
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. To date, this program has not funded projects within Liberty Park. 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 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. 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

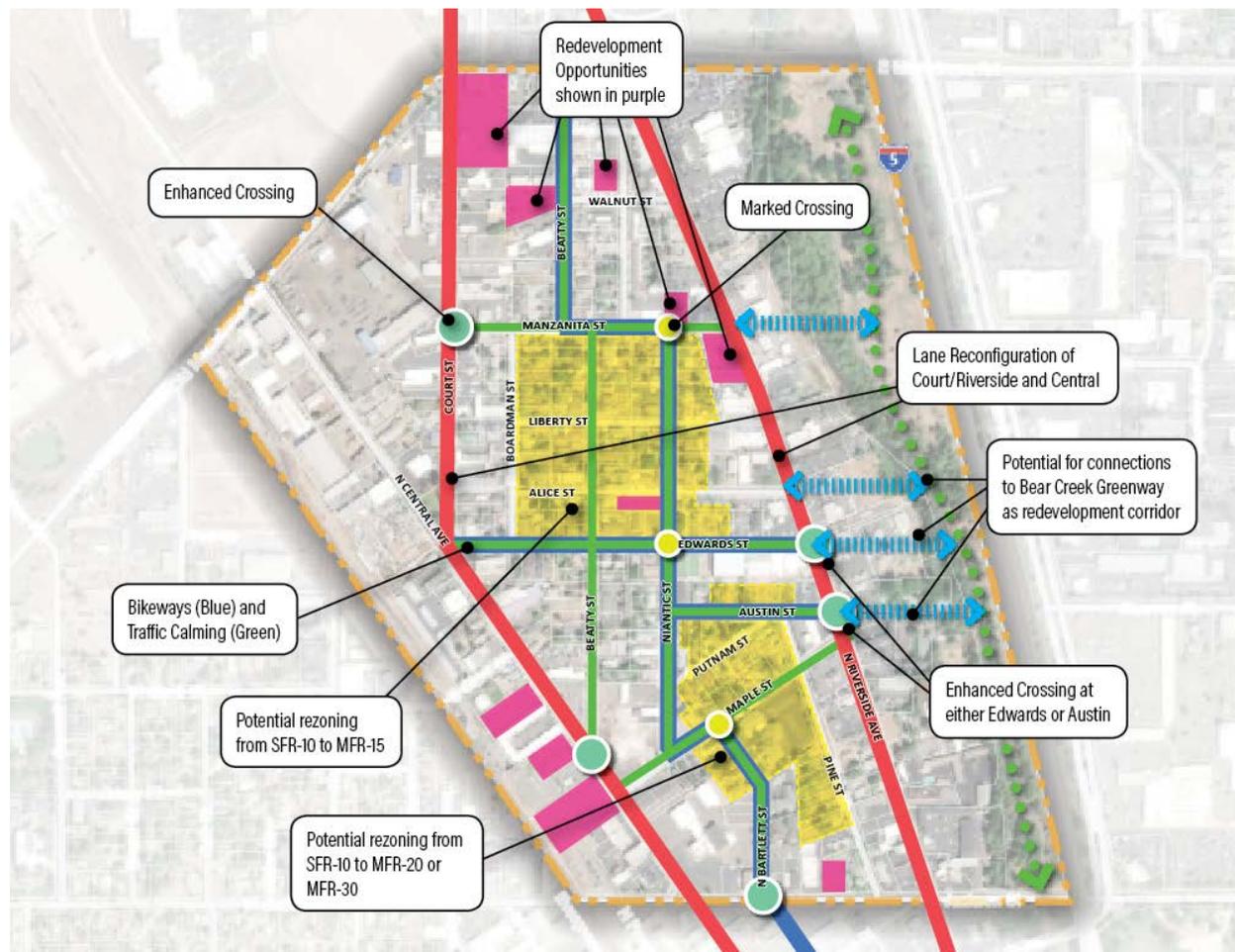
Figure 1 summarizes key elements of the Liberty Park Preferred Vision, including both land use and transportation recommendations. Elements of this preferred vision include the following:

- **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

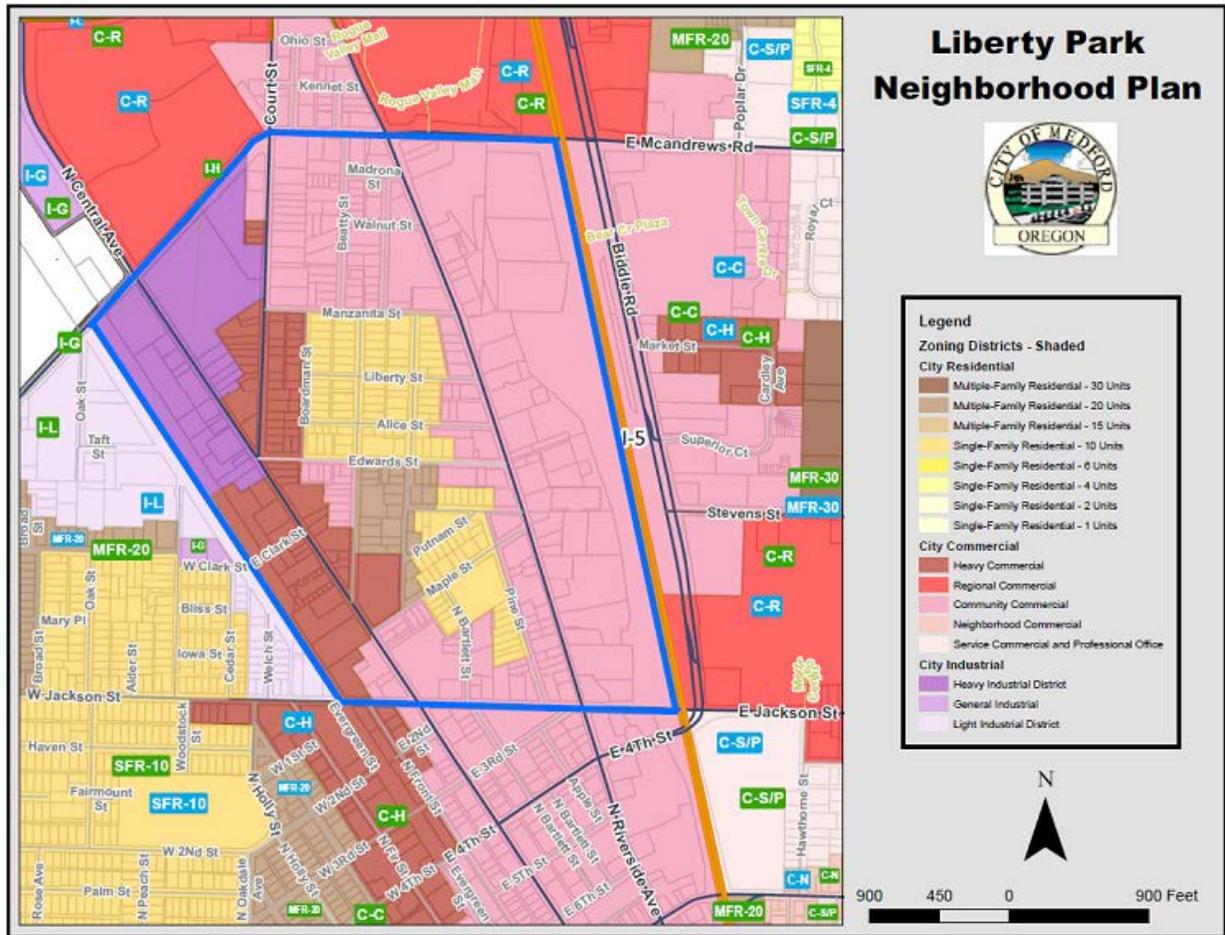
The following regulatory changes are part of the Preferred Vision. The existing zoning of the neighborhood is shown in Figure 9 for reference.

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

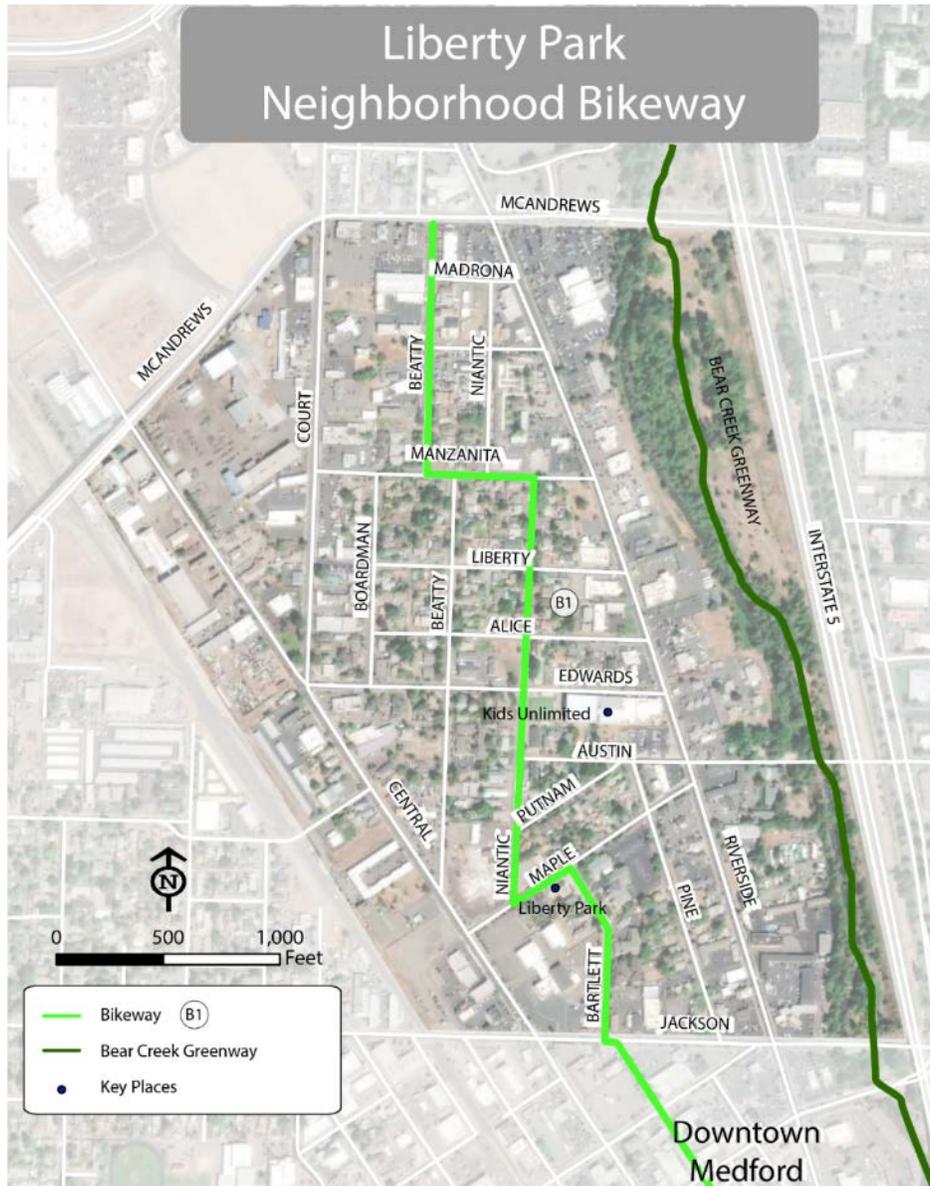
Approximate Cost

\$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

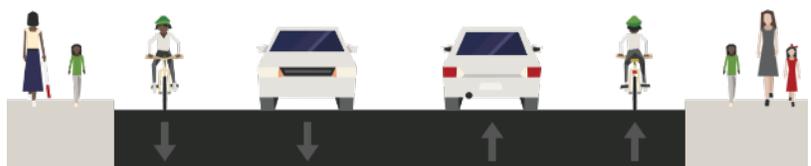
Implementation Priority

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

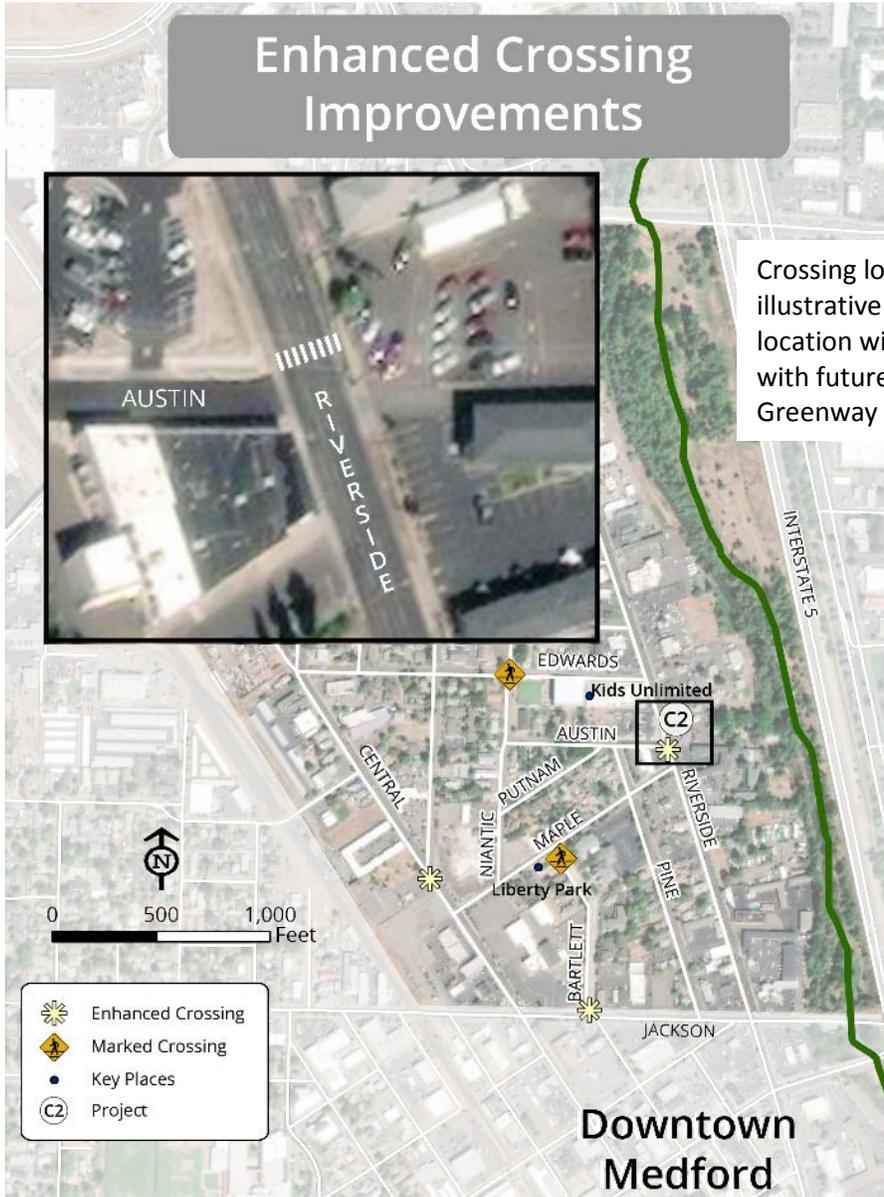
Approximate Cost

\$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

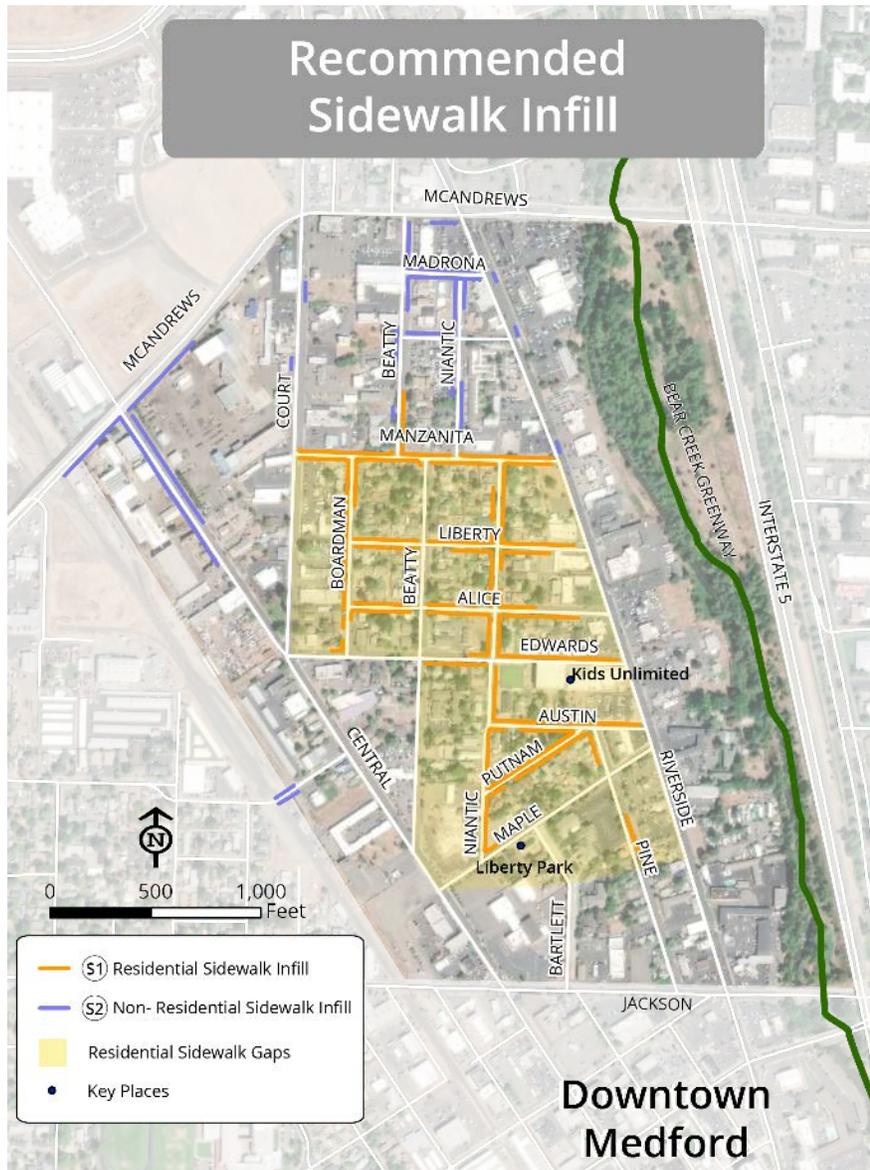
Approximate Cost

\$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
Creates a vibrant neighborhood
Enhances public spaces

Connects to downtown
Supports local businesses

Approximate Cost

\$227,000

Implementation Priority

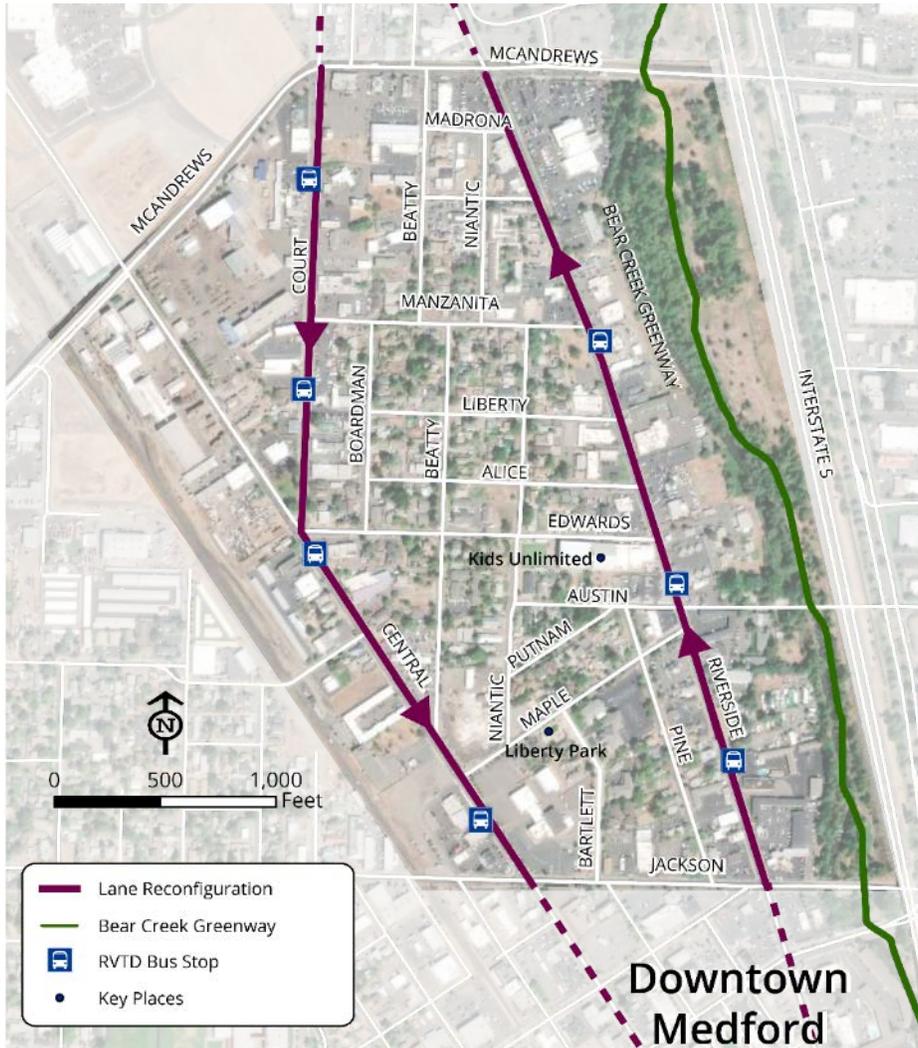
Near-term

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

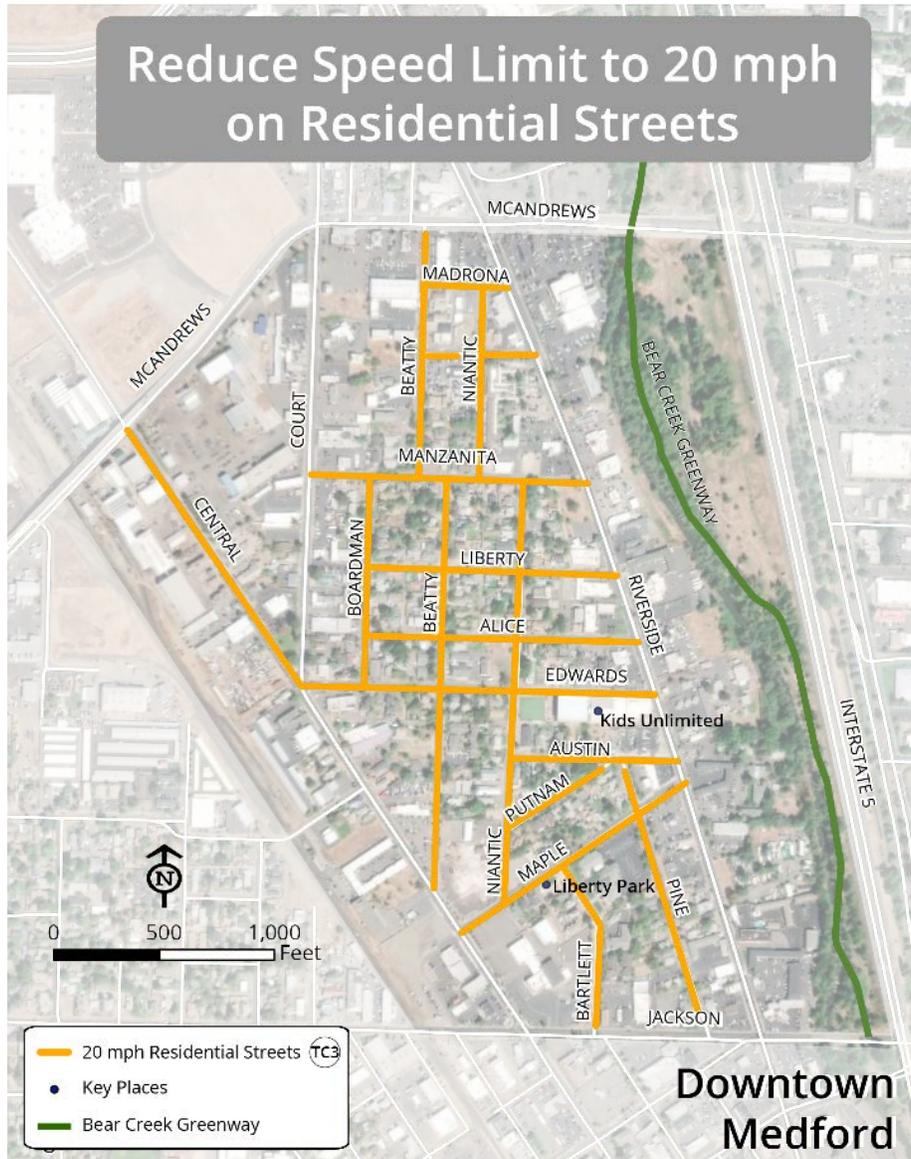
Approximate Cost

\$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

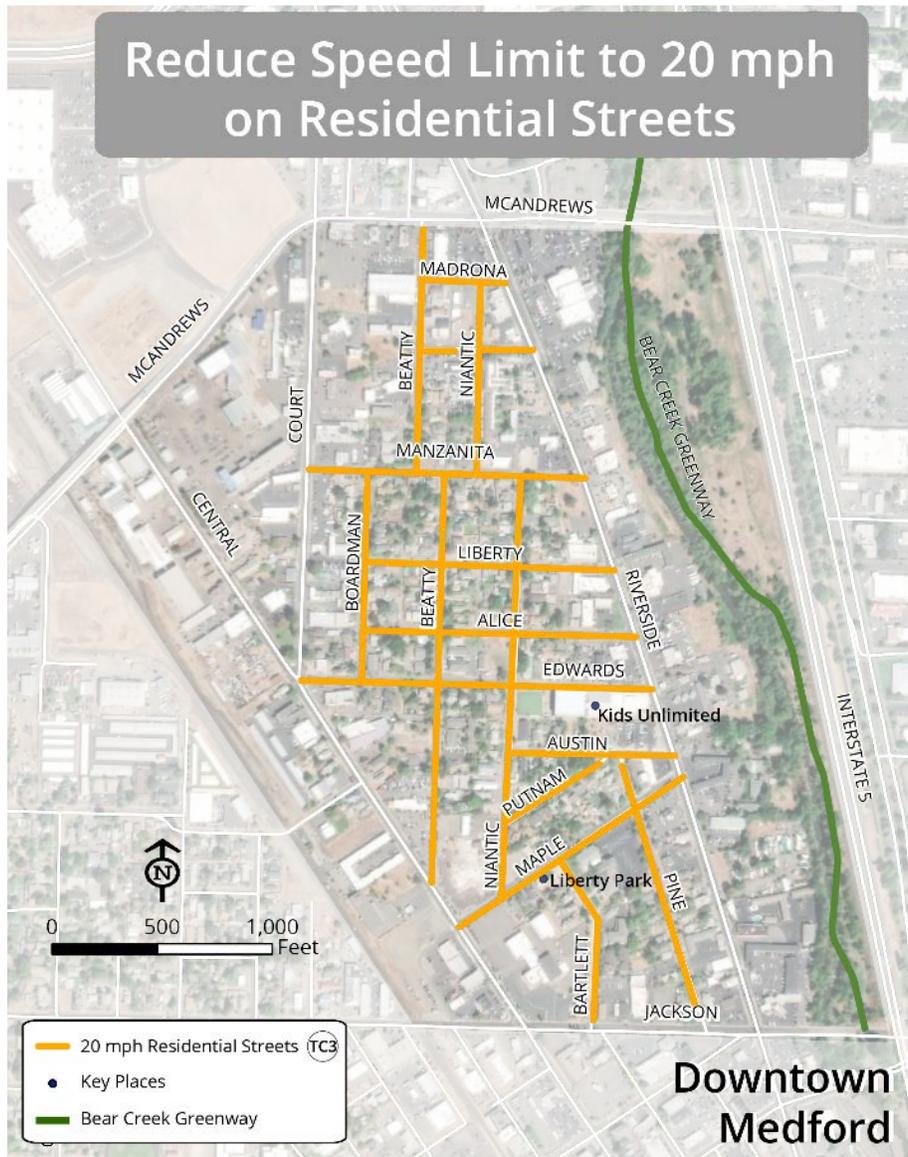
Approximate Cost

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)

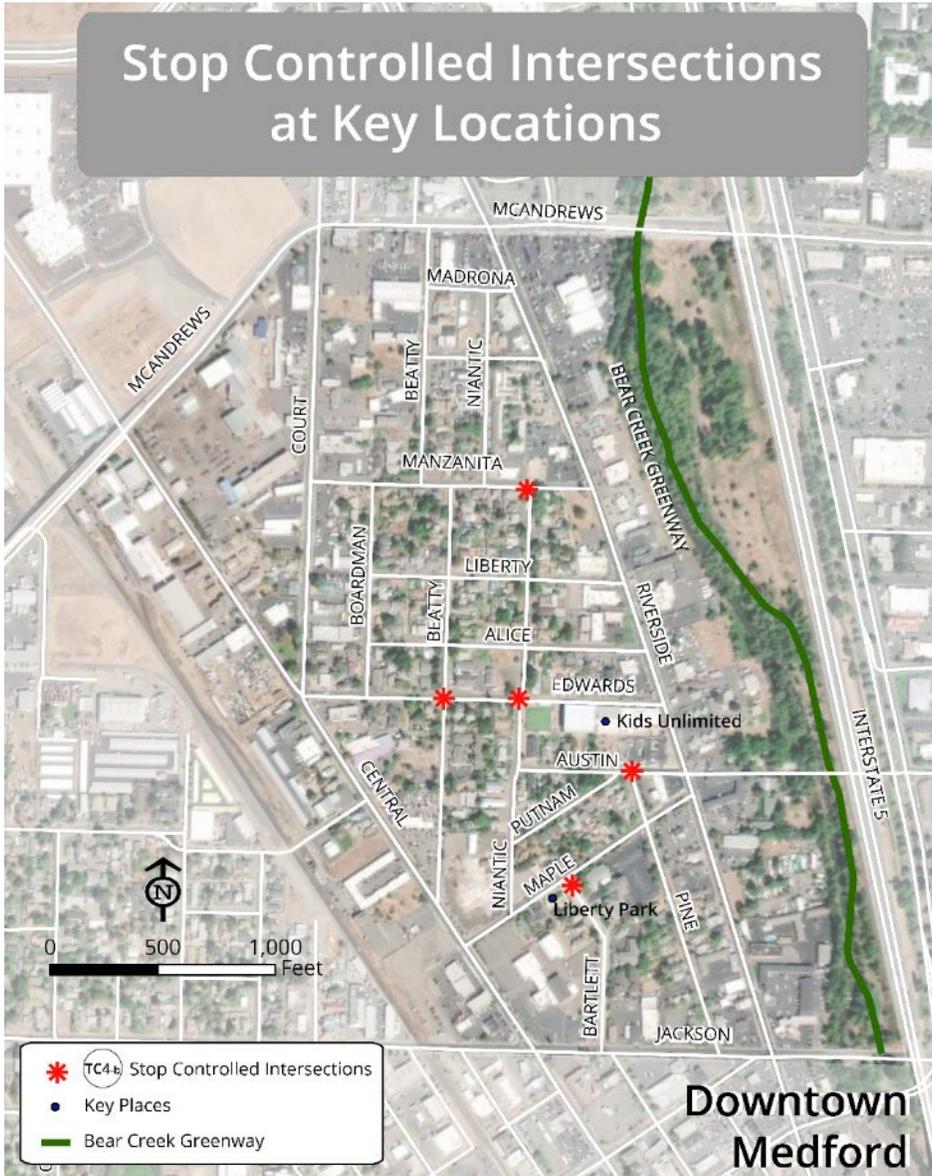
Implementation Priority

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

