

CITY OF MEDFORD

ROAD PRIORITIES



MEDFORDOREGON.GOV



ABOUT MEDFORD

POPULATION:
90,887

SQUARE MILES:
27.7

ROAD STATISTICS:

Total Street Miles: 288

Total Miles of Storm
Water Runoff
Systems: 191

Street Lights: 7,736

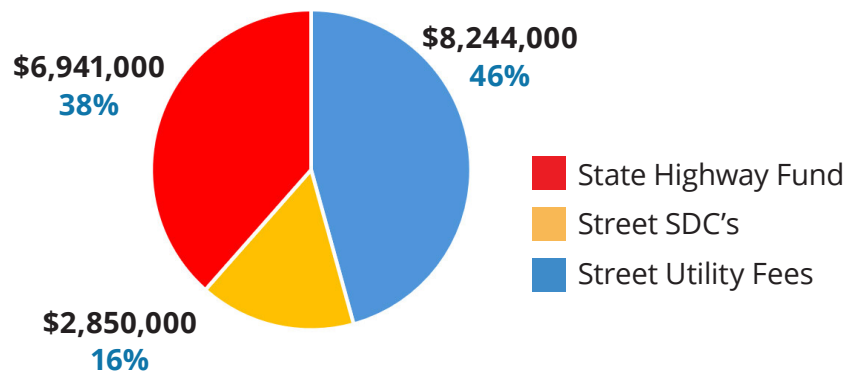
Traffic Signals: 122

BACKGROUND

Population growth in the region combined with other current realities such as inflation, and the loss of one-time revenues (i.e., ARPA, etc.) requires continued focus and prioritization of infrastructure planning, development, and maintenance.

Medford has taken proactive steps to supplement State Highway Fund revenues in order to maintain, operate, and enhance our transportation system. However, despite these efforts, the system continues to degrade. Additional state revenue and financing tools are needed to ensure safety and efficient operations.

Transportation Revenues (2024 budget)

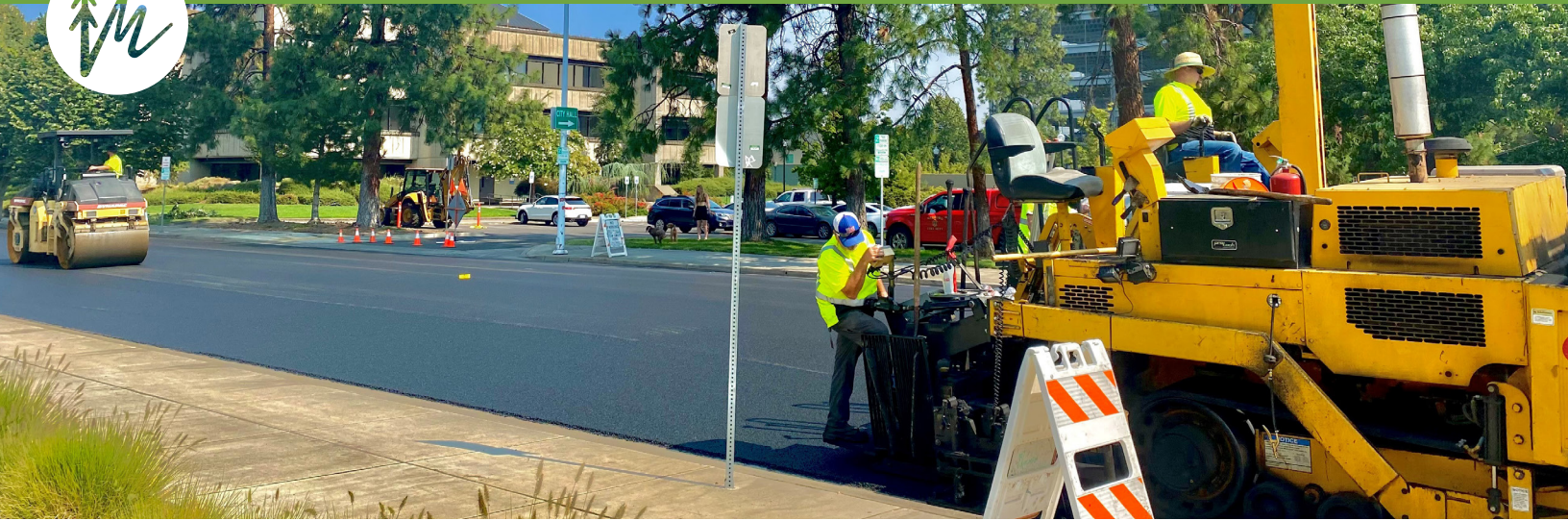


VALUES

Medford supports a comprehensive transportation funding package and requests the following to be prioritized:

- Operations, maintenance, and safety
- Diverse, modern, and sustainable funding
- At least 20% city share of the State Highway Fund
- Flexibility for local revenue generation





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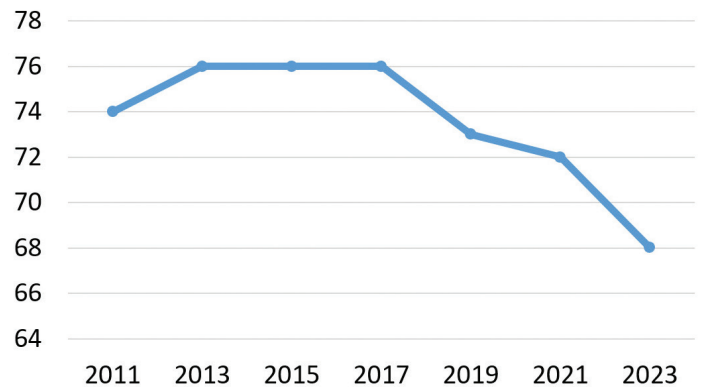
Maintenance for Pavement Management:

Medford strongly embraces a preventive maintenance strategy for pavement management where lower cost treatments like thin-lift overlays, slurry seals and chips seals are prioritized to prevent more costly rehabilitation and reconstruction pavement treatments. As shown in the attached pavement condition graph, we are steadily falling further and further behind in our ability to complete these cost-effective treatments which extend a road's pavement condition at the lowest life-cycle cost. A primary source of City revenue to complete pavement maintenance is the City's portion of the State Highway Fund. **Need: Maintain 50/30/20 split to avoid further degradation of the transportation system.**

Safety & the South Stage Interchange:

The City has partnered with the Oregon Department of Transportation to study how we can improve safety and traffic operations in the south Medford area. Today, no roads cross Interstate 5 and Bear Creek for an approximate three-mile stretch between the Phoenix interchange (Exit 24) and South Medford interchange (Exit 27). As a result, heavy congestion at Exit 27 is creating a very serious daily safety issue on Interstate 5 where stopped traffic backs from the interchange onto the mainline of I-5 mixing with 55+ MPH traffic. Without additional east/west connections over Interstate 5 and a potential new interchange this serious safety issue will continue and planned development and growth in the south Medford area will exacerbate this problem. **Next Step Funding: \$4 million NEPA Study.**

Medford Pavement Condition Index



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