

## Chapter 1 Content

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# Purpose and Need for Proposed Action

## 1.1 Introduction

Between Interstate 5 (I-5) in Medford and Dutton Road in White City, Oregon Highway 62 (OR 62) varies in width and lane configuration. For much of its length, OR 62 is approximately 80 feet wide, consisting of four 12 foot travel lanes (two in each direction) with a 10 foot center turn lane and two 10 foot shoulders. Near the I-5 interchange and intersections with high-volume local streets, OR 62 is wider and includes dedicated turn lanes to accommodate traffic volumes. Businesses on OR 62 have driveway access to the highway, although some driveways are restricted to right in/right out movements.

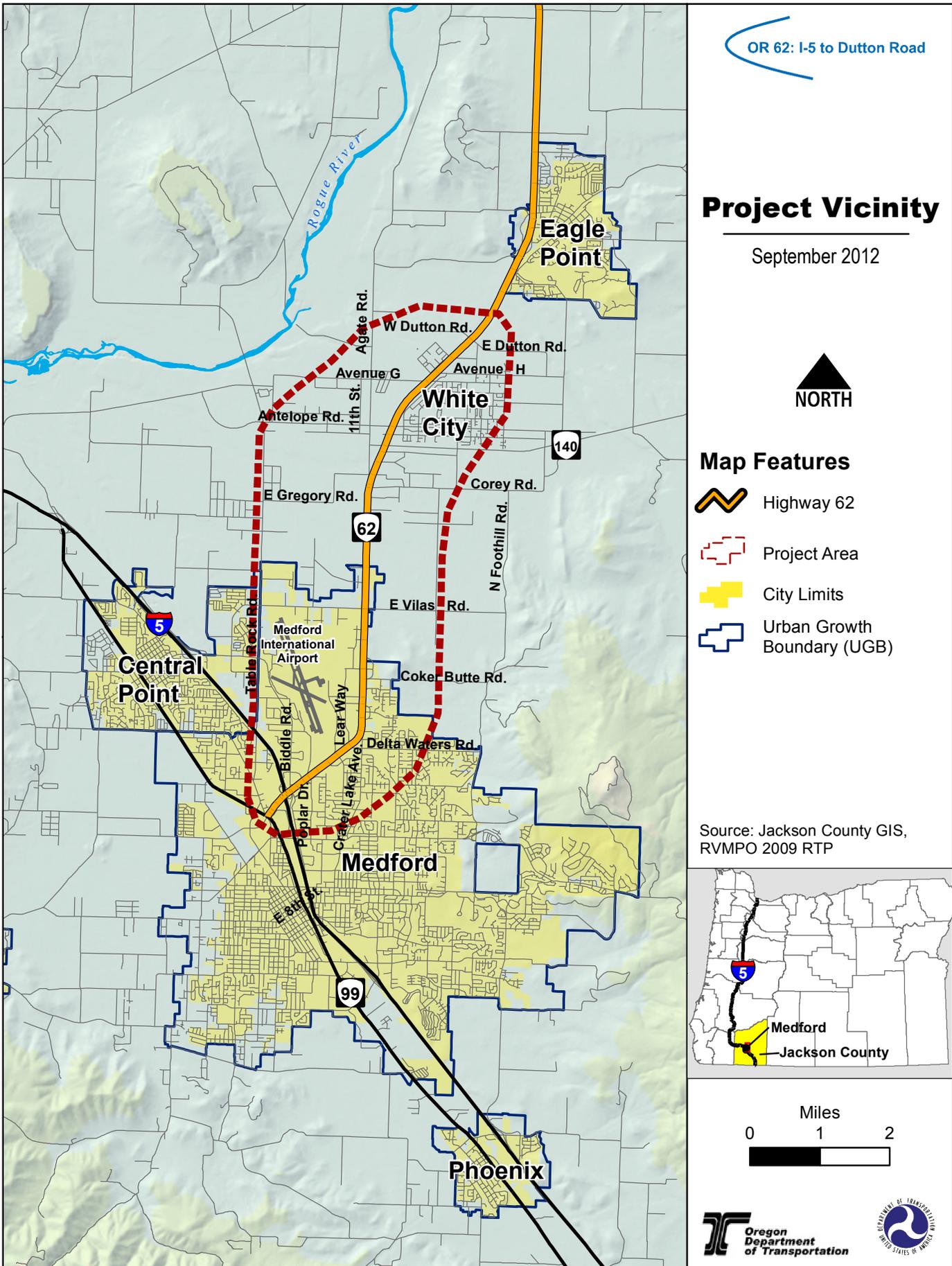
### 1.1.1 Project Setting and Background

The OR 62 project begins approximately just to the west of the OR 62/ I-5 interchange in Medford, Oregon, and extends approximately to the intersection of Dutton Road and OR 62 north of White City (see Figure 1-1). The 7.5 mile OR 62 project area serves a number of critical local, regional, and state transportation functions. From a statewide perspective, OR 62 provides a primary connection between southwest and south-central Oregon. One of OR 62's primary regional functions is to connect the local and regional population centers of Medford, White City, and Eagle Point to employment and retail centers along Antelope Road in White City and Delta Waters Road in North Medford. Locally, OR 62 functions as the major north-south connection for the northern portions of the City of Medford and adjacent areas of Jackson County, including the cities of White City and Eagle Point. The multiple functions arise from the need to serve both through and local trips. However this dual purpose role is not desirable and has resulted in a number of mobility issues on OR 62.

The City of Medford is the business, commercial, and professional center of Jackson County. The area along OR 62 between I-5 and White City is considered a critical business, retail and employment district to the larger Rogue Valley region. This area is one of three major business districts within the City of Medford and is recognized as such in the Economic Element of the City of Medford Comprehensive Plan. The remaining two retail centers in Medford are downtown Medford and the area around the South Medford interchange. All three of these business districts are key employment and retail centers for the Rogue Valley region.

Since 1990, the population and the economies of the City of Medford and adjacent areas of Jackson County showed steady growth. From 1990 to 2000 the population of Jackson County showed an annual average rate of growth (AARG) of 2.2 percent.

Figure 1-1



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During this same time period the City of Medford's AARG was 3.0 percent and the State of Oregon's AARG was 1.9 percent. From 2000 to 2005 Jackson County showed an AARG of 1.4 percent, the AARG for the City of Medford was 2.3 percent and the State of Oregon's AARG was 1.2 percent. (JCCP 2007; PRC 2009; OEA 2009)

Updated population data has become available since the publication of the DEIS. From 2005 to 2010, population growth slowed to 0.9 percent in Jackson County and 1.1 percent for the City of Medford. This was similar to the growth rate for the State of Oregon for the same period. (PRC 2011)

With this growth, there has been an associated increase in mobility issues on OR 62. These mobility issues include an increase in traffic congestion on OR 62, failing intersections and safety issues such as high crash rates in some segments of OR 62. In addition, as the population and related development has increased there have been a number of unsuitable transportation system connections. These types of connections consist of local and collector streets that have direct and sometimes un-signalized connections to OR 62. These types of local connections are not conducive to OR 62's State and regional functions and contribute to the congestion, property access and safety issues on OR 62. All of the above issues are addressed in greater detail in the Project Need section.

All of the transportation needs have resulted in a facility that has a relatively high rate of crashes and that does not meet the mobility needs of the region. Any long-term solution should address the statewide and regional traffic, safety and freight needs, while allowing OR 62 to still serve its role as an important arterial supporting the local transportation system.

## **1.1.2 Regional Economy**

The business district along OR 62 is critical to both employment and the Rogue Valley's retail economy. The area immediately surrounding OR 62 contains a mixture of commercial and industrial employment, regional and local retail sales. This area contains two large shopping centers, six big box stores, 16 retail buildings with more than 30,000 square feet of floor area, and many small or moderate-sized strip malls, shopping centers, motels, restaurants, retail stores, offices, and services businesses. (JCCP 2007) In addition, there is a relatively large area of employment in White City on Antelope Road, between OR 62 and Table Rock Road. Employment in this area includes timber products, general manufacturing and state and local government employment. The ability to provide a long-term state, regional and local transportation solution that allows these retail and employment areas to thrive and expand is critical to the economic health of the region.

## **1.2 Purpose and Need of the Proposed Action**

Development of the Purpose and Need for this Project was one of the most critical components of the Project's development phase. The Purpose and Need defines the reasons that the federal, state, regional and local agencies are pursuing a given action. In the case of the OR 62 project it embodies an understanding of the transportation problem that needs to be solved, and it provides a framework for the range of possible alternative solutions that are intended to address the transportation problem.

### **1.2.1 Purpose of the Proposed Action**

The purpose of the proposed action is to improve transportation mobility and safety in the OR 62 corridor, to simplify transportation system connections, and to identify potential improvements for non-highway modes, while maintaining the regional economic role of the OR 62 corridor.

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## 1.2.2 Need of the Proposed Action

This section addresses the underlying transportation problems that were the impetus for the OR 62 corridor project. For purposes of this analysis, the approximate limits of the OR 62 project begin just west of the OR 62/I-5 interchange and extend north to the intersection of Dutton Road and OR 62, in White City (Figure 1-1). The identified transportation needs include, Roadway System Hierarchy/Linkage, Corridor Congestion, Intersection Operations, Safety and Non-Motorized Transportation Modes.

### 1.2.2.1 Deficient Roadway System Hierarchy/Linkage

OR 62 is a vital part of the State's transportation network. According to the 1999 Oregon Highway Plan's (OHP's) State Highway Classification System, the segment of OR 62 from I-5 to OR 140 is designated as part of both the US and Oregon National Highway System (NHS). (ODOT 1999)

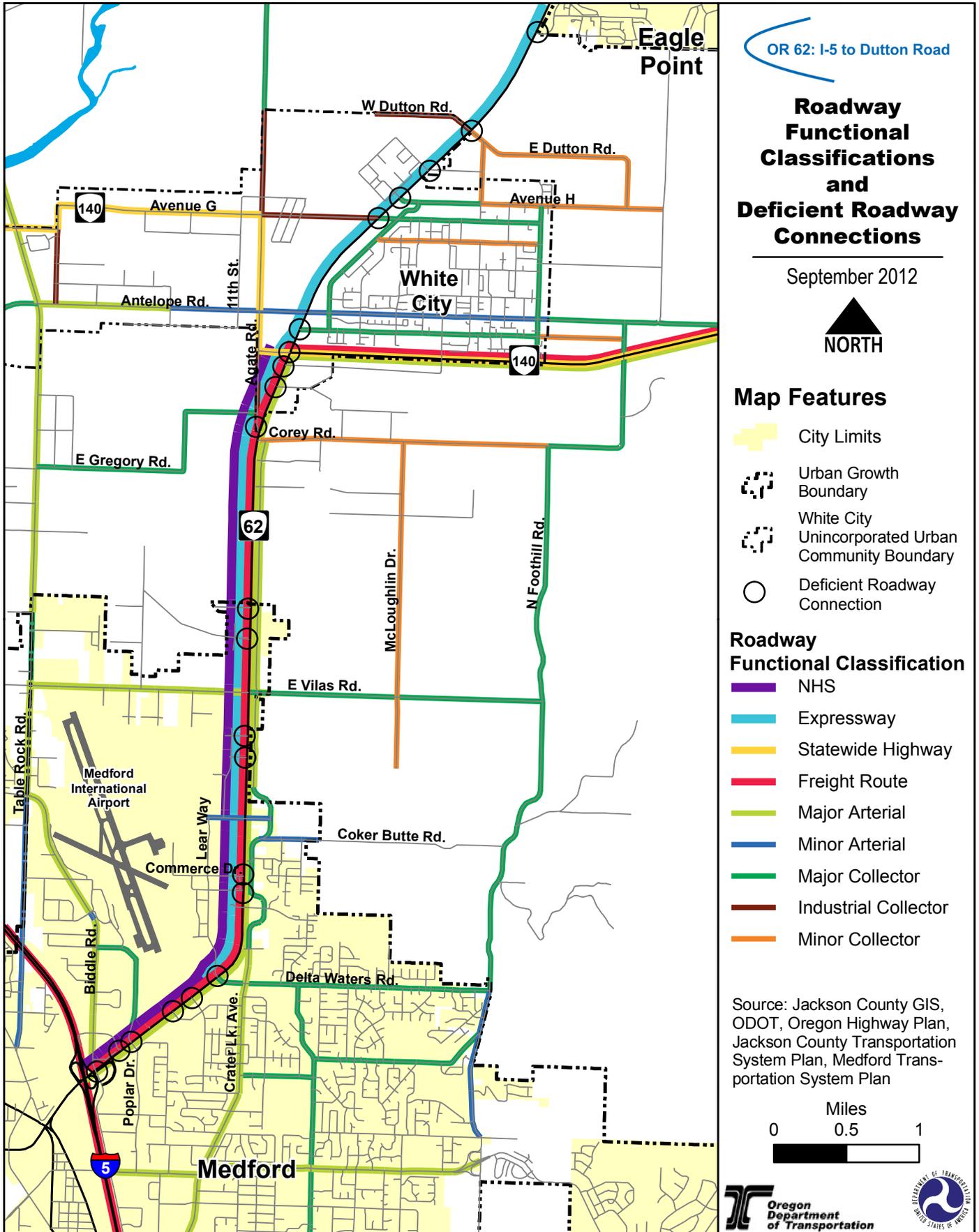
The US NHS is a national network of strategic highways within the United States. These roads connect to other strategic transportation facilities including major airports, ports and rail or truck terminals. The Oregon NHS designation is in recognition of the vital role that OR 62 plays in the economic well-being of the Rogue Valley and the State of Oregon. That same segment of OR 62 is also classified in the OHP as a freight route. In addition, the section of OR 62 from Delta Waters north to Eagle Point is further classified as an expressway in the OHP. The function of an expressway is to provide for safe and efficient high speed (55 mph) and high volume traffic movement with limited intersections and no driveways. Both Jackson County and the City of Medford classify OR 62 as a principal arterial between I-5 and OR 140. Figure 1-2 shows the system hierarchy and network linkage on OR 62. The current posted speed on OR 62 is 45 mph, while the design speed is 55 mph.

According to the OHP, OR 62 is intended by the Oregon Department of Transportation (ODOT) to function as a major interurban expressway and to operate as an interregional facility, connecting Medford to White City, Eagle Point and statewide points north and west. However, data from the origin and destination survey (May 1999) show that approximately 60 percent of traffic on OR 62 consists of local trips. These local trips conflict with the remaining 40 percent of through trips on OR 62. Trying to satisfy these two trip types has resulted in a street network that has too many intersections with OR 62 and lacks a system of hierarchy and linkages for an "orderly flow of traffic." The network does not provide the logical connections between an expressway and local streets and roads. For example, when a regional roadway system is properly designed to address hierarchy, arterials connect to expressways, collectors connect to arterials, and local streets connect to collectors. Currently, there are 36 local street intersections with OR 62 within the project area. Ten of these intersections are signalized and 26 are not signalized, and none are grade-separated. Figure 1-2 shows deficient intersections, labeled "deficient roadway connections." This deficient system of hierarchy does not allow for smooth and efficient flow of traffic, while the deficient intersections contribute to the safety concerns and congestion. A proper solution that would address this issue would be a road system that would generally separate the distinct types of trips onto separate facilities and that would provide a logical hierarchy of connections to serve the trip types. For example, the through trips would use a highway that functions as an expressway and the highway would have a relatively small number of arterial connections to the roadway system used for the local trips.

### 1.2.2.2 Corridor Congestion

Prior to December 2011, the OHP used Mobility Performance Standards as one of the primary measures of corridor congestion. These standards were numerical measures that needed to be met to show compliance with the OHP. In December 2011, the Oregon Transportation Commission (OTC) adopted Mobility Performance

Figure 1-2



**OR 62: I-5 to Dutton Road**

### Roadway Functional Classifications and Deficient Roadway Connections

September 2012

**NORTH**

- Map Features**
- City Limits
  - Urban Growth Boundary
  - White City Unincorporated Urban Community Boundary
  - Deficient Roadway Connection

- Roadway Functional Classification**
- NHS
  - Expressway
  - Statewide Highway
  - Freight Route
  - Major Arterial
  - Minor Arterial
  - Major Collector
  - Industrial Collector
  - Minor Collector

Source: Jackson County GIS, ODOT, Oregon Highway Plan, Jackson County Transportation System Plan, Medford Transportation System Plan



Targets as the replacement measure for the previously used standards in the OHP. While the previous mobility standards were viewed as rigid numerical measures, the newly adopted performance targets, while still numerical, are seen as aspirational in nature and offer a degree of flexibility to jurisdictions as they show compliance with the OHP.

Under 2007 baseline conditions, OR 62 just west of I-5 carried over 52,000 average daily trips (ADT). Of these trips, 5 to 6 percent of the vehicle mix consisted of trucks. Since 2007, traffic volumes on OR 62 have declined in tandem with the economic slowdown. According to traffic trends published by ODOT’s Transportation Planning and Analysis Unit (TPAU), traffic volumes are anticipated to slowly increase. Currently four of the nine project area intersections exceed their applicable v/c performance targets; by 2035 eight intersections will exceed their applicable v/c targets (see Table 1-1). Congestion begins during the morning commute period (7 AM - 9 AM) and gradually increases throughout the day with little, if any, relief through the afternoon commute period (4 PM – 6 PM). High traffic volumes continue to occur in between peak periods. The continuous high traffic volumes in midday do not allow conditions to fully recover prior to the afternoon commute period.

The small reduction in the forecast 2035 v/c ratio at the intersection of OR 62 and Vilas Road in Table 1-1 is the result of a change in the phasing of the traffic signal, which is described in Section 3.1.3.2. The small reduction in the forecast 2035 v/c ratio at the intersection of OR 62 and OR 140 is the result of the addition to the roadway system under the No Build Alternative of a project to add left-turn lanes from OR 140 westbound to OR 62 southbound, as described in Section 2.1.1.

As illustrated by data for the intersection of OR 62 and Delta Waters Road (Figure 1-3), traffic volumes rise during the AM peak period and then continue to rise throughout the midday, peaking during the late afternoon. This steady presence of traffic volumes on OR 62 results in congested conditions at most intersections from the start of the morning commute to the close of the evening commute. As a result of congested conditions on OR 62, it takes approximately 16 to 18 minutes to travel through the OR 62 project area during the PM peak period, with average speeds of 25 to 29 miles per hour.

By the future year 2035 under No Build conditions, all but one of the nine signalized intersections along OR 62 between I-5 and Avenue H would fail to meet performance targets as daily traffic volumes approach 63,000 vehicles (see Table 1-1). OR 62 would experience increased congestion as volumes from turn lanes would block adjacent through lanes, and signalized intersections would operate at capacity. Mainline queue lengths would block adjacent local streets, which would cause local street queue lengths to increase and system-wide congestion would also increase. If no roadway improvements are made,

**Table 1-1 Signalized Intersection Operations for OR 62 v/c Ratio, Two-Hour PM Peak Period**

Key Signalized Intersections	ODOT Mobility Target	2007 Existing Conditions	Future Year 2035 No Build
I-5 SB & OR 62	0.85	0.73	0.87
I-5 NB & OR 62	0.85	0.67	0.75
Poplar Drive & OR 62	0.85	1.02	1.05
Delta Waters & OR 62	0.85	0.86	1.00
Owens Drive & OR 62	0.85	N/A	0.92
Vilas Road & OR 62	0.85	0.86	1.38 1.36
Highway 140 & OR 62	0.85	0.86	1.54 1.48
Antelope Road & OR 62	0.85	0.83	1.09
Avenue G & OR 62	0.85	0.68	0.89

Source: OR 62 Traffic Analysis, OR 62 Corridor Solutions Project. August 2011

v/c = Volume to Capacity describes the capability of an intersection to meet volume demand based upon the absolute maximum number of vehicles that could be served in an hour.

Black-shaded values indicate v/c ratios that exceed or will exceed ODOT mobility target.

N/A = The intersection of Owens Drive at OR 62 is not signalized in the existing 2007 Existing Conditions, therefore, there is no v/c ratio.

Installation of the Owens Drive and OR 62 signal occurred in year 2010, as a part of the City of Medford and ODOT’s Coker Butte and Owens Drive project, which realigned Crater Lake Avenue and extended Owens Drive to OR 62.

travel times would approximately be double that of 2007 existing conditions. For example, PM peak period travel times on OR 62 from one end of the project area to the other would increase to 29 to 32 minutes with average speeds of 15 to 17 miles per hour.

### 1.2.2.3 Deficient Intersection Operations

The following are identified as key signalized intersections within the Project limits of OR 62:

- I-5 southbound (SB) & OR 62;
- I-5 northbound (NB) & OR 62;
- Poplar Drive & OR 62;
- Delta Waters & OR 62;
- Owens Drive & OR 62;
- Vilas Road & OR 62;
- Highway 140 & OR 62;
- Antelope Road & OR 62; and
- Avenue G & OR 62.

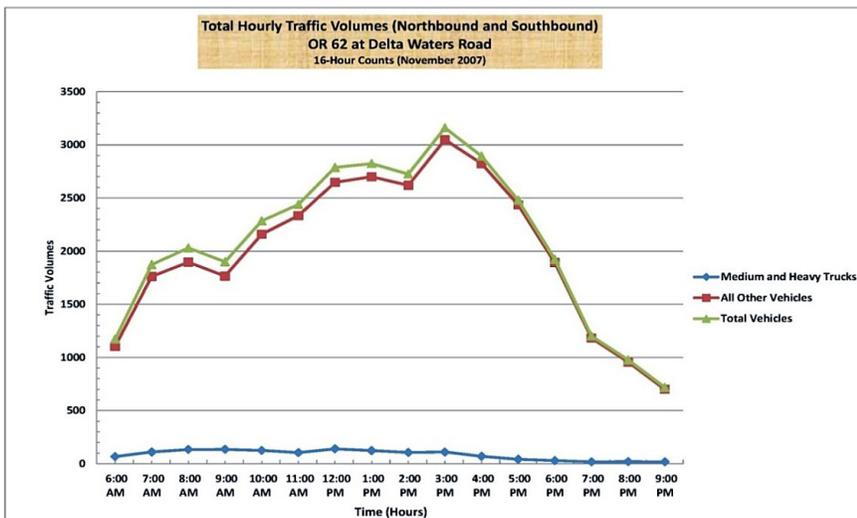
To determine the performance of an intersection, ODOT uses volume to capacity (v/c) ratio mobility targets.

Four of the key signalized intersections listed above failed to meet performance targets in 2007, as shown in Table 1-1. In addition, intersecting streets are spaced closer than the ODOT standard for almost all segments along OR 62 between Poplar Drive and Dutton Road and there are numerous driveways that connect directly to OR 62 due to a lack of access management. These conditions contribute to problems with intersection operations: vehicles turning from local streets or driveways onto OR 62 – particularly those turning left – face long delays because of the high traffic volumes and few traffic stream gaps of adequate size on OR 62. Those long delays cause queues to form on the local streets. Drivers experiencing those traffic conditions are more likely to take risks and make a turn when a smaller-than-ideal gap appears. This behavior increases the potential for crashes and also causes drivers on OR 62 to brake or make other evasive maneuvers to avoid a crash, which in turn affects traffic flow on OR 62.

By the future year 2035, eight of the nine key signalized intersections would fail to meet performance targets if no roadway improvements are made (see Table 1-1). Nearly all un-signalized intersections along OR 62, which allow left turn movements from local streets onto OR 62, would exceed performance targets in 2035. Further, traffic volumes would increase to a point that it would become difficult for traffic from local streets to enter the system. For example, left and right turn movements from local streets onto OR 62 would become extremely difficult. OR 62 queues block local streets, local street queue lengths begin to build, and system-wide congestion would occur. Consequently, mobility along OR 62 would decrease considerably, as vehicular delay would increase and travel speeds would

reduce to approximately half of what they were in 2007.

**Figure 1-3 Total Hourly Traffic Volumes on OR 62 at Delta Waters Road**



As a result of congestion along OR 62, operations at the key intersections would experience diminished performance and decreased mobility. These conditions can be attributed to the current roadway geometry, intersection delay, and lack of access management. Intersection delay is measured by the average amount of time vehicles are stopped, or delayed, at signalized and un-signalized intersections. For example, at the intersection of OR 62 and Vilas Road, a time delay during the PM peak hour is experienced due to the northbound left turning movements from Vilas Road onto OR 62.

Table 1-1 presents 2007 and future year 2035 No Build operations for signalized intersections on OR 62 within the project area. Highlighted cells show intersections that fail to meet mobility targets in the 2007 existing conditions and 2035 No Build future year.

## 1.2.2.4 Safety Concerns

### Crash Rates

In addition to not meeting the mobility targets, the OR 62 Corridor has a long history of safety concerns. These safety concerns led to the initial OR 62 Corridor Solutions Project in 1998, which designated OR 62 as a Safety Corridor.

There were 689 reported crashes on OR 62 from a location immediately south of its junction with I-5 (North Medford Interchange) at milepost 0.40 to a point south of Dutton Road (milepost 7.75) from the year 2005 through 2009.

Crash rates for the OR 62 corridor from I-5 to Dutton Road are broken down into four segments and provided in Table 1-2 for the five year period from 2005-2009. Figure 1-2 shows the roads that define the segment boundaries. Crash rates within the project area were shown to exceed the statewide crash rate for segments 1, 2, and 4 when averaged over a five year period. Segments 1 and 2 were shown to have crash rates that exceeded the statewide crash rate in all five of the analysis years.

ODOT develops and analyzes crash data using the Analysis Procedures Manual (APM). Additionally, ODOT has a program to help track various sections of highways on a comparative basis of safety. The Safety Priority Index System (SPIS) is a method developed by ODOT to identify potential safety problems on state highways, which is not predictive, but is based on historical crash data. The purpose of the SPIS program is to perform network screening on state highways and to identify and prioritize locations that have potential for safety improvements and merit further investigation.

Segment 1 of OR 62 begins at the North Medford Interchange and extends to Commerce Road. This segment has closely spaced signalized intersections with numerous driveways between I-5 and Delta Waters Road. The segment has the highest average crash rate of the four segments and includes 56 percent of the crashes within the 7-mile project area.

The majority of crashes between I-5 and Delta Waters Road are rear-end collisions, which is an indication of drivers traveling too fast, too close to other drivers, or not paying proper attention to traffic slowing down as a result of congestion. The next highest type of crash that occurs is a turning collision. This type of collision occurs between signalized intersections, where numerous access points exist and local street turning movements are made difficult by high traffic volumes on OR 62 and few gaps in the traffic stream of adequate size. Most crashes occur near the signalized intersections of Poplar Drive and Delta Waters Road,

The **Safety Priority Index System (SPIS)** is a method for identifying potential safety problems on state highways and is recognized as an effective problem identification tool for evaluating safety issues on state highways with higher than average crash histories. The 2010 SPIS score is based on three years of crash data (2007-2009) and considers crash frequency (weighted 25 percent), crash rate (weighted 25 percent), and crash severity (weighted 50 percent) using a 0.10 mile segment length. ODOT considers locations in the top 10 percent to be of concern and annually investigates the top 5 percent sites.

The **Analysis Procedures Manual (APM)** provides the current methodologies, practices and procedures for conducting long term analysis of ODOT plans and projects.

**Table 1-2 Crash Rates on OR 62 2005-2009**

OR 62 Corridor Segment	Milepost	Statewide Crash Rate	OR 62 Average Crash Rate
Segment 1: I-5 to Commerce Drive	0.40 to 2.10	0.60 <sup>1</sup>	2.82
Segment 2: Commerce Drive to Vilas Road	2.11 to 3.88	0.60 <sup>1</sup>	1.15
Segment 3: Vilas Road to OR 140	4.00 to 6.06	0.81 <sup>2</sup>	0.72
Segment 4: OR 140 to Dutton Road	6.07 to 7.75	0.81 <sup>2</sup>	1.11

Note: Shaded cells indicate crash rates that exceeded the statewide crash rate.

<sup>1</sup>The statewide crash rate for "urban city" locations, per ODOT Annual Crash Rate Tables.

<sup>2</sup>The statewide crash rate for state highways in "suburban" locations, per ODOT Annual Crash Rate Tables.

Source: Traffic Analysis Technical Report

where a high degree of congestion exists for a large part of the afternoon. The extended congestion causes queues to become longer and intersection related crashes to occur further away from the intersection. Crash rates along the OR 62 Corridor, broken down by a percentage of total crashes, are shown in Table 1-3. In segment 1, for example, four percent of the total crashes were angle-type crashes, and seventy-three percent of the total crashes were rear-end crashes. The predominance of rear-end crashes is typical for heavily congested corridor segments.

**Table 1-3 Crash Types on OR 62 by Segment, 2005-2009 (Percent)**

Crash Type	Segment 1 (I-5 to Commerce Drive)	Segment 2 (Commerce Drive to Vilas Road)	Segment 3 (Vilas Road to OR 140)	Segment 4 (OR 140 to Dutton Road)
Angle	4	4	5	13
Backing	0	0	1	0
Fixed Object	2	1	3	1
Head On	0	0	0	1
Non-Collision	1	2	0	0
Pedestrian	1	1	1	7
Other	0	2	0	0
Rear-End	73	58	33	44
Sideswipe	6	7	15	1
Turning	12	26	43	32
Total*	100	100	100	100

\*Note: Columns may not add to 100 percent due to rounding.  
Source: Traffic Analysis Technical Report.

## OR 62 Corridor Locations in the Top Five and Ten Percent SPIS Location within Oregon

SPIS sites are 0.10 mile sections on the state highway system. A roadway segment, which includes intersections, becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over the three year period.

The 2010 SPIS score is based on three years of crash data (2007-2009) and considers crash frequency (weighted 25 percent), crash rate (weighted 25 percent), and crash severity (weighted 50 percent) using a 0.10 mile segment length. Within the OR 62 Corridor there are eight SPIS locations in the top ten percent statewide and two locations within the top five percent statewide.

The two SPIS locations on OR 62 in the top five percent are listed below, by OR 62 milepost and nearest intersection, are:

### Segment 1 (Top Five percent)

Milepost 0.37-0.65 (I-5)

SPIS locations on OR 62 within the top ten percent are listed below, by OR 62 milepost and nearest intersection, are:

### Segment 1 (Top Ten percent)

Milepost 0.63-0.72 (I-5)

Milepost 0.80-0.97 (I-5)

Milepost 1.13-1.26 (Poplar Drive)

Milepost 1.20-1.29 (Poplar Drive)

Milepost 1.50-1.66 (Delta Waters)

Milepost 2.00-2.15 (Commerce Road)

### Segment 2 (Top Five percent)

Milepost 3.56-3.74 (Vilas Road)

### Segment 3 (Top Ten percent)

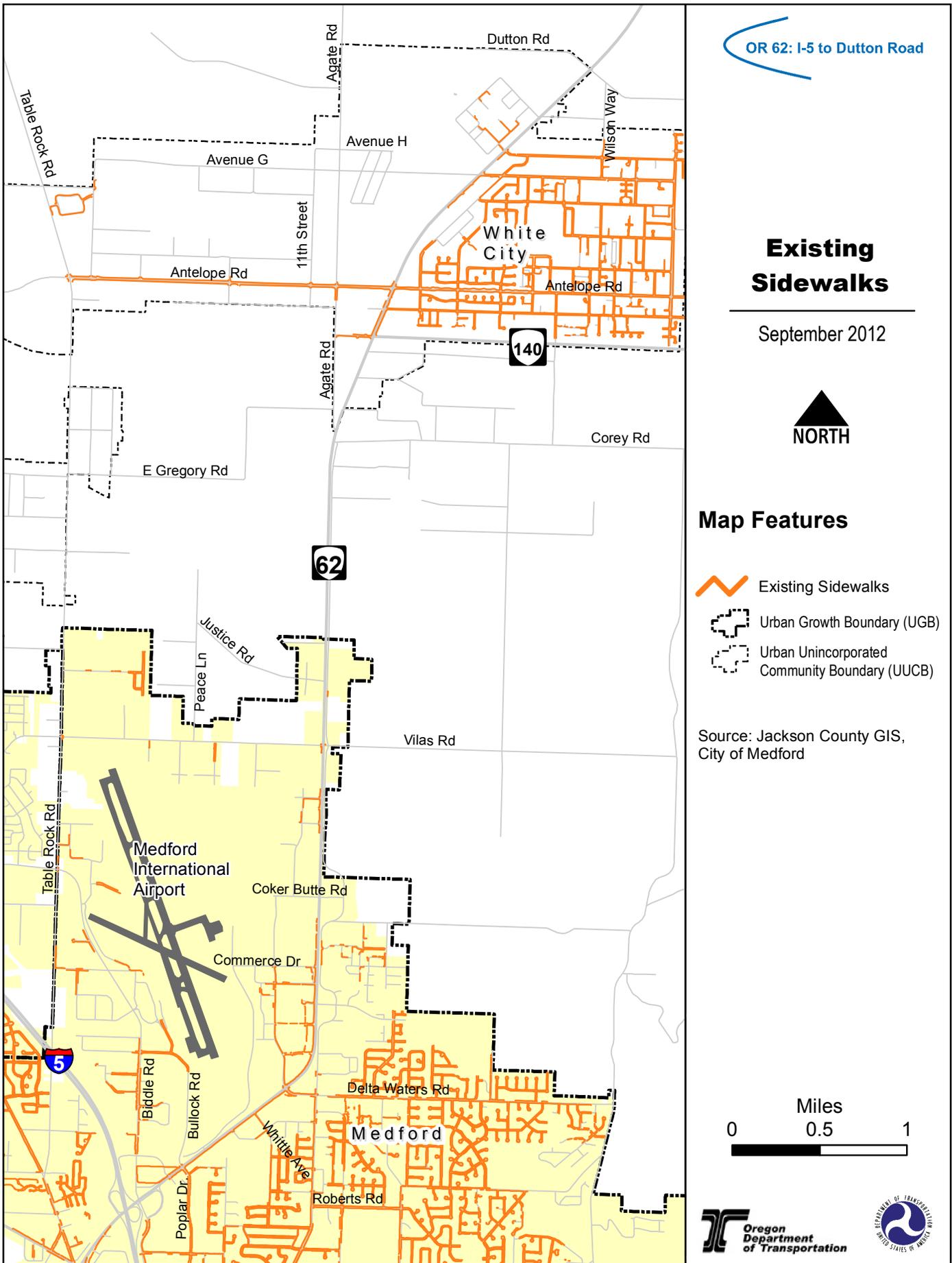
Milepost 5.94-6.04 (Merry Lane)

Milepost 5.97-6.06 (OR 140)

ODOT considers locations in the top ten percent to be of concern and annually investigates the top five percent sites. These sites are evaluated and investigated for safety problems. If a correctable problem is identified, a benefit/cost analysis is performed and appropriate projects are initiated to correct the problem.

In summary, the analysis of SPIS data reveals that the OR 62 Corridor has systemic safety issues and should be prioritized for safety improvements. For example, OR 62 at Milepost 2.00-2.15, near the Commerce Road intersection, is one of the top ten percent highest for crash frequency, crash rate and crash severity. Accordingly, as this intersection is highly ranked in the SPIS priority index, it is a wise use of highway funding to address these safety concerns. The proposed Build Alternatives are intended to address these and other corridor wide safety issues.

Figure 1-4



OR 62: I-5 to Dutton Road

## Existing Sidewalks

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### Map Features

-  Existing Sidewalks
-  Urban Growth Boundary (UGB)
-  Urban Unincorporated Community Boundary (UUCB)

Source: Jackson County GIS, City of Medford

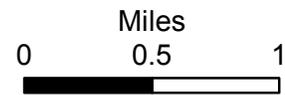
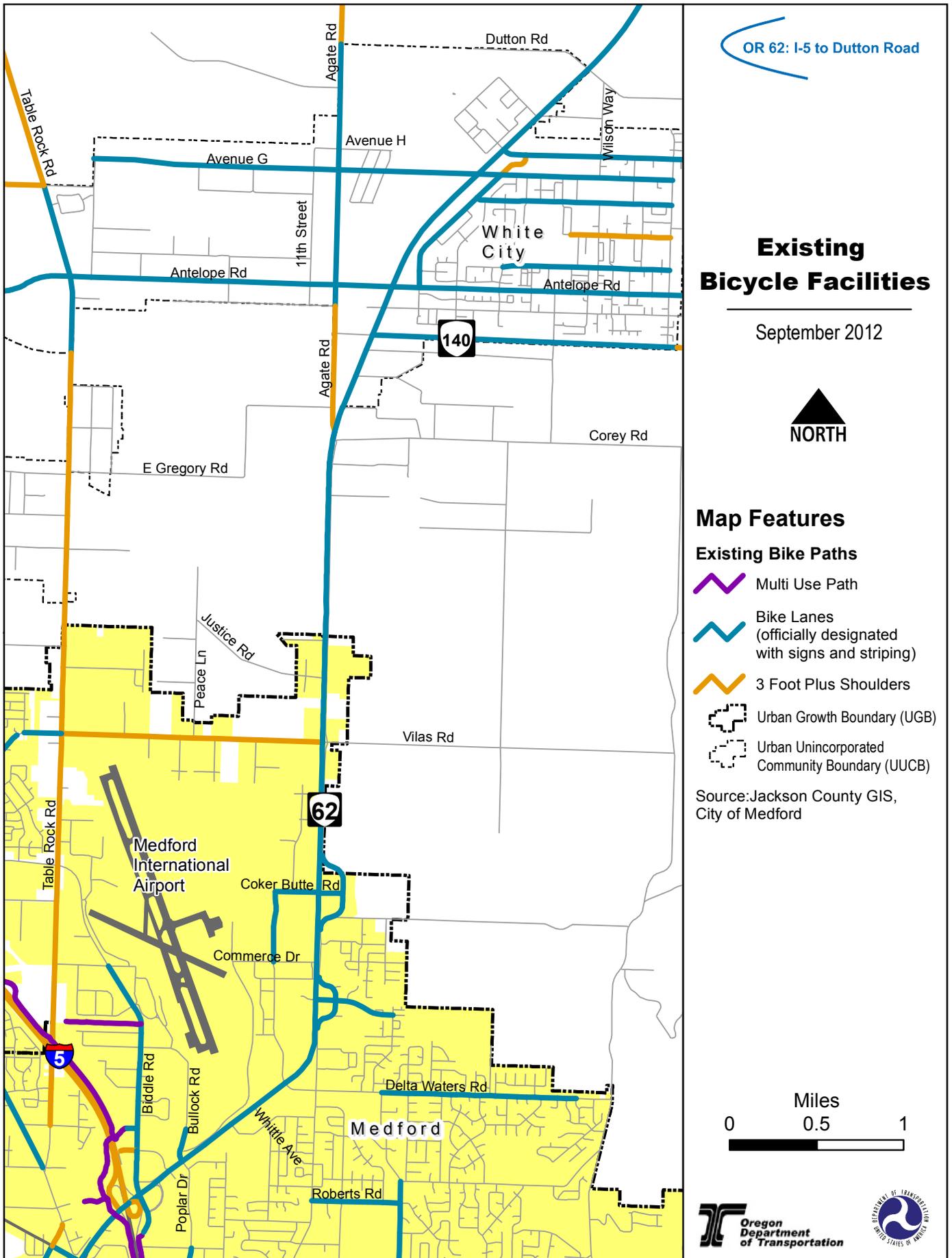


Figure 1-5



OR 62: I-5 to Dutton Road

## Existing Bicycle Facilities

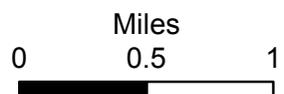
September 2012



### Map Features

- Existing Bike Paths**
-  Multi Use Path
  -  Bike Lanes (officially designated with signs and striping)
  -  3 Foot Plus Shoulders
  -  Urban Growth Boundary (UGB)
  -  Urban Unincorporated Community Boundary (UUCB)

Source: Jackson County GIS, City of Medford



## Transit and Non-Motorized Transportation Mode Deficiencies

Existing facilities for pedestrians, bicyclists, and transit users on OR 62 are minimal. Currently, approximately 21 percent of OR 62 in the project area has sidewalks, and these sidewalks are not in contiguous segments (See Figure 1-4). In some locations there are no sidewalks to existing transit stops. There are shoulders with stripes and bicycle symbols painted on the pavement between I-5 and Dutton Road, as shown in Figure 1-5. Where parking lots are unpaved, the shoulders are often covered with gravel.

The Rogue Valley Transportation District (RVTD) currently runs two bus routes on portions of OR 62: route 1 (Airport/Biddle Road with 60 minute headways) and route 60 (White City, with 30 minute headways). Route 1 runs from downtown Medford to the Rogue Valley International-Medford Airport (Medford Airport) via OR 62 between Poplar Drive and Biddle Road. Route 60 runs from Medford to White City, using OR 62 between Cardinal Avenue and the Veterans Administration Southern Oregon Rehabilitation Center and Clinics (VA SORCC). There are several designated transit stops on OR 62, as well as, several “flag” or informal stops. There are three areas along OR 62 in the project area, with improved “pull outs” for buses and several areas where the bus uses the roadway shoulder. In some of these situations, the shoulders are narrow and there have been several occurrences when passing vehicles have struck the side mirror of a stopped bus. RVTD planned to extend its weekday hours of service and add Saturday service system-wide beginning in April 2012. See Section 3.1.3.1 No Build Alternative; Transportation Systems for details.

As of publication of this FEIS, RVTD has expanded its weekday hours of operation. For Route 60, the last bus now leaves Front Street Station at 8:30pm instead of 6:30pm (the schedule for Route 1 is unchanged). RVTD has also added Saturday service to all of its routes. On Saturdays, Route 60 buses operate on 1-hour headways with buses leaving the Front Street Station from 8:30am to 4:30pm. The Saturday schedule for Route 1 also includes 1-hour headways with buses leaving the station from 8:30am to 3:30pm.

There is a need to work with state, regional and local jurisdictions and partners to develop potential solutions for transit and other non-motorized transportation modes in the corridor. This work can take the form of a plan for the corridor that identifies modal deficiencies and possible solutions. The plan should include a prioritized list of projects that can be individually or jointly implemented by RVTD, ODOT, Jackson County and the City of Medford.

## 1.3 Goals and Objectives

Project Goals and Objectives are intended to supplement Purpose and Need considerations by reflecting community issues and concerns related to the transportation problem. The Goals and Objectives, Criteria, and Evaluation Measures below were developed during project scoping as based upon input from public and private stakeholders, advisory groups, individual citizens, and the project development team. Each Goal has at least one Objective. Each Objective has one or more criteria that are measurable. These Evaluation Measures facilitate relative comparisons between alternatives. In conjunction with FHWA and ODOT review of public comments on the draft EIS; identification of a Preferred Alternative will have as a partial basis how well the alternatives perform relative to the Evaluation Measures.

<b>Goal 1 (Multimodal Issues): Ensure solution provides for safe alternative modes of transportation</b>	
<b>Objective:</b>	Improve/increase bike and pedestrian facilities in the corridor
<b>Criterion:</b>	Does the Alternative improve/increase bike and pedestrian facilities in the corridor?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"><li>• Number of new transportation facilities that include bicycle facilities</li><li>• Number of new transportation facilities that include pedestrian facilities</li><li>• Number of potential bicycle/pedestrian/motorized vehicle conflict points</li></ul>
<b>Objective:</b>	Improve bike and pedestrian connectivity in the corridor
<b>Criterion:</b>	Does the Alternative improve bike and pedestrian connectivity in the corridor?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"><li>• Number of new bike or pedestrian connections</li></ul>

<b>Goal 2 (Environmental Issues): Avoid, minimize, and mitigate impacts to the natural environment</b>	
<b>Objective:</b>	Minimize air quality impacts
<b>Criterion:</b>	Does the Alternative minimize the air quality impacts?
<b>Evaluation Measure:</b>	Are particulate emissions decreased or increased?
<b>Objective:</b>	Avoid or minimize impacts on native fish and wildlife habitat and movement corridors
<b>Criterion:</b>	Does the Alternative avoid or minimize impacts on native fish and wildlife habitat?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>• Number of stream crossings fish bearing (current or historic) vs. non-fish bearing</li> <li>• Linear feet and total area in square feet (ft<sup>2</sup>) of riparian habitat impacted</li> <li>• Number of wildlife highway crossing opportunities (e.g., dry culverts and highway overcrossings for wildlife passage)</li> <li>• Number of stream crossings with approved fish passage designs.</li> </ul>
<b>Objective:</b>	Avoid or minimize impacts on federal Endangered Species Act (ESA) listed species and their habitats
<b>Criterion:</b>	Does the Alternative avoid or minimize impacts on ESA-listed species and their habitats?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>• Number of ESA-listed plant species impacted</li> <li>• Acres of habitat impacted classified by U.S. Fish and Wildlife Service (USFWS) as “vernal pool critical habitat”</li> <li>• Acres of suitable habitat impacted</li> </ul>
<b>Objective:</b>	Avoid or minimize impacts on aquatic resources
<b>Criterion:</b>	Does the alternative avoid or minimize impacts on aquatic resources?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>• Estimated volume in cubic yards (yd<sup>3</sup>) of fill below the ordinary high water line (OHWL)</li> </ul>
<b>Objective:</b>	Minimize impacts on water quality
<b>Criterion:</b>	Does the alternative minimize impacts on water quality?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>• Area (ft<sup>2</sup>) of new impervious surface</li> <li>• Area (ft<sup>2</sup>) of contributing impervious surface</li> <li>• Impacts on 303(d) listed waterways</li> </ul>
<b>Objective:</b>	Minimize noise impacts
<b>Criterion:</b>	Does the Alternative minimize noise impacts?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>• Number of noise impacts, with abatement and without abatement</li> </ul>
<b>Objective:</b>	Avoid or minimize impacts on the visual/aesthetic landscape
<b>Criterion:</b>	Does the Alternative avoid or minimize the impacts on the visual/ aesthetic landscape?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>• Change in visual quality, especially for more sensitive viewers in the middle section of the Project</li> </ul>

<b>Goal 3 (Economic Issues): Maintain economic vitality in the corridor</b>	
<b>Objective:</b>	Provide for efficient movement of freight through the corridor as well as within the corridor
<b>Criterion:</b>	Does the Alternative provide for safe and efficient movement of freight?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>Number of controlled access points to industrial/commercial areas</li> <li>Travel time through the corridor for the design year</li> </ul>
<b>Objective:</b>	Minimize impacts on businesses and residents
<b>Criterion:</b>	Does the alternative minimize business and residential displacements?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>Number of commercial or residential acquisitions</li> <li>Number of partial residential or commercial acquisitions</li> </ul>

<b>Goal 4 (Safety Issues): Ensure the solution is safe for all modes of transportation</b>	
<b>Objective:</b>	Follow applicable design standards
<b>Criterion:</b>	Does the alternative meet the appropriate design standards?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>Number of design exceptions required</li> </ul>
<b>Objective:</b>	Apply access management standards within the corridor
<b>Criterion:</b>	Does the alternative meet the appropriate access management standards?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>Number of access spacing deviations required</li> </ul>
<b>Objective:</b>	Accommodate emergency vehicles

<b>Goal 5 (Transportation Issues): Provide a solution that addresses capacity and connectivity needs</b>	
<b>Objective:</b>	Meet design year capacity needs (v/c, Level of Service [LOS])
<b>Criterion:</b>	Does the Alternative provide for the future design year capacity needs?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>Number of intersections that do not meet mobility targets (v/c or LOS)</li> </ul>
<b>Objective:</b>	Provide facilities that meet user expectations (signage, visibility, etc.)
<b>Criterion:</b>	Does the alternative meet user expectations?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>Number of logical major modal connections</li> </ul>
<b>Objective:</b>	Provide efficient connectivity within the corridor
<b>Criterion:</b>	Does the Alternative provide efficient connectivity?
<b>Evaluation Measure:</b>	<ul style="list-style-type: none"> <li>Number of inappropriate logical roadway hierarchy instances.</li> </ul>

<b>Goal 6 (Social Issues ): Enhance community livability and quality of life</b>	
<b>Objective:</b>	Minimize impacts on neighborhoods within and adjacent to the project area
<b>Criterion:</b>	Does the alternative minimize the impact to neighborhoods within and adjacent to the project area?
<b>Evaluation Measures:</b>	<ul style="list-style-type: none"> <li>Potential Environmental Justice impacts (low income/minority)</li> <li>Neighborhood connectivity impacts</li> <li>Direct/indirect impacts on neighborhoods</li> </ul>
<b>Objective:</b>	Provide opportunities for increased transit utilization