

APPENDIX A

COMPREHENSIVE PLAN AND ZONING AMENDMENTS

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN



Subject Ordinance, Code, and Comprehensive Plan Changes Memorandum

Attention Carla Paladino, City of Medford
John McDonald, ODOT

From Andrew Parish and Matt Hastie, Angelo Planning Group

Date June 19, 2019

Introduction and Purpose

This memorandum provides concepts and draft implementation language related to the City of Medford Liberty Park Neighborhood Plan (Plan) and will be adopted as an appendix to the Plan.

This memorandum includes:

- Recommended amendments to the City of Medford’s Comprehensive Plan, including goals, policies, and implementation measures; and
- Potential amendments to the City of Medford’s Development Code.

Comprehensive Plan

The following amendments to the City of Medford’s comprehensive plan are recommended. Amendments are derived from the Neighborhood Plan’s goals and policies needed to ensure its implementation. Changes to comprehensive plan language are underlined for new text and ~~strikeout~~ for deleted text. Notes related to findings and other commentary are provided in *italics*.

HOUSING ELEMENT: GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

Policy 2: The City of Medford shall designate areas for residential development that are or will be conveniently located close to pedestrian, bicycle, and transit or high capacity transportation routes, community facilities and services, and employment to ensure that the benefits of public investment in those facilities are available to as many households as possible.

Implementation 2-A: Pursue amendments as needed to achieve transit-supportive density near current and future transit streets, especially where parks or schools are present.

Note: The Liberty Park area contains parks, schools (Kids Unlimited), and is adjacent to transit along Riverside, Central and Jackson. It is an appropriate location for modest

increases in density that will make transit available to more households, and the Neighborhood Plan implements this policy.

Policy 5: The City of Medford shall provide opportunities for alternative housing types and patterns, such as planned unit developments, mixed-uses, and other techniques that reduce development costs, increase density, and achieve projects that are flexible and responsive to the site and surroundings, including the conservation and enhancement of areas having special scenic, historic, architectural, or cultural value.

Note: Mixed uses, cottage housing, duplexes, triplexes, and fourplexes within the Liberty Park neighborhood are consistent with this policy.

Policy 6: The City of Medford shall plan for multi-family residential development encouraging that which is innovative in design and aesthetically appealing to both the residents and the community.

Note: The intent and design standards of the overlay support this policy.

Policy 7: The City of Medford shall promote preservation of the existing housing stock and existing neighborhoods through continued support of programs related to housing rehabilitation and neighborhood revitalization.

Note: This plan is part of the Neighborhood Planning Program called for in implementation 7-A. The purpose of zoning changes to keep existing homes in the neighborhood from being "non-conforming" will support preservation of the existing housing stock by promoting reinvestment into these properties.

PARKS, RECREATION, AND LEISURE SERVICES - GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Policy 2-B: The City of Medford shall give special consideration to the Bear Creek corridor in order to protect this dynamic natural and recreational resource for the enjoyment of present and future generations.

Implementation 2-B(1): ~~Directly and/or cooperatively acquire and plan appropriate park and recreation sites and public access along the Bear Creek corridor.~~ Maintain and expand partnerships for the on-going maintenance and restoration of the Bear Creek Greenway.

Note: Goal language is revised to reflect the Liberty Park plan.

NEIGHBORHOOD ELEMENT

LIBERTY PARK NEIGHBORHOOD PLAN - CONCLUSIONS

1. The 2019 Liberty Park Neighborhood Plan identified the following:

- a. Liberty Park is one of the City's oldest and most established neighborhoods, with a diverse mix of residents and businesses. It includes a mix of housing, commercial and retail businesses, educational and other institutions, and industrial uses, while serving as a gateway to the Downtown, other commercial areas, and the Bear Creek Greenway.
- b. Liberty Park lacks a complete and reliable network of sidewalks and safe and convenient crossings, and has little in the way of bicycle infrastructure, making access and mobility within and outside the Neighborhood a challenge.
- c. There are opportunities through redevelopment to create multi-modal connections from the Liberty Park neighborhood to the Bear Creek Greenway, downtown, and other commercial and residential areas which would be a benefit to local residents, visitors, and employees.
- d. Several parcels within the Liberty Park neighborhood are vacant or underutilized, and their redevelopment should support the goals of the Liberty Park Neighborhood Plan.
- e. Residential and mixed-use development and redevelopment is desired in the plan area's commercial corridors.
- f. The neighborhood is facing issues of crime, illegal dumping, and homelessness.

LIBERTY PARK NEIGHBORHOOD PLAN - GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Goal 1: Make Liberty Park a safe neighborhood for residents to walk, bicycle, and socially interact through design of private development and public spaces.

Policy 1-A: The City of Medford shall implement the transportation projects of the Liberty Park Neighborhood Plan through its Capital Improvements Plan, Transportation System Plan, private development, and other relevant processes.

Policy 1-B: The City of Medford shall implement an overlay zone for the Liberty Park neighborhood that includes design standards and multi-modal requirements of development and redevelopment in the area.

Goal 2: Enhance and promote social services and law enforcement that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.

Goal 3: Create and maintain a happy, healthy, attractive, and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.

Goal 4: Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.

Goal 5: Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.

Policy 5-A: The City of Medford shall implement an overlay zone and other development code amendments for the Liberty Park Neighborhood that supports development and redevelopment of a variety of housing types and mixed uses.

Policy 5-B: The City of Medford shall support property-owner initiated rezoning that better reflects existing uses in the neighborhood and the goals of the neighborhood plan.

Goal 6: Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.

Goal 7: Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.

Policy 7-A: The City of Medford shall work to create bicycle and pedestrian access to the Bear Creek Greenway from Riverside Drive.

Implementation Measure 7-A(1): Work with the City of Medford Parks and Recreation Department to identify one or more preferred locations for access from the Liberty Park Neighborhood to the Bear Creek Greenway.

Implementation Measure 7-A(2): Require development/redevelopment of properties east of Riverside Drive to provide access and amenities, as identified in adopted plans.

Implementation Measure 7-A(3): Implement an improved pedestrian crossing of Riverside Ave. with wayfinding, and signage to support access to the Bear Creek Greenway from the Liberty Park neighborhood.

Goal 8: Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.

Goal 9: Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

Policy 9-A: The City of Medford shall implement a reconfiguration of OR-99 (Riverside and Court/Central) as described in the Liberty Park Neighborhood Plan in order to improve multi-modal travel along these facilities.

Policy 9-B: The City of Medford shall partner with the Rogue Valley Transit District to locate bus stops to better connect to local activity centers and pedestrian crossings within the Liberty Park Neighborhood.

Note: This new section of the City’s Comprehensive Plan brings forward several of the Neighborhood Plan’s goals and creates new policies and implementation measures. Not all goals of the neighborhood plan are implemented through the Comprehensive Plan.

LAW ENFORCEMENT – GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Goal 1: To provide a safe and secure environment for people and property in the City of Medford.

Policy 1-D: The City of Medford shall strive to coordinate law enforcement planning with local, regional, state and federal plans.

Note: This policy statement includes coordination with local plans. Several of the Liberty Park Neighborhood Plan’s goals address public safety in particular.

TRANSPORTATION SYSTEM PLAN ELEMENT

Action Item 8-b: Implement transportation infrastructure improvement projects recommended by the Downtown, Liberty Park, and other neighborhood plans including the Bear Creek Master Plan. Coordinate the TSP with neighborhood planning efforts to ensure consistency between neighborhood plans and the TSP.

Action Item 9-c: Incorporate context-sensitive street and streetscape design techniques in order to balance the needed street function for all users and modes with the needs of the surrounding built environment. The selected design solution should take into consideration whether the street is new or an existing “legacy” street.

Note: The Liberty Park Neighborhood Plan includes recommendations to provide a pedestrian-friendly and human-scale environment on the local streets within the Liberty Park neighborhood, consistent with this Transportation System Plan policy.

Action Item 12-a: Coordinate with local and regional partners to develop trails, shared-use paths and other active transportation facilities that better connect the City’s neighborhoods, schools, parks, and various activity centers.

Action Item 12-b: Improve pedestrian and bicycle connectivity to current and proposed major shared-use paths, such as the Bear Creek Greenway; this may include land acquisition and dedication from private and public land owners to implement trail connections where needed.

Note: Recommended sidewalk and bicycle improvements support this Comprehensive Plan goal.

Action Item 12-c: Identify gaps such as missing bike facilities and sidewalks and systematically upgrade the network to correct deficiencies. Sidewalk infill should be the highest priority for non-auto related project funding, with a minimum of a 2:1 ratio of pedestrian to bicycle facility expenditures.

Action Item 13-a: Identify and prioritize sidewalk infill projects within a quarter-mile radius of current and planned transit routes and/or stops.

Action Item 13-b: On arterials and collectors, coordinate public transportation facility design and development with RVTD that considers the design of stop locations and facilities, transit pull-outs and other similar features.

Note: Recommended pedestrian crossings and sidewalk infill support this Comprehensive Plan.

Development Code

The Liberty Park Neighborhood Plan includes several recommendations related to development and redevelopment of property, design guidelines, and bicycle/pedestrian transportation within the district. This memorandum provides high-level concepts as well as example language intended to help craft amendments to the City of Medford’s development code.

Definitions

The following uses require definitions within the City’s code:

Cottage Cluster: Small lot detached single-family dwellings arranged in groups, with a courtyard(s) containing shared green space and a public access sidewalk easement.

Live/Work Dwelling Unit: A dwelling unit in which a portion of the unit is designed for a non-residential use. The space designed for non-residential use is internally connected to the dwelling unit without passing through a common area shared by other units or businesses and is generally located on the ground floor. The non-residential use is operated by the same household that occupies the dwelling unit but needs not meet the definition of a home business. Live/work dwelling units are considered to have multiple primary uses, with the residential and non-residential uses each subject to the regulations for their respective use categories; both the residential and the non-residential use must be permitted in the zone.

Note: These uses may be desirable in other neighborhoods of the City. These definitions could be added to sections of the code that apply more broadly.

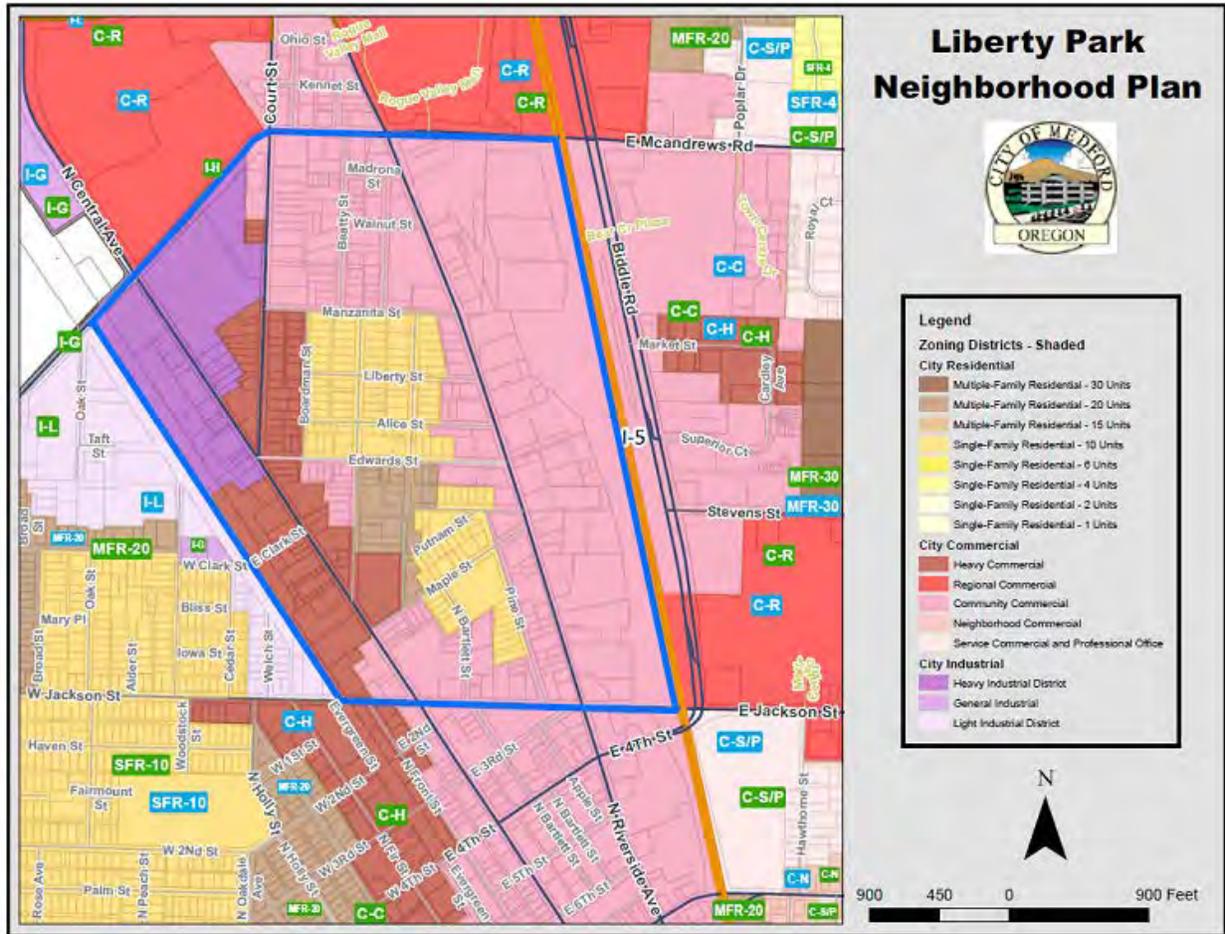
Re-Zoning of Residential Parcels

In addition to an overlay zone (described below), target re-zoning of residential land is recommended. Residential land within the Liberty Park neighborhood is zoned Single Family Residential-10 (SFR-10) and Multi-Family Residential-20 (MFR-20), as shown in Figure 1. The area’s General Land Use Plan (GLUP) designations are a mix of Urban Medium Density Residential (UM) and Urban High Density Residential (UH).

Through the Neighborhood Plan process, a recommendation to change the zoning designation of SFR-10 areas to MFR-15 emerged in order to address nonconforming uses, to better match the UM designation of the GLUP, and to better implement the types of development desired in the Liberty Park Neighborhood Plan. As stated in 10.310-2, the MFR-15 district is an “urban residential district [which] provides for medium density townhouses (rowhouses), duplexes, apartments, mobile home parks, and group quarters. It is suitable and desirable for locations near neighborhood activity centers or mass transit.”

Note: Construction of single family dwellings in multiple-family zones is subject to 10.826 and are only allowed when the lot is nonconforming as to minimum lot area (9,000 sq ft in MFR-15), width, or depth.

Figure 1. Liberty Park Neighborhood Boundary and Existing Zoning Designations



New Liberty Park Overlay Zone

An overlay zone is recommended as the primary strategy for implementing the Neighborhood Plan’s land use recommendations. This is because the bulk of the changes are applicable to the Liberty park neighborhood in particular (rather than to all areas in the City with a similar zone), and the recommended changes address more than one zone within the area. The City has a variety of overlay zones in existence today, including the Southeast (S-E) Overlay District, which is intended to implement the Southeast Plan and may serve as a model for this overlay zone. If the City decides to move forward with this strategy, City staff will need to refine the language presented here for application within the Liberty Park area.

Overlay Boundary

The recommended boundary of the overlay district is the neighborhood boundary as shown in Figure 1. This encompasses residential, commercial, industrial, and green space areas within the neighborhood to try and achieve a cohesive developed environment.

Note: The extent of the overlay could be modified if there are particular parcels within the study area boundary that the City wishes to exclude.

Objectives of the Liberty Park Neighborhood (LP) Overlay District

A draft statement of purpose for the district is provided below, based on project objectives and the feedback received through public outreach.

“The Liberty Park Neighborhood Overlay District is intended to:

- A. Establish site development, streetscapes, and architectural design guidelines to create a more pedestrian-friendly environment.*
- B. Restrict auto-oriented uses such as drive-throughs, businesses that emphasize outdoor storage such as automotive sales, and large-format “big box” stores.*
- C. Require additional landscaping and planting of trees compared to what exists in the neighborhood today.*
- D. Allow for a mix of single family and multi-unit dwellings at an appropriate scale for the neighborhood.*
- E. Allow live/work units and home-based businesses, cottage housing, and other flexible development types within the district.*
- F. Require development or redevelopment in certain areas to provide better pedestrian access to neighborhood amenities and natural resources.”*

Residential and Mixed Commercial/Residential Uses within the LP Overlay District

Assuming the rezoning of existing SFR-10 areas to MFR-15 mentioned previously, residential designations within the district will include MFR-15 and MFR-20. Residential uses are allowed in all commercial districts as well subject to the standards of the MFR-30 district as noted in 10.837. The recommended provisions of the LP Overlay will make the following changes to allowed residential uses:

- Allow single family dwellings on lots that have them today, regardless of lot size (preventing homes from becoming nonconforming uses through rezoning).
- Allow for multifamily dwellings in the area’s commercial districts that do not front Riverside and Central to be built at MFR-20 densities rather than MFR-30 as required today. This change would lower the “floor” of density for multifamily developments, allowing for buildings that are more compatible in scale with Liberty Park’s residential districts.
- Consider limiting scale of multi-family developments to 1-3 story “courtyard (garden) apartments” within the neighborhood core; allow larger scale multi-family development along Riverside and Central
- Consider additional code requirements for multi-family structures that control bulk and scale of new housing to better match scale of most surrounding single-family housing. Existing development standards for multiple-family dwellings are located in Section 10.717 of the code, including standards for façade articulation, building materials, and building orientation. Potential new regulations could establish setbacks or building mass restrictions when a development neighbors single family residences.
- Allow for cottage cluster housing and Live/Work Dwelling Units (defined above) in residential and commercial districts.

Commercial Uses in Residential Zones

Within the Liberty Park Neighborhood Overlay, commercial uses allowed within the C-N zone may be permitted within residential zones, provided that they do not exceed 3,500 square feet of gross area.

Note: The City’s C-N zone is intended for neighborhood-serving commercial development that is pedestrian-oriented and compatible with the scale and character of surrounding residential areas. Today, it is applied to specific small properties in various parts of the city. An alternative to the above approach would be to allow zone changes from SFR-10 and MFR-20 to C-N within the overlay district. The C-N zone allows for uses of up to 2,500 square feet – we have increased that amount to 3,500 here.

Limiting Auto-Oriented and Outdoor Storage Uses

Auto-oriented uses tend to detract from the pedestrian-oriented, human-scale environment that is desired for the Liberty Park Neighborhood. Uses such as drive-through restaurants, gas stations, and car repair shops tend to create environments that are both unappealing to pedestrians—with little activity at the sidewalk to draw their interest—and can often create safety hazards when cars frequently pull in and out of driveways and traverse the sidewalk. As such, the project team recommends restricting auto-oriented uses within centers. Similarly, uses that rely heavily on outdoor storage of vehicles or other merchandise can negatively impact the pedestrian environment.

Option 1

The City of Medford utilizes a detailed list of commercial and industrial uses based on the Standard Industrial Classification (SIC) system. One option for limiting auto-oriented uses is to prohibit the following uses within Community Commercial district of the LP overlay, or throughout the overlay:

- New and Used Car Dealers (SIC 551)
- Used Car Dealers (SIC 552)
- Boat dealers (SIC 555)
- Recreation & Utility Trailer Dealers (SIC 556)
- Motorcycle Dealers (SIC 557)
- Automotive Dealers (SIC 559)
- Automotive Rentals, Without Drivers (SIC 751)
- Automobile Parking (SIC 752)
- Automotive Repair Shops (SIC 753)
- Automotive Services, Except Repair (SIC 754)

Note: These prohibitions make the C-C zone more similar to Medford’s C-N zone within the Liberty Park neighborhood with regards to automobile-oriented uses.

Option 2

As an alternative to full prohibition, the auto-oriented uses could be permitted subject to obtaining a Conditional Use Permit and meeting special standards. Special standards could include limiting applicable uses to a certain size or requiring the use be separated or significantly screened from the street, or located within enclosed structures. Considering a similar policy city-wide or in more transit oriented districts, may provide the same benefits as it would in Liberty Park.

Option 3

In conjunction with Options 1 or 2, the City could pursue policies related to amortization for auto-oriented and outdoor storage uses. Amortization, as it relates to land use, is a method in which municipalities require a nonconforming use be terminated over a period of time (20-30 years) to allow for the current owners to recoup investments or seek an alternative location. Restrictions on expansion of nonconforming uses could also be pursued in relation to amortization. Further research and direction from policy-makers would be required to implement Option 3.

Option 4

To limit large, underdeveloped parking lots, a minimum floor area ratio (FAR)¹ of .75 or higher could be implemented. Implementation of a FAR would be within the Liberty Park Overlay zone for particular uses to limit the amount of paved parking that can be provided. See Option 1 for examples of uses that could be limited to a particular FAR. In addition, auto-oriented uses could be allowed, or conditionally allowed, with certain design standards. This FAR approach could be applied apply to other uses as well. See the section of this memorandum on Special Design Standards.

Heavy Industrial (I-H) District

No changes to the Heavy Industrial District are proposed within the Liberty Park neighborhood. The Liberty Park area includes a significant amount of Heavy Industrial (I-H) west of Court Street. Employers in this area have expressed interest in allowing/transitioning to more compact industrial uses such as “maker spaces,” which would be generally allowed under current zoning. Office uses are not allowed in the I-H district, which would hinder any proposed “flex-space” uses that mix office and light industrial activities.

Special Design Standards

The following types of design standards are recommended in order to create a more pedestrian-friendly environment.

Note: Many of these design standards apply in Medford’s Southeast Overlay today. Portions of that code section may be adapted to inform the Liberty Park overlay. Additionally, special design standards apply for multi-family dwellings and large retail structures.

Primary Building Entrances

Orienting buildings and entrances to the street helps promote an active and engaging street frontage. Building entries are important in making buildings accessible and interesting for pedestrians, and help break down the scale of the building. These standards will ensure that primary entrances are highly visible and accessible to pedestrians:

- **Orientation** – All buildings must have at least one primary entry facing the street.

¹ A FAR is the relationship between the total amount of useable floor area permitted for structures on a site in relation to the total area of the site. FAR is determined by dividing the total floor area of the buildings/structures by the gross area of the lot.

- **Walkway** – All primary entries to a building must be connected to the sidewalk by a direct and continuous walkway.
- **Entry Design** – The primary building entries must be architecturally emphasized through the use of one or more of the following features: recessed doorway; overhangs or canopies; transom windows; ornamental light fixtures; larger, transparent or more prominent doors; or pilasters or columns that frame the doorway.

Window Coverage

Window area or “glazing” at the ground floor ensures that buildings provide views of activity, people, and merchandise, and engages the interest of passersby. Ground floor windows also enhance the safety of public spaces by providing direct visibility to the street. Higher levels of glazing at the ground floor are appropriate for commercial and other non-residential uses, whereas privacy is more of a concern for residential uses. Windows at upper stories provide variation and interest for building facades. The following coverage requirements are recommended for street-facing facades:

- Non-residential or mixed-use buildings: Require windows, display areas, or glass doorways to cover at least [50-60%] of the ground floor wall area and at least 20% of the wall area of upper stories (if more than one story).
- Multi-family residential buildings: Require windows, display areas, or glass doorways to cover at least [20-25%] of the ground floor wall area and at least 20% of upper stories (if more than one story).
- All required windows must have a have a Visible Transmittance (VT) of 0.6 or higher.

Building Articulation

Articulation describes variation in architectural features that break up larger building fronts into smaller planes and masses. Articulation is key to creating visual interest, establishing a rhythm for pedestrians, and maintaining a human scale. Features that create articulation include windows, balconies, recesses, projections, roofline offsets, canopies, or changes in building material. The City of Medford currently has special development standards that apply to multiple-family dwellings, which could be applied in this area to commercial buildings as well. These standards include:

- **Building Length** – Buildings within 30 feet of a street shall be limited to 150 feet, and other buildings on the site shall be limited to 200 feet.
- **Façade Articulation** – In order to preclude long expanses of uninterrupted wall surfaces, exterior elevations of buildings shall incorporate design features such as off-sets, projections, balconies, bays, windows, entries, porches, porticos, or similar elements.
- **Roofline Articulation** – Require roofline articulation every 30 feet, in a manner that corresponds with the facade articulation. Potential roofline treatment options: gables, dormers, offsets in ridgeline, stepped parapets, cornice lines, or changes in roofline elevation.
- **Distinct base, middle and top** – Require buildings with more than 3 stories to have a distinct base, middle and top to break up the vertical mass of buildings. The building base consists of the lowermost floor or two floors; the top consists of the uppermost floor or two floors; the middle consists of the remainder of the façade between base and top. Buildings should utilize horizontal articulation and/or a discernable change in materials. Both with minimum dimensions).

Locating Parking Behind Structures

Buildings set back from the street with parking next to the sidewalk are less interesting and less comfortable for pedestrians. To promote a safe, comfortable, and vibrant pedestrian environment, it is best to limit surface parking adjacent to sidewalks. The project team recommends allowing surface parking and vehicular circulation areas behind buildings, or to the side of buildings, as long as a minimum 50% frontage occupancy standard is met. An alternative standard to 50% frontage occupancy would be limiting parking and circulation areas to 50% of a site frontage.

Landscaping

Landscaping can soften the edges and provide screening for vehicle parking and circulation areas. This will provide a more comfortable experience for pedestrians where parking is adjacent to the sidewalk, and will reduce the impact of large paved areas.

The City also could require perimeter landscaping with a minimum width of 5 feet where surface parking or vehicular circulation areas are located adjacent to the right-of-way. Landscaping typically should include trees spaced not more than 30 feet on center, and a mix of shrubs and ground cover. except when abutting residential zones.

Setbacks and Frontage Requirements

Buildings placed close to the sidewalk provide an engaging experience for pedestrians. They allow passersby to interact with building interiors, both physically—through direct access to entrances—and visually—by seeing through windows and other openings. They also help establish a sense of enclosure that creates more comfortable spaces for walking. The City can consider reducing minimum setbacks or establishing a maximum setback for pedestrian areas in the Liberty Park area along commercial or mixed use streets.

Frontage occupancy—sometimes known as “build-to percentage” or “front property line coverage” —is the percent of a property’s street frontage that is occupied by a building, and works closely with setback standards. Maximum setbacks and frontage occupancy should work together to establish a consistent street frontage. While buildings should be allowed to occupy the full site frontage, there should also be some allowance for open areas that serve to extend the sidewalk and provide places for gathering and resting.

Examples:

- Minimum front setback: 0 feet
- Maximum front setback: 10 feet unless public amenity requires additional space.
- Require at least 50% of a site frontage to be occupied by a building that meets the maximum setback. Allow the percentage to be reduced to [40%] if a plaza or other pedestrian open space is provided.
 - *Alternative:* Instead of regulating building frontage occupancy, the code could simply limit vehicle parking and circulation areas to 50% of a site frontage.

These standards would apply to both residential and non-residential uses (or mixed uses).

Building materials

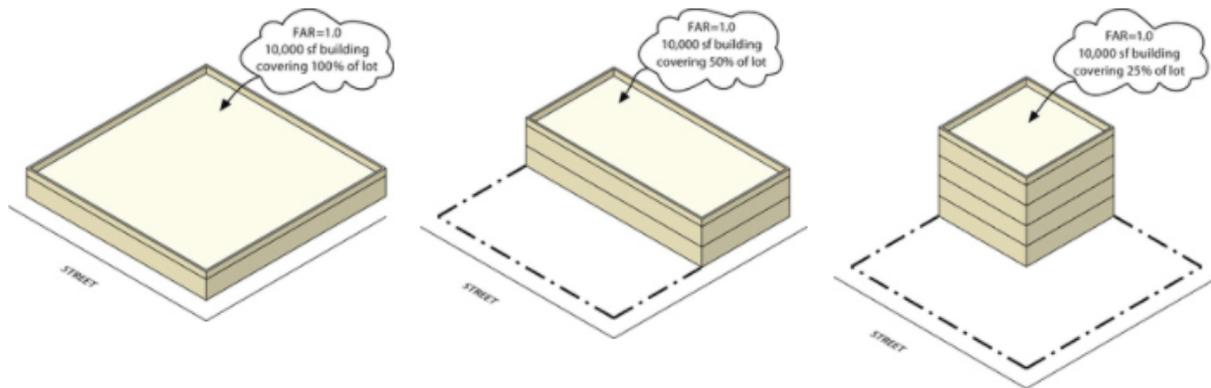
The intent of potential building materials standards is to evoke a sense of permanence and durability for new buildings. A requirement for two or more materials can establish variety in textures, colors, and/or patterns. The City of Medford regulates building materials of multiple-family structures, and in the Liberty Park area these regulations could be applied to non-residential structures as well.

Pedestrian Connections to Bear Creek Natural Area

Connections between the Liberty Park Neighborhood and the Bear Creek Natural Area are a key component of the Neighborhood Plan. Any development or redevelopment of properties along the identified connection across Riverside Ave. should be required to accommodate multi-modal connections and provide pedestrian-scale lighting. However, as of this writing there are still several options that the City is evaluating for the ultimate location of this connection. The City also will need to ensure that there is a nexus between these requirements and impacts of proposed developments to avoid any takings issues. Any code language should address this issue.

Minimum Floor to Area Ratio (FAR) Requirements

The City could create a more urban form in particular areas of Liberty Park by requiring a minimum FAR of new development. Used in conjunction with other development code requirements such as height and setback requirements, FAR can effectively regulate the overall mass of development. A minimum FAR of 1.0 would require the equivalent of one-story development on the entire lot, as illustrated below.



APPENDIX B

TECHNICAL MEMORANDA

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN



Subject **Revised Draft Technical Memorandum #1**

September 5, 2018

Introduction and Purpose

This memorandum includes a review of laws, rules, plans, policies, and codes that pertain to the Liberty Park Neighborhood Plan. The Plan Area is bound by McAndrews Road, Interstate 5, E. Jackson St. and the Central Oregon and Pacific Railroad right-of-way (see Figure 1). Study Area includes the Liberty Park neighborhood, plus the lots directly west of Central Avenue

This memorandum is organized as follows:

1. **Goals and Objectives.** These goals and objectives have been updated from the 2002 Liberty Park plan. They have been revised based on results of a preliminary meeting with the Liberty Park Neighborhood Advisory Committee (NAC), interviews with other community and neighborhood stakeholders, and results of an online survey conducted for this project.
2. **Policy and Regulatory Review.** This is an analysis of federal, state, and local laws, plans, policies, and ordinances that impact the Project.
3. **Funding Forecast.** This forecast details anticipated available funds for capital improvements (transportation, land use, parks, etc.) for the Liberty Park neighborhood.

1. Goals and Objectives

One of the initial tasks in this project is to draft a set of goals and objectives which will ultimately be incorporated in and guide implementation of the Liberty Park Neighborhood Plan. Several sources of information have been used to draft the goals and objectives:

- **2002 Liberty Park District Neighborhood Plan.** This Plan was developed in 2001 and reviewed and recommended for support by the City of Medford Planning Commission and supported by resolution 2003-225 by the City Council in 2002. It established a vision for the neighborhood, identified desired locations for changes to zoning and land uses, proposed public realm improvements, and laid out a series of prioritized objectives in order to achieve the vision for the area. The 2002 Neighborhood Plan serves as a primary starting point for updated goals and objectives identified in this memorandum.
- **Neighborhood Advisory Committee (NAC) Goals and Priorities.** At the first meeting of the NAC, the group engaged in a discussion of their priorities and goals for the future of Liberty Park. The group's ideas and preferences have been incorporated into the updated set of goals and objectives.
- **Stakeholder Interviews.** Medford city staff conducted interviews with 27 neighborhood stakeholders, including business owners, community group representatives, neighborhood residents, and city decision-makers. Participants identified recommended improvements for the Liberty Park area which were considered in drafting the updated Goals and Objectives.

- **Community Meeting and Neighborhood Survey.** The project team held a community open house in Liberty Park in July 2018 and asked participants to describe their vision for the future of Liberty Park. In addition, the City conducted an online survey to help identify needed improvements and desired types of development in Liberty Park. Results of these two efforts were also reviewed and incorporated in the updated Goals and Objectives.

2002 Liberty Park Neighborhood Plan

The 2002 Plan includes the following Vision statement and Objectives.

Vision Statement

We desire to bring change to our neighborhood by implementing community-based solutions formulated through the consensus of public, business, nonprofit and citizen resources.

Our neighborhood is alive and most of our residents choose to live here because it is affordable and conveniently located downtown where there is a large concentration of businesses, jobs, medical facilities, government and educational opportunities.

We recognize that there are social problems and urban blight in our neighborhood, however we feel fortunate to live in a country where Civil liberties grant us freedom and the ability to effect change and start anew. Rebuilding our neighborhood will prove to be a daunting task; however our common goal is to make our neighborhood a better place for all.

It is our wish that the Beatty/Manzanita neighborhood be referred to as “The Liberty Park District” since it is a special place that we hope will serve as a catalyst for change in other neighborhoods.

Objectives

- A happy, healthy and vibrant neighborhood created by the people for the people.
- To have places within the neighborhood containing resources to enrich lives.
- To provide quality, affordable housing and neighborhood-oriented businesses to residents.
- To make this a safe neighborhood for residents to walk, bicycle and socially interact.
- To conserve natural resources and preserve the environment.
- Family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- To connect this neighborhood into the downtown economy.

NAC Goals and Priorities

Goals and priorities were identified by the NAC in their first meeting. A distillation of the group’s comments are included below. A more detailed summary is included as an attachment to this memo. Many of the over-arching ideas have been reflected in the updated goals and objectives, while other more specific comments will be incorporated in specific recommendations in the Neighborhood Plan.

- Safety and security is very important, including physical safety, improve law enforcement, addressing or eliminating land uses or activities that contribute to crime, and having safe transportation options.
- A variety of transportation improvements are needed and desired, including sidewalks, more pedestrian crossings, improved bicycle facilities, wayfinding, streetscape beautification, and street lighting.

- Consider other public improvements like parks, plazas, other community gathering places, undergrounding utilities, and other needed infrastructure improvements.
- More housing in the neighborhood is needed, including on blighted properties. Housing should include smaller units that target broader demographics, a sister program to the homeowner improvement program for improving rental properties, strategic use of infill lots, high density, mixed income housing, opportunities for residents to age in place, and other housing options, including "promise housing" – housing where residents make a commitment to focusing on education and responsible behavior. Consider waiving SDCs for affordable housing.
- Continue to partner with community assets like Kids Unlimited and continue to improve their facility.
- Consider a “fused grid” approach to close or cul-de-sac some neighborhood streets to allow bicycle or pedestrian connectivity but reduce automobile traffic. Convert alleyways into open space, green lanes to increase available open space and active transportation routes..
- Building trust with the Latino community is very important for the process.
- Create a place we can be proud of.
- Address impacts of homelessness and improve services to the homeless population.
- Need continuity between The Commons and the Liberty Park Neighborhood.

Stakeholder Interviews

When asked to identify proposed improvements to meet future needs in Liberty Park, participants recommended the following (categorized by number of times cited).

Recommendations Cited More than Once

- More housing, particularly mixed income housing (17)
- Sidewalks (11)
- More specific types of businesses (7) – examples: retail, laundromat, hardware store, restaurants, grocery store
- Safe, vibrant area, including patrol and enforcement, reduction of homeless impacts (8)
- Street lighting and/or lighting on trail (6)
- Pedestrian and bicycle improvements, including pedestrian crossings (6)
- More support or expansion for existing businesses (6)
- Street improvements generally (5)
- Parks and other gathering places (5)
- Clean up properties, improve look and feel, be accountable, etc. (5)
- Mixed use development (4)
- Traffic calming or control (4)
- Community center and services, including counseling, rehab, medical clinic, other (4)
- Increased amount of automobile parking (3)
- Convert hotels to other uses, including residential (2)

Other Transportation Recommendations

- Pathways
- Fewer car lanes
- Niantic, Beatty, Boardman – Alleys on these streets could be a greenway system. Bike/Ped right-of-way local access only, no cut through with traffic calming
- Wayfinding for directions/transit use and general pedestrian access to and from neighborhood

- ADA curb cuts
- Shade trees
- Too many signs, need a reverse sign program
- Entry feature on streets
- Better bus stops
- Tie in cross streets
- Roadwork in alleys that take access from them
- Installation of a trail along the west side of the creek linking to the north

Other Infrastructure Recommendations

- Shade and water features
- Landowners being financially responsible for sewer lateral upgrades
- Undergrounding of utilities
- Infrastructure improvements in the residential core
- Streets, sewer, water, storm drain improvements
- Any infrastructure that will encourage new development
- More restroom facilities that are monitored and locked at night.

Other Suggestions (Comments Noted by One Participant)

- Conversion of parking lots
- Close proximity to Downtown - would love to see architecture concepts expand into Liberty Park; same concepts of Downtown
- Consider what improvements/development will do to those affected by raise in income.
- Create a transition from neighborhood to City (i.e. Jackson)
- Community village look
- Agency support
- First time home buyer program.
- Intentional service delivery systems to address holistic family support systems.
- Transformation or success story like that of the Pearl or Lloyd Districts in Portland
- More home businesses
- Modify home occupation regulations to be more flexible or create an overlay that would allow for home-based businesses within the neighborhood
- New development will increase property values and certain businesses will sell and change
- Safety net like a fenced in play area like Hawthorne Park.
- Really old building (owned by Cornerstone Church). Sits empty, could be used.
- Hotels need to be more careful of who they rent to. We are near families and schools.

Neighborhood Survey

Participants were asked to identify the most important types of future improvements for Liberty Park and to indicated which types of development they would most like to see in the future. Results include:

Highest Ranking Improvements

- Streetscape Improvements
- Parks, public facilities and open space
- Renovation of existing residential uses
- New/additional businesses

- Street improvements/repairs
- New multi-family residential development

Type of Development Most Want to See in Liberty Park

- Restaurants
- Open space/parks
- Retail shops
- Improved connections to Bear Creek Greenway
- Grocery Store
- Duplexes, triplexes or fourplexes
- Single-family residences
- Five or more unit apartments

Proposed Draft Updated Goals and Objectives

Following is a proposed updated draft set of Goals and Objectives for the Liberty Neighborhood Park Plan. It draws heavily from the Goals and Objectives in the 2002 Neighborhood Plan, while also incorporating results of the current planning and outreach efforts.

- Make this a safe neighborhood for residents to walk, bicycle and socially interact through design of private development and public spaces, as well as law enforcement and social services that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.
- Create and maintain a happy, healthy, attractive and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.
- Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.
- Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.
- Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.
- Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.
- Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

2. Policy and Regulatory Review

A variety of local and state plans and policy documents help guide future development within Medford, including within the Liberty Park neighborhood. Following is a summary of relevant policies and plans which are relevant to this planning effort.

Transportation System Plan

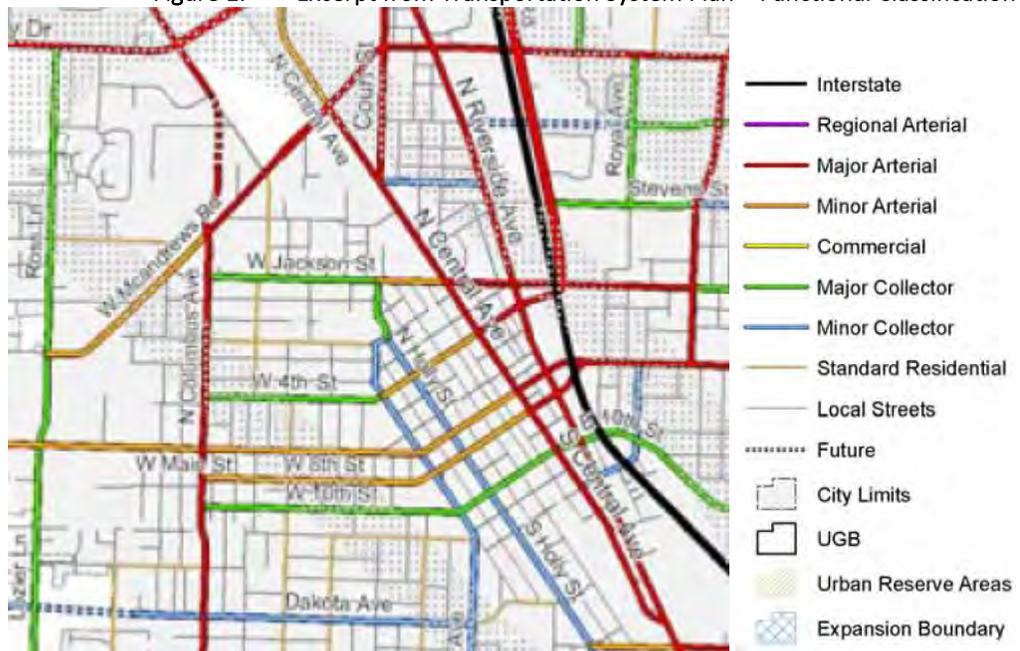
The current City of Medford Transportation System Plan was adopted in November 2003 and considered a horizon period of 2023. As of this writing, a new TSP is underway and is expected to be adopted in 2018.

The TSP contains a comprehensive assessment of the pedestrian, bicycle, transit, freight, air, pipeline, railway, and vehicular systems. The TSP provides detailed inventories of each of the systems, identifies phased goals and strategies, and identifies revenue forecasts and options. It includes standards for improvements to each classification of roadway identified in the TSP, as well as a list of proposed capital improvements to help implement the TSP.

What this means for the Liberty Park Neighborhood Plan:

Classifications of local roads are shown in Figure 1 below.

Figure 1. Excerpt from Transportation System Plan – Functional Classification



The existing functional classifications for streets in the Liberty Park Neighborhood are Major Arterial (i.e. W McAndrews Rd), Major Collector (i.e. W Jackson St), and standard residential streets. Several cross sections from the draft TSP are shown in the following figures. These are draft and subject to change.

Figure 2. Proposed Major Arterial/Regional Arterial Cross Section



Figure 3. Proposed Major Arterial/Regional Arterial Cross Section with Buffered Bicycle Lanes (Low Stress for 35 mph and Lower)

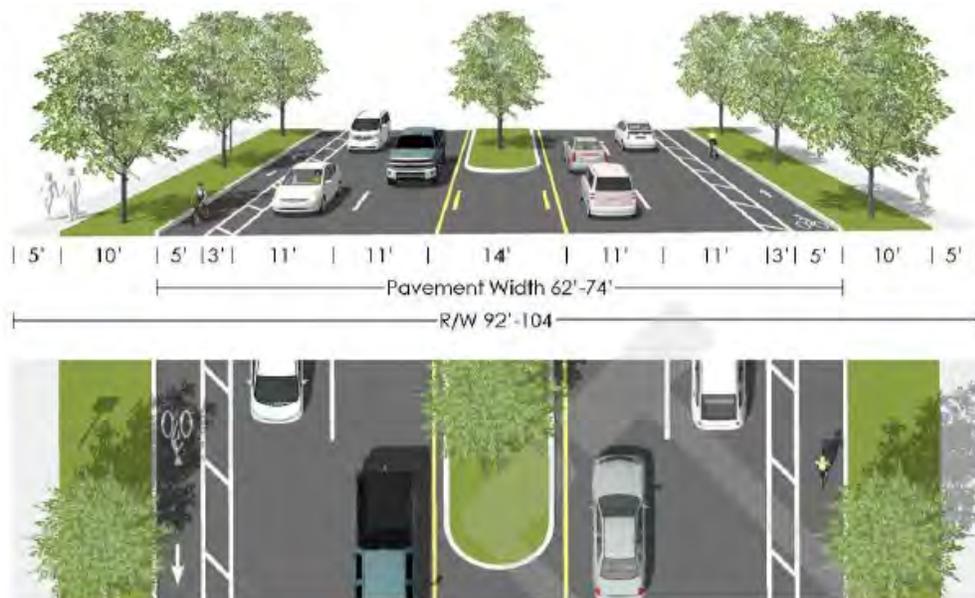


Figure 4. Proposed Major Arterial/Regional Arterial Cross Section with Separated Bicycle Lanes (Low stress for 40 mph and higher)



Figure 5. Proposed Major Collector Cross-Section



Figure 6. Proposed Standard Residential Street Cross-Section

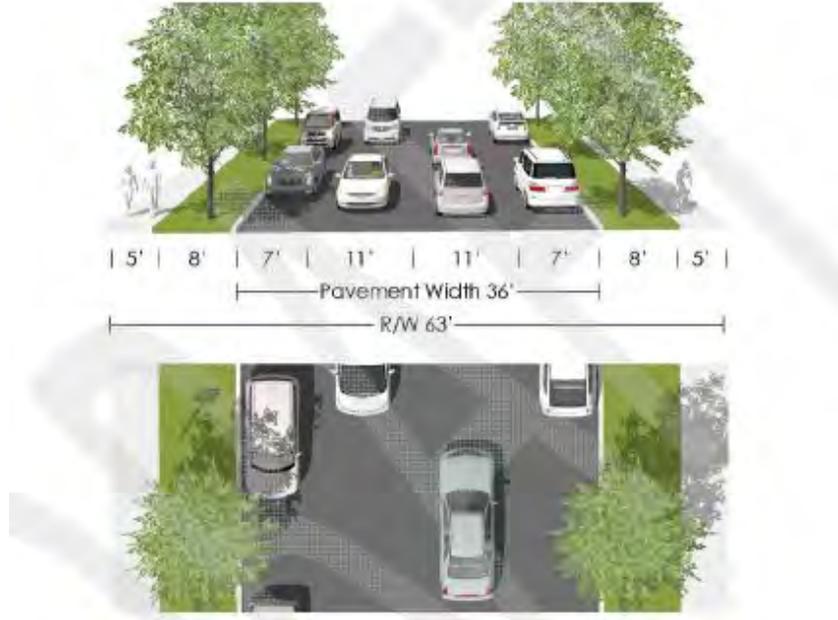


Figure 7. Proposed Minor Residential Street Cross-Section

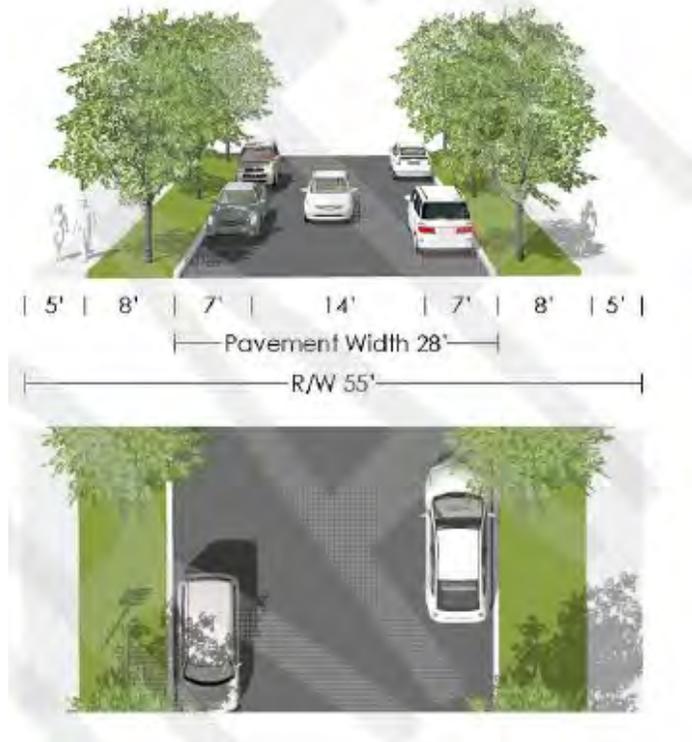
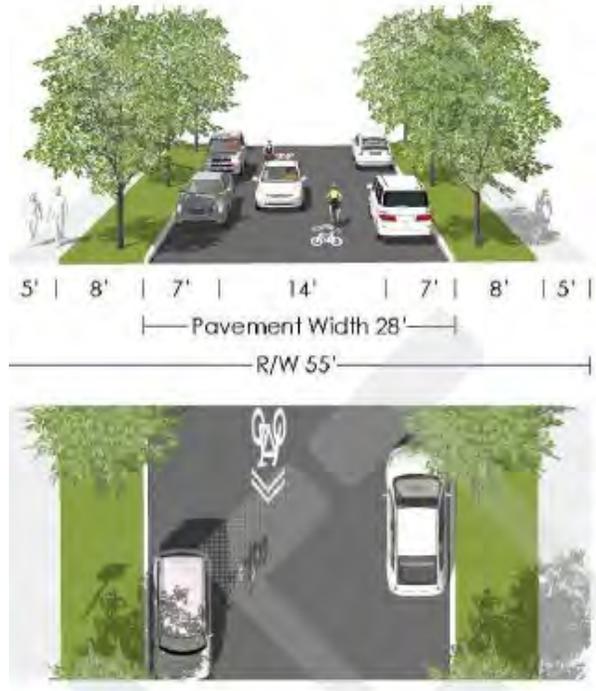


Figure 8. Proposed Minor Residential Street Cross-Section (Neighborhood Bikeway)



There are seven (7) proposed transportation improvement projects identified in the 2018-2038 TSP within the Liberty Park Neighborhood area. Projects are proposed as a Tier 1 or Tier 2 project meaning funded and unfunded through the year 2038, respectively. All projects proposed within the Liberty Park neighborhood with the exception of bikeway B3 are proposed as a Tier 2 currently unfunded) transportation improvement through the year 2038. These projects, which are not presented in a specific order of priority, include:

1. **462** Edwards Street, Court Street/Central Avenue to Riverside Avenue - Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks. This project has been partially completed by Kids Unlimited.
2. **479** Manzanita Street, extension from Riverside Avenue to Spring Street and crossing Interstate 5 - Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks) and new crossing of I-5 at Manzanita or Austin¹
3. **163** McAndrews Road & Riverside Avenue - Intersection improvements such as re-striping westbound approach to one through, a shared through/right, and a right-turn lane, signal modifications, and second

¹ NAC member noted that this project may be in conflict with the vision and objectives of the neighborhood

4. **B3** Beatty Street, Manzanita Street, Niantic Street, Maple Street, Bartlett Street from McAndrews Road to Jackson - Street Sign and Stripe Neighborhood Bikeway
5. **B13** Jackson Street, Central Avenue to East of Pearl Street - Reconfigure/Reconstruct to Provide Bike Facilities
6. **B16** Court Street, Rossanley Drive to Edwards Street - Reconfigure/Reconstruct to Provide Bike Facilities
7. **B17** Central Avenue, McAndrews Road to Jackson Street - Reconfigure/Reconstruct to Provide Bike Facilities

Finally, the TSP is a key component of meeting the State of Oregon’s Transportation Planning Rule (TPR), which requires the land use planning and transportation planning be integrated and mutually supportive. To the extent to which the Liberty Park Neighborhood Plan makes any changes to possible land uses within the planning area, it must evaluate the impacts of these changes on the City’s transportation system.

City of Medford Comprehensive Plan

The City of Medford Comprehensive Plan is the over-arching document that establishes overall policy for land use, transportation, and related issues for the City of Medford. Land within the City has specific Comprehensive Plan Designations, which are implemented through various City zoning districts (described later in this memorandum)

What this means for the Liberty Park Neighborhood Plan:

Comprehensive plan designations for the Liberty Park Neighborhood Plan Area are shown on the General Land Use Plan (GLUP) Map. They include residential, commercial, industrial, and parks/schools designations, described briefly below.

- Urban Residential (UR), between 2 and 10 dwelling units per gross acre (DU/AC), typically single-family detached units.
- Urban Medium Density Residential (UM), between 10 to 15 DU/AC, typically attached units such as townhouses or multifamily units.
- Urban High Density Residential (UH), between 15 and 30 DU/AC, typically multifamily units.
- Commercial (CM), a broad designation permitting commercial development as well as residential and mixed-use development.
- Heavy Industrial (HI) permits uses with a large amount of noise, vibration, air pollution, or other nuisance
- Parks and Schools (PS) applies to areas with existing and proposed public parks and schools, in this case Liberty Park itself and the Bear Creek corridor.

In addition to these planning designations, a wide variety of goals and policies in the Comprehensive Plan are relevant to future development in Liberty Park, particularly those related to the economy, housing and public facilities.

Medford Zoning Map and Land Development Code

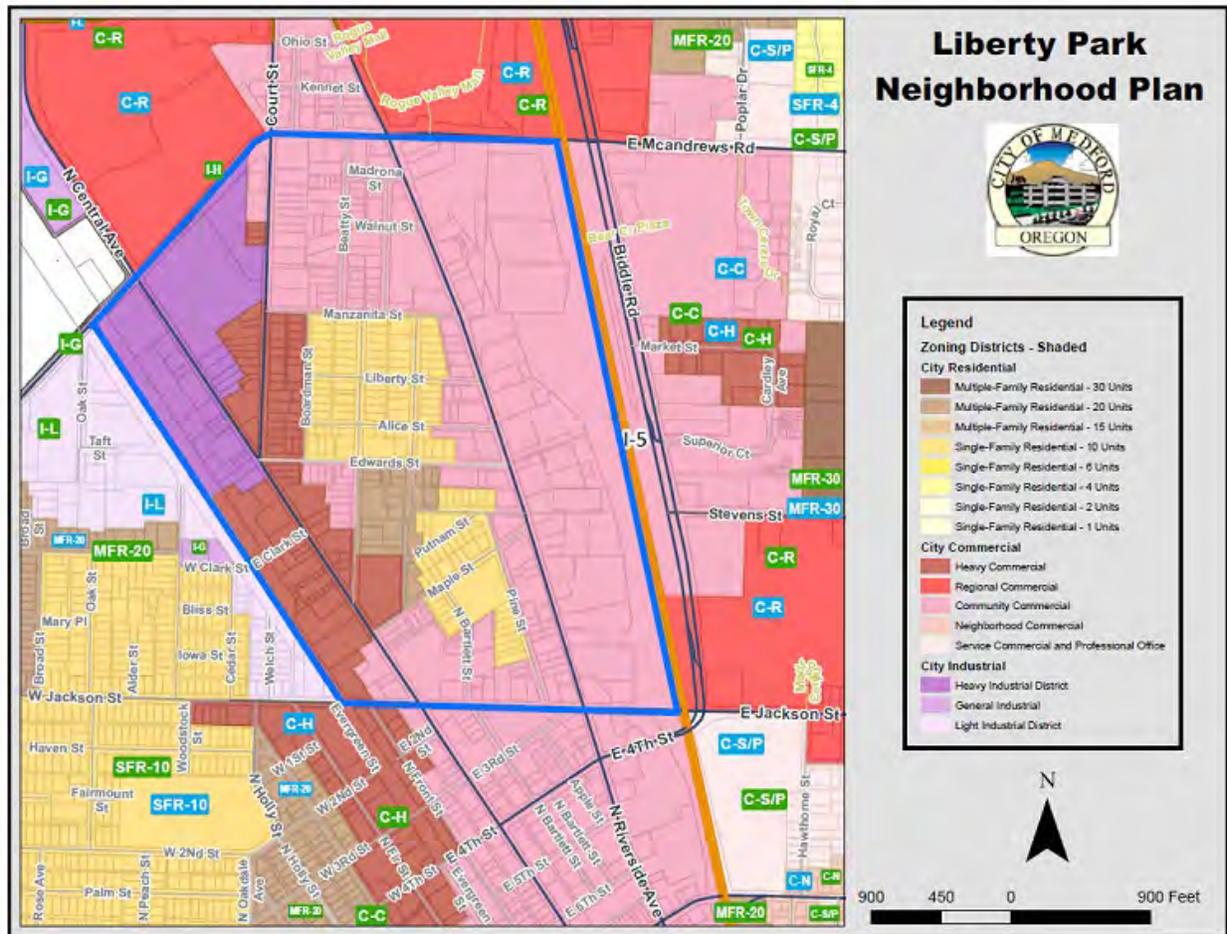
Zoning designations for the City of Medford are defined in the development code and applied to land via the zoning map. Development within a particular zone is governed by the pertinent regulations laid out in the Development Code.

What this means for the Liberty Park Neighborhood Plan:

The zones within the Liberty Park neighborhood area include the following. They are depicted in the figure below. The City’s development code includes standards for land use and development within each of these zones, including allowed uses and site development standards related to setbacks, parking, landscaping, lots sizes, and other features. As part of the Liberty Park Neighborhood Plan, the zoning of parcels within the study area will be evaluated and changes to zoning designations or text of the development code may be recommended.

- Single-Family Residential – 10 Dwelling Units per Gross Acre (SFR-10).
- Multiple-Family Residential – 20 Dwelling Units per Gross Acre (MFR-20)
- Community Commercial (C-C)
- Heavy Commercial (C-H)
- Heavy Industrial (I-H)

Figure 9. Liberty Park Neighborhood Plan Area Zoning Designations



2002 Liberty Park District Neighborhood Plan

The Liberty Park District Neighborhood Plan was developed in 2001 and both the Planning Commission and the City Council passed resolutions in support of the plan in 2002. It established a vision for the neighborhood, desired locations for changes to zoning and land uses, proposed public realm improvements, and laid out a series of prioritized objectives in order to achieve the vision for the area.

What this means for the Liberty Park Neighborhood Plan:

- The current planning effort aims to update and build upon the 2002 neighborhood plan. The project will revisit the vision for the Liberty Park District and the community's desired outcomes for the neighborhood.
- The updated plan will replace the 2002 neighborhood plan. It will be adopted by the City as a supporting document of the Neighborhood Element of the Medford Comprehensive Plan.

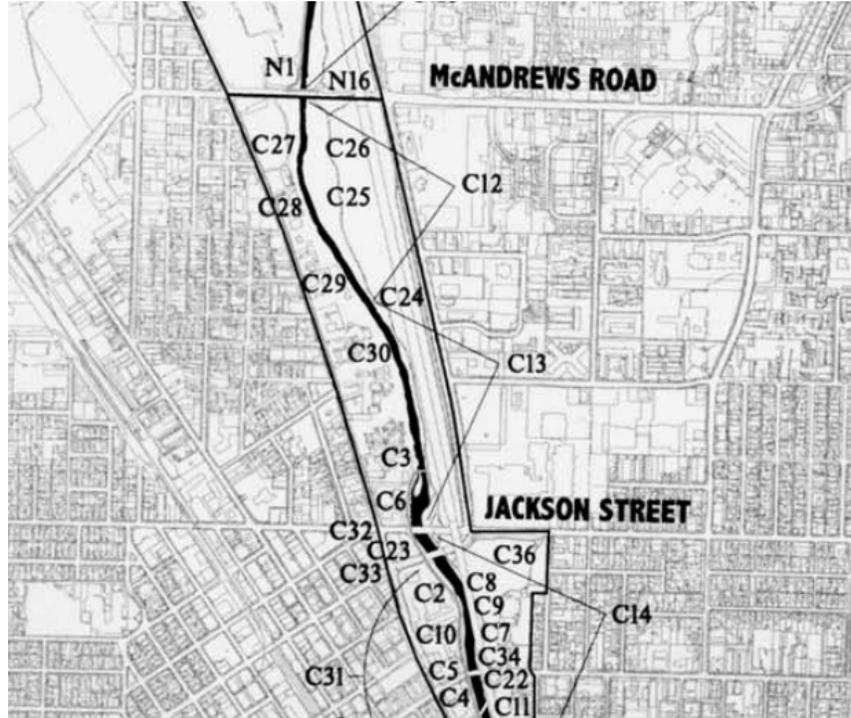
City of Medford Bear Creek Master Plan

The Bear Creek Master Plan addresses a 7.5 mile length of the Bear Creek Corridor that runs through the center of the City, with the broad goal of improving the corridor and integrating its natural amenities with the rest of the City. The Master Plan is adopted as part of the City of Medford Comprehensive Plan.

What this means for the Liberty Park Neighborhood Plan:

- Several projects are identified along the corridor near the Liberty Park neighborhood, as shown in the image below. These projects are within the plan's "Central Zone" and include items such as the Jackson Street Outdoor Education Park (C6), Creek/Habitat Enhancement Area #1 (C12), and McAndrews Station/Overlook #2 (C29).
- The status of the projects identified in the Bear Creek Master Plan will be evaluated as part of the Liberty Park Neighborhood Plan process, as will opportunities to implement and/or refine project ideas.

Figure 10. Excerpt from the Bear Creek Master Plan



City of Medford Leisure Services Plan (2016)

As stated in the plan’s Executive Summary: The Leisure Services Plan is a ten-year guide and strategic plan for managing and enhancing park and recreation services in Medford. It establishes a path forward for providing high-quality, community-driven parks, trails, greenways and recreational opportunities. The Plan reinforces the City’s vision for its park and recreation system, proposes updates to service standards for parks and trails, and addresses departmental goals, objectives and other management considerations toward the continuation of high-quality recreation opportunities to benefit the residents of Medford.

What this means for the Liberty Park Neighborhood Plan:

Chapter 6 of the Leisure Services Plan addresses Paths, Trails, and Greenways. A key focus of this part of the plan is moving beyond a metric of mere mileage for trails planning, focusing instead on connections and quality of these facilities.

- The existing Bear Creek shared use path lies on the east side of the plan area.
- The Liberty Park area shows two spots with planned bicycle lanes, per Map 13.
- The Liberty Park area is not targeted for parkland acquisition, per Map 12.

City of Medford Capital Improvements Program

The City of Medford recently adopted a six-year Capital Improvement Program (CIP) that lists the projects that will be funded between the years 2018 and 2023. There are projects identified for various roadway improvements, stormwater improvements, and sanitary sewer improvements.

What this means for the Liberty Park Neighborhood Plan:

There are some identified projects in the Liberty Park vicinity that the project team should be aware of:

Transportation Improvements:

- McAndrews bridge over rail improvements (identified for future improvements)
- Funds for traffic calming, bike/ped upgrades, and lighting upgrades citywide are identified in the CIP. These funds may potentially be utilized for Tier 1 transportation projects such as the neighborhood bikeway B3.

Sanitary Sewer Improvements:

- Jackson #5 – Central to Riverside in 2019-2020

There are no projects for local street construction or storm drainage identified for the project area although as noted previously several transportation improvement projects are included in the City’s draft Transportation System Plan for the area.

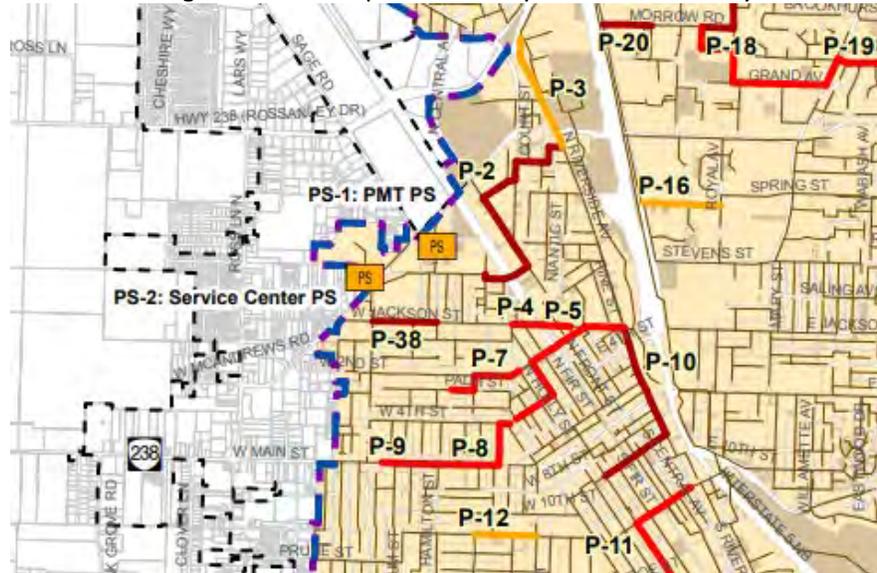
City of Medford Sanitary Sewer Master Plan

The City is currently updating its Sanitary Sewer Master Plan, which addresses existing conditions and future needs for the City’s sanitary sewer system. A draft of the plan is available on the City’s website.

What this means for the Liberty Park Neighborhood Plan:

The study area has several locations with Existing Deficiencies, and identified Short-Term projects for the area to increase capacity (P-2, P-4, P-5, and P-38). Pump stations in the area have also been identified as in need of additional pumps, in order to add redundancy to the system (PS-1 and PS-2).

Figure 11. Excerpt from the City of Medford Sanitary Sewer Plan



City Stormwater Management Plan

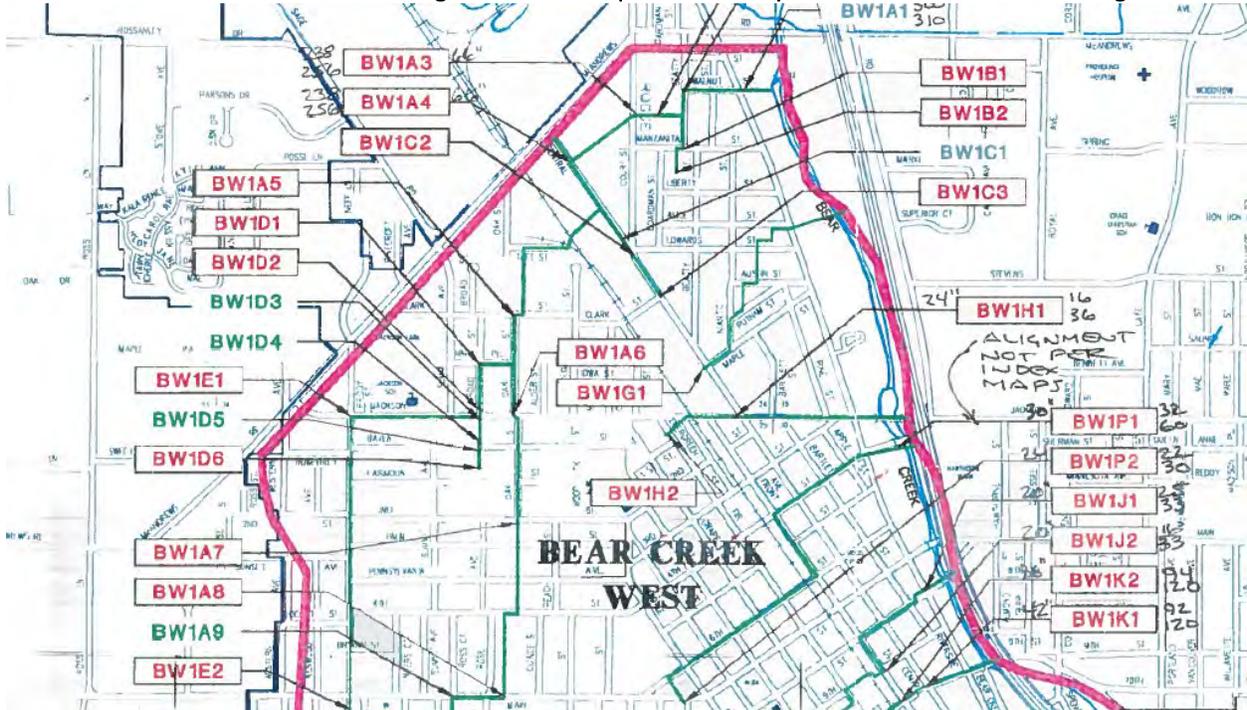
The City of Medford Stormwater Management Plan was created in 2005 and identifies existing conditions and future needs for the City’s stormwater system.

What this means for the Liberty Park Neighborhood Plan:

Per the City’s Stormwater Management Plan, the study area is within the Bear Creek West basin. As stated in the document’s Executive Summary: “Much of the Bear Creek West drainage is collected in a network of drainage pipelines. The basin contains nine separate drainage systems discharging to Bear Creek. There are no wetlands or open channels in this basin.”

The image below is an excerpt of existing facilities from the City of Medford Storm Drainage Plan. Engineering staff do not have particular concerns about storm drainage in the study area at this time.

Figure 12. Excerpt from the City of Medford Stormwater Management Plan



City of Medford Transportation Standards

The City of Medford transportation standards are addressed in Article 4 of the City of Medford Land Development Ordinance. These standards include items such as street access and dedication requirements, circulation and connectivity standards, street improvement standards, and requirements for Traffic Impact Assessments.

What this means for the Liberty Park Neighborhood Plan:

The plan will examine land use and transportation issues in the Liberty Park Neighborhood area. Revisions to transportation standards may be recommended if needed to implement related recommendations in the plan for transportation facility improvements or land use changes.

Transportation Planning Rule (OAR 660-012)

OAR 660-012, commonly referred to as the Transportation Planning Rule (TPR), requires cities to prepare a transportation system plan that provides and encourages a safe, convenient, and economic transportation system that is coordinated with planned land uses within the jurisdiction.

What this means for the Liberty Park Neighborhood Plan:

Land use recommendations that come out of the Liberty Park Neighborhood Plan process will need to be coordinated with the City’s transportation system, and vice versa. Any proposed changes to comprehensive plan/zoning designations will need to be evaluated to determine whether they are adequately served by Medford’s existing and/or planned transportation system. Where deficiencies and other issues arise, changes to the City’s transportation system plan may be recommended.

3. Funding Forecast

This future funding forecast details anticipated available funds for capital improvements for the Liberty Park Neighborhood Plan. Anticipated funding may be used for transportation, parks and recreation, and other improvements in the Liberty Park neighborhood.

Transportation

Transportation projects are funded by a variety of revenue streams and funding sources. Table 1 summarizes revenue estimates based on existing funding sources, as well as the estimated share of state transportation revenues from House Bill 2017 (the Keep Oregon Moving Act) based on the current Draft Medford TSP. After accounting for fixed expenditures, including operating expenses, maintenance, loan repayments, and SDC credits, the draft 2018-2038 TSP update projects that \$36.7 million in total revenue will be available for capital projects between 2018-2022, \$11 million between 2023-2027, and \$24.7 million between 2028-2038. In total, 20-year total revenue available for capital projects amounts to \$72.5 million. It is important to note that a small number of draft TSP projects are located in the Liberty Park neighborhood; it is unlikely that the funding sources listed in Table 1 would be used to fund projects as part of the Liberty Park Neighborhood Plan. Medford Urban Renewal Area funds, discussed later, represent the largest dedicated sources of funds for Liberty Park projects.

Table 2 below lists proposed 2018-2038 TSP projects within the Liberty Park Neighborhood, their tier categorization (Tier 1: fiscally constrained; Tier 2: currently unfunded), project type, description, and cost estimates.

Table 1. Medford Transportation Revenue Sources (Source: Draft Medford TSP Update)

Existing Revenue Sources	2018-2022	2023-2027	2028-2038
State Gas Tax	\$23.5 million	\$23.5 million	\$47 million
Street System Development Charges (SDC)	\$8.75 million	\$8.75 million	\$17.5 million
Street Utility Fees	\$37 million	\$37 million	\$74 million
Miscellaneous (CBDG, grants, MURA, etc.)	\$3.5 million	\$3.5 million	\$7 million
Anticipated Revenue Sources	2018-2022	2018-2022	2018-2022
State Transportation Revenue Increase from HB 2017	~\$6.5 million	~\$9.9 million	~\$20.2 million
Total Estimated Revenue	\$79.2 million	\$82.6 million	\$165.7 million

Table 2. Medford 2018-2038 TSP Projects in Liberty Park

Project ID	Tier	Project Location	Project Type	Project Description	Cost
B3	Tier 2	Beatty Street, Manzanita Street, Niantic Street, Maple Street, Bartlett Street from McAndrews Road to Jackson Street	Bicycle	Sign and Stripe Neighborhood Bikeway	\$24,420
462	Tier 2	Edwards Street, Court Street/Central Avenue to Riverside Avenue	Urban Upgrade	Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks	\$1.66 million
479	Tier 2	Manzanita Street, extension from Riverside Avenue to Spring Street and crossing Interstate 5	New Roadway	Construct new minor collector roadway (includes one lane in each direction, bike facilities, and sidewalks) and new crossing of I-5 at Manzanita or Austin	\$100 million
I63	Tier 2	McAndrews Road & Riverside Avenue	Intersection	Intersection improvements such as re-striping westbound approach to one through-, a shared through/right-, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed	\$245,000
B13	Tier 2	Jackson Street, Central Avenue to East of Pearl Street	Bicycle	Reconfigure to Provide Bike Facilities	\$160,000
B16	Tier 2	Court Street, Rossanley Drive to Edwards Street	Bicycle	Reconfigure to Provide Bike Facilities	\$105,000
B17	Tier 2	Central Avenue, McAndrews Road to Jackson Street	Bicycle	Reconfigure to Provide Bike Facilities	\$115,000

Parks & Recreation

The City of Medford’s Parks Capital Improvement General Fund expenditures provide a primary source for funding parks and recreational facilities, along with system development charges, Parks utility fee, transient lodging tax and the car rental tax. The Medford Leisure Service Plan Update outlines 2016-2025 Capital Facilities Plan Priorities, and designates proposed project categories by their eligibility for SDC Funding in whole or in part. Among the projects identified in the Leisure Service Plan eligible for SDC Funding, none are within the Liberty Park study boundaries. However, other projects not eligible for SDC funding could provide enhancements to facilities within Liberty Park, as detailed below.

Projects eligible for SDC funding (in whole or in part)

- Park enhancements & developments
- Paths & trails
- Future acquisitions

Projects not eligible for SDC funding

- Master plan updates (e.g. Jackson Park)
- Safety improvements, upgrades, and renovations
- Wayfinding and signage program
- ADA renovations & upgrades

Medford Urban Renewal Area

The Medford Urban Renewal Agency (MURA) has adopted an amendment to the current Medford Central City Center Revitalization Plan which increases the total maximum indebtedness of the MURA through tax increment financing from \$67.3 million to \$87.2 million between FYE 2019 and 2024. Of the newly available \$19.9 million in financing, approximately \$2 million is allotted for downtown seismic retrofitting. This leaves more than \$17 million for projects within the amended MURA boundary that incorporates Liberty Park as bounded by Jackson Street, McAndrews, Biddle, and Court/Central. The central purpose of the amendment is to provide assistance to the Liberty Park area, including, but not limited to improving the safety and functionality of the transportation system (e.g. sidewalk improvements, crosswalks, bicycle facilities), assisting in the upgrading of sewer laterals, and providing housing development and rehabilitation assistance. Table 3 summarizes four identified program categories eligible for MURA funding.

Table 3. MURA Program Categories

Program Category	Description
Street Improvements	Street improvements for Manzanita and Edwards Streets to bring them up to city standards, including sidewalk and crosswalk improvements, utilities, and bicycle facilities. Other projects may be identified as part of the Liberty Park Neighborhood Plan.
Sewer Lateral Replacements	As sewer laterals in the area are letting stormwater into the sewer system and overburdening capacity, this program would offer an incentive to homeowners to replace their sewer laterals.
Housing Assistance	This category could include a single-family residential housing improvement program for renter- and owner-occupied residences, authorization for use of funds to partner with a private developer for a single-family, mixed-use or multifamily housing development, and/or a program to improve existing mixed-use or multifamily housing developments in the area.
Liberty Park Neighborhood Plan	This category is to serve as a placeholder for projects that evolve from the planning process around the Liberty Park Master Plan. The Medford City Center Revitalization Plan can be amended to include specific projects from the Liberty Park Neighborhood Plan at a later date.

State and Federal Grants

In conjunction with existing and projected revenue streams, a variety of state and federal grants may be leveraged to fund capital improvements for the Liberty Park neighborhood. A selection of state and federal grant programs are cataloged below to support transportation, parks and recreation, land use, and housing improvements in Liberty Park.

U.S. Housing and Urban Development Community Development Block Grant (CDBG) Program

The City of Medford receives an average annual entitlement of approximately \$600,000 from the CDBG program. CDBG funding is used to benefit low-and moderate-income persons, eliminate conditions of slum and blight, or meet an urgent need (as defined by the Bureau of Housing and Urban Development) within the City of Medford. The Liberty Park Study Area, as approximated by Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1, is eligible for the CDBG program.

Through the current City Capital Projects category, CDBG funds can be used to fund improvements to neighborhood parks, infrastructure development in CDBG eligible neighborhoods and street and sidewalk repair and construction. Funds can also be used to improve accessibility for disabled persons. Through the Capital Improvement Projects category, funds can be used to acquire sites and to develop infrastructure for low-income housing development projects along with rehabilitating homes to provide homeownership opportunities for low-income persons.

Oregon Department of Transportation (ODOT) Safe Routes to School

ODOT's Safe Routes to School (SRTS) programs include a focus on providing grants to fund safe biking and walking connections to schools. HB 2017 expanded funding to the SRTS Infrastructure Program Fund. The program will receive \$10 million dollars annually and increase to \$15 million in 2023. 87.5 percent of the funds are earmarked for a competitive grant program to build street safety projects to reduce barriers and hazards for children walking or bicycling to or from schools.

Infrastructure grant proposals submitted to ODOT must be a minimum of \$60,000 and maximum of \$2 million, and can be coupled with other projects and funding sources so long as they meet the following criteria:

- 1) Eligible projects: within 1 mile of a public school, provide safety improvements, and be identified within a Transportation System Plan or SRTS Action or Infrastructure Plan.
- 2) Infrastructure projects include: the development, construction, reconstruction, repair, maintenance, or operational improvements of bikeways and walkways that reduce barriers and hazards to children walking or bicycling to and from school.
- 3) Local match of at least 40%; may be lowered to 20% when one or more of the following criteria are met:
 - City population of less than 5,000;
 - Project reduces hazards within a Priority Safety Corridor
 - Project is for a Title I school²

Oregon Parks and Recreation Land & Water Conservation Fund Program (LWCF)

² Jackson Elementary School and McLoughlin Middle School both qualify as Title I schools

LWCF provides matching grants to state and local governments for acquiring and developing public outdoor recreation areas and facilities. LWCF grants provide up to 50 percent project funding, and eligible matches include local budgeted funds and donated funds, along with the value of property, equipment, materials, and/or labor. The two project categories eligible for LWCF are:

Acquisition – Acquiring land and water for public access, including new areas or additions to existing parks, forests, wildlife areas, beaches or similar.

Development – Developing outdoor recreation activities and support facilities needed by the public for recreation activities, including providing basic facilities and improvement of basic facilities.

Oregon Parks and Recreation Local Government Grant Program (LGGP):

The LGGP is an Oregon State Lottery funded reimbursement grant program that helps local government agencies fund outdoor park and recreation areas and facilities, and acquire property for park purposes. Approximately \$5 million dollars is available annually under the LGGP, and grants are divided into: small grants – projects with a maximum \$75,000 grant request and large grant requests - other than for land acquisitions, projects with a maximum \$750,000 grant request.

Eligibility is limited to public outdoor park and recreation areas and facilities, and eligible projects fall under the following categories: 1) acquisition; 2) development; 3) rehabilitation; and 4) planning and feasibility studies. At least 50 percent match required for cities and districts with over 25,000 people.

Subject **Technical Memorandum #1**
August 8, 2018

Attachment A: NAC Meeting #1 Notes and Online Survey Results Summary

Subject **Meeting Notes**
Neighborhood Advisory Committee #1
June 26, 2018

Attendees

Name	Affiliation
Edem Gomez	RVTD
Bob Shand	Resident
Joe Foley	Planning Commissioner
Greg Jones	Kids Unlimited
Franco Caballero	Business Owner
Carla Paladino	City of Medford
Ryan Farncomb	Jacobs
Ryan Haynes	Jackson County Housing Authority
Trinity Kerr	Jackson County Housing Authority
Matt Hastie	Angelo Planning Group
Seth Adams	City of Medford
Jason Elzy	Jackson County Housing Authority
Kevin Lamson	Hearts with a Mission
Major Jason Koenig	Salvation Army
Dave Carroll	Kids Unlimited
Kevin Stine	City Councilor
Angela Durant	City of Medford
Lillia Caballero	Medford Police
Kay Brooks	City Councilor/Resident

Introductions

Carla welcomed the group and gave an overview of the project, its objectives, and then kicked off introductions. Matt then reviewed the agenda for the meeting.

Roles/Responsibilities

Matt reviewed the roles and responsibilities of the NAC, noting that the group is advising the city staff and the City Council on the project. He then reviewed the Roles and Responsibilities handout and asked if there were questions or comments:

- Q: How is the project funded?
A: the project is being funded by the state and the Neighborhood Plan will be used to help with implementing MURA projects. The TGM-funded planning process will not be used for construction.
- Q: How does this intersect with the MURA funding?
A: This plan will result in projects that could be implemented with MURA funding.

Neighborhood Planning/Goals, objectives

Matt then reviewed the basic goals of the plan, including identifying improvements that could be funded by MURA, revitalization opportunities, placemaking, and others. He noted that this is an opportunity to revisit the previous 2002 plan and identify those that still make sense as well as new ideas and projects. Carla also noted that there is a project website and an open survey.

- Q: Will the survey results be shared with the group?
A: Yes
- Q: How will MURA implementation happen?
A: Kevin Stine replied that it will be a policy decision made by the City.
- Q: Will the MURA funds be leveraged?
A: Yes, the City will seek opportunities to apply for grants with the MURA funds.
- Comment: Kate noted that housing and crime are major issues that should be addressed.

Public Outreach Approach

Ryan introduced the outreach plan and then asked for comments or questions. Discussion was as follows:

- Neighborhood composition has changed recently. More children and families in the neighborhood.
- Historically, it has been hard to reach out to the Latino community. Important to reach out to organizations that serve underserved communities and to go to the people, rather than making them come to us.
- Hotels on the east side of Riverside are not represented in the stakeholder list. Should be represented.
- Should also consider outreach to the mobile home park in the neighborhood.
- Should also consider Rogue Retreat, Rogue Valley Youth for Christ, Woman's Gospel Mission, Lithia Place, Options for Southern Oregon, beauty shop at the corner of Edwards and Niantic (owned by Lynda Miller), Sign Dude, Star Bodyworks, Rogue Automotive Body (long time business), Rogue Valley Unite Oregon, NW Forest Workers, R&Ds Sandwich Shop, Tom's Guitars.
- University of Oregon did an outreach study on reaching the Latino community; Carla will send to the consultant team.
- Spanish radio station will publish PSAs for free and may do a live show with team members.
- Bob Shand offered to provide neighborhood tours.

Questions, comments, and priorities

- Safety and security is important, as is developing a Salvation Army that is inviting to folks.
- Court and Riverside surround the neighborhood, making the neighborhood feel like an island. Safer, more attractive active transportation facilities is important; look at wayfinding.
- Housing issues to address crime. Interested in acquiring problematic properties, such as hotels. Would like to see high density, multi-level-income housing (but not mixing of uses). MURA dollars can contribute to these goals. Need for more park space. Not enough sidewalks, better crossings (Kids Unlimited is a key location), streetscape beautification. Spending MURA funds on sewer improvements may not be worthwhile. Riverside is three lanes and maybe doesn't need to be three lanes. Needs to be slowed down. Consider adding a buffered bike lane on Riverside instead.
- Bartlett Street is an opportunity for a future transportation connection. Sewer improvements should not be made with MURA funding, other funding mechanisms should be considered. Is concerned about cut-through traffic in the neighborhood. Consider a "fused grid" approach to close or cul-de-sac some neighborhood streets to allow bicycle or pedestrian connectivity but reduce automobile traffic. Would like to see traffic counts on Beatty and Edwards. Convert alleyways into open space, green lanes to increase available open space and active transportation routes. Create more gathering places. Would like to see the corner of McAndrews and Court redeveloped and improved. Suggests talking to the commercial folks who own businesses as well.

- Would like to see the Kids Unlimited campus completed. Requires a safe environment - get rid of crime and drugs. Need safe traffic patterns around the school. The neighborhood is an island - need better connections to other parts of the community, the Greenway, etc.
- Would like to fence the Kids Unlimited property to make it safer, but zoning allows a maximum of 3 feet high fencing. Lighting is important, including streetlighting. Would like to see better connections to the Greenway. Seconded the desire to see something done about high-crime properties. Seek different housing options, including "promise housing" – housing where residents make a commitment to focusing on education and responsible behavior. Plaza, other gathering places are important. Echoed the idea of improving alleys as public spaces.
- Neighborhood revitalization is important. Sees potential for new residential development in the neighborhood, including blighted properties. Would like to partner with Kids Unlimited on housing issues. Would also like to bring more housing to the neighborhood given its proximity to downtown and services.
- Would like to see more affordable housing constructed in the neighborhood, but would need a sizeable parcel to do this, as well as an environmental review process. Consider waiving SDCs for affordable housing.
- Echoed concerns about the hotels. More housing options, smaller units that target broader demographics. Would like to see a sister program to the homeowner improvement program for improving rental properties. Strategic use of infill lots. Take advantage of this area as a gateway to downtown and other services. Could look at Local Innovations and Fast Track (LIFT) funds to leverage existing dollars to build new housing.
- Prime area for higher-density housing. Would like to see something new that the neighborhood could be proud of.
- Noted that the building trust with the Latino community is very important for the process. Need housing for those aging in place.
- Important to come up with a plan that everyone agrees with. Echoed the concern about crime at the hotels and along the Greenway. Kids Unlimited is a key special destination in the community. Important to build on the positive aspects of the community.
- Undergrounding utilities is very important. Currently building a new shelter. Noted that the governor set aside dollars this year for housing. Noted that homeless youth is a fast-growing population. Need to be able to provide resources to folks. The City has a housing consultant working on housing issues, including policies that address fees for housing.
- Ryan Farncomb asked about transit use in the neighborhood:
 - Good transit service to the community, good number of stops.
 - Busing students to Kids Unlimited, having to rebuild the road that the buses are currently on.
- Crossings:
 - Court and Riverside are the worst - need flashing beacons, better crossings
 - Jackson and Bartlett
 - In a perfect world, would like a skywalk over the roadway
- Speed bumps or other traffic calming on Edwards, Beatty, Manzanita, Pine
- Need continuity between The Commons and the Liberty Park Neighborhood.

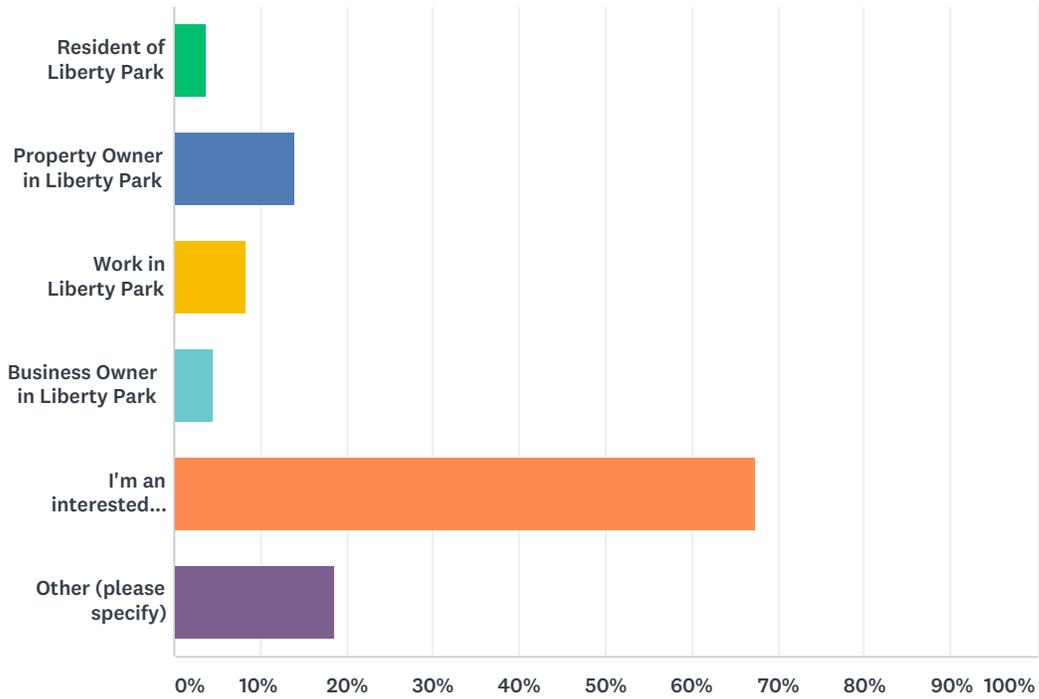
Next Steps

Carla and Matt then reviewed next steps, including developing a memo to document project goals and objectives and existing conditions and plans in the neighborhood. The next NAC meeting will likely be in

August; Carla will send out information. Participants agreed that the time and day of the week for this meeting generally works for them (3:30-5:30 pm, Tuesday).

Q1 What best describes your connection to Liberty Park?

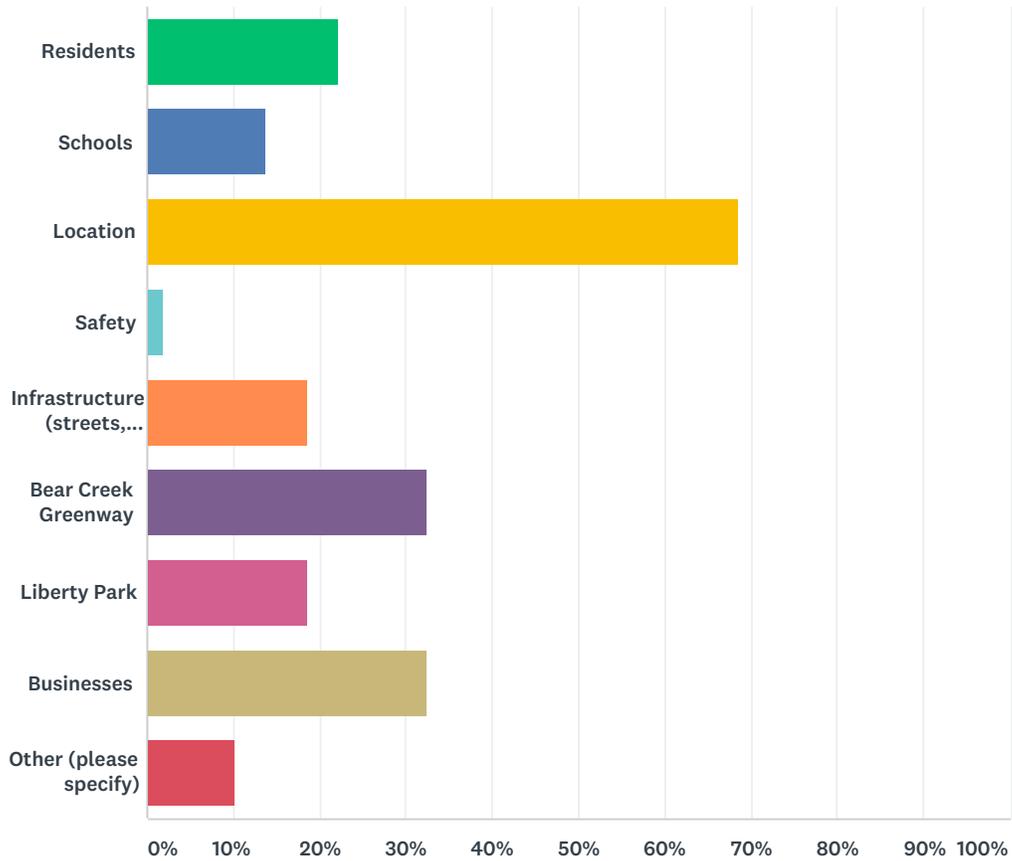
Answered: 107 Skipped: 4



ANSWER CHOICES	RESPONSES	
Resident of Liberty Park	3.74%	4
Property Owner in Liberty Park	14.02%	15
Work in Liberty Park	8.41%	9
Business Owner in Liberty Park	4.67%	5
I'm an interested community member	67.29%	72
Other (please specify)	18.69%	20
Total Respondents: 107		

Q2 What do think are the strengths of the neighborhood?

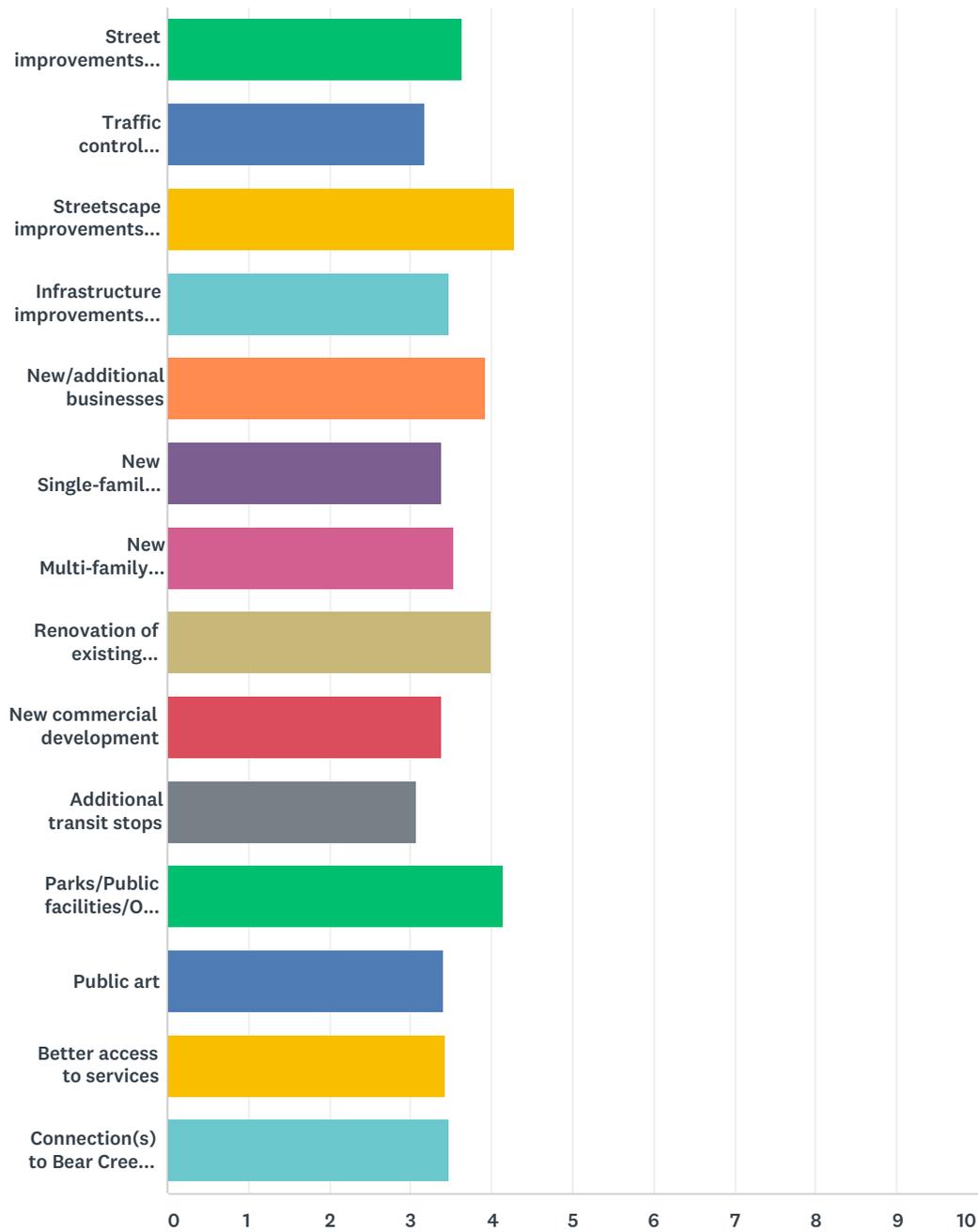
Answered: 108 Skipped: 3



ANSWER CHOICES	RESPONSES	
Residents	22.22%	24
Schools	13.89%	15
Location	68.52%	74
Safety	1.85%	2
Infrastructure (streets, utilities)	18.52%	20
Bear Creek Greenway	32.41%	35
Liberty Park	18.52%	20
Businesses	32.41%	35
Other (please specify)	10.19%	11
Total Respondents: 108		

Q3 How important are the following? Use a scale of 1 (not important) to 5 (very important)

Answered: 110 Skipped: 1



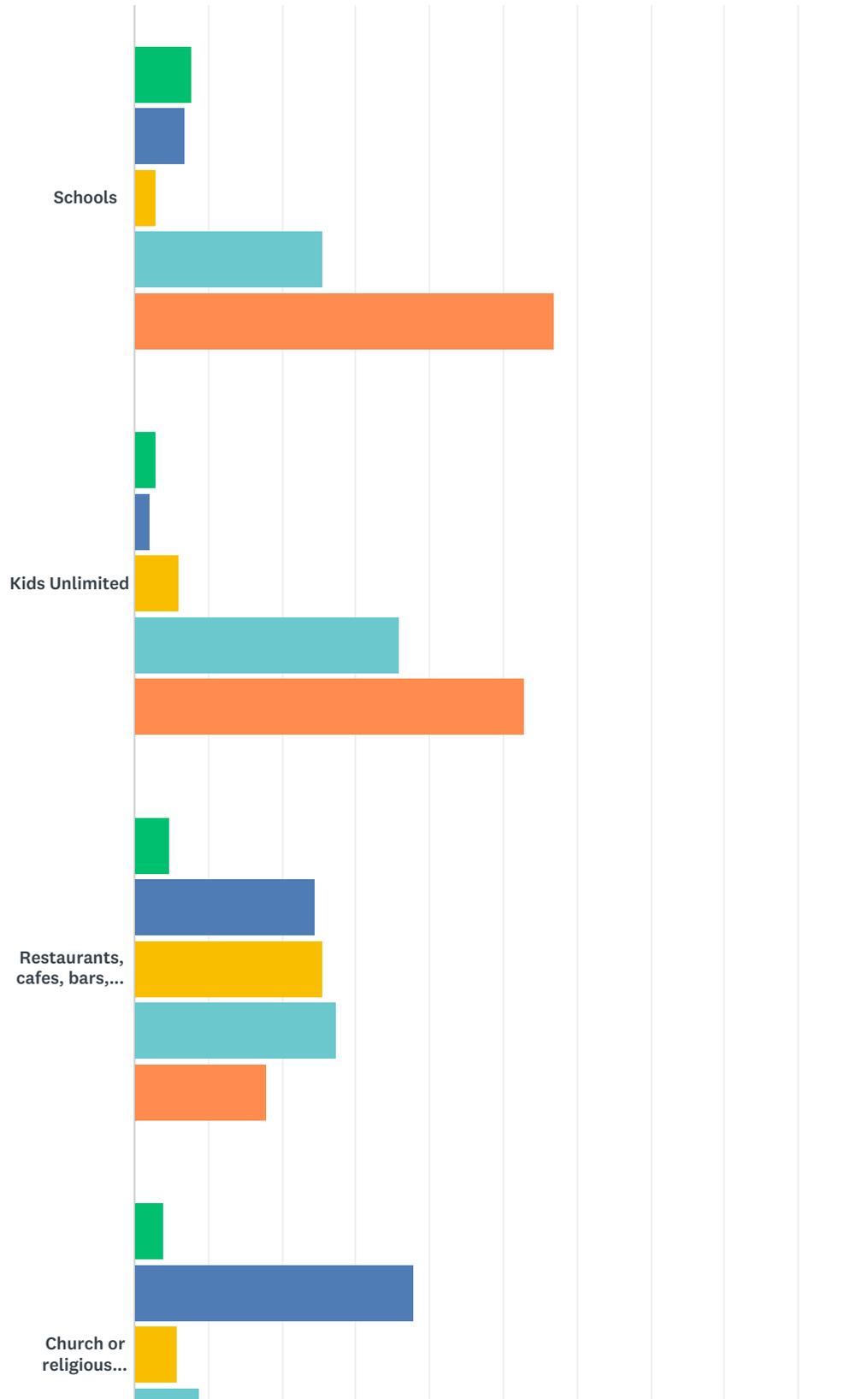
	1 (NOT IMPORTANT)	2	3 (SOMEWHAT IMPORTANT)	4	5 (VERY IMPORTANT)	TOTAL	WEIGHTED AVERAGE
Street improvements/repairs	7.41% 8	6.48% 7	32.41% 35	21.30% 23	32.41% 35	108	3.65
Traffic control improvements	10.28% 11	16.82% 18	34.58% 37	21.50% 23	16.82% 18	107	3.18

Liberty Park Neighborhood Survey

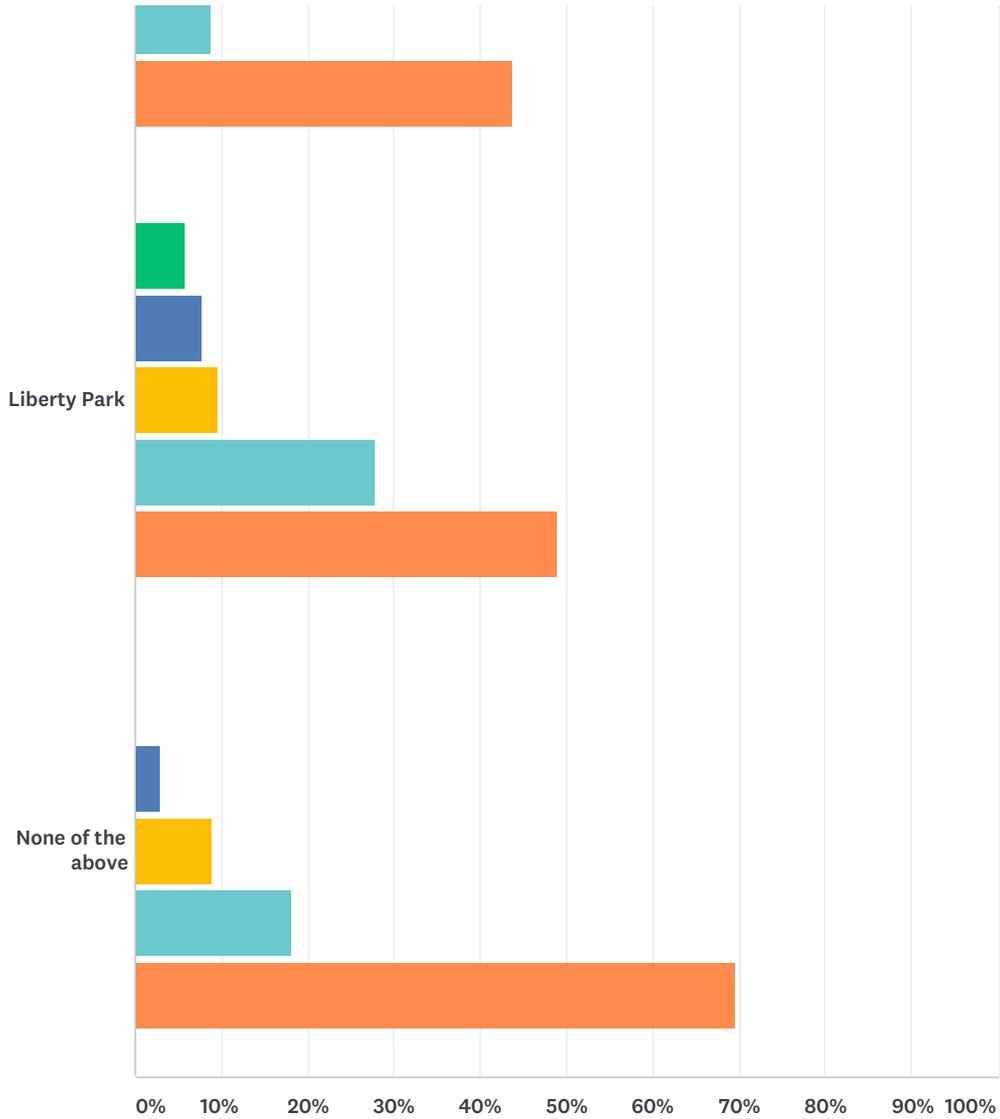
Streetscape improvements (e.g. sidewalks, street trees, street lighting, etc.)	1.83% 2	1.83% 2	14.68% 16	30.28% 33	51.38% 56	109	4.28
Infrastructure improvements (e.g. water, sewer)	4.63% 5	12.04% 13	39.81% 43	18.52% 20	25.00% 27	108	3.47
New/additional businesses	2.80% 3	8.41% 9	18.69% 20	31.78% 34	38.32% 41	107	3.94
New Single-family residential development	12.04% 13	17.59% 19	19.44% 21	21.30% 23	29.63% 32	108	3.39
New Multi-family residential development	11.01% 12	11.01% 12	22.02% 24	24.77% 27	31.19% 34	109	3.54
Renovation of existing residential	2.80% 3	5.61% 6	22.43% 24	28.04% 30	41.12% 44	107	3.99
New commercial development	11.54% 12	9.62% 10	30.77% 32	25.96% 27	22.12% 23	104	3.38
Additional transit stops	8.65% 9	17.31% 18	39.42% 41	26.92% 28	7.69% 8	104	3.08
Parks/Public facilities/Open Space	3.70% 4	3.70% 4	12.04% 13	35.19% 38	45.37% 49	108	4.15
Public art	9.62% 10	16.35% 17	25.00% 26	20.19% 21	28.85% 30	104	3.42
Better access to services	5.61% 6	9.35% 10	39.25% 42	28.04% 30	17.76% 19	107	3.43
Connection(s) to Bear Creek Greenway	9.26% 10	8.33% 9	34.26% 37	22.22% 24	25.93% 28	108	3.47

Q4 How often do you visit the following types of destinations in Liberty Park?

Answered: 108 Skipped: 3



Liberty Park Neighborhood Survey

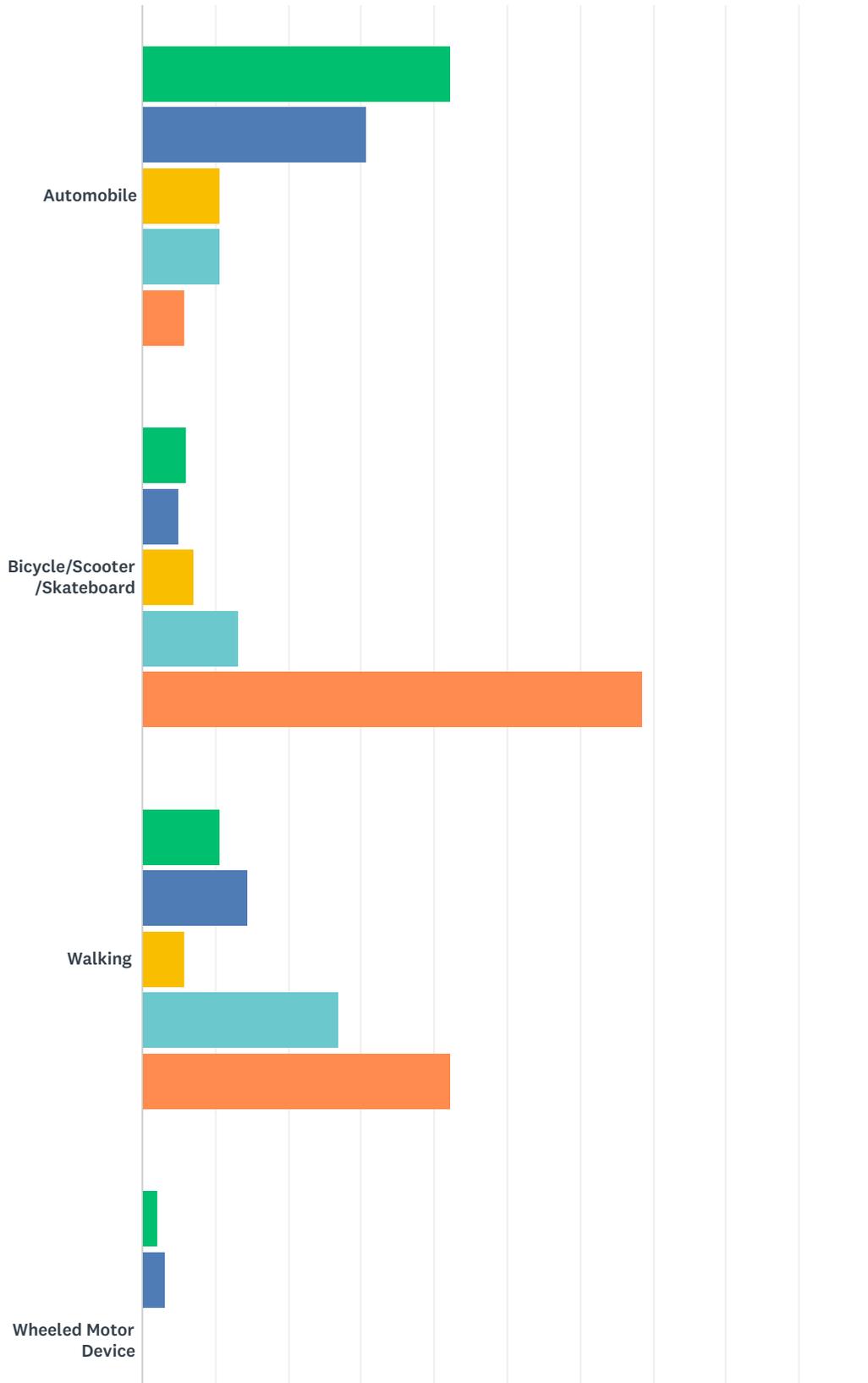


■ Daily - 5 times a week
 ■ 1-2 times per week
 ■ 1-2 times per month
■ Sometimes (not consistent)
 ■ Never

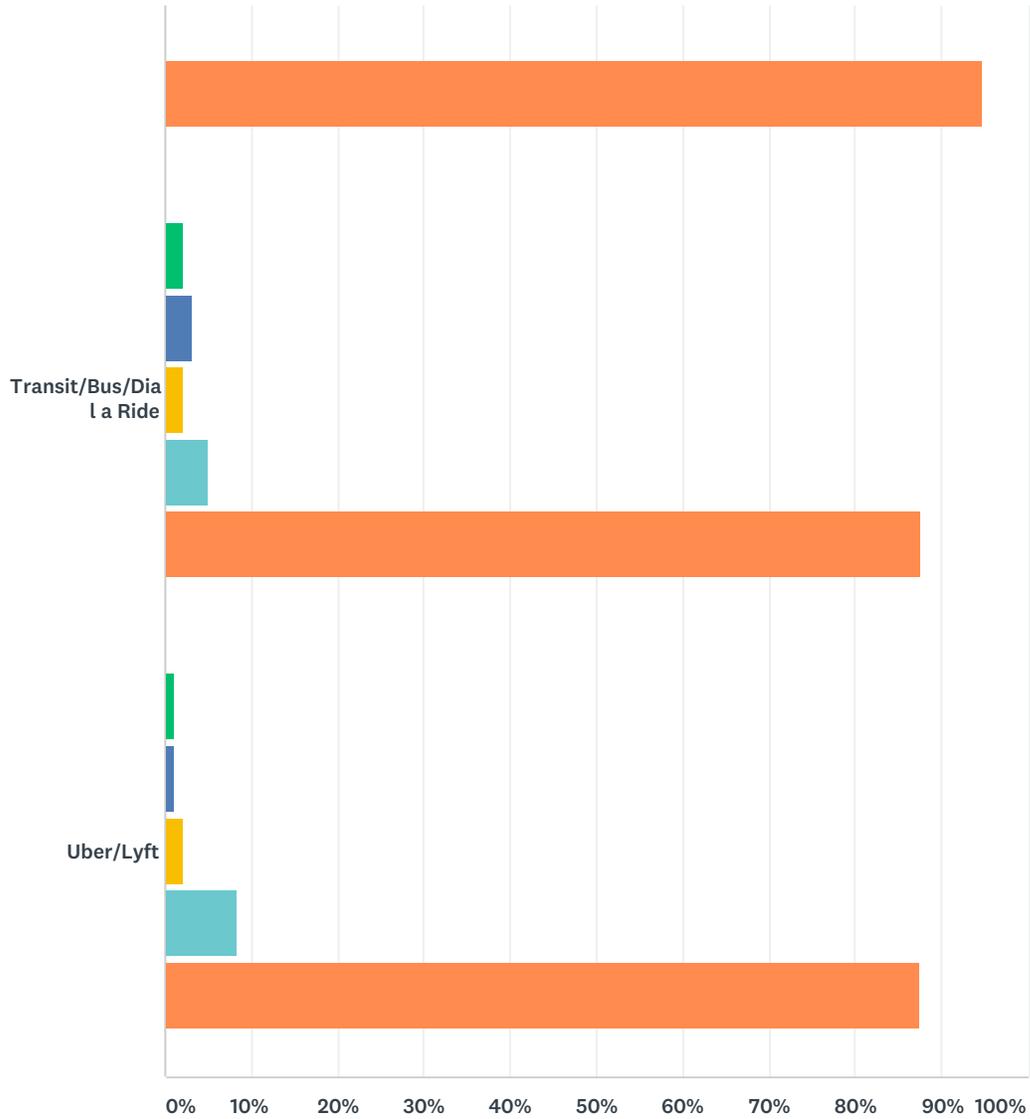
	DAILY - 5 TIMES A WEEK	1-2 TIMES PER WEEK	1-2 TIMES PER MONTH	SOMETIMES (NOT CONSISTENT)	NEVER	TOTAL
Schools	7.84% 8	6.86% 7	2.94% 3	25.49% 26	56.86% 58	102
Kids Unlimited	3.00% 3	2.00% 2	6.00% 6	36.00% 36	53.00% 53	100
Restaurants, cafes, bars, shops	4.72% 5	24.53% 26	25.47% 27	27.36% 29	17.92% 19	106
Church or religious gathering space	3.88% 4	37.86% 39	5.83% 6	8.74% 9	43.69% 45	103
Liberty Park	5.77% 6	7.69% 8	9.62% 10	27.88% 29	49.04% 51	104
None of the above	0.00% 0	3.03% 1	9.09% 3	18.18% 6	69.70% 23	33

Q5 How often do you use the below travel modes to get to these destinations?

Answered: 109 Skipped: 2



Liberty Park Neighborhood Survey

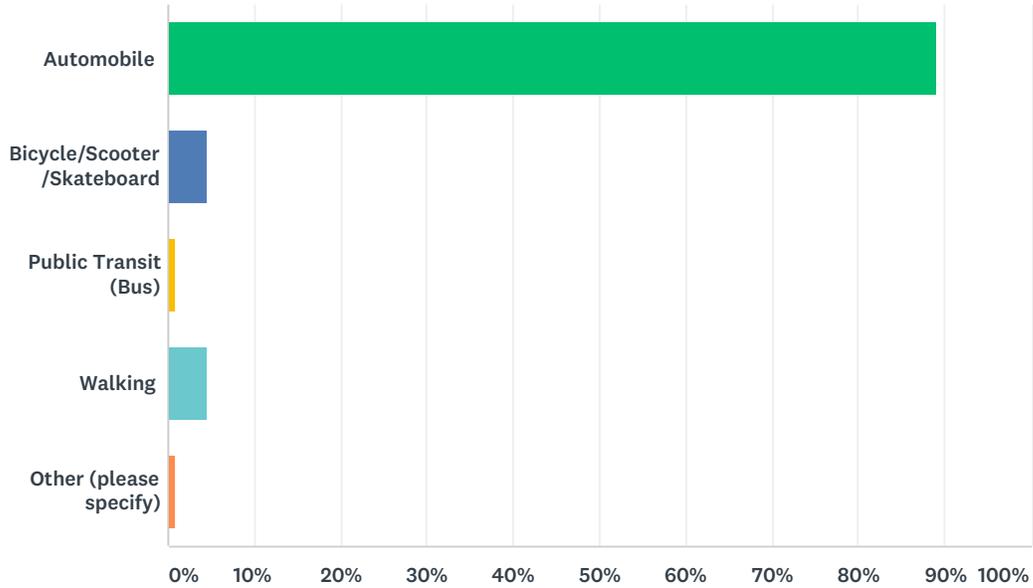


■ Daily - 5 times a week
 ■ 1-2 times a week
 ■ 1-2 times a month
■ Sometimes (not consistent)
 ■ Never

	DAILY - 5 TIMES A WEEK	1-2 TIMES A WEEK	1-2 TIMES A MONTH	SOMETIMES (NOT CONSISTENT)	NEVER	TOTAL
Automobile	42.31% 44	30.77% 32	10.58% 11	10.58% 11	5.77% 6	104
Bicycle/Scooter/Skateboard	6.06% 6	5.05% 5	7.07% 7	13.13% 13	68.69% 68	99
Walking	10.58% 11	14.42% 15	5.77% 6	26.92% 28	42.31% 44	104
Wheeled Motor Device	2.13% 2	3.19% 3	0.00% 0	0.00% 0	94.68% 89	94
Transit/Bus/Dial a Ride	2.04% 2	3.06% 3	2.04% 2	5.10% 5	87.76% 86	98
Uber/Lyft	1.05% 1	1.05% 1	2.11% 2	8.42% 8	87.37% 83	95

Q6 What is your primary means of transportation?

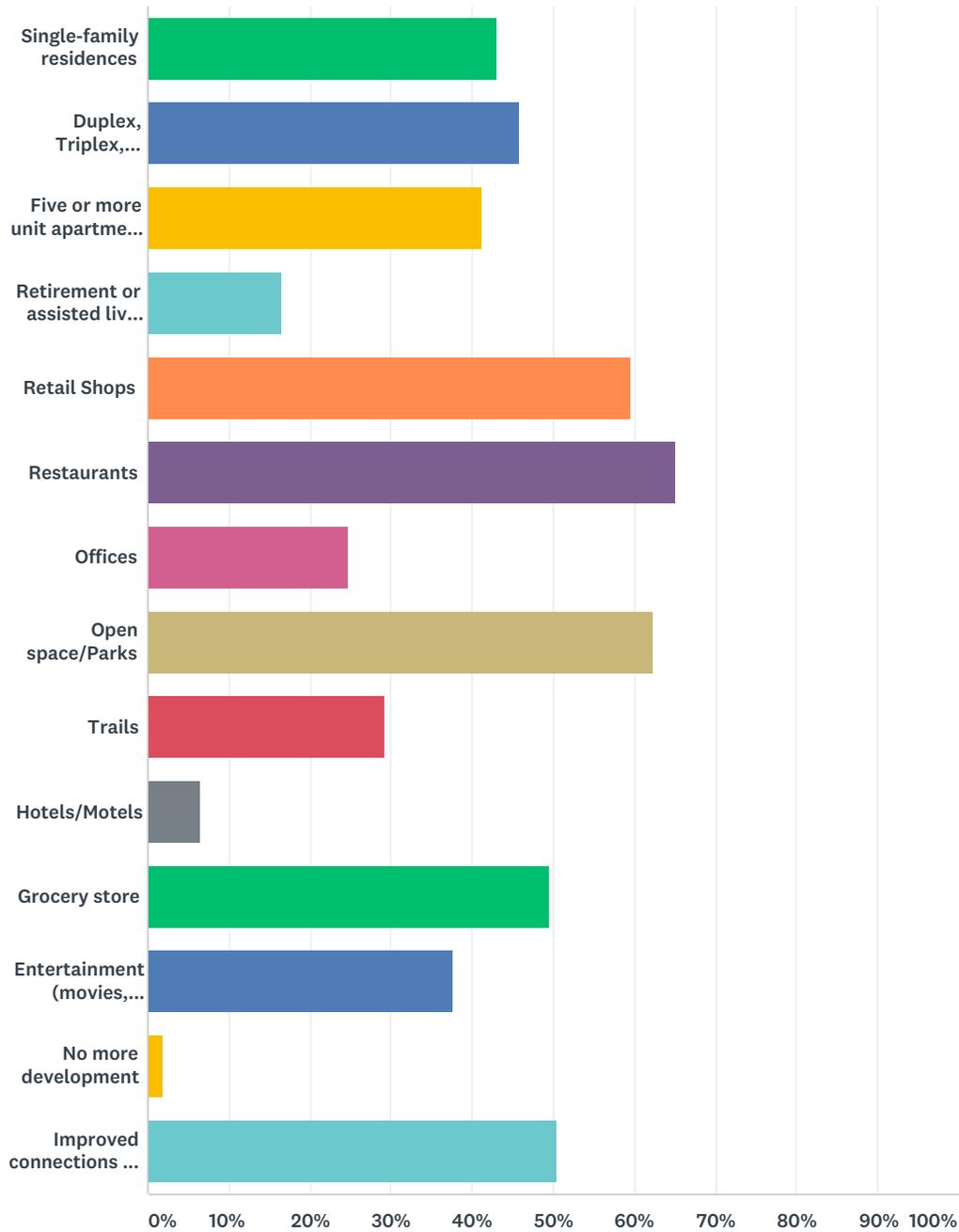
Answered: 110 Skipped: 1



ANSWER CHOICES	RESPONSES	
Automobile	89.09%	98
Bicycle/Scooter/Skateboard	4.55%	5
Public Transit (Bus)	0.91%	1
Walking	4.55%	5
Other (please specify)	0.91%	1
TOTAL		110

Q7 What types of development would you like to see in Liberty Park?

Answered: 109 Skipped: 2



ANSWER CHOICES	RESPONSES	
Single-family residences	43.12%	47
Duplex, Triplex, Four-Plex	45.87%	50
Five or more unit apartments	41.28%	45
Retirement or assisted living facilities	16.51%	18
Retail Shops	59.63%	65

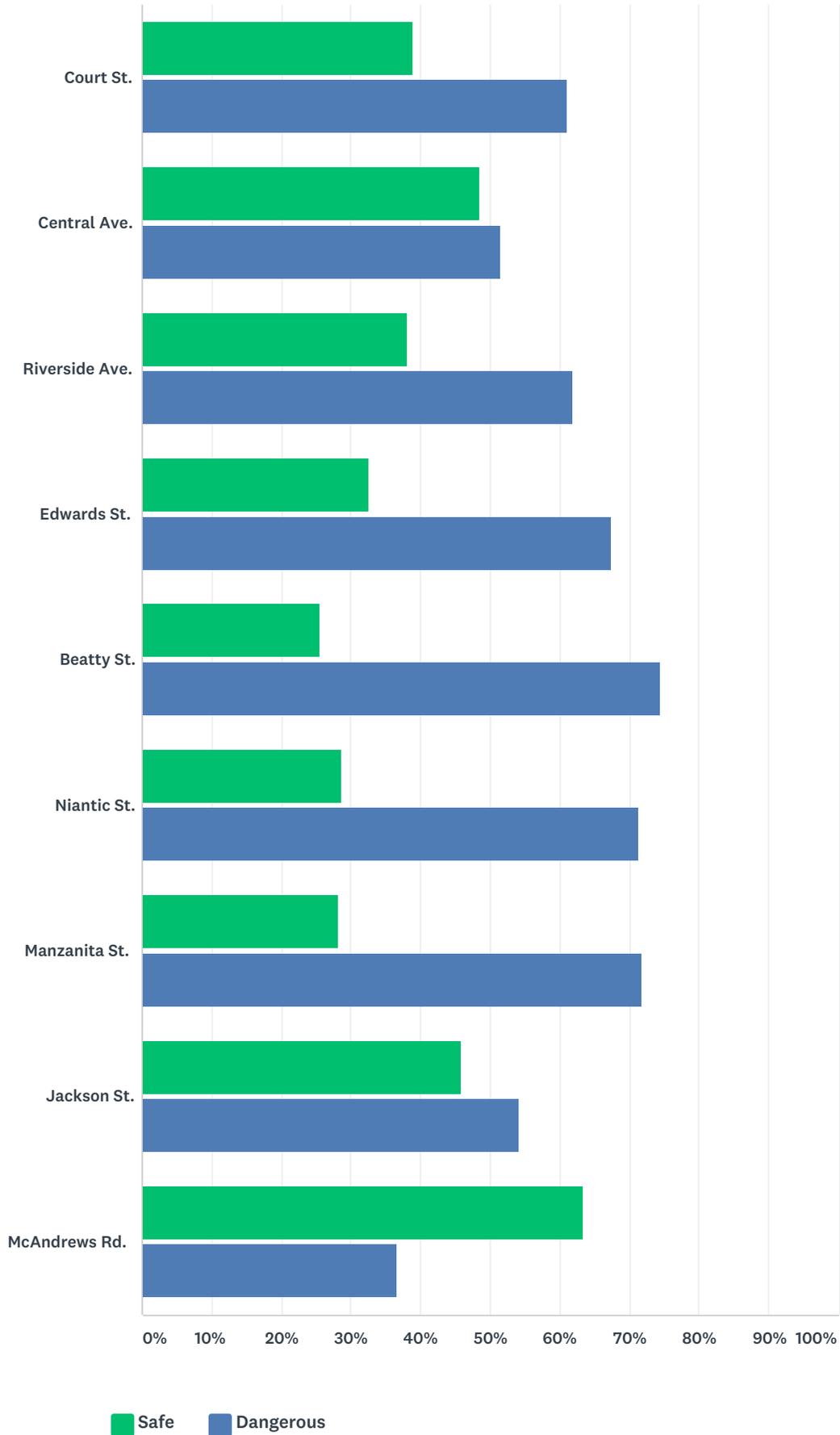
Liberty Park Neighborhood Survey

Restaurants	65.14%	71
Offices	24.77%	27
Open space/Parks	62.39%	68
Trails	29.36%	32
Hotels/Motels	6.42%	7
Grocery store	49.54%	54
Entertainment (movies, family-friendly)	37.61%	41
No more development	1.83%	2
Improved connections to Bear Creek Greenway	50.46%	55
Total Respondents: 109		

Q8 Do you consider the following streets safe or dangerous?

Answered: 107 Skipped: 4

Liberty Park Neighborhood Survey



■ Safe
 ■ Dangerous

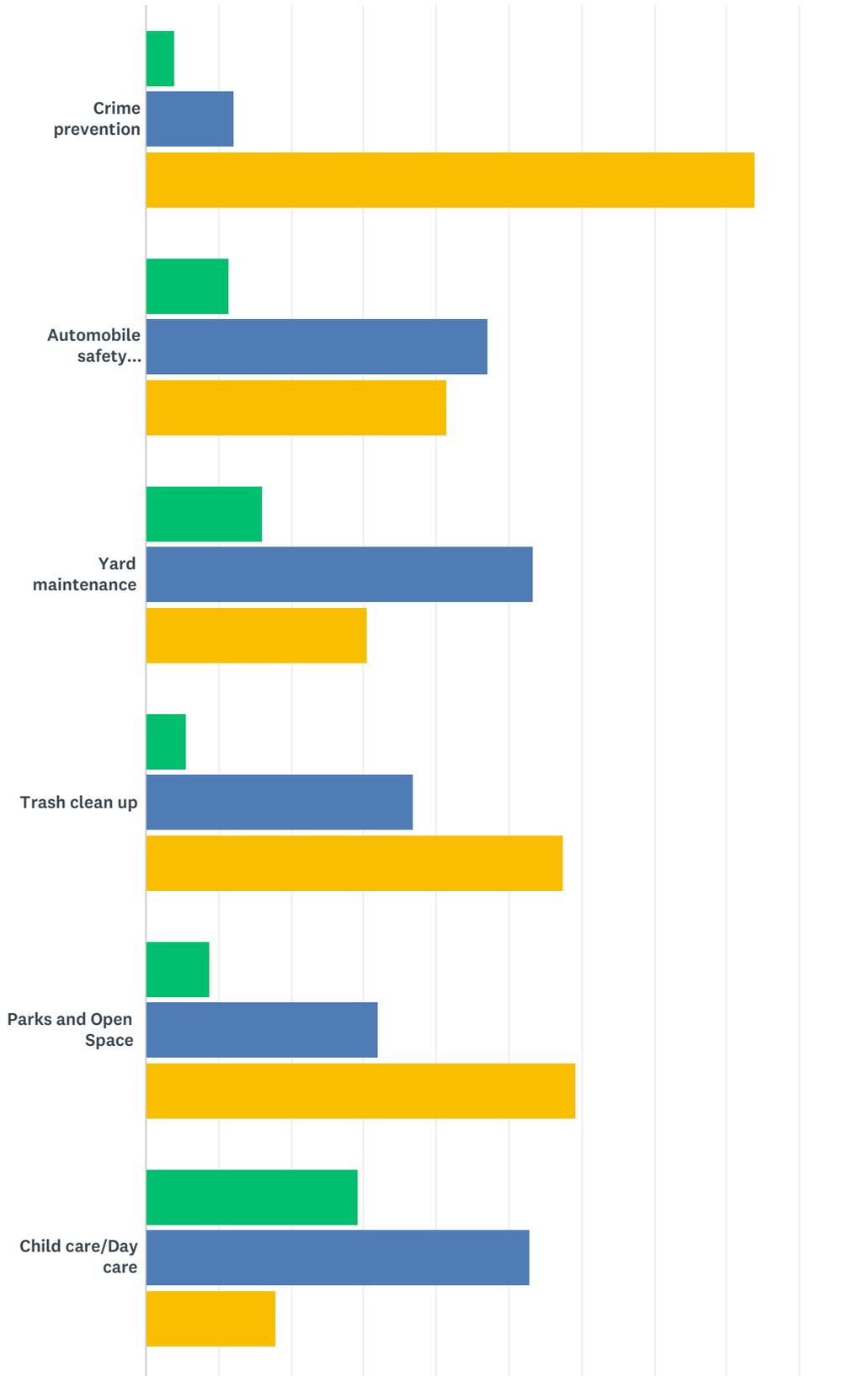
SAFE	DANGEROUS	TOTAL
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Liberty Park Neighborhood Survey

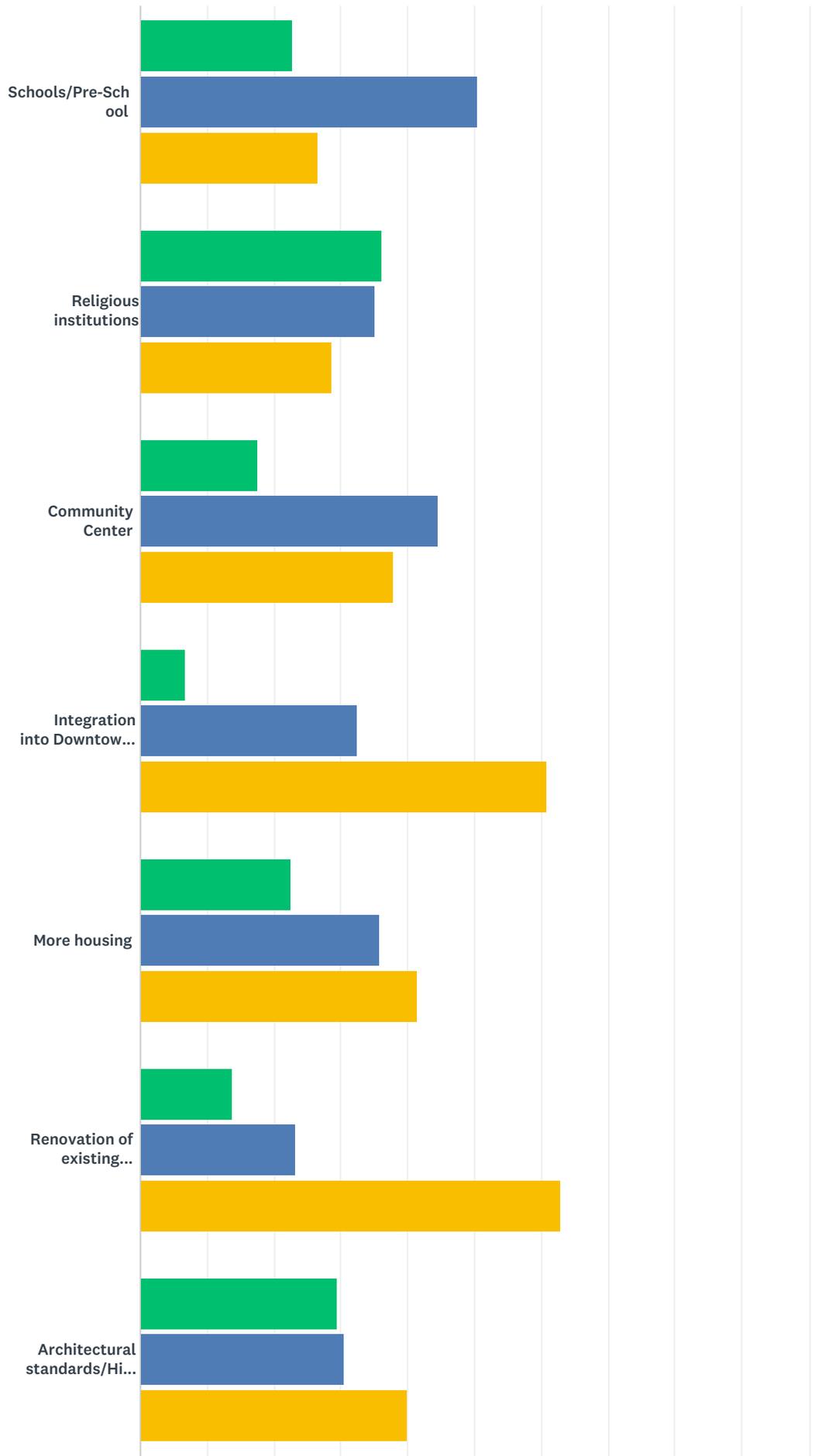
Court St.	39.00% 39	61.00% 61	100
Central Ave.	48.54% 50	51.46% 53	103
Riverside Ave.	38.10% 40	61.90% 65	105
Edwards St.	32.65% 32	67.35% 66	98
Beatty St.	25.51% 25	74.49% 73	98
Niantic St.	28.57% 28	71.43% 70	98
Manzanita St.	28.28% 28	71.72% 71	99
Jackson St.	45.71% 48	54.29% 57	105
McAndrews Rd.	63.46% 66	36.54% 38	104

Q9 What is the priority focus for the Liberty Park Neighborhood regarding the following topics?

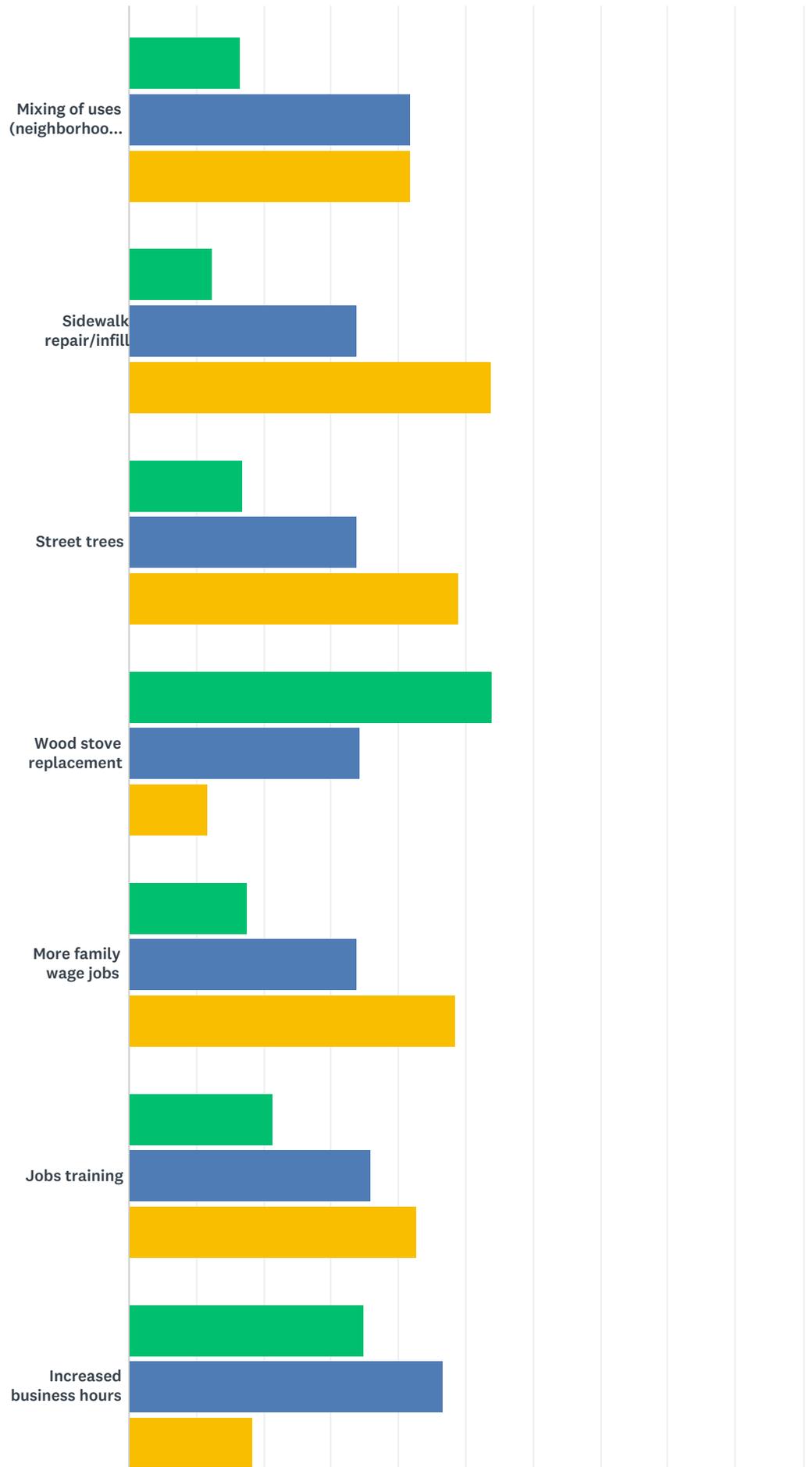
Answered: 110 Skipped: 1



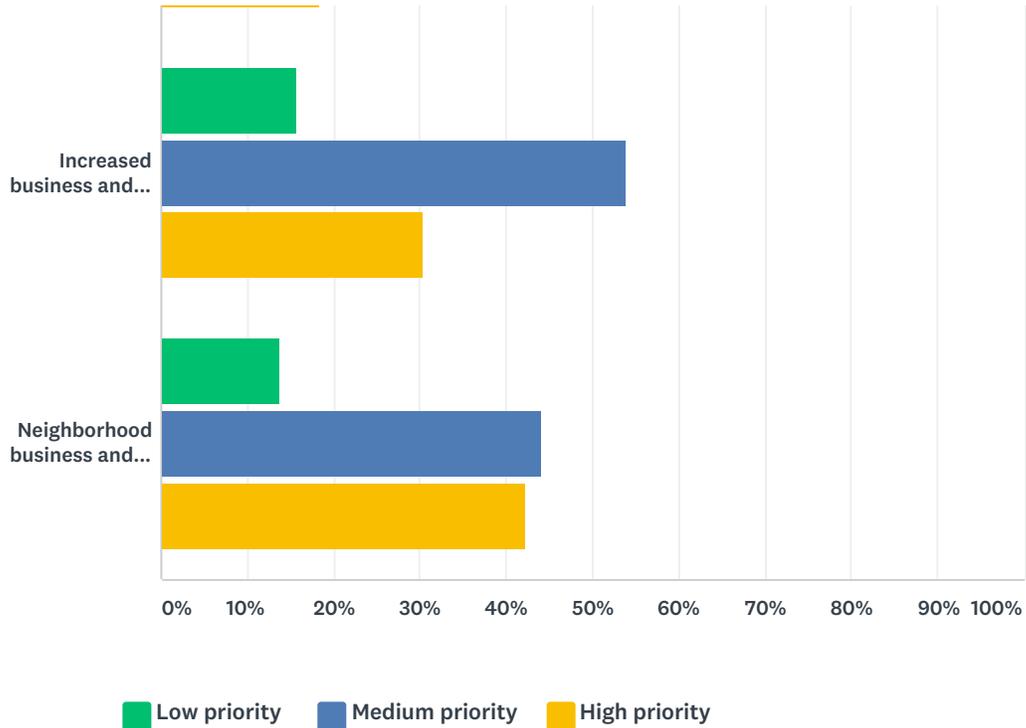
Liberty Park Neighborhood Survey



Liberty Park Neighborhood Survey



Liberty Park Neighborhood Survey



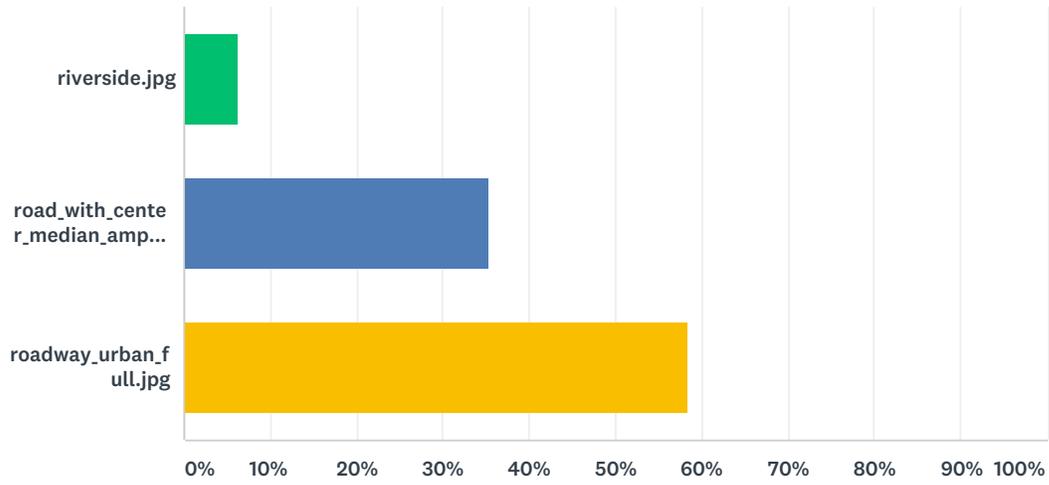
	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY	TOTAL
Crime prevention	4.04% 4	12.12% 12	83.84% 83	99
Automobile safety (reducing speeding, traffic enforcement, pedestrian safety)	11.54% 12	47.12% 49	41.35% 43	104
Yard maintenance	16.19% 17	53.33% 56	30.48% 32	105
Trash clean up	5.66% 6	36.79% 39	57.55% 61	106
Parks and Open Space	8.74% 9	32.04% 33	59.22% 61	103
Child care/Day care	29.25% 31	52.83% 56	17.92% 19	106
Schools/Pre-School	22.86% 24	50.48% 53	26.67% 28	105
Religious institutions	36.19% 38	35.24% 37	28.57% 30	105
Community Center	17.48% 18	44.66% 46	37.86% 39	103
Integration into Downtown Medford	6.67% 7	32.38% 34	60.95% 64	105
More housing	22.64% 24	35.85% 38	41.51% 44	106
Renovation of existing housing	13.89% 15	23.15% 25	62.96% 68	108
Architectural standards/Historic Preservation	29.52% 31	30.48% 32	40.00% 42	105

Liberty Park Neighborhood Survey

Mixing of uses (neighborhood businesses, more local business)	16.50% 17	41.75% 43	41.75% 43	103
Sidewalk repair/infill	12.26% 13	33.96% 36	53.77% 57	106
Street trees	16.98% 18	33.96% 36	49.06% 52	106
Wood stove replacement	53.92% 55	34.31% 35	11.76% 12	102
More family wage jobs	17.48% 18	33.98% 35	48.54% 50	103
Jobs training	21.36% 22	35.92% 37	42.72% 44	103
Increased business hours	34.95% 36	46.60% 48	18.45% 19	103
Increased business and commerce	15.69% 16	53.92% 55	30.39% 31	102
Neighborhood business and services	13.73% 14	44.12% 45	42.16% 43	102

Q10 Transportation (Major/Commercial Streets)

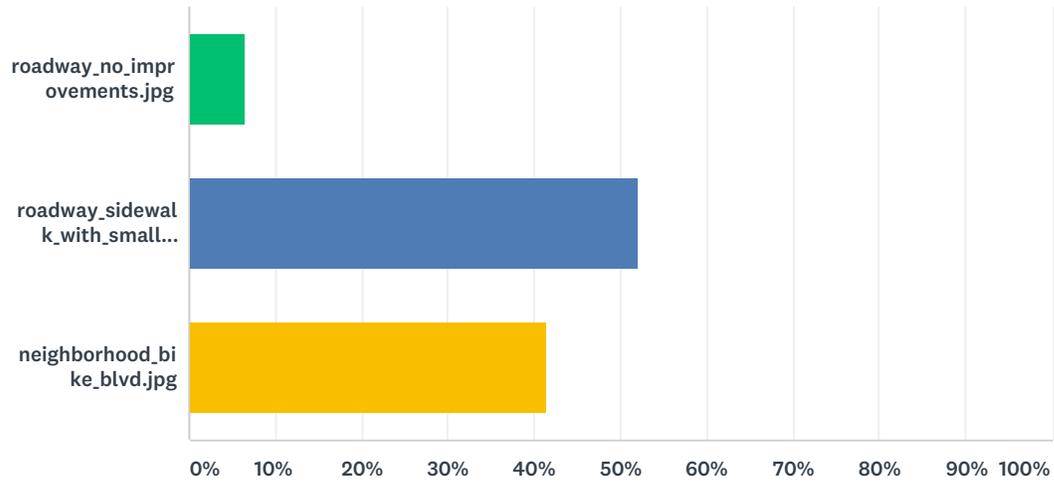
Answered: 96 Skipped: 15



ANSWER CHOICES	RESPONSES
	6.25% 6
	35.42% 34
	58.33% 56
TOTAL	96

Q11 Transportation (Residential Streets)

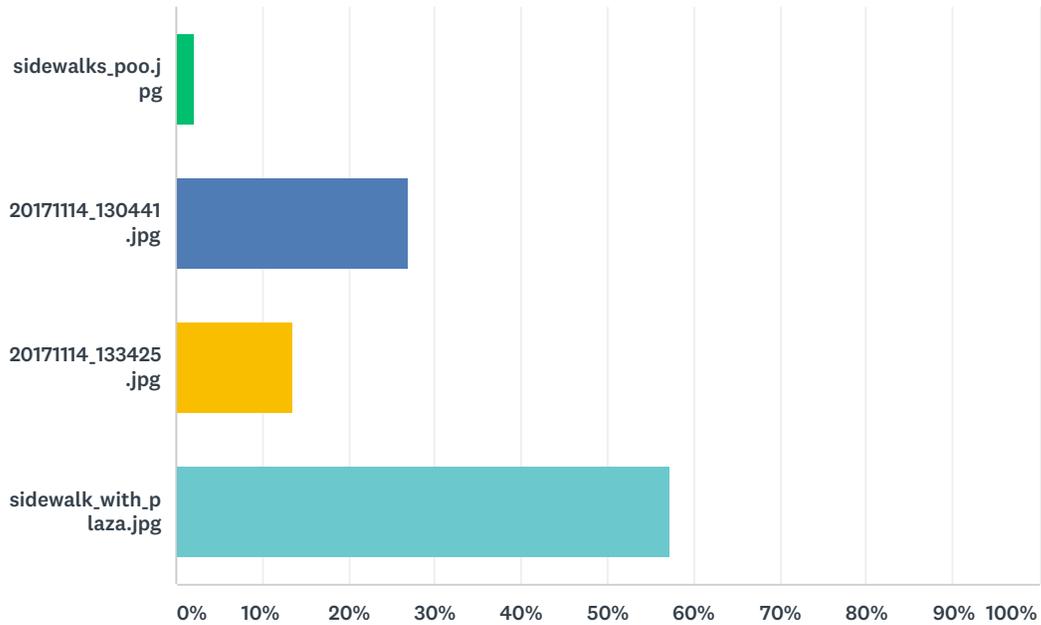
Answered: 94 Skipped: 17



ANSWER CHOICES	RESPONSES
	6.38% 6
	52.13% 49
	41.49% 39
TOTAL	94

Q12 Transportation (Pedestrian Facilities)

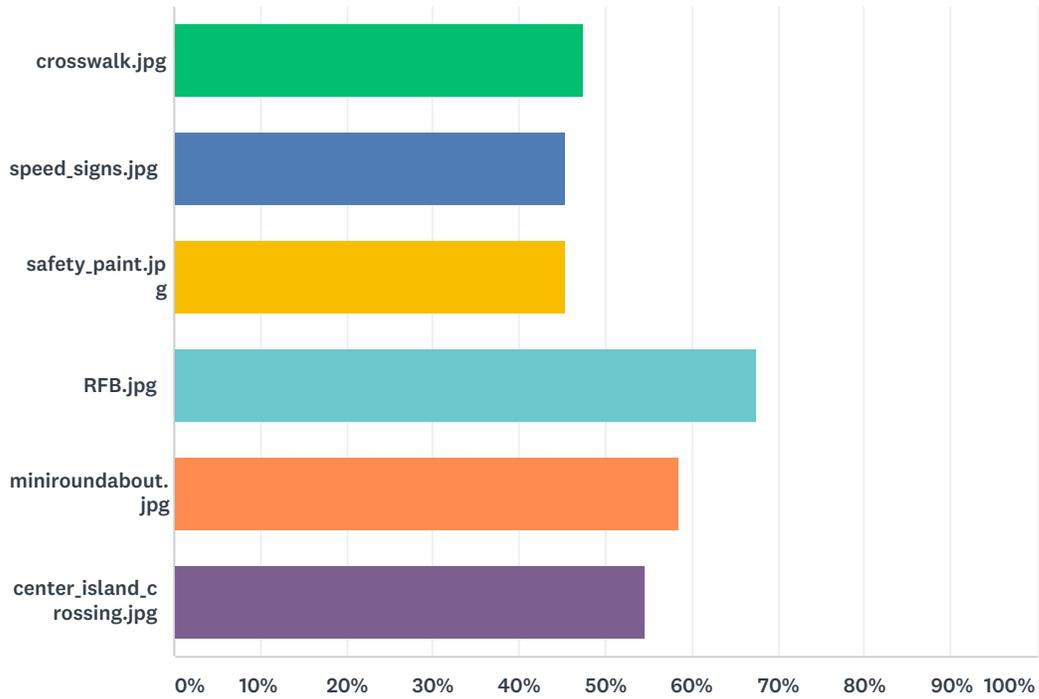
Answered: 96 Skipped: 15



ANSWER CHOICES	RESPONSES
	2.08% 2
	27.08% 26
	13.54% 13
	57.29% 55
TOTAL	96

Q13 Transportation (Safety Amenities) - Check all that apply

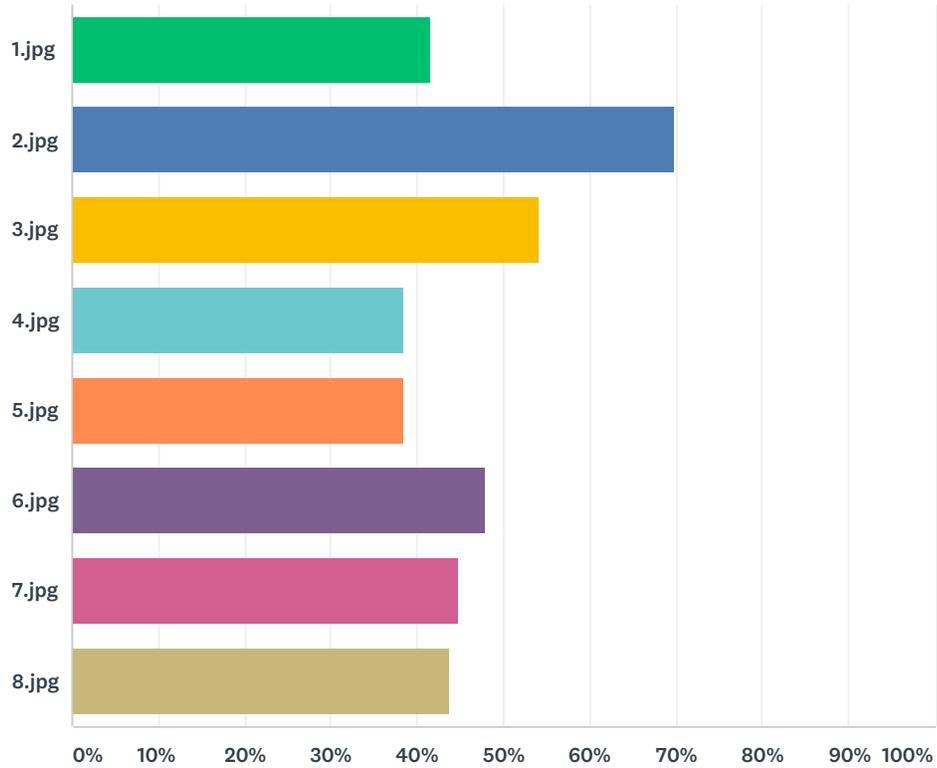
Answered: 99 Skipped: 12



ANSWER CHOICES	RESPONSES
	47.47% 47
	45.45% 45
	45.45% 45
	67.68% 67
	58.59% 58
	54.55% 54
Total Respondents: 99	

Q14 Residential Development - Check all that apply

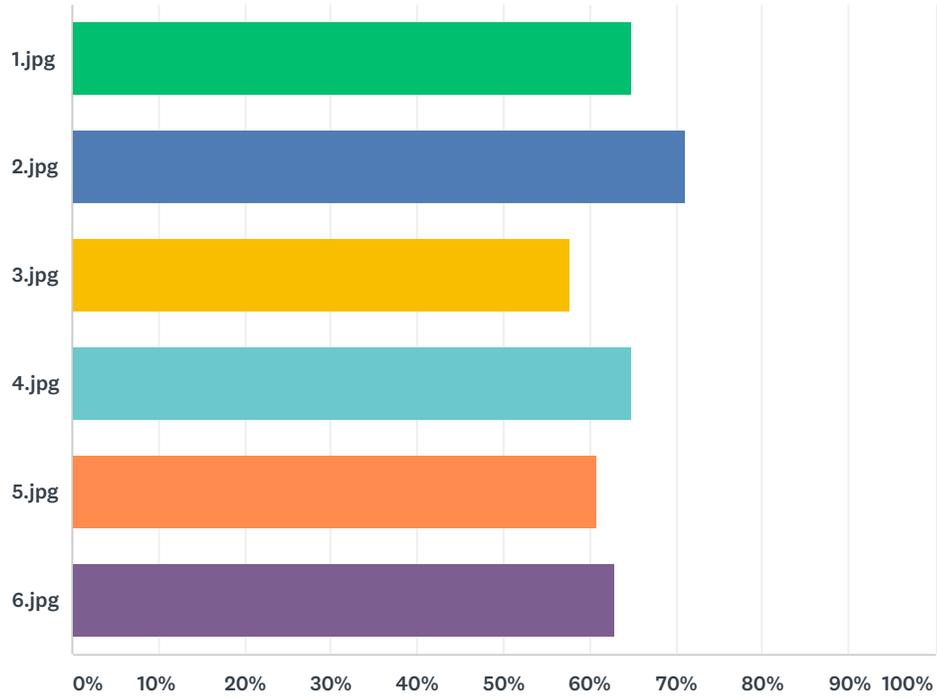
Answered: 96 Skipped: 15



ANSWER CHOICES	RESPONSES
	41.67% 40
	69.79% 67
	54.17% 52
	38.54% 37
	38.54% 37
	47.92% 46
	44.79% 43
	43.75% 42
Total Respondents: 96	

Q15 Parks and Open Spaces - Check all that apply

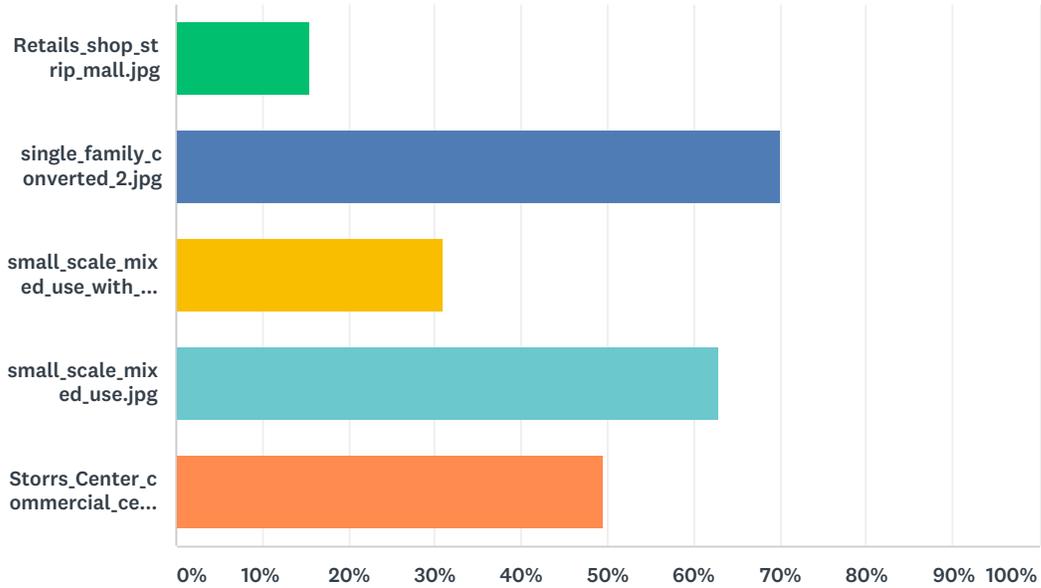
Answered: 97 Skipped: 14



ANSWER CHOICES	RESPONSES	
	64.95%	63
	71.13%	69
	57.73%	56
	64.95%	63
	60.82%	59
	62.89%	61
Total Respondents: 97		

Q16 Commercial Development - Check all that apply

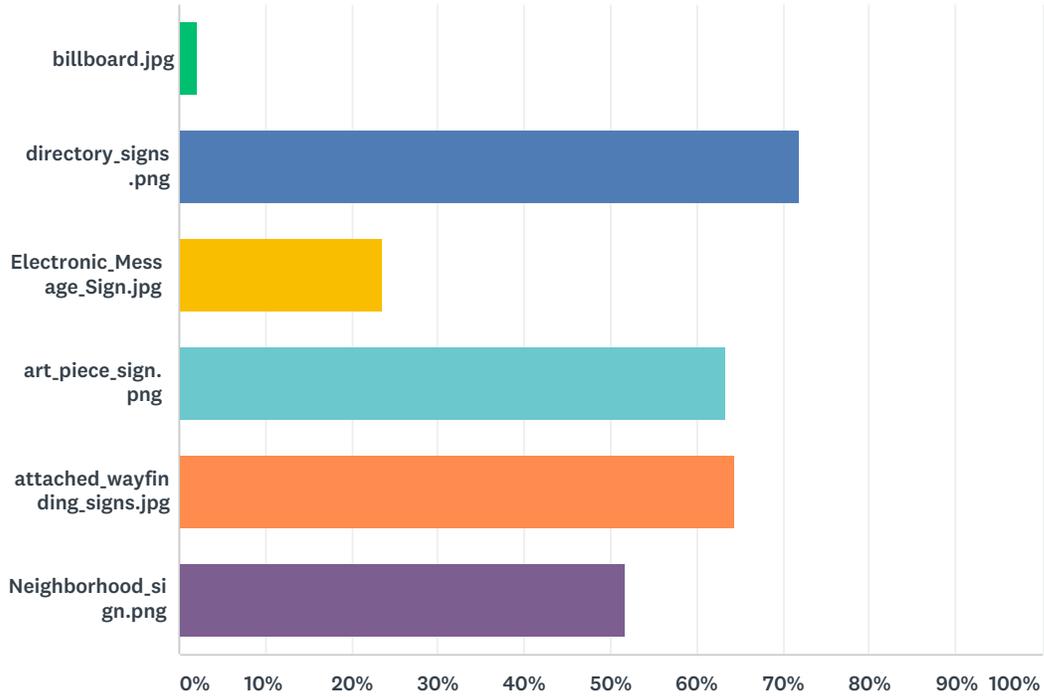
Answered: 97 Skipped: 14



ANSWER CHOICES	RESPONSES
	15.46% 15
	70.10% 68
	30.93% 30
	62.89% 61
	49.48% 48
Total Respondents: 97	

Q17 Signage/Wayfinding - Check all that apply

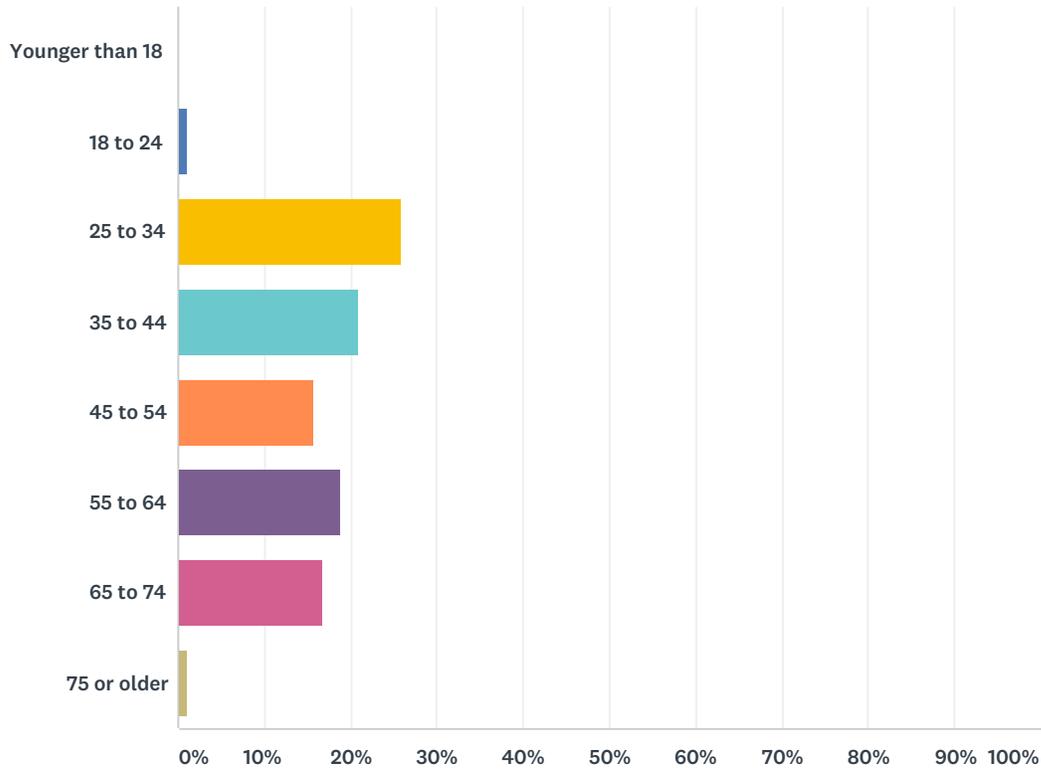
Answered: 93 Skipped: 18



ANSWER CHOICES	RESPONSES
	2.15% 2
	72.04% 67
	23.66% 22
	63.44% 59
	64.52% 60
	51.61% 48
Total Respondents: 93	

Q18 (Optional) What is your age?

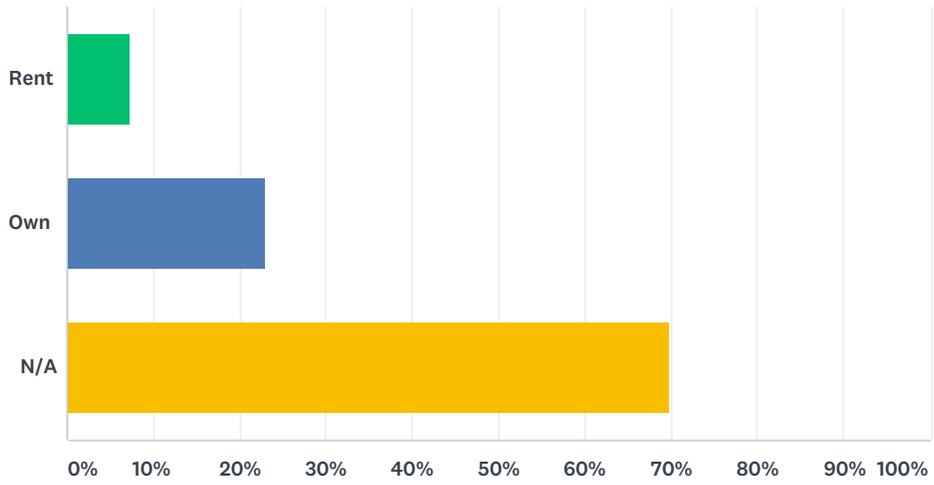
Answered: 96 Skipped: 15



ANSWER CHOICES	RESPONSES	
Younger than 18	0.00%	0
18 to 24	1.04%	1
25 to 34	26.04%	25
35 to 44	20.83%	20
45 to 54	15.63%	15
55 to 64	18.75%	18
65 to 74	16.67%	16
75 or older	1.04%	1
TOTAL		96

Q19 (Optional) Do you rent or own property in Liberty Park?

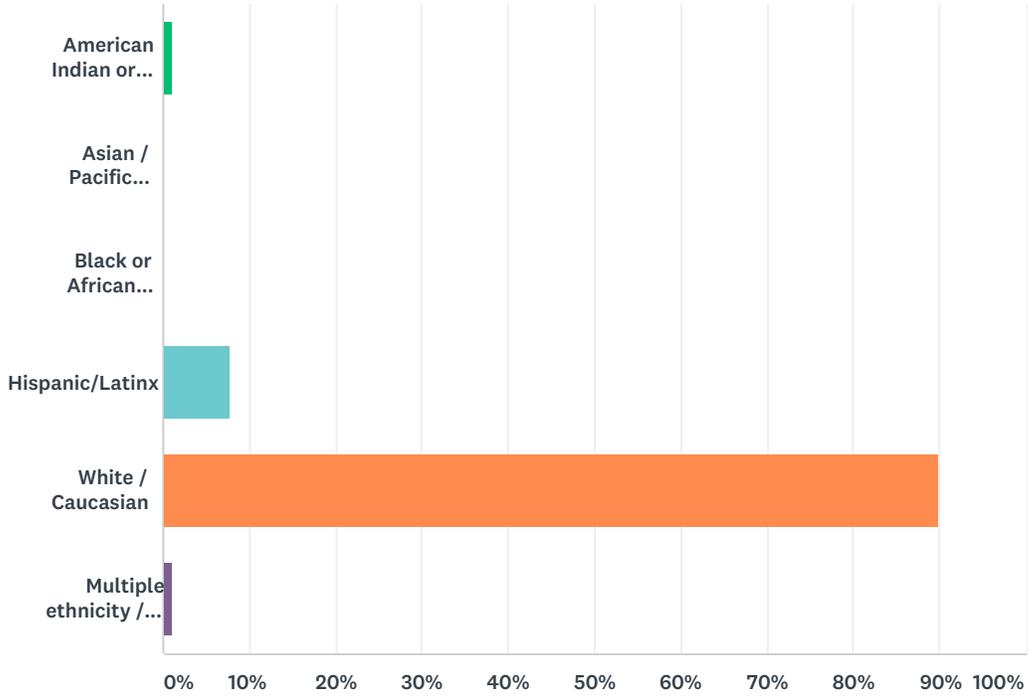
Answered: 96 Skipped: 15



ANSWER CHOICES	RESPONSES	
Rent	7.29%	7
Own	22.92%	22
N/A	69.79%	67
TOTAL		96

Q20 (Optional) Which race/ethnicity best describes you? (Please choose only one.)

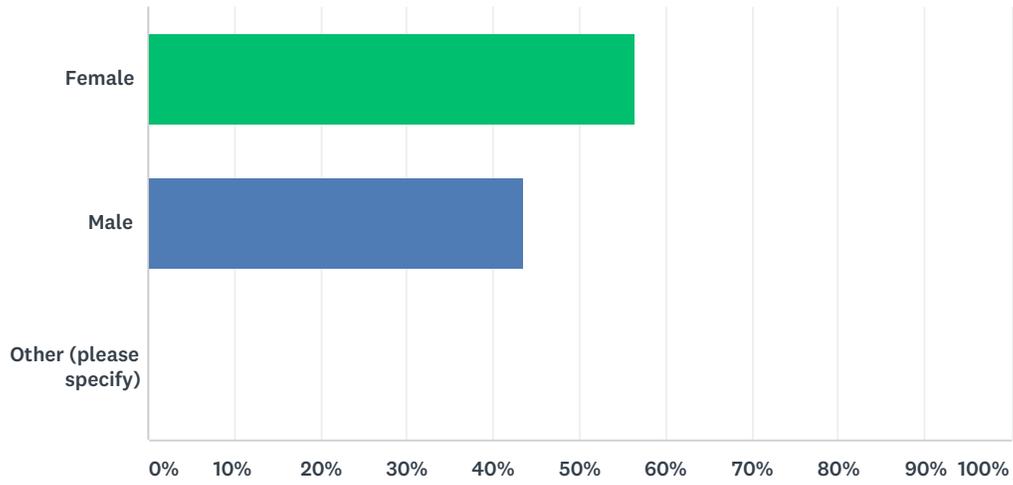
Answered: 90 Skipped: 21



ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	1.11%	1
Asian / Pacific Islander	0.00%	0
Black or African American	0.00%	0
Hispanic/Latinx	7.78%	7
White / Caucasian	90.00%	81
Multiple ethnicity / Other (please specify)	1.11%	1
TOTAL		90

Q21 (Optional) What is your gender?

Answered: 92 Skipped: 19



ANSWER CHOICES	RESPONSES	
Female	56.52%	52
Male	43.48%	40
Other (please specify)	0.00%	0
TOTAL		92



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MEMORANDUM

Date: June 21, 2011 Project #: 10771
To: PMT
From: Joe Bessman, PE, PTOE, and Julia Kuhn, PE
Project: Medford UGB Amendment and TSP Update
Subject: Final Project Literature Review

This technical memorandum presents the project literature review for the City of Medford Urban Growth Boundary (UGB) Amendment and Transportation System Plan (TSP) Update. This memorandum summarizes the purpose of the documents reviewed and their relevance to both the current TSP and to the TSP update and UGB Amendment process. The documents reviewed include:

- City of Medford Transportation System Plan
- City of Medford Comprehensive Plan
- Oregon Statewide Planning Goals, including Goal 12 (Oregon Administrative Rule 660-12)
- Oregon Transportation Plan
- Oregon Highway Plan (OHP)
- Oregon Public Transportation Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Department of Transportation (ODOT) Statewide Transportation Improvement Program (STIP)
- Rogue Valley Regional Transportation Plan (RTP)
- Rogue Valley Metropolitan Planning Organization (RVMPO) Freight Study
- Jackson County Comprehensive Plan
- Jackson County Transportation System Plan
- Greater Bear Creek Valley Regional Plan
- Bear Creek Valley Greenway Management Plan
- South Medford Interchange Area Management Plan (IAMP)

The following section summarizes the review of these documents and the key transportation issues that need to be addressed as part of the TSP update.

Key Transportation Issues

The following summarized several of the key transportation issues identified through the project literature review:

- The update and UGB Amendment processes needs to comply with the Regional Problem Solving process with regards to utilizing Urban Reserve Areas, coordinated population forecasts, and development of refinement plans for any URA areas.

- The Statewide Planning Goals provide a framework for the requirements of the update and amendment processes, particularly Planning Goal 12 – Transportation which provides the required elements of a Transportation System Plan.
- Existing and no-build performance standards for State facilities should be measured against the Oregon Highway Plan mobility standards, noting exceptions for the interim South Medford Interchange and the Stewart Avenue/Pacific Highway (OR 99) intersections.
- Projects identified within the Statewide Transportation Improvement Program should be considered as part of horizon year transportation system. Projects in the Rogue Valley Regional Transportation Plan should be included as part of the financially constrained modeling efforts.
- Pedestrian, bicycle, and transit improvements should be an integral part of the transportation improvement packages and should be considered prior to major capital roadway investments. Multi-modal travel and reduction of single occupant vehicle trips is a primary mitigation strategy identified within the RTP. Multimodal improvements should focus on treatments that enhance connectivity, safety, and accessibility. In particular, preservation, enhancement, and interconnectivity of the Bear Creek Greenway's function as a regional trail should remain a City priority.
- Medford will remain an important regional freight center, particular for truck traffic. Strategies that address freight connectivity, reliability, and geometric needs should be an integral and important priority for system improvements.

City of Medford Transportation System Plan

The City of Medford Transportation System Plan was adopted in November 2003 and considered a horizon period of 2023. The TSP contains a comprehensive assessment of the pedestrian, bicycle, transit, freight, air, pipeline, railway, and vehicular systems. The TSP provides detailed inventories of each of the systems, identifies phased goals and strategies, and identifies revenue forecasts and options.

The TSP includes a literature review element capturing the plans reviewed for consistency. New plans and plan updates subsequent to the TSP preparation should be amended into the literature review section. The existing conditions section of the TSP summarizes roadway jurisdiction, traffic volumes, locations of signalized intersections, intersection performance, and intersection and highway segment safety. The TSP discusses each of the systems serving the transportation modes and includes inventories of the supporting modal infrastructure, with this data compiled between 1999 and 2002.

Population and land use forecasts used to inform the horizon period needs for the TSP were based on forecasts that preceded the Regional Plans and current estimates of coordinated population and employment forecasts. The City's Transit Oriented Development areas had been designated within the current TSP, though detailed refinement plans had not been identified and the various TOD areas were expected to have unique land use goals requiring an individualized approach. Within the needs section, the City identified a number of intersections that failed to meet performance targets and potential improvement mitigations and strategies (including alternative City performance standards). The TSP noted that the highest congestion and roadway system needs were along the State highway and interstate system.

Modifications to roadway cross-sections included separation of arterials and collectors into *minor* and *major* categories to provide additional flexibility and distinguish between 3- and 5-lane sections. The City elected to retain an LOS "D" intersection performance standard for City roadways.

Updated TSP Needs

Existing conditions information presented within the TSP is based on data from 1999 to 2002 and should be considered for updates (particularly roadway safety). Roadway cross-section standards should consider further refinements to better reflect the multi-modal travel goals or high mobility functions, particularly within TOD areas or along regional connections such as Foothill, Biddle, Table Rock, and Stage Road. The designation and management of regional roads would better connect the region and improve freight movements. While the Crater Lake Highway expressway is mentioned within the TSP, specific plans for the extension were not complete when the TSP was adopted.

Transit service changes should also be updated based on RVTDs current 10-year plan. Goals such as identifying stable transit funding mechanisms, extending service to identified TOD areas, and improving service frequency, coverage, and accessibility should be revisited as these items have been identified as key mitigation strategies within the Regional Transportation Plan as well as the 2003 TSP.

The pedestrian and bicycle system inventories should also be reviewed alongside the transit routes, TODs, schools, and major activity centers to identify system connectivity needs based on subsequent land use changes and improvements. Due to the regional significance of the Bear Creek Greenway, further identification of the at-grade roadway crossing treatment needs and system interconnectivity should be identified within the TSP.

As the City extends the horizon period from 2023 to 2034 with revised land use and population forecasts the City may consider a revised look at alternative City intersection performance standards for budgetary and multi-modal reasons.

The remainder of this document assesses the plans and policies relative to the 2003 TSP for the City.

City of Medford Comprehensive Plan

The City of Medford Comprehensive Plan adopted an abbreviated version of the existing Medford TSP as the Transportation System Plan Element of the plan. Specifically, the Executive Summary, the Transportation and Land Use Chapter, the Goals, Policies, and Implementation Strategies, and various other significant maps or tables were included in the Comprehensive plan. The entire table of contents of the TSP is referenced as well. This element was adopted in November 2004 and more recently amended in October 2008.

2003 TSP Assessment Relative to the City of Medford Comprehensive Plan

Given that the Comprehensive Plan has adopted portions of the TSP to serve as the transportation element, any update to the TSP will likely require adoption into the Comprehensive Plan as well. As such, the TSP update effort should consider this adoption step during development.

Statewide Planning Goals

Oregon's Statewide Planning Goals first originated in 1973 to provide a coordinated vision of state land use policies. There are nineteen planning goals within OAR 660-015. Of these, Goal 15 is only relevant to the Willamette Greenway and Goals 16 through 19 are relevant only to coastal communities. While not all of the goals are mandatory, each has been adopted as an Oregon Administrative Rule (OAR) to be followed by government agencies. A summary of the planning goals is provided below.

- Citizen Involvement (Planning Goal 1) – To develop a citizen involvement program that provides the opportunity for engagement in all phases of the planning process.

- Land Use Planning (Planning Goal 2) – To establish land use planning process and policy framework as a basis for all decisions and actions related to use of land, and to assure an adequate factual base for such decisions and actions.
- Agricultural Lands (Planning Goal 3) – To preserve and maintain agricultural lands.
- Forest Lands (Planning Goal 4) – To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.
- Natural Resources, Scenic and Historic Areas, and Open Space (Planning Goal 5) – To protect those resources that promote a healthy environment and a natural landscape that contributes to Oregon's livability for present and future generations.
- Air, Water, and Land Resources Quality (Planning Goal 6) – “to maintain and improve the quality of the air, water, and land resources of the state”.
- Areas Subject to Natural Disasters and Hazards (Planning Goal 7) – “to protect people and property from natural hazards”, such as floods, landslides, earthquakes, tsunamis, coastal erosion and wildfires.
- Recreational Needs (Planning Goal 8) – to satisfy citizen and visitor's recreational needs. Also, to provide for the siting of necessary recreation facilities (including destination resorts), where appropriate.
- Economy of the State (Planning Goal 9) – To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- Housing (Planning Goal 10) – To provide housing needs for the residents of the state.
- Public Facilities and Services (Planning Goal 11) – “to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development”.
- Transportation Planning (Planning Goal 12) – To develop a coordinated transportation system plan that is safe, convenient, and economical, minimizing reliance on any single travel mode.
- Energy Conservation (Planning Goal 13) – to manage and control lands and associated land uses in order to “maximize the conservation of all forms of energy, based on sound economic principles.”
- Urbanization (Planning Goal 14) – To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide livable communities.

While all of the goals will help set the necessary policy framework for the TSP and UGB Amendment processes, Goal 12 (OAR 660-015-0000 (12)) in particular provides the framework that must be followed as part of the preparation of the updated TSP. Specifically, sections 660-012-0020 through 660-012-0045 outline the requirements and implementation guidance. For compliance with Goal 12, the TSP must *provide and encourage a safe, convenient and economic transportation system* that is coordinated with urban and rural development.

The TSP must include strategies to reduce reliance on any single travel mode (provide mode choice), facilitate movement of goods and people, develop a system hierarchy for orderly and efficient multimodal travel, and preserve and protect streets and highways for their intended function. The TSP must be coordinated with and consistent with statewide, regional, and local plans. Within Metropolitan Planning Organizations, such as RVMPO, the TSP must identify strategies to reduce reliance on single-occupant vehicle travel. These strategies must address travel demand management (TDM), transportation system

management (TSM), parking, pedestrian improvements, bicycle improvements and transit system improvements.

2003 TSP Assessment Relative to the Statewide Planning Goals

The City's adopted TSP and Development Code both include general requirements to provide safe and convenient pedestrian, bicycle and vehicular travel and are generally compliance with the statewide goals. Additional measures could be incorporated into both to strengthen the implementation of the identified strategies and specifically to develop an integrated pedestrian and bicycle system.

The TSP discusses four Transit Oriented Development (TOD) areas throughout the City that are intended to help implement the regional multi-modal goals. At present, none of these areas has been developed in the manner intended. Additional consideration of implementation strategies and incentives may be explored as part of the TSP or as part of future Development Code updates. The role of the TODs in fulfilling needed increased densities

The automobile component of the TSP assesses capacity and safety needs at key intersections throughout the city. In an effort to minimize major capital expenditures that don't have a high benefit/cost ratio, the concept of alternative Level of Service was explored as part of the 2003 TSP. This assessment only focused on the number of intersections that would need capacity improvements rather on associated costs and impacts to other modes. As part of the TSP update, if alternative standards are again considered, additional technical information may be necessary to strengthen the documentation necessary to consider adoption and implementation. Further, the adoption of new standards may be an integral component of the UGB amendment process in order to support higher densities within the existing UGB. As noted within the current TSP, the City's concurrency standard (LOS D) can limit the ability to implement higher densities, potentially conflicting with other land use goals.

Oregon Transportation Plan (OTP, 2006)

As stated, the goal of the Oregon Transportation Plan (OTP) is to provide "a safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality." It outlines seven goals and related policies that guide local, regional and state planning. The goals include:

- Goal 1 – Mobility and Accessibility
- Goal 2 – Management of the System
- Goal 3 – Economic Vitality
- Goal 4 – Sustainability
- Goal 5 – Safety and Security
- Goal 6 – Funding the Transportation System
- Goal 7 –Coordination, Communication and Cooperation

The Oregon Transportation Commission (OTC) adopted the first OTP in September 1992 and an updated OTP in September 2006. In addition to establishing a statewide vision, the OTP meets a legal requirement that the OTC develop and maintain a plan for a multimodal transportation system for Oregon, addressing economic development and efficiency, safety, and environmental quality. The OTP also implements the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005) requirements for a state transportation plan. As the Oregon Transportation System Plan, the OTP meets a number of statewide planning goals, including land use planning requirements for State agency coordination and Goal 12, the Transportation Planning Rule.

As part of the policy and implementation elements of the OTP goals, a framework is provided for cooperation between ODOT and local agencies and guidance is provided for the development of local TSPs and modal plans. As part of the implementation of OTP Goal #6, local governments must prepare an analysis of future city, county and state funding for the short, medium and long term planning horizons and develop alternative transportation improvement projects that reflect a revenue-constrained funding scenario.

To support the OTP, the state has adopted individual modal components that provide more detail regarding policies and implementation. Table 1 identifies the relevant modal elements as well as the year of adoption by the Oregon Transportation Commission.

Table 1 OTP Modal Plan Components

Oregon Transportation Plan Element	Year Adopted
Aviation System Plan	Originally adopted in 2000; the Oregon Aviation Plan was updated in 2007
Bicycle and Pedestrian Plan	Originally adopted in 1995; this plan is currently being updated
Transportation Safety Action Plan (TSAP)	Originally adopted in 1995; the TSAP was updated in 2004 and amended in 2006
Public Transportation Plan	1997
Highway Plan	Originally adopted in 1999 (with subsequent amendments)
Rail Plan	2001

2003 TSP Assessment Relative to the OTP

Per the OTP, the 2003 includes a framework for a multimodal system that generally addresses the seven goals outlined. The TSP does include a financial plan inclusive of near-term, mid-term, and long-term funding projections based on various types of revenue streams. The revenue forecast was premised on a reduced SDC rate structure beyond 2014 with the repayment of revenue bonds. These estimates forecast a \$53 million revenue shortfall between the identified system needs through 2023 and available funding. Identified project needs within the TSP were prioritized within a three-tiered system based on funding status and time period needed. The updated TSP will need to address current revenue projections and respond to the need for a financially constrained system within an MPO.

Oregon Highway Plan

The Oregon Highway Plan (OHP) defines policies and investment strategies for Oregon’s State highways for the next 20 years. Additionally, it refines the goals and policies of the OTP and is part of Oregon’s Statewide Transportation Plan. The OHP has three main elements:

- A Vision for the future of the State highway system that describes economic and demographic trends in Oregon, future transportation technologies, the policy and legal context of the Highway Plan, and pertinent information on the current highway system;
- Goals, policies, and actions items for: system definition, system management, access management, travel alternatives, and environmental and scenic resources; and
- An analysis of State highway needs, revenue forecasts, descriptions of investment strategies and implementation strategies, and performance measures.

The OHP provides policy and investment guidance for local corridor plans and TSPs, but it leaves the responsibility for identifying specific projects and modal alternatives to these plans.

The OHP has been amended several times since its original adoption in 1999. These amendments have addressed the designation of expressways, changes in mobility standards, designation of Special Transportation Areas, and other changes affecting the classification and standards for highways throughout the state.

OHP Amendment 00-04 established alternative mobility standards for the Rogue Valley MPO affecting the South Medford Interchange (SMI) and the OR 99/Stewart Avenue intersection. Under this amendment, the SMI can exceed a volume-to-capacity ratio of 1.0 for up to four hours per day, and the OR 99/Stewart intersection can exceed a volume-to-capacity ratio of 1.0 for up to two hours per day. When the improvements for the SMI are fully constructed and operational, the alternative mobility standards will expire and the SMI will be subject to standards consistent with its statewide designation.

Per the OHP, the following intersection performance measures are applicable for facilities within Medford:

- Volume-to-capacity (v/c) ratio of 0.80 for I-5, given its classification as an Interstate Highway within a Metropolitan Planning Organization (MPO). For the I-5 ramp terminals, the applicable volume-to-capacity ratio depends on the designation of the cross-street. If the crossroad requires a v/c smaller than 0.85 than the crossroad dictates; otherwise the applicable ramp terminal standard is a v/c of 0.85.
- Volume-to-capacity ratio of 0.80 for OR 62 given its classification as a Statewide, NHS Expressway (east of Delta Waters Rd) and Freight Route (east of I-5) within a Metropolitan Planning Organization (MPO) east of OR 99. The Freight Route designation for OR 62 ends at I-5, continuing west as a Truck Route.
- Volume-to-capacity ratio of 0.90 for OR 238 and OR 99 given their classification as District Highways within an MPO.

The highway standards above reflect signalized performance standards. At stop-controlled intersections, the appropriate mobility standard is based on the classification of the intersecting roadway.

2003 TSP Assessment Relative to the OHP

The Oregon Highway Plan was and will continue to be relevant in the assessment of ODOT facilities in the current and updated TSPs. The OHP describes the classification and management goals for State facilities throughout Medford (I-5, OR 238, and Pacific Highway – OR 99). State mobility standards for the existing and no-build conditions will be developed based on the designations and the adopted alternative mobility standards contained within the OHP.

Oregon Public Transportation Plan

As a modal element of the OTP, the Oregon Public Transportation Plan provides a long range vision for the public transportation system in Oregon. This system incorporates public and private transportation providers and is comprised of ridesharing and volunteer programs, taxis and minibus service, and intercity and intracity bus and passenger rail services. The Public Transportation Plan outlines three primary goals and associated policies and strategies that guide the public transportation through the year 2015. In recognition of limited resources, the Plan prioritizes elements that deliver service to “those Oregonians most dependent on the public transportation system (seniors, disabled, low-income, and youth).

2003 TSP Assessment Relative to the Public Transportation Plan

Per the Transportation Planning Rule (TPR), all local transportation system plans (TSPs) within MPOs must contain a public transportation plan. The existing TSP includes a Public Transit Plan. This Plan incorporates strategies to enhance the designated Transit Oriented Districts, develop an interconnected

pedestrian, bicycle, vehicular, and transit system, and further enhance the transit system. These strategies will also contribute to RVMPO Regional Plan goals.

The TSP update will not include technical analyses of the Public Transportation Plan. Rather, Rogue Valley Transit District's long-term plans and strategies will be incorporated into the updated TSP. Public transportation will continue to be an integral part of providing Medford's citizens, workers, and visitors with a reliable, efficient and accessible transportation system.

Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan outlines key characteristics that should be considered related to accommodating bicycles and pedestrians when planning and designing state facilities. The Oregon Bicycle and Pedestrian Plan does not require specific standards for non-ODOT facilities. However, the plan recommends that land use patterns, transportation system layout, public transportation system design, and other planning related issues should consider the impact to bicycle and pedestrian users and to the bicycle and pedestrian system as a whole. To this end, the plan provides specific design recommendations for bicycle and pedestrian friendly facilities.

The updated Bicycle and Pedestrian Plan has not yet been finalized nor adopted by the OTC. The draft plan recognizes the role that safe, attractive, convenient and easy to use bicycle and pedestrian facilities plan in the provision of the state and local transportation systems. The draft includes seven chapters that provide guidance on on-road bikeways, restriping, bicycle parking, walkways, street crossings, intersections and shared use paths. While not adopted, the draft plan can serve as a good resource for state and local planning efforts.

2003 TSP Assessment Relative to the Oregon Bicycle and Pedestrian Plan

The existing TSP contains a non-motorized transportation plan that addresses bicycle and pedestrian system needs, goals and policies. Like the Public Transportation element, the TSP update will not include specific technical analyses relative to the bicycle and pedestrian plan but will continue to recognize the important role that these modes play in the provision of a sustainable, safe and efficient transportation system.

South Medford Interchange (27) Interchange Area Management Plan

The South Medford Interchange (27) Interchange Area Management Plan (IAMP) was prepared in September 2007. The IAMP identifies and evaluates anagement measures to ensure the long-term viability of the now constructed single point urban interchange (SPUI) that provides access to the new Garfield-Highland Connector. This IAMP included analyses of years of 2010 and 2030 and found that the SPUI provides adequate capacity to accommodate the horizon year projections. Recommendations to extend the viability of the interchange beyond the horizon period include strategies to reduce single-occupant vehicles, improve transit, manage parking, prioritize system management, and require development to assess their impacts to the State facilities at this location.

2003 TSP Assessment relative to the IAMP

The TSP was adopted prior to the IAMP. However, the current TSP acknowledges that the City must adopt access management plans and signal spacing standards within the interchange vicinity as part of future TSP updates. These requirements are intended to preserve the long-term integrity of the operations of the interchange and the associated local street infrastructure. This provision is also a requirement of the IAMP.

As part of the TSP update, assumptions made regarding future land use patterns in the vicinity of the interchange should be compared to current modeling efforts.

ODOT I-5 Rogue Valley Corridor Plan

The I-5 Rogue Valley Corridor Plan includes an evaluation of the I-5 corridor from south of Ashland (Interchange 11) north beyond Central Point (Interchange 35). The purpose of this study is to document traffic conditions along the corridor under existing conditions and two future year scenarios (2034 and 2050). The 2034 conditions were forecast based on the 2034 financially constrained Rogue Valley Metropolitan Planning Organization (RVMPO) travel demand model; the 2050 scenario is based on a scenario developed by the 2050 RVMPO Regional Problem Solving efforts.

Currently, the ongoing ODOT I-5 Rogue Valley Corridor Plan process is evaluating conceptual future alternatives. The analysis conducted to date has showed that none of the study facilities exceed mobility standards under existing conditions. However, the interchanges through Medford are forecast to exceed capacity under both of the future year scenarios.

Future alternatives for the study corridor include considerations such as adding ramp metering to on-ramp facilities and include adding travel lanes in each direction on I-5 through the Medford area. The cost of the latter alternative, and potentially other alternatives, are greatly increased by the required widening of the Medford Viaduct. Other alternatives through the Medford area include constructing improvements on alternative facilities to I-5 to alleviate congestion, including OR-99 and local roadways. These alternatives will be evaluated further and a final recommendation will be included in the final report for this study.

2003 TSP Assessment relative to the Corridor Plan

The development of the I-5 corridor plan is currently on-going. The study considers a holistic look at the overall I-5 corridor through Medford and throughout the Rogue Valley. The study identifies the long-term freeway needs from a management and operations perspective, and will identify a preferred alternative to guide future facility investments.

Within the corridor study there is the consideration that as congestion increases along the I-5 corridor some level of traffic may reroute to parallel facilities, particularly Highway 99. An account of both facilities is included within the corridor analysis to understand these inter-related needs. As the corridor plan identifies improvement and investment strategies for the Interstate and Highway 99 these improvements should be incorporated into the TSP update.

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the State's four-year transportation capital improvement program. It includes identifies the funding and schedule for multimodal transportation programs and projects. It also fulfills the requirements of the Federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (2005).

The current STIP lists the transportation projects programmed for the four-year period from 2010 to 2013. It is a compilation of projects utilizing various Federal and State funding programs, and includes projects on the State, county and city transportation systems as well as projects in the National Parks, National Forests, and Indian Reservations.

2003 TSP Assessment relative to the STIP

The 2003 TSP incorporated the STIP projects that were programmed at the time of its development. The TSP Update will incorporate relevant projects into all of the future scenarios that are analyzed.

There are a number of projects identified within the current STIP in Medford, including:

- 15497: Develop Transportation Management Plan for RVMPO (2010, \$94,000)
- 15691: Street sweeper purchase for City streets (2010, \$250,000)
- 15667: Street sweeper purchase for Jackson County (2010, \$170,000)
- 15666: Rogue Valley Transit District on-board diagnostic system (2011, \$110,000)
- 15692: Crater Lake Avenue & Jackson Street Alley paving (2012, \$1,219,000)
- 17240: Garfield Avenue (Columbus to Peach) roadway reconstruction to include bicycle lanes, sidewalks, curb and gutter (2010-2011, \$1,572,000)
- 17241: Adaptive Signal Timing: Install adaptive signal equipment along Crater Lake Avenue (2010, \$275,000)

Although each of these is important to the maintenance and operations of the transportation system, not all of these are specifically relevant to the TSP update. The completion of projects 15497, 17240 and 17241 will inform the analyses of future scenarios within the TSP update.

Rogue Valley Regional Transportation Plan

The current Rogue Valley Regional Transportation Plan (RTP) was adopted in April 2009. The RTP is a collaborative effort encompassing the City of Medford, White City, Eagle Point, Phoenix, Ashland, Talent, Jacksonville, Jackson County, Rogue Valley Transit District, ODOT, and Rogue Valley Council of Governments. The plan assesses horizon year 2034 conditions, and includes a 20-year horizon for air quality attainment goals.

There are nine goals with associated policies and actions identified in the RTP. The goals include:

- “Plan for, develop and maintain a balanced multi-modal transportation system that will address existing and future needs.
- Optimize Safety and Security of the transportation system.
- Use transportation investments to foster compact, livable communities. Develop a plan that builds on the character of the community, is sensitive to the environment and enhances quality of life.
- Maximize efficient use of transportation infrastructure for all users and modes.
- Use incentives and other strategies to reduce reliance on single-occupant vehicles.
- Provide an open, balanced, credible process for planning and developing the transportation system.
- Encourage use of cost-effective emerging technologies to achieve regional transportation goals.
- Use transportation investments to foster economic opportunities.”

The regional plan encompasses local plans and project priorities, but is focused on regionally significant projects and impacts of regional planning on travel behavior and environment. The following projects are included in the RVRTP and are within, or in the direct vicinity of, Medford city limits. The projects are labeled as short-term, medium-term, or long-term goals, as identified in the RTP.

- Garfield Avenue, Kings Highway to Peach Street – Add continuous turn lane with bike lanes and sidewalk (Short-Term)

- S. Holly Street, Garfield Avenue to Holmes Way – Construct new 3-lane street with bike lanes and sidewalks (Short-Term)
- Columbus Avenue, McAndrews Road to Sage Road – Extend Columbus to Sage, with center turn lane, bikes lanes, sidewalks (Short-Term)
- Coker Butte Road, OR 62 to East of Crater Lake Avenue – Move Coker Butte Road north, realign Crater Lake Avenue, add sign (Medium-Term)
- Standford Road, Coal Mine Road to Cherry Lane – Construct new three lane street with bike lanes and sidewalks (Medium-Term)
- Owens Drive, Crater Lake Avenue to Foothill Road – Construct new three lane street with bikes lanes and sidewalks (Long-Term)
- Lear Way, Coker Butte Road to Vilas Road – Construct new two lane street with bike lanes and sidewalks (Long-Term)
- Coker Butte Road, Lear Way to Haul Road – Construct new five lane street with bike lanes and sidewalks (Long-Term)

2003 TSP Assessment relative to the RTP

The existing TSP was prepared when the 2001 – 2023 RTP was in-place. The existing TSP highlights compliance of the TSP with the policies and projects that were relevant at the time.

The TSP Update will need to be consistent with the 2009 RTP and will incorporate strategies and projects that help the region achieve the performance standards. Further, the regional travel demand model, RVMPO.2 was updated as part of the 2009 RTP. The regional model forecasts travel demand in order to identify the near-term, mid-term, and long-term system needs. These forecasts were prepared based on the coordinated population forecasts presented within the Jackson County TSP, which identify a growth in Medford's population from 80,233 people in 2009 to 123,569 in 2034. Employment forecasts were derived from the Regional Problem Solving (RPS) process and show Medford employment increasing 30 percent between 2009 and 2034 (from 55,684 today to 72,659 jobs in the future). This model will serve as the basis for the forecasts for the TSP Update.

Rogue Valley Transportation Improvement Program

The current Rogue Valley Transportation Improvement Program (RVTIP) was adopted in March 2009. Based on a review of the projects included within the program, the only capacity enhancing project that is currently funded is a signalization project at the OR 238/Ross Lane intersection. The improvement was identified with a year 2010 construction date.

2003 TSP Assessment Relative to the RVTIP

The existing TSP included those projects that were relevant at the time of adoption. The TSP Update will incorporate the OR 238/Ross Lane intersection improvement in the consideration of all future scenarios. Coordination with RVMPO staff will ensure that any additional projects included in the TIP are incorporated into the TSP update as well.

RVMPO Freight Study

The 2006 RVMPO Freight Study addresses the various freight modes that are served within by the transportation system within the MPO, including trucking, pipeline, rail and air. In general, the report creates a profile of the freight industry, identifies the goods that are being moved throughout the area,

identifies the strengths and weakness of the current system, and recommends ways in which the system can be improved.

There are two rail providers in the Medford area: Central Oregon and Pacific Railroad (abbreviated as CORP) and White City Terminal and Utilities (WCTU). CORP is a feeder line to Union Pacific, though it was noted that some companies in Medford truck goods to Portland for a more direct and reliable connection to the Burlington Northern Santa Fe (BNSF) line given the challenging terrain and size limitations along the CORP line.

Based on 2002 data, the study notes that trucks represent 40 – 50 percent of the total traffic volumes on I-5 within Medford. Further, trucks carry 98 to 99 percent of all freight (by tonnage and value) through the Medford area. Approximately half of the freight along the I-5 corridor is destined to or for or local to the RVMPO area; only half of the freight traffic on the MPO transportation system is “through travel”.

The study also acknowledges that Medford serves as a key interstate freight hub. This is partially attributed to the laws that prevent the use of triple trailers in California. The City serves as a transfer center where triple trailers are removed for travel to the south or added for trips to the north.

The study forecasts that truck traffic will continue to be the predominant freight mode in the future. As a result, Medford is faced with the challenge of designing and maintaining facilities that can accommodate the dimensional/geometric, compatibility, and reliability challenges faced by freight traffic within an urban area.

Surveys of various freight carriers and businesses cited that key barriers to freight movement within the MPO are:

- Poor signal timing
- Congestion
- Highway locations
- Unreliable rail
- Cost
- Affordable employee housing
- Weather

The Freight Study designates the following facilities as freight routes in Medford:

- Biddle Road
- Airport Road
- Coker Butte Road
- Cardinal Avenue
- Lear Way
- Delta Waters Road
- Sage Road
- Rossanley Road
- Ross Lane
- West Main (portion)
- Columbus Avenue
- East Main (portion)
- Jackson Street
- South Holly
- East 4th
- Lozier Lane
- Barnett Road
- North Phoenix Road
- Stewart Avenue
- Garfield Street
- South Sage Road

Finally, the Freight Study notes the following existing system deficiencies: lack of direct access to industrial sites, congested conditions along the Crater Lake Highway, and a lack of north-south alternative routes to I-5.

2003 TSP Assessment Relative to the Freight Study

The 2003 TSP includes a freight plan with a focus on the regional truck system. The TSP identifies needs and deficiencies, proposed City freight routes and freight-related improvement strategies.

The TSP update will be consistent with the Freight Study. Further, major revisions to the Freight Plan element of the 2003 TSP are not anticipated as part of the update. Any future multimodal improvement projects identified in the TSP update will reflect the need to provide needed improvements along established freight routes, particularly along bottleneck areas, that improve reliability, allow increased use of industrial or resource lands and support the economic vitality of the region. Improvements that better accommodate intermodal freight travel (e.g., truck to rail) or connectivity should also be prioritized.

Greater Bear Creek Valley Regional Plan

The Bear Creek Valley Regional Plan responds to urbanization pressures on productive resource lands on the valley floor. As part of the plan, the Bear Creek Valley jurisdictions participated in a collaborative effort to identify ways to satisfy Oregon planning goals and land use rules while providing for the projected 50 percent population increase through the 20-year planning horizon. The jurisdictions utilized Regional Problem Solving (RPS) as a collaborative approach to the land use rules that provided greater flexibility given the unique aspects of the Bear Creek Valley.

The key outcomes of these efforts included a coordinated designation of urban reserve areas (URAs), increased residential densities (approximately 12% increase), and the retention of lands between communities to provide a buffer to maintain the unique “regional neighborhood” identities within the Bear Creek “regional community”.

Within each of the URAs, lands are designated as residential, industrial, commercial, institutional, or open space/parks (4,493 total acres of 9,082 allocated to Medford). Final determination of urban reserve land use designations will be provided at the time of UGB expansion. Land use efficiency models noted that nodal development, coupled with transit enhancements, provided the most effective development pattern.

Changes to the regional plan, such as UGB amendments or substantial changes to zoning, will require a plan amendment process.

2003 TSP Assessment Relative to the Greater Bear Creek Valley Regional Plan

The 2003 TSP focuses on the transportation system needs within the existing Medford UGB.

The TSP Update will also focus on the needs within the existing Medford UGB. The UGB Amendment process will analyze the potential incorporation of the URA lands, as appropriate. This analysis must address compliance with the Transportation Planning Rule (Statewide Planning Goal 12).

Bear Creek Valley Greenway Management Plan

The Bear Creek Greenway includes a regional hard-surface and ADA accessible trail system that connects Nevada Street in Ashland to Pine Street in Central Point (a 21-mile trail). Within the City of Medford the Bear Creek trail approximately follows the I-5 alignment. This trail is planned for expansion from Pine

Street to the Seven Oaks interchange, with long-term plans to extend to Emigrant Lake and the City of Rogue River. The Bear Creek Valley Greenway Management Plan was adopted in 2005 and identifies the needed management, maintenance, and safety elements to guide the overall trail operations and protect and enhance the more than \$22 million investment in the system.

2003 TSP Assessment of the Greenway Management Plan

The TSP identifies the completion and interconnection of the Bear Creek Trail as a key element of the Non-Motorized Plan, and identifies the need to widen the trail segments not currently meeting the City's 10-foot width standard. The TSP also identifies the need to provide adequate sight distance at trail intersections, and notes that crash records show that the intersection of paths and roadways experiences higher crash frequency. No changes to this are anticipated as part of the TSP update.

Rogue Valley Transportation District (RVTD) Ten-Year Long Range Plan

Within Jackson County, RVTD provides fixed-route service, paratransit service (Valley Lift), and medical transportation (TransLink), manages the regional Transportation Demand Management Plan (Way to Go! Program) and coordinates transportation planning with other agencies. In addition to providing accessible transportation to all users, the continued provision of transit service is integral to meet the regional goals and air quality conformity requirements.

The updated RVTD Ten-Year Long Range Plan was adopted in December 2007. The updated plan focuses specifically on the viability of future funding sources; at the time of plan preparation, funding shortfalls required route and service reductions.

As noted within the plan, nearly 75 percent of all regional employment occurs within ¼ mile of a transit route, and approximately 50 percent of all households within its service boundaries are located within ¼ mile of a route. Potential UGB expansions could reduce the proximity of jobs and housing to transit service or require the costly addition of new routes.

The plan notes some individuals must rely on paratransit due to the lack sufficient sidewalk connectivity between to the fixed route transit stops. Given the relatively high cost of paratransit relative to fixed route transit service, the plan notes that RVTD could experience nearly \$370,000 in annual savings if 20 percent of the paratransit riders used the fixed route system instead.

Specific to Medford, the Plan highlights the following:

- All of the fixed-route bus lines begin and end in downtown Medford; any future improvement projects in the city will need to support and acknowledge the downtown as a key intermodal transfer point;
- The development of the City's TOD areas will provide densities and land uses supportive of higher levels of transit usage and mode share. Funding shortfalls may provide challenges to providing service that is sufficient to support the build-out phases of the TOD. For this reason, alternative funding mechanisms may be required.
- Transit Signal Priority within Medford is needed to provide efficient and reliable transit service in the future.
- A fareless square in the downtown area is needed in the future.
- Major activity centers within Medford served by RVTD include Rogue Community College, Providence Hospital, Rogue Valley Medical Center, and Rogue Valley Mall.

2003 TSP Assessment:

The TSP was prepared prior to the updated RVTB plan. The TSP highlights the existing and future needs and deficiencies and a series of goals, strategies and transit improvement projects. Key near-term and long-term initiatives in the TSP include the following:

- Identification of stable funding sources.
- Expanded transit service (longer hours and weekends).
- Land use planning that accounts for transit service, including designation of major transit routes and stops (TSP Figure 7-1).
- Improvements to the collector and arterial street system including transit-supportive components such as pedestrian connectivity, convenience, and safety.
- TDM strategies and multi-modal provisions, particularly at park-and-ride lots and transit transfer facilities.
- Increased collaboration between City and RVTB staff in land use and route planning and in securing funding sources.

As noted previously, the TSP Update will incorporate the most recent RVTB plans. No additional analyses will be performed.

Jackson County Comprehensive Plan

The current Jackson County Comprehensive Plan was adopted in 2005 and completed as part of the RPS process previously described. This document serves as the long-range general land use policy document for the County and strives to meet statewide planning goal.

Several policies included in the Jackson County Comprehensive Plan are relevant to the UGB Amendment and TSP Update, including

- Conflicts between agricultural and nonagricultural land uses shall be minimized by implementing buffers and setbacks from farm uses on the periphery of urban areas, requiring lower residential densities in buffer areas, and preventing further in-fill on existing residential uses adjacent to farmland;
- Identifying suitable lands for housing;
- Coordinated residential land provisions with rural communities and unincorporated cities;
- Reductions and reallocations of density and intensity of rural and suburban lands to minimize further degradation of air quality, reduce energy consumption and reduce the long-range cost of providing public facilities and services;
- Accommodate types of industrial and commercial activities near the airport and accommodate urban area growth;
- Prohibit expansion or development of subdivisions on rural lands;
- Future major amendments to the Medford or Phoenix urban growth boundaries should consider the option of including a portion of the Highway 99 area in each boundary;
- Consider lands impacted by adjacent development for future urbanization following detailed assessment.

2003 TSP Assessment relative to the Jackson County Comprehensive Plan

The 2003 TSP was consistent with the 1994 Jackson County Comprehensive Plan. The TSP Update and UGB Amendment process will need to be consistent with and coordinated with the 2005 Update. In particular, the potential rezoning of lands within the current UGB boundaries to increase internal density will need to comply with these policies.

Jackson County Transportation System Plan

The most recent Jackson County Transportation System Plan (TSP) was adopted in March 2005. The purpose of this document is to guide the management and transportation investments throughout Jackson County through 2023. This plan analyzes all areas within Jackson County outside of the urban growth boundary and includes County requirements for areas within the MPO area. The development of the Jackson County TSP occurred simultaneous with the RPS process; coordinated land use and population estimates were provided as part of the TSP efforts though the RPS process although formal adoption was not complete prior to the TSP.

The County TSP identifies the County's intersection performance standards for MPO areas (v/c ratio of 0.95 or better) and defines various volume thresholds for each of the County's roadway classifications. The plan identifies County-wide corridor needs, including the OR 62 Expressway and the future South Stage extension east.

The County TSP notes that regional planning must require a transportation component, and UGB expansions must include a refinement plan to be amended to the City's TSP.

The County TSP was developed based on the coordinated population forecasts and is largely consistent with the RTP strategies and needs. Subsequent to the County TSP, development of the Regional Transportation Plan in 2009 has identified many of the final solutions developed as part of the RPS process and integrated key elements of the County TSP. The County TSP will be especially relevant in consideration of potential UGB amendments that extend outside of the UGB.

2003 TSP Assessment relative to the Jackson County Transportation System Plan

The 2003 TSP was prepared for consistency with the transportation element of the 1994 County Comprehensive Plan.

The TSP Update and UGB Amendment processes will need to be consistent with and coordinated with the 2005 Jackson County TSP.

Please let us know if you have any questions on these materials at (541) 312-8300.



City of Medford Transportation System Plan and Urban Growth Boundary Amendment



Technical Memorandum #2A: Supplemental Literature Review

Date: June 26, 2013 Project #: 10771
To: Alex Georgevitch, City of Medford
From: Joe Bessman, Julia Kuhn, and Matt Kittelson
Project: City of Medford TSP/UGB Amendment
Subject: Supplemental review of relevant plans and policies

We reviewed federal, state, regional and local plans and policies for relevance with the Medford Transportation System Plan (TSP) in 2011. Since then, additional plans and policies have been adopted that have relevance to the TSP. To supplement the initial plan and policy review, this memo provides a review of the following:

- Oregon Pedestrian and Bicycle Design Guide
- I-5 Corridor Study Findings
- Crater Lake Highway Plans
- TPR Revisions
- OHP Revisions

Oregon Pedestrian and Bicycle Design Guide

The Oregon Pedestrian and Bicycle Design Guide (OPBDG), published in 2011 by the Oregon Department of Transportation (ODOT), presents standards and guidelines for designing safe, attractive, convenient, and easy-to-use bicycle and pedestrian facilities, such as:

- On-road bikeways, including shoulder bikeways and designated bicycle lanes
- Bicycle parking
- Walkways, including sidewalks, paths, and shoulders
- Street crossings and intersections
- Design considerations in a downtown environment
- Transit stop dimensions and considerations
- Accessibility considerations
- Design considerations on shared use paths for pedestrians and bicyclists

Relevance to the TSP Process

The OPBDG provides revised standards for facilities that will be of particular relevance to the City's cross-sections standards. In particular, the bikeway and walkway lane width suggested in the plan should be considered as part of the TSP update.

Additional details included in the OPBDG are more relevant to the City's engineering standards, rather than the TSP. Other aspects of the OPBDG can be incorporated by reference into the TSP that reflect the need for flexibility in streetscape elements and adaptations to localized conditions.

I-5 Corridor Study Findings

The I-5 Rogue Valley Corridor Plan was completed in October 2011 by David Evans & Associates. This plan assesses existing and future transportation conditions along 25 miles of the Interstate 5 (I-5) mainline, from Interchange 11, south of Ashland, to Interchange 35, north of Central Point. This plan includes strategies and improvements that would enhance transportation safety and capacity within the corridor. Four key goals are identified by the Corridor Plan:

1. Improved efficiency of traffic operations
2. Improved safety in the I-5 corridor
3. Improved mainline operations at interchanges
4. Improved freight operations

The Corridor Plan identifies the Medford area, situated around Interchanges 27 (South Medford Interchange) and 30 (Crater Lake Highway), as having the highest traffic volumes across the area of study. The plan presents a variety of alternatives for safety and capacity improvements that target the Medford Viaduct, a 3,229-foot-long, four-lane bridge that carries I-5 over Bear Creek, and the two interchanges, 27 and 30, that serve the City of Medford.

Relevance to the TSP Process

The plan identifies a proposed safety improvement to add a 12-foot right-side shoulder that could provide an area for disabled vehicles to move out of the travel way. This could be accomplished by reconstructing and widening the existing viaduct structure. This shoulder would also provide a buffer area should a motorist need to take evasive action. In assessing this concept against the project goals, some of the trade-offs of this improvement include: it does not add capacity to or improve traffic operations on the viaduct and that encroaching upon adjacent property would be costly.

The plan also identifies the possibility of expanding or replacing the existing structure to accommodate six lanes of through traffic and standard width shoulders. This could be done with a new viaduct that is essentially double the width of the existing one, or by stacking the opposing travel lanes, one above the other. Depending on the extent of the expansion, the Corridor Plan classifies it as a mid- or long-term priority, with completion timelines targeted at six to 15 years, or above 15 years, respectively. As mentioned above, this concept would also infringe upon

adjacent property; it may also have substantial impacts on 1.2 to 2.6 acres of the Bear Creek floodplain, the adjacent greenway, and 0.1 to 0.5 acres of Hawthorne Park, among other natural environments.

As mentioned above, the stretch between Interchanges 27 and 30 on I-5 in Medford is the highest volume, most congestion-prone section of I-5 in the Rogue Valley, with an average flow of 48,200 vehicles per day (vpd) and 13 percent of the traffic flow comprised of trucks. Analysis of the existing design hour volume (DHV) shows that the entire Rogue Valley corridor operates at level of service (LOS) C or better, except for the southbound direction between Interchanges 30 and 27, which operates at LOS D with a volume-capacity (v/c) ratio of 0.65. These findings also suggest that the system has limited capacity available to accommodate future growth in traffic demand before capacity is reached. Aside from expanding the freeway, the Corridor Plan proposes enhancements to the local collector and arterial streets to provide alternative routes for localized traffic movements between interchange 24 and Phoenix and interchange 30 in Medford. This is recommended as one of the seven top-priority projects of the Corridor Plan.

The plan also notes that the segment of I-5 between Interchanges 27 and 30 is among the most crash-prone areas of the Rogue Valley corridor. In the northbound direction, out of 221 crashes recorded during the study period, 29 were reported at Interchange 30, and another 25 were reported at Interchange 27. In the southbound direction, of the 175 crashes observed during the study period, the mainline between the two interchanges had 22, while Interchange 30 had 20. The majority of crashes at Interchange 30 in both directions were rear-end. The plan does not include any projects related to this issue.

The City and ODOT will continue to collaborate on any modifications to the I-5 interchanges within the UGB. Should specific plans be adopted by both, the projects can be incorporated into the TSP. In addition, the TSP will include options for arterial and collector enhancements that reduce reliance on the interstate for local or intercity-trips within the Rogue Valley.

Crater Lake Highway Plans

ODOT has proposed would be a 7.5-mile, four-lane, access-controlled expressway that would serve as a bypass of existing OR 62 (i.e., the Crater Lake Highway) within Medford and the surrounding region to the north. The proposed route would start at the OR 62 and I-5 junction in Medford, travel past White City in Jackson County, and terminate at or near the intersection of OR 62 and Dutton Road. The entire project encompasses the mainline, four interchanges, and changes to local streets to accommodate the new expressway.

The Bypass plans include the following interchange locations:

- A southern terminus interchange with either I-5 or existing OR 62
- An interchange with Vilas Road, about 3 miles north of I-5
- An interchange with existing OR 62 on the south side of White City, about 5 miles north of I-5
- A northern terminus interchange with existing OR 62 near Dutton Road

The purpose of the Bypass is to improve transportation mobility and safety in the OR 62 corridor, to simplify transportation system connections along the corridor, and to identify potential improvements for non-highway modes, while maintaining the regional economic role of the corridor. The need for the Bypass arises from several factors, including:

- Congestion: four of the nine project area signalized intersections fail to meet mobility performance targets today; by 2035, this number will rise to eight.
- Safety: in 2010, the project area had two locations with crash rates in the top five percent statewide and eight locations in the top ten percent.
- Facilities: access to the OR 62 today is not intuitive to drivers; in addition, limited transit, pedestrian and bicycle facilities are included today.

In addition to a No Build condition, the Plan includes two alternatives for the Bypass design: a Split Diamond alternative, and a Directional Interchange alternative. The alternative naming convention reflects the interchange type considered at the proposed bypass and I-5. The Final Environmental Impact Statement (FEIS) for the project identifies the Split Diamond as the preferred alternative. According to the FEIS, this preferred alternative for the Bypass would address several of the abovementioned needs by providing a number of transportation-related benefits to the corridor and the greater Medford region, such as:

- Lower traffic volume on existing OR 62: reduced traffic by about one-quarter south of Delta Waters Road, by almost two-thirds between Delta Waters Road and Corey Road, and by about one-half north of OR 140.
- Reduced congestion on existing OR 62: the number of signalized intersections forecast to fail to meet ODOT's mobility standards in 2035 will fall from ten to one.
- Fewer lane, street, and driveway blockages: the locations where traffic queues in a turn lane block an adjacent through lane, driveways, or local street intersections will be reduced from 36 to 11 in 2015, and from 43 to 25 in 2035.
- A hierarchy of roadway choices near I-5 that would aid motorists in distinguishing between the route for through travel and that for local circulation and access.
- Separation of through and local trips: through trips would take the Bypass, whereas local trips would use existing OR 62.
- Reduced travel times: end-to-end travel times reduced by up to 48% (11 minutes) in 2015, and up to 59% (19 minutes) in 2035.
- Lower crash rates: fully access-controlled highways, such as the proposed bypass, have a crash rate of 0.38 crashes per million vehicle-miles travelled, while non-access-controlled highways, such as existing OR 62, have a crash rate of 1.22 crashes per million vehicle miles travelled; diverting traffic from existing OR 62 onto the new highway would lower the crash rate of the entire corridor.

Relevance to the TSP Process

Ensuring the long-term safety and operations of OR 62 is essential to supporting economic growth and development in the region. The FEIS identifies options for alleviating future

congestion but funding is currently available only for Phase 1 (portion of the bypass beginning near Delta Waters Road and terminating near Vilas Road. This initial project phase will not include needed improvements to the I-5 interchange and is unlikely to include the Vilas Road interchange. The likelihood of the full project funding should be considered, as without these key connections congestion will continue to persist in the area.

Other considerations include the jurisdictional transfer and management of the current OR 62 alignment by the City of Medford, and how this facility will transition from a State facility to a City roadway, with higher access priorities. Additionally, the near-term construction impacts and management options will be relevant to the transportation network but beyond the scope of the TSP.

OHP and TPR Revisions

In 2011 the Land Conservation and Development Commission (LCDC) and the Oregon Transportation Commission (OTC) established a joint subcommittee to consider changes to the Transportation Planning Rule and Oregon Highway Plan mobility standards. The purpose of this committee was to assess the unintended consequences of the existing rules, namely limiting economic development and serving as a barrier to compact urban development, and emphasis on highway expansion. The subcommittee recommendations were supported by Senate Bill 795, which required that the recommendations be addressed prior to January 1, 2012.

Oregon Highway Plan (OHP) Revisions

Recommendations from the joint LCDC and OTC panel were to broaden the mobility standards to better consider and balance multimodal and community development objectives. This included expanded alternatives to the existing mobility standards, increased tolerance for congestion in urban areas, and allowing mobility measures other than volume-to-capacity ratios to be considered.

Revisions to the Oregon Highway Plan (OHP) were adopted by the Oregon Transportation Commission (OTC) on December 21, 2011. Policy 1F, the Highway Mobility Policy, identifies the measures of mobility adopted by ODOT and establishes mobility targets, as opposed to standards, for Interstate Highways, Freight Routes, and other Statewide Highways that are consistent with the direction of the OTP and OHP policies. These mobility targets are measured in terms of v/c ratio, and provide direction for identifying highway system deficiencies from a transportation and land use planning and operations perspective.

There are two sets of targets, one for the Portland metropolitan area, and another for outside this area. These are shown in Tables 6 and 7 of the OHP. These revisions allow slightly higher levels of congestion on the State system. In addition, the changes also allow development of alternative performance measures where appropriate to address competing economic or modal goals.

TPR Revisions

Amendments to the Transportation Planning Rule (TPR, found within Oregon Administrative Rule 660-12) went into effect on January 1, 2012. These changes were to section -0060 of the TPR on Transportation Plan Amendments, and are intended to support economic growth, planned growth, and high density development where automobile mobility is not the primary emphasis.

A significant addition was the allowance of a multimodal mixed-use area (MMA) designation. These areas can be applied to Transit Oriented Districts, high-density mixed-use areas, downtown centers, or other areas that generally promote modes other than single-occupant autos. Local governments may amend comprehensive plans and land use regulations to establish and designate an MMA.

Another addition to the TPR is that local governments may approve amendments to the Transportation System Plan (TSP) with partial mitigation on traffic, as long as certain economic development criteria are met. One such criterion concerns employment and states that any such amendment must create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries. These jobs and industries involve the production, handling, and distribution of various goods and services, and the subsequent selling of these goods to markets for which national and international competition exists.

Relevance to the TSP Process

The overall policy changes better align the Oregon Highway Plan and Transportation Planning Rule with Statewide Planning Goals. The changes allow consideration and balancing of the economic growth and mobility trade-offs on the transportation system, and consider the effect of other travel modes.

The change to the Transportation Planning Rule reflects a shift away from a singular focus on automobile mobility and an increased consideration of economic benefits. The partial mitigation options indicate that trade-offs between travel modes (accepting high motorist delays for improved pedestrian and bicyclist connectivity) may provide an acceptable solution in built-out environments.

The revisions to the ODOT mobility targets allow slightly higher levels of congestion on ODOT facilities. These revised performance measures may allow borderline locations that were previously identified as “deficient” to be reclassified as “acceptable.” Just as importantly, the revisions further accommodate alternative performance measures, including metrics other than a v/c ratio.

Subject **Technical Memorandum #3**
Revised January 8, 2019

Introduction and Purpose

Liberty Park is one of the City's oldest and most established neighborhoods, with a diverse mix of residents and businesses. It includes a mix of housing, commercial and retail businesses, educational and other institutions, and industrial uses, while serving as a gateway to the Downtown, other commercial areas, and the Bear Creek Greenway. At the same time, the neighborhood is surrounded by major roadways and it lacks a complete and reliable network of sidewalks and street crossings to provide adequate connections within and outside its boundaries.

In an effort to address ongoing needs, the Medford Urban Renewal Agency (MURA) and Medford City Council adopted an amendment to the current Medford Central City Center Revitalization Plan in March 2018 that increases available MURA funds for the Liberty Park neighborhood. Of the newly available \$19.9 million in financing, approximately \$2 million is allotted for downtown seismic retrofitting. This leaves more than \$17 million for projects within the Liberty Park neighborhood, bounded by Jackson Street, McAndrews, Biddle, and Court/Central. Money dedicated through MURA is subject to change at the discretion of MURA and the Medford City Council. The approximate amount of \$17 million is used for planning purposes in this document and other related planning efforts.

Since June 2018, the City of Medford has led a community process to develop a new plan for the Liberty Park Neighborhood. These efforts are building on the 2002 Liberty Park District Neighborhood Plan. Recommendations in this memo are based on the results of a community-led process that established a vision for the Liberty Park, identified desired locations for changes to zoning and land uses, proposed improvements in the public realm, and laid out a series of prioritized objectives.

The goals of the neighborhood plan are to:

- Make this a safe neighborhood for residents to walk, bicycle and socially interact through design of private development and public spaces. Enhance and promote law enforcement and social services that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.
- Create and maintain a happy, healthy, attractive and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.
- Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.
- Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.
- Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.

- Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.
- Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

The purpose of this memorandum is to summarize the vision concepts for the Liberty Park Neighborhood as obtained through public outreach efforts to date. These efforts are described briefly in the “Outreach Summary” section below. This memorandum also begins to evaluate the types of implementation measures that would be needed to enact these concepts.

Outreach Summary

The City of Medford has conducted the following outreach efforts that inform this outreach summary:

- Project Visioning Website
- Visioning Survey
- Open House
- Neighborhood Advisory Committee (NAC) meetings.

Summary of PMT Visioning Discussion: The project management team provided the following input on visioning for the Liberty Park neighborhood based in large part on feedback from the NAC:

- Identify specific potential redevelopment sites based on NAC and community feedback and recommendations from the team.
- Retain the zoning pattern in the area; there does not appear to be a need for significant zone changes but it is important to look at ways to encourage certain types of development or redevelopment.
- Consider targeted changes to zoning in the SFR-10 areas. The underlying General Land Use Plan (GLUP) for those areas is medium residential so an MFR-15 zoning designation would be consistent with the GLUP. Because the City’s residential zones do not allow for retail or commercial uses other than home occupations, some development code amendments will be needed to allow for those uses in residential areas in the neighborhood as suggested by the NAC.
- Address non-conforming uses in the area such as four-plexes and other multi-family residential uses sprinkled through the SFR-10 area.
- Discuss potential up-zoning of the SFR-10 area with property owners as part of this project.

- Address concerns and conditions related to hotels in the area. In some cases, those hotels are providing needed housing to low income residents. At the same time, residents are concerned about illegal activity associated with them. Opportunities to retain the supply of affordable housing the hotels represent while also addressing neighborhood concerns should be considered.
- Consider use of an overlay zone as a tool to adjust or revise zoning provisions in the area.
- Explore use of a multi-modal mixed use area (MMA) designation as a potential tool. Describe what it does, when it is typically used, and how and why it might be applicable to this area.
- Consider opportunities for urban design and redevelopment to help revitalize the area. For example, a connection to the Bear Creek Greenway could serve as a future redevelopment corridor.
- Describe potential transportation improvements in the area, including very rough cost ranges for them (i.e., whether they are low cost to very high cost). The Task 4 Neighborhood Vision Plan will provide more detailed cost estimates for high priority improvements.

Land Use

Opportunities for Redevelopment

Figure 1 and Figure 2 show two different lenses into redevelopment potential of the Liberty Park neighborhood. Figure 1 shows properties colored by improvement value per square foot - the darker colors are those with a greater amount of improvement value (i.e. investment) on a per square foot basis, meaning that properties with darker colors are less likely to redevelop. Figure 2 shows the improvement value as a ratio of the property’s land value. The accuracy of these maps depends upon the accuracy of the underlying taxlot data, but in general these maps illustrate the following:

- Most of the residential areas show up as less likely to redevelop. These are generally small lots with modest homes on them – there is not much underutilized residential land in the neighborhood. Renovation and repair of these homes is more likely than full-scale redevelopment.
- Several of the larger commercial parcels on N Riverside and N Central have a fairly low level of improvement value per square foot. This makes sense because of the amount of parking surrounding these structures. If parking requirements allow, some of this space could be utilized by new commercial developments.
- Industrially-zoned parcels on the western edge of the neighborhood show up as having a low improvement value for their size – this is typical of industrial land, which tends to have a low value on a per-square-foot basis. However, as mentioned earlier, this area is home to important employment uses and jobs for the City of Medford, and changes that displace these uses are not recommended.

To the extent that redevelopment does occur within the Liberty Park area, walkable, locally-serving retail has been a desired aspect of the neighborhood visioning process. Some examples of this type of development are shown in the following images.

Figure 1. Redevelopment Potential – Improvement Value per Square Foot

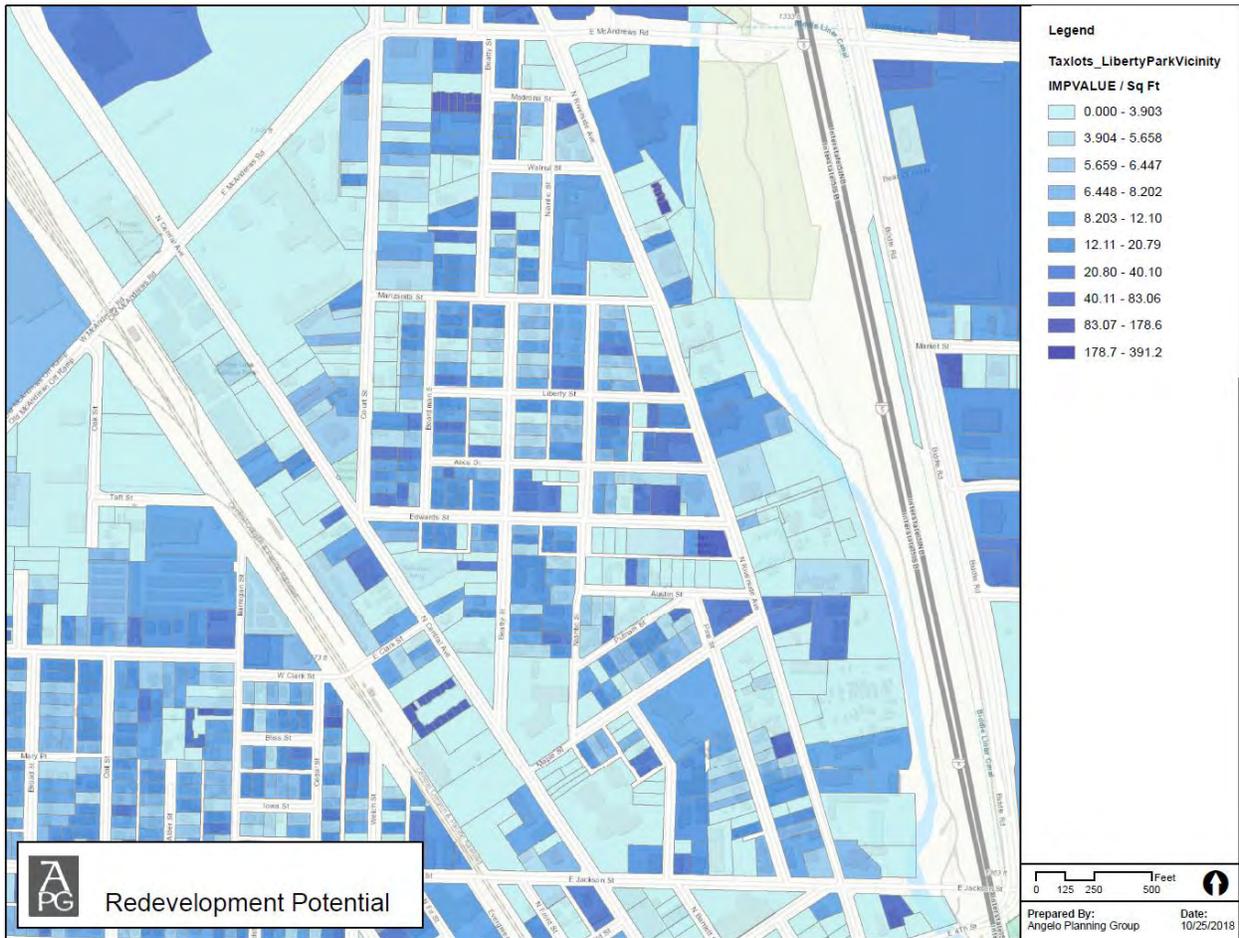


Figure 2. Redevelopment Potential – Improvement Value to Land Value Ratio

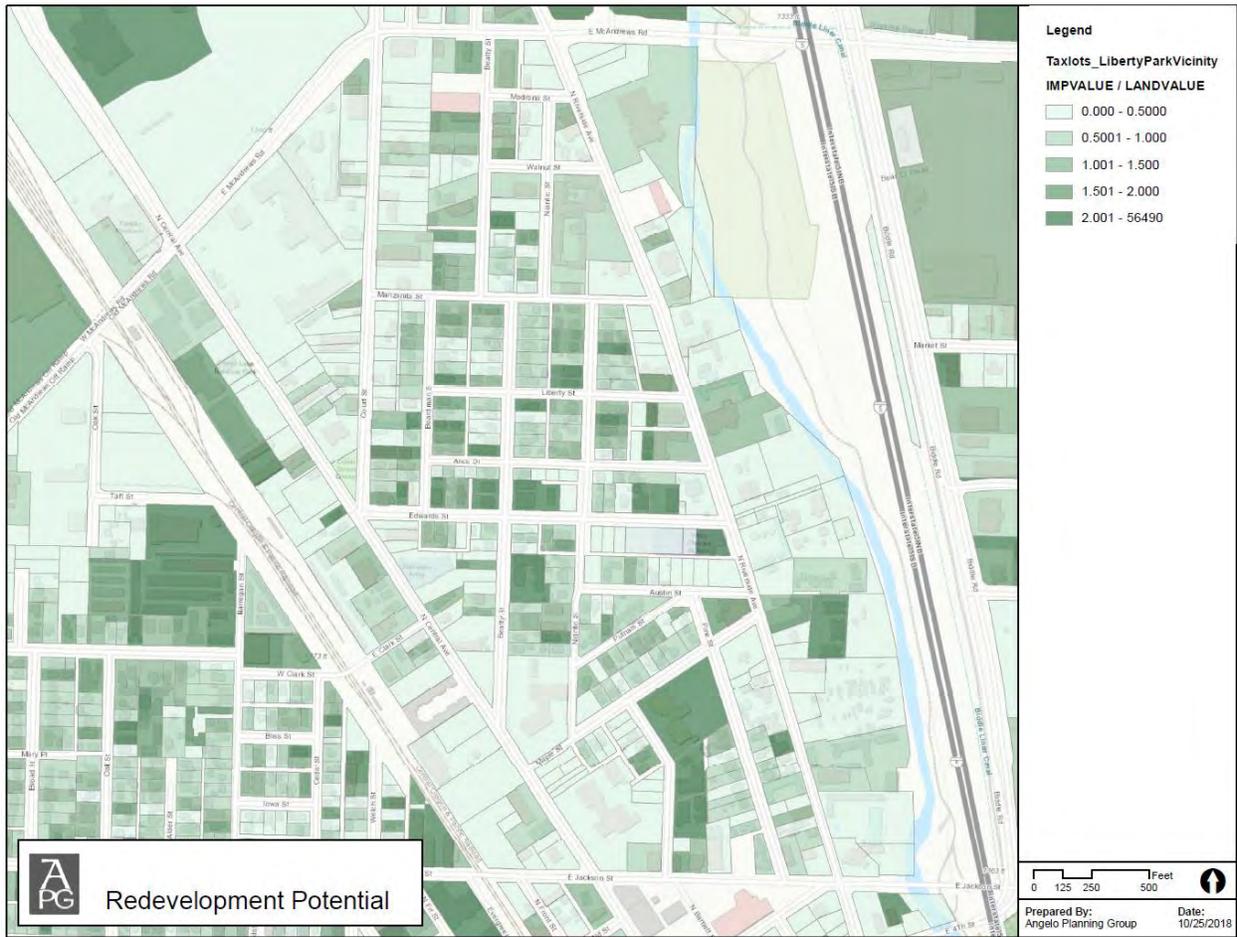


Figure 3. Full block of storefront commercial, 406 E Main St, Medford



Figure 4. Small-scale restaurant at 1789 W Stewart



Figure 5. Corner coffee shop with wide sidewalks at 229 W Main.



Figure 6. Commercial/Office Development at 834 E Main



Figure 7. Cafe within a former single family residence, Medford OR



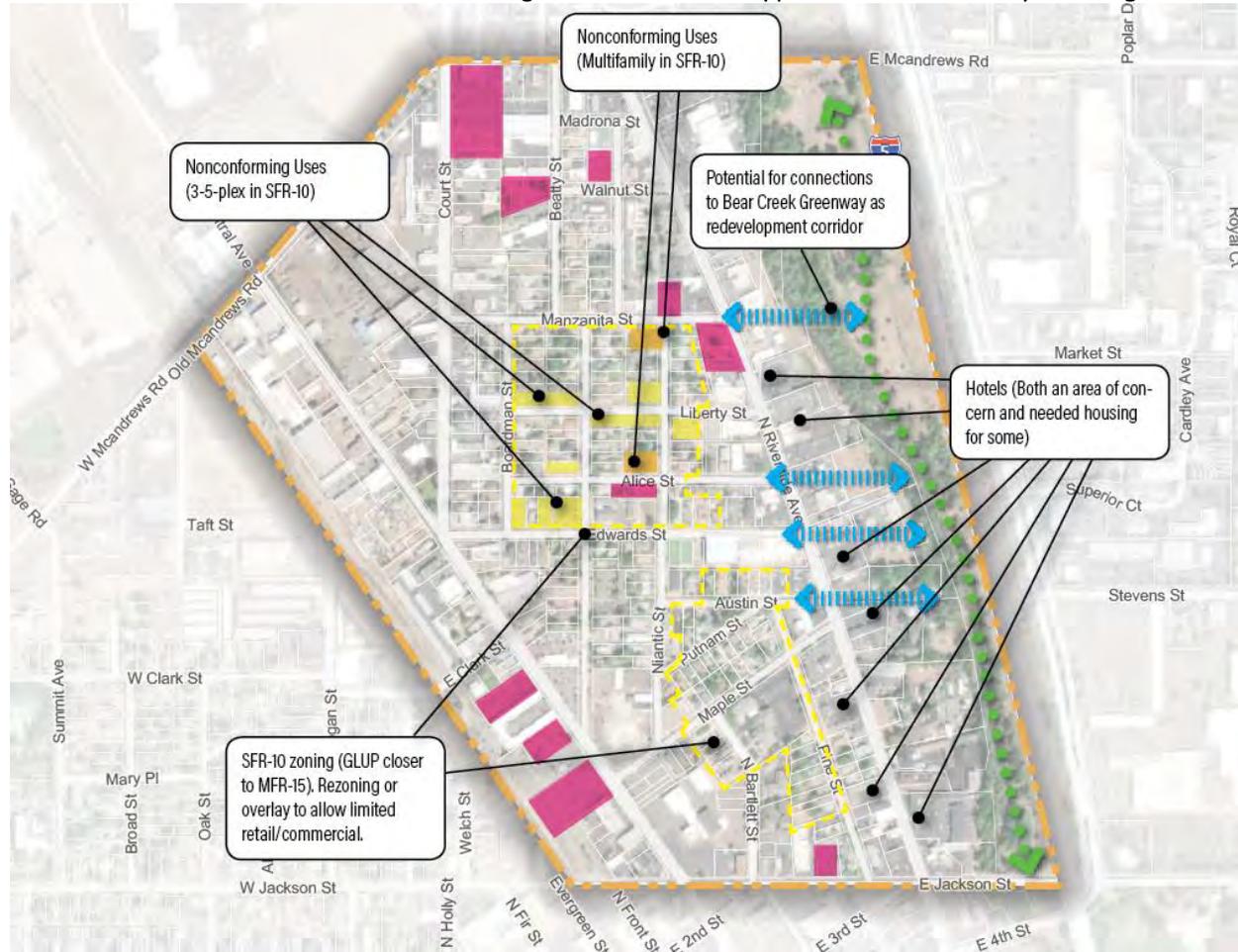
Figure 8. Food Carts in Medford, OR



Figure 9 shows a high-level summary of a number of land-use opportunities identified to date in the Liberty Park Neighborhood Plan process. These opportunities include:

- Potential infill sites, shown in purple. These parcels have little or no improvements on them and may be suitable for infill development. They are within Community Commercial or Heavy Commercial zones.
- Areas of SFR-10 Zoning, shown as a dashed yellow outline, which contain nonconforming uses of higher density than currently allowed in the code. Through one or more regulatory means, this designation could be altered to allow for modest development/redevelopment of higher density residential uses within the existing SFR-10 zone.
- Connections to Bear Creek Greenway. Either along existing roadways or through new connections, the Liberty Park Neighborhood could be better connected to the Bear Creek Greenway. These pedestrian and bicycle improvements could support targeted development along a particular corridor.
- Many hotels are located along major roads of the study area. These have been areas of concern voiced by project participants due to illegal activity, but some of these uses also provide needed housing for low income residents and present an opportunity to activate parts of the neighborhood with overnight guests seeking a meal or other amenities. Elimination of this source of low-income housing could exacerbate homelessness issues if it were not replaced in some other form.

Figure 9. Land Use Opportunities in the Liberty Park Neighborhood



Parks/Open Space Enhancement

The Medford Parks and Recreation Department has provided a preliminary concept for the Bear Creek Greenway between Jackson Street and McAndrews Road, as shown in Figure 10. This concept includes nature trails, a dog park, a playground, and a parking area with a pedestrian bridge to access these amenities from the Liberty Park neighborhood.

Figure 10 shows a concept for park amenities and trails within the Bear Creek Greenway, as well as a pedestrian crossing over Bear Creek. The location of this creek crossing should, if feasible, coincide with a prominent pedestrian crossing location of Riverside Ave.

Figure 10. Bear Creek Greenway Concept from Medford Parks and Recreation



Regulatory Changes

There are several ways to implement the ideas brought up by the project team, the NAC and other community members. This section discusses regulatory changes that might be used on their own or in combination with one another.

Re-Zoning

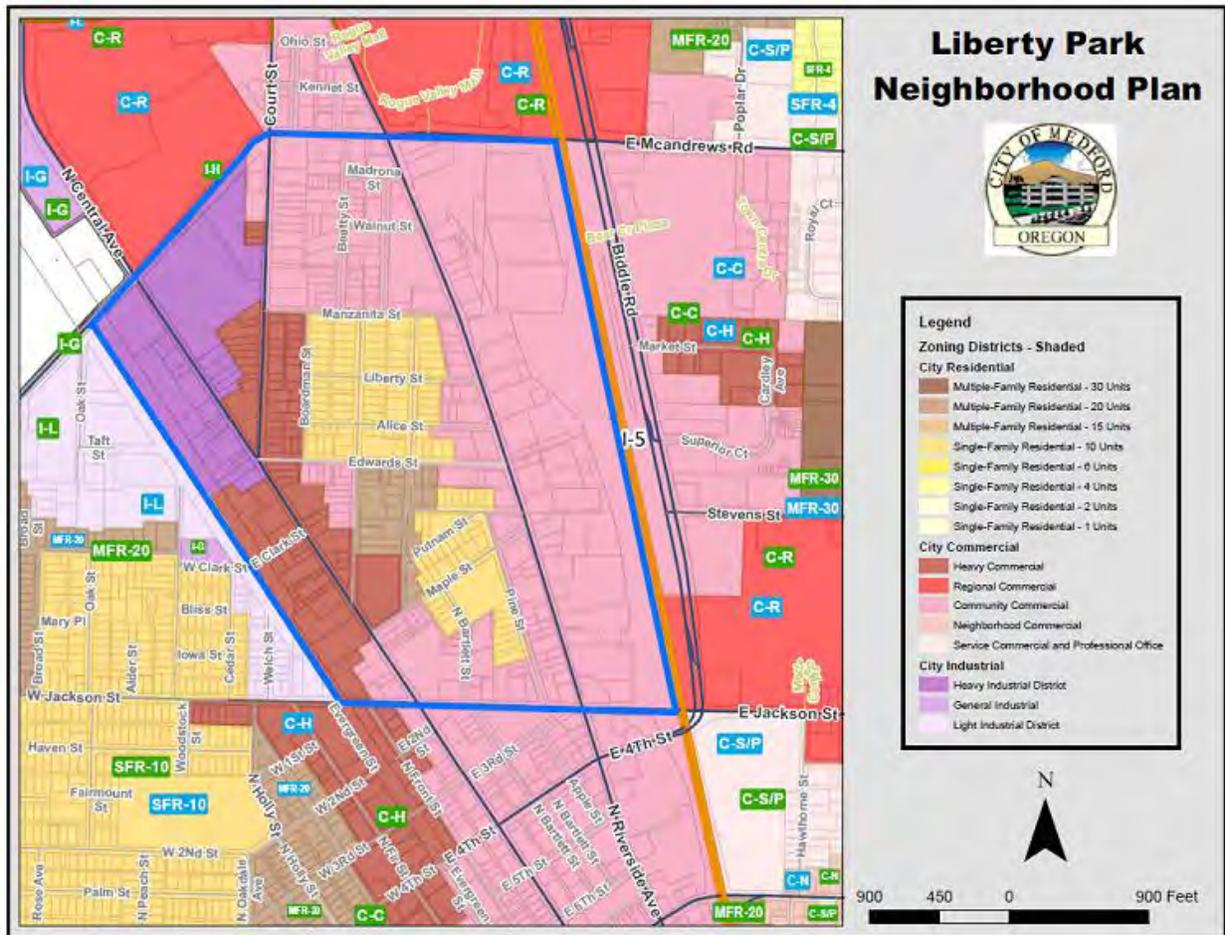
The current zoning of the Liberty Park neighborhood is shown in Figure 11. Zoning designations in the neighborhood include the following:

- **Residential Zones.** Residential zoning in the Liberty Park neighborhood includes Single-Family Residential – 10 Dwelling Units per Gross Acre (SFR-10) and Multiple-Family Residential – 20 Dwelling Units per Gross Acre (MFR-20). There are several non-conforming uses within the SFR-10 areas of the Liberty Park neighborhood, including 3-5plexes and multifamily developments. The General Land Use Plan (GLUP) designation for these areas is a combination of Urban Medium Density Residential (UM) and Urban High Density Residential (UH), which are more similar to MFR-15 and MFR-20. The existing SFR-10 areas could be rezoned to MFR-15 to address non-conforming uses and allow for a more efficient and intensive pattern of development, and or a wider range of housing types and redevelopment opportunities. Another option would be to create an overlay district that permits 3-5-plexes within the existing zoning district.
- **Commercial Zones.** These include Community Commercial (C-C), which makes up the majority of the neighborhood, and Heavy Commercial (C-H) along N. Central Drive and Court Street. It may be appropriate to change zoning designations in selected portions of these commercial areas to encourage the types of development envisioned in the Liberty Park Neighborhood Plan. There

are several residential uses along Boardman Street within the Heavy Commercial areas, which is permitted under the zoning code.

- **General Industrial (I-G).** This area is home to important employment uses and jobs for the City of Medford, and changes to zoning destination for this area is generally not recommended.

Figure 11. Zoning Map of the Liberty Park Neighborhood



Create an Overlay Zone for the Liberty Park Neighborhood

An overlay zone could be used to apply special regulations to the Liberty Park area, in addition to or instead of making changes to underlying base zones. A "Liberty Park Overlay Zone" could:

- Establish site development or architectural design guidelines or standards that add to or supersede those of the base zones to create a more pedestrian-friendly environment
- Restrict certain uses that would otherwise be allowed, or allow uses that would otherwise be prohibited.
- Require development or redevelopment in certain areas to provide better pedestrian access to neighborhood amenities, such as the Bear Creek Greenway.

Mixed Use Multimodal Area (MMA) Designation

The MMA designation was established as a way for Oregon cities to identify areas that are appropriate for compact, walkable, mixed-use development; and where it is possible for some state traffic restrictions to be lifted to help achieve these goals. Lifting these restrictions is primarily achieved by allowing for use of alternative mobility standards for state facilities in order to avoid the need for expensive mitigation projects which would otherwise be required to accommodate the type and level of development or redevelopment proposed for land within the MMA. Designation and application of a MMA requires cities to adopt a number of different design and development standards to attempt to ensure a future pattern of mixed use development within the MMA boundaries, consistent with the intent of a MMA. These requirements include:

- An adopted boundary for the MMA that is entirely within the Urban Growth Boundary (UGB)
- The MMA boundary must be within ¼ mile from any ramp terminal intersection of existing or planned interchanges, or from an adopted Interchange Area Management Plan area.
- Regulations that allow for a concentration and variety of uses, including:
 - A mix of medium to high-density residential development (allowing for densities of 12 units per acre or higher);
 - Offices or office buildings;
 - Retail stores and services;
 - Restaurants;
 - Civic uses and public open space.
- Design requirements including buildings oriented toward streets and reduced/no minimum parking
- Allowance of multi-story buildings within a core commercial area.
- Less required parking than in other areas. This would represent a shift in comparison to current development patterns. Reducing minimum requirements would likely benefit many property owners from a redevelopment cost perspective and would not preclude private property owners from providing more parking than required except to the extent that maximum parking requirements are established in the future.
- Assumptions for a balance of land use and mobility goals. The City (and residents, workers and visitors) would accept a higher degree of congestion in this area as a trade-off for the ability to meet the land use goals and vision described here. It should be noted that a certain amount of congestion can be healthy and beneficial for a city or neighborhood. For example, driving more slowly through an area can help drivers see and access local businesses and can increase retail sales and real estate values. Similarly, “pedestrian congestion” improves local business opportunities and sales.
- Limitations or prohibitions on low-intensity or low-density land uses such as drive-throughs. Depending on where the MMA boundary is located, this could make some existing businesses or land uses non-conforming. Depending on how this requirement is implemented, it also would potentially limit the ability of some existing low-intensity uses (light industrial uses) to expand in the future. At the same time, industrial uses are allowed within an MMA as long as they are not the predominant use.

In addition to these impacts, provisions associated with the proximity of the MMA boundary to a state highway interchange are important. If an MMA is located within one-quarter mile of an interchange, the Oregon Department of Transportation (ODOT) must concur with the designation. This can represent another layer of complexity for establishing the MMA.

For the Liberty Park neighborhood, the MMA designation may or may not be the right tool for the following reasons:

- MMAs are created for situations where transportation requirements related to congestion are the primary hurdle to meeting land use goals, allowing communities to waive these requirements. Congestion is not an inhibitor of the kinds of development desired for this area, so other zoning tools may be more appropriate. At the same time, preliminary traffic analysis results show that intersections of OR 62 & OR 99 and Riverside Avenue and Stewart Avenue will not meet transportation mobility standards in the future. However, these areas are outside of the Liberty Park Neighborhood Plan area.
- Because the current project area boundary appears to be further than ¼ mile from the OR 62/99 interchange, the MMA boundary would likely need to extend beyond the current project planning area to meet the locational requirements of an MMA.
- Average lot sizes in the Liberty Park neighborhood for single-family homes are roughly 6,500 square feet, or 6.6 units per acre. There are a number of duplexes and some multifamily units in the area that increase the overall density, but the requirement of 12 dwelling units per acre would be a significant change from the area's current urban form. However, this level of density would be consistent with the City's General Land Use Plan (GLUP) designations in many areas. The Urban Medium Density (UM) and UH GLUP designations within the central part of Liberty Park allow for multi-family development of 15, 20, and 30 units per acre. Additionally, commercial zones allow for apartments to be constructed at 30 units per acre or greater, with or without mixed-uses.
- Additionally, many of the businesses in the area are auto-oriented and include large parking lots and/or drive-throughs, which are prohibited by the MMA. These uses would become nonconforming and would be subject to the nonconforming standards limiting future expansion.

Outreach and NAC Feedback

On December 4th and 5th, 2018, the City hosted a public open house and held NAC Meeting #3 to review the land use and transportation recommendations described in this memo. The following is a summary of feedback received on the land use recommendations which were not already addressed in the memo:

- Court and McAndrews (southeast corner) great site for redevelopment.
- Need increased code enforcement of the greenway, then expansion.
- Need "Missing Middle" housing, townhouses, new houses or apartments in general.
- Need a home repair program to help with neighborhood equity.
- Tree removal/trimming service to help with old trees causing problems.
- Add nodal development considerations.
- A Community Center is needed.
- Identify examples of neighborhoods with similar revitalization stories, such as Eugene, OR (Whitaker neighborhood), Greenville, SC, Bend, OR, and Oakland, CA .
- Use Liberty Park as a model for other neighborhoods in City

These ideas will be further assessed and incorporated in the draft Tech Memo #4 (Liberty Park Vision).

Transportation Needs and Opportunities Assessment

The project team determined high-level transportation needs in the neighborhood based on public feedback received to-date, as well as information from Medford’s Draft 2018 TSP Update (currently in the process of being adopted by the City).

In the Liberty Park neighborhood, Riverside Avenue/OR 99 provides primary north connectivity while Court Street and Central Avenue provide primary south connectivity. Other north-south routes include Beatty Street and Niantic Street. Jackson Street and McAndrews Road are the primary east-west routes, and Manzanita Street and Edwards Street serve as secondary east-west routes through the neighborhood. Due to the presence of Bear Creek and Interstate 5 on the eastern edge of the neighborhood, and the railroad on the western edge of the neighborhood, east-west connectivity is fairly limited. Preliminary outreach has also highlighted gaps in north-south connectivity between downtown Medford and Liberty Park. Needs are summarized below:

1. **Safe, Accessible Facilities for Transportation Users:** The transportation network in Liberty Park lacks a complete network of facilities that are accessible to people walking, bicycling, driving and using public transit. The sidewalk network is incomplete in the neighborhood, and very limited bicycle facilities currently exist. As documented in the Medford 2018 TSP update, the main arterial streets (Riverside Ave, Court St, and Central Ave) rate “high” for Pedestrian and Bicycle Levels of Traffic Stress. Neighborhood residents have expressed concerns about the ability to use these facilities safely.
2. **Oregon Route 99:** OR-99 along Riverside Avenue and Court Street/Central Avenue has high traffic volumes and high speeds, making it an unpleasant corridor to walk in, bike along, or cross. The three existing travel lanes are approximately 13 feet wide.
3. **Limited Crossing Facilities:** There are very limited marked crossing facilities in Liberty Park, particularly across OR-99 and Jackson Street, as well as Manzanita and Edwards Street, which make it more difficult to cross busy streets.
4. **Downtown Connectivity Gap:** There is a connectivity gap between downtown Medford amenities and Liberty Park in terms of convenient, accessible walking and biking facilities for people of all ages and abilities. Developing more continuity between Liberty Park and downtown is a community priority. Presently, there is no crossing facility on E Jackson Street between Riverside Avenue and Central Avenue, a gap of more than 1,000 feet (east to west) and 60 feet wide at many of the crossing points.
5. **Bear Creek Greenway Connectivity:** Between McAndrews Road and Jackson Street there is no defined connection from Liberty Park to the Bear Creek Greenway, an important off-street shared-use facility that provides connections to nature.

There are seven proposed transportation improvement projects identified in the 2018-2038 TSP within the Liberty Park Neighborhood area. Projects in the 2018 TSP Update are proposed as a Tier 1 or Tier 2 project meaning funded and unfunded through the year 2038, respectively. All projects proposed within

the Liberty Park neighborhood are proposed as a Tier 2 — *currently unfunded*— transportation improvement. These TSP projects, which are not presented in a specific order of priority, include:

1. **462** Edwards Street, Court Street/Central Avenue to Riverside Avenue - Upgrade to minor collector standard including one lane in each direction, bike facilities, and sidewalks
2. **163** McAndrews Road & Riverside Avenue - Intersection improvements such as re-striping westbound approach to one through, a shared through/right, and a right-turn lane, signal modifications, and second westbound right-turn lane when needed
3. **B3** Beatty Street, Manzanita Street, Niantic Street, Maple Street, Bartlett Street from McAndrews Road to Jackson Street - Sign and Stripe Neighborhood Bikeway
4. **B13** Jackson Street, Central Avenue to East of Pearl Street - Reconfigure to Provide Bike Facilities
5. **B16** Court Street, Rossanley Drive to Edwards Street - Reconfigure to Provide Bike Facilities
6. **B17** Central Avenue, McAndrews Road to Jackson Street - Reconfigure to Provide Bike Facilities
7. **B155** Riverside Avenue, Highway 62 to Barnett Road – Reconfigure to Provide Bike Facilities

Building on these TSP projects, the project team identified a number of multimodal projects based on needs identified by the Liberty Park community, city staff, and consultant team experience. These projects have not been evaluated or prioritized; projects will be evaluated and prioritized at a later phase of the project and presented in Technical Memorandum #4: Preferred Vision.

Appendix A provides a description of many of the proposed infrastructure treatments described in the following sections.

Pedestrian Network and Crossing Needs

Desired modifications to the existing pedestrian network and corresponding pedestrian capital improvements are highlighted in Figure 12 below. The figure represents community desires. All locations will have to have an engineering study completed, in accordance with the MUTCD, prior to installation of markings or enhancements. All projects contemplated for the neighborhood would likely be eligible for the Oregon Safe Routes to School Program infrastructure grants.

A number of marked crossings are proposed within the neighborhood, with “enhanced” crossings on difficult-to-cross arterial streets. Enhanced crossings could have flashing beacons, curb bulb outs, or other treatments to increase driver compliance and safety. Enhanced crossings are recommended at key intersections; drivers tend to ignore crosswalks and other crossing enhancements if they occur too frequently in a given corridor. **The exact location and type of crossing treatment will be subject to further evaluation before inclusion in the Liberty Park Neighborhood Plan.**

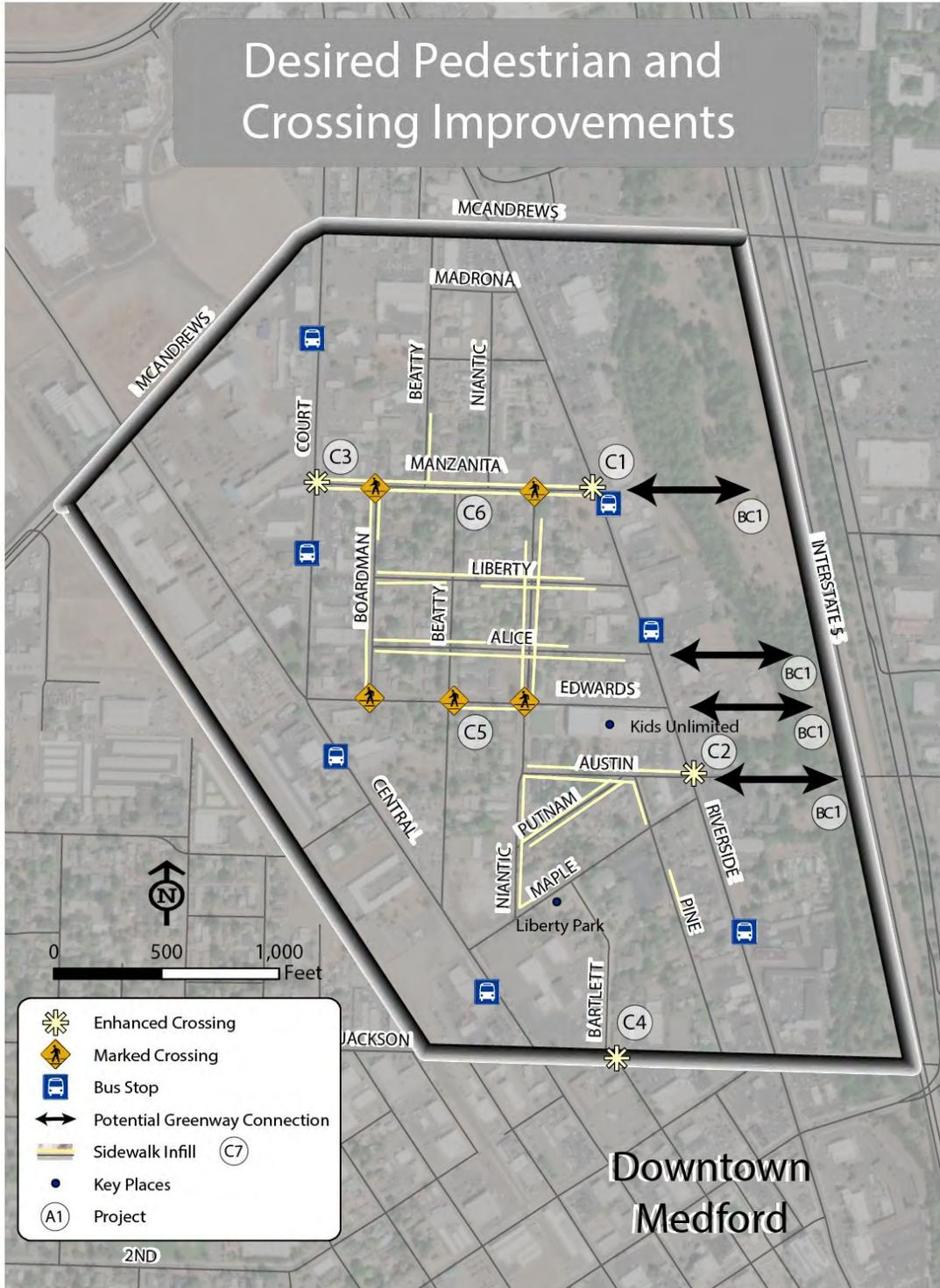
Some bus stops in the corridor could be relocated slightly to be closer to the proposed enhanced crossings at Manzanita/Court and Riverside/Central.

There is approximately 9,000 linear feet of sidewalk missing from the neighborhood, as shown in Figure 12.

Public feedback also indicated interest in using the alleyways present in the neighborhood for pedestrian or bicycling infrastructure. No alley Neighborhood Bikeway improvements are proposed due to the varying condition and uses of alleys in the neighborhood (e.g., some are paved, many are not, and

property owners have encroached on alleys in some instances). However, certain alleys may be identified as key for pedestrian or bicycling connections through additional outreach or NAC input.

Figure 12. Desired Pedestrian Network and Crossing Needs



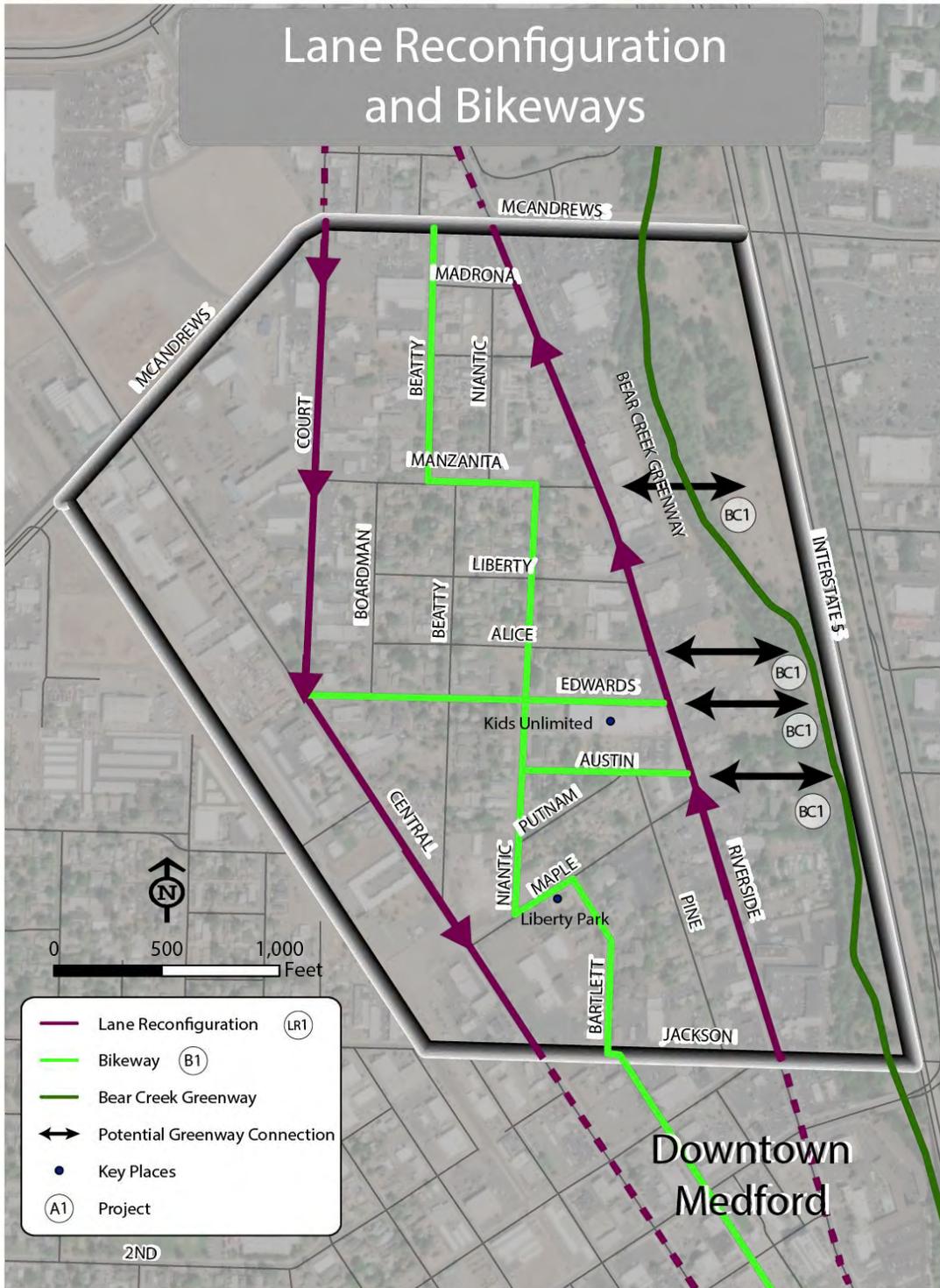
Bicycle Network

Figure 13 shows proposed Neighborhood Bikeway improvements for the Liberty Park neighborhood. The proposed routing on Edwards Street is consistent with the Medford TSP Update. Court/Central and Riverside would have bike facilities as part of a proposed lane reconfiguration (discussed in the next section). Neighborhood Bikeway treatments could include:

- Wayfinding signage
- Sharrows to indicate presence of cyclists to drivers and to help guide cyclists on the preferred route
- Traffic calming treatments

Public feedback also indicated interest in using the alleyways present in the neighborhood for pedestrian or bicycling infrastructure. No alley Neighborhood Bikeway improvements are proposed due to the varying condition and uses of alleys in the neighborhood (e.g., some are paved, many are not, and property owners have encroached on alleys in some instances). However, certain alleys may be identified as key for pedestrian or bicycling connections through additional outreach or NAC input.

Figure 13. Neighborhood Bikeways and Lane Reconfiguration



Connections to the Bear Creek Greenway

Currently, the Liberty Park neighborhood does not have easy access to the Bear Creek Greenway, an important local and regional recreation facility. The project team has proposed considering a new connection to the Greenway, with options shown on Figure 13. Ideally, the connection would be accomplished approximately midway between Jackson and McAndrews Streets to enhance connectivity to the Greenway (there is presently access to the Greenway at its intersections with both McAndrews and Jackson). An enhanced crossing is also desired at the chosen location to improve the crossing at Riverside.

There are no public rights-of-way east of Riverside. However, a small parcel of land is owned by the County directly east of Austin Street, potentially facilitating a connection at this location. A bridge would be required over Bear Creek to reach the Greenway at all locations shown in Figure 13. If a crossing project is carried forward, the project team will create a cost estimate in Technical Memorandum #4.

OR 99 (Central Ave/Court Street and Riverside Avenue) Lane Reconfiguration

A key community desire that emerged from outreach is to look at reconfiguring OR 99, which operates as a couplet (Central/Court southbound, Riverside northbound) and effectively bounds the neighborhood to the east and west. The current street configuration is three through lanes in each direction of the couplet, with posted speeds of 30 MPH; anecdotal evidence suggests many drivers speed on both these roadways. The streets are also difficult to cross for pedestrians, except at existing traffic signals, and do not have dedicated bicycle facilities (however, there are sharrows marked on Court/Central). The streets are designed to move car traffic efficiently through the corridor, at the expense of creating an inviting pedestrian environment that is desired by the neighborhood.

The project team evaluated traffic impacts for different lane reconfiguration options, including: 1) a baseline, “no change” scenario which preserves the existing lane configuration; 2) a two-way reconfiguration with a center turn lane; and 3) a two-lane reconfiguration (two through lanes on each roadway instead of three). The analysis showed that both the two-way and two-lane options would create traffic issues at several key intersections. However, the baseline, “no change” scenario also showed potential future traffic issues at some intersections. Any future changes to the roadway will need to be coordinated with the Oregon Department of Transportation (ODOT) and the City of Medford to develop mitigation for these traffic impacts.

The two-way option, which would turn Court/Central and Riverside into two-way instead of one-way streets, would be prohibitively expensive and difficult to implement based on the preliminary analysis. As a result, this option is not considered further in this memorandum.

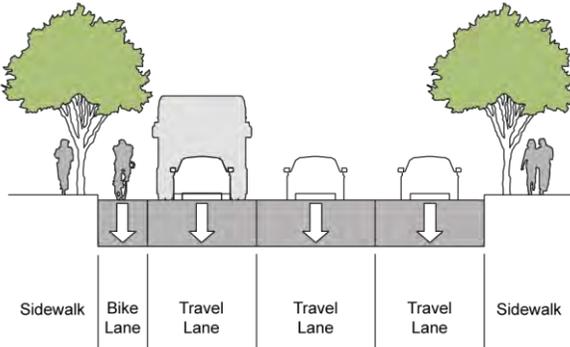
Based on the traffic analysis results, and needs identified by the neighborhood, the project team prepared four different reconfiguration options for Court/Central and Riverside for review by the NAC and the public, described below. These options were created with the OR 99 corridor within the Liberty Park neighborhood in mind, but it is assumed that bicycle and pedestrian facilities could be continued further north and south in the corridor.

After the NAC and public have reviewed the options, the project team will develop a preferred long-term vision for OR 99 and present it in Technical Memorandum #4.

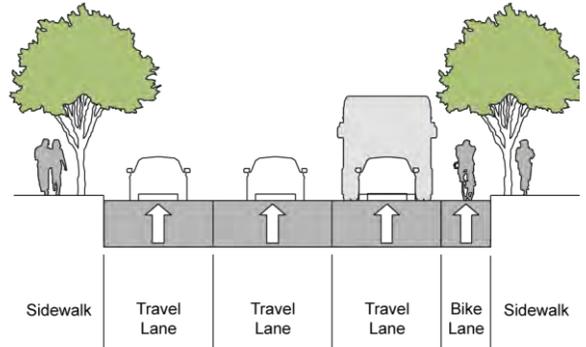
Option 1 – Three Travel Lanes with Reduced Width and Bike Lane

Retain existing three travel lanes in each direction, but narrow lane width to accommodate a bicycle lane.

Court/Central



Riverside



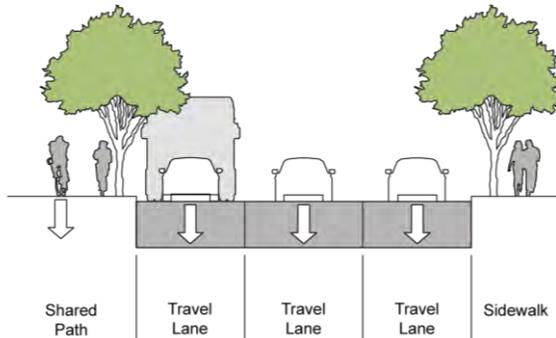
Considerations:

- Would not reduce number of travel lanes; the existing three lanes contributes to an “auto-oriented” corridor, contrary to neighborhood desires. Would also continue to make crossings uncomfortable and challenging for pedestrians, except at signalized intersections.
- Bike lane would likely be used by confident cyclists, but not by children or those who are uncomfortable riding next to vehicle traffic. Buses in the corridor would stop in the bike lane, creating a conflict.
- Lowest-cost option and is unlikely to negatively affect vehicle operations at intersections in the corridor.

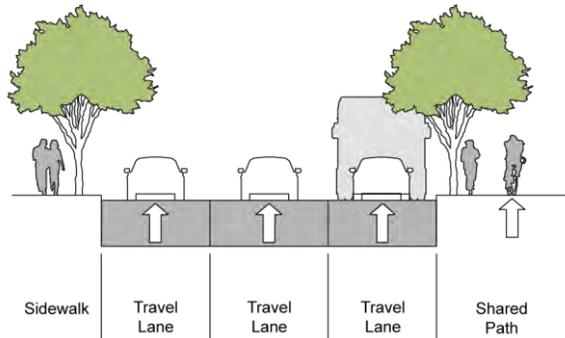
Option 2 – Three Travel Lanes with Reduced Width and Shared Use Path

Retain existing three travel lanes in each direction, narrow lanes to accommodate a shared path in each direction.

Court/Central



Riverside



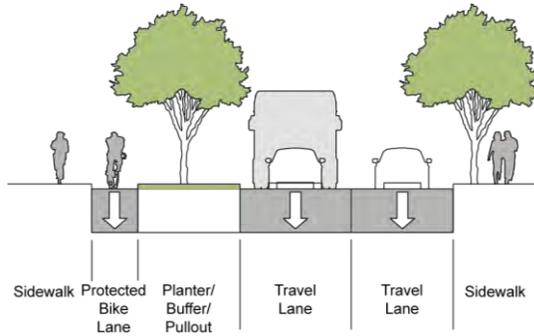
Considerations:

- Would not reduce number of travel lanes; the existing three lanes contributes to an “auto-oriented” corridor, contrary to neighborhood desires. Would also continue to make crossings uncomfortable and challenging for pedestrians except, at signalized intersections.
- Shared path would be a more comfortable facility for users of all ages and abilities.
- This option would include minimal buffering between the shared path and travel lanes.
- Shared path users from the Liberty Park neighborhood would be required to cross the both Court/Central and Riverside to reach the shared path; left-side shared paths would address this issue, but they are likely infeasible. Left-side bikeways can be confusing to drivers and cyclists alike, and if the facility is carried further south or north, it would need to continue to be on the left side of the roadway or a crossing would need to be facilitated.
- The shared path is likely to be used as a two-way facility by cyclists. Drivers turning onto or out of driveways in the corridor may not expect cyclists to be coming the opposite direction of traffic, creating a potential safety hazard.
- This option would be more costly than Option 1. There are a large number of driveways in both corridors. Driveway consolidation would be desired to improve the function/safety of the shared path. Existing utility poles may need to be relocated.

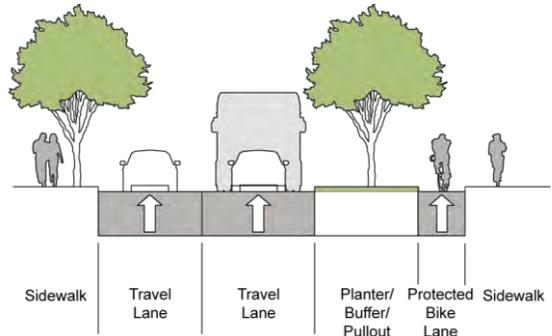
Option 3 – Two Travel Lanes with Buffered Bike Lane

Reduce to two travel lanes in each direction, construct protected bike lane with a landscaping buffer between the travel lanes and bike lane/sidewalk.

Court/Central



Riverside



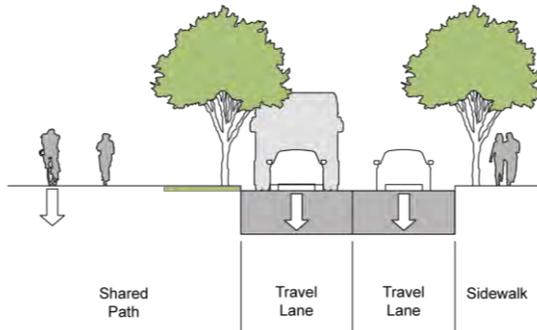
Considerations:

- Would reduce travel lanes to two in each direction; landscaping could help visually narrow the corridor further to slow traffic.
- Protected bike lane would be more comfortable and safe for cyclists. Similar to Option 2, cyclists from the Liberty Park neighborhood would be required to cross the street to access the facility.
- Protected bike lane and landscape buffer would improve the pedestrian environment.
- The landscaping buffer could be converted to a bus-only pullout at bus stop locations to allow the bus to exit traffic. The bus would not conflict with cyclists.
- There are a large number of driveways in both corridors. Driveway consolidation would be desired to improve the function/safety of the protected bike lane. Existing utility poles may need to be relocated.
- This option could require substantial roadway reconstruction, including installation of new curb, pavement, and landscaping within the existing roadbed. However, many communities have created buffers with large potted plants, traffic delineators, or through simple roadway paint which would reduce costs.

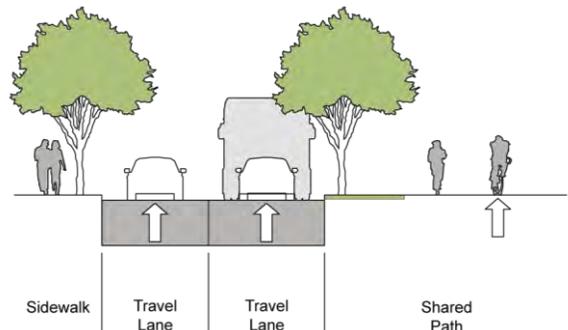
Option 4 – Two Travel Lanes with Buffered Shared Use Path

Reduce to two travel lanes in each direction, construct shared path buffered from travel lanes by landscaping.

Court/Central



Riverside



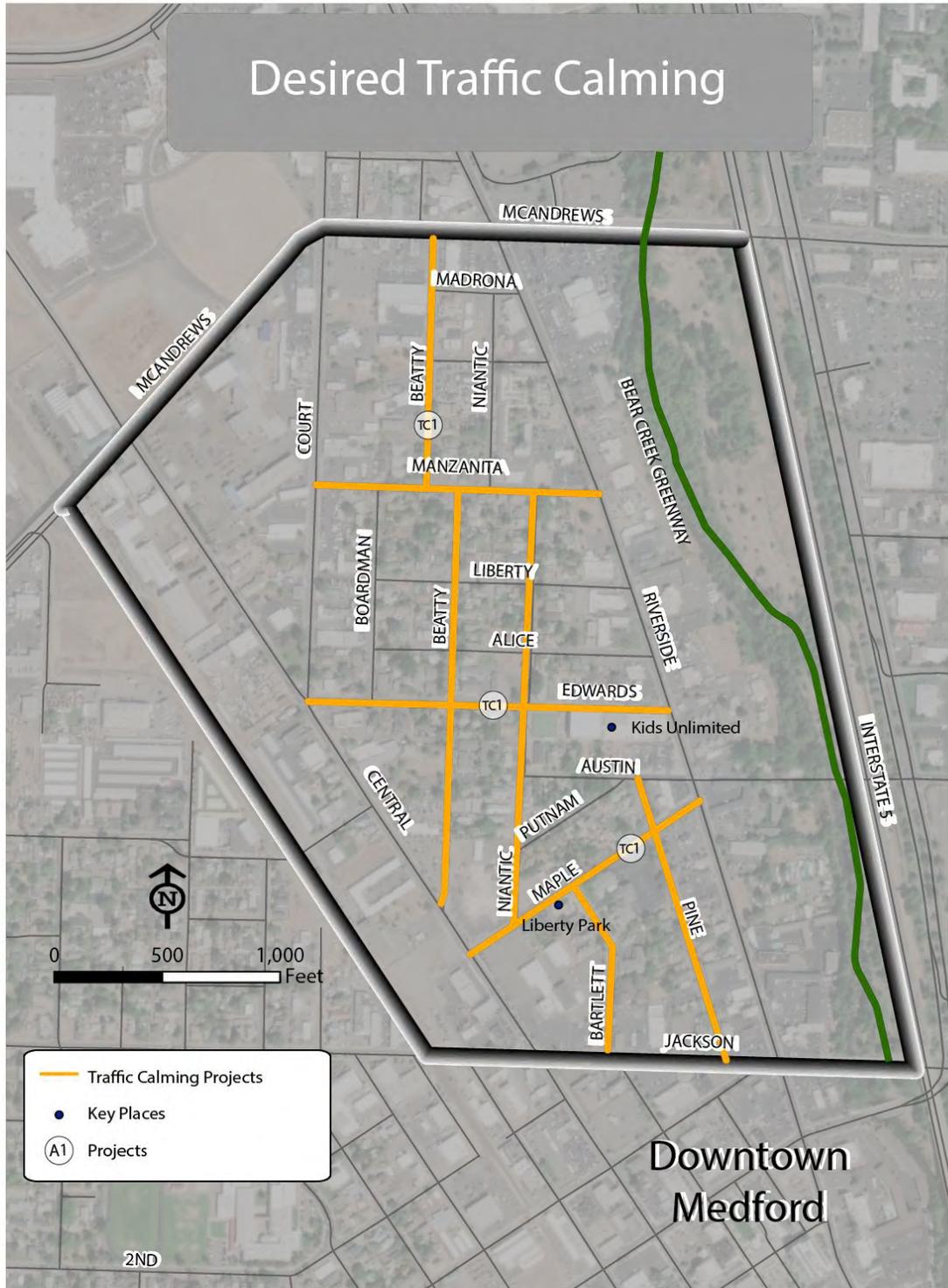
Considerations:

- Would reduce travel lanes to two in each direction; landscaping could help visually narrow the corridor further to slow traffic.
- Shared path and landscape buffer would likely improve the pedestrian and cyclist comfort over other options.
- Similar to Option 2 and 3, cyclists and pedestrians from the Liberty Park neighborhood would be required to cross the street to access the shared path facility.
- The landscaping buffer could be converted to a bus-only pullout at bus stop locations to allow the bus to exit traffic. The bus would not conflict with cyclists.
- There are a large number of driveways in both corridors. Driveway consolidation would be desired to improve the function/safety of the shared path. Existing utility poles may need to be relocated.
- The shared path is likely to be used as a two-way facility by cyclists. Drivers turning onto or out of driveways in the corridor may not expect cyclists to be coming the opposite direction of traffic, creating a potential safety hazard.
- This option would require substantial roadway reconstruction, including installation of new curb, pavement, and landscaping within the existing roadbed. Cost could be mitigated by alternative buffer treatments as described for Option 3.

Traffic Calming

Figure 14 shows streets identified by the NAC and the public that could benefit from traffic calming measures. Many streets were noted as potential locations for traffic calming treatments. These streets were identified as having either speeding traffic, substantial traffic volumes, or other concerns that could warrant treatments to slow traffic. Neighborhood Bikeway and pedestrian crossing improvements often function as traffic calming as well.

Figure 14. Desired Traffic Calming Locations



Project Summary Table

Preliminary cost estimates are presented in the summary table for each project according to the following scale. “Order-of-magnitude” cost estimates will be created for the refined list of projects in Technical Memorandum #4.

\$ - <\$10,000

\$\$ - \$10,000 to \$100,000

\$\$\$ - \$100,000 to \$1,000,000

\$\$\$\$ - >\$1,000,000

The recommendations noted below are preliminary recommendations from the consultant team on whether a given project should be moved forward for further study and potential inclusion in the Liberty Park Neighborhood Plan. In all cases, the projects need further evaluation before being included in the Plan.

#	Project	Description	Cost Range	Consultant Team Recommendation	Notes
C1	Riverside Avenue at Manzanita Street	Implement an enhanced crossing treatment (e.g. high-visibility crosswalk and Leading Pedestrian Interval) across Riverside Avenue at the intersection of Manzanita Street	\$	Yes	Curb ramps may require replacement/construction, increasing costs.
C2	Riverside Avenue at Austin Street	Implement an enhanced crossing treatment (e.g. Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon) across Riverside Avenue at the intersection of Austin Street	\$\$\$	Yes	Key crossing for connection to Bear Creek Greenway (see below). Cost may be more substantial if curb ramps require replacement/ construction.

#	Project	Description	Cost Range	Consultant Team Recommendation	Notes
C3	Court Street at Manzanita Street	Implement an enhanced crossing treatment (e.g. Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon) at the intersection of Court Street and Manzanita Street	\$\$\$	Needs further study	Curb ramps may require replacement/construction, increasing costs.
C4	Jackson Street at Bartlett Street	Implement an enhanced crossing treatment (e.g. Rectangular Rapid Flashing Beacon or Pedestrian Hybrid Beacon) across E Jackson Street at the intersection of N Bartlett Street.	\$\$	Needs further study	Curb ramps may require replacement/construction, increasing costs.
C5	Edwards Street Corridor	Implement a marked crossing and signage on Edwards Street at the intersection of Boardman, Beatty, and/or Niantic Street	\$	Yes	Curb ramps may require replacement/construction, increasing costs.
C6	Manzanita Street Corridor	Implement a marked crossing and signage on Manzanita Street at the intersection of Boardman Street, Beatty Street, and/or Niantic Street.	\$	Yes	Curb ramps may require replacement/construction, increasing costs.
C7	Sidewalk infill (see figure)	Sidewalk infill where missing. Approximately 9,000 linear feet (1.7 miles) of sidewalk is missing	~\$750,000 per mile of new sidewalk	Yes	Sidewalk improvements can be made incrementally. For Memo #4, sidewalk infill projects can be

#	Project	Description	Cost Range	Consultant Team Recommendation	Notes
					prioritized and costed individually.
B1	Bikeway Improvements	Neighborhood-wide bikeway improvements identified in Figure 13. Treatments could include signage, pavement markings, and traffic calming treatments (see TC1 below).	\$\$	Yes	Final preferred bikeway network should be coordinated with traffic calming improvements. This cost considers just signage and pavement markings.
BC1	Connection to Bear Creek Greenway	Construction of pedestrian/cyclist connection from Riverside east to the Greenway. This project would require a bridge required to cross creek.	\$\$\$	Yes	Any location chosen will require purchase of right-of-way or easements to facilitate a path from Riverside to the Greenway.
TC1	Neighborhood-wide traffic calming	Varying costs depending on type of treatments chosen. Streets designated for traffic calming should be coordinated with the bikeway network to the extent possible.	\$ - \$\$	Yes.	Need to review traffic calming locations with stakeholders before recommending discrete projects
LR1 Option 1	Retain 3 lanes on OR 99, add bike lane	Retain current road configuration, but narrow lanes to accommodate a bike lane.	\$\$	Project team will make recommendation after	



#	Project	Description	Cost Range	Consultant Team Recommendation	Notes
LR1 Option 2	Retain 3 lanes on OR 99, add shared path	Retain current road configuration, add a shared path to accommodate cyclists and pedestrians	\$\$\$\$	stakeholder review of options.	Substantial constraints include utility poles, many driveways in both corridors
LR1 Option 3	Two travel lanes, protected bike lane	Reduce to two travel lanes each direction, add landscaping buffer and protected bike lane	\$\$\$\$		
LR1 Option 4	Two travel lanes, shared path	Reduce to two travel lanes each direction, add landscaping buffer and shared path	\$\$\$\$		Substantial constraints include utility poles, many driveways in both corridors

Outreach and NAC Feedback

On December 4th and 5th, 2018, the City hosted a public open house and held NAC Meeting #3 to review the transportation projects in Tech Memo #3. The following is a summary of feedback received:

- Enhanced Crossings: the NAC expressed preferences for the following crossing locations:
 - Riverside at Austin
 - Court/Central:
 - Enhance existing crossings at Edwards
 - Potential crossing at Beatty
 - Crossing at Clark to facilitate pedestrian access across the railroad tracks west of the neighborhood
 - Jackson/Bartlett
 - Consider moving bus stops to more closely align with crossings
- Sidewalks: The City indicates that all sidewalk gaps on both sides of the road should be filled within the neighborhood.
- Bike infrastructure: public and NAC feedback indicates that the proposed bikeway in Technical Memorandum #3 through the neighborhood is the right routing. However, bike lanes are the preferred treatment on Edwards and Manzanita. Jacobs will explore an alleyway project in addition to the other improvements proposed.
 - Bike/ped alleyway pilot project (Jacobs will explore possible candidate alleys)
 - Bike lanes on Edwards, Manzanita
 - Neighborhood bikeway as proposed in TM3 is good
- Traffic Calming: the NAC expressed concern about the volume of traffic and speeding traffic on all streets identified in Technical Memo #3. The NAC also suggested:
 - Consider speed limit reductions on OR 99
 - Consider speed limit reductions, if possible, on neighborhood streets to 20 MPH
 - Jacobs to propose further traffic calming treatments based on NAC feedback
- Greenway Access: Austin is likely the most feasible connection point of those proposed and should be explored further.
- The NAC expressed a preference for Option 3 (two travel lanes + buffered bike lane) Lane Reconfiguration.

This feedback, and that of agency partners like ODOT, will be incorporated into the transportation projects contained in the Preferred Vision in Technical Memo #4.

Appendix A: Descriptions of Transportation Treatments

Neighborhood Greenway/Bikeway: Bicycle and pedestrian priority residential streets with low volumes of motor vehicle traffic and low speeds.



Bike Lane: Bicycle-only travel lanes that are demarcated from automobile lanes using paint and/or striping.



Buffered/Protected Bike Lane: A bicycle lane that is similar to a conventional bike lane but designed so that it provides a more protected and comfortable space for cyclists. Sometimes buffered from traffic by landscaping, other features.



Shared Path: A separated pathway that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating, people in wheelchairs, and other mobility devices.



Enhanced Crossing: Pedestrian-only crossings that provide more protection to vulnerable non-motorized road users while crossing the street.

- **Leading Pedestrian Interval (LPI):** A pedestrian signal that gives pedestrians a head-start crossing the street before the traffic signal turns green for drivers.
- **High Visibility Crosswalk:** Reflective street or roadway markings that emphasize pedestrian crossing locations.
- **Raised Pedestrian Crossing:** Crosswalks that raise the level of the roadway even with the sidewalk, providing a level pedestrian path and requiring drivers to slow down.
- **Bulb-Out/Curb Extensions:** An extension of the curb or sidewalk into the street, shortening the crossing distance for pedestrians and reducing driver speed.
- **Crossing Island (Pedestrian Refuge):** A protected area in the middle of a crosswalk, often in a median, allowing pedestrians to stop while crossing the street.



- **Rapid Rectangular Flashing Beacon (RRFB):** A crossing treatment that includes signs that have a pedestrian-activated “strobe-light” flashing pattern to notify drivers that a pedestrian or bicyclist is attempting to cross the street.



- **Pedestrian Hybrid Beacon:** A pedestrian activated signal that is unlit when not in use. Once activated, it begins with a yellow light alerting drivers to slow down, and then displays a solid red light requiring drivers to stop while a pedestrian crosses the street. The beacon flashes red to signal that drivers may proceed once pedestrians have crossed the street.



Rapid Rectangular Flashing Beacon (RRFB): A crossing treatment that includes signs that have a pedestrian-activated “strobe-light” flashing pattern to notify drivers that a pedestrian or bicyclist is attempting to cross the street. RRFB’s are often used at midblock crossings, on streets with higher traffic volumes.



Traffic Calming: The use of physical measures that reduce negative effects of motor vehicle use and improve conditions for non-motorized users.

- **Chicanes:** A series of alternating curves or lane shifts in a roadway, intended to reduce motor-vehicle speeds.
- **Reduced Curb Radii:** A street corner that is reconstructed with a smaller radius to reduce vehicle turning speeds.



Source: Scott Wainright, fhwa.gov



Subject **Technical Memo #4 Preferred Vision**

Attention Carla Paladino, City of Medford
 John McDonald, ODOT

From Consultant team

Date March 25, 2019

Introduction and Purpose

Liberty Park is one of the City's oldest and most established neighborhoods, with a diverse mix of residents and businesses. It includes a mix of housing, commercial and retail businesses, educational and other institutions, and industrial uses, while serving as a gateway to the Downtown, other commercial areas, and the Bear Creek Greenway. At the same time, the neighborhood is surrounded by major roadways and it lacks a complete and reliable network of sidewalks and street crossings to provide adequate connections within and outside its boundaries.

The City's urban renewal program, called the "City Center Revitalization Plan," has been in effect since 1988 and covers nearly 600 acres, including the Liberty Park neighborhood. In an effort to address current and future needs in the neighborhood, the Medford Urban Renewal Agency (MURA) and Medford City Council adopted an amendment to the City Center Revitalization Plan in March 2018 that increases available MURA funds for the Liberty Park neighborhood. Of the newly available \$19.9 million in financing, approximately \$2 million is allotted for downtown seismic retrofitting. This leaves more than \$17 million for projects within the Liberty Park neighborhood, bounded by Jackson Street, McAndrews, Biddle, and Court/Central. Money dedicated though MURA is subject to change at the discretion of MURA and the Medford City Council. The approximate amount of \$17 million is used for planning purposes in this document and other related planning efforts.

Since June 2018, the City of Medford has led a community process to develop a new plan for the Liberty Park Neighborhood. These efforts are building on the 2002 Liberty Park District Neighborhood Plan. The purpose of this memorandum is to describe a recommended set of strategies to carry out the vision for Liberty Park that has been established through a community-led process. The preferred alternative builds upon the work of *Technical Memorandum 3: Visioning Summary (TM #3)* to identify desired locations for changes to zoning and land uses, proposed improvements in the public realm, and lay out a series of prioritized projects.

Project Goals

The goals of the neighborhood plan have been developed through these community outreach efforts. They are to:

- Make this a safe neighborhood for residents to walk, bicycle and socially interact through design of private development and public spaces.
- Enhance and promote law enforcement and social services that meet community needs and help minimize crime and the impacts of homelessness on the neighborhood.
- Create and maintain a happy, healthy, attractive and vibrant neighborhood for residents and business owners through a shared sense of responsibility, accountability, ownership and respect.
- Create, maintain and enhance places within the neighborhood that contain resources to enrich lives, including parks, gathering places and other educational and community facilities and services that enhance the neighborhood and improve the lives of people within it.
- Provide quality, affordable, attractive housing for people with a range of incomes, ages and needs through development and redevelopment of a full range of housing types and mixed residential and commercial development.
- Support creation and expansion of local businesses, including those that serve neighborhood residents and workers and provide products that meet every-day needs.
- Conserve natural resources, preserve the natural environment and provide access to nature, including through connections to the Bear Creek Greenway.
- Support the creation of family wage jobs and advanced educational opportunity to the residents of the neighborhood.
- Connect this neighborhood into the downtown economy and to other parts of the City through improvement and maintenance of an efficient, effective transportation system that supports all types of travel, including walking, bicycling, driving and transit.

Outreach Summary

This preferred vision described in this memo is informed by public outreach, including in-person open houses, an online visioning website and survey, and input from City staff and the Neighborhood Advisory Committee (NAC). The process began by defining an initial set of goals, as described in *Technical Memos 1 and 2*.

Visioning Survey

The public was encouraged to submit their vision for the Liberty Park neighborhood as part of an online visioning survey conducted early in the planning process. Approximately 110 people participated in the survey and commented on a variety of topics, including how they travel to and within the neighborhood; the types of development they would like to see there in the future; concerns and priorities related to a variety of project goals and objectives; and preferences for different types of transportation facilities,

housing types, and commercial development. Results of the survey were considered in developing subsequent project recommendations.

Visioning Website

The public was encouraged to submit their vision for the Liberty Park neighborhood with the visioning website. This was available online during the Fall of 2018, and was advertised via emails, door-to-door flyers, the city’s Website and social media platforms. The Visioning Website shared information about projects being considered and sought feedback to prioritize them. Responses highly favored streetscape improvements to calm traffic and expanding parks and open spaces in the neighborhood. The website also prompted visitors to choose their top priorities for a safer, more livable Liberty Park community. These responses show a preference for investments that can improve comfort and safety, including more inviting environmental design, enhanced law enforcement activities, and a safer environment for people walking and biking. Many responses also indicated a desire to expand resources to better address conditions for people experiencing homelessness.

Stakeholder Interviews

City staff conducted interviews with approximately 29 local community group representatives and stakeholders. Participants identified a wide variety of recommended improvements to transportation and other public facilities, as well as desirable types of commercial and residential development. These ideas were incorporated in preliminary recommendations for the area described in TM #3.

Open Houses

The City hosted two public open houses during the project. The first open house focused on overall goals and issues to be addressed in the study area and generally affirmed a set of draft goals prepared with help from the NAC. A second open house was held on December 4, 2018. This event gave community members an opportunity to review and comment on Draft Technical Memorandum 3, which summarizes potential projects to include in alternative visions for the future of Liberty Park. These projects are informed by input from the neighborhood survey, stakeholder meetings, NAC meetings, and virtual visioning website, along with a land use vision and analysis of transportation system improvements. Overall results of the open house included:

- Options 3 and 4 received the most support, among potential Lane Reconfiguration alternatives for Court, Riverside and Central Avenues.
- There was general support for the location of proposed enhanced pedestrian crossings, particularly near destinations such as Kids Unlimited and at the intersection of Bartlett and Jackson Streets.
- Participants supported traffic calming strategies and potential locations and noted the importance of slowing traffic on neighborhood streets, particularly on Pine, Austin, Niantic and Beatty.
- People generally liked the proposed land use recommendations and noted the need for a variety of new uses in the area, including more “missing middle” housing, cafes, food carts, laundromats, and restaurants.
- Local motels were noted as a potential source of criminal activity but also as a source of low income housing for local residents; code and law enforcement is needed to address adverse impact at these and other locations in the neighborhood.

NAC Meeting #3

The City held NAC Meeting #3 on December 5, 2018. This meeting was primarily to review the transportation projects and land use recommendations described in Tech Memo #3. The following is a summary of feedback received from the public and the NAC.

- Option 3 was the preferred Lane Reconfiguration alternative for Riverside and Central Avenues; reducing speeds on these streets also should be a priority
- Recommended locations for sidewalk infill, pedestrian crossings, and traffic calming projects generally make sense
- Austin or Edwards is a preferred location for an enhanced pedestrian/bicycle crossing of Riverside Avenue, in part because it will improve access and safety for people going to Kids Unlimited; it should be paired with an improved connection to the Bear Creek Greenway
- Clark St. presents a significant opportunity for a neighborhood bikeway; alleys should also be considered as potential bikeway locations
- Pine St., Niantic, Maple, Beatty are all considered high priorities for traffic calming; a variety of strategies should be considered, including use of demonstration projects
- Land use recommendations described in TM #3 were generally supported; additional suggestions included:
 - Focus on the area near the enhanced Riverside Crossing and Bear Creek connection as an opportunity for redevelopment
 - Address code enforcement and law enforcement issues to improve quality of life for residents
 - Architectural design standards for new development should be considered
 - Consider restrictions on future new car lots and motels
 - Consider development of a new community center in the area
 - Provide examples of how other communities have addressed similar issues and use the Liberty Park planning process as a model for other neighborhoods in Medford in the future (*note: the consultant team is preparing relevant case studies of neighborhood revitalization, lane reconfigurations, and other relevant issues which will be included in a final draft of this memo or in the draft Liberty Park Neighborhood Plan*).

Summary of Recommendations

Figure 1 summarizes key elements of the Liberty Park Preferred Vision, including both land use and transportation recommendations. Elements of this preferred vision include the following:

- **Land Use Recommendations**
 - Development/redevelopment opportunities where locally-serving commercial uses may benefit the neighborhood

- Potential rezoning of residential land or code changes to accommodate existing non-conforming uses and allow for a wider range of housing types
- Potential redevelopment corridor at the location of a future connection to the Bear Creek Greenway
- Code and law enforcement are very important to local residents
- **Transportation Recommendations**
 - Marked crossings and enhanced crossings at key intersections
 - Bikeways and Traffic Calming along neighborhood streets
 - Lane reconfiguration of Court, Riverside and Central
 - Potential connections to Bear Creek Greenway

These elements are described in greater detail in the following sections.

Figure 1. Land Use and Transportation Opportunities in the Liberty Park Neighborhood



The remainder of this memo describes these recommendations in more detail.

Land Use Recommendations

Opportunities for Infill Development/Redevelopment

There are several parcels within the Liberty Park neighborhood that are vacant or underutilized, as identified in Technical Memorandum 3. To the extent that redevelopment does occur within the Liberty Park area, walkable, locally-serving retail uses are a priority for the Preferred Neighborhood Vision.

In developed residential areas of the neighborhood, renovation and repair of existing homes is more likely than full-scale redevelopment.

Large commercial parcels on N Riverside and N Central have an automobile-oriented form and include large parking areas. Some of these sites may have the potential for redevelopment into more walkable, locally-serving businesses. Other areas within Community Commercial or Heavy Commercial zones, shown in purple on Figure 1, have little or no improvements on them today and may be suitable for infill development.

Additionally, new connections to the Bear Creek Greenway (shown as blue arrows in Figure 1) may support targeted development along a particular corridor that could cater specifically to increased multi-modal traffic.

The following figures show examples of the kind of development that would be a good fit for infill in the Liberty Park Neighborhood.

Figure 2. Full block of storefront commercial, 406 E Main St, Medford



Figure 3. Small-scale restaurant at 1789 W Stewart



Figure 4. Corner coffee shop with wide sidewalks at 229 W Main.



Figure 5. Commercial/Office Developments in Bend, OR



Figure 6. Cafe within a former single family residence, Medford OR



Figure 7. Food Carts in Medford, OR

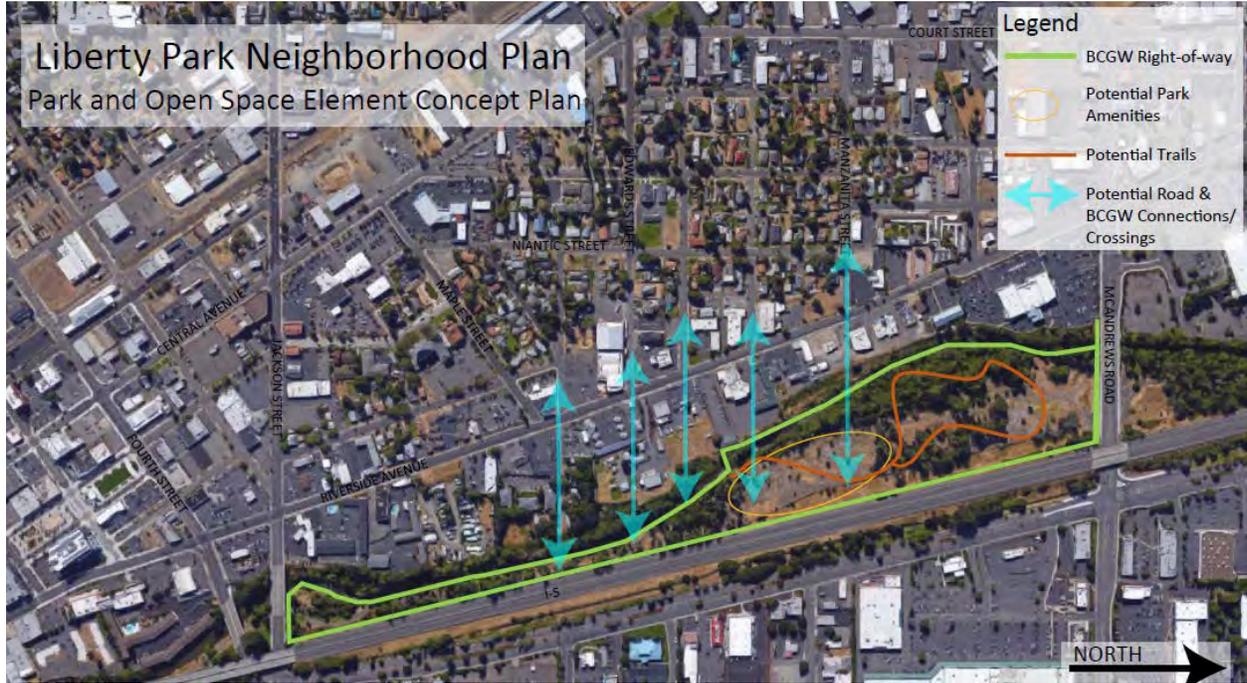


Parks/Open Space Enhancement

The Medford Parks and Recreation Department has provided a preliminary concept for the Bear Creek Greenway between Jackson Street and McAndrews Road, as shown in Figure 8. This concept includes nature trails, a dog park, a playground, and a parking area with a pedestrian bridge to access these amenities from the Liberty Park neighborhood.

Figure 8 shows a concept for park amenities and trails within the Bear Creek Greenway, as well as a pedestrian crossing over Bear Creek. The location of this creek crossing should coincide with a prominent pedestrian crossing location on Riverside Ave.

Figure 8. Bear Creek Greenway Concept from Medford Parks and Recreation



Regulatory Changes

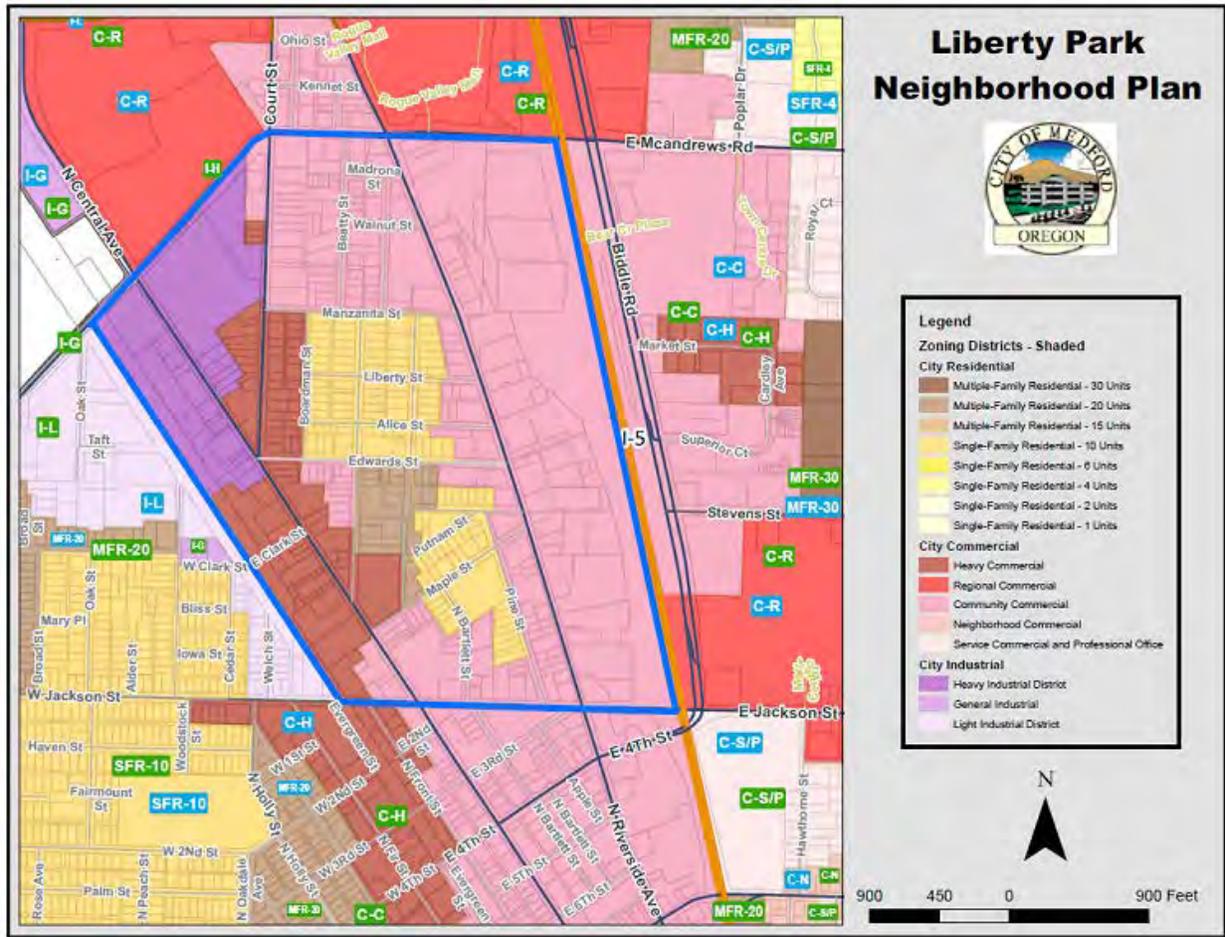
The following regulatory changes are part of the Preferred Vision. The existing zoning of the neighborhood is shown in Figure 9 for reference.

Create an Overlay Zone for the Liberty Park Neighborhood

An overlay zone is recommended for the Liberty Park area in order to apply special regulations that would:

- Establish site development or architectural design guidelines or standards that add to or supersede those of the base zones to create a more pedestrian-friendly environment
- Restrict certain uses that would otherwise be allowed, or allow uses that would otherwise be prohibited.
- Allow multi-unit dwellings such as 3-5-plexes within the district.
- Require development or redevelopment in certain areas to provide better pedestrian access to neighborhood amenities, such as the Bear Creek Greenway.

Figure 9. Zoning Map of the Liberty Park Neighborhood



Re-Zoning

In addition to the creation of a Liberty Park Neighborhood overlay, changes to residential zoning designations within the neighborhood may be appropriate. The General Land Use Plan (GLUP) designation for residential portions of the neighborhood areas is a combination of Urban Medium Density Residential (UM) and Urban High Density Residential (UH), which are similar to MFR-15 and MFR-20. The existing SFR-10 areas (highlighted in yellow on Figure 1) could be rezoned to MFR-15 north of Edwards and MFR-20 or MFR-30 for portions south of Edwards and north of Maple Street to address non-conforming uses and allow for a more efficient and intensive pattern of development, and for a wider range of housing types and redevelopment opportunities.

Code and Law Enforcement Issues

Throughout the planning process, community members identified the need for improved law enforcement and land use code enforcement activities to address criminal activity, impacts of homelessness, repair and rehabilitation of dilapidated buildings, and similar issues. Community members note that addressing these issues is a key to improving the quality of life for local residents and revitalizing the area. One possibility could be the inclusion of a community center and/or police substation in the area.

Transportation Recommendations

Building on previous project work and subsequent community feedback, the project team has developed a recommended set of transportation projects and programs to advance as part of the preferred vision and final Neighborhood Plan. General priorities identified during outreach included:

1. **Safe, Accessible Facilities for Transportation Users:** The transportation network in Liberty Park lacks a complete network of facilities that are accessible to people walking, bicycling, driving and using public transit. The sidewalk network is incomplete in the neighborhood, and very limited bicycle facilities currently exist. As documented in the Medford 2018 TSP update, the main arterial streets of Riverside Avenue, Court Street, and Central Avenue rate “high” for both Pedestrian and Bicycle Levels of Traffic Stress. Neighborhood residents and NAC members have expressed concerns about the ability to use these facilities safely.
2. **Oregon Route 99:** OR-99 along Riverside Avenue and Court Street/Central Avenue has high traffic volumes and high speeds, making it an unpleasant corridor to walk in, bike along, or cross. The three existing travel lanes are approximately 13 feet wide.
3. **Improved Crossing Facilities:** There are very limited marked crossing facilities in Liberty Park, particularly across OR-99 and Jackson Street, as well as Manzanita and Edwards Street, which make it more difficult to cross busy streets.
4. **Downtown Connectivity:** There is a connectivity gap between downtown Medford amenities and Liberty Park in terms of convenient, accessible walking and biking facilities for people of all ages and abilities. Developing more continuity between Liberty Park and downtown is a community priority. Presently, there is no crossing facility on E Jackson Street between Riverside Avenue and Central Avenue, a gap of more than 1,000 feet (east to west) and 60 feet wide at many of the crossing points. Bartlett should be considered as a potential crossing for all modes of travel with a tilt towards pedestrian and bicycle connections. Additionally, the roadway and urban design patterns on E. Jackson could be oriented towards creating a more pedestrian-friendly environment to foster the connection to downtown.
5. **Bear Creek Greenway Connectivity:** Between McAndrews Road and Jackson Street there is no defined connection from Liberty Park to the Bear Creek Greenway,

Based on high-level needs and supporting goals of the Neighborhood Plan, TM #3 summarized potential multimodal projects that build upon identified projects in the Medford 2038 TSP updates and the overall goals of the Liberty Park Neighborhood Plan. In this memo, the project team has identified draft recommendations based on how each project addresses the neighborhood’s goals as well as the project’s cost and feasibility.

Nearly 20 projects are recommended in the Liberty Park neighborhood to address these goals. All of these projects are eligible for funding through the Safe Routes to School program because they are all within one mile of a school. Additionally, none of these projects propose changing street classifications.

Projects are prioritized based on a recommended timeframe of implementation. Priorities are based on the cost and feasibility of the project, the amount of planning and design required, and how important the project is to realize the neighborhood’s preferred vision. Some projects are intended to be implemented together or sequentially. These are noted in the project descriptions.

- Near-term: implemented in 0-5 years
- Medium-term: implemented in 5-10 years
- Long-term: implemented in 10+ years

The following sections review the projects at a high level, followed by “cut sheets” describing each project in more detail.

Traffic Calming

Common concerns include speeding traffic, cut-through traffic, traffic volumes, and safety for people traveling to community destinations such as Kids Unlimited. Recommended projects focus on reducing speed limits, installing stop controls (such as stop signs), narrowing or removing lane markings, implementing diverters, and applying speed bumps to calm traffic. Other improvements that can function as traffic calming, such as pedestrian crossing improvements and bicycle facilities, are discussed later in this memorandum.

TC1 and TC3-a recommend speed limit reductions. For all streets in the Liberty Park study area, the City of Medford serves as the road authority. However, it is necessary for speed limit reductions to adhere to the definitions and intent described under ORS. Statutory speeds can be posted at the discretion of the road authority if a street or highway meets the definitions described under ORS 801.100 (Definitions) and the criteria as described under ORS 810.200, ORS 811.105, and ORS 811.111:

- 15 mph – alleys; narrow residential roadways;
- 20 mph – business districts (ORS 801.170), school zones (ORS 801.462);
- 25 mph – residential districts, public parks, ocean shores.

Note that reducing the speed limit below statutory speeds, as defined in ORS 810.180(10), requires additional legislative dispensation for the City of Medford.

Additionally, recommended traffic calming projects are conceptual. Any traffic control changes will be evaluated further prior to project implementation. Traffic calming locations and designs still require further study and would be vetted by the Traffic Coordinating Committee and the Transportation Commission.

Lane Reconfiguration

Another key community priority that emerged in the process of developing the Neighborhood Plan is to reconfigure Oregon Route 99 through the Liberty Park study area. OR-99 is currently a couplet that runs southbound along Court Street and Central Avenue and northbound along Riverside Avenue. The current street configuration is three through lanes in each direction of the couplet, with posted speeds of 30 mph; anecdotal evidence suggests many drivers speed on both these roadways.

The streets are difficult to cross for pedestrians and do not have dedicated bicycle facilities. The streets are designed to move car traffic at high speeds through the corridor, at the expense of creating the safe and comfortable pedestrian environment desired by the neighborhood.

The project team prepared four different lane configuration options for Court/Central and Riverside based on traffic analysis results and needs identified by the neighborhood. These options were created for the OR-99 corridor within the Liberty Park neighborhood, but it is assumed that bicycle and pedestrian facilities could be continued further north and south. Lane configuration options are described in detail in Technical Memos 2 and 3. Based on feedback from City of Medford staff, the NAC and public at large, the project team recommends Option 3: Two Travel Lanes with a Buffered Bike Lane, which reduces the corridor to two travel lanes in each direction and constructs protected bike lanes with a buffer between the travel lanes and bike lane/sidewalk. This option is preferred because it provides safer, more comfortable facilities for people to ride bikes along the corridor while also calming traffic on OR-99.

Any future changes to the roadway will need to be coordinated with the Oregon Department of Transportation (ODOT) and the City of Medford to develop mitigation for traffic impacts.

Bicycle Network

The NAC and the public have expressed a desire to make the Liberty Park Neighborhood a safe and comfortable place to ride a bicycle. Bicycle facilities currently here are very limited and the main arterial streets through the neighborhood (Riverside Ave, Court St, and Central Ave) rate “high” for Pedestrian and Bicycle Levels of Traffic Stress. Neighborhood residents have expressed concerns about the ability to use these facilities safely.

Though they are described separately, the lane reconfigurations on Court/Central and Riverside will also help improve the bicycle network. In addition to improving conditions for people on bicycles, these projects can also help to calm automotive traffic in the neighborhood.

The project team does not recommend a bicycle and pedestrian alleyway pilot project. Alleyways in the Liberty Park neighborhood are impractical for pedestrian and bicycle travel for a variety of reasons. First, they provide limited connectivity east-west and north-south, so it is difficult to build a continuous, direct route with existing alleys. Second, the surfaces of these alleyways are in various states of repair, many are unpaved and uncomfortable for bike riding. Third, these alleyways are used by neighborhood residents to access garages and parking areas — creating a significant amount of traffic for these narrow routes. Fourth, alleys cross streets at mid-block locations where people driving do not expect to see pedestrians and fast-moving cyclists to be crossing.

Enhanced Pedestrian Crossings

The public and the NAC voiced a desire for improved pedestrian crossing facilities. There are currently very limited marked crossing facilities in Liberty Park, particularly across OR-99, Jackson Street, Manzanita Street, and Edwards Street. These are busy streets and the lack of crossing facilities makes it very difficult for pedestrians to safely move about the neighborhood.

The project team identified locations to improve crossing conditions based on input from the NAC. All crossings are recommended to have a painted continental crossing striping pattern because drivers comply more consistently with this pattern than with others. A rectangular rapid flashing beacon (RRFB) is included with some crossings to alert approaching drivers that pedestrians are present. Bus stops in

the vicinity of crossings may be relocated for better access to the improved crossing facility. Note that recommended crossing locations and designs are preliminary and still require further study.

Bear Creek Greenway Connections

The Liberty Park neighborhood currently does not have easy access to the Bear Creek Greenway, an important local and regional trail for transportation and recreation. The nearest access points are at McAndrews Street on the north edge of the neighborhood and at Jackson Street on the south edge. The project team considered four alignments for a new connection to better serve Liberty Park. The recommended alignment will be based on further study. This project should be coordinated with an enhanced crossing project to improve pedestrian access across Riverside.

Sidewalk Infill

A connected and complete sidewalk network is important to realize the neighborhood’s vision of safe and accessible facilities for pedestrians. This is approximately 9,000 linear feet (1.7 miles) of sidewalk. The City of Medford has indicated a priority to infill sidewalk gaps on both sides of all roads within Liberty Park neighborhood.

Bus Stop Relocation

Crossing improvements along OR-99 provide an opportunity to better access bus stops along the corridor. Bus stops in three locations can be relocated to take advantage of this opportunity. These relocations must be coordinated with crossing projects, as well as the lane reconfiguration on OR 99. Relocation of bus stops shall be a coordinated effort with the Rogue Valley Transit District (RVTD) prior to implementation.



Projects

The following is a list of all recommended transportation projects. Projects are rated against the Plan goals using a “consumer reports” rating system:

- x** The project fully supports the goal
- t** The project partially supports the goal or is neutral with respect to the goal
- o** The project does not support the goal or is detrimental to the goal

#	Project	Location	Priority	Cost Estimate	Goals									
					Transportation Options	Safety	Vibrant Neighborhood	Public Spaces	Housing Options	Local Businesses	Natural Resources	Economic Dev.	Connect to Downtown	
TC1	Reduce speed limit to 25 mph on OR-99	Riverside Ave and Central St/Court Ave from McAndrews to Jackson	Long-term	N/A	x	x	x	t	t	t	t	t	t	
TC2	Re-stripe OR-99 to facilitate 11' lanes and a bike lane	Court St/Central Ave between McAndrews Rd and Jackson St, and Riverside between McAndrews and Jackson	Near-term	\$227,000	x	x	x	t	t	t	t	t	x	
TC3-a	Reduce speed limit to 20 mph on neighborhood streets	Residential streets in Liberty Park	Medium-term	\$41,000	x	x	x	t	t	t	t	t	t	

#	Project	Location	Priority	Cost Estimate	Goals									
					Transportation Options	Safety	Vibrant Neighborhood	Public Spaces	Housing Options	Local Businesses	Natural Resources	Economic Dev.	Connect to Downtown	
TC3-b	Implement a "20 is Plenty" campaign to raise awareness of reduced speeds	Neighborhood-wide	Near-term	N/A	x	x	x	t	t	t	t	t	t	
TC4-a	Implement a temporary diverter at intersection of Edwards and Beatty Streets and 8 temporary speed bumps (Pilot project)	Edwards and Beatty Streets	Near-term	\$50,000	t	x	x	t	t	t	t	t	t	
TC4-b	Implement stop controlled intersections at key locations (Pilot project)	Austin and Pine; Maple and Bartlett; Edwards and Niantic; Manzanita and Niantic; Beatty and Edwards	Near-term	\$27,000	t	x	x	t	t	t	t	t	t	
TC5	Remove center line striping on Edwards and Manzanita Streets	Edwards St and Manzanita St between Court St and Riverside Ave	Near-term	\$16,000	x	x	x	t	t	t	t	t	t	

#	Project	Location	Priority	Cost Estimate	Goals									
					Transportation Options	Safety	Vibrant Neighborhood	Public Spaces	Housing Options	Local Businesses	Natural Resources	Economic Dev.	Connect to Downtown	
LR1	Reconfigure lanes on Riverside Avenue and Court/Central Street to include a protected bike lane	Riverside/Court/Central between McAndrews Rd and Jackson St	Long-term	\$671,000 to \$1,187,000, depending on features	x	x	x	x	t	x	t	t	x	
C1	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Beatty and Central	Near-term	\$117,000	x	x	x	t	t	x	t	t	t	
C2	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	In coordination with access to Bear Creek Greenway (Austin, Edwards, or at another cross street)	Medium-term	\$124,000	x	x	x	t	t	x	x	t	t	
C3	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Manzanita and Court	Medium-term	\$124,000	x	x	x	t	t	x	t	t	t	

#	Project	Location	Priority	Cost Estimate	Goals									
					Transportation Options	Safety	Vibrant Neighborhood	Public Spaces	Housing Options	Local Businesses	Natural Resources	Economic Dev.	Connect to Downtown	
C4	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Bartlett and Jackson	Medium-term	\$256,000	x	x	x	t	t	x	t	t	x	
C5	Enhance pedestrian crossing with a Leading Pedestrian Interval and continental crosswalk	Edwards and Court/Central	Near-term	\$145,000	x	x	x	t	t	x	t	t	t	
B1	Create a neighborhood bikeway within Liberty Park	Through Liberty Park on residential streets (Bartlett, Maple, Niantic, Manzanita, Beatty)	Medium-term	\$122,000	x	x	x	x	t	x	t	t	x	
B2	Improve bicycle facilities on Edwards Street	Edwards from Riverside to Court/Central	Medium-term	\$93,000	x	x	x	t	t	x	t	t	t	

#	Project	Location	Priority	Cost Estimate	Goals									
					Transportation Options	Safety	Vibrant Neighborhood	Public Spaces	Housing Options	Local Businesses	Natural Resources	Economic Dev.	Connect to Downtown	
BC1	Connect Liberty Park to Bear Creek Greenway (e.g. Austin Street approach)		Long-term	\$788,000	x	x	x	x	t	t	p	t	t	
S1	Sidewalk infill through residential streets in Liberty Park		Near-term	\$1,194,000	x	x	x	t	t	x	t	t	t	
S2	Sidewalk infill through remaining areas of Liberty Park		Medium-term	\$1,076,000	x	x	x	t	t	x	t	t	t	
BS-1	Relocate bus stops on OR-99 closer to the enhanced crossings described above		Medium-term	N/A	x	x	x	t	t	t	t	t	t	

Project “Cut Sheets”

The following section provides detailed information about each proposed transportation project.



LIBERTY PARK NEIGHBORHOOD PLAN

Project B1

Neighborhood Bikeway

Description

This project implements a mile-long neighborhood bikeway through the heart of Liberty Park. From south to north, the route originates on Bartlett Street from Downtown Medford, takes a left on Maple Street, and travels north on Niantic Street. The bikeway then proceeds left at Manzanita Street and turns right on Beatty Street, traveling north and ending at the intersection with McAndrews Road.

Several treatments will make the bikeway comfortable and safe for people in the neighborhood. Shared lane markers (sharrows) will mark the route every 200' in each direction and at turns or significant intersections. Eight wayfinding signs will line the route to make it easy for people to follow. Other treatments will help calm traffic in the neighborhood, including reduced speed limits, additional stop signs, speed bumps, and a traffic diverter.

Roadway Characteristics

Existing cross sections of 40-45 feet on streets

Sidewalk gaps on parts of the route

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

Connects to nature

Approximate Cost

\$122,000

Implementation Priority

Medium-term

Project Area Map



Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project B2

Edwards Street Bike Facilities

Description

This project implements bike facilities on Edwards Street between Court Street/Central Avenue and Riverside Avenue. This project adds 6' bike lanes on both sides of the street and two 11' automotive lanes. Parking currently exists on both sides of the street and must be removed to accommodate the new configuration. The bike facilities will provide an east/west route in the neighborhood and improve access to Kids Unlimited.

This project stems from Medford's 2018 Transportation System Plan update project #462, which recommends upgrading Edwards to a minor collector standard and installing bicycle facilities.

Roadway Characteristics

Existing curb-to-curb right-of-way of 34 feet, with 17 feet dedicated to two through lanes. Curbside parking is on both sides of the street.

Divided dashed yellow line separates east and west traffic

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

Connects to nature

Approximate Cost

\$93,000

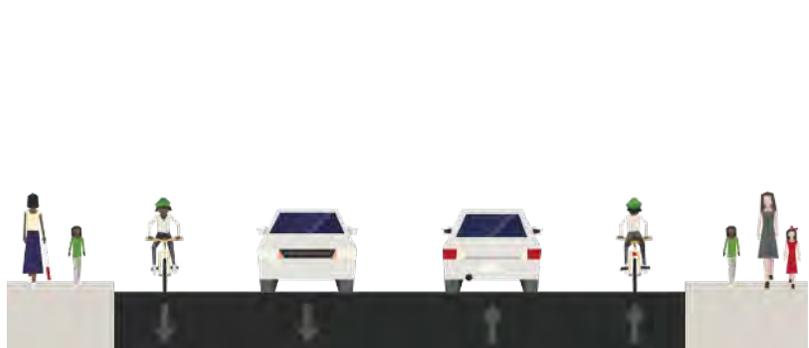
Implementation Priority

Medium-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project BC1

Bear Creek Greenway

Description

This project connects the Liberty Park neighborhood to the Bear Creek Greenway. Several potential alignments are being considered and the recommended location will be based on further study. A prefabricated pedestrian bridge will be installed over Bear Creek with a paved asphalt path connecting to the sidewalk network. This connection will be accessible for ADA, bicycles, pedestrians, and other users.

Roadway Characteristics

No existing facility over Bear Creek Greenway
Creek is roughly 50 feet wide

How Improvement Addresses Goals

Supports transportation options
Creates a vibrant neighborhood
Enhances public spaces
Connects to nature

Approximate Cost

\$788,000

Implementation Priority

Long-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project BS1

Relocate Bus Stops on OR-99 (Riverside and Court/Central)

Description

This project relocates bus stops in coordination with crossing enhancements C1, C2, and C3 along OR-99. This project must be coordinated with these as well as lane reconfigurations in LR1.

Project C1: Central Avenue and Beatty Street. Relocate RVTD Route 40 bus stop on Central Avenue ~475 feet north to northwest corner of Central Avenue and Beatty Street intersection

Project C2: Riverside Avenue and Austin Street. Relocate RVTD Route 40 bus stop on Riverside Avenue ~650 feet south to northeast corner of Riverside Avenue and Austin Street.

Project C5: Court Street/Central Avenue and Edwards Street. Relocate RVTD Route 40 bus stop on Central Avenue ~250 feet north to southwest corner beyond intersection of Court Street and Edwards Street

Roadway Characteristics

Northbound (Riverside Ave)

Three existing travel lanes
Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes
Three RVTD bus stops along the corridor

Southbound (Court St to Central Ave)

Three existing travel lanes
Curb-to-curb right-of-way of 40 feet between Manzanita and Jackson with ~13 foot travel lanes
Curb-to-curb right-of-way of 50 feet between McAndrews and Manzanita with 19 ft (outside), 13 ft (middle), and 18 ft (inside) travel lanes
Four RVTD bus stops along the corridor

How Improvement Addresses Goals

Connects to downtown
Supports local businesses

Supports transportation options

Approximate Cost

N/A

Implementation Priority

Medium-term

Project Area Map





LIBERTY PARK NEIGHBORHOOD PLAN

Project C1

Enhanced Crossing at Central Avenue & Beatty Street

Description

This project implements a rapid rectangular flashing beacon and continental striped crosswalk improvements at Beatty Street across Central Avenue on the north side of the intersection. ADA ramps are to be installed as part of the enhanced crossing. "Stop Here for Pedestrians" signs would be placed on both the southbound approach to the crossing on Central Avenue. This project must be coordinated with lane reconfigurations as part of project LR1.

Proposed crossing designs and locations are conceptual based on resident feedback. Further study is necessary prior to implementation.

Roadway Characteristics

Three existing travel lanes on principal arterial Riverside Avenue
Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes
No existing crossing facility

How Improvement Addresses Goals

Supports transportation options
Creates a vibrant neighborhood
Enhances public spaces
Improves pedestrian access and safety

Approximate Cost

\$117,000

Implementation Priority

Near-term

Project C1

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project C2

Enhanced Crossing of Riverside Ave to Connect with Bear Creek Greenway

Description

This implements a rectangular rapid flashing beacon and continental crosswalk improvements to cross Riverside Avenue and connect with the future Bear Creek Greenway access. The crossing is shown here at Austin for illustrative purposes. The crossing location will be coordinated with future access to the Bear Creek Greenway provided in BC1 (at Austin, Edwards, or another cross street location).

Sidewalks will be updated to ADA standards as part of the enhanced crossing. This project must be coordinated with Riverside lane reconfigurations in project LR1. A "Stop Here for Pedestrians" sign will be placed in advance of the intersection.

Proposed crossing designs and locations are conceptual based on resident feedback. Further study is necessary prior to implementation.

Roadway Characteristics

Three existing travel lanes on principal arterial Riverside Avenue

Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes

No existing crossing facility

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

Connects to nature

Improves pedestrian access and safety

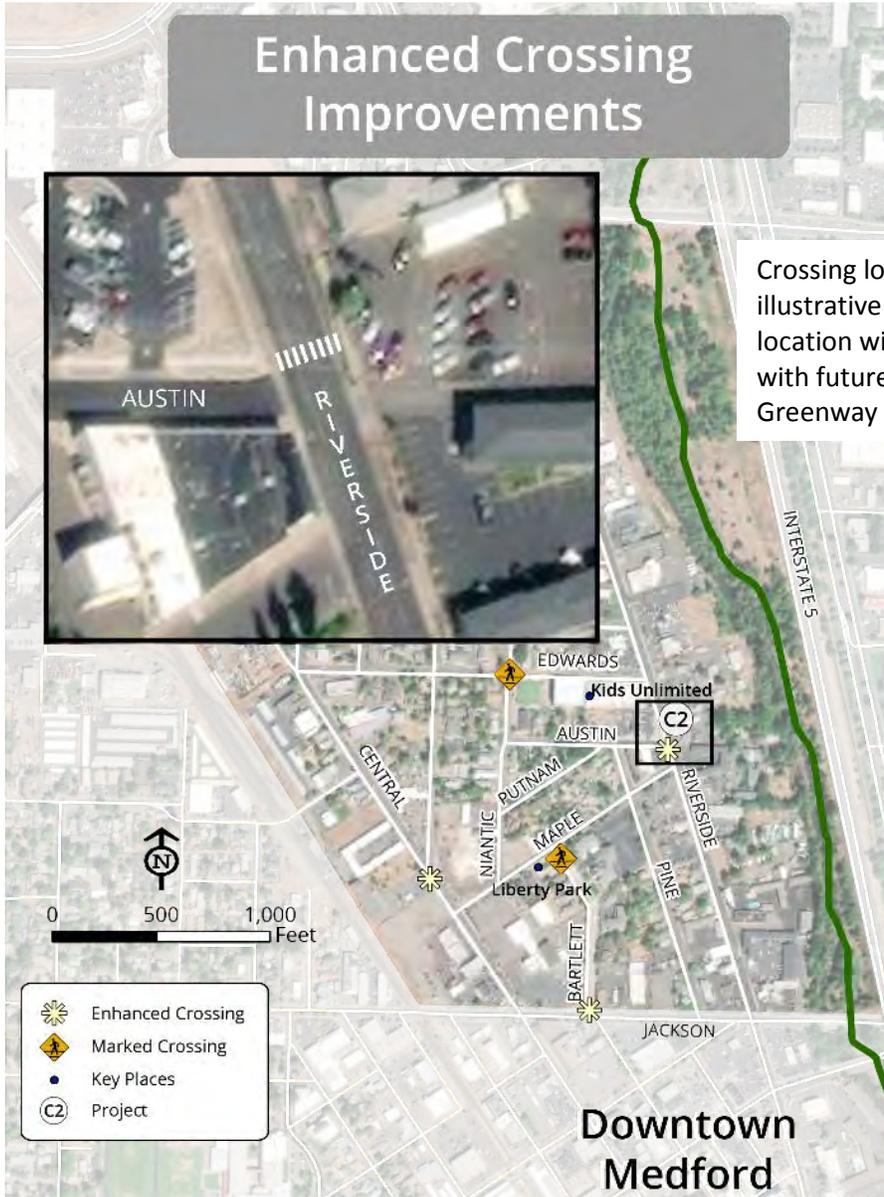
Approximate Cost

\$124,000

Implementation Priority

Medium-term

Project Area Map



Crossing location shown for illustrative purposes. Actual location will be coordinated with future Bear Creek Greenway access.

Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project C3

Enhanced Crossing at Court Street & Manzanita Street

Description

This project implements a rapid rectangular flashing beacon and continental striped crosswalk to cross Court Street on the north side of the intersection at Manzanita Street. Two ADA ramps will be installed as part of the enhanced crossing. "Stop Here for Pedestrians" signs will be placed in advance of the crossing. This project must be coordinated with Court Street lane reconfigurations in project LR1.

Proposed crossing designs and locations are conceptual based on resident feedback. Further study is necessary prior to implementation.

Roadway Characteristics

Three existing travel lanes on principal arterial Riverside Avenue
Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes
No existing crossing facility

How Improvement Addresses Goals

Supports transportation options
Creates a vibrant neighborhood
Enhances public spaces
Connects to downtown
Improves pedestrian access and safety

Approximate Cost

\$124,000

Implementation Priority

Medium-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project C4

Enhanced Crossing at N Bartlett Street & E Jackson Street

Description

This project implements a rapid rectangular flashing beacon and continental striped crosswalk to cross E Jackson Street west of the intersection with N Bartlett Street across. Corners will be improved with ADA ramps and tighter curb radii. Painted stop bars will be placed with "Stop Here for Pedestrians" signs at least 8 feet in advance of the intersection, on the outside of Bartlett. A refuge island provides a safe space for pedestrians to pause to be sure traffic from the left has stopped. The island may also be used to restrict left turning movements through the intersection. This intersection provides an important connection for the pedestrian and bicycle network. Due to the existing intersection geometry and north/south bikeway connection, alternative signal options such as a half signal or pedestrian hybrid beacon (HAWK), are worth considering before implementation to reinforce safety and comfort.

Proposed crossing designs and locations are conceptual based on resident feedback. Further study is necessary prior to implementation.

Roadway Characteristics

Four existing travel lanes on collector Jackson St.

Curb-to-curb right-of-way of 45 feet on Jackson, with 11 to 11.5 ft travel lanes.

No existing crossing facility.

This intersection is irregular. Bartlett is offset by approximately 50' at Jackson, with the north segment running perpendicular and the south segment running at an angle to Jackson.

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

Connects to downtown

Improves pedestrian access and safety

Approximate Cost

\$256,000

Implementation Priority

Medium-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project C5

Enhanced Crossing at Edwards Street, N Central Avenue, & Court Street

Description

This project implements a leading pedestrian interval in the signal timing to accommodate pedestrians crossing. The leading interval gives pedestrians a chance to start crossing before automobiles are given a green light. Crosswalks will be repainted with more of a visible continental crossing pattern. Stop bars will be painted on the road at least eight feet in advance of crosswalks with "Stop Here" signs installed to reinforce them.

Proposed crossing designs and locations are conceptual based on resident feedback. Further study is necessary prior to implementation.

Roadway Characteristics

Highway 99 (Court and Central) makes an unconventional 4-way intersection with Edwards, where through highway traffic makes a slight left from Court to Central.

Highway 99 is one-way southbound here. It has a 39 foot curb-to-curb right-of-way with two 13.5 ft outside travel lanes and a 12 ft inside travel lane.

Edwards St. is two-way, with a 32 foot right-of-way, two lanes, and curb-side parking.

Central Ave. north of the intersection is two-way, with a 37 foot right-of-way, two lanes, and curb-side parking.

Existing crossing facilities include standard striping (a pair of parallel 12" white line in the direction of crossing), ADA-compliant ramps at all corners, and pedestrian signals with call buttons.

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

Improves pedestrian access and safety

Approximate Cost

\$145,000

Implementation Priority

Near-term

Project Area Map



Design or Example Photos





LIBERTY PARK Neighborhood Plan

Project LR1

Lane Reconfiguration on OR-99 (Riverside and Court/Central)

Description

This project reconfigures travel lanes on Oregon Route 99 (Riverside Avenue northbound and Court Street/Central Avenue southbound) from Jackson Street to East McAndrews Road by reducing from three lanes to two lanes in each direction and implementing a protected bike lane. In addition, reduce the posted speed limit on Riverside Avenue to 25 mph. This project may be constructed at varying levels of investment. Two design options are presented below. Current transit stops become transit islands within the buffered area. A more cost-effective option would be two 11-foot travel lanes with pavement markings as the buffer and a combination of concrete planters or large potted plants and tubular markers/delineators in the marked buffer for physical bike lane protection. Existing curb-to-curb width would remain the same with both options.

Roadway Characteristics

Northbound (Riverside Ave)

Three existing travel lanes
Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes
Three RVTD bus stops along the corridor

Southbound (Court St to Central Ave)

Three existing travel lanes
Curb-to-curb right-of-way of 40 feet between Manzanita and Jackson with ~13 foot travel lanes
Curb-to-curb right-of-way of 50 feet between McAndrews and Manzanita with 19 ft (outside), 13 ft (middle), and 18 ft (inside) travel lanes
Four RVTD bus stops along the corridor

How Improvement Addresses Goals

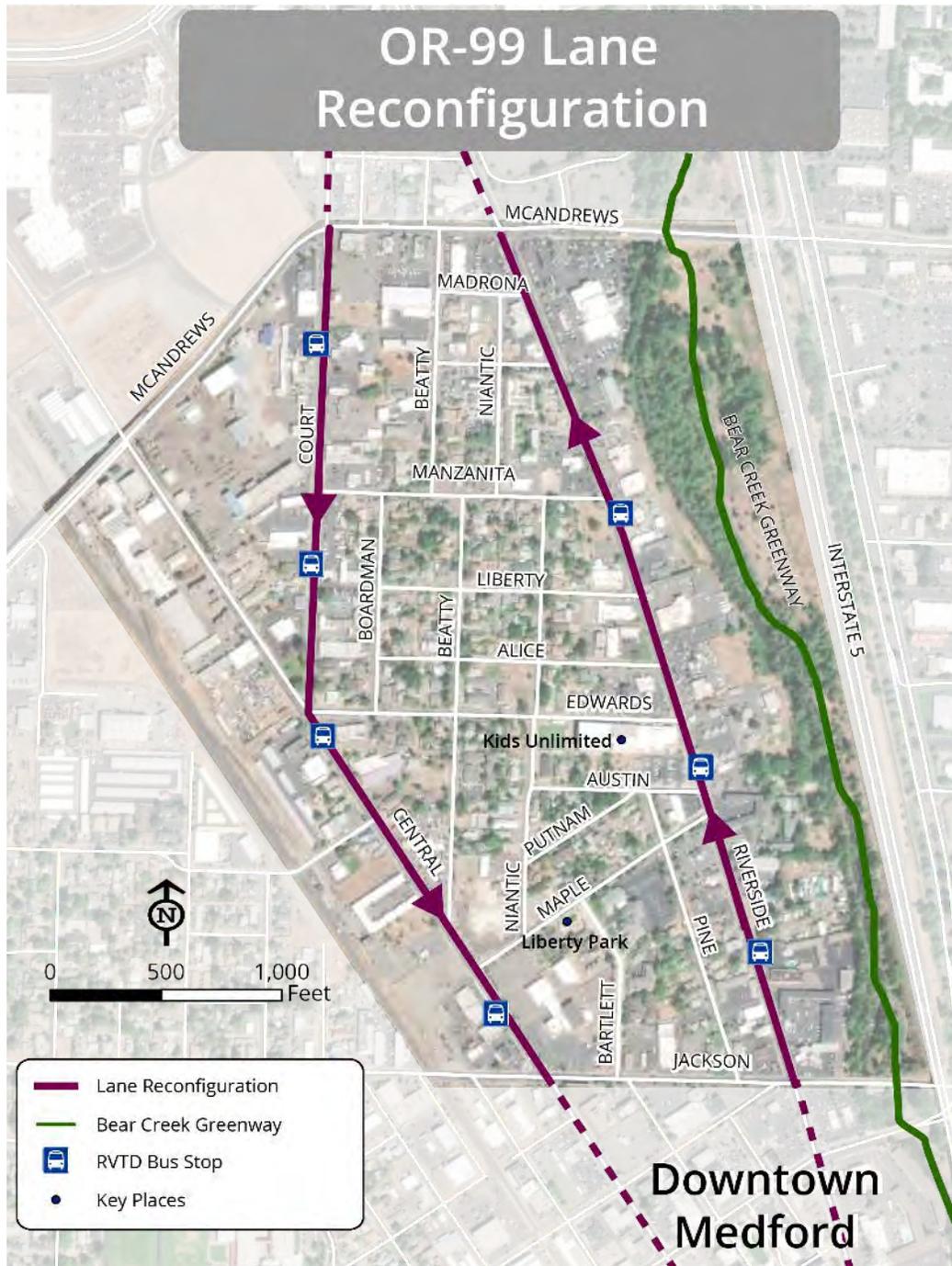
Supports transportation options
Creates a vibrant neighborhood
Enhances public spaces

Connects to downtown
Supports local businesses
Provides safe bicycle

Implementation Priority

Long-term

Project Area Map



Design Options

Option 1: Striped buffer with planters to provide physical separation

Estimated cost: \$671,000

Central Avenue:



Riverside:



Option 2: Concrete/hardscape buffer

Estimated cost: \$1,187,000

Central Avenue:



Riverside:



Considerations

- Reduction in travel lanes to two in each direction may impact existing signal operations.
- Protected bike lanes are more comfortable and safe for cyclists of all ages and abilities.
- Protected bike lanes and landscape buffers improve the pedestrian environment with either option.
- Cyclists from the Liberty Park neighborhood would be required to cross the street to access the facility.
- There are many driveways in both corridors. Driveway consolidation would improve the function/safety of the protected bike lane. Additional studies and outreach may be required for driveway consolidation.
- Physical separation of the bike and automobile lanes makes access difficult or impossible for Public Works' street sweeper.
- Option 1 includes extensive roadway markings which would require regular maintenance.
- The concrete buffer in Option 2 could be converted to a bus-only pullout at bus stop locations to allow the bus to exit traffic. The bus would not conflict with cyclists.
- Option 2 may provide a more effective and comfortable barrier for cyclists and pedestrians. However, this option may have greater impacts to driveway access, freight mobility, storm water conveyance, and can be problematic for curbside delivery (mail, garbage, etc.) and street maintenance. Existing utility poles may need to be relocated. Landscaping may require consistent maintenance, especially if no irrigation is provided.
- Option 1 could be implemented as part of a temporary demonstration or as a transitional installation until funding is secured for a full buildout.



LIBERTY PARK NEIGHBORHOOD PLAN

Project S1

Sidewalk Infill in Residential Areas

Description

This project infills sidewalk gaps over approximately two miles of residential streets in Liberty Park. Sidewalks will be installed incrementally to complete the pedestrian network. Improvements will be ADA compliant with curb ramps and detectable warnings. Sidewalk gaps are on Manzanita Street, Liberty Street, Alice Street, Edwards Street, Austin Street, Putnam Street, Maple Street, Boardman Street, Beatty Street, Niantic Street, and Pine Street.

Roadway Characteristics

Residential

How Improvement Addresses Goals

Supports transportation options

Creates a vibrant neighborhood

Enhances public spaces

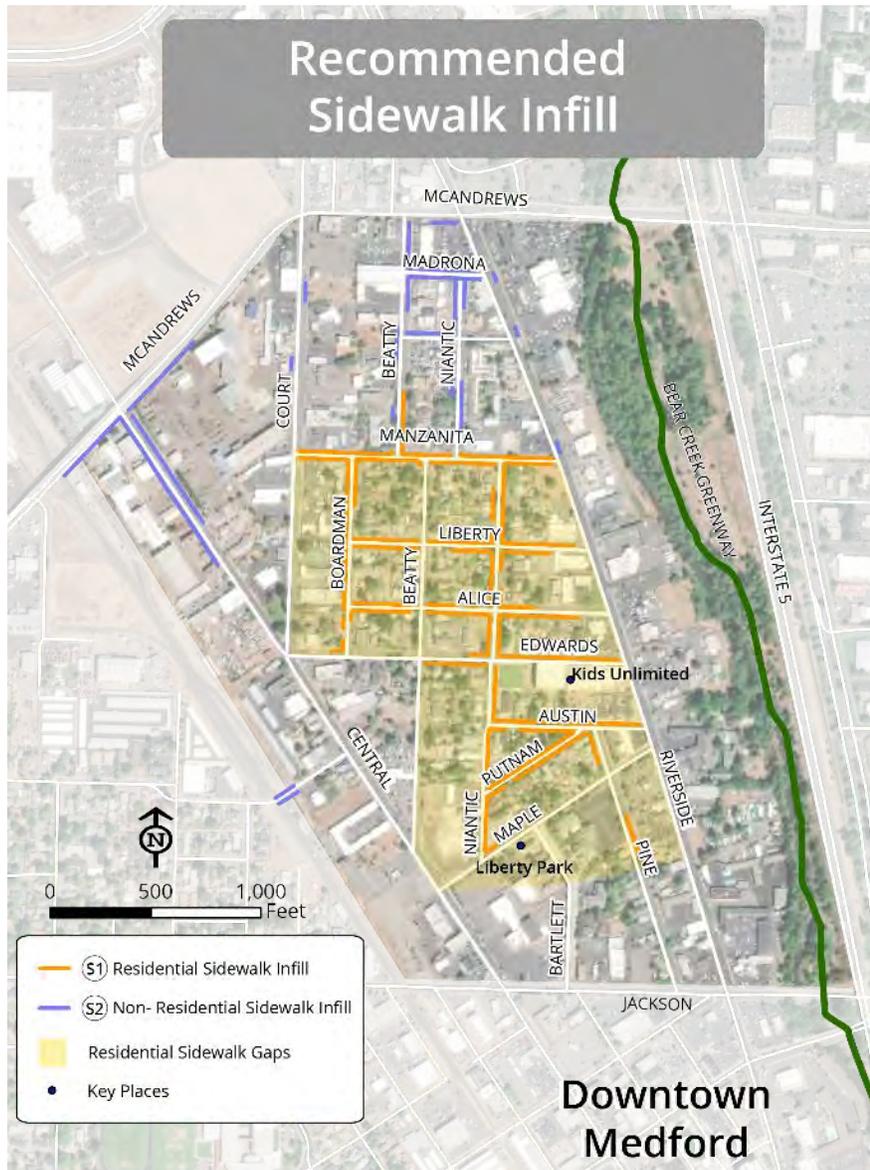
Approximate Cost

\$1,194,000

Implementation Priority

Near-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project S2

Sidewalk Infill in Non-Residential Areas

Description

This project infills approximately nearly one mile of sidewalk gaps in the areas of Liberty Park that are not residential. Sidewalks will be installed incrementally to complete the pedestrian network. Improvements will be ADA compliant with curb ramps and detectable warnings. Sidewalk gaps are on McAndrews Road, Madrona Street, Walnut Street, Clark Street, Central Avenue, Court Street, Beatty Street, and Niantic Street.

Roadway Characteristics

Non-residential

How Improvement Addresses Goals

Supports transportation options
Creates a vibrant neighborhood
Enhances public spaces

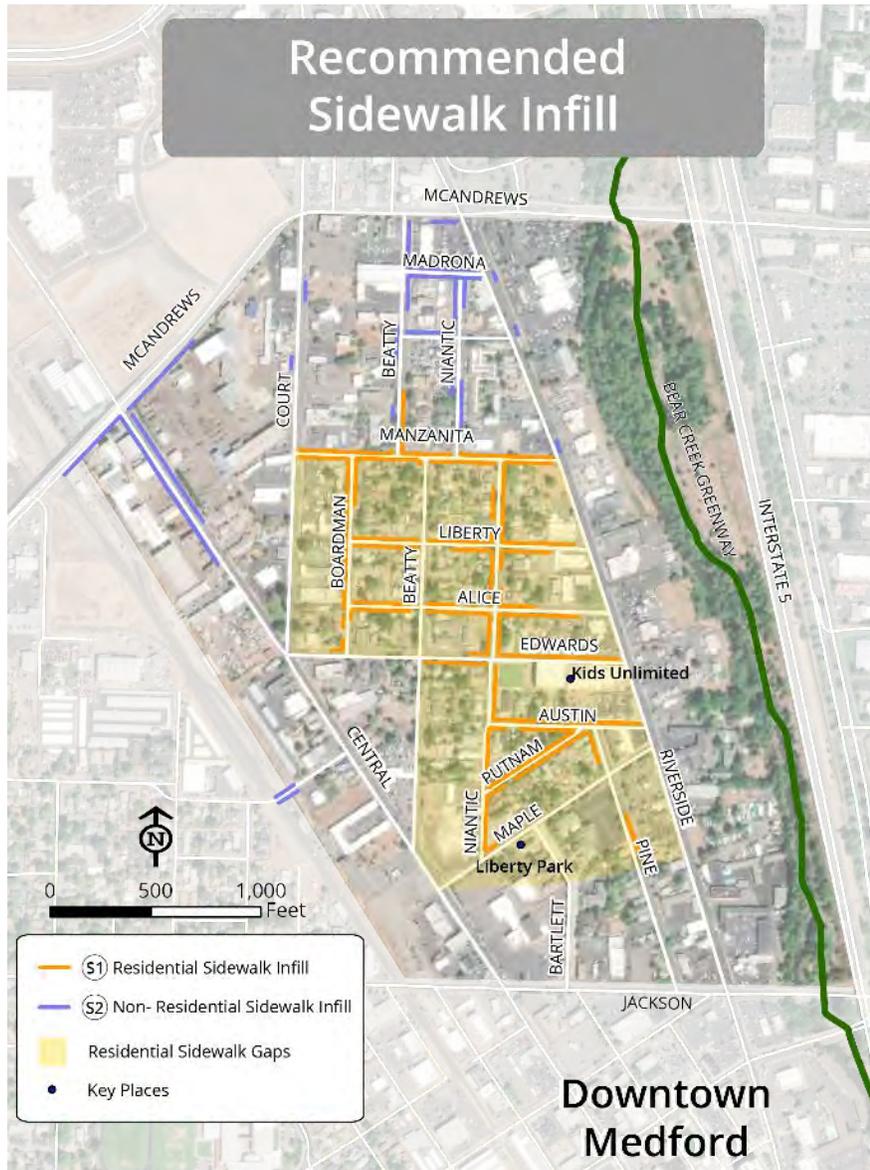
Approximate Cost

\$1,076,000

Implementation Priority

Medium-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project TC1

Speed Limit Reduction from 30 mph to 25 mph on OR-99

Description

Traffic calming treatments are desired in the Liberty Park Neighborhood to create a safe, inviting environment for people in the neighborhood. Oregon Route 99, which runs northbound through the Liberty Park study area on Riverside Avenue and southbound on Court Street and Central Avenue, currently has posted speed limits of 30 mph. The roadway configuration through the OR-99 corridor on Court/Central and Riverside is three lanes in either direction, with minimum 13-foot wide lanes. Anecdotal evidence suggests that motor vehicles often travel at speeds in excess 30 miles per hour. There are also limited crossing facilities on OR-99 for people taking transit, walking, and using mobility devices.

Reducing the speed limit from 30 mph to 25 mph on OR-99 between E McAndrews Rd and E Jackson St will require drivers to slow down as they travel through the neighborhood, encouraging drivers to be more alert and aware of their surroundings.

This project is intended to be implemented with lane reconfiguration projects LR1 or TC2, that will create a street environment to support low speed travel. Current road design is conducive to speeds in excess of 30mph, which weakens the efficacy of a speed limit reduction. Note that recommended traffic calming projects are conceptual and still require further study.

Roadway Characteristics

OR-99 becomes a one-way 3 lane couplet as it enters Liberty Park and the core of Medford.

Curb to curb right of way widths range from 30 to 40 feet.

Sidewalks and bicycle 'sharrows' exist along the north and south bound portions of OR-99.

How Improvement Addresses Goals

Supports transportation options

Supports public safety

Creates a vibrant neighborhood

Approximate Cost

Minimal

Implementation Priority

Long-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project TC2

Restripe Lanes on OR-99 (Riverside and Court/Central)

Description

This project reconfigures travel lanes on Oregon Route 99 (Riverside Avenue northbound and Court Street/Central Avenue southbound) from Jackson Street to East McAndrews Road. A new striping pattern is painted to create three 11 foot motor vehicle lanes and one 7' bicycle lane. Existing striping is removed. Note that recommended traffic calming projects are conceptual and still require further study.

Roadway Characteristics

Northbound (Riverside Ave)

- Three existing travel lanes
- Curb-to-curb right-of-way of 40 feet, with ~13 foot travel lanes
- Three RVTD bus stops along the corridor

Southbound (Court St to Central Ave)

- Three existing travel lanes
- Curb-to-curb right-of-way of 40 feet between Manzanita and Jackson with ~13 foot travel lanes
- Curb-to-curb right-of-way of 50 feet between McAndrews and Manzanita with 19 ft (outside), 13 ft (middle), and 18 ft (inside) travel lanes
- Four RVTD bus stops along the corridor

How Improvement Addresses Goals

- | | |
|---------------------------------|---------------------------|
| Supports transportation options | Connects to downtown |
| Creates a vibrant neighborhood | Supports local businesses |
| Enhances public spaces | |

Approximate Cost

\$227,000

Implementation Priority

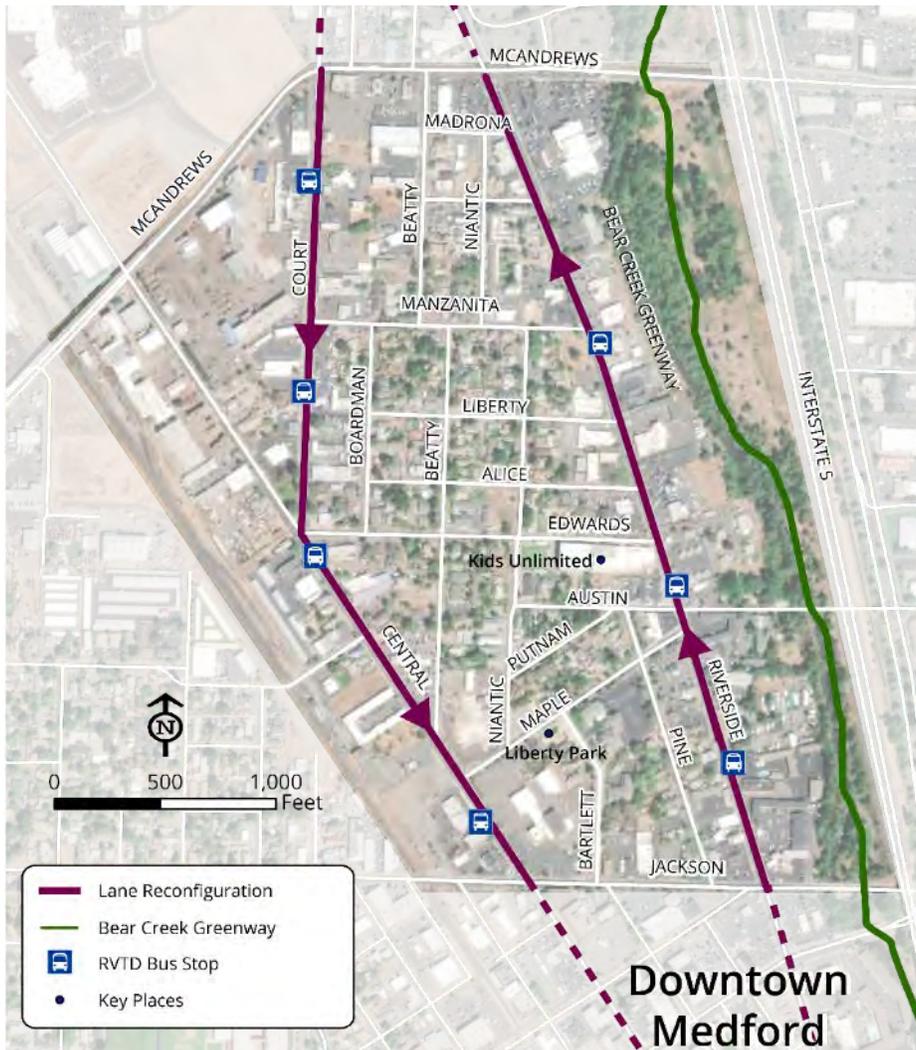
Near-term

Considerations

Many driveways are in both corridors. Driveway consolidation would improve the function/safety of the bike lane.

Lane width reductions may impact freight mobility

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project TC3-a

Reduce Speed Limit to 20 mph on Neighborhood Streets

Description

Feedback from the NAC and public has indicated fast moving vehicles along residential streets of Liberty Park. This project reduces speed limits in these residential areas from 25 mph to 20 mph. In addition to calming neighborhood traffic, this speed limit reduction also significantly lessens the risk of harming pedestrians in a crash.

This project is intended to be implemented with project TC3-b, which launches a "20 is Plenty" awareness campaign.

Note that reducing the speed limit below statutory speeds, as defined in ORS 810.180(10), requires additional legislative dispensation for the City of Medford. Recommended traffic calming projects are conceptual and still require further study.

Roadway Characteristics

Curb to curb right of way widths range from 20 to 40 feet.

Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

How Improvement Addresses Goals

Supports transportation options

Supports public safety

Creates a vibrant neighborhood

Improves public spaces

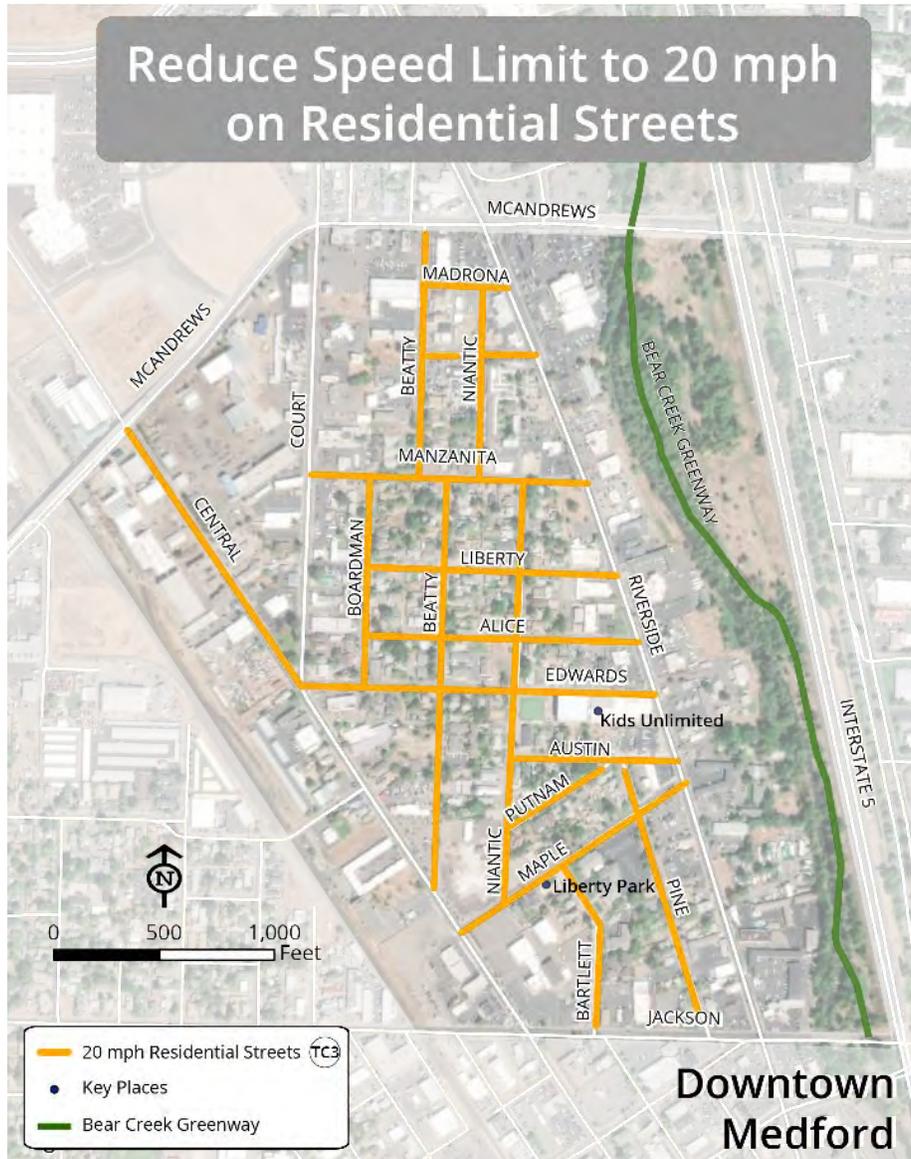
Approximate Cost

\$38,000

Implementation Priority

Medium-term

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project TC3-b

Launch a '20 is Plenty' Campaign on Neighborhood Streets

Description

This project is to be implemented with project TC3-a, which reduces neighborhood speed limits to 20 mph to calm traffic and create a safer transportation environment for everyone, especially children and other vulnerable road users. This project launches a campaign to raise awareness of the new speed limit and highlight its safety benefits. The campaign, with the tagline "20 is Plenty", can include mailers, posters, yard signs, billboards, and videos. Coordinating with neighborhood groups, such as Kids Unlimited, can increase awareness.

Roadway Characteristics

Curb to curb right of way widths range from 20 to 40 feet.

Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

How Improvement Addresses Goals

Supports transportation options

Supports public safety

Creates a vibrant neighborhood

Improves public spaces

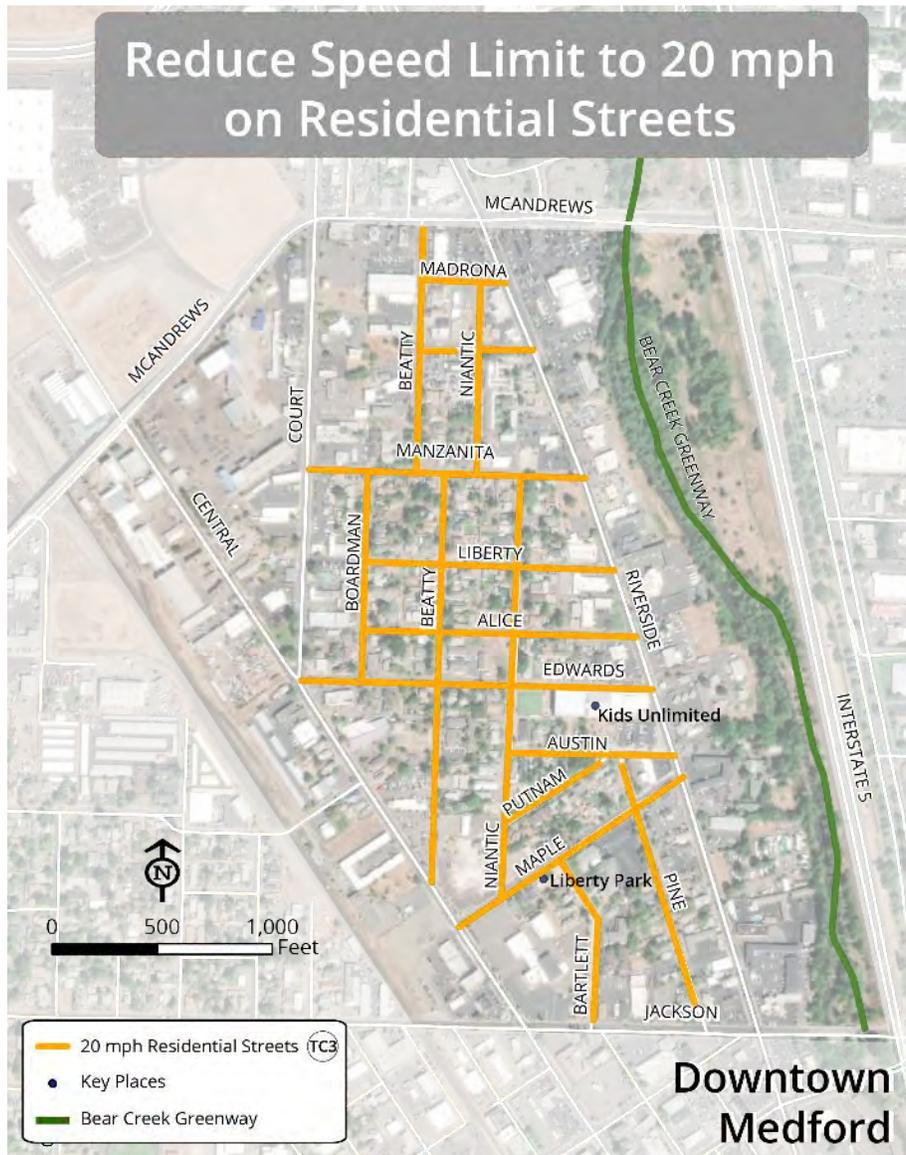
Approximate Cost

Minimal

Implementation Priority

Near-term

Project Area Map



Design or Example Photos



20 MPH IS PORTLAND'S NEW SPEED LIMIT ON RESIDENTIAL STREETS

- The new speed limit takes effect April 1, 2018 and PBOT will be installing signs to reflect the change.
- Slower driving speeds help prevent crashes and, when crashes occur, reduce the harm that results.

SPEED LIMIT 20



LIBERTY PARK NEIGHBORHOOD PLAN

Project TC4-a

Pilot Project: Diagonal Diverter

Description

Traffic calming improvements will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. A diagonal diverter can be designed to reduce fast-moving cut-through automobile traffic by redirecting traffic through the neighborhood. The diverter gives priority to pedestrians and bicycles by allowing them to continue through the intersection, while motor vehicles must turn. 8 speed bumps are included in this project to alert drivers and slow traffic as they approach the intersection.

This project is envisioned as a temporary installation. A demonstration installation with removeable speed bumps and diverter will be more cost effective to implement. This also allows the neighborhood to see the effects of the project and make changes before committing to a permanent installation.

The appropriate design and location is contingent upon a traffic study and should be vetted through the Traffic Coordinating Committee and the Transportation Commission.

Roadway Characteristics

Traffic on Beatty St currently has a two-way stop at the intersection with Edwards St. Traffic on Edwards has no stop.

Curb to curb right of way is 28 feet on Beatty and 35 feet on Edwards.

How Improvement Address Goals

Supports transportation options

Creates a vibrant neighborhood

Improves public space

Approximate Cost

\$50,000 (assumes temporary installation costs)

Implementation Priority

Near-term

TC4-b

Design or Example Photos





Project TC4-b

Pilot Project: Stop-Controlled Intersections in Residential Areas

Description

Traffic calming treatments are needed in the Liberty Park Neighborhood to create a safe, inviting environment for people in the neighborhood. Implementing stop-controlled intersections at key intersections with stop signs could help reduce “cut through” traffic in the neighborhood, with a secondary benefit of slowing traffic. It should be noted that the MUTCD does not recommend stop signs for traffic calming; stop sign placement would ultimately be determined by warrants.

The following locations are recommended based on neighborhood feedback. Stop sign placement requires further evaluation and warrants as determined by the City of Medford prior to implementation.

Austin and Pine (4-way)

Edwards and Niantic (4-way)

Maple and Barlett (3-way)

Manzanita and Niantic (4-way)

This project is envisioned as a temporary installation that could be made permanent or removed, depending on performance. Note that this project is conceptual. Any traffic control changes should be vetted through the Traffic Coordinating Committee and the Transportation Commission. Traffic calming locations and designs still require further study.

Roadway Characteristics

Curb to curb right of way widths range from 20 to 40 feet in certain locations.

Sidewalks exist around most of the proposed intersections, but at Edwards and Niantic, only curb cuts are constructed.

No stop control traffic device exists at any of the proposed intersections.

How Improvement Addresses Goals

Supports transportation options

Supports public safety

Creates a vibrant neighborhood

Approximate Cost

\$27,000 (assumes temporary installation costs)

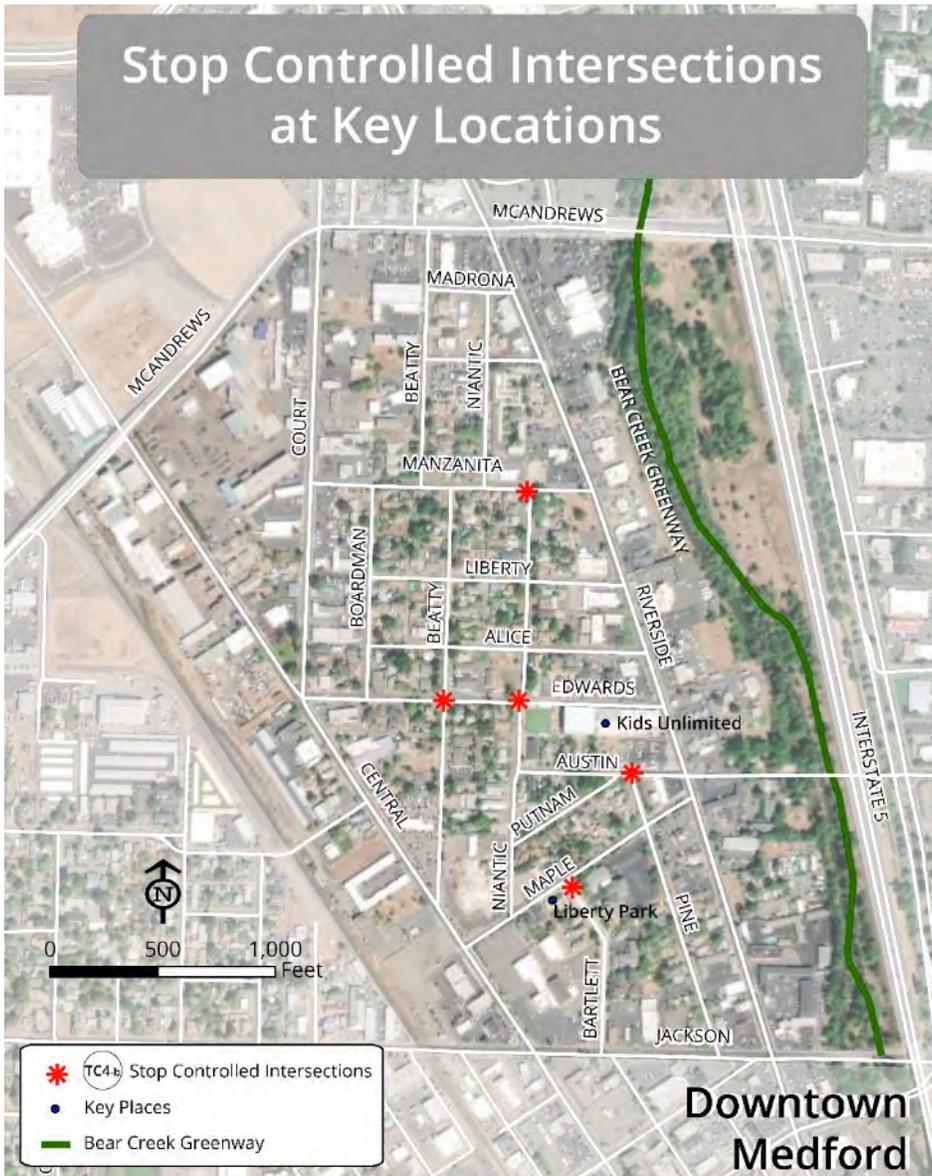
Implementation Priority

Near-term



LIBERTY PARK NEIGHBORHOOD PLAN

Project Area Map



Design or Example Photos





LIBERTY PARK NEIGHBORHOOD PLAN

Project TC5

Remove Center Lines on Manzanita Street

Description

Traffic calming treatments are needed in the Liberty Park Neighborhood. Removing the dashed yellow lines on Manzanita Street promotes more careful driver behavior. Streets without road markings can slow cars down and help to create a safer neighborhood environment for all users.

Note that this project is conceptual. Traffic calming locations and designs still require further study.

Roadway Characteristics

Curb to curb right of way widths range from roughly 20 to 40 feet.

Sidewalks do not exist on Manzanita St.

Manzanita St is roughly four blocks long.

How Improvement Addresses Goals

Supports transportation options

Supports public safety

Creates a vibrant neighborhood

Approximate Cost

\$7,000

Implementation Priority

Near-term

Project Area Map



APPENDIX C

PUBLIC INVOLVEMENT AND TITLE IV / ENVIRONMENTAL JUSTICE SUMMARY

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN



Subject **Liberty Park Neighborhood Plan Public Outreach Summary Title VI Compliance Memorandum**

Attention Carla Paladino, City of Medford
 John McDonald, ODOT

From Emma Porricolo and Andrew Parish, Angelo Planning Group

Date August 29, 2019

Copies to Jacobs

Introduction

This document summarizes the key findings and actions associated with the adoption of the Medford Liberty Park Neighborhood Plan as they relate to Title VI / Environmental Justice (EJ) populations were identified and involved during the planning process.

Data Collection and Demographics

The Liberty Park Neighborhood Plan process used Census data and information from City staff to identify sensitive populations in the study area and the City of Medford. Table 1 provides demographic information from the 2012-2016 American Community Survey for the Liberty Park Study Area¹, (as approximated by Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1) the City of Medford, and the state of Oregon to facilitate comparisons.

- **Race** – Racial makeup of the Liberty Park area is significantly more diverse than the City of Medford as whole and the state of Oregon, with 55% of residents being Caucasian (non-Hispanic) compared to 89% percent in Medford. In addition, 42% of residents in the Liberty Park Neighborhood are Hispanic/Latino. Liberty Park Study Area qualifies as a geographic concentration of minorities pursuant to the US Department of housing and Urban Development’s (HUD) definition (is 10% higher than County-wide average).
- **Income** – The median household income in Liberty Park Study Area is \$24,547, which is almost half the median for the City of Medford, \$44,130. According to Policy Map, the average rate of homeownership in the area is approximately 40% or less, lower than most of the surrounding areas, as shown in Figure 1. For the City of Medford as a whole, the homeownership rate is approximately 52%, according to 2010 Census Data.
- **Poverty** – Almost 36% of people in the Liberty Park Study Area live below the poverty line. Additionally, 15% of people over 16 are unemployed and 60% of households are on Food Stamps/SNAP Benefits. Those metrics are significantly higher than those of the City of Medford and statewide. A comparison to bordering Medford neighborhood poverty rates is shown in Figure 2.

¹ The Study Area is defined as Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1.

- **Age** – In the Liberty park Study area has 32% of the population under 18 years old and 5% of the population are over 65. In comparison to the City of Medford and Oregon, the percentage of the population under 18 years old is higher and the percentage of the population over 65 is lower in the Liberty Park study area.

Notable differences between Liberty Park, Medford and the state of Oregon include:

- Liberty Park has a significantly larger Latino/Hispanic population than Medford or Oregon as a whole.
- Median household income in Liberty Park is less than half the Oregon average, and only 55% of the City of Medford average.
- More than 60% of Liberty Park households received SNAP benefits in the last year and more than 35% of people in Liberty Park lived below the poverty line, significantly higher than both Medford and Oregon.
- The Liberty Park population is younger than that of Medford or the state, with median age of 25.8.

Table 1. Population Demographics by Location

Subject	Liberty Park	City of Medford	Oregon
Total Population	2,512	78,856	3,982,267
Median Age	25.8	37.3	39.1
Population Under 18 Years	32.3%	24%	21.6%
Population Over 65 Years	5.2%	16.9%	15.9%
African American¹	1.0%	0.73%	1.9%
American Indian and Alaska Native	0.9%	0.8%	1.1%
Asian American	0.0%	1.5%	4%
Caucasian	55.5% ¹	89.5%	85.1%
Native Hawaiian and other Pacific Islander	0.0%	0.6%	0.4%
Two or More Races	0.8%	4.7%	4.4%
Hispanic Or Latino (Of Any Race)	42.3%	14.64%	12.4%
Median Household Income	\$24,547	\$44,130	\$53,270
All People Living Below the Poverty Level in Last Year	35.9%	21.40%	15.70%
People Over 16 Unemployed	15.6%	7.60%	8.10%
Households with Food Stamp/SNAP Benefits in Last Year	60.4%	25.03%	18.80%

• Source: American Community Survey 2012-2016

• ¹Non-Hispanic

Figure 1. Homeownership Rate, Block Group. Source: Policy Map

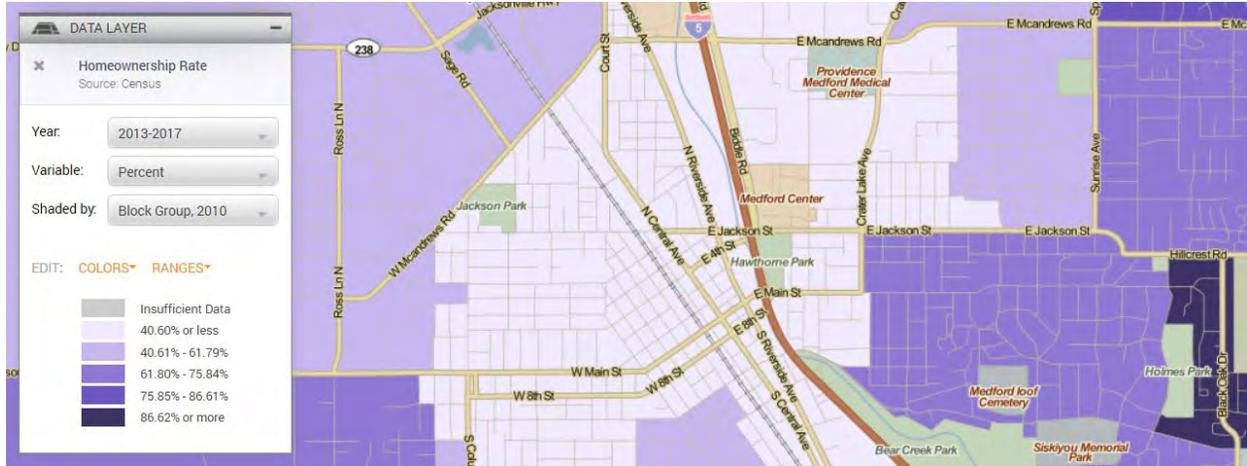
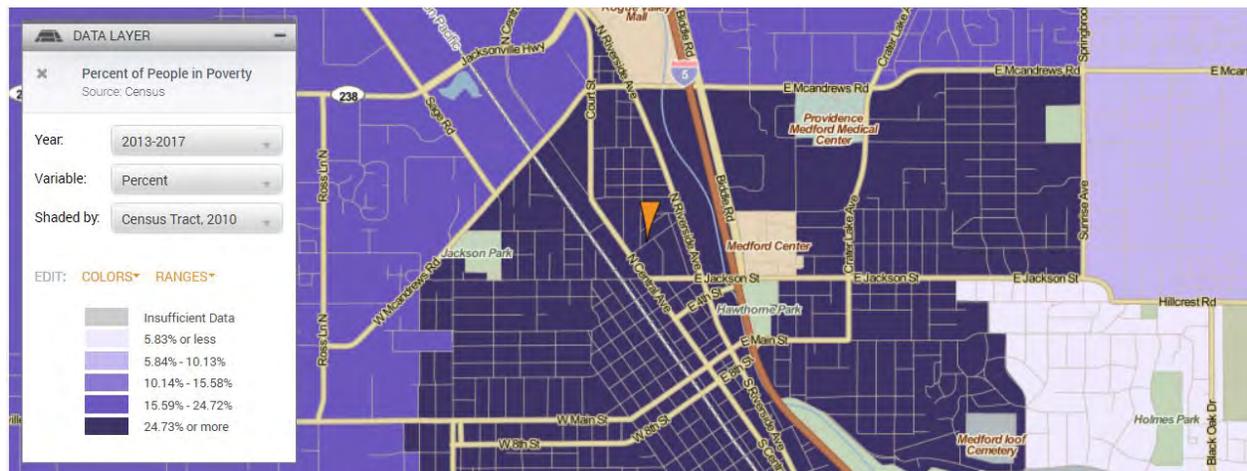


Figure 2. Percent of People in Poverty, Block Group. Source: Policy Map



Summary of Outreach

As part of the outreach to engage citizens and stakeholders in the Liberty Park Neighborhood Plan, the project team (City staff and consultants) made special efforts to involve a broad range of participants. The project’s public engagement included the following:

- The Liberty Park Neighborhood Plan was developed in close coordination with the Neighborhood Advisory Committee, whose members include City staff, elected officials, neighborhood residents, business owners, and other stakeholders. Members included Latino/Hispanic residents, agencies providing educational and social services in the area, and long-time neighborhood residents.
- Throughout the public engagement process the City made efforts to engage specific organizations that advocate for or serve low-income, minority or limited-English proficient

residents. Those organizations include the Hispanic Interagency Committee – Jackson County Community Services Consortium, Santo Community Center, Revista Caminos, La Clinica, SOU Academia Latina, United Oregon–Rogue Valley, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz.

- Translation or special accommodations - translation services and other accommodations were provided at meetings upon request. Notices and meeting advertisements were translated in Spanish by the City.
- Four public open house meetings were held over the course of plan development. The meetings were held in public parks, local churches, and other venues within the neighborhood.
- Throughout the project, community members were encouraged to review the plans vision and provide comments via the project website: <http://www.ci.medford.or.us/Page.asp?NavID=4264>.
- The City also created press releases for public events to be advertised in local newspapers and other channels that contained important project information, contact information, and directions to the project website.
- As part of the process, City staff conducted one-on-one or small group interviews with a wide variety of community stakeholders, including neighborhood residents and business owners, local faith-based leaders, school administrators, social service agency representatives, and others.
- In advance of public meetings, City staff distributed meeting flyers via local businesses, the City website, and door-to-door to all households in the neighborhood.

Title VI Population Impacts

No disproportionate impacts on the Title VI population were identified in the planning process. Many of the plans elements and proposed improvements create the foundation to implement changes that will provide opportunities for all community members in the Liberty Park Neighborhood and will benefit Title VI populations. They include the following:

- Parks and open space enhancements, an important community asset that is accessible to all residents.
- Increased pedestrian and bicycle connections, additional infrastructure to improve the bike/pedestrian network and its safety. These modes tend to favor lower-income residents who do not own or have easy access to an automobile.
- Proposed commercial and mixed-use corridors in the area will encourage the creation of family wage jobs and advancements in educational opportunities.
- The plan recommends the development code be revised to allow 2-5-plexes within the study area, which should provide more housing and likely more affordable options for housing within the neighborhood. They also will make many existing residences which are currently non-conforming and which house Title VI populations allowed uses per the City’s development code.
- In addition to the improvements to public facilities and updates to the City’s development code, the Neighborhood Plan recommends improved lighting and other safety measures, and strengthened law enforcement and code enforcement activities within the neighborhood.

Subject **Community Engagement Plan**

Attention Carla Paladino, City of Medford
 John McDonald, ODOT

From Ryan Farncomb and Kate Drennan, Jacobs

Date May 31, 2018

Copies to Matt Hastie, Angelo Planning Group (APG)

This memo describes the proposed community engagement plan to support the City of Medford’s Liberty Park Neighborhood Plan (the Plan). The Plan will identify a series of land use and transportation improvements that improve livability and create a sense of place for the Liberty Park neighborhood. The Plan will build on past planning efforts, include a public involvement process, and perform new analysis to identify a clear vision of the neighborhood that can be implemented with anticipated funding streams.

This community engagement plan memorandum describes the community engagement goals, targeted stakeholders and audiences, and outreach tools, as well as a timeline for completion for outreach activities. The community engagement plan may be updated during the project to reflect changes in approach or the project schedule.

Overview

The following project schedule outlines the timeline for technical work and community engagement processes for the project, which is expected to be completed by July 2019. The City, Oregon Department of Transportation (ODOT) and Jacobs/APG, will provide community engagement opportunities at key points in the project as described in this memorandum.

**Medford Liberty Park
Neighborhood Plan**

Task	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1. Project Administration and Initiation														
2. Project Goals, and Baseline Conditions														
3. Public Visioning for Liberty Park Neighborhood														
4. Preferred Liberty Park Neighborhood Vision														
5. Liberty Park Neighborhood Plan														

Neighborhood Advisory Committee Meeting
 Public Open House

Public and Stakeholder Involvement Goals

The City of Medford, ODOT, and project team are committed to an approach that allows the opportunity for citizens to be involved in all phases of the planning process. Meaningful community engagement ensures that:

- Community members have appropriate opportunities to participate in the decision-making process, can influence the outcomes of the project; and the concerns of all participants involved will be considered in the decision-making process
- Decision-makers seek out and facilitate the involvement of those potentially affected in the development of the Liberty Park Neighborhood Plan
- There are early and ongoing opportunities for the community to fully engage in the planning process and raise issues and concerns that can be considered through equitable and constructive two-way communication between the project team and the public
- Participation by stakeholders regardless of race, ethnicity, age, disability, income, or primary language is encouraged by offering alternative accommodations as necessary (e.g. translation services, interpretation)

The community engagement plan includes specific steps to provide opportunities for participation by federal Title VI communities. The City and Consultant will utilize the ODOT Title VI (1964 Civil Rights Act) Plan guidance to identify Title VI populations, formulate community engagement strategies, and report outreach efforts to and participation by Title VI communities.

Target Audiences/Stakeholders

Stakeholders for this project include the Medford Planning Commission, Medford Urban Renewal Agency, members of the Liberty Park community, neighborhood and business interests, Hispanic/Latino and other limited English proficient communities.

Target Audiences/Groups

Stakeholder Category	Potential Stakeholder Groups
Government agencies and institutions	City of Medford, Medford Urban Renewal Agency, Medford Planning Commission, ODOT, Department of Land Conservation and Development (DLCD), Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz, Coquille Indian Tribe
Schools and Youth	Jackson Elementary School, SO Head Start, Kids Unlimited, Santo Community Center, Valley School of Southern Oregon
Transportation stakeholders	ODOT, Rogue Valley Transportation District
Community groups	Liberty Park Neighborhood Association, Bear Creek Greenway Foundation
Employers, businesses, private institutions	Cornerstone Christian Church, Living Waters Church, La Luz Del Mundo, Fiesta Market, Salvation Army, Enterprise, Star Auto Body, R& D Sandwiches, Hotels on Riverside and Central, Shirleen Mobile Home Park, Sign Dude, Lithia Motors, Medford Fabrication, Rogue Automotive, Tom’s Guitars, Les Schwab, Beauty Shop (Lynda Miller), Options for Southern Oregon
Emergency service providers	Medford Fire and Rescue, Police
Media	Mail Tribune, KOBI, KTVL, KDRV, JPR/KSJK, Caminos Revista
Low-income, minority, and limited English proficient (LEP) communities	Latino Interagency Committee (LINC) –Jackson County Community Services Consortium, La Clinica, SOU Academia Latina, United Oregon–Rogue Valley, Confederated Tribes of Grand Ronde, Confederated Tribes of Siletz, Coquille Indian Tribe, Hearts with a Mission Youth Shelter, Rogue Retreat, Youth for Christ/City Life, Living Opportunities, Jackson County Housing Authority, Women’s Gospel Mission

Targeted Outreach to Environmental Justice Outreach and Title VI Communities

Jacobs conducted a review of area demographics to inform the development of outreach strategies to reach low-income, minority, and limited-English proficient residents. This review indicated that the study area has a relatively high proportion of both Latino residents and lower-income households. The data also shows a high proportion of young people, given the low median age and high percentage of residents under 18 years of age. To engage these communities, the project team will employ the following strategies:

- Neighborhood Advisory Committee (NAC) meetings: The City will consider including members from organizations that advocate for or serve low-income, minority or limited-English proficient residents.
- Community events and partnerships: identify partner organizations that can co-host or promote community events to traditionally underserved communities. Collect demographic information

at all public events. Examples could include local churches, Kids Unlimited, Jackson Elementary School and/or others.

- Translation or special accommodations: translation services and other accommodations will be provided at meetings upon request. Notices and meeting advertisements will be translated in Spanish by the City.

The table below provides demographic information from the 2012-2016 American Community Survey for the Liberty Park Study Area¹, (as approximated by Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1) the City of Medford, and the state of Oregon to facilitate comparisons.

Population Demographics by Location

Subject	Liberty Park	City of Medford	Oregon
Total Population	2,512	78,856	3,982,267
Median Age	25.8	37.3	39.1
Population Under 18 Years	32.3%	24%	21.6%
Population Over 65 Years	5.2%	16.9%	15.9%
African American¹	1.0%	0.73%	1.9%
American Indian and Alaska Native	0.9%	0.8%	1.1%
Asian American	0.0%	1.5%	4%
Caucasian	55.5% ¹	89.5%	85.1%
Native Hawaiian and other Pacific Islander	0.0%	0.6%	0.4%
Two or More Races	0.8%	4.7%	4.4%
Hispanic Or Latino (Of Any Race)	42.3%	14.64%	12.4%
Median Household Income	\$24,547	\$44,130	\$53,270
All People Living Below the Poverty Level in Last Year	35.9%	21.40%	15.70%
People Over 16 Unemployed	15.6%	7.60%	8.10%
Households with Food Stamp/SNAP Benefits in Last Year	60.4%	25.03%	18.80%

Source: American Community Survey 2012-2016

¹Non-Hispanic

Notable differences between Liberty Park, Medford and the state of Oregon include:

- Liberty Park has a significantly larger Latino/Hispanic population than Medford or Oregon as a whole

¹ The Study Area is defined as Jackson County Census Tract, 1, Block Group 1 and Census Tract 2.01, Block Group 1.

- Median household income in Liberty Park is less than half the Oregon average, and only 55% of the City of Medford average
- More than 60% of Liberty Park households received SNAP benefits in the last year and more than 35% of people in Liberty Park lived below the poverty line, significantly higher than both Medford and Oregon
- The Liberty Park population is younger than that of Medford or the state, with median age of 25.8 and 32% under the age of 18 (compared to 24% and 21.6% for the City and state, respectively).

Community Engagement Tools and Methods

This section identifies key public involvement activities that Jacobs, APG and/or City staff members will conduct during the project.

Stakeholder Interviews

The City will conduct up to ten stakeholder interviews to inform the development of the Liberty Park Neighborhood Plan, using a draft of stakeholder questions provided by the Jacobs and APG.

Project Website

The City and Jacobs/APG will develop materials to post on the City's project to provide basic, reader-friendly information. The website will allow the public to view the details for upcoming meetings, contain all project materials and other information, and include an option to sign up for project updates. The website will also provide a link to other online engagement activities. Basic information on the Website should be provided in Spanish and English.

Neighborhood Survey

The City will conduct a survey about a community vision for the future of Liberty Park neighborhood and provide survey data and a summary of public responses within two months of project start. Project team members will work closely with the City's Communication Manager and local organizations to promote participation in the survey.

Neighborhood Advisory Committee (NAC)

Jacobs and APG will work with the City and ODOT to facilitate meetings of a Neighborhood Advisory Committee for the Liberty Park Neighborhood Plan. The City will prepare a roster with names, representations, and contact information for NAC members. The NAC will meet a total of five times to review project deliverables and provide guidance on specific tasks. Each meeting will be open to the public and advertised on the project website.

Virtual Visioning Website:

Jacobs and APG will develop an interactive virtual visioning website that allows the public an opportunity to submit their vision for the Liberty Park Study Area. The website will include information on lane reconfigurations for Riverside Avenue, Court Street, and Central Avenue, and provide examples of how lane configurations would work, and their potential benefits, including placemaking, redevelopment, and walkability.

In-Person Community Events

Open House # 1 – Summer 2018:

Open House 1 will provide the public with an opportunity to get information on the project, and to provide their vision for the future of the neighborhood. The Open House will include presentation materials, including maps and displays, and enable the public to use comments cards and other means to provide feedback.

Open House # 2 – Fall 2018:

Open House 2 will provide the public an opportunity to review and comment on Draft Technical Memorandum 3, which will summarize alternative visions for the future of Liberty Park. These will be informed by input from the neighborhood survey, stakeholder meetings, NAC meetings, and virtual visioning website, along with a land use vision and analysis of transportation system improvements.

Open House # 3 – Spring 2019:

Open House 3 will provide the public an opportunity to review and comment on the Preferred Liberty Park Neighborhood Vision. The Vision will include changes to land uses, the transportation system and functional classification of roadways, proposed amenities that provide a sense of place, and narrative that details how the changes fulfill the goals of the Liberty Park Neighborhood Plan. This information will be presented on boards through maps, graphics, and other materials that describe and illustrate the Preferred Liberty Park Neighborhood Vision, and demonstrate how previous tasks and public feedback led to the preferred Vision.

For each open house the City will:

- Schedule, arrange, and provide necessary equipment for an ADA accessible meeting facility
- Advertise the Open House, and
- Print and distribute agenda and materials

For each open house, the consultant will:

- Create presentation materials, sign-in sheets, and comment cards
- Prepare a summary of the open house

Subject **Meeting Notes**
Neighborhood Advisory Committee #1
June 26, 2018

Attendees

Name	Affiliation
Edem Gomez	RVTD
Bob Shand	Resident
Joe Foley	Planning Commissioner
Greg Jones	Kids Unlimited
Franco Caballero	Business Owner
Carla Paladino	City of Medford
Ryan Farncomb	Jacobs
Ryan Haynes	Jackson County Housing Authority
Trinity Kerr	Jackson County Housing Authority
Matt Hastie	Angelo Planning Group
Seth Adams	City of Medford
Jason Elzy	Jackson County Housing Authority
Kevin Lamson	Hearts with a Mission
Major Jason Koenig	Salvation Army
Dave Carroll	Kids Unlimited
Kevin Stine	City Councilor
Angela Durant	City of Medford
Lillia Caballero	Medford Police
Kay Brooks	City Councilor/Resident

Introductions

Carla welcomed the group and gave an overview of the project, its objectives, and then kicked off introductions. Matt then reviewed the agenda for the meeting.

Roles/Responsibilities

Matt reviewed the roles and responsibilities of the NAC, noting that the group is advising the city staff and the City Council on the project. He then reviewed the Roles and Responsibilities handout and asked if there were questions or comments:

- Q: How is the project funded?
A: the project is being funded by the state and the Neighborhood Plan will be used to help with implementing MURA projects. The TGM-funded planning process will not be used for construction.
- Q: How does this intersect with the MURA funding?
A: This plan will result in projects that could be implemented with MURA funding.

Neighborhood Planning/Goals, objectives

Matt then reviewed the basic goals of the plan, including identifying improvements that could be funded by MURA, revitalization opportunities, placemaking, and others. He noted that this is an opportunity to revisit the previous 2002 plan and identify those that still make sense as well as new ideas and projects. Carla also noted that there is a project website and an open survey.

- Q: Will the survey results be shared with the group?
A: Yes
- Q: How will MURA implementation happen?
A: Kevin Stine replied that it will be a policy decision made by the City.
- Q: Will the MURA funds be leveraged?
A: Yes, the City will seek opportunities to apply for grants with the MURA funds.
- Comment: Kay noted that housing and crime are major issues that should be addressed.

Public Outreach Approach

Ryan introduced the outreach plan and then asked for comments or questions. Discussion was as follows:

- Neighborhood composition has changed recently. More children in the neighborhood.
- Historically, it has been hard to reach out to the Latino community. Important to reach out to organizations that serve underserved communities.
- Hotels on the east side of Riverside are not represented in the stakeholder list. Should be represented.
- Should also consider outreach to the mobile home park in the neighborhood.
- Should also consider Rogue Retreat, Rogue Valley Youth for Christ, Woman's Gospel Mission, Lithia Place, Options for Southern Oregon, beauty shop at the corner of Edwards and Niantic (owned by Lynda Miller), Sign Dude, Star Bodyworks, Rogue Automotive Body (long time business), Rogue Valley Unite Oregon, NW Forest Workers, R&Ds Sandwich Shop, Tom's Guitars.
- University of Oregon did an outreach study on reaching the Latino community; Carla will send to the consultant team.
- Spanish radio station will publish PSAs for free.
- Bob Shand offered to provide neighborhood tours.

Questions, comments, and priorities

- Safety and security is important, as is developing a Salvation Army that is inviting to folks.
- Court and Riverside surround the neighborhood, making the neighborhood feel like an island. Safer, more attractive active transportation facilities is important; look at wayfinding.
- Housing issues to address crime. Interested in acquiring problematic properties, such as hotels. Would like to see high density, multi-level-income housing (but not mixing of uses). MURA dollars can contribute to these goals. Need for more park space. Not enough sidewalks, better crossings (Kids Unlimited is a key location), streetscape beautification. Spending MURA funds on sewer improvements may not be worthwhile. Riverside is three lanes and maybe doesn't need to be three lanes. Needs to be slowed down. Consider adding a buffered bike lane on Riverside instead.
- Bartlett Street is an opportunity for a future transportation connection. Sewer improvements should not be made with MURA funding, other funding mechanisms should be considered. Is concerned about cut-through traffic in the neighborhood. Would like to see traffic counts on Beatty and Edwards. Convert alleyways into open space, green lanes to increase available open space and active transportation routes. Would like to see the corner of McAndrews and Court redeveloped. Suggests talking to the commercial folks who own businesses as well.
- Would like to see the Kids Unlimited campus completed. Requires a safe environment - get rid of crime and drugs. Need safe traffic patterns around the school. The neighborhood is an island - need better connections to other parts of the community, the Greenway, etc.

- Would like to fence the property to make it safer, but zoning allows a maximum of 3' high. Lighting is important, including streetlighting. Would like to see better connections to the Greenway. Seconded the desire to see something done about high-crime properties. Seek different housing options, including "promise housing." Plaza, other gathering places are important. Echoed the idea of improving alleys as public spaces.
- Neighborhood revitalization is important. Sees potential for new residential development in the neighborhood, including blighted properties. Would like to partner with Kids Unlimited on housing issues. Would also like to bring more housing to the neighborhood given its proximity to downtown and services.
- Would like to see more affordable housing constructed in the neighborhood, but would need a sizeable parcel to do this, as well as an environmental review process. Consider waiving SDCs for affordable housing.
- Echoed concerns about the hotels. More housing options, smaller units that target broader demographics. Would like to see a sister program to the homeowner improvement program for improving rental properties. Strategic use of infill lots. Could look at Local Innovations and Fast Track (LIFT) funds to leverage existing dollars to build new housing.
- Prime area for higher-density housing. Would like to see something new that the neighborhood could be proud of.
- Noted that the building trust with the Latino community is very important for the process. Need for housing for those aging in place.
- Important to come up with a plan that everyone agrees with. Echoed the concern about crime at the hotels and along the Greenway. Kids Unlimited is a key special destination in the community. Important to build on the positive aspects of the community.
- Undergrounding utilities is very important. Currently building a new shelter. Noted that the governor set aside dollars this year for housing. Noted that homeless youth is a fast-growing population. Need to be able to provide resources to folks. The City has a housing consultant working on housing issues, including policies that address fees for housing.
- Ryan Farncomb asked about transit use in the neighborhood:
 - Good transit service to the community, good number of stops.
 - Busing students to Kids Unlimited, having to rebuild the road that the buses are currently on.
- Crossings:
 - Court and Riverside are the worst - need flashing beacons, better crossings
 - Jackson and Bartlett
 - In a perfect world, would like a skywalk over the roadway
- Speed bumps on Edwards, Beatty, Manzanita, Pine
- Need continuity between The Commons and the Liberty Park Neighborhood.

Next Steps

Carla and Matt then reviewed next steps, including developing a memo to document existing conditions and plans in the neighborhood. The next NAC meeting will likely be in August; Carla will send out information.



Neighborhood Advisory Committee Meeting #2

Notes

August 14, 2018, 3:30 – 5:30 pm
Lausmann Annex, Room 151, Medford

General Notes

- There needs to be more residential input.
 - o The NAC liked the 1 on 1 interviews and would like more.
- NAC would like information and ability to provide input and advocate for project inclusion on Tier 1 project list for TSP.
- TSP: Project 462, does this include the development completed by Kids Unlimited?
 - o Could SDC credits be provided for work done?
 - o Cost lowered in TSP?
- TSP: Why do we include project 479? Could limit minor improvement to Manzanita as a whole as the only project slated for Manzanita Street is an expensive bridge project and not just smaller improvements for sidewalks, paving, curb, trees, etc...
- Need to know options for improvement of roadways
- Would like a sidewalk repair program to fix items like the sidewalk at 645 Pine St (as an example).
- Hotel (Sunset Inn Motel) across from Cornerstone always filled up with garbage and overflowing (code enforcement)
- Look at traffic calming at Austin, Pine, Maple
- Analysis and/or demo the feel of diagonal diverters at Beatty/Liberty/Alice/Niantic
- Upgrade alleys between Boardman and Beatty (needs some type of treatment, paved or other)
- Look at Bartlett as a connection and connector to the Commons downtown
- Need for more park space across from the park
- Address blighted locations
- Greenway needs to feel safe so more people will use it
- Look at greenway connection to Biddle

- More street lights (pedestrian scale)

Group Notes

Group#1 (Edem Gomez-RVTD, Ryan Hayes-JCHA, John Statler-Resident, Dave-Hearts with a Mission)

- Manzanita has a lot of noise and traffic
- Low stress streets area for bike/ped improvements
 - o Referencing BPAC approved map for bicycle improvements:
http://www.ci.medford.or.us/files/BikeTaskForceRec_PriorityList.pdf (#15)
- Lots of bicyclist on Riverside not obeying traffic laws
 - o Use Riverside not by choice (low-income, DUIs, homeless perception)
- 35% increase in homeless population in Medford from 2017-18 per the P.I.T count
 - o Felt in Liberty Park neighborhood
- JCHA is trying to build permanent supportive housing
 - o Can't find large enough sites in Liberty Park neighborhood without large amounts of environmental clean up, mediation, etc...
- Hearts with a Mission building transitional housing on Edwards St.
- If Northgate and Downtown keep growing Liberty Park will become "ripe" for redevelopment and potentially gentrification. This will need to be considered
- Commercial/Industrial sites in neighborhood can't meet HUD requirements for affordable housing projects (i.e. noise, pollution, clean-up). Too costly to do
- Manzanita is really dark, needs sidewalks and lights
- **Need to consider the 3 R's (retail, residential, restaurants)**
- Cobblestone Village should be a beautiful thing
 - o Has gazebo, public plaza (private) but no one uses it.
- Greenway is inaccessible
- **Upzone SFR-10 interior area to MFR-20/30**
 - o Most character of the neighborhood has left
- **JCHA likes to build 15/20 units per acre**
 - o **40-50 units total is the "sweet spot"**
 - o **Prefers to do two-story walk-ups, garden style apartments**
 - o **Could do parking at 1 space per unit**
 - o **Acquisition of housing is expensive, would need sites to be \$200-300 K with demo to pencil out in neighborhoods like Liberty Park**
- **More restaurants along Central/Court, but not drive through**
- Trees blocking signs are problematic
 - o Example 1125 N. Riverside
- Area best for a new park is still the center of the neighborhood

- Boardman is the roughest street
- Walking/walkability of Liberty Park is one of the hardest parts
 - o Best improvement for the neighborhood would be walkability
 - o Don't do improvements then put hidden leans on properties in front, City should cover cost or be up front with property owners
- Central area (SFR-10 zones) horrible for walking
 - o No sidewalks, or random at best
- Need people walking around, with people able to watch them, to keep the neighborhood safe
 - o Eyes on the street
- Need central neighborhood hangouts (café, tacos, etc...)
- Heavy Industrial (I-H) zoning is problematic in neighborhood
- Weird to have so many parking lots and car lots in a neighborhood like this
- Need to clean up BCGW and remove highway to improve neighborhood
- Mall will provide interesting opportunity over the next 20 years
 - o Will need to become mixed-use (e.g. Chesterfield, MO; Dayton/Beavercreek, OH)
 - [https://www.miamitownship.com/DocumentCenter/View/690/2015_1214_Dayton Mall Area Master Plan FINAL?bidId=](https://www.miamitownship.com/DocumentCenter/View/690/2015_1214_Dayton_Mall_Area_Master_Plan_FINAL?bidId=)
 - https://www.stltoday.com/business/local/sold-chesterfield-mall-sold-to-georgia-firm-focus-shifts-to/article_a56ab584-ccdd-5c8c-a17a-8ba2b829518d.html
- Location of neighborhood is biggest asset
- Revert Riverside and Central back to two-way

Group #2 – Bob Shand, Gladys Rivas, Trinidad Silva, Haley Cox, Greg Jones, Carla Paladino

- Look at redevelopment of the SE corner of McAndrews and Court (King Wai restaurant location currently and vacant land to the south)
- Look at traffic pattern at Court
- Add a community center to the neighborhood (location to provide services, activities, meeting space, laundry service)
- Need a location for a basketball court for teens and young adults
- Install curbing, sidewalk and driveway approaches where needed
- Talk with Salvation Army and try to understand their long term goals for the neighborhood
- Provide street improvements such as sidewalks on interior residential streets within the neighborhood
- Install pedestrian scale lighting
- Increase walkability in central residential neighborhood by installing sidewalks
- Look at alleyways as a means to provide other walking alternatives
- Reduce noise on Manzanita

- Look at traffic calming measures throughout the core residential neighborhood (provide options available for the residents to review and pick from)
- Street upgrades on Manzanita and Edwards
- Look at reducing speed limit to 20 mph in residential core
- Reduce cut through traffic
- Install cross walk improvements
- City should purchase a location for a community center
- Issues with trash at Sunset motel off of Pine St.
- Need for more gathering spaces for the residents



NAC #3 MEETING NOTES

Subject Liberty Park Plan NAC#3

File no. None

Date December 5, 2018

LANE RECONFIGURATION

Option 1 – Little discussion

Option 2 – Width of shared use path would be 10'

Option 3 (preferred option) – RVTD prefers pull-outs for transit stops, in most cases. Concerns were voiced in regards to not appropriately considering those who use the streets (explained how model accounted for vehicle traffic). Safety over congestion/roadway speed needs to be priority.

Option 4 – Similar comments as option 3. Driveway consolidation needs to be considered in both options 3 & 4.

All – If putting bike lanes on Riverside, Court, Central need to be separated

TRAFFIC, GENERALLY

Can we suggest a reduction in roadway speeds in the plan?

- Aim for an observed speed of 30 mph (25 mph posted)
 - Adjust cross-sections accordingly to this priority
- Can adjust speeds to 20 mph in business districts

Slower traffic should be priority.

Can we add rumble strips as an option for traffic calming?

TRAFFIC, SPECIFIC

Pine St. is used as Riverside alternative. Need to consider options to slow or divert traffic.

December 5, 2018

SIDEWALKS

Parking lots along Edwards likely in ROW, need to consider in planning.

Grade separated sidewalks should be design priority.

ROADWAYS

May need to regrade some roadways due to crown issues.

Use alleys as bike/ped facility? Consider a pilot project to emulate throughout City.

- A lot of homes in Liberty Park take access off of the alleys, need to consider
- Could use alleys as woonerfs (Dutch for living streets/complete streets)
- Could implement stormwater facilities in alleys as well
- An alley projects would require mid-block crossings

CROSSINGS

Beatty and Central have bus stop needs not being served

- Blind curve @ Edwards presents a potential barrier to peds.

Crossing at Bartlett and Jackson considered a high priority

Pair riverside crossing with Bear Creek Greenway crossing.

- Austin or Edwards is preferred location (will benefit Kids Unlimited especially)

Treat any crossing, especially at Riverside, as a 4-corner node to attract more development

- Ensure these considerations are added to the land use policies
- Will require land uses to change at nodes/crossings

Clark St. presents an opportunity to connect to Santos Center/Pool/Schools

- MURA could fund improvements

NEIGHBORHOOD BIKEWAYS

Clark St. presents huge opportunity

Consider alleyways when looking at bikeways.

TRAFFIC CALMING

Lowering speeds through policy and design should be a bare minimum outcome of plan.

Pine St., Niantic, Maple, Beatty all considered high priority

- Especially with Options development

December 5, 2018

LAND USE

Add nodal development considerations

Community Center needed

Laundromat needed

Architectural Design standards to be considered

Overlays could restrict future uses

- Restrict car lots, motels, etc...
- Consider amortization policies

Identify examples of neighborhoods with similar revitalization stories

- Whiteaker (Eugene, OR)
- Greenville, SC
- Bend, OR
- Oakland, CA (Similar auto-dependent land use, different scale)

Use Liberty Park as a model for other neighborhoods in City .

NAC #4 Meeting Notes

Liberty Park Neighborhood Plan

Date: April 2, 2019

Land Use Comments

Redevelopment/Development Comments:

- Group interests in redeveloping lots:
 - Team to add some suggestions for what kinds of uses might be desirable.
- Key Recommendations related to hotels/redevelopment
 - Identify nuisance properties for solutions/redevelopment.
 - Redevelopment of the King Wah Restaurant site in NW Liberty Park, City to consider buying it, use as an anchor site.
 - Motel sites for redevelopment.
 - Rogue Valley Inn – consolidate worker housing; look at receivership program.
 - Issue of long-term residents at these locations.

Zoning Comments:

- Identifying nuisance properties.
- Group inquiry around how best to capture the kinds of uses are wanted and not wanted – should this be noted through a list? Team to add more specificity around desired and undesirable uses.
 - Undesirable uses include: car lots, drive throughs, “big box stores.”
 - Desirable uses include: ‘mom-pop’ businesses.
 - There was discussion around business license fees to support smaller independent business.
- Consider design guidelines to increase landscaping cover and encourage more trees for the neighborhood.
- Group consensus/interest in supporting and developing live/work units and more development flexibility in the neighborhood through:
 - Home-based businesses.
 - Overlay district for mixed uses.
 - Form based code.

Transportation Comments:

- Sidewalks:
 - Consider right of way (ROW) issues.

- Consider physical barriers.
- Note potential issues.
- Edwards Street:
 - School zone designations needed – within 200 feet of school.
 - Edwards could benefit from its own speed.
 - Removing parking would be a problem because some houses do not have driveways.
- Alleys:
 - Group consensus that alleys do not need pilot projects, however there is concern around people using alleys for undesirable uses (i.e. dumping trash, illicit activity, etc).
 - Strong group interest to consider public safety recommendations to address blighted and areas that are perceived as unsafe.
 - Some initial ideas include:
 - Organizing a community cleanup event
 - New lighting (consider neighborhood/pedestrian-oriented lighting options)
 - Pave alleys
 - Surveillance cameras
 - Other safety initiatives
- Lane Reconfiguration:
 - Group interest in implementing lane reconfiguration. However, lane reconfiguration should consider driving conditions/impacts.
 - Concern about the road crown; may necessitate complete overhaul of roadway to implement.
- Traffic Calming:
 - Strong group interest in considering traffic calming treatments targeted around the school.
 - Interest in establishing a school zone within 200 feet of Kids Unlimited.
 - Would need to include Riverside, which may be difficult.
 - Intersection of Jackson and Central, near Star Body Works, have bad sightlines due to strange angle/intersection geometry.
 - Medford Traffic Committee could address this.
 - Group interest and support of diagonal traffic diverters.
 - Review language around diverters to avoid accidentally diverting traffic into the neighborhood and planning for emergency vehicle access.
 - High priority for a recommendation to conduct a separate traffic study/traffic calming study.
 - Straight diverter at intersection of Niantic St and Edwards St.
 - Speed Reduction:
 - Bill being considered for speed reduction in state legislature.

Subject **Meeting Notes**
Neighborhood Advisory Committee #5
June 24, 2019

Attendees

Name	Affiliation
Seth Adams	City of Medford
Angela Durant	City of Medford
Joe Foley	Planning Commissioner
Edem Gomez	RVTD
Matt Hastie	Angelo Planning Group
Greg Jones	Kids Unlimited
Kyle Kearns	City of Medford
Carla Paladino	City of Medford
Tara O’Brien	Jacobs
Bob Shand	Resident
Harry Weiss	City of Medford

Introductions

Carla welcomed the group and reviewed the agenda for the meeting.

Status Report

Matt Hastie provided a brief status report, noting progress on the following items since the last meeting:

- Draft Liberty Park Neighborhood Plan – much of the information in the plan builds on previous work products along with comments from the NAC and other community members at their most recent meetings.
- Code memo – goes into more detail about land use related ideas that can be implemented through changes to the city’s Development Code.
- Next steps – will use feedback from today’s meeting to update both those documents.

Liberty Park Neighborhood Plan

Matt described the following changes or additions to the Neighborhood Plan in comparison to earlier documents.

- Improved format and graphics
- Some changes to reflect previous round of meetings
- Additional information about land use strategies (more found in accompanying memo)

Comments and questions from committee members included the following:

- There was discussion of the Diverter on Edwards/Beatty (Project TC4A), including whether some modeling could or should be done for this or other potential locations prior to installing a demonstration project.
- It was noted that using Court street or other locations to divert access could be a problem for access for emergency transportation.

- Staff noted that while a potential diverter was identified at Edwards/Beatty, other narrative about diverters in the Neighborhood Plan is not specific about individual locations, providing flexibility to consider other locations in the future.
- Participants asked if the park photo on page 12 could be captioned or if another photo could be used.
- Carla will share other Medford-centric photos with the consultant team to swap in that or other locations in the NH Plan.
- Parks staff also suggested that we be more general/less specific about improvements along the Bear Creek Parkway and instead refer to the Bear Creek Master Plan and talk about being consistent with recommendations in that document.

Implementing Policy and Code Memo

Matt reviewed key elements of the memo and noted the following:

- The team reviewed the city’s Comprehensive Plan to ensure that its policies are consistent with Neighborhood Plan recommendations.
- A new overlay zone is proposed to be incorporated in the development code to provide a tool for allowing the neighborhood some flexibility regarding some small-scale commercial uses, existing residential uses, and the desired design and character of commercial or mixed uses along the Court, Riverside and Central.
- Several potential approaches can be considered to limit or mitigate impacts of car lots and other auto-oriented uses.
- Proposed design standards for commercial, mixed use, or larger residential development call for variation of design, where parking is located, landscaping standards, etc. The city already has some of these standards which are currently applied to new multi-family residential development.

Comments and questions included:

- The City Council recently had a work session on the topic of auto-oriented uses. The most palatable regulatory option is likely to establish specific design or development standards for these uses; it also may be OK for some of them to transition out existence in the future.
- Carla will provide notes from the work session with the Council and city staff will continue to take direction from Council on this topic moving forward.
- We’re already seeing some transition of these uses now (e.g., daycare facility in the old Volkswagen dealership building).
- The Code Memo should emphasize that the City has two different commercial zones where the overlay could be applied (Community Commercial and Heavy Commercial). These two zones have some very different requirements (e.g., related to allowed uses and maximum heights).

Community Outreach Update

Carla discussed potential plans for a final round of community outreach. She noted that we have had three (3) open houses but that staff is considering doing focus groups for the next round of outreach this summer. Possibly advertise in churches, at Kids Unlimited and throughout neighborhood

Comments and questions included:

- Consider attending events that are already happening to provide information about the Neighborhood Plan and gather feedback.

- Also identify key stakeholders (possibly more commercial property owners) to engage who have not participated as much in the later stages of the process.
- Appointments for the Medford Urban Renewal Area (MURA) Board will be made on July 18 and we should brief that group on this project.

Next Steps

Carla and Matt then reviewed the following next steps.

- The City will finalize their outreach plan and conduct outreach by approximately the end of July.
- The NAC may meet one more time after the outreach is concluded. This meeting is not included in the work plan but would provide one more opportunity for the NAC to review the project materials and recommendations.
- The consultant team will update the draft Neighborhood Plan and Implementation Memo based on outreach results. APG is also available to flesh out some of the development code recommendations in more detail. These will be the final steps for the team.

Subject **Meeting Summary**
 Community Open House #1
 June 26, 2018

Overview

The City of Medford Planning staff and consulting team members conducted a first Community Open House for the Liberty Park Neighborhood Plan on Tuesday, June 26, from 6:30 to 8 pm in Liberty Park. About 15-20 people attended the meeting. The City provided refreshments (burritos and shave ice from local businesses). Participants engaged in one-on-one conversations with team members, reviewed information about the project on presentation boards and handouts, participated in interactive mapping exercises to comment on goals for and concerns about the neighborhood, and completed questionnaires.



The City used a variety of means to publicize the meeting including announcements on the City’s Website, notice in the *Medford Mail Tribune*, and distribution of meeting flyers to homes and businesses in the study area. Meeting flyers and questionnaires were provided in English and Spanish.

Results

Participants were asked to provide comments on three display boards to highlight issues associated with land use and transportation, or to describe their future vision for the area. Comments generally focused on needed transportation, park and open space improvements, as well as issues associated with public safety and homelessness. Following is a list of comment provided.

Land Use Conditions Board

- Manzanita Street needs sidewalks. This will exponentially improve that entire area.
- Change times on the park hours to 8 or 9 pm because of the vicinity to homes.
- Address transient issues at park. Keep down plants to deter people leaving items in the park. I second this!

Transportation Conditions Board

- This property mixed use “gateway.”

- Public safety (feels safe generally).
- Speeding on Maple Street – unsafe for kids and old people , dogs and cats.
- Unsafe for kids to get to school. Austin/Niantic – need school zone.
- Public safety is important.
- Fused grid streets.
- Alleys as Greenways
- Speeding on Niantic
- No police presence at night
- Reduce cut-through traffic and slow speeds on Maple – issue with car auction drivers.

My Vision Board

- Water park.
- I would like to have a larger park.
- No central gathering place (need one).
- Local improvement district option.
- Promote home based businesses - rezone or overlay.
- Needles in park on ground.
- Dogs broke through my fence.
- Possibly remove bathroom? Save costs/upkeep; less transients possibly.
- Outlaw aggressive dogs; pit bulls.
- Sidewalks on Manzanita.
- Transients set up tents next to bathroom and under cherry tree.
- Transients harass my dogs that are in my yard.
- Transients shower/clean clothes.
- Police substation in area.
- Transients with vicious dogs that attack other dogs and aggressive towards kids and people walking by.
- Transients deter families from using park
- Safety – more police presence.
- Kids after dark throw rocks on my roof.
- Promote better looking houses and yards.
- Sewers need replacement.
- A Knotts Berry Farm amusement park for the area (in White City).
- Speeding motorcycles and noise.

Questionnaires completed at the Open House will be summarized along with the Online Survey currently being conducted by the City. Questions on the questionnaires provided during the open house are identical to those in the survey.

Next Steps

The results of this meeting will be used in developing a statement of goals and objectives for the Liberty Park Neighborhood Plan and also will be considered in developing subsequent recommendations for the Plan.

Subject **Meeting Summary**
 Community Open House #2
 December 4, 2018

Overview

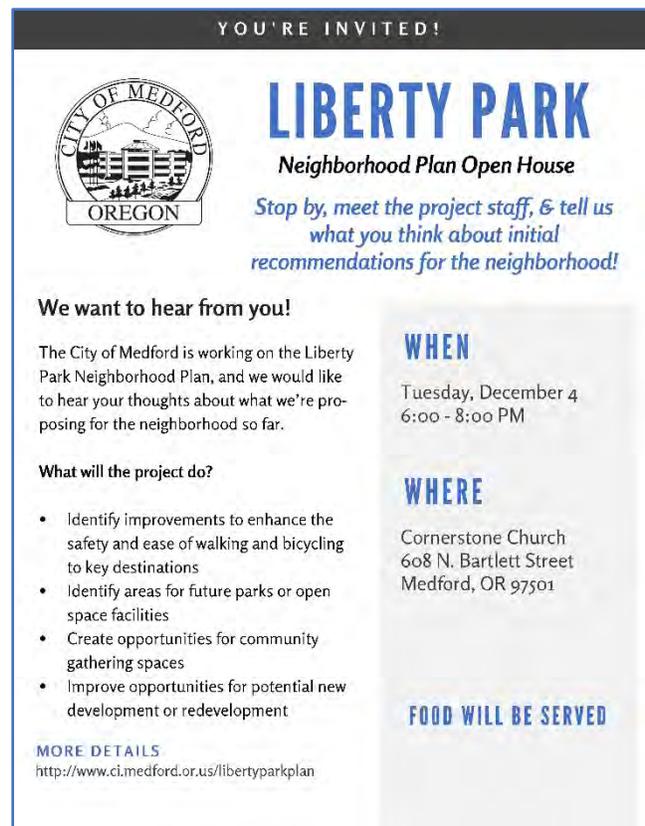
The City of Medford Planning staff and consulting team members conducted a second Community Open House for the Liberty Park Neighborhood Plan on Tuesday, December 4, from 6:30 to 8 pm at the Cornerstone Church. About 20-25 people attended the meeting. The City provided refreshments. Participants engaged in one-on-one conversations with team members, reviewed information about the project on presentation boards and handouts, and participated in interactive exercises to comment on proposed or alternative transportation improvements and land use strategies for the neighborhood.

The City used a variety of means to publicize the meeting including announcements on the project page of the City’s Website and distribution of meeting flyers to homes and businesses in the study area. The City physically mailed and e-mailed the flyer to community members and distributed it via the City’s social media outlets. Meeting flyers were provided in English and Spanish.

Results

Participants were asked to provide comments on several display boards, including the following:

- Community vision and key land use issues
- Desired traffic calming
- Desired pedestrian crossing improvements
- Desired bikeway improvements
- OR 99 lane reconfiguration improvement options



Following is a summary of comments provided for each topic.

Community Vision and Key Land Use Issues

- Court and McAndrews (southeast corner) great site for redevelopment.
- Hotels are an area of concern.
- Need increased code enforcement of the greenway, then expansion.
- Turn motels into a café/coffee shop instead of single-family residence.

- Need “Missing Middle” housing, townhouses, new houses or apartments in general.
- Small scale development, café, food carts, or new restaurants.
- Be mindful of folks who rely on motels and trailer parks for low-income housing. Renovating these may result in homelessness. Need programs (to address).
- Need a home repair program to help with neighborhood equity.
- Tree removal/trimming service to help with old trees causing problems.

Desired Traffic Calming

- Niantic St. is not too bad.
- Need 20 mph speed limits.
- Kids Unlimited has discussed closing Austin St.
- Speeding/heavy traffic along Niantic/Beatty.
- Diagonal Diverters need to be considered.
- Paint speed limit on street as short-term fix while waiting for physical improvements.
- Pine St. crossing needed @ Jackson. Speed limit sign (flashing sign) needed on Pine St or a speed bump (or something that reduces speed).

Desired Pedestrian Crossing Improvements

- Sidewalks on Manzanita are important.
- Need to consider the potential in increased foot traffic as Kids Unlimited expands
- People are crossing at Maple.
- Pine street needs to be overlaid.
- Lots of traffic from Pine to Kids Unlimited.
- Sunset hotel has trash on sidewalk often.
- High visibility crosswalk is great idea.
- Seems like the rapid rectangular flashing beacon (RFB) works by RCC on Riverside. However, I have seen people drive through them. Would like to see bulb outs in combination with RFB.

Bikeway Improvements

- Important cyclist crossing at Bartlett & Jackson.
- This is routing one use.

OR 99 Lane Reconfiguration

- Options 3 & 4 received 2 votes each.
- Visibility is poor from Manzanita turning onto Court.
- Left turning cars just too far out on Manzanita.
- 99 used a drag race road.

Next Steps

The results of this meeting will be used in developing a statement of goals and objectives for the Liberty Park Neighborhood Plan and also will be considered in developing subsequent recommendations for the Plan.



Open House #3

Community Member Comments

April 2, 2019, 5:30 – 7:00 pm

Santo Community Center (Room 18) 701 N. Columbus Ave. Medford, OR 97501

Draft Transportation Project Boards

Preferred Neighborhood Vision

What is your level of support for elements of the preferred vision?

	Do Not Support	Neutral	Support
Enhanced Crossings			X,X
Infill and/or development of specific properties			X,X,X
Rezoning of residential land	X		X
Bikeways			X,X
Lane Reconfigurations			X,X
Traffic Calming			X,X,X
Connections to Bear Creek Greenway			X,X,X,X

Other Project Ideas:

- Areas for food trucks
- Interface properties with Bear Creek
- Grants/Loans for upgrading rental properties
- Create a west side greenway path (x2)
 - o Possibly by incorporating development incentives for property owners like increased density if you build portions of path
- Invest in police department to help with enforcement

- Street trees on Riverside and Central & reduce driveways
- Add lighting to properties

Connections to Bear Creek Greenway

- Connections to greenway would be great if it could be cleaned up!
 - o Don't feel safe there as a mom w/ kids
 - Safety
 - Homeless
 - Trash
 - Lighting
- Connections to Bear Creek

Rezoning of residential land

- Rezoning is a concern! Don't want duplex or large buildings to surround our home!

Traffic Calming

General Notes:

- Reduced speed would be great for foot traffic
- Reduce speeds! And have better flow of traffic
- Sidewalks are very important!
- Beatty, Edwards to Central needs to:
 - o Go to two-lanes & parking one side only, or;
 - o Need to widen at 3 feet on each side
 - o Parking on both sides does not allow two-way traffic.
- Develop Bearcreek as a city "treasure." It should be developed, example patio restaurant seating, coffee houses, etc...

Launch a '20 is Plenty' Campaign

- In town driving should be slow, especially @ night. "20 is plenty" good idea

OR-99 Lane Reconfiguration

General Notes:

- Don't like losing a lane of traffic, traffic heavy already

Option 1 - LR1 – I think is a safer option for bikers

Option 1 - LR1 – Yes 2 traffic lanes! The lanes are not fully utilized currently and cause inefficient traffic movements.

Option 2 - LR1 – Put parallel to curb, a painted "speed bump/hump" separating bike-lane from roadway.

Pedestrian Crossing Improvements

Crossing C1 & C2: Like an actual crossing at Central & Beatty St.

Bikeway Improvements

Edwards Street Bike Lanes:

- Needs to connect to the greenway
- Try to go quickly on Bikeway.
- Needs to lead somewhere when it hits McAndrews
- Good idea for a bike path, needs to also connect to bike path

Sidewalk Infill & Bear Creek Greenway Connections

General Notes:

- Love the idea of additional access to bike path or exit if needed. Also good for those whose transportation is biking & would be safe to get home
- Yes on greenway connection!
- Austin St. would be a good crossing point (include stormwater feature)
- MANZANITA NEEDS SIDEWALKS!
- Manzanita & Niantic need sidewalks
- Love Greenway Connection.

Submitted Comment Form

Do you have anything else you want to tell us about priority future improvements or changes for the Liberty Park Neighborhood?

- Beatty street between Edwards & Central – When parking happens on both sides of the street it becomes a one lane traveling road. One of two things need to happen:
 - o Parking on one side only.
 - o At least 3-feet on each side added

One other issue occurring is parking is too close to driveways. Too close to fire hydrant & mailboxes before 5pm. Painting needs to be added to curbs to better define parking areas.

How can local residents and business owners best support or continue to be involved in planning for the neighborhood's future?

- Having these meetings and time to visit about what is important is appreciated and so helpful. Thank you for trying to involve the community.

Medford Liberty Park – Stakeholder Interview Recommended Improvements

- More housing, particularly mixed income housing (17)
- Sidewalks (11)
- More specific types of businesses (7) – examples: retail, laundromat, hardware store, restaurants, grocery store
- Safe, vibrant area, including patrol and enforcement, reduction of homeless impacts (8)
- Street lighting and/or lighting on trail (6)
- Pedestrian and bicycle improvements, including pedestrian crossings (6)
- More support or expansion for existing businesses (6)
- Street improvements generally (5)
- Parks and other gathering places (5)
- Clean up properties, improve look and feel, be accountable, etc. (5)
- Mixed use development (4)
- Traffic calming or control (4)
- Increased parking (3)
- Community center and services, including counseling, rehab, medical clinic, other (4)
- Convert hotels (2)

Other Transportation recommendations

- Pathways
- Less car lanes
- Niantic, Beatty, Boardman – Alleys on these street could be a greenway system. Bike/Ped ROW local, access only, no cut through with traffic calming
- Wayfinding for directions/transit use and general pedestrian access to and from neighborhood
- ADA curb cuts
- Shade trees
- Too many signs, need a reverse sign program
- Entry feature on the streets
- Better bus stops
- Tie in cross streets
- Roadwork in alleys that take access from them
- Installation of a trail along the west side of the creek linking to the north

Other Infrastructure

- Shade and water features
- Landowners being financially responsible for sewer lateral upgrades
- Undergrounding of utilities
- Improvements in the residential core (infrastructure)
- Infrastructure – streets, sewer, water, storm drain
- Any infrastructure that will encourage new development
- More restroom facilities that are monitored and locked at night.

Other Comments

- Conversion of parking lots
- Close proximity to Downtown would love to see architecture concepts expand into Liberty Park; same concepts of Downtown

- Consider what improvements/development are will do to those affected by raise in income.
- Create a transition from neighborhood to City (i.e. Jackson)
- Community village look
- Agency support
- First time home buyer program.
- Intentional service delivery systems to address holistic family support systems.
- Transformation or success story like that of the Pearl or Lloyd Districts in Portland
- More home businesses
- Modify home occupation regulations to be more flexible or create an overlay that would allow for home based businesses within the neighborhood
- New development will increase property values and certain businesses will sell and change
- Safety net like a fenced in play area like Hawthorne Park.
- Really old building (owned by Cornerstone Church). Sits empty, could be used.
- Hotels need to be more careful of who they rent to. We are near families and schools.

Survey Results

Highest Ranking Improvements

- Streetscape Improvements
- Parks, public facilities and open space
- Renovation of existing residential uses
- New/additional businesses
- Street improvements/repairs
- New multi-family residential development

Type of Development Most Want to See in Liberty Park

- Restaurants
- Open space/parks
- Retail shops
- Improved connections to Bear Creek Greenway
- Grocery Store
- Duplexes, triplexes or four-plexes
- Single-family residences
- Five or more unit apartments