



CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN

SEPTEMBER 2019

ACKNOWLEDGMENTS

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- » Kay Brooks, City Councilor and Liberty Park Resident
- » Kevin Stine, City Councilor
- » Ryan Haynes, Jackson County Housing Authority
- » John Statler, Liberty Park Resident
- » Bob Shand, Liberty Park Resident
- » Gladys Rivas, Liberty Park Resident
- » Kevin Lamson, Hearts with a Mission
- » Greg Jones, Kids Unlimited
- » Edem Gomez, Rogue Valley Transit District (RVTD)
- » Major Jason Koenig, Salvation Army
- » Joe Foley, Planning Commissioner
- » Franco Caballero, Business Owner

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Introduction	1
Public Engagement	6
Land Use Recommendations	9
Transportation Recommendations	15
Transportation Projects	17

Appendix A: Comprehensive Plan and Zoning Amendments	
Appendix B: Technical Memoranda (TM)	
Appendix C: Public Involvement and Title VI/EJ Summary	

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INTRODUCTION

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.

Liberty Park is surrounded by OR-99, a state highway that becomes a one-way couplet on either side of the neighborhood; US Interstate 5 (I-5) is located just a few blocks away as well. Liberty Park lacks a complete and reliable network of sidewalks and safe and convenient street crossings, and has little in the way of bicycle infrastructure, making access and mobility within and outside the neighborhood a challenge.

Building upon efforts from the 2002 Liberty Park District Neighborhood Plan, the City of Medford, with the help of the Medford Urban Renewal Agency (MURA), has led a community process to develop a new plan for Liberty Park – one that addresses current and future land use and transportation mobility needs in the neighborhood. The plan has been developed to recommend a set of strategies that set a vision for Liberty Park and achieve the goals of the Plan.

All recommendation strategies and actions described in this plan are conceptual in nature and will require further study by the City of Medford, coordination with the Oregon Department of Transportation (ODOT), and their compliance with the Oregon's statewide planning goals.

PLAN GOALS

The Liberty Park Neighborhood Plan goals were established through a community engagement process and reflect what Liberty Park residents and businesses value in this plan. The goals of this plan are to:

- » Make Liberty Park a safe neighborhood for residents to walk, bicycle, and socially interact through design of private development and public spaces.
- » Enhance and promote social services and law enforcement 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.

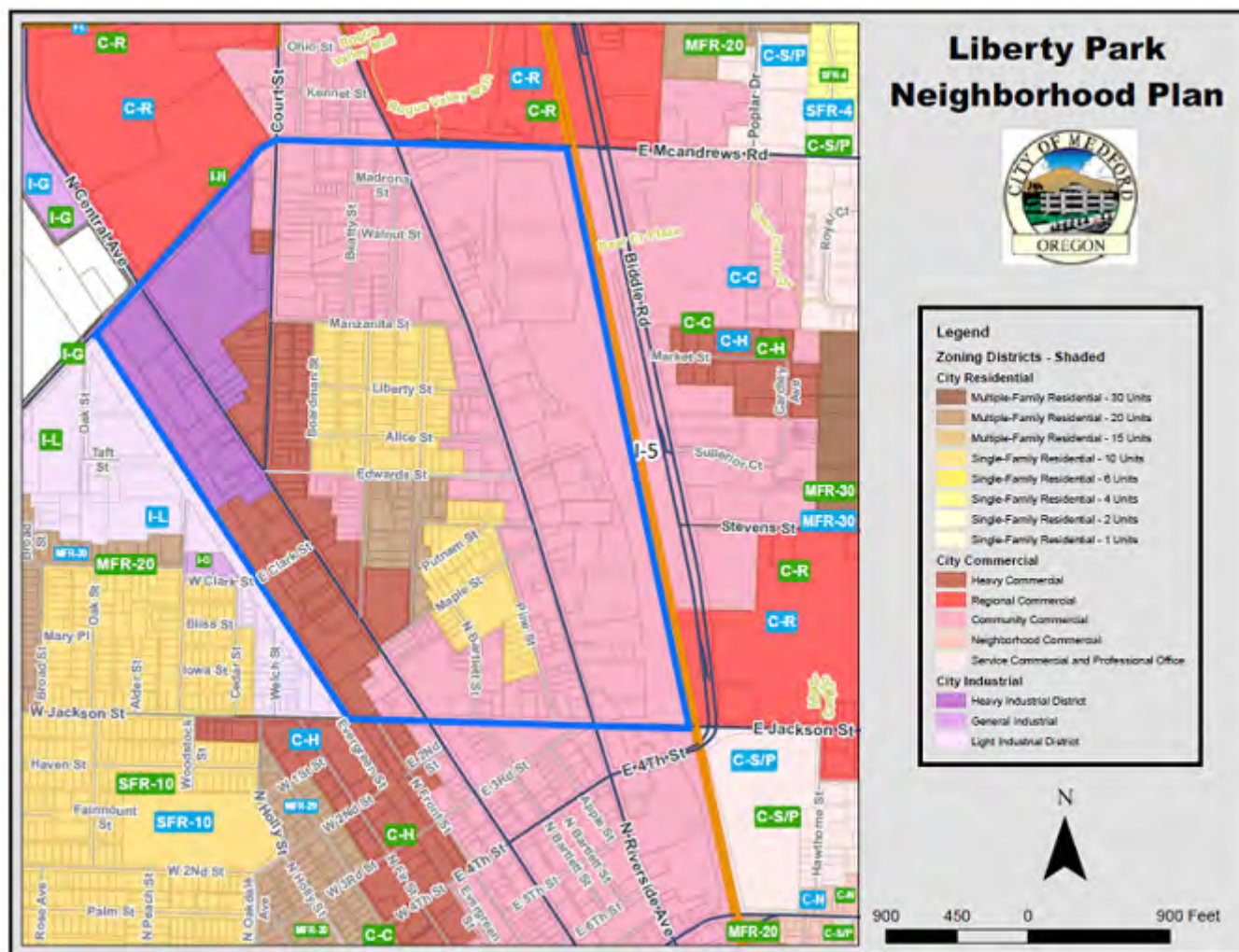
STUDY AREA AND LIBERTY PARK NEIGHBORHOOD VISION MAP

The land use and zoning designations within the Liberty Park neighborhood area include a mix of residential, commercial, and industrial uses. The City's development code includes standards for allowed uses and site development

standards related to setbacks, parking, landscaping, lots sizes, and other features. As part of the Liberty Park Neighborhood Plan, the zoning of parcels within the study area are evaluated to determine necessary zoning or code changes.

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

FIGURE 1. LIBERTY PARK NEIGHBORHOOD PLAN AREA ZONING DESIGNATIONS



SUMMARY OF PLAN RECOMMENDATIONS

This plan identifies a variety of potential improvement projects in the neighborhood. These projects will fall to different City Departments and Agencies for implementation and coordination, depending upon the nature of the project and which department is best suited to serve as project lead. For example, street modifications must be well coordinated with Public Works, whereas new projects in Bear Creek will require the participation of the Parks Department.

LAND USE RECOMMENDATIONS

- » Development/Redevelopment Opportunities
- » Parks and Open Space Enhancements
- » Regulatory Changes

TRANSPORTATION RECOMMENDATIONS

- » Traffic Calming Treatments and Bicycle Network Improvements
- » Lane Reconfiguration
- » Enhanced Pedestrian Crossings and Sidewalk Infill
- » Bear Creek Greenway Connection Improvements
- » Bus Relocation

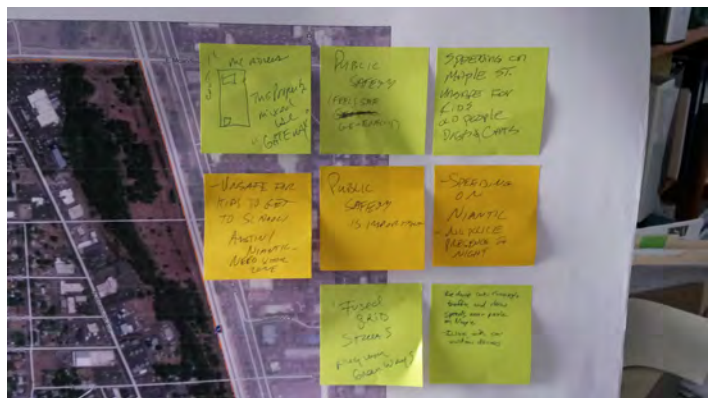
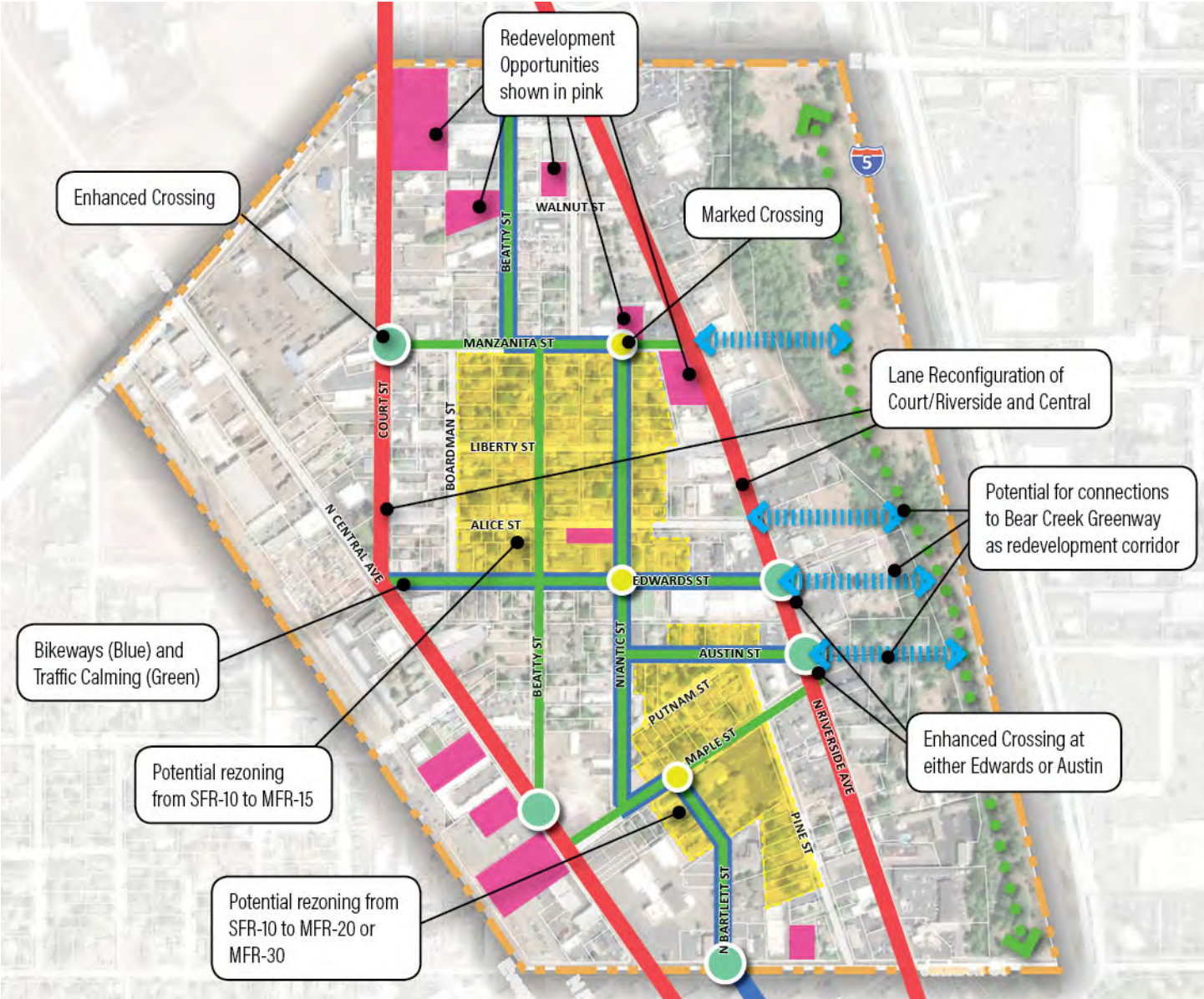


FIGURE 2. LAND USE AND TRANSPORTATION OPPORTUNITIES IN THE LIBERTY PARK NEIGHBORHOOD





Development of the Liberty Park Neighborhood Plan began in August 2018. Over the course of the project, the project team worked with the Liberty Park community through a variety of outreach activities. Below is a summary of the activities that have occurred.

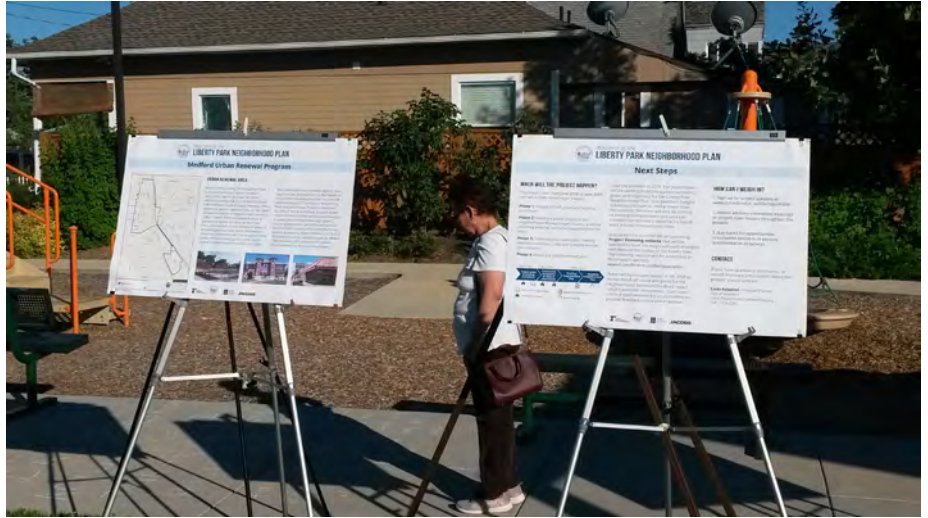
VISIONING SURVEY

An online visioning survey was conducted to gather the public's initial feedback on how they envisioned improvements to their neighborhood. Approximately 110 people participated in the survey and commented on a variety of topics, including:

- » Modes used for travel
- » Connectivity to destinations and circulation, including transportation facilities
- » Preferred neighborhood development types (housing and commercial)
- » Questions around project goals

VISIONING WEBSITE

A visioning website was developed for the Liberty Park Neighborhood Plan to provide an additional online outlet for community members to submit ideas, comments, and feedback for the project. It provided project information to the public, and specifically asked the community to help prioritize proposed streetscape improvements. This was available online during the Fall of 2018, and was promoted through emails, door-to-door flyers, the Medford's website, and social media platforms.



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 of Medford hosted three public open houses during the project.

- » The first open house presented and received feedback on the overall goals and issues to be addressed in the Plan.
- » The second open house gave community members an opportunity to review and comment on potential recommended treatments to be included in the Plan.
- » The third open house presented final improvement recommendations to the public for feedback and comment.



NEIGHBORHOOD ADVISORY COMMITTEE (NAC) MEETINGS

The NAC was critical to the development of the Liberty Park Neighborhood Plan. The City of Medford established the NAC to work with project consultants and staff to provide input throughout the development of the Plan. A total of five NAC meetings were held and the members included:

- » Kay Brooks, City Councilor and Liberty Park Resident
- » Kevin Stine, City Councilor
- » Ryan Haynes, Jackson County Housing Authority
- » John Statler, Liberty Park Resident
- » Bob Shand, Liberty Park Resident
- » Gladys Rivas, Liberty Park Resident
- » Kevin Lamson, Hearts with a Mission
- » Greg Jones, Kids Unlimited
- » Edem Gomez, Rogue Valley Transit District (RVTB)
- » Major Jason Koenig, Salvation Army
- » Joe Foley, Planning Commission
- » Franco Caballero, Business Owner





LAND USE RECOMMENDATIONS

LAND USE RECOMMENDATIONS

OPPORTUNITIES FOR INFILL DEVELOPMENT/REDEVELOPMENT

Several parcels within Liberty Park are vacant or underutilized and ripe for redevelopment (shown in pink in Figure 2), as identified in TM 3 in Appendix B. To the extent that commercial related redevelopment occurs within the neighborhood, walkable, local retail uses are viewed as a priority in commercial areas. In more residential locations, renovation and repair of existing homes is more likely to occur than full-scale redevelopment. Along with development potential, new connections to the Bear Creek Greenway (shown as blue arrows in Figure 2) may encourage and support targeted development along an increasingly multi-modal corridor. Moreover, as Liberty Park continues to develop and change, prioritizing the improvement and redevelopment of undesirable properties will be a key first step. Where buildings or properties are vacant, the City could consider purchasing to use for a public good/service. The photos on the next two pages illustrate examples of the types of development or redevelopment identified as opportunities in Liberty Park.

FIGURE 4. FULL BLOCK OF STOREFRONT COMMERCIAL, 406 E MAIN ST, MEDFORD



FIGURE 5. SMALL-SCALE RESTAURANT AT 1789 W STEWART, MEDFORD



FIGURE 6. MIXED-USE OCCUPYING A RE-PURPOSED HISTORIC BUILDING IN BEND, OR



FIGURE 7. CAFE WITHIN A FORMER SINGLE-FAMILY RESIDENCE IN MEDFORD, OR



FIGURE 8. FOOD CARTS IN MEDFORD, OR



FIGURE 9. CORNER COFFEE SHOP WITH WIDE SIDEWALKS AT 229 W MAIN

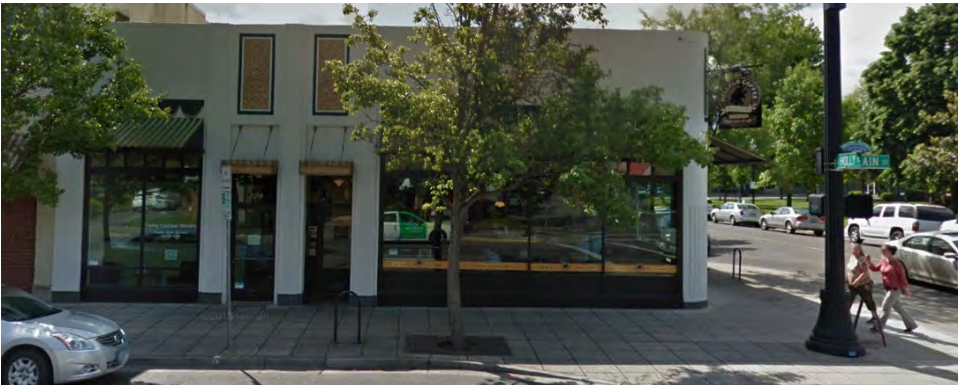


FIGURE 10. COMMERCIAL/OFFICE DEVELOPMENTS IN BEND, OR



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 11. 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 11 shows a concept for park amenities and trails within the Bear Creek Greenway, as well as a pedestrian crossing over Bear Creek. The location on this creek crossing should coincide with a prominent pedestrian crossing location across Riverside Ave. Future development in this area shall be consistent with the Bear Creek Master Plan.



FIGURE 11. BEAR CREEK GREENWAY CONCEPT FROM MEDFORD PARKS AND RECREATION



REGULATORY CHANGES

The Liberty Park community worked with project staff to develop a set of regulatory changes that would help achieve the preferred vision for their neighborhood.

COMPREHENSIVE PLAN POLICIES IN SUPPORT OF THE LIBERTY PARK NEIGHBORHOOD PLAN

Appendix A provides recommended amendments to the City of Medford Comprehensive Plan to support and implement this Neighborhood Plan. They include:

- » A new section under the Comprehensive Plan's Neighborhood Element for the Liberty Park Neighborhood.
- » Statements of broad conclusions from this planning effort which would be reflected in the comprehensive plan.
- » Goals, objectives, and action items that will guide future development and implementation of the Liberty Park Neighborhood Plan.

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, limit, or create design standards for auto-oriented uses such as drive-throughs, businesses that emphasize outdoor storage such as automotive sales, and large-format "big box" stores.
- » Revise the list of other allowed or prohibited uses within the overlay zone.
- » Require additional landscaping and planting of trees compared to what exists in the neighborhood today.
- » Allow multi-unit dwellings such as 2-5-plexes within the entire district by right, regardless of zone.
- » Allow live/work units and home based businesses, cottage cluster housing, and other flexible development types within the district by right, regardless of base zone.
- » Require development or redevelopment in certain areas to provide better pedestrian access to neighborhood amenities, such as the Bear Creek Greenway.
- » Establish new development standards for future commercial or mixed use development along Court, Central, and Riverside Streets.

Additional detail regarding the Liberty Park Neighborhood Overlay Zone is provided in Appendix A.

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 majority of the residential areas of Liberty Park are zoned as Single-Family Residential 10 units per gross acre (SFR-10), with a smaller portion zoned as Multi-Family Residential 20 units per gross acre (MFR-20). The areas with single-family zoning could be rezoned to allow more dense multi-family dwellings, which would allow for a more efficient use of land (shown in yellow in Figure 2). A zone change would also allow for a wider range of housing types and redevelopment opportunities. Among these changes, the community emphasized a need to promote live/work opportunities through home-based businesses and form-based code changes. To better incentivize desirable uses such as "mom-pop" businesses, consideration around business license fees support was also emphasized by the community.

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, the rehabilitation of dilapidated buildings, and other related issues. Community members note that addressing these issues is key to improving the quality of life for local residents and revitalizing the area.

AUTO-ORIENTED USES

The City will explore strategies to limit auto-oriented uses and/or reduce their impacts on pedestrian safety and mobility, as well as the look and feel of the neighborhood. Approaches could include:

- » Prohibit auto oriented uses or only allow them under specific conditions.
- » Limit outdoor storage of merchandise, including cars or other vehicles.
- » Limit the size of parking lots.
- » Require parking areas to be on the side of or behind buildings and require them to be screened or buffered with vegetation or by other means.
- » Create an amortization program to purchase properties with such uses.



TRANSPORTATION RECOMMENDATIONS

The following section provides an overview of transportation improvement recommendations. More detail on individual projects and locations can be found in the project list and cut-sheets following this section.

TRAFFIC CALMING

The need for traffic calming treatments stems from the community's concerns about 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. All recommended traffic calming measures are conceptual and will require further study to determine their operability and effectiveness.

LANE RECONFIGURATION

Another key community priority that emerged in the process of developing the Neighborhood Plan is to reconfigure Oregon Route 99 (OR-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 consists of three through lanes in each direction of the couplet, with posted speeds of 30 mph, however, anecdotal evidence suggests that many drivers speed on both roadways. High speeds and several lanes make these roadways challenging to cross for pedestrians and difficult to navigate for cyclists.

Out of a set of four improvement alternatives as described in detail in TM 2 and 3, feedback from the community, City staff, and the NAC determined that a safer and more inclusive roadway design is preferred. The three travel lanes in each direction would be reduced to two travel lanes in each direction and protected bike lanes with a buffer and sidewalks would be added.

BICYCLE NETWORK

The Liberty Park community envisions their neighborhood to be a safe and comfortable place to ride a bicycle. Current conditions make that challenging because bicycle facilities are very limited, and main arterial streets are rated as high-stress for pedestrians and people riding bikes. The lane reconfiguration listed in the previous section will help improve the Neighborhood's bicycle network. The lane reconfiguration for Court/Central and Riverside includes a traffic calming element that inherently improves the safety of the bicycle network.

ENHANCED PEDESTRIAN CROSSINGS

Improving pedestrian crossing facilities is critical to a safe and walkable environment that the community envisions. There are currently very limited marked facilities on OR-99, Jackson Street, Manzanita Street, and Edwards Street, making them challenging to cross.

The project team identified desired crossing locations 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 stop locations or the relocation of stops should also be considered for this improvement. Final designs and improvements will need further analysis and design work performed for implementation.

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. Four alignments are being considered, but the chosen project should coordinate with an enhanced crossing project to improve pedestrian access across Riverside.

SIDEWALK INFILL

A connected and complete sidewalk network is critical to the Neighborhood's vision of a safe and accessible Liberty Park. 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 will provide better access to bus stops along the corridor. Bus stops should be considered for relocation, where possible, to better connect to improved crossing projects. Relocation of bus stops shall be a coordinated effort with the Rogue Valley Transit District (RVTD) prior to implementation.

PROJECT LIST

The following is a list of all recommended transportation projects.

The Medford Urban Renewal Agency (MURA) will play an important role in funding and executing some of these projects, including those that closely align with the redevelopment mission of the Agency and are appropriate uses of MURA's tax increment resources under Oregon law. The Liberty Park Plan will help inform the selection of projects for adoption into MURA's Center City Revitalization Plan which is the official reference document for MURA projects. MURA anticipates implementation of additional redevelopment initiatives that advance the vision for the neighborhood, but which are not described in the project list of this Plan.

Each project includes a project number that corresponds to the project cut sheets on the following pages, the project location, priority, and cost estimate. Priorities are identified in terms of the estimated timeframe for completion, including near-term (1-5 years), medium-term (6-10 years), and long-term (11+ years) projects.

Project List

#	Project	Location	Priority	Cost Estimate
TC1	Reduce speed limit to 25 mph on OR-99	Riverside Ave and Central St/Court Ave from McAndrews to Jackson	Near-term	N/A
TC2	Re-stripe OR-99 to facilitate two 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
TC3-a	Reduce speed limit to 20 mph on neighborhood streets	Residential streets in Liberty Park	Near-term	\$41,000
TC3-b	Implement a "20 is Plenty" campaign to raise awareness of reduced speeds	Neighborhood-wide	Near-term	N/A
TC4-a	Implement a temporary diverter at intersection of Edwards and Beatty Streets and temporary speed bumps (Pilot project)	Edwards and Beatty Streets	Near-term	\$50,000
TC4-b	Implement Traffic Calming at Key intersection locations.	Austin and Pine; Maple and Bartlett; Edwards and Niantic; Manzanita and Niantic; Beatty and Edwards	Near-term	\$125,000
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
TC6	Traffic Calming with Bulb-outs and Chicanes	Pine and Maple	Medium-term	\$1.18 Million
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
C1	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Beatty and Central	Near-term	\$117,000
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
C3	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Manzanita and Court	Long-term	\$124,000
C4	Enhance pedestrian crossing with a Rectangular Rapid Flashing Beacon and continental crosswalk	Bartlett and Jackson	Near-term	\$256,000

#	Project	Location	Priority	Cost Estimate
C5	Enhance pedestrian crossing with a Leading Pedestrian Interval and continental crosswalk	Edwards and Court/Central	Near-term	\$145,000
B1	Create a neighborhood bikeway within Liberty Park	Through Liberty Park on residential streets (Bartlett, Maple, Niantic, Manzanita, Beatty)	Medium-term	\$122,000
B2	Edwards Street Improvements	Edwards from Riverside to Court/Central	Medium-term	\$93,000
B3	Resurfacing of alleys for improved bicycle and pedestrian safety	Four locations between Manzanita, Boardman, Alice, and Niantic	Medium-term	\$301,000 (Asphalt) \$551,000 (Permeable Pavement)
B4	Clark to Beatty Bicycle and Pedestrian Network Improvements	Clark Street from Cedar Street to Central Avenue, Central Avenue from Clark to Beatty.	Long-term	Phase 1: \$585,000 (sidewalk infill and bike sharrows). Phase 2: \$61,000 (bike lane striping on N Central)
BC1	Connect Liberty Park to Bear Creek Greenway	Bear Creek Greenway	Long-term	\$788,000
BS-1	Relocate bus stops on OR-99 closer to the enhanced crossings described above	Neighborhood-wide	Medium-term	N/A
S1	Sidewalk infill through residential streets in Liberty Park	Residential Areas of Liberty Park	Near-term	\$1,194,000
S2	Sidewalk infill through remaining areas of Liberty Park	Non-residential Areas of Liberty Park	Medium-term	\$1,076,000

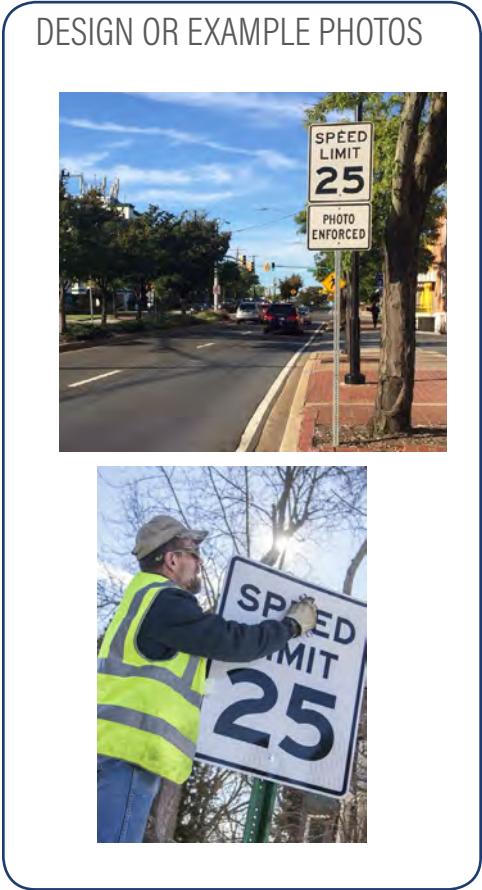
PROJECT TC1 - SPEED LIMIT REDUCTION FROM 30 MPH TO 25 MPH ON OR-99

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 30 mph, 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.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimum	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces

PROJECT AREA MAP



**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)	Southbound (Court St to Central Ave)
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW	40-50 feet curb-to-curb ROW
13-foot travel lanes	13 – 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

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.

DESIGN OR EXAMPLE PHOTOS



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$227,000	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces

PROJECT AREA MAP



**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 complies with OR Senate Bill 558 which authorizes a city to designate speed five miles per hour slower than statutory speed for a highway under city's jurisdiction that is not an arterial highway and is located in a residence district, including territory that is not business district that is contiguous to highway and has access to dwellings provided by alleys. Recommended traffic calming projects are conceptual and still requires further study.

ROADWAY CHARACTERISTICS

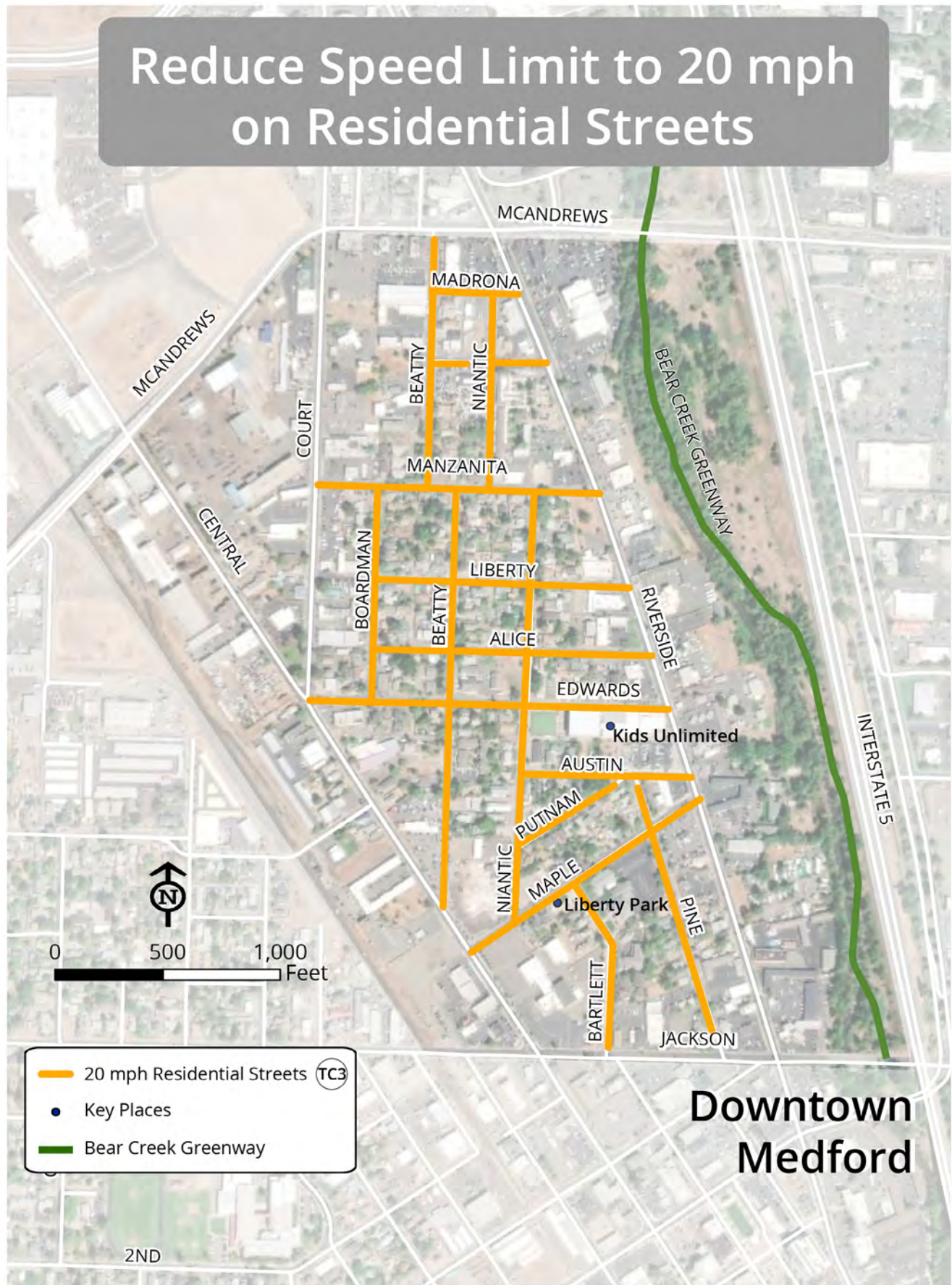
- » Curb to curb right of way widths range from 20 to 40 feet.
- » Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$41,000	Near-term	» Supports transportation options » Supports public safety » Creates a vibrant neighborhood » Enhances public spaces

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



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

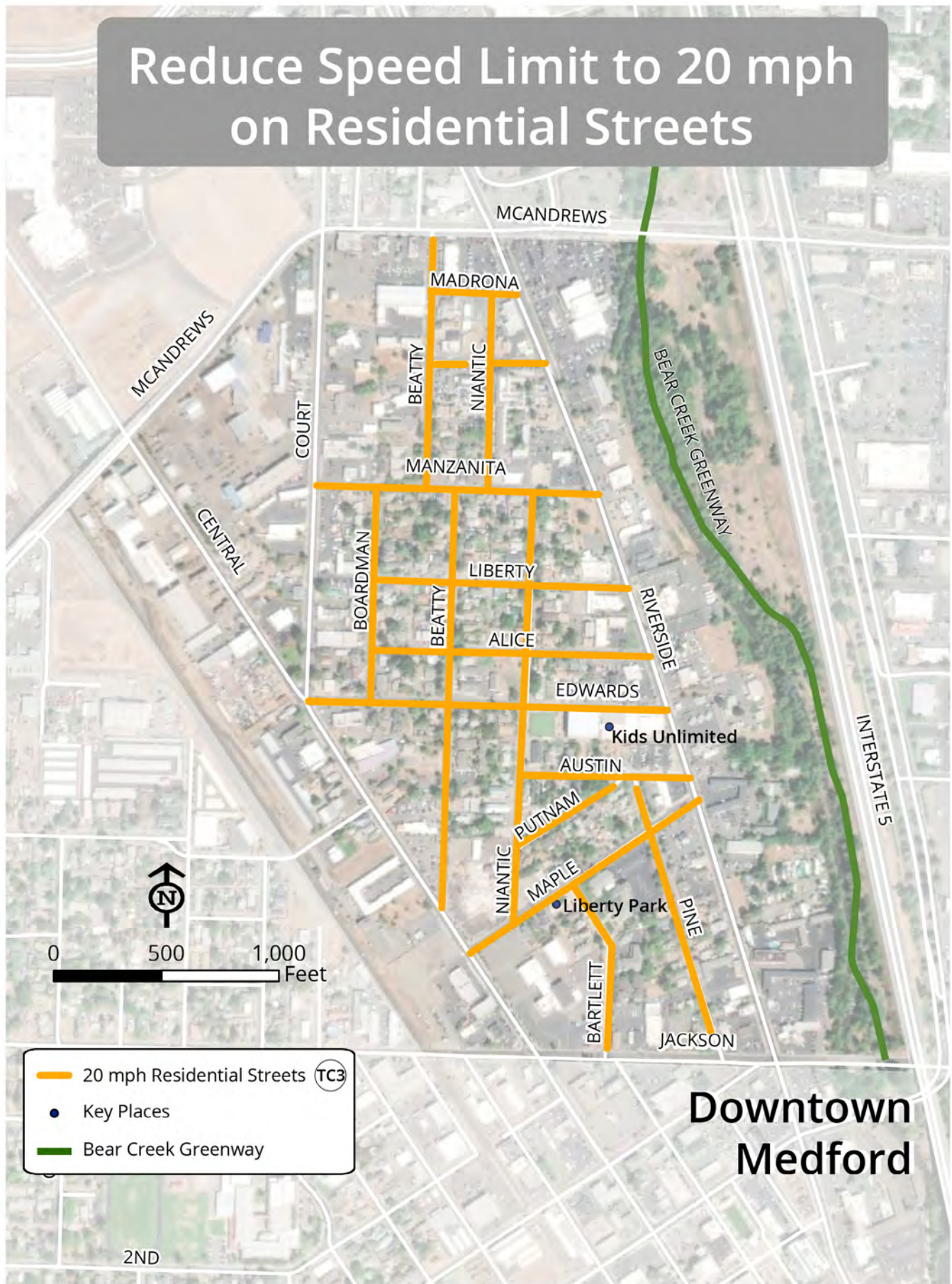
- » Curb to curb right of way widths range from 20 to 40 feet.
- » Sidewalks do not exist on all neighborhood streets, requiring people to walk in right-of-way, on or to the side of the roadway.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimal	Near-term	» Supports transportation options » Supports public safety » Creates a vibrant neighborhood » Enhances public spaces

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



PROJECT TC4-A - PILOT PROJECT: TRAFFIC DIVERTER

DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. A “traffic 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.

This project is envisioned as a temporary installation that could be made permanent, depending on results. A demonstration installation with removeable speed bumps and diverter will be 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 are contingent upon a traffic study and should be vetted through the Traffic Coordinating Committee and the Transportation Commission. The appropriate intersection for installing the diverter is also subject to further traffic study.

CONSIDERATIONS

- » Diverter installation to be contingent on further traffic study to understand neighborhood vehicle traffic.
- » Diverter installation should consider needs of emergency vehicles to access properties.

DESIGN OR EXAMPLE PHOTOS



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
Minimal	Near-term	» Supports transportation options » Supports public safety » Creates a vibrant neighborhood » Enhances public spaces

PROJECT TC4-B - PILOT PROJECT: TRAFFIC CALMING IN RESIDENTIAL AREAS

DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people in the Liberty Park Neighborhood. 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 desired based on neighborhood input. Placement requires further evaluation and warrants as determined by the City of Medford prior to implementation.

- » Austin and Pine
- » Maple and Barlett
- » Edwards and Niantic
- » Manzanita and Niantic

Any changes should be vetted through the Traffic Coordinating Committee.

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.

DESIGN OR EXAMPLE PHOTOS



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$125,000	Near-term	» Supports transportation options » Supports public safety » Creates a vibrant neighborhood



PROJECT TC5 - REMOVE CENTER LINES ON MANZANITA STREET

DESCRIPTION

Traffic calming treatments will help create a safe, comfortable environment for people 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 20 to 40 feet in certain locations.
- » Sidewalks do not exist on Manzanita St.
- » Manzanita St is roughly four blocks long.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$16,000	Near-term	» Supports transportation options » Supports public safety » Creates a vibrant neighborhood



PROJECT TC6 - PINE AND MAPLE STREETS TRAFFIC CALMING

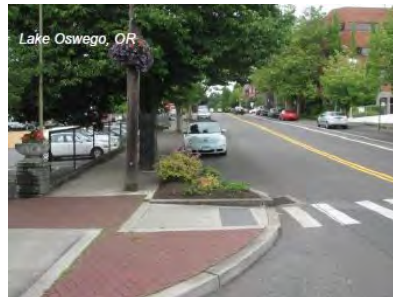
DESCRIPTION

This project implements traffic calming measures for roughly a quarter-mile along Pine St and Maple St. On Pine St, the treatments will extend south from Jackson St north to Austin St. On Maple St, the treatments will extend west from Central St east to Riverside (OR-99). This will initially be a pilot project with concrete bulbouts and chicanes that could then be implemented permanently in the future with landscaped bulb-outs.

Several treatments will make these neighborhood streets safer and more comfortable for all modes, but especially for people walking or riding bicycles. Treatments to be used to calm traffic include curb bulb-outs and traffic chicanes. Bulb-outs are extensions to the corners of sidewalks that shorten pedestrian crossings distances at intersections, and slow down vehicle turning speeds. Chicanes add a type of barrier to the roadway that add extra turns or curves that slow traffic speed for safety. Pilot treatments could be made with movable barriers or removable curb extensions and made more permanent at a later date with concrete and landscaping.

DESIGN OR EXAMPLE

PHOTOS



ROADWAY CHARACTERISTICS

- » Predominately residential with some commercial uses.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1.18 Million	Medium-term	» Supports public safety » Creates a vibrant neighborhood » Enhances neighborhood livability

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, the speed limit would be reduced 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	
<i>Northbound (Riverside Ave)</i>	<i>Southbound (Court St to Central Ave)</i>
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW 13-foot travel lanes	40-50 feet curb-to-curb ROW 13 – 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

CONSIDERATIONS

- » Reduction in travel lanes to two in each direction may impact existing signal operations.
- » Protected bike lanes are more comfortable and safer 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. The cost estimates for this project do not include any costs associated with 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.

APPROXIMATE COST

IMPLEMENTATION PRIORITY

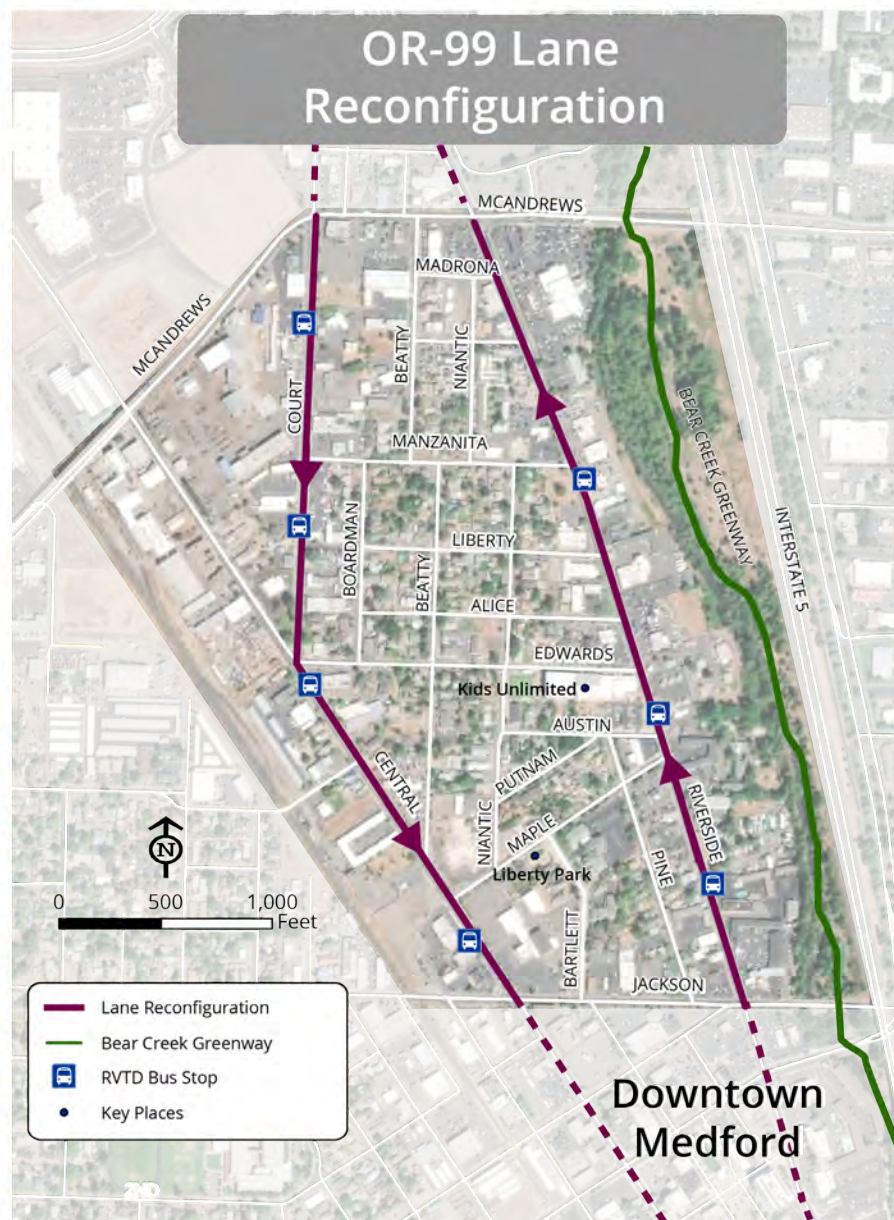
HOW IMPROVEMENT ADDRESSES GOALS

\$671,000 to \$1,187,000

Long-term

- » Supports transportation options
- » Creates a vibrant neighborhood
- » Enhances public spaces
- » Connects to downtown
- » supports local businesses
- » Provides safe bicycle facilities

PROJECT AREA MAP



Project LR1

DESIGN OR EXAMPLE PHOTOS

Option 1: Striped buffer with planters to provide physical separations

Estimated cost: \$671,000

Central Avenue:



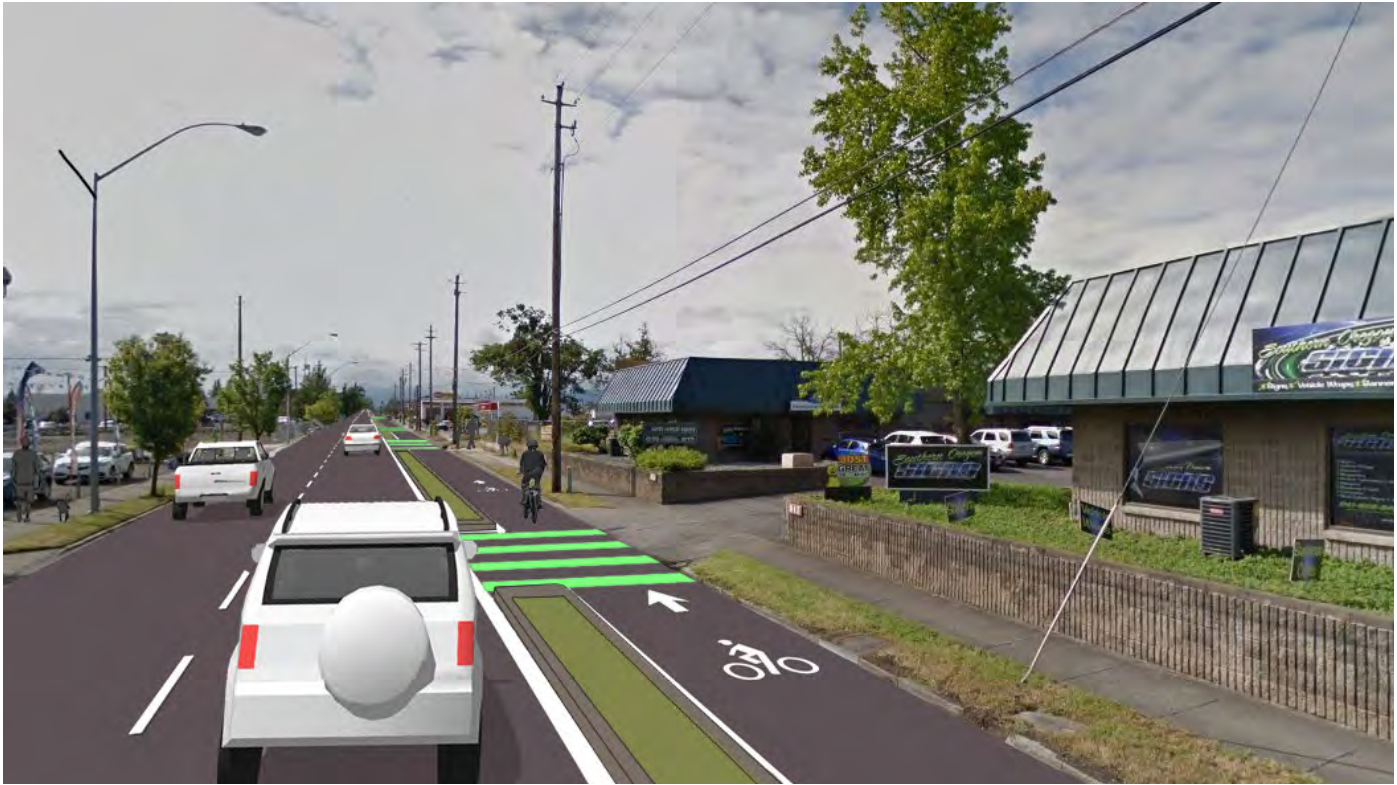
Riverside Avenue:



Option 2: Concrete/hardscape buffer

Estimated cost: \$1,187,000

Central Avenue:



Riverside Avenue:



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 desired conditions based on resident input. 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.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$117,000	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Improves pedestrian access and safety

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



PROJECT C2 - ENHANCED CROSSING OF RIVERSIDE AVE TO CONNECT WITH BEAR CREEK

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 desired conditions based on resident input. Further study is necessary prior to implementation.

ROADWAY CHARACTERISTICS

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

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$124,000	Medium-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to nature » Improves pedestrian access and safety

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



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

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 desired conditions based on resident input. Further study is necessary prior to implementation.

ROADWAY CHARACTERISTICS

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

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$124,000	Medium-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to nature » Improves pedestrian access and safety

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



**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. 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 will be constructed to provide 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 desired conditions based on resident input. 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.

DESIGN OR EXAMPLE



APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$256,000	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to downtown » Improves pedestrian access and safety

PROJECT AREA MAP



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 desired conditions based on resident input. 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.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$145,000	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Improves pedestrian access and safety

PROJECT AREA MAP



DESIGN OR EXAMPLE PHOTOS



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 to 45 feet on streets
- » Sidewalk gaps on portions of the route

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$122,000	Medium-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to nature

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



PROJECT B2 - EDWARDS STREET IMPROVEMENTS

DESCRIPTION

The 2018 Transportation System Plan (TSP) contemplates the installation of bicycle facilities on Edwards Street between Court Street/Central Avenue and Riverside Avenue with Project #462. Edwards Street is designated as a minor collector in the TSP. The minor collector cross section typically includes 6 foot bicycle lanes and parking on both sides. Due to existing right-of-way constraints on Edwards Street, parking would need to be removed in order to accommodate the installation of bicycle lanes.

Depending on the future land use considerations for Edwards Street, the removal of parking may not be desirable. As an alternative, the City may choose to review the street design for Edwards Street through the new legacy street provisions of the Code. This option provides the flexibility to modify the cross section of the street to better fit the future context of the roadway and determine how best way to accommodate needed street facilities in this neighborhood.

ROADWAY CHARACTERISTICS

- » Existing curb-to-curb ROW 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.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$93,000 (for bicycle lanes only)	Medium-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to nature

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



PROJECT B3 - RESURFACING OF ALLEYS FOR IMPROVED BICYCLE AND PEDESTRIAN SAFETY

DESCRIPTION

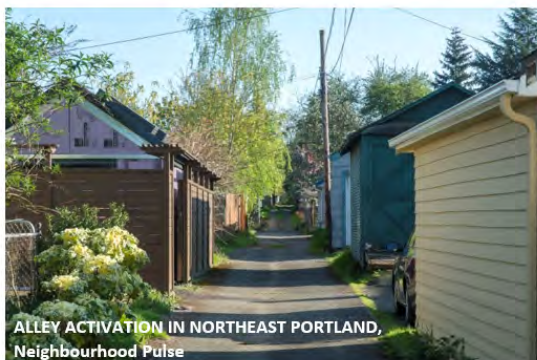
This project will surface the alleyways of four blocks in Liberty: Manzanita/Beatty/Liberty/Boardman, Manzanita/Niantic/Liberty/Beatty, Liberty/Niantic/Alice/Beatty, and Liberty/Beatty/Alice/Boardman. An alley can be an auxiliary route to school and accessible green space or other activation areas. Surfacing these alleyways to become more usable spaces will improve the neighborhood by enhancing mobility, public safety, and livability as well as improving bike and pedestrian access.

ROADWAY CHARACTERISTICS

- » Uneven pavement in need of asphalt or pervious pavement.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
A: \$301,000 (asphalt)	Medium-term	» Supports public safety
B: \$551,000 (pervious pavement)		» Creates a vibrant neighborhood
		» Enhances neighborhood livability

DESIGN OR EXAMPLE PHOTOS



PROJECT B4 - CLARK TO BEATTY BICYCLE AND PEDESTRIAN NETWORK IMPROVEMENTS

DESCRIPTION

This project consists of two phases: W. Clark St pedestrian specific treatments and sharrows and N. Central Ave bicycle-specific treatment. This project is intended to provide improved pedestrian and bicycle crossings at the railroad tracks along W. Clark St. and along N. Central Ave. This project would fill sidewalk gaps and improve the pedestrian crossing over the railroad. On N. Central, the project would implement a striped bicycle lane for a short distance, from Beatty to Clark, creating a much needed connection for cyclists. This project will foster connections to activity centers on the near-west side of town (pool, Santos Community Center, schools, etc).

Final design of pedestrian and bicycle crossings of N. Central Ave. shall be professionally engineered and will be largely dependent on other projects within the neighborhood and possible consideration of Project TC2 to restripe lanes on OR-99. Consider timing implementation of these treatments when other projects intersect this area of Beatty to Central.

DESIGN OR EXAMPLE PHOTOS



ROADWAY CHARACTERISTICS

- » Clark is a local street in need of sidewalk infill at the railroad crossing and better accommodations for cyclists.
- » OR-99/N Central Ave is a 3-lane roadway with a sidewalk but no bike facility. Addressing the key connection between Clark and Beatty for cyclists is a priority for implementation.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
A: \$585,000 (sidewalk infill, striping, signage, railroad crossing, and bike sharrows)	Long-term	» Supports public safety » Supports transportation options » Creates a vibrant neighborhood » Enhances neighborhood livability
B: \$61,000 (bike lane striping)		

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.
- » The Creek is roughly 50 feet wide.

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$788,000	Long-Term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces » Connects to nature

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



**PROJECT BS-1 - 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. The City will discuss and coordinate projects with RVTD.

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)	Southbound (Court St to Central Ave)
Three existing travel lanes	Three existing travel lanes
40 feet curb-to-curb ROW	40-50 feet curb-to-curb ROW
13-foot travel lanes	13 – 19 ft travel lanes
Three RVTD bus stops along corridor	Four RVTD bus stops along corridor

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
N/A	Medium-term	» Supports transportation options » Supports local businesses » Connects to downtown

PROJECT AREA MAP



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. Sidewalks will be constructed around existing significant trees so they remain part of the streetscape.

ROADWAY CHARACTERISTICS

- » Residential roadway environment

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1,194,000	Near-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP



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 roadway environment

APPROXIMATE COST	IMPLEMENTATION PRIORITY	HOW IMPROVEMENT ADDRESSES GOALS
\$1,076,000	Medium-term	» Supports transportation options » Creates a vibrant neighborhood » Enhances public spaces

DESIGN OR EXAMPLE PHOTOS



PROJECT AREA MAP





APPENDIX A

COMPREHENSIVE PLAN AND ZONING AMENDMENTS

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN



APPENDIX B

TECHNICAL MEMORANDA

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN



APPENDIX C

PUBLIC INVOLVEMENT AND TITLE IV / ENVIRONMENTAL JUSTICE SUMMARY

CITY OF MEDFORD

LIBERTY PARK NEIGHBORHOOD PLAN

