



Summary - Tech Memo #4

OR 62 Corridor Plan: Existing Transportation Conditions

Tech Memo #4 provides the findings from the assessment of the current transportation conditions within the OR 62 Corridor Plan that looks across all modes, including roadways, transit, bicycling and walking, rail, aviation, traffic operations, and safety study area. The purpose of the assessment is to establish baseline understanding of existing transportation needs and challenges. This information, combined with future analyses, will help determine whether completing the northern segment of the Rogue Valley Expressway through White City is necessary to improve mobility and safety, or if alternative solutions may be more appropriate.

Key Findings

Road Network

- OR 62 (Crater Lake Highway) and OR 140 (Lake of the Woods Highway) are the primary routes serving local and regional travel, freight movement, and access to major destinations. Both highways are part of the National Highway System and designated freight routes, with OR 62 also functioning as an expressway south of OR 140. Their urban context designations range from “Commercial Corridor” and “Urban Mix” along OR 62 to “Suburban Fringe” along OR 140.
- Intelligent Transportation Systems (ITS), including roadway cameras and variable message signs, are installed at key locations to provide real-time traveler information.
- Bridge and culvert conditions vary across the study area, with one structure rated in good condition, several rated fair, and multiple structures rated poor.

Public Transportation

- The Rogue Valley Transportation District (RVTD) provides fixed-route bus and paratransit service in the study area, though service has been reduced in recent years due to federal funding delays. Only one fixed route operates within the study area, and paratransit service boundaries have been scaled back.
- The Oregon POINT SouthWest intercity bus route passes through White City between Klamath Falls and the southwest coast but does not stop within the study area.

Bicycle and Pedestrian Network

- Bicycle and pedestrian facilities are limited.
- Dedicated bike lanes are located primarily along OR 62 and in the residential area east of the highway.

- Sidewalks are primarily located east of OR 62 and along Antelope Road, with few facilities west of the highway. Partial sidewalks are present along OR 62 between OR 140 and Avenue H.
- In many locations, bicyclists and pedestrians must share the roadway or use paved shoulders.
- A key barrier exists along a 0.8-mile segment of OR 62 between Antelope Road and Avenue G, where there are no dedicated crossings.
- Active transportation plans identify several existing and planned routes in the area.

Rail and Air Transportation Network

- The Central Oregon & Pacific Railroad accesses industrial lands within the study area and terminates at the Rouge Valley Terminal Railroad.
- There are no aviation facilities within the study area. The nearest airport is Rogue Valley International–Medford Airport, located just south of the study area.

Existing Traffic Operations

Intersection performance:

- OR 62/Dutton Road meets mobility targets but experiences high side-street delays.
- OR 62/Antelope Road is near its mobility target during the AM peak.
- OR 62/OR 140-Leigh Way operates over capacity during the AM peak when adjusted for peak summer conditions but generally has sufficient capacity during other times.
- Several intersections experience vehicle queues that exceed available storage during peak travel periods.

Crash Analysis

- Between 2019 and 2023, 734 crashes were reported in the study area, with nearly half occurring along OR 62. These crashes account for nearly half of all fatal and serious injury crashes in the study area.
- Angle, rear-end, and turning movement crashes account for more than 70 percent of reported crashes.
- Bicycle and pedestrian crashes represent a disproportionately high share of fatal and serious injuries.

Existing Multimodal Transportation Analysis

- A Pedestrian and Bicycle Level of Traffic Stress analysis indicates that most arterial and collector roads in the study area present moderate to high stress for people biking and walking. High vehicle speeds, traffic volumes, and limited dedicated facilities contribute to conditions that can discourage non-motorized travel.