CITY OF PHOENIX, OREGON

ORDINANCE NO. 1000

AN ORDINANCE OF THE CITY OF PHOENIX ADOPTING AMENDMENTS TO THE TRANSPORTATION SYSTEM PLAN AND CHAPTER 3.5 OF THE LAND DEVELOPMENT CODE

WHEREAS, Oregon law requires that state, regional and local governments adopt and periodically update coordinated Comprehensive Plans and implementing ordinances; and

WHEREAS, the City of Phoenix Comprehensive Plan Transportation Element was adopted in 2016; and

WHEREAS, the City of Phoenix implements its Comprehensive Plan through Ordinance No. 851, the Phoenix Land Development Code (LDC); and

WHEREAS, periodic Comprehensive Plan and Development Code updates are warranted in response to identified issues where the existing documents no longer serves the City's interests; and

WHEREAS, in 2016, the City restriped Main Street from a two-lane to a single lane configuration under a trial testing period; and

WHEREAS, the City has received significant public input through both formal and informal channels indicating that the single lane configuration, while offering certain benefits, does not serve local residents as well as the previous two-lane configuration did; and

WHEREAS, the current language in the City's Transportation System Plan, specifically Project B-4, limits the City to a one-lane configuration; and

WHEREAS, City staff worked with residents, the Planning Commission and City Council to refine ideas for possible amendments to the City's goals, policies and codes; and

WHEREAS, in order to create a street section to construct two travel lanes and a bicycle lane along Main Street southbound through the couplet, it was necessary to reduce the minimum travel lane width to ten feet; and

WHEREAS, a ten-foot travel lane width is consistent with current best practices for streets in urban areas with high pedestrian traffic; and

WHEREAS, the area affected by the proposed change is less than half a mile in length and is bound by a high-speed corridor with two travel lanes in each direction, a 45-mph speed limit, and no sidewalks or bike lanes, which makes travel to the affected area on foot or by bicycle hazardous; and

WHEREAS, the area affected by the proposed change currently features very little in the way of pedestrian amenities and safety features; and

WHEREAS, the area affected by the proposed change is very close and parallel to the Bear Creek Greenway, an off-street corridor for both walkers and cyclists; and

WHEREAS, the area affected by the proposed change is parallel to and one block away from Church Street, which is a low-traffic, low-speed corridor for walkers and cyclists who may feel uncomfortable on Main Street; and

WHEREAS, the area affected by the proposed change will be improved with curb extensions, formal crosswalks and rapid flashing beacons, which will all improve pedestrian safety and comfort relative to existing conditions; and

WHEREAS, the area affected by the proposed change will not see a change in the type or intensity of allowed development, so there should be little to no impact on trip generation; and

WHEREAS, the City has determined that the proposed amendments are a reasonable means to ensure the comfort, safety and convenience of the travelling public and preserve the general welfare of residents; and

WHEREAS, on January 14, 2019, the Planning Commission conducted a duly noticed public hearing on the proposed amendments, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, following receipt of staff testimony at the January 14, 2019 public hearing, the Planning Commission deliberated and forwarded a unanimous recommendation of approval to the City Council; and

WHEREAS, on February 19 and March 4, 2019, the City Council conducted duly noticed public hearings on the proposed amendments, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, the City Council has fully reviewed the record and deems all notices and comments to the record as compliant with state law and the City of Phoenix Land Development Code, and that no further action is necessary before the Planning Commission; and

WHEREAS, the City Council has considered the Planning Commission's recommendation, the staff reports in this matter, and testimony and evidence of interested parties, and has evaluated the proposed amendments against Statewide Goals, state, county, and regional requirements, the Comprehensive Plan, and other applicable standards;

NOW, THEREFORE, THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts as findings and conclusions of the foregoing recitals.

Section 2. Order. The City Council hereby adopts the amendments to the City of Phoenix Transportation System Plan and Land Development Code attached as Exhibits A and B incorporated as set forth fully herein.

Section 3. Staff Directive. To reflect adoption of the ordinance, Staff is directed to make conforming changes to the City of Phoenix Transportation System Plan and Land Development Code necessary to incorporate the amendments adopted herein.

PASSED AND ADOPTED by the City Council and signed by me in authentication of thereof on this 4th day of March 2019.

Chris Luz, Mayor

ATTEST:

Kimberlyn Collins, City Recorder

Approved as to form:

City Attorney

What Is the Planned System and Associated Improvements?

The tables and figures in the following sections identify the planned improvements by mode.

Street System Plan

Table ES-1: Street System Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to increase awareness of upcoming downtown area and lane reduction.	B-2, B-4, B-5, B-6, P-4, P-5	Short	High
~~S-2~~	~~3rd St and 2nd St Extensions~~	~~New local street with sharrows and sidewalks~~	~~S-3~~	~~Short~~	~~High~~
~~S-3~~	~~Parking St: 2nd Street to 4th Street~~	~~Construct new street within couplet with sharrows and sidewalks~~	~~S-2~~	~~Short~~	~~High~~
S-4	N Pine St: W 1st St to W 5th St	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows	B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement, sharrows	B-7	Short	High
S-6	Locke Ln: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	No	Short	High
Tier 2 – Unfunded					
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	Medium
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-12	OR 99/Northridge Terrace Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right-turn movement; if warranted, improve turning radius on southeast corner	No	Long	Medium
~~S-13~~	~~Urban Reserve Area PH-1 and PH-1a~~	~~Implement a Conceptual Street Network as part of a long-term plan for development~~	~~No~~	~~Long~~	~~Low~~
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.

Table 4- 1: Street System Projects

Tier 1 – Funded					
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to increase awareness of upcoming downtown area and lane reduction.	B-2, B-4, B-5, B-6, P-4, P-5	Short	High
S-2	3rd St and 2nd St Extensions	New local street with sharrows and sidewalks	S-3	Short	High
S-3	Parking St: 2nd Street to 4th Street	Construct new street within couplet with sharrows and sidewalks	S-2	Short	High
S-4	N Pine St: W 1st St to W 5th St	Asphalt overlay, roadway widening to City standards, curb, gutter, sidewalks and storm drainage, AC waterline replacement, sharrows	B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement, sharrows	B-7	Short	High
S-6	Locke Ln: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	No	Short	High
Tier 2 – Unfunded					
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	Medium
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-12	OR 99/Northridge Terrace Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right-turn movement; if warranted, improve turning radius on southeast corner	No	Long	Medium

~~S-13~~	~~Urban Reserve Area PH-1 and PH-1a~~	~~Implement a Conceptual Street Network as part of a long-term plan for development~~	~~No~~	~~Long~~	~~Low~~
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Figure 4- 1. Street Modal Plan

Figure 4- 1.

S-9 Urban Reserve Area PH-10 (High Priority/Medium Term)

Urban reserve area PH-10 is 43 total acres and is located to the north side of Fern Valley Road, east of I-5 and north of the Phoenix Hills neighborhood. Future forecasts for PH-10 include 85 percent residential and 15 percent open space uses in the area. PH-10 currently lies outside of the Phoenix UGB and shares a property line with PH-5 to the north. Its proximity to PH-5 will accommodate a north/south corridor from southeast Medford to northeast Phoenix. PH-10 lends itself to one north/south and one east/west local route. The north/south route would connect into Fern Valley Road at the same point as Breckinridge Drive or Meadow View Drive.

~~S-13 Urban Reserve Area PH-1 and PH-1a (Low Priority/Long Term)~~

~~The urban reserve areas PH-1 and PH-1a are located west of OR 99 and the CORP railroad line, and north of the city limits. Both URAs are located west of the CORP railroad line, which limits connectivity with the rest of the Phoenix street system. Their eastern border has limited road access, so it is unlikely a new or enhanced rail crossing could be added in order to accommodate industrial traffic. The proposed route into the urban reserve areas is a connection to S. Stage Road via Voorhies Road. By creating a north/south connection to S. Stage Road through PH-1 and PH-1a, there is no need for an additional rail crossing. New connections to S. Stage Road will be coordinated with the County and City of Medford.~~

City-Maintained Street Improvements

Listed below are projects that would improve streets that the City owns and maintains.

~~S-2 3rd Street: Main Street to New Internal Circulation Roadway [Parking Street] (High Priority/Short Term)~~

~~The eastern end of 3rd Street currently terminates at Main Street in downtown Phoenix. This project would extend 3rd Street one block east to a new internal circulation roadway (tentatively known as Parking Street) between the Main Street and Bear Creek Drive couplet, and would include new sidewalks and bicycle lanes. This project is a component of the City Center Plan.~~

~~S-3 New Internal Circulation Roadway [Parking Street]: 4th Street to 2nd Street (High Priority/Short Term)~~

~~This project would construct a new internal circulation roadway with sidewalks and bicycle lanes between the Main Street/Bear Creek Drive couplet and is a component of the City Center Plan.~~

S-4 N Pine Street: W 1st Street to W 5th Street (High Priority/Short Term)

Pine Street is a local neighborhood street that lacks sidewalks and curbs, and is in generally poor condition. This project will rehabilitate the roadway with an asphalt overlay, and widen the street to citywide local street standards, including curbs, gutters, sidewalks, and stormwater drainage. The existing AC waterline under the roadway would also be replaced.

S-5 N Church Street: W 1st Street to W 6th Street (High Priority/Short Term)

Church Street is a local neighborhood street that lacks sidewalks or curbs and is in generally poor condition. This project will rehabilitate the roadway with an asphalt overlay, and widen the street to citywide local street standards, including curbs, gutters, sidewalks, and stormwater drainage. The existing AC waterline under the roadway would also be replaced.

S-6 Locke Lane/Coral Circle (High Priority/Short Term)

The City's Capital Improvement Plan includes projects on two residential streets in west Phoenix. This project would repair the severely degraded roadway surface with an asphalt overlay and replace the existing AC waterline underneath the roadway.

S-7 Hilsinger Road: Colver Road to Camp Baker Road (High Priority/Medium Term)

Hilsinger Road is classified as a collector roadway in the western section of Phoenix, yet the roadway is substandard, with only intermittent sidewalks and curbs and no bicycle lanes. As part of the City's Capital Improvement Plan, this project would include an overlay to replace deteriorating asphalt, roadway widening, new sidewalks, and drainage improvements. In addition, the existing asbestos cement (AC) waterline under the roadway would also be replaced. These upgrades would bring Hilsinger Road to collector standards, with the exception of sharrow pavement markings instead of bicycle lanes, which would reflect right-of-way constraints and the low traffic volumes on this street. A small section of Hilsinger is not in City limits, so additional coordination with Jackson County is required.

S-14 4th Street/Houston Road Railroad Crossing (Low Priority/Long Term)

Planned repairs to the CORP railroad line between Medford and Montague, California, makes freight service likely on the rail line within Phoenix. Since Houston Road/4th Street crosses the CORP railroad tracks at a skewed angle, this project will improve the driver experience for traffic that uses 4th Street/Houston Road via OR 99 and Colver Road. Bicycle and pedestrian improvements, such as TSP Project B-6, will improve the user experience for users of this road. Freight access to industrial lands ~~as well as to future growth areas in and around PH-1 and PH-1a~~ will be improved.

S-19 1st Street: Rose Street to Church Street (High Priority/Short Term)

1st Street between Rose Street and Church Street is a collector with two travel lanes that was recently widened to install a sidewalk and drainage improvements on the north side of the street. The City's Capital Improvement Plan includes a complementary widening project on the south side of the roadway that would also install new sidewalks and drainage improvements. These improvements would bring 1st Street up to collector standards.

4.2 Bicycle and Pedestrian System

Enhance Local Collector Streets

Several roads in Phoenix do not have adequate bicycle facilities (bicycle lane at least 5 feet wide) on both sides, based on the minimum standards set in the *Oregon Bicycle and Pedestrian Design Guide*. Projects that will install bicycle lanes, or extend lanes in certain parts of town, will have significant benefits to users of these roads.

B-2 4th Street: Main Street to Bear Creek Drive (High Priority/Short Term)

Currently, 4th Street/Houston Road has bicycle lanes between the west UGB and Main Street. This project would extend those bicycle lanes east towards Bear Creek Drive and the Bear Creek Greenway.

B-6 1st Street: Church Street to Bear Creek Drive (High Priority/Short Term)

Currently, 1st Street has bicycle lanes between Colver Road and Church Street. This project would extend those bicycle lanes east towards Bear Creek Drive and may require on-street parking restrictions to accommodate them.

B-7 Rose Street and Oak Street (Medium Priority/Short Term)

Currently, Rose Street has bicycle lanes between Independence Circle and 1st Street. South of 1st Street, Rose Street has the character of a local neighborhood street but no sidewalks. This project would extend the existing bicycle lanes north towards OR 99 and may

Bicycle Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					

Table 4- 2: Bicycle System Projects

B-1	Bear Creek Greenway connection with Northridge Ter	Install signage guiding travelers to the Bear Creek Greenway	OR 99 CP	Short	High
B-2	4th St: Main St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-3	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at 4th St to provide parallel and convenient bicycle and pedestrian facilities (north end)	P-3, B-10	Short	High
B-4	Main St – Downtown Phoenix	Modify striping to add bike lanes	B-2, B-6, P-4, P-5	Short	High
B-5	Bear Creek Dr – Downtown Phoenix	Modify striping to add bike lanes (west side pedestrian multi-use path)	B-2, B-6, P-4, P-5	Short	High
B-6	1st St: Church St to Bear Creek Dr	Extend bike lanes	B-4, B-5	Short	High
B-7	Local Collector Streets Rose St: Independence Cir to OR 99 Rose St: Oak St to 1st St Oak St: Rose St to Main St Church St: Oak St to Bolz Rd Pine St. 1st St to 5th St	Install sharrows	S-4, S-5	Short	Medium
~~S-2~~	~~3rd St and 2nd St Extensions~~	~~New local street with sharrows and sidewalks~~	~~S-3~~	~~Short~~	~~High~~
Tier 2 – Unfunded					
B-8	OR 99 – North UGB to Coleman Creek	Modify striping of existing 5-lane roadway cross section to add bike lanes	B-9, P-8, S-10	Medium	High
B-9	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add bike lanes while maintaining four through travel lanes (Interim)	B-8, P-11	Medium	High
B-10	Bear Creek Greenway	Improve connections to OR 99/Bear Creek Dr at Oak St to provide parallel and convenient bicycle and pedestrian facilities (south end)	B-3	Medium	Medium
B-11	Colver Rd: 4th St/Houston Rd to 1st St	Widen to provide bike lanes and sidewalks	P-12	Medium	Medium
B-12	Camp Baker Rd: Hilsinger to Colver Rd	Widen to provide bike lanes	P-20	Long	Low
B-13	4th St/Houston Rd: railroad crossing	Improve rail crossing for bicycle/pedestrian access	S-14	Long	Low
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	No	Medium	High
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	B-8, P-8, P-10	Medium	Medium
S-11	OR 99 – South of couplet to south city limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs, and sidewalks	No	Long	Medium
S-14	4th St/Houston Rd railroad crossing	Improve crossing to ease driver experience	B-13	Long	Low

Note: Blue text with shading indicates a project identified in a separate modal plan (project number indicates the corresponding modal plan), which offer overlapping modal benefits. These projects present opportunities to coordinate prioritization, funding and implementation efforts.

Improve Local Greenway Connections

The Phoenix transportation system includes a regional multi-use path, the Bear Creek Greenway, which serves both pedestrians and bicyclists. The Bear Creek Greenway is the primary multi-use path through the Rogue Valley metropolitan area, extending 18 miles north-south from Ashland to north of Central Point. Fern Valley Road is the only road crossing along the trail in Phoenix and currently lacks sidewalks or bicycle lanes. The upcoming Fern Valley Interchange project will install new pedestrian and bicycle facilities that will greatly improve user safety and comfort. However, Fern Valley Road (future North Phoenix Road) will continue to act as a high-volume, higher-speed street. There are two additional access points within Phoenix: one located at Northridge Terrace at the far northern edge of the city, and another at Blue Heron Park at the south end of downtown in the vicinity of Oak Street.

Future efforts for Bear Creek Greenway will be coordinated with current efforts by Jackson County to improve signage and access to the trail.

B-1 Bear Creek Greenway connection with Northridge Terrace (High Priority/Short Term)

This project would install signage along OR 99, guiding travelers to the existing Bear Creek Greenway access point at Northridge Terrace.

B-3 Bear Creek Greenway Connections – City Center (4th Street and Oak Street) (High Priority/ Short Term)

To improve bicycle and pedestrian connections between Phoenix neighborhoods and the Bear Creek Greenway, especially at the northern end of the city center, the project would construct a new trail access point at 4th Street and install improved crossings where OR 99 (Main Street and Bear Creek Drive) intersects Oak Street and 4th Street. These improvements will help reduce the need for local residents to travel along Fern Valley Road in order to access to greenway.

This project is a component of the City Center Plan. An improved crossing at Oak Street that has high-visibility crosswalks and pedestrian-activated crossing signals and that connects to Blue Heron Park is currently funded within the Statewide Transportation Improvement Plan (STIP) at a projected cost of $618,000. The project will include new and improved sidewalks. The project will also include new wayfinding signage and pavement markings to guide users to the trail and provide visible cues for motorists.

Complete Bicycle Network Gaps

B-4 Main Street – Downtown Phoenix (High Priority/Short Term)

Main Street currently carries southbound OR 99 traffic through the commercial center of downtown Phoenix, with two through lanes and two parking lanes. Main Street will be restriped to include a ~~protected~~ bicycle lane ~~and one general travel lane~~. Each intersection in downtown will also have new ADA compliant ramps, crosswalk markings, and signage. A pedestrian activated RFB will be installed at the intersection of Main Street and East 4th Street and at Bear Creek Drive and East 4th Street.

B-5 Bear Creek Drive – Downtown Phoenix (High Priority/Short Term)

Built in the 1950s as part of a couplet with Main Street, Bear Creek Drive currently carries northbound OR 99 traffic through downtown Phoenix. Unlike

Main Street, Bear Creek Drive has a rural highway character, with ~~two travel lanes and~~ side guardrails but no curbs or sidewalks and limited intersections. As part of the City Center Plan, Bear Creek drive ~~will be~~ **was** restriped to include a protected bicycle lane and one general travel lane.

B-8 OR 99 – North UGB to Coleman Creek (High Priority/Medium Term)

OR 99 in this section has a five-lane roadway cross section, with two travel lanes in each direction and a center turning lane, but with no bicycle lanes and substandard or intermittent sidewalks. This project would modify the existing striping to add a standard bicycle lane in each direction.

B-9 OR 99/Coleman Creek Culvert (High Priority/Medium Term)

Coleman Creek runs diagonally from southwest to northeast, crossing OR 99 in the north section of Phoenix just north of Cheryl Lane. OR 99 in this section is five lanes wide and has a center turning lane and two through lanes, but no bicycle lanes and substandard or intermittent sidewalks. This project would modify the existing striping to add a standard bicycle lane in each direction while maintaining four through travel lanes as an interim measure until a new culvert can be constructed over the creek.

B-12 Camp Baker Road: Hilsinger to Colver Road (Low Priority/Long Term)

Camp Baker Road has a rural cross section, with two travel lanes and no sidewalks, curbs, or bicycle lanes. This project would bring the street up to the collector standards by widening the roadway to provide bicycle lanes.

B-13 4th Street/Houston Road: Railroad Crossing (Low Priority/Long Term)

The existing bicycle lanes on 4th Street are discontinuous at the CORP railroad crossing, which can reduce the feeling of safety for less confident riders. This project would stripe bicycle lanes across the tracks, which may require widening the roadway. The City would need to coordinate with the railroad on potential right-of-way acquisition or easements, because this project would likely require relocation and potential modifications of the crossing devices.

Improve Pedestrian Network

P-3 OR 99: Bolz Road to 4th Street (High Priority/Short Term)

OR 99 in this section does not have a continuous sidewalk on the east side of the street. This project would bring the roadway up to arterial standards by extending the pedestrian facility improvements being constructed as part of the I-5 Fern Valley Interchange project farther south towards downtown. A new or improved east sidewalk would be installed between Bolz Road and 4th Street.

4.3 Pedestrian Projects

No.	Project/Location	Description	Bundle	Timeline	Priority
Tier 1 – Funded					

Table 4- 3: Pedestrian System Projects

P-1	OR 99 – Charlotte Ann Rd to Coleman Creek	Install RRFB and median islands at multiple locations where pedestrian crossings occur: Northridge Ter and/or Walnut Way	OR 99 CP	Short	High
P-2	Cheryl Ln: Rose St	Install new or improved sidewalk to eliminate gap east of Rose St	No	Short	High
P-3	OR 99: Bolz Rd to 4th St	New or improved sidewalk on east side	B-3	Short	High
P-4	Main St – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping, install RFB at Main & 4th and Bear Creek Drive and 4th	B-2, B-6	Short	High
P-5	Bear Creek Dr – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	B-2, B-6	Short	High
P-6	1st St: Rose St to Church St	New or improved sidewalk on south side	No	Short	High
P-7	S Phoenix Rd: Fern Valley Rd and Furry Rd	Install new or improved sidewalk on east side and asphalt overlay	No	Medium	Low
~~S-2~~	~~3rd St and 2nd St Extensions~~	~~New local street with sharrows and sidewalks~~	~~S-3~~	~~Short~~	~~High~~
S-4	N Pine St: W 1st St to W 5th St	Sidewalks included in street project "S-4"	S-4, B-7	Short	High
S-5	N Church St: W 1st St to W 6th St	Sidewalks included in street project "S-5"	S-5, B-7	Short	High
Tier 2 – Unfunded					
P-8	OR 99 – North UGB to Coleman Creek	Construct continuous sidewalks on both sides of OR 99	P-10, P-11, S-10, B-8	Medium	High
P-9	OR 99: Bolz Rd to South End of Couplet	Provide sidewalk travel width on west side of roadway of 6 feet around utility poles	No	Medium	High
P-10	OR 99: Cheryl Ln to Coleman Creek	New or improved sidewalks on both sides	P-8, P-11, S-10	Medium	Medium
P-11	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add sidewalks while maintaining four through travel lanes (Interim)	P-8, P-10, B-9	Medium	Medium
P-12	Colver Rd: 4th St/Houston Rd to 1st St	Install new or improved sidewalk on both sides	B-11	Medium	Medium
P-13	2nd St: 1st St to Rose St	Install new sidewalks on both sides	No	Medium	Medium
P-14	1st St/C St	Install new curb extension to reduce curb radius and install crosswalks	No	Medium	Medium
P-15	Colver Rd: 1st St to South UGB	Install multi-use path along east side	No	Medium	Medium
P-16	1st St: RR Crossing	Install new sidewalks on both sides to eliminate gaps at CORP railroad crossing	No	Long	Medium
P-17	1st St: Canal	New or improved (ADA) sidewalk over canal on south side	No	Long	Medium
P-18	Oak St: Rose St to Main St	New or improved sidewalk on both sides	P-21	Long	Medium
P-19	OR 99/Rose Street	Install new curbs to reduce curb radius and install crosswalks across OR 99	No	Long	Low
Tier 2 – Unfunded					
P-20	Camp Baker Rd: Hilsinger to Colver Rd	New or improved sidewalk on both sides	B-12	Long	Low

installed on both sides of the street, which could be expensive and challenging to construct without impacting adjacent properties. As an interim measure, this project would install a multi-use path along the east side of the roadway to improve pedestrian access and safety. An east-side facility would also connect residents with Colver Road Park, where there is an existing path that crosses the CORP railroad tracks.

P-18 Oak Street: Rose Street to Main Street (Medium Priority/Long Term)

Oak Street between Rose Street and Main Street has the character of a local neighborhood street but is classified as a collector in the City's TSP and lacks sidewalks. The street also connects the neighborhood to Blue Heron Park and the existing Bear Creek Greenway trailhead at the southern end of downtown Phoenix. To help meet collector standards, this project would install standard sidewalks on both sides of the street in this section.

P-20 Camp Baker Road: Hilsinger to Colver Road (Low Priority/Long Term)

Camp Baker Road has a rural cross section, with two travel lanes and no sidewalks, curbs, or bicycle lanes. This project would bring the street up to the collector standards by widening the roadway to provide bicycle lanes and sidewalks.

P-21 Rose Street: Oak Street to 1st Street (Low Priority/Long Term)

Rose Street between Oak Street and 1st Street has the character of a local neighborhood street but is classified as a collector in the City's TSP and lacks sidewalks. To help meet collector standards, this project would install standard sidewalks on both sides of the street in this section.

P-22 Colver Road: Sidewalks - 1st Street to South UGB (Low Priority/Long Term)

Colver Road has paved shoulders but no sidewalks from 1st Street south towards the UGB. As an interim measure, this project would install full sidewalks and curbs on both sides of the street in order to bring Colver Road in compliance with the collector standard. Although improving pedestrian access and safety is a pressing need on Colver Road, constructing sidewalks is a lower priority than a multi-use path due to the expense and potential right-of-way acquisition involved.

Enhance Crossings

P-1 OR 99 – Northridge Terrace and Walnut Way Crossing Improvements (High Priority/ Short Term)

Currently, there are no marked crosswalks north of Fern Valley Road along OR 99 in Phoenix to facilitate access between neighborhoods and the Bear Creek Greenway. This project would help improve crossing safety and encourage motorist compliance by installing new high-visibility crosswalks, signage, and user-actuated crossing devices to aid bicyclists and pedestrians crossing at Northridge Terrace and Walnut Way. The crossing devices could either be in the form of a rectangular rapid flash beacon (RRFB) or pedestrian hybrid beacon.

P-4 Main Street – Downtown Phoenix (High Priority/Short Term)

Main Street currently carries southbound OR 99 traffic through the commercial center of downtown Phoenix. As part of the PHURA City Center Plan, to be adopted in 2015, this project will enhance crossing opportunities with pedestrian-activated devices, curb extensions to reduce crossing distance, signage, and additional high-visibility crosswalk striping.

P-5 Bear Creek Drive – Downtown Phoenix (High Priority/Short Term)

Bear Creek Drive currently carries northbound OR 99 traffic through downtown Phoenix. As part of the PHURA City Center Plan, to be adopted in 2015, this

Figure 4- 4).

T-1 Route 10 Service Adjustments (High Priority/Short Term)

Route 10, the only routed bus service in Phoenix, currently experiences on-time performance issues. The route is long (more than 13 miles), and the current route cycle is approximately 1 hour and 45 minutes long, making schedule adherence sometimes difficult. RVTD is reviewing options for improving on-time performance, which may include eliminating or combining some stops along the route. The time required (50 minutes) to travel from Medford to Ashland on Route 10 is likely a deterrent to transit use for potential riders (driving between Medford and Ashland takes approximately 30 minutes).

Also, the northbound stop on Bear Creek Drive causes pedestrians to cross OR 99 and wait on Bear Creek Dr, where there is a narrow shoulder. Shifting this stop to the internal street network Downtown (Route 10 /an express and one for the circulator to meet up with the Route 10) in the **future** would facilitate a small transit center. RVTD would do this by using 1st street to enter northbound, but would require a connection at either 2nd, 3rd or 4th to re-enter OR 99 northbound. Southbound, RVTD could remain on Main St. or require another bus bay (or use 1st and turn around at 2nd).

T-2 Route 10 Split (High Priority/Short Term)

RVTD is evaluating the possibility of splitting Route 10 into two separate routes with a transfer in Talent. Splitting the route would improve on-time performance for transit riders in Phoenix and increase travel time reliability between Phoenix and Ashland or Phoenix and Medford.

T-3 Feeder Service (Medium Priority/Short Term)

Deviated fixed-route and/or feeder service could connect riders who live too far from an existing RVTD stop to routed service. RVTD is considering a "Valley Feeder" service that would make use of unused capacity in the paratransit system. This feeder service would be available to residents who are within ¾ mile of an existing RVTD line. Riders could call and reserve a ride on an available paratransit vehicle to their nearest bus stop or final destination (depending on location).

4.4 Air, Rail, Water, and Pipelines

There is currently no direct air service for goods, passengers, and services within the Phoenix UGB. Air service for passengers and freight is available at the Ashland Municipal Airport and Rogue Valley International-Medford Airport. The Rogue Valley International-Medford Airport **provides** regularly scheduled service to national destinations and ~~provide~~ connections to nearby international airports in Portland, San Francisco, and other cities.

Phoenix has no freight or passenger rail service currently. The Central Oregon and Pacific (CORP) rail line runs northwest-southeast through Phoenix, west of OR 99 along Colver Road. There are two at-grade crossings within Phoenix; both crossings (at 4th Street/Houston Road and at 1st Street) have gates and flashing lights. Trains are not currently running on the section of CORP track south of Medford, due to significant repair work needed on the line across Siskiyou Pass. In May 2013, the State of Oregon and CORP were awarded a $7 million TIGER grant from the U.S. Department of Transportation to repair the line between Medford and Montague, California. Once repairs are made, it is very likely that freight service will resume on the rail line within Phoenix.

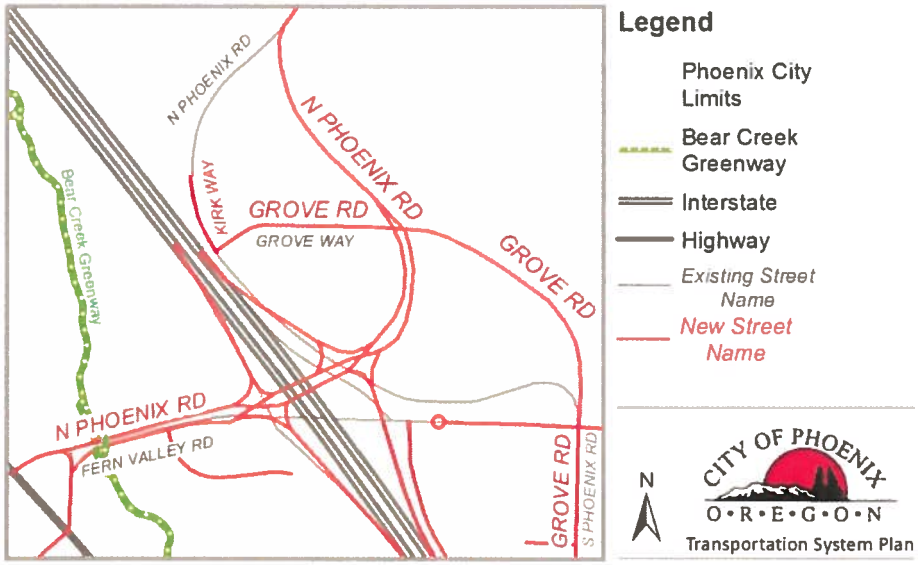
The 2007 Rogue Valley Commuter Rail Project assessed the potential for developing commuter rail on existing CORP rail lines between Central Point and Ashland, a distance of 16 miles. Capital costs were estimated between $27 million and $42 million, with about $3 million in operating costs per year. The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

CORP provides freight service from a connection with UP at Eugene, Oregon, to another UP connection at Black Butte, California, (303 miles). Connections are also made with Rogue Valley Terminal Railroad at White City, Oregon, and with Yreka Western at Montague, California. Traffic is primarily forest products, chemicals, steel and LPG. Has anyone discussed the possibility of a paved trail alongside the tracks like they did with the Springwater Trail along the Willamette River in Portland?

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

4.5 Revised FVI Street Naming

As part of the FVI improvements, a new/revised roadway network has been established. With these changes, there are also new/revised street names. The exhibit below shows the new FVI roadway network with the previous (existing) street names as well as the



4.6 Funded and Unfunded Project Lists

Table 4- 4: Transportation System Projects

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Tier 1 – Funded								
Street Improvements								
S-1	OR 99 – Downtown Phoenix	Add gateway treatments at north and south ends of couplet to emphasize upcoming downtown area	OR 99 CP	No	TBD	Short	High	
~~S-2~~	~~3rd St to 2nd St Extension~~	~~New local street with sharrows and sidewalks~~	~~City Center Plan; 2038 RTP~~	~~S-3~~	~~$700,000~~	~~Short~~	~~High~~	~~Funded by PHURA, Being constructed in 2015~~
~~S-3~~	~~Parking St: 2nd St to 4th Street~~	~~Construct new street within couplet with sharrows and sidewalks~~	~~City Center Plan; 2038 RTP~~	~~S-2~~	~~$700,000~~	~~Short~~	~~High~~	~~Funded by PHURA, Being constructed in 2015~~
S-4	N Pine Street: W 1st St to W 5th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement	CIP	No	$530,000	Short	High	
S-5	N Church Street: W 1st St to W 6th St	Asphalt Overlay, Roadway Widening to City Standards, Curb, Gutter, Sidewalks and Storm Drainage, AC Waterline Replacement	CIP	No	$667,000	Short	High	
S-6	Locke Lane: Colver to dead end, including Christie Court; Coral Circle: Houston Rd to Hilsinger	Asphalt Overlay, AC Waterline Replacement	CIP	No	$650,000	Short	High	~~Being constructed in 2015~~ **CONSTRUCTED**

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
Bicycle Improvements								
B-1	Bear Creek Greenway connection with Northridge Terrace	Install signage guiding travelers to the Bear Creek Greenway		OR 99 CP	TBD	Short	High	As a bundle with other signage projects/ wayfinding
B-2	4th St: Main St to Bear Creek Dr	Extend bike lanes		B-4, B-5	$7,500	Short	High	Being constructed in ~~2015~~ **2020**
B-3	Bear Creek Greenway	Improve connections to OR 99/ Bear Creek Dr at 4th St to provide parallel and convenient bicycle and pedestrian facilities (north end)	OR 99 CP	P-3, B-10	$50,000	Short	High	
B-4	Main St – Downtown Phoenix	Modify striping to add bike lanes	City Center Plan; OR 99 CP	B-2, B-6, P-4, P-5	N/A	Short	High	~~Being constructed in 2015~~ **CONSTRUCTED**
B-5	Bear Creek Dr – Downtown Phoenix	Modify striping to add bike lanes	City Center Plan; OR 99 CP	B-2, B-6, P-4, P-5	N/A	Short	High	~~Being constructed in 2015~~ **CONSTRUCTED**
B-6	1st St: Church St to Bear Creek Dr	Extend bike lanes		B-4, B-5	$18,500	Short	High	~~Being constructed in 2015~~ **CONSTRUCTED**
B-7	Local Collector Streets Rose St: Independence Cir to OR 99 Rose St: Oak St to 1st St Oak St: Rose St to Main St Church St: Oak St to Bolz Rd Pine St. 1st St to 5th St	Install sharrows		S-4, S-5	$15,000	Short	Medium	
Pedestrian Improvements								
P-1	OR 99 – Charlotte Ann Rd to Coleman Creek	Install RRFB and median islands at multiple locations where pedestrian crossings occur: Northridge Terr and/or Walnut Way	OR 99 CP		$80,000	Short	High	
P-2	Cheryl Ln: Rose St	Install new or improved sidewalk to eliminate gap east of Rose Street		No	$36,500	Short	High	

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
P-3	OR 99: Bolz Rd to 4th St	New or improved sidewalk on east side		B-3	$338,500	Short	High	
P-4	Main St – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	City Center Plan; OR 99 CP; 2018 STIP	B-2, B-6	N/A	Short	High	~~Being constructed in 2015~~
P-5	Bear Creek Dr – Downtown Phoenix	Enhance crossing opportunities with pedestrian-activated devices, curb extensions, and additional crosswalk striping	City Center Plan; OR 99 CP; 2018 STIP	B-2, B-6	N/A	Short	High	~~Being constructed in 2015~~
P-6	1st St: Rose St to Church St	New or improved sidewalk on south side		No	$151,000	Short	High	
P-7	S Phoenix Rd: Fern Valley Rd and Furry Rd	Install new or improved sidewalk on east side + Asphalt Overlay	CIP	No	$197,000	Medium	Low	
Transit Improvements								
T-1	Route 10 Service Adjustments	Service adjustments to improve on-time performance	RVTD	T-2	N/A	Short	High	
T-2	Route 10 Split	Split current route into two routes with Talent as a transfer point	RVTD	T-1	N/A	Short	High	
T-3	Feeder Service	Deviated fixed-route and/or feeder service within ¾ mile of existing RVTD line	RVTD	No	Funded	Short	Medium	
T-4	Transportation Demand Management Strategies	Establish park-and-ride lots/stalls in areas where parking is underutilized (and additional TDM measures)	RVTD	No	N/A	Short	Medium	
Tier 2 – Unfunded								
Street Improvements								
S-7	Hilsinger Rd: Colver Rd to Camp Baker Rd	Upgrade road to collector standard (sharrows instead of bike lane)	CIP	No	$770,000	Medium	High	This estimate assumes sidewalks, curb, gutter and illumination both sides.
S-8	Urban Reserve Area PH-5	Implement a Conceptual Street Network as part of a long-term plan for development		No	$19.5 million	Medium	High	Cost would be to developer

No.	Project/ Location	Description	Consistent with Other Plans	Bundle	Cost Estimate	Timeline	Priority	Notes
S-9	Urban Reserve Area PH-10	Implement a Conceptual Street Network as part of a long-term plan for development		No	$1.1 million	Medium	High	Cost would be to developer
S-10	OR 99/Coleman Creek Culvert	Replace culvert and widen roadway to add bike lanes and sidewalks	OR 99 CP	B-8, P-8, P-10	$2-3 million	Medium	Medium	Cost shared with ODOT
S-11	OR 99 – South of couplet to South City Limits	Restructure roadway to include a center turn lane, two through travel lanes (one in each direction), bike lanes, curbs and sidewalks	OR 99 CP	No	$1.2 million	Long	Medium	Cost shared with ODOT
S-12	OR 99/Northridge Terrace Intersection	Monitor crash patterns for increased frequency of crashes related to northbound right -turn movement. If warranted, improve turning radius on southeast corner	OR 99 CP	No	$125,000	Long	Medium	
~~S-13~~	~~Urban Reserve Area PH-1 and PH-1a~~	~~Implement a Conceptual Street Network as part of a long-term plan for development~~		~~No~~	~~$3.9 million~~	~~Long~~	~~High~~	~~Cost would be to developer~~
S-14	4th St/Houston Rd Railroad Crossing	Improve crossing to ease driver experience		B-13	$150,000	Long	Low	
Bicycle Improvements								
B-8	OR 99 – North UGB to Coleman Creek	Modify striping of existing 5-lane roadway cross section to add bike lanes	OR 99 CP	B-9, P-8, S-10	$300,000	Medium	High	Cost shared with ODOT
B-9	OR 99/Coleman Creek Culvert	Modify striping of existing roadway to add bike lanes while maintaining four through travel lanes (Interim)	OR 99 CP	B-8, P-11	$350,000	Medium	High	Cost shared with ODOT - Serious consideration should be given to likelihood/timing of S-5 before moving forward with B-3.
B-10	Bear Creek Greenway	Improve connections to OR 99/ Bear Creek Dr at 4th St and Oak St to provide parallel and convenient bicycle and pedestrian facilities (south end)	OR 99 CP	B-3	$400,000	Short	High	
B-11	Colver Rd: 4th St/Houston Rd to 1st St	Widen to provide bike lanes and sidewalks	2038 RTP	P-12	$430,000	Medium	Medium	Includes drainage and illumination, not ROW or haz. mat.
B-12	Camp Baker Rd: Hilsinger to Colver Rd	Widen to provide bike lanes		P-20	$121,500	Long	Low	

Table 3.5.2 Street Sections

Street Classification/Type	ADT	Landscape	Sidewalk	Curb	parking	bike	travel	travel	median/ single lane	travel	travel	bike	parking	Curb	Sidewalk	Landscape	Curb to curb	ROW minimum	Notes
ARTERIALS																			
1-Lane/1-way	10,000-30,000	4	6	0.5	8					11		6	8	0.5	6	4	34	54	3,5,6, 7,10
2-Lane/1-way		4	6	0.5	8					10	10	6	8	0.5	6	4	43	63	3,5,6,7
2-Lane		4	6	0.5	8	6		11		11		6	8	0.5	6	4	51	71	3,5,6,7
2-Lane w/ Median		4	6	0.5	8	6		10	12	10		6	8	0.5	6	4	61	81	2,3,5,6,7
4-Lane		4	6	0.5	8	6	10	11		11	10	6	8	0.5	6	4	71	91	3,5,6,7,13
4-Lane w/ Median		4	6	0.5	8	6	10	10	12	10	10	6	8	0.5	6	4	81	101	2,3,5,6,7,13
COLLECTORS																			
2-Lane 8	1,000-10,000	3	6	0.5	8	6		10		10		6	8	0.5	6	3	49	67	3,5,6
3-Lane 8		4	6	0.5	8	6		10	12	10		6	8	0.5	6	4	61	81	2,3,5,6
2-Lane Commercial/Industrial		3	6	0.5	8	6		11		11		6	8	0.5	6	3	51	69	3,5,6,8
3-Lane Commercial/Industrial		4	6	0.5	8	6		11		11		6	8	0.5	6	4	51	71	3,5,6,8
GOODS MOVEMENT ROUTE (GMR) 8																			
Local/Collector w/ "GMR" Designation	All							12		12							24	24	8
LOCAL STREET																			
Single lane, one way	<1,000	4		0.5					11			5	8	0.5	5	4	25	38	
Parking one side		4	5	0.5				10		10			8	0.5	5	4	29	47	
Parking both sides		4	5	0.5	8			10		10			8	0.5	5	4	37	55	
Yield Street parking one side		4	5	0.5	0				16				8	0.5	5	4	25	43	
Yield Street parking both sides		4	5	0.5	8				16				8	0.5	5	4	33	51	
ALLEY																			
Local/Residential	NA		4						12						4		12	20	
Commercial/Service	NA		4						16						4		16	24	
MULTI-USE PATH																			
Path	NA	4							8							4	8	16	

All widths in this table are MINIMUM widths. Individual elements may be wider. Landscape/planter strip will fill in remainder of ROW. Options with on-street parking on one side assume a constrained ROW width.

1. Minimum width assumes no parking, minimal allowable planting strips, minimal allowable sidewalks.
2. Standard median lane width for ODOT facilities is 16 feet.
3. Bike lanes may be 5' wide where available ROW is limited or on streets where parking is provided. See OAR 734-20-0060 for striping.
4. Provision of parking bays will be determined on a case-by-case basis.
5. Hardscape landscape/planting strip may be used in commercial areas for locating street trees, streetlights and furniture, and bicycle racks
6. 6' sidewalk in residential areas, 8' - 10' sidewalk in commercial areas
7. Travel lanes may be vary between 10' and 12', increasing the pavement width and ROW requirements.
8. TBD/approved by the City Engineer/Planning Director on a case-by-case basis. Parking one side only OK in industrial
9. Bicycle lanes are generally not needed on low volume/low travel speed streets.
10. Bike lane left side, parking right
11. 8' minimum; 12' when space allows
12. If an element is only to be placed on one side, location is not dictated by this table.
13. See ODOT standards

Sidewalk and planter strip location within ROW is NOT dictated by this table.

Exhibit "B"