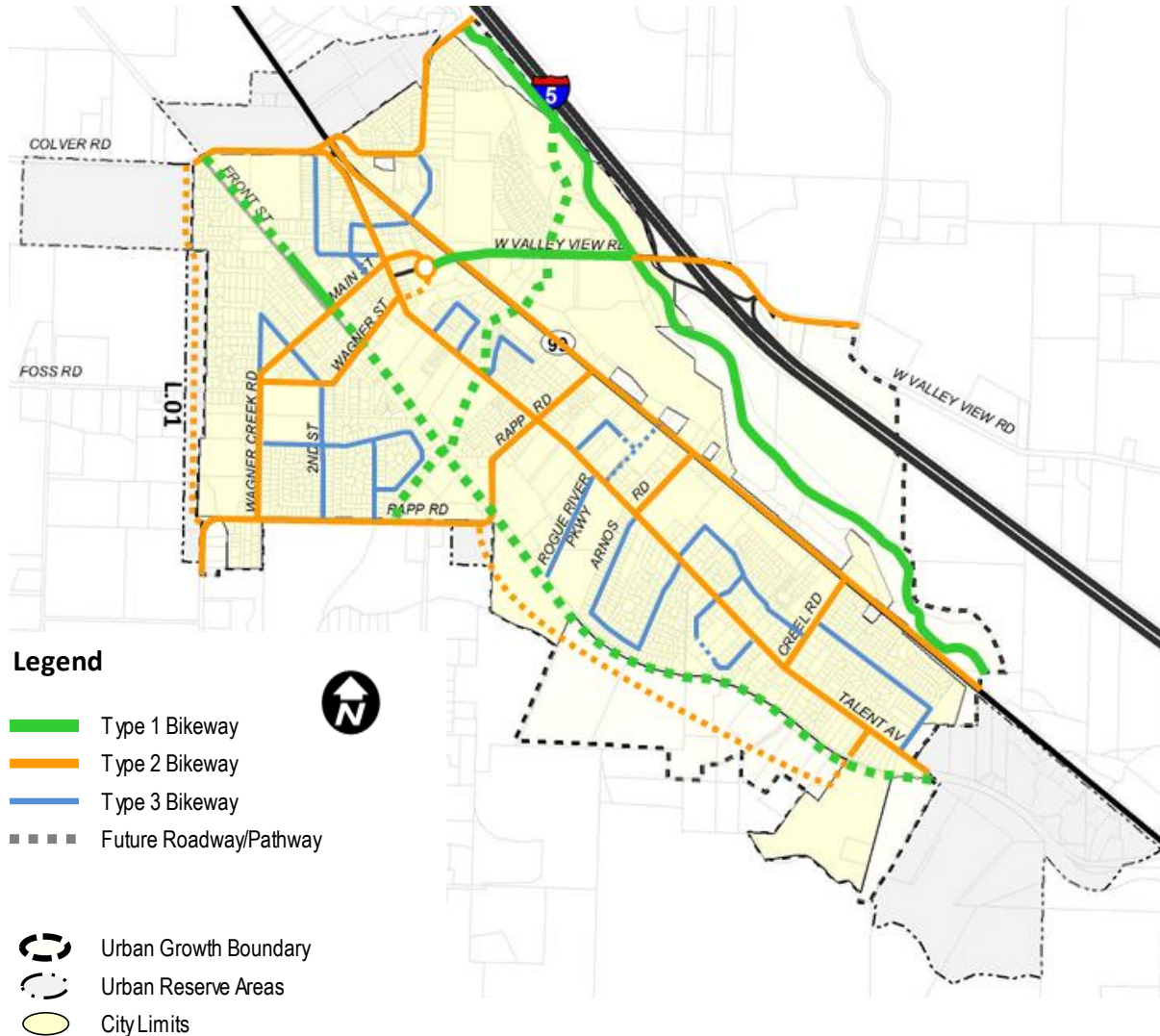


- Actively adding bike lanes since the 2007 TSP
 - On-street bicycle facilities are present in many centrally-located areas
 - Continuing to create a more cohesive bicycle network in Talent

Major Streets without TWO-WAY bicycle facilities

Street Name	From
OR 99	Rapp – UGB
W Valley View Rd	Talent Ave – OR 99
W Valley View Rd	East City Limits - UGB
2nd St	Wagner - Rapp
Belmont Rd	Talent – End
Colver Rd	Front – UGB
Front St	Wagner – Colver
Rapp Rd	Graham – Wagner Creek
Rogue River Pkwy	North & South of Talent
Suncrest Rd	OR 99 – City Limits
Talent Ave	Lapree – Eva
Talent Ave	Creel – UGB
Wagner Creek Rd	Christian – UGB
Wagner St	Talent - Front

New Bikeway Priority Network



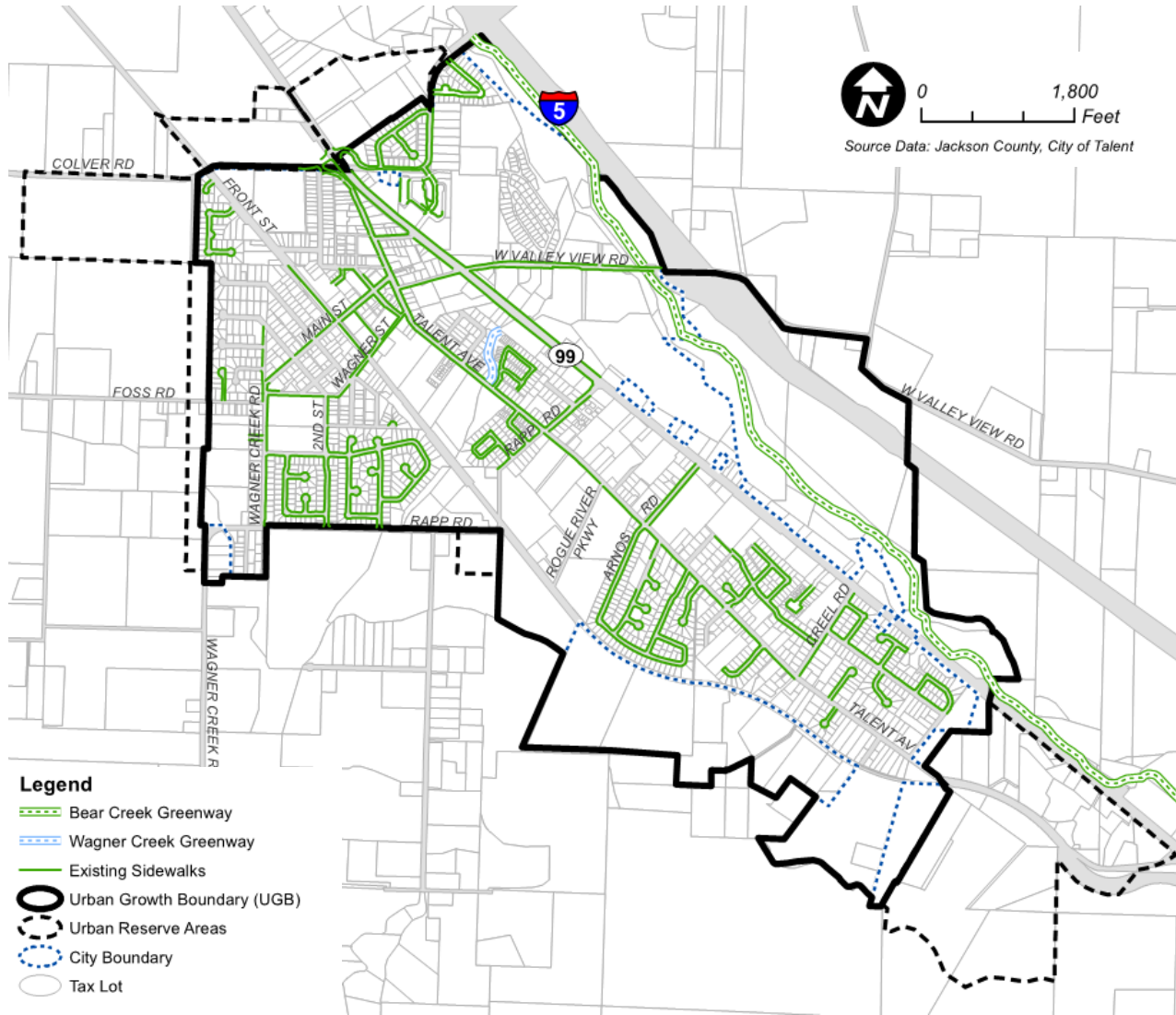
Concept BP-1: A bikeway priority network is a system of interconnected bicycle routes that would enable people to satisfy their daily travel needs within the city or surrounding region by bicycle. It would provide connections to key local destinations, including schools, parks, the library, downtown Talent, and other identified activity centers.

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.

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

Type 3 Bikeways: These neighborhood routes would be located mostly on **calm residential streets with low traffic volumes and speeds**. They are designed to provide safe, comfortable, low-stress access to short-distance destinations within neighborhoods and are designed for individuals of all bicycling confidence levels and families of all ages.

Existing Pedestrian System Inventory



- Pedestrian system varies around city
 - Most newer subdivisions have complete sidewalk systems
 - Older neighborhoods often lack adequate facilities
- Actively building sidewalks since the 2007 TSP
 - New sidewalks as part of arterial/collector street projects
 - Sidewalks added along street segments where none existed
 - Second sidewalk constructed where only one side previously

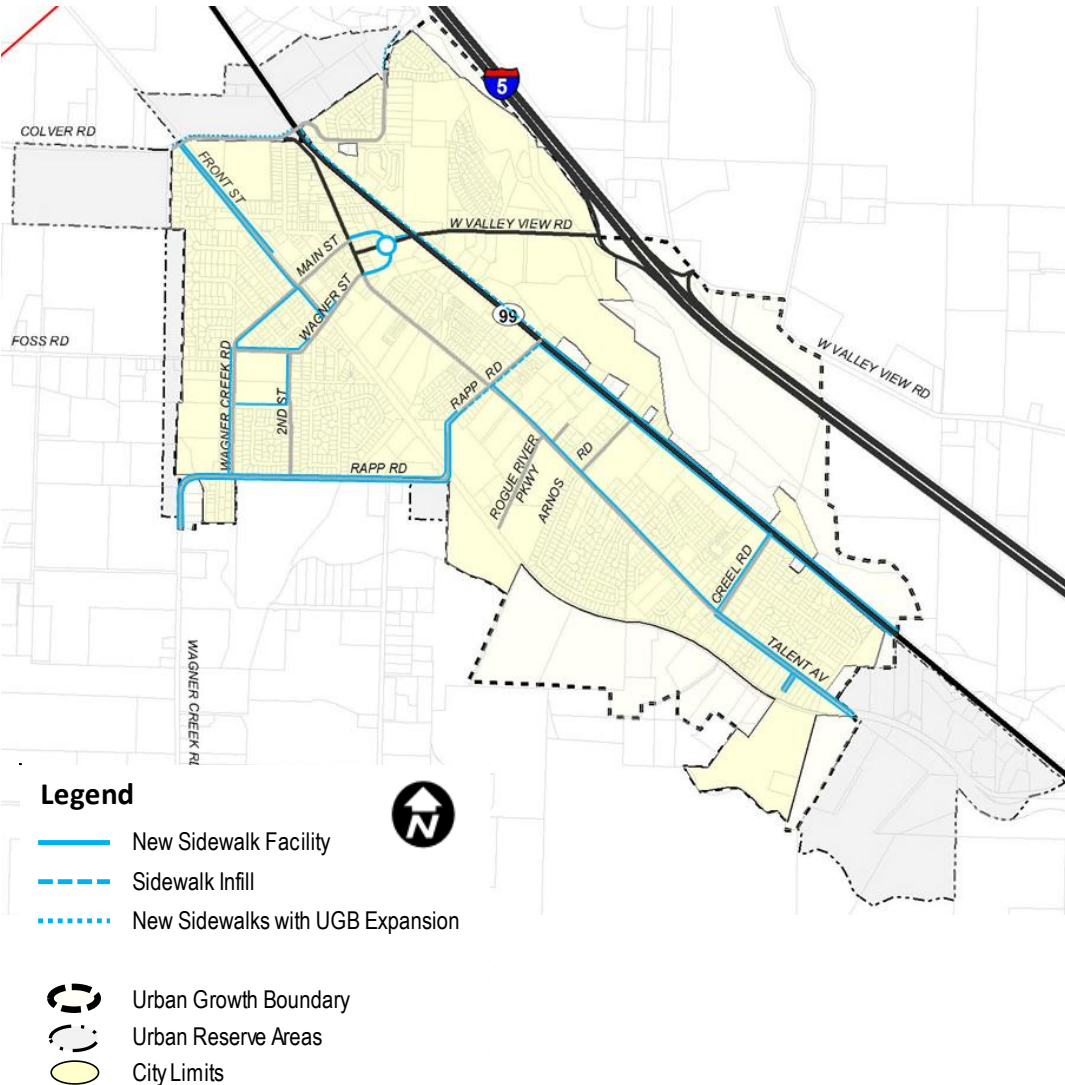
Major Streets without ANY sidewalks

Street	From
OR 99	Rapp – UGB
Belmont Rd	Talent – End
Colver Rd	Front – UGB
Front St	North of Main – Colver
Main St	Front - Wagner Creek
Rapp Rd	Graham - Wagner Creek
Rogue River	North & South of Talent
Talent Ave	Creel Rd - UGB

Legend

- Bear Creek Greenway
- Wagner Creek Greenway
- Existing Sidewalks
- Urban Growth Boundary (UGB)
- Urban Reserve Areas
- City Boundary
- Tax Lot

Sidewalk Network Improvements



- **OR 99** – Improve East Sidewalk (Suncrest Rd to Rapp Rd) in locations where newer developments have not installed sidewalks to code
- **OR 99** – Construct Both Sidewalks (Rapp Rd to south UGB)
- **West Valley View Rd** – Construct North Sidewalk (Main/Wagner St roundabout to OR 99)
- **Creel Rd** – Construct North Sidewalk (Talent Ave to OR 99)
- **Talent Ave** – Construct East Sidewalk (Rapp Rd to Creel Rd)
- **Talent Ave** – Construct Both Sidewalks (Creel Rd to south UGB)
- **Rapp Rd** – Construct South Sidewalk (Graham Way to OR 99) in locations where newer developments have not installed sidewalks to code
- **Wagner Creek Rd/Rapp Rd** – Construct Both Sidewalks (West UGB to Graham Way)
- **Wagner Creek Rd** – Construct West Sidewalk (Rapp Rd to West St/Main St)
- **Wagner St** – Construct North Sidewalk (Wagner Creek Rd to 1st St)
- **Wagner St** – Construct South Sidewalk (CORP RR to John St)
- **Front St** – Construct/Improve East Sidewalk/Path and West Sidewalk (Colver Rd to Wagner St)
- **Main St** – Construct South Sidewalk (Wagner St/West S to Front St)
- **Colver Rd** – Construct North Sidewalk (West UGB to OR 99)
- **Suncrest Rd** – Construct North Sidewalk (Autumn Ridge Rd [east] to East UGB)



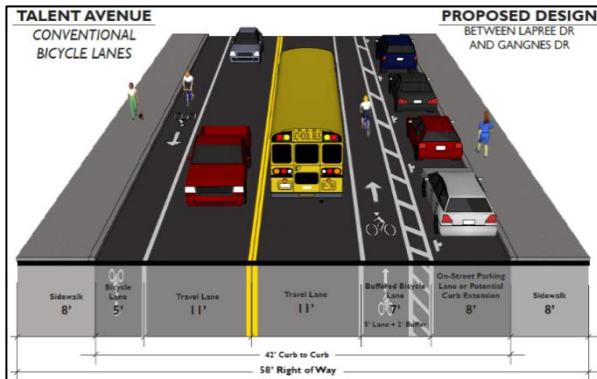
Talent Avenue Downtown Bike Connectivity

Existing Conditions

Talent Avenue is the main commercial corridor in Talent and has standard bike lanes in both directions with one notable gap in downtown between Lapree Street and a point south of Wagner Street due to a lack of necessary space. This section has two through lanes and two lanes of on-street parking.

Option A Modifications to On-Street Parking

This option would modify the existing on-street parking to provide enough spaces to stripe two bicycle lanes through this gap. The parking spaces on the west side of the street would be eliminated. The northbound bicycle lane would have a buffer to minimize dooring hazards.



Option B Lane Striping Modifications

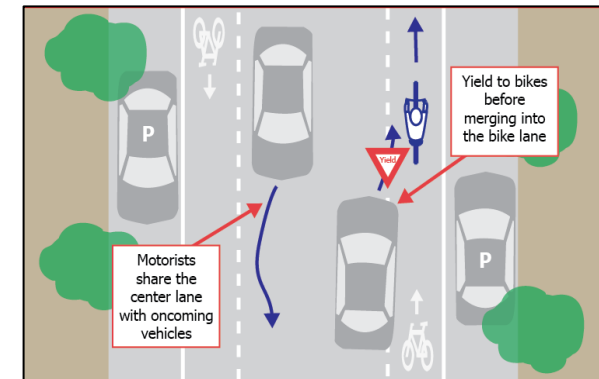
This option would eliminate the double yellow centerline and install sharrow pavement markings and signage along this section, establishing a shared-use environment. Other traffic calming enhancements could also be installed to reduce speeds as necessary. All on-street parking spaces would be retained.



Source: Broome County, NY

Option C Advisory Bike Lanes

This option would install dashed advisory bicycle lanes, which are different from standard bike lanes in that motorists are allowed to drive in them after yielding to bicycle riders. Motorists must share the center lane between the dashed lines with oncoming vehicles. All on-street parking spaces would be retained.



Source: City of Minneapolis



Bear Creek Greenway Realignment at Suncrest Road

Existing Conditions

There is a gap in the Bear Creek Greenway trail at Suncrest Road just north of 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.

Option A – Suncrest Road Traffic Calming Improvements

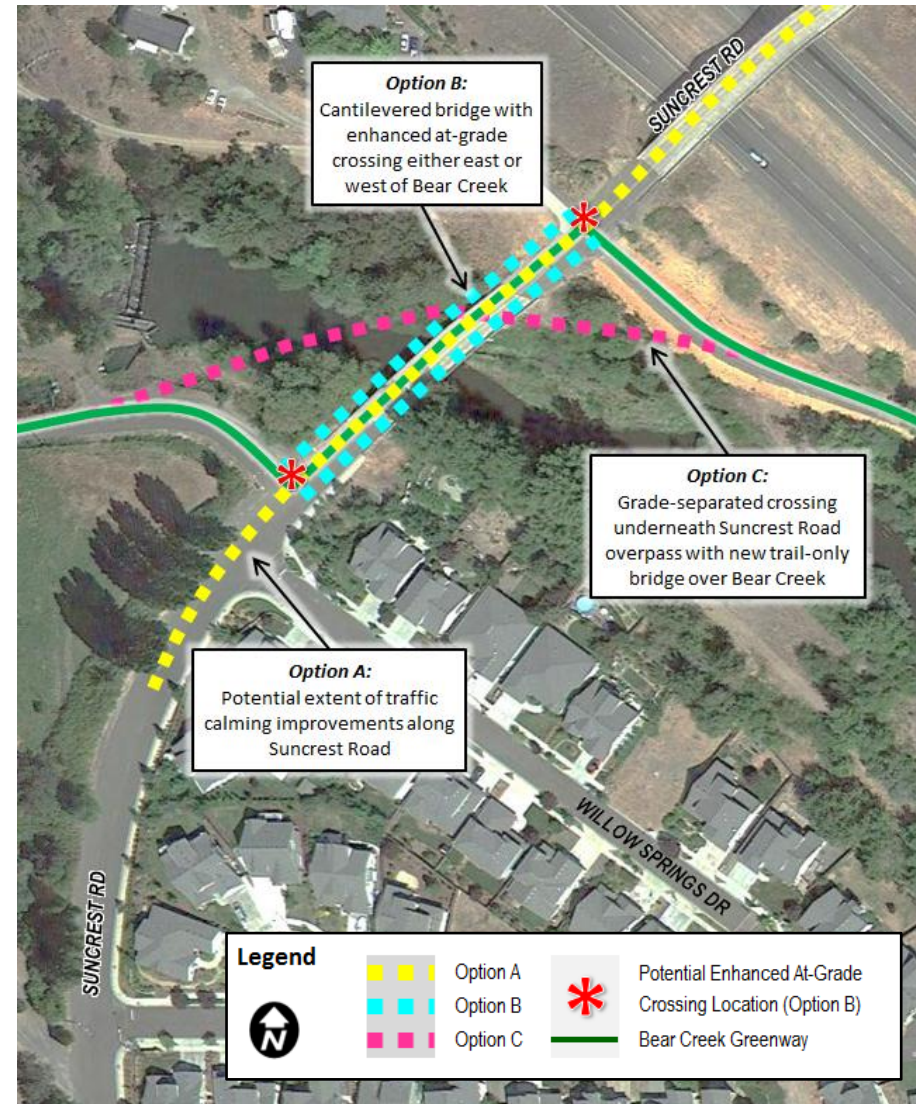
Option A would install warning signage, pavements markings such as sharrows, and possibly user-activated traffic safety warning devices to alert motorists to the presence of trail traffic. Due to the location outside of the city UGB and the speed transition, traffic calming devices such as speed tables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

Option B – Lane Striping Modifications

Option B would construct a new 10-12 foot wide multi-use path on the south side of the existing bridge across Bear Creek. It would include a new consolidated bicycle/pedestrian crossing where the existing trail connects on the north side of Suncrest Road, with traffic safety warning devices such as a rectangular rapid flash beacon (RRFB) to alert motorists when trail users are crossing.

Option C – Grade-Separated Crossing

Option C realigns the Bear Creek Greenway under the existing Suncrest Road overcrossing at Bear Creek combined with a new trail-only Bear Creek crossing north of Suncrest Road. With this grade separation, the greenway would be completely segregated from roadway traffic.



Other Multimodal Improvements



The following projects would address deficiencies in the current bicycle network. Some projects may require minor right of way acquisition or easements.

Bear Creek Greenway Upgrade to Statewide Multi-use Path Standards

This project would widen the Bear Creek Greenway trail to statewide multi-use path standards where it is currently substandard north of the Bear Creek bridge. Currently, the trail is constrained due to the adjacent creek and encroaching development. Additional right of way would be needed from adjacent property for implementation.



Greenway approaching West Valley View Road

West Valley View Road Bicycle Facilities over I-5 and East to UGB

Bicycle facilities need to continue from the urban area into the rural areas. The TSP has identified this deficiency with recommendation for shoulder widening. The projects in IAMP 21 more fully investigate options for improvements.



© Google, 2015

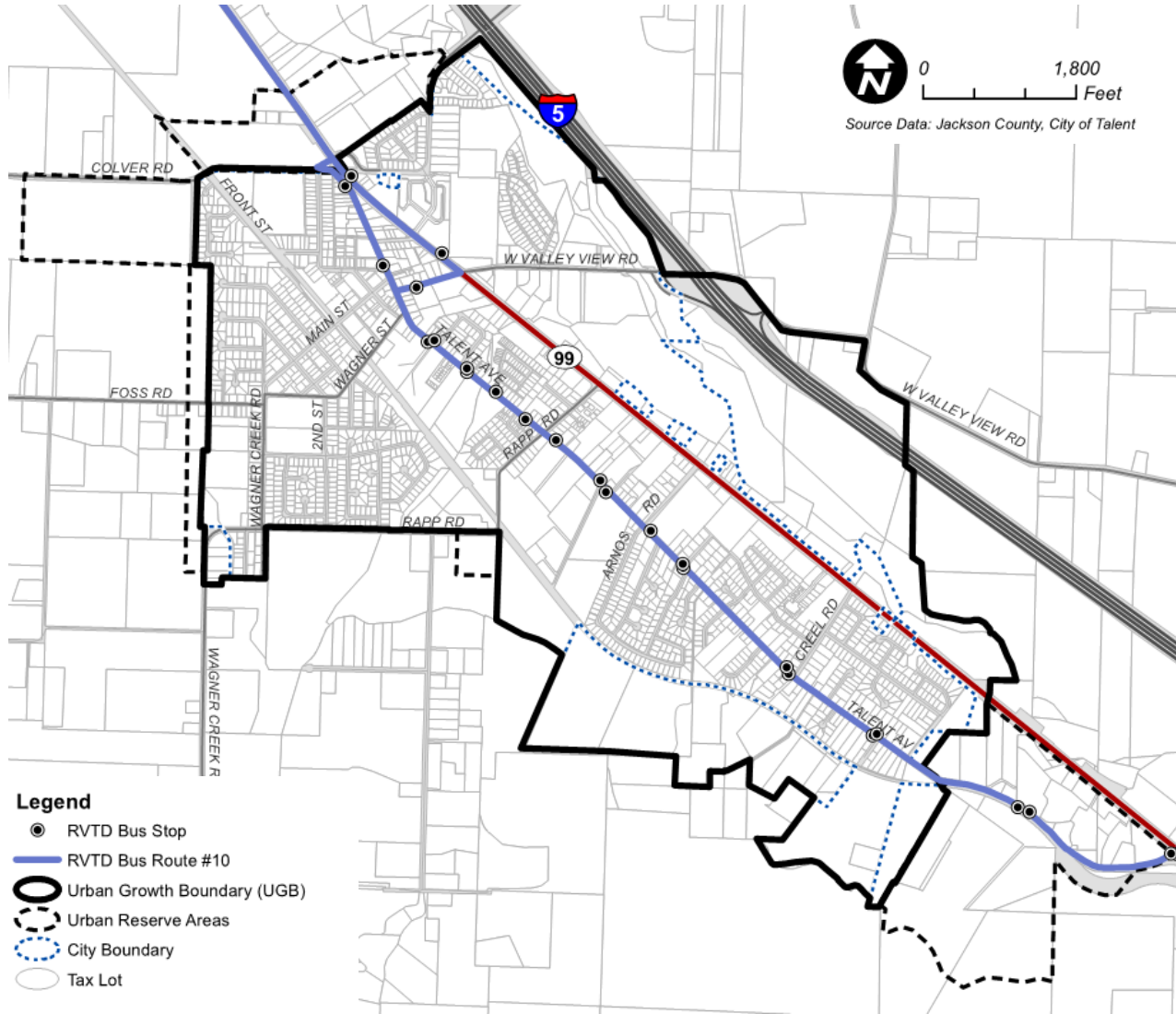
Crossing bridge over I-5



© Google, 2015

Nearing northbound ramps

Transit System



Rogue Valley Transportation District (RVTD) Route 10

- Service is provided Monday through Friday
- Limited Saturday service

Route 10 Bus Stop Amenities	
Shelter	6 stops
Sidewalks	13 stops
Lighting	8 stops
Schedule Information	0 stops
Seating	5 stops
Loading Pad	13 stops
Bike Parking	24 stops

Other transit services include:

- Valley Lift - Service for those unable to use a regular lift equipped bus
- TransLink - Non-emergency medical transportation
- Taxi Service
- Intercity Bus Service - Greyhound stop is located at OR 99/South Valley View Road

New Transit Projects



Route 10 Service Adjustments

Route 10 currently experiences on-time performance issues. The route and route cycle is long, making schedule adherence sometimes difficult. RVTD is reviewing options to improve on-time performance, including combining stops and splitting the route into two routes.

City Circulator

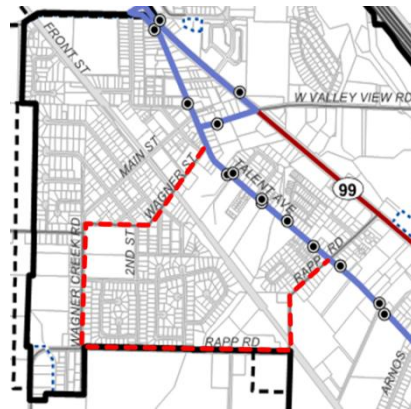
A city-wide circulator service could connect riders to routed bus service and provide access to community destinations within Talent. The circulator could serve residential areas to the west of Talent Ave.

High Capacity Transit (HCT)

The existing Route 10 service is unlikely to attract many “choice” riders (that is, those riders who could otherwise drive or get to their destination). RVTD’s Ten-Year Plan includes discussion of bus rapid transit (BRT) and potential light rail between Medford and Ashland. BRT service along OR 99 between Medford and Ashland may be the most likely HCT improvement in Talent.

Feeder Service

Feeder service could connect riders who live too far from an existing stop to routed service. RVTD is considering a “Valley Feeder” service that would make use of unused capacity in the paratransit system. Riders within a ¼ mile of a RVTD line could call and reserve a ride on an available vehicle to their nearest bus stop or final destination.



Transportation Demand Management (TDM) strategies

Talent does not currently have park and ride facilities. The demand for park-and-ride lots is difficult to forecast, given that potential park-and-ride users are likely to be “choice”. The City could consider working with private property owners to establish park and ride stalls in areas where parking is underutilized. The TSP contains policies that support workplace TDM programs in the community.

City of Talent Public Transportation Service

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

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

Bus Stop Amenities

None of the bus stops in Talent have printed schedule information available. Many transit riders rely on printed schedule information to plan their trips. Schedule information could be provided at all stops in Talent at low cost. Improving sidewalks adjacent to and at the stops themselves would also improve pedestrian safety and increase comfort for riders waiting at bus stops.