Old Stage Road

Corridor Management Plan

Jackson County, Oregon

October 2000

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Seattle, WA
Old Stage Road

CORRIDOR MANAGEMENT PLAN

Jackson County, Oregon

October 2000

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### ACRONYMS AND ABBREVIATIONS

<table>
<thead>
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<th>Abbreviation</th>
<th>Full Form</th>
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<tbody>
<tr>
<td>BOCC</td>
<td>Board of County Commissioners</td>
</tr>
<tr>
<td>CMP</td>
<td>Corridor Management Plan</td>
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<tr>
<td>CRC</td>
<td>County Roads Committee</td>
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<tr>
<td>DAR</td>
<td>Daughters of the American Revolution</td>
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<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>I-5</td>
<td>Interstate 5</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>mph</td>
<td>miles per hour</td>
</tr>
<tr>
<td>MUTCD</td>
<td>Manual on Uniform Traffic Control Devices</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
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<tr>
<td>NSB</td>
<td>National Scenic Byways</td>
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<tr>
<td>ODOT</td>
<td>Oregon Department of Transportation</td>
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<tr>
<td>OSRd</td>
<td>Old Stage Road</td>
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<tr>
<td>OSROC</td>
<td>Old Stage Road Oversight Committee</td>
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<tr>
<td>OTC</td>
<td>Oregon Transportation Commission</td>
</tr>
<tr>
<td>ROW</td>
<td>right-of-way</td>
</tr>
<tr>
<td>SHPO</td>
<td>State Historic Preservation Office</td>
</tr>
<tr>
<td>SR</td>
<td>Suburban Residential parcels</td>
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<tr>
<td>TEA-21</td>
<td>Transportation Equity Act for the 21st Century</td>
</tr>
<tr>
<td>UGB</td>
<td>Urban Growth Boundary</td>
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<td>U.S. Forest Service</td>
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<tr>
<td>WNA</td>
<td>Westside Neighbors Association</td>
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1.0 INTRODUCTION

Jackson County has prepared this Corridor Management Plan (CMP) for Old Stage Road to clearly document the issues that affect the Old Stage Road Corridor and to recommend a prioritized set of actions with a coordinated management structure to address these issues. The CMP follows the guidelines established for the preparation of CMPs for National Scenic Byways by the Federal Highway Administration (FHWA), although it is not currently intended that Old Stage Road be nominated for Byway status at national or state levels.

1.1 Boundaries of the Old Stage Road Corridor

Old Stage Road (OSRd) is located in the Rogue River Valley area of southwest Oregon in Jackson County (see Figure 1.1). Beginning at the Jacksonville city limits, Oregon Street becomes the OSRd and leads north out of the city, winding toward the communities of Central Point and Gold Hill, and eventually linking into Interstate 5 (I-5), the major north-south transportation route of the Pacific Northwest. This 10.3-mile route of OSRd is historically significant as the primary transportation route that connected southern Oregon to California in the mid-19th century. In 1853, it was designated the first “public highway” in Jackson County. For the most part, it still follows the basic road alignment today that was established in 1853. Despite some improvements over the years, it still retains many of the dips and rises, tight curves, and the narrow cross-section that characterized its original construction as a much lower speed stagecoach road.

The study area identified for the purposes of this CMP is defined on two levels. Level 1 focuses on the immediate OSRd vicinity itself, and is defined for the purposes of this CMP as the OSRd public right-of-way and the property parcels with frontage along the OSRd. There are a large number of properties, many of them historic, with frontage onto the OSRd, as shown in Figure 1.2. The OSRd public right-of-way (ROW) is identified as an “area of special concern” by Jackson County and is listed as an historic landmark. The County’s Register for Historic Landmarks lists only the right-of-way itself, from the Jacksonville city limits north to the I-5 overpass just south of Gold Hill. The majority of the actions identified in this CMP are addressed to this Level 1 study area: the OSRd right-of-way and adjacent properties.

A larger landscape must also be considered. The OSRd Corridor provides foreground views for the traveler of open pasture, orchards, and small farm uses interspersed with residential development, including many historic homes. OSRd background views include panoramic views of the Rogue River Valley; vistas of the cities of Medford, White City, and Central Point; and dramatic views of surrounding mountains, including the Table Rocks, the Cascades, and the Siskiyous. Depending on the viewer’s location along the roadway, views may be confined to the immediate roadside, or they may open out into grand views of distant mountains. FHWA guidelines direct CMPs to consider scenic values as a priority. Therefore, this CMP also defines a Level 2 study area (Figure 1.3), consisting of the larger landscape of the Rogue Valley, which corresponds to the viewshed from the OSRd. Figure 1.3 identifies an approximate viewshed area based on field studies and analysis of topographic relief maps. The Level 2 study area definition is useful in addressing issues related to interpretation and protection of the surrounding landscape. For the purposes of this CMP, “viewshed” is defined as that area which is visible to the human eye from the resource (i.e., the area which is visible from a travel lane of the OSRd).

FIGURE 1.1
Old Stage Road Corridor Management Plan
Jackson County, Oregon

Legend:

- City Limits
- Open Water
- County Line
- Railroad
- Area of Special Concern (Old Stage Road)
- Arterial Roads
- Other Roads

Old Stage Road Corridor

Project Location
Old Stage Road Corridor Management Plan
Jackson County, Oregon

FIGURE 1.3
Level 2 Study Area
(Approximate Viewshed Boundary)

Legend:
- Level 2 Study Area (Approximate Viewshed Boundary)
- City Limits
- Old Stage Road Corridor
- Urban Growth Boundary
- Railroad
- Arterial Roads
- Contours
- Mountain Tops

1.2 National and Oregon State Programs

The National Scenic Byways (NSB) Program of the FHWA was established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued with the Transportation Equity Act for the 21st Century (TEA-21). The purpose of the program is to support State scenic byway initiatives and to recognize and enhance roads that are outstanding in one or more of the following six characteristics, known as "intrinsic qualities" – that is, scenic, historic, cultural, natural, recreational, and archaeological qualities. As of 1999, the Secretary of Transportation had designated nine All-American Roads and 44 National Scenic Byways under the NSB program. The goals of the NSB Program are to:

1. Expand public awareness and understanding of the scope and impact of the National Scenic Byways Program.
2. Continuously improve the quality of byways in the National Scenic Byways Program.
3. Provide high quality visitor experience.
4. Strengthen, diversify, and expand partnerships.
5. Foster and strengthen local economies and other local community goals.
6. Foster State and local leadership in implementing the National Scenic Byways Program.
7. Expand the pool of high quality projects.
8. Develop and use the best tools for managing intrinsic qualities.

In the State of Oregon, six roads have been recognized under the National Scenic Byways Program. Two of these have been given the program's highest designation as All American Roads:

- Historic Columbia River Highway (38 miles)
- Volcanic Legacy Scenic Byway (139 miles)

The additional four Oregon roads designated as National Scenic Byways include:

- Cascades Lake Highway (69 miles) (also designated as a U.S. Forest Service [USFS] Scenic Byway)
- Highway 101 (Oregon Section) Pacific Coast Scenic Byway (363 miles)
- McKenzie Pass/Santiam Pass (86 miles) (also designated as a USFS Scenic Byway)
- Oregon's Outback Scenic Byway (165 miles)

Other byways have been designated by the USFS or the State of Oregon, although they lack recognition by the Federal Department of Transportation. These include:

- Blue Mountain Scenic Byway (USFS)
- Elkhorn Scenic Byway (USFS)
- Hells Canyon Scenic Byway (State of Oregon)
- Journey Through Time Scenic Byway (State of Oregon)
- Robert Auferheide Memorial Drive (USFS)
- Rogue-Umpqua Scenic Byway – (State of Oregon)
- West Cascades Scenic Byway (State of Oregon)
1.3 Corridor Management Plans

Under the National Scenic Byways Program, a roadway corridor (or "byway") is recognized as having outstanding qualities in one or more of six areas: scenic, historic, cultural, natural, recreational, and archaeological. These factors are known as the intrinsic qualities. A Corridor Management Plan is prepared to identify those qualities that make the corridor significant and to specify the actions, procedures, responsibilities, controls, and strategies to maintain those outstanding qualities.

A Corridor Management Plan is a community-based strategy for balancing the management and conservation of a corridor’s intrinsic qualities with public use and enjoyment of those qualities. Corridor management planning allows communities to consider and identify all the ways they want to use and benefit from the roadway corridor, and then manage the corridor to maintain the integrity and value of its intrinsic qualities. Chief among the various purposes of a CMP that have been identified are the following.

- To establish priorities and a schedule for securing future funding of improvements and maintenance;
- To guide management activities in the corridor so as to balance the use and conservation of its outstanding intrinsic qualities while enhancing traffic safety;
- To increase public appreciation, understanding, and support for the corridor, its intrinsic qualities, and the rationale for their protection and the management process;
- To increase the benefits of the corridor available to the public by targeting specific objectives and focusing available resources to achieve planned benefits;
- To integrate the various plans, policies, and programs within the corridor in a manner acceptable to all agencies; and
- To establish the appropriate organization to continue efficient management of the corridor into the future.

A Corridor Management Plan can maximize the value of a scenic byway to its users and nearby communities. It will increase the efficiency of how it is to be managed by identifying which programs and actions are complementary, redundant, or conflicting, and those that are most effective in conserving the scenic byway's qualities. It can also be customized to emphasize those aspects the stakeholder groups want to emphasize, and downplay other aspects perceived as undesirable or not necessary.

1.4 Background on Old Stage Road Planning

In March 1994, Jackson County began survey preparations for a project to widen and straighten OSRd to improve sight lines and increase traffic safety. Neighbors became concerned about the effect of these changes on the character of the roadway and on adjacent residential areas. They held a series of informational meetings that led to the organization of the Westside Neighbors Association (WNA). In May 1994, the WNA filed a Notice of Intent to Appeal with the Oregon Land Use Board of Appeals, challenging the County’s plan to widen OSRd. Prior to the decision on that appeal, the Board of County Commissioners (BOCC) adopted the Transportation Element of the County’s Comprehensive Plan (Jackson County Planning Department 1994), incorporating a provision that the final decision regarding OSRd was to be made through the BOCC, rather than by the County Public Works Department. In February 1995, a Task Force was formed at the BOCC’s direction. The Task Force was charged “to provide a recommendation to the County Roads Committee (CRC) for one or more alternatives for resolving design concerns on Old Stage Road, which are acceptable to stakeholders and Jackson County Roads and Parks Services.” The Task Force report, issued in October 1995 (OSRd Task Force 1995),
included recommendations that OSRd be designed for moderated travel speeds, that improvements be consistent with the character and existing land use of the area, and that updated design standards be prepared to allow the designing engineer to accommodate these unique characteristics and concerns.

Also in 1995, the WNA hired an historic preservation consultant (George Kramer) to research OSRd history and to prepare an application to designate OSRd as a Jackson County historic landmark. The application was submitted in March 1996, and the BOCC approved the nomination in January 1997. WNA also solicited assistance from the FHWA, which selected OSRd as a case study site as a Rural Historic Road. The objective of the case study was to develop guidelines on the rehabilitation of historic roads to serve as a model for various state departments of transportation. This study has yet to be made available to the public. WNA proceeded to study how to prepare a Corridor Management Plan and to conduct the research and inventory work necessary to support the preparation of such a plan for OSRd. In September 1999, Jackson County committed funds to support the major portion of the costs for the preparation of a Corridor Management Plan, with WNA funding the remainder. In December 1999, a consultant (EDAW, Inc.) was selected to prepare the plan.

A number of studies provided background information important to the OSRd CMP and were consulted during the preparation of this CMP, including the following:

- **County Phase 1 Design Plans:** The Jackson County Roads and Parks Services prepared design drawings for the reconstruction of the OSRd, including grading and paving, from Ross Lane to Winterbrook Lane (Jackson County 2000). These drawings include a plan view and profile view as well as specific design details. A consistency review of the Phase 1 Design Plans was prepared as part of this CMP (see Appendix A).

- **Old Stage Road Task Force Findings and Recommendations:** In response to issues concerning proposed Old Stage Road improvements, the BOCC directed formation of the Old Stage Road Task Force in January 1995. Findings and Recommendations (OSRd Task Force 1995) are to provide a recommendation to the County Roads Committee (CRC) for one or more alternatives for resolving design issues on Old Stage Road that are acceptable to stakeholders and Jackson County Roads and Parks Services.

- **Jackson County Historic Resource Survey:** A resource survey was compiled in 1992 and lists historical sites by address (Jackson County 1992). Each description lists the property owner, address, original use, and the date of construction. Furthermore, there is a brief detailed summary documenting the history of the building and the families that occupied them.

- **Old Stage Road Corridor – Nomination to the Jackson County Register of Historic Landmarks:** This nomination report gives a summary history of the OSRd, leading to a statement of significance justifying its listing as an historic feature (Kramer 1996). An analysis of the significance of the OSRd Corridor in relation to National Register of Historic Places (NRHP) criteria is provided in this CMP. It also contains a listing of related historic buildings with OSRd addresses.

- **Viewshed Documentation City of Jacksonville:** The City of Jacksonville and the Oregon Survey of Historic & Cultural Resources prepared the Viewshed Documentation to document the viewshed resources of the Old Stage Road entrance at the north end of town (City of Jacksonville 1993). By adopting this inventory, Jacksonville recognized significance of the historic resources and landscape at the OSRd entrance into the city. The area involved is outside the study area of the OSRd Corridor. However, it is geographically significant regarding the views and proximity of the corridor limits. Included in this CMP is a chapter that addresses historic viewshed protection.
1.5 Preparation of the Old Stage Road Corridor Management Plan

The preparation of the OSRd Corridor Management Plan began long before the consultant team was hired. WNA volunteers have spent many hours in the field compiling a detailed inventory of the resources within the corridor. Their efforts have yielded a wealth of information that has formed the basis of this CMP, including the following project resources:

- A three-ring binder containing the OSRd historic inventory worksheets and historic inventory summaries (WNA 1999A).
- A 2-volume photographic record of the OSRd, organized geographically from the Jacksonville to Gold Hill/I-5. Volume I covers the OSRd from Ross Lane to Winterbrook Lane, while Volume II covers the area from the Jacksonville city limits to Ross Lane, and from Winterbrook Lane to I-5 (WNA 2000).
- A series of plan sets at a scale of 1 inch = 100 feet. These plans comprise a complete Inventory of Intrinsic Qualities of the OSRd.

The process used to develop this Corridor Management Plan is based on that described in the booklet 'Scenic Byways - Preparing Corridor Management Plans: A Scenic Byways Guidebook' (FHWA 1995). The FHWA process was modified to fit circumstances of the Old Stage Road corridor.

A Statement of Purpose was developed by Jackson County Roads and Parks and the WNA prior to the start of the CMP process. It is intended to serve as the bedrock upon which the CMP is to be built. Critical issues identified in this statement relate to preservation of scenic and historic resources, and development of the appropriate design standards with which to do so. The text of the Statement of Purpose is as follows:

"Old Stage Road follows the north-south route used by stagecoaches and wagons traveling between Jacksonville and Gold Hill in the 1800s. A portion of the road was part of the historic Applegate Trail. In 1997, the Old Stage Road was designated a Jackson County Historic Landmark.

The road affords panoramic views of the Rogue Valley basin; it provides outstanding views of the Cascades, Siskiyous, Mt. McLoughlin, and the Table Rocks. Many homes and buildings along the road are on, or eligible for, the National Historic Register.

As development pressures increase, it is important that the unique features of Old Stage Road be preserved, that it remain a residential and scenic-historical corridor of value to Jackson County and the State of Oregon. A Corridor Management Plan will develop effective standards to maintain these historic, rural residential, and scenic qualities for Old Stage Road.

The principal goal of the OSRd Corridor Management Plan is to create a balance between the need to protect important historic resources and the demands of public safety. The CMP focuses on the holistic coordinated management of land use and resource protection in the project area. Generalized goals of the planning process include the following:

- To develop a Corridor Management Plan for the OSRd that explains and interprets the significant resources in accordance with Federal guidelines;
- To identify and map the boundaries of the scenic/historic corridor;
- To identify the intrinsic qualities of the corridor, focusing on scenic and historic/cultural resources, as well as recreation and educational opportunities within the corridor, through
coordination with Jackson County Roads and Parks Services, the Westside Neighbors Association, public safety officials, bicycle interests, and other stakeholders as identified by the County;

- To identify potential or existing dangers to the intrinsic qualities of the corridor, including review of future land uses;
- To identify potential hazards to public safety related to vehicle movement in the corridor and suggest ways to minimize or alleviate them; and
- To review the Phase 1 design for OSRd road improvements, encompassing OSRd from Ross Lane to Winterbrook Lane.

1.6 Organization of the CMP

Following this Introduction chapter, this Corridor Management Plan – the final product of the planning effort – is organized as follows:

**Chapter 2.0 Summary of Corridor Issues and Resources** – provides background information on the issues of concern leading to the preparation of the plan and on the intrinsic qualities of the corridor study area.

**Chapter 3.0 Vision, Goals, and Objectives** – defines the overall direction of the plan and sets forth the objectives to reach those goals.

**Chapter 4.0 Management Program** – contains the heart of the plan, organized around five components: organization, public participation, resource protection, safety and transportation, and visitor experience and interpretation.

**Chapter 5.0 Implementation Plan and Schedule** – identifies the roles and responsibilities of partner organizations to carry out the plan and potential funding sources, as well as a schedule for actions.

**Chapter 6.0 References** – identifies resources used in the preparation of this plan and other sources that may be useful as the plan is implemented.
2.0 SUMMARY OF CORRIDOR ISSUES AND RESOURCES

This Corridor Management Plan for Old Stage Road was prepared in part to resolve the conflict inherent in retaining the qualities that make OSRd a unique historic and scenic resource, while at the same time meeting the need for safe travel for pedestrians, bicyclists, and vehicles within contemporary transportation design standards. Chapter 2 describes the issues to be resolved and the resources to be protected. Citizens and County employees have raised these issues during the recent planning process, which resulted in the historic designation of the roadway and the subsequent effort to develop unique road design standards.

The FHWA guidelines for preparing CMPs place great weight on identifying the intrinsic qualities of the roadway corridor (FHWA 1995). While the FHWA guidelines identifies six categories of intrinsic qualities—scenic, natural, historic, cultural, archaeological, and recreational—the OSRd CMP focuses primarily on scenic and historic resources. These resources and the issues associated with their protection are one focus of this chapter.

The other primary focus of this chapter is to identify issues related to roadway improvement design and safety. While historic preservation is a major goal of the CMP, the demands of maintaining public safety are just as great. Striking the appropriate balance between these two needs of historic preservation and public safety is the challenge of the CMP. To assist in this effort, Chapter 2 also defines issues related to road design and traffic safety.

The following is a brief synopsis of the issues identified in Chapter 2:

1) How to maintain the historic character of the road and its immediate surroundings while allowing for road improvements to more modern design standards.

2) How to develop specific design standards for the OSRd that strike a balance between all the needs of its users, and ensure safe road conditions for all modes of travel.

3) Many travelers connecting between Jacksonville and Gold Hill use OSRd as a through route, increasing traffic load beyond that generated by local residences.

4) The landscape character of OSRd is vulnerable to change due to future urban growth, particularly in the vicinity of Central Point.

5) The OSRd Corridor provides scenic vistas of the natural landscape and historic houses and farms that reflect the original character of the Rogue River Valley and settlement patterns. Both the views and the resources need to be protected from excessive change due to roadway improvements.

6) OSRd represents a regional resource as an historic route through the county with its original winding alignment, scenic properties, and the wealth of adjacent historic features. There is a need to recognize and protect this regional resource.

7) While OSRd has outstanding scenic and historic characteristics, these are not interpreted to the public, nor are there specific locations for pull-outs to enjoy these resources safely.
2.1 Roadway Characteristics

As the name implies, Old Stage Road was originally constructed as a stagecoach route. The existing roadway consists of two narrow lanes ranging in width from 10 to 11 feet. The roadbed has a rolling alignment with numerous sharp curves, some of which have minimal sight lines for the driver. There are many locations along the roadway length where a small object, an animal, or a pedestrian cannot be seen in time for a vehicle to stop before hitting it. Additionally, roadway shoulders that could provide safer areas for pedestrians or bicyclists are only intermittent and few are paved. Deep ditches alongside the roadway provide drainage but are excessively sized. In some locations, these ditches occupy as much of the narrow (60-foot) right-of-way corridor as do the travel lanes, presenting an obstacle to road widening.

The OSRd is located at the juncture of the west hills with the Bear Creek Valley floor, low enough to avoid the steepest of the slopes and ravines related to the hillside topography, yet high enough to avoid the flood conditions in the valley. It is typically benched into the hillside, with terrain rising above on one side, and falling away on the other. Residential driveways often enter the roadway at steep angles from either side. This encroachment places further restrictions on roadway designers as they try to improve the road while minimizing impacts to adjacent landowners.

There are a number of places along the road where special design consideration must be given to items such as the configuration of entering driveways; the need for preserving mature specimen trees within the right-of-way; and the need to increase safety (Figure 2.1). Development of road design standards that allow for adequate safety while minimizing impacts to the existing landscape will help ensure that the historic roadway character will be maintained. Preliminary design of the proposed Phase 1 improvements has begun to identify those standards. Roadway improvement design will need to take into account the unique circumstances encountered along the way (see Appendix A – consistency report for Phase 1 roadway improvements). Development of such alternate road standards for protection of historic roads and adaptation to unique circumstances is an acceptable highway design practice (Marriott 1998).

2.2 Safety

Old Stage Road is required to play many conflicting roles: (1) it serves its residents as a neighborhood street, (2) it functions as a through route between Jacksonville and I-5, and (3) it is a scenic route used by tourists as a destination in itself.

Inherent in these differing roles are potential conflicts that affect the overall safety of the road. Residents expect a neighborhood street to be safe place to walk, where speeds are moderate and traffic relatively light. Drivers using the roadway for access to the freeway expect a high-standard roadway, allowing higher speeds and having few conflicts with pedestrians or driveways. Tourists are apt to slow down to enjoy the scenic beauty, sometimes not expected by other drivers.

The 10-year accident record for Old Stage Road indicates that the majority of accidents are related to these conflicting roles. As shown in Table 2-1, over 75 percent of the accidents along the roadway are due to two causes: (1) “run off road” (65.8%), or (2) “vehicle struck object on roadway” (11.4%). “Run off road” accidents are the result of narrow lane widths and inadequate horizontal curvature. The second type, “collisions with objects on roadway,” are an indication that horizontal and vertical sight distances are inadequate. Analysis of the 10-year accident record shows these accidents are distributed over much of the corridor with no clear pattern of accident locations (i.e., there are no specific hotspots or known dangerous areas along the OSRd) (Figure 2.1). Instead, accidents appear generally related to driver misjudgment and some isolated substandard roadway geometry. The OSRd is used by cyclists of all ages and abilities, including bicycle clubs who use it for organized rides. There is a need to ensure safety of non-motorized users of the OSRd and minimize inter-modal conflicts.
Potential redesign needs at Taylor Road.

Proposed 29' cross-section will be difficult or impossible to achieve here due to existing drives. Will require signage noting narrow road and lack of shoulders.

Difficult horizontal and vertical curvature situation. Need warning curve sign (to 35 MPH).

Northbound straightway ends in sharp curve – consider chevron warning signs.

Continue monitoring intersection for safety issues as traffic volumes increase.

Section of road from Ross Lane to Jacksonville previously enhanced; no real safety issues.

Intersection of Scenic Avenue with Old Stage Road should be redesigned to address safety issues.

Road benched into hill. Potentially difficult design condition to achieve full 29' cross-section. Improved road should bench into hill further rather than destroy mature trees on downhill side of road.
### Table 2-1. Ten-Year Accident Summary - Old Stage Road 1990 – 1999.

<table>
<thead>
<tr>
<th>Type</th>
<th>Cause</th>
<th>Property Damage</th>
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<tr>
<td>Run off Road</td>
<td>Failed to Negotiate Curve</td>
<td>1</td>
<td>8</td>
<td>0</td>
<td>9</td>
<td>11.4%</td>
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<tr>
<td></td>
<td>Lost Control (Shoulder)</td>
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<td>0</td>
<td>7</td>
<td>8.9%</td>
</tr>
<tr>
<td></td>
<td>Evasive Maneuver (Animal)</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>8.9%</td>
</tr>
<tr>
<td></td>
<td>Lost Control (Speed)</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>7</td>
<td>8.9%</td>
</tr>
<tr>
<td></td>
<td>Lost Control (DUI)</td>
<td>2</td>
<td>4</td>
<td>0</td>
<td>6</td>
<td>7.6%</td>
</tr>
<tr>
<td></td>
<td>DUI</td>
<td>1</td>
<td>5</td>
<td>0</td>
<td>6</td>
<td>7.6%</td>
</tr>
<tr>
<td></td>
<td>Unknown</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>3.8%</td>
</tr>
<tr>
<td></td>
<td>Lost Control (Wet)</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Evasive Maneuver (Vehicle)</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Fell Asleep</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Distracted</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Passing Vehicle Turning Left</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>19</td>
<td>32</td>
<td>1</td>
<td>52</td>
<td>65.8%</td>
</tr>
<tr>
<td></td>
<td>Head-On Collision</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trailer Broke Loose</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Unknown</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Rear-End Collision</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle Turning Left</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Vehicle Slowed in Roadway</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3.8%</td>
</tr>
<tr>
<td></td>
<td>Vehicle Struck Object In Roadway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Crossed Centerline</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>3.8%</td>
</tr>
<tr>
<td></td>
<td>Hit Animal in Roadway</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>3.8%</td>
</tr>
<tr>
<td></td>
<td>Hit Vehicle Stopped in Roadway</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Careless Driving</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Hit Pedestrian in Roadway</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>9</td>
<td>11.4%</td>
</tr>
<tr>
<td></td>
<td>Improper Turn / Failure to Yield</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Failure to Yield R/W from Drive</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td>7.6%</td>
</tr>
<tr>
<td></td>
<td>Vehicle Turned in front of Vehicle</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Hit Vehicle From Roadway</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>5</td>
<td>4</td>
<td>0</td>
<td>9</td>
<td>11.4%</td>
</tr>
<tr>
<td></td>
<td>Improper Passing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improper Pass</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>2.5%</td>
</tr>
<tr>
<td></td>
<td>Crossed Centerline</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Improper U-Turn</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1.3%</td>
</tr>
<tr>
<td></td>
<td>Subtotal</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>4</td>
<td>5.1%</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>37</td>
<td>40</td>
<td>2</td>
<td>79</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: Jackson County Public Works Department
2.3 Traffic Volumes

Traffic volumes have been relatively stable over the past 20 years, with an annual growth rate from 0 to 1.3 percent. Because of statewide land use policies restricting growth in rural areas, it is not anticipated that this growth rate will accelerate substantially. Table 2-2 shows the growth in daily traffic volumes at four selected locations along the length of OSRd. The capacity of a two-lane rural road is approximately 14,000 vehicles per day, which is well in excess of current traffic volumes along the OSRd corridor. It is expected that the two-lane configuration of Old Stage Road will be sufficient to handle all anticipated traffic increases. At the same time, it is important that they be handled safely, and that traffic volumes continue to travel in a safe manner, within speed limits.

Table 2-2. Old Stage Road Daily Traffic Volumes.

<table>
<thead>
<tr>
<th>Date</th>
<th>Jacksonville City Limits (Annual Average Growth = 0.5%)</th>
<th>North of Beall Lane (Annual Average Growth = 0.0%)</th>
<th>North of Scenic Ave. (Annual Average Growth = 1.1%)</th>
<th>South of Old Stage Frontage Road (Annual Average Growth = 1.3%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>06/01/77</td>
<td>2927</td>
<td>1627</td>
<td>1827</td>
<td>1821</td>
</tr>
<tr>
<td>10/01/78</td>
<td>1823</td>
<td>1655</td>
<td>1970</td>
<td>1707</td>
</tr>
<tr>
<td>02/01/80</td>
<td>2025</td>
<td>1542</td>
<td>1679</td>
<td>1456</td>
</tr>
<tr>
<td>05/01/80</td>
<td>2390</td>
<td>1542</td>
<td>1679</td>
<td>1456</td>
</tr>
<tr>
<td>05/01/81</td>
<td>2995</td>
<td>1465</td>
<td>1757</td>
<td>1809</td>
</tr>
<tr>
<td>07/01/81</td>
<td>3091</td>
<td>1427</td>
<td>1757</td>
<td>1809</td>
</tr>
<tr>
<td>05/01/82</td>
<td>2964</td>
<td>1781</td>
<td>1783</td>
<td>1946</td>
</tr>
<tr>
<td>09/01/83</td>
<td>2219</td>
<td>1781</td>
<td>1783</td>
<td>1946</td>
</tr>
<tr>
<td>06/01/88</td>
<td>2219</td>
<td>1451</td>
<td>1726</td>
<td></td>
</tr>
<tr>
<td>06/01/91</td>
<td>2412</td>
<td>2102</td>
<td>1726</td>
<td></td>
</tr>
<tr>
<td>08/01/91</td>
<td>2969</td>
<td>1670</td>
<td>2556</td>
<td></td>
</tr>
<tr>
<td>11/01/91</td>
<td>2969</td>
<td>1670</td>
<td>2556</td>
<td></td>
</tr>
<tr>
<td>11/01/93</td>
<td>2536</td>
<td>2551</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/01/94</td>
<td>3303</td>
<td>2528</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/18/99</td>
<td>1624</td>
<td></td>
<td></td>
<td>2554</td>
</tr>
</tbody>
</table>

Source: Jackson Co. Public Works Department

2.4 Existing and Future Land Uses

Chapter 2.4 covers land ownership, use, regulation, and management of the lands within the Old Stage Road Corridor. The intent is not to duplicate the existing literature and descriptions on each of these categories, but to highlight and summarize the key elements relevant to corridor issues, as well as identify the pertinent reference sources.

The OSRd Corridor, with a few exceptions, is almost entirely lined by residential and agricultural uses. According to County assessor records, there are approximately 600 individual tax accounts with an OSRd address, including personal properties, mobile homes, a few commercial units, and woodland parcels. An additional 9 tax lots face the short segment of Ross Lane that is immediately to the west of the former West Side School included in the OSRd corridor. Approximately 170 mobile homes in three different mobile home parks are associated with OSRd.
Old Stage Road is defined by Jackson County as a collector road from Gold Hill to Jacksonville. As shown in Figure 2.2, the majority of land within the study area is zoned Rural Residential, Suburban Residential, Farm and Forest Lands as defined by the Jackson County Land Development Ordinance (see Table 2.3). Higher density areas, zoned Suburban Residential, are located within 2 miles of the Jacksonville city limits near or at the intersections of Ross Lane and Beall Lane and are dispersed sporadically throughout the corridor. The only land zoned Commercial is located at the north tip of the corridor at the OSRd and I-5 intersections. A small portion of land in the vicinity is zoned for Aggregate use; these parcels do not front directly on the OSRd and are not part of the Level 1 study area. There are no parcels zoned Industrial on the OSRd corridor.

<table>
<thead>
<tr>
<th>Designation</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aggregate Resource</td>
<td>Designated to provide for and ensure the protection of aggregate resources.</td>
</tr>
<tr>
<td>Forest Resource</td>
<td>Applied in mountainous areas to protect commercial timber lands. Also to protect and provide for compatible forest uses, fish and wildlife habitat, watershed and aquifer recharge areas, recreational opportunities, scenic attributes, and other natural resources.</td>
</tr>
<tr>
<td>Exclusive Farm Use or Farm Residential</td>
<td>Exclusive Farm Use lands are areas where farm production exists or where the land is capable of use for grazing or other land use. Farm Residential lands are generally located on valley floor areas and have been historically farmed. They are typically between 5 and 10 acres in size.</td>
</tr>
<tr>
<td>Rural Residential</td>
<td>This category provides for some variety and choice of parcel size by providing homesites of 5 to less than 10 acres. Generally, these lands are not utilized for farming.</td>
</tr>
<tr>
<td>Suburban Residential</td>
<td>This category provides for a limited variety of parcel sizes. SR-2.5 are parcels generally less than 5 acres but greater than 2.5 acres in size. SR-1 are parcels generally less than 2.5 acres but greater than 1 acre in size. These lands are not utilized for small scale farming other than home gardens. Most, but not all, Suburban Residential along the OSRd is SR-2.5.</td>
</tr>
</tbody>
</table>

Source: Jackson County Comprehensive Plan 1989

Due to Oregon land use practice, under current land use designations, the character along most of the OSRd is presently not vulnerable to change from extensive land subdivision. The zoning categories identified in Table 2.3 do not allow for subdivision, and rezoning of land outside of the urban growth boundaries (UGB) is difficult to do. The City of Jacksonville is actually larger than its designated UGB, an unusual situation, meaning that it has the ability to absorb considerably more growth before there is pressure to grow outside the city limits.

The area most susceptible to change due to expanding urbanization is the area between Central Point and the OSRd. This is identified by the CMP as an “area of urban encroachment” in Figure 2.2. The Central Point UGB encompasses a larger area than the city limits, and there is growth pressure expanding out from the city. The majority of the lots within this urban encroachment area are designated Suburban Residential, interspersed with designated farm lands. In the future, there will be pressure to redesignate these lands to a higher density and allow growth there. The best views of distant Mt. McLoughlin, with the Rogue River Valley in the foreground, in the corridor are adjacent to this area of potential growth. These views, and the context within which they are viewed, would be at risk with rezoning.

The hills to the west of the OSRd (visible around the intersections with Glen Echo and Kane Creek roads), are another area vulnerable to change, due to the pristine nature of the landscape there. Home development in this area, done without care, could easily change the beautiful, unblemished quality of the landscape. Similar single-family home development in the hills immediately to the north and west of Jacksonville has significantly altered the similar landscape found there. If and when development begins in this area, methods of visually sensitive home-building and site planning should be directed through County development regulations.
General Area of Urban Encroachment

Legend:
- Forest
- Farm
- Aggregate
- Industrial
- Rural Residential
- Suburban Residential
- Urban Residential
- City Limits
- Urban Growth Boundary
- Old Stage Road Corridor

2.5 Scenic Resources

One of the most striking intrinsic qualities of the OSRd is the wealth and diversity of scenic resources within the short 10-mile corridor. From the historic homes near Jacksonville, to the dramatic views of the Table Rocks and Mt. McLoughlin, to the agricultural/chaparral landscape near Gold Hill, the landscape changes quickly but always retains a strong positive scenic quality (Figure 2.3). In some places the viewshed (that area visible to the eye) is quite constricted, while in other locations views are very expansive. The historic setting and landscape character remain evident, including the road itself, the natural landscape, the wealth of historic architecture, and various agricultural features. The corridor provides scenic vistas of the natural landscape reflective of the original character of the Rogue River Valley. Protecting the immediate landscape, including fence patterns, mature roadside vegetation, and roadway character, will be a challenge as road improvements occur. The challenges of working with all agencies and stakeholders to guide regional growth and development in a way that protects the visual resources of the OSRd will grow in the future as population pressure increases.

2.6 Historic Roadway Resources

The OSRd Corridor, designated as a Jackson County Landmark, represents the first major transportation corridor through the region and played a pivotal role in the development of southern Oregon. Following the creation of Jackson County by the Oregon Territorial Legislature in 1852, one of the first acts of the new county's Board of County Commissioners was the designation of public roads and the appropriation of funds for their continued development and maintenance.

Whereas it is the opinion of this Board that it is absolutely necessary for the public good and the citizens of this county generally that “Public Roads” should be laid out and located throughout this valley, it is therefore ordered;

That the trail as now traveled from the intersection with the northerly end of Oregon Street in the Precinct of Jacksonville to its junction with the Oregon Trail (so called) near the residence of Nathaniel Dean (at what is known as “the Willow Springs”) be and the same is hereby declared a “Public Highway.”

And furthermore, that all the portion of the said “Oregon Trail” from its junction aforesaid to the boundary of Douglas County in said territory be and the same is hereby declared a “Public Highway.” (Jackson County Commissioners Journal, 1:6, dated 7-March-1853)

The earliest identified maps of this area following the discovery of gold were based on fieldwork begun on Christmas Day, 1854, for General Land Office (i.e., the initial Federal survey of the region in Township, Section and Range). Those maps label the winding trail heading north from Jacksonville, skirting the foothills at the western edge of the valley, as the “Road to Umpqua Valley.”

Although little more than a winding dirt trail, for the first three decades of Euro-American settlement of the southern Oregon region the OSRd Corridor served as the uncontested primary north-south connection between Jacksonville (the county seat) and the northern portion of the state. Also used by local wagon traffic, the route was the principal route of the only commercial transportation through the Rogue River Valley, the Oregon and California Stage Company.

With the 1883 arrival of the railroad to the valley, the stage road lost its role as the primary north-south commercial route through the area. By 1887, with the completion of the railroad line over the Siskiyou Mountains to the south, the era of horse-powered freight and passenger travel as the dominant transportation mode in and out of the Rogue River Valley was over. Horse-powered travel remained,
Old Stage Road Corridor Management Plan
Jackson County, Oregon

FIGURE 2.3
Visual Character

Legend:
- Agricultural cropland/pasture
- Annual grasslands
- Annual grasslands/agricultural cropland/pasture
- Oak/Douglas fir/ponderosa pine/pasture
- Recent timber harvest
- Siskiyou mixed evergreen forest
- Siskiyou/Sierra mixed conifer forest
- Man-dominated
- City Limits
- Urban Growth Boundary
- Old Stage Road Corridor
- Viewshed Boundary
- Arterial Roads
- Streams

however, an important method for virtually all internal travel within the local area, and the OSRd Corridor continued as a primary route used by farmers and travelers heading toward the established communities of Central Point and Gold Hill where goods could be transferred to the railroad connection. Throughout the post-railroad era, the BOCC continued periodic realignment and improvement of the stage road, an indication of the ongoing use of the route as an important travel corridor.

The increasing dependence on the automobile that characterized the first decade of the 20th Century led to the 1912 expansion of the OSRd Corridor right-of-way to its present 60 feet. It was also during this period that the alignment assumed its present configuration, including the Ross Lane segment. As the OSRd Corridor became more popular as an automobile route, the drive became increasingly known for its beauty as opposed to its utility. Increased orchard and residential development along the route saw the Old Stage Corridor become a growing area of large estates surrounded by acres of orchards.

The scenic views of both the valley and Mt. Pitt (now Mt. McLoughlin) made the area an attractive one for wealthy newcomers to the valley, drawn by the rampant advertisements of the local chambers of commerce. A friendly competition of sorts developed among the so-called “Chicago Colony,” a group of individuals from that Midwestern city who relocated to the valley. Many of these transplants built large “estates” from which they could overlook the valley’s growing orchard developments, and the OSRd Corridor proved a logical location for development of this type.

The increased reputation of the corridor as an area of large homes and influential residents led to the reference to portions of Old Stage as “Millionaire’s Row,” a term that sporadically appeared in the social events section of the Medford Mail Tribune. The new name was clearly not appreciated by all, and in October 1927 43 residents petitioned the Jackson County Commissioners to formally designate the route as the “Old Stage Road.”

It is the old historically known highway...over which the stages passed carrying the main traffic. It has been known from earliest days as the [Old] Stage Road and it seems desirable in respect to the memories of pioneer days and in the interest of preservation of historic place names to preserve the original designation. (Jackson County Commissioner’s Journal, 20:402)

The Commissioners noted that “...the designation “Millionaire’s Row” is understood to have arisen at a much later date, purely as the result of a bit of rumor between two neighbors, and is therefore of no historic or serious importance.” They granted the residents’ petition on October 5th, 1927 and so formally designated the route as “Old Stage Road.” A month later the Medford Mail Tribune ran an editorial applauding the Commissioner’s actions, noting further:

...it would be an excellent idea to have this highway marked with appropriate signs. It was along its rolling surface that the first settlers to the Rogue River Valley came on the regular stage from Roseburg south to Jacksonville, then the metropolis of southern Oregon. It is the oldest and most picturesque highway in southern Oregon. (Medford Mail Tribune, 2-November-1927, 4:1-2)

In 1939 the Crater Lake Chapter of the Daughters of the American Revolution, as a part of that group’s program to recognize and designate historically significant elements of Oregon’s pioneer period, placed a granite and bronze marker on Old Stage Road (The Sunday Oregonian, 9-April-1939). The marker, which reads “Along this road passed the early day travel of Oregon,” survives on the west side of the corridor, north of Beall Lane in the front of 3685 Old Stage Road.
2.7 Historic Building Resources

Residential development along OSRd began before 1900 and reached "boom" proportions by the 1910-1912 period. The scenic views of the valley and Mt. Pitt (now Mt. McLoughlin) made the area attractive for wealthy newcomers and "autoists" alike. (Jackson County regularly led the state in registered vehicles per capita throughout the early years of the 20th century.) The residential boom slowed between the mid-1910s and the mid-1920s, but increased again with the improved availability of water, following development of the Medford Irrigation District.

Many houses reflecting this early period of settlement in the valley still line OSRd today. Various surveys conducted by local governments and owner-initiated National Register nominations have identified 21 resources adjacent to the OSRd Corridor as historically significant (see Table 2.4 and Figure 2.4).

The earliest significant resources remaining were constructed before 1900, with the earliest being the William Bybee House, circa 1857. Another six houses and a school remain from the 1901-1910 period. The school was the Westside School, a one-room schoolhouse that opened in 1909 on land donated by Louis and Charlotte Niedermeyer. From the later decades, three houses have been identified from the 1911-1920 era and four from the 1921 to 1930 era. Nearly all of these are on the Jackson County inventory of historic resources, and five are listed on the National Register of Historic Places. From a visual review of the area, it is likely that additional homes could be eligible for County, State, or national recognition, particularly homes from the 1930 to 1950 period that may not have been studied in earlier survey efforts. Preliminary fieldwork by the Westside Neighbors Association has identified additional built resources that pre-date 1950 and are considered to have potential historic significance within the development framework of the corridor.

The historic homes and buildings along the roadway contribute significantly to the scenic and historic qualities of the OSRd corridor. Known as "Millionaire's Row" during the early 1910s, homes built along OSRd were among the finest in the valley in their time. Typical of these is the William McCredie House, a 2.5-story wood frame building with a hipped roof and Colonial Revival detailing, constructed in 1908 and now listed on the National Register of Historic Places. As the local newspaper of the era, the Medford Mail, reported in 1908:

_Wm. McCredie, who purchased thirty acres of land on the Jacksonville-Central Point Hill some months ago and set it to fruit, now has a $2000 dwelling nearly completed and will thereto within a couple of weeks...He has made money since coming to Medford, but there are none who deserves to prosper more than he._ (Medford Mail, 7 February 1908, 5:2).

One of the most publicized houses in the OSRd Corridor is the F.H. Madden house, built in the same period. Madden was also an orchardist and Medford businessman. His large 2.5-story home has a gabled roof and exposed brackets in the Arts and Craft Style popular in that era. His home was featured in a promotional silent film commissioned by Jackson County and shown at the Panama-Pacific International Exposition in San Francisco in 1913.

The architectural character of these fine homes and the remains of the orchards that once supported the wealth of their owners continue to provide a scenic quality to the OSRd Corridor and offer the opportunity to interpret periods of settlement and growth in the region.
Legend:

- City Limits
- Area of Special Concern (Old Stage Road)
- Tax Parcels
- Canals and Ditches
- Listed Historic Properties on the Old Stage Road
- Potential Historic Resources
- Other Features


FIGURE 2.4
Historic Resources

Old Stage Road
Corridor Management Plan
Jackson County, Oregon

P:sbe45601\gis\appr\rpt_old_stage.apr July, 2000
Table 2.4. Currently Identified Properties of Historic Significance; Old Stage Road Corridor, Jackson, County, Oregon.

<table>
<thead>
<tr>
<th>No.</th>
<th>Property Name/Description</th>
<th>Address</th>
<th>Status, Inclusion In Surveys</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>John &amp; Nancy Thompson Barn, c.1900</td>
<td>670 Old Stage Rd</td>
<td>Jackson Cty Inventory, #496</td>
</tr>
<tr>
<td>2</td>
<td>John &amp; Nancy Thompson Hse, c.1895</td>
<td>670 Old Stage Rd</td>
<td>Jackson Cty Inventory, #259</td>
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<tr>
<td>3</td>
<td>William Bybee Hse, c.1857</td>
<td>883 Old Stage Rd</td>
<td>Jackson Cty Inventory, #260, NRHP</td>
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<td>4</td>
<td>J.F. Ludwig [Lewis] Niedermeyer Hse, 1903</td>
<td>1176 Old Stage Rd</td>
<td>Jackson Cty Inventory, #233</td>
</tr>
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<td>5</td>
<td>A.S.V. Carpenter Hse [Topsides], 1927</td>
<td>1677 Old Stage Rd</td>
<td>Jackson Cty Inventory, #232</td>
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<td>6</td>
<td>Walter Bowne-John Tomin Hse, 1917</td>
<td>1845 Old Stage Rd</td>
<td>Jackson Cty Inventory, #234, NRHP</td>
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<td>7</td>
<td>James M. Hurley Hse, 1910</td>
<td>2175 Old Stage Rd</td>
<td>Jackson Cty Inventory, #227</td>
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<td>8</td>
<td>Wright-Clark Hse, c.1900</td>
<td>2361 Old Stage Rd</td>
<td>Jackson Cty Inventory, #226</td>
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<td>9</td>
<td>Carleton-Goff Hse, c.1908</td>
<td>2569 Old Stage Rd</td>
<td>Jackson Cty Inventory, #225</td>
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<td>10</td>
<td>William McCredie Hse, 1908</td>
<td>2685 Old Stage Rd</td>
<td>Jackson Cty Inventory, #213, NRHP</td>
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<tr>
<td>11</td>
<td>Charles Newhall Hse, c.1910 (1925)</td>
<td>2748 Old Stage Rd</td>
<td>Jackson Cty Inventory, #224</td>
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<tr>
<td>12</td>
<td>Madden-McCaskey Hse, 1911</td>
<td>3347 Old Stage Rd</td>
<td>Jackson Cty Inventory, #215, Jcty Landmark, NRHP</td>
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<tr>
<td>13</td>
<td>Raymond E. Driver Hse, 1926</td>
<td>4140 Old Stage Rd</td>
<td>Jackson Cty Inventory, #212, NRHP</td>
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<td>14</td>
<td>Nathaniel C. Dean Hse, c.1870s(1970)</td>
<td>4533 Old Stage Rd</td>
<td>Jackson Cty Inventory, #210</td>
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<tr>
<td>15</td>
<td>James G. Birdseye Hse, 1892</td>
<td>7771 Old Stage Rd</td>
<td>Jackson Cty Inventory, #157</td>
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<td>16</td>
<td>Hunter Stuckel Hse, c.1905</td>
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<td>Jackson Cty Inventory, #150</td>
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<td>17</td>
<td>Unidentified House, c.1900</td>
<td>4228 Old Stage Rd</td>
<td>State Inventory of Historic Places</td>
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<td>18</td>
<td>West Side School, 1909</td>
<td>3070 Ross Lane</td>
<td>Jackson Cty Inventory, #230</td>
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<td>19</td>
<td>F.W. Townsend Hse, 1930</td>
<td>3188 Ross Lane</td>
<td>Jackson Cty Inventory, #228</td>
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<td>20</td>
<td>Warren-Clarkson Hse, c.1920</td>
<td>3390 Ross Lane</td>
<td>Jackson Cty inventory, #231</td>
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<tr>
<td>21</td>
<td>Scott-Taylor House, c. 1900</td>
<td>3396 Taylor Road</td>
<td>Jackson Cty Inventory #209</td>
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</tbody>
</table>

*Sources:*

"Jackson Cty Inventory", Clay and Atwood, Cultural and Historical Resource Survey, Jackson County Planning Department, 1979/94.

"NHRP (National Register of Historic Places)", Individually listed or determines eligible for listing by the National Park Service

"Jcty Landmark", Individually recognized as a Jackson County Landmark by action of the BOCC per LDO, Chapter 266.

"State Inventory of Historic Places", Included on that county-by-county listing as maintained by the Oregon Historic Preservation Office.

### 2.8 Public Information and Education

Although there is a wealth of historic resources along the OSRd Corridor, there is very little opportunity for the uninformed visitor to identify and understand these resources. The two public monuments or plaques that have been placed (the Dardanelles Post Office plaque and the DAR monument) are very difficult to find. Despite the presence of many historic houses, most are identified with only the smallest of brass markers, and the OSRd Corridor itself has no interpretive or identification materials available at all. There are no wayside historical signs or pulloffs to provide opportunities for informational or educational signage regarding the history of the landscape of the OSRd Corridor.
3.0 VISION, GOALS, AND OBJECTIVES

Years of grass roots community planning efforts by local neighbors and special interest groups since the early 1990s have helped to create a vision of what the OSRd Corridor can mean to the people of the Rogue River Valley in the decades to come. The following Vision Statement was developed at the initial CMP development workshop held on February 8, 2000, and articulates the shared aspirations of these local groups, public officials, and staff as they strive to reach a common understanding of the role the OSRd Corridor will play in the future of the local community. The goals that have been developed to support the vision provide further specifics on major issues related to the vision. Detailed and measurable objectives have been developed in support of these goal statements to identify specific actions and an implementation program to ensure the success of the CMP. Together, the vision, goals and objectives create the roadmap for the future.

3.1 Old Stage Road Corridor Vision Statement

The Vision Statement developed for future of the OSRd Corridor is as follows:

The Old Stage Road Corridor provides travelers the opportunity to experience the original pioneer pathway through the Rogue River Valley. It strives to safely accommodate joint use by walkers, runners, bicyclists, and motorists while preserving the meandering, rolling character of the road through innovative roadway design. Visitors to the Corridor and residents alike appreciate the scenic, natural, and historic character of the area as well as promoting a "caring for the land" ethic. Management of the Corridor is guided by a Corridor Management Plan (CMP). The CMP encourages the retention of the rural residential and agricultural landscape character as essential to the user's experience, and identifies the significant characteristics of Old Stage Road so that they are preserved for generations to come.

3.2 Old Stage Road Corridor Goal Statements

Goals are succinct statements that address point-by-point issues that can be dealt with through policy, management, or voluntary action. Goals begin to suggest ways that the vision will become a reality, but are often ambitious and broad in scope. The following goal statements have been developed for the OSRd Corridor:

Goal 1: Retain and protect the historic rolling and meandering design qualities of the Old Stage Road alignment to the maximum extent feasible while providing for the safety of diverse users.

Goal 2: Identify roadway design standards that safely accommodate a variety of roadway users, including bicyclists, motorists, joggers, and walkers.

Goal 3: Develop wayside opportunities for viewing and interpretation that allow a variety of roadway users to safely enjoy the scenic, natural, and historic assets of the Old Stage Road.

Goal 4: Encourage actions by the County and adjacent jurisdictions to protect and interpret the intrinsic qualities of the Old Stage Road viewshed, with a priority on actions that promote the retention of rural character.
Goal 5: Recognize the Old Stage Road as a regional asset, and promote inter-governmental cooperation and coordinated planning efforts for its protection.

Goal 6: Develop programs to increase local awareness of the assets of the Old Stage Road and to provide funding to support related interpretive and education programs, without fostering substantial increases in tourism.

3.3 Old Stage Road Corridor Objectives

Objectives are realistic steps needed to implement the identified goals of a plan, helping translate the goals into actions. Each goal has multiple objectives that may have differing priorities and timeframes, but all represent specific steps that can be taken to achieve the stated goals. The following objectives have been developed for the goal statements identified above (goals are repeated for clarity and linkage to the associated objectives).

Goal 1: Retain and protect the historic rolling and meandering design qualities of the Old Stage Road alignment to the maximum extent feasible while providing for the safety of diverse users.

1.1 Protect the features of the Old Stage Road that convey its development as a stagecoach road in the mid-19th century.

1.2 Identify the appropriate balance between the desire for historic preservation and redevelopment to typical roadway design standards, while addressing maintenance and safety concerns.

1.3 Develop roadway design criteria specifically for the Old Stage Road to protect existing character while enhancing safety.

1.4 Identify design strategies to minimize impacts of roadway improvements to adjacent landscape character.

1.5 Develop landscape replacement criteria for cut slopes.

Goal 2: Identify roadway design standards that safely accommodate a variety of roadway users, including bicyclists, motorists, joggers, and walkers.

2.1 Identify points of significant safety concern along the roadway that call for design improvements, including accommodation of an appropriate safe speed.

2.2 Identify acceptable design criteria with regards to roadway cross-sections and horizontal/vertical curvature.

2.3 Identify areas where standards will have significant impacts to adjacent property owners, and suggest other means of minimizing impacts.

2.4 Identify opportunities for maximizing usable right-of-way area, including undergrounding drainageways.

Goal 3: Develop wayside opportunities for viewing and interpretation that allow a variety of roadway users to safely enjoy the scenic, natural, and historic assets of the Old Stage Road.

3.1 Identify a list of historic, scenic, and natural elements that are of interest to the viewing public for interpretation.

3.2 Identify a number of potential sites along the Old Stage Road for waysides and interpretive markers that do not represent functional obstructions or safety hazards.
3.3 Prepare a description of all thematic interpretive opportunities with each potential wayside.
3.4 Identify agency or group responsible for maintenance of waysides.

Goal 4: Encourage actions by the County and adjacent jurisdictions to protect and interpret the intrinsic qualities of the Old Stage Road viewshed, with a priority on actions that promote the retention of rural character.

4.1 Adopt the concept of a corridor viewshed as a means to define the area to be managed, while recognizing that various levels of management actions are appropriate for different areas of the viewshed.
4.2 Provide appropriate levels of protection of the Old Stage Road viewshed when reviewing land use and zoning designations in the Old Stage Road Corridor.
4.3 Coordinate with other County Departments to ensure that policies affecting the Old Stage Road are supportive of the CMP.
4.4 Minimize the intrusions of roadway improvements into existing residences.

Goal 5: Recognize the Old Stage Road as a regional asset, and promote inter-governmental cooperation and coordinated planning efforts for its protection.

5.1 Identify the proper forum for coordinated planning within the Old Stage Road viewshed.
5.2 Coordinate with the Cities of Jacksonville, Gold Hill and Central Point to protect OSRd viewshed areas within the City limits.
5.3 Coordinate with the Oregon Department of Transportation (ODOT), local law enforcement, and public safety officials.

Goal 6: Develop programs to increase local awareness of the assets of Old Stage Road without fostering substantial increases in tourism.

6.1 Coordinate with existing programs, to educate the general public about the historic resources along the Old Stage Road Corridor.
6.2 Provide a program of signage along the roadway and other materials for public interpretation and education of the Old Stage Road.
6.3 Protect the scenic character of the corridor by developing a signage control plan that identifies what is permissible in terms of signage.
6.4 Make recommendations regarding requirements for signage to ensure adequate public safety for all users of the Old Stage Road.
4.0 MANAGEMENT PROGRAM

Chapter 4, the Management Program, contains recommendations for actions and projects that are necessary for CMP objectives to be fully realized. Responsibility for these actions may be with the Jackson County Roads and Parks Services, the Westside Neighbors Association, an appointed oversight committee, or a combination of agencies, other groups, or individuals. This Management Program is organized as follows:

- Operations Plan
- Public Participation Plan
- Resource Protection, Enhancement, and Development Plan (including historic protection, scenic resources protection, and land and facilities)
- Safety and Transportation Plan
- Visitor Experience and Interpretation Plan
- Financial Partnership Plan
- Voluntary Design Guidelines

Suggested actions for these individual components of the Management Program are presented below.

4.1 Operations Plan

The intent of the Operations Plan is to clarify responsibilities for administration of the CMP, to oversee implementation of the CMP, and establish reporting duties related to that implementation.

**Action O-1:** Establish an OSRd Advisory Committee (OSROC) to create a focused body to help achieve the objectives of the CMP. The OSROC will be an advisory committee to the Director of Roads, Parks and Planning. Typical membership might include representatives of the Jackson County Roads and Parks Services, WNA, Jackson County Planning Department, Southern Oregon Historical Society, and a representative of cycling interests.

**Action O-2:** Establish the roles of the OSROC to aid in the implementation the CMP, as listed in subsequent chapters of this Management Program, and to review actions by other agencies that may affect the intrinsic qualities of the OSRd Corridor. It should be the role of the committee to: (1) provide insight and comments as to preferred alternatives for the implementation of physical projects within the corridor; (2) review and comment on plans and environmental documents, and short- and long-term future planning activities; (3) maintain awareness of current funding sources and coordinate or participate in funding applications; and (4) provide the forum for regular public input, agency coordination, and consensus building. Committee members should actively seek to have CMP actions adopted by the appropriate agencies and incorporated into the agency work plans and conditions of approval for projects. The OSROC shall be appointed by and would be subject to the Director of Roads, Parks and Planning.

**Action O-3:** The OSROC will prepare an annual report to the Director of Roads, Parks and Planning to define progress in implementing the CMP.

**Action O-4:** The OSROC will review the CMP every 5 years to determine if an update to the plan is needed.
4.2 Public Participation Plan

The intent of the Public Participation Plan is to identify needs and responsibilities related to communication to the public of actions occurring within the OSRd Corridor, as well as providing public input on these actions.

**Action P-1:** The OSROC will provide a forum for public input and agency coordination on issues related to the OSRd Corridor, and will organize public meetings on an as-needed basis for public comment and input on OSRd Corridor issues.

**Action P-2:** The OSROC will develop news articles and newsletters to inform the public about the important resources in the OSRd Corridor and encourage the public to become involved in their protection.

**Action P-3:** The OSROC will coordinate the posting of information about the OSRd Corridor, such as newsletters and news articles on the County’s website (www.co.jackson.or.us/).

4.3 Resource Protection, Enhancement, and Development Plan

The intent of the Resource Protection, Enhancement, and Development Plan is to identify actions and responsibilities related to guarding the intrinsic qualities of the OSRd Corridor. It addresses Historic Resources, Scenic Resources, and Land and Facilities Resources.

4.3a Historic Protection Plan

**Action HP-1:** Jackson County Roads and Parks Services should adopt a policy for all future improvements to the Old Stage Road Corridor that retain its character-defining features to the greatest extent possible while providing a safe and efficient travel corridor. Specific policies should at minimum include:

- Development of curbs, sidewalks, or other vertical edge defining features within the right-of-way should be restricted to only those areas where they are absolutely required for safety.
- Vegetation should be regularly pruned to maintain access to viewsheds

**Action HP-2:** The OSROC should consult with the Jackson County Planning Department so as to maintain a current list of privately owned designated historic resources within the corridor. An annual review process should be implemented to ensure the list of such resources is kept current with any new designations.

**Action HP-3:** Jackson County Roads and Parks Services, the OSROC, and the WNA should develop ongoing educational programs to increase awareness of the corridor's history for property owners, the general public, and potential visitors or users of the road.

**Action HP-4:** The present Old Stage Road commemorative marker should be relocated and integrated into a more accessible wayside overlook. This new location could also include additional interpretative materials related to the route's history, associated natural or geological information, as well as taking advantage of the scenic opportunities available to the east (i.e., descriptive information on the Table Rocks, Roxy Ann, Mt McLoughlin, and the overall development of the Rogue River Valley).

**Action HP-5:** The WNA, in conjunction with the cities of Jacksonville and Gold Hill, the County Planning Department, and the Southern Oregon Historical Society, should undertake a detailed survey
and inventory of all potentially historic resources abutting the corridor, augmenting the currently identified resources listed in the Jackson County Inventory of Cultural and Historical Resources. Such a survey should be designed using standardized State Historic Preservation Office (SHPO) inventory format and, where appropriate, integrated into the County's existing survey.

**Action HP-6:** If merited by the above, the OSROC and the WNA should explore the possibility and potential benefits of a Multiple Property Submission for listing of the significant historic and cultural resources that line the corridor.

**Action HP-7:** The OSROC and the WNA, in conjunction with the Southern Oregon Historical Society and the Jackson Education Service District, should pursue potential funding opportunities for an elementary school curriculum exploring the Old Stage Road Corridor as an element in the history of local development. Such a project might include a video tour of the route in addition to other elements. (This could be based in part on an earlier project developed by the City of Medford Cemetery Commission that created both a curriculum and video that have achieved widespread distribution statewide.)

**Action HP-8:** The OSROC and the WNA, drawing on the City of Jacksonville as a resource, should develop a set of design standards for site features such as fencing and lighting to guide future development adjacent to the Oregon Street/OSRd corridor.

**Action HP-9:** The OSROC and the WNA, working in conjunction with appropriate groups including 1000 Friends of Oregon, the Jackson County Citizens League, the Trust for Public Land, the Nature Conservancy, and the American Farmland Trust, should explore potential options for conservation easements, acquisition of development rights, zoning changes, and outright purchase where appropriate of significant historic and open-space resources abutting the right-of-way whose loss would seriously impact the goals of this CMP.

**Action HP-10:** The OSROC will support individual homeowners and the WNA in efforts to survey historic resources and to nominate these to the National Register of Historic Places.

**Action HP-11:** Jackson County Roads and Parks Department should work with the WNA to preserve planning materials, such as photographs and plans, prepared for development of this CMP.

### 4.3b Scenic Resources Protection Plan

**Action SR-1:** Through the adoption of this CMP by the BOCC, the County recognizes the visual resources identified herein as resources critical to the identity and character of the OSRd Corridor. Visual resources are understood to include the landscape setting of the OSRd, as well as the road itself, the adjacent historic architecture, and prominent landmarks such as the Table Rocks and Mt. McLoughlin.

**Action SR-2:** Jackson County Roads and Parks Services will work with the County Planning Department to safeguard the Level 1 (see Figure 1.2) OSRd viewshed, as defined in Chapter 1, by written notice of land use actions to the WNA.

**Action SR-3:** Jackson County Roads and Parks Services will work with the County Planning Department to safeguard the Level 1 (Figure 1.2) viewshed through application of proper development regulations. Possible measures may include:

- Identification of setback standards for property development within the Level 1 viewshed.
- Identification of tree protection standards for property development within the Level 1 viewshed.
• Identification of voluntary site development and architectural guidelines for future residential development within sensitive viewing areas. This includes pristine areas of the west hills at the north end of the OSRd Corridor, as well as open landscapes on the valley side toward the south half of the OSRd Corridor.

Action SR-4: Jackson County Roads and Parks Services will work to provide opportunities to safely view identified scenic resources in appropriate places along the corridor. These opportunities will be implemented during road improvement projects and based on recommendations provided elsewhere in the CMP.

Action SR-5: Jackson County Roads and Parks Services will work to minimize impacts to scenic resources within the Level 1 corridor during design and construction of road improvements, including minimizing impacts to vegetation and to the landscape setting, through the use of appropriate specifications and design detailing. Examples of site design devices to minimize impacts are identified in Chapter 4.7-Voluntary Design Guidelines. Refer to Appendix A (EDAW’s Phase 1 Road Improvement Design Consistency Review Memo) for additional ideas on ways to minimize impacts to scenic resources.

Action SR-6: The OSROC will promote the use of voluntary design guidelines identified elsewhere in this document by property owners along the OSRd Corridor to maintain the unity and intactness of the historic roadside character. These voluntary design guidelines attempt to maintain a sense of simplicity of the rural landscape, and will be promoted to important guideline users such as the local multiple-listing agencies and new homeowners along the OSRd.

Action SR-7: The OSROC will monitor scenic resources within the OSRd Corridor by means of a systematic photographic record. This photographic record will be maintained by the WNA.

4.3c Land and Facilities Plan

Action L-1: The County will involve the OSROC in reviewing and commenting on designs for future phases of the OSRd improvement projects to ensure consistency with the standards established in this CMP.

Action L-2: The OSROC will recommend or promote specific projects to implement the CMP, such as waysides, signage, landscaping, etc., and review proposals to ensure that they are consistent with the standards established in this CMP.

Action L-3: The OSROC will review and comment on major planning actions affecting the OSRd Corridor. Major planning actions include but are not limited to:

• Urban Growth Boundary (UGB) extension
• Zoning changes outside the UGBs
• Westside bypass
• Northside bypass
• Major road improvements

Action L-4: OSROC shall comment on and make recommendations regarding the disposition of excess existing ROW along the OSRd Corridor.

Action L-5: OSROC will coordinate with other public agencies, such as the irrigation districts owning land along the OSRd corridor, to seek operating agreements.
Action L-6: The County will coordinate an Adopt-a-Highway program along OSRd to control litter and encourage community participation.

Action L-7: OSROC will investigate the feasibility of a program for property owners to donate easements or will estates to a land conservancy for protecting viewsheds and/or for limiting exterior changes to historic homes that contribute to the character of OSRd.

Action L-8: OSROC will monitor the scenic waysides for trash and vandalism and will recommend appropriate actions.

Action L-9: Jackson County Roads and Parks Services will consider site improvements within the OSRd ROW during the construction phase of specific road improvements, using the guidelines established by the CMP. Jackson County Roads and Parks Services will provide reimbursement/replacement for landscaping fences or other improvements within any areas purchased for additional right-of-way.

4.4 Safety and Transportation Plan

The intent of the Safety and Transportation Plan is to identify special rural highway design standards for the OSRd Corridor, as well as other measures to increase safety along the highway. Jackson County recognizes that historic and scenic values associated with the OSRd involve design standards distinct from those applied to typical rural highways. Adapting to these unique circumstances will not compromise acceptable highway design practice or safety.

Action ST-1: Adopt a design speed consistent with posted speeds on future Old Stage Road projects. Note: The principal roadway characteristic from an engineering point of view is design speed. Design speed is a principal determinant of horizontal and vertical curvature, as well as sight distance. A design speed of 35 mph has been used throughout Jackson County for two-lane roadways and is consistent with the characteristics of Old Stage Road. It means that drivers traveling at 35 mph would have sufficient time to see an object in the roadway and stop before hitting it. This also means that the roadway is designed to comfortably drive at that speed. Future roadway improvements will lower high points to achieve the 35 mph design speed.

Action ST-2: Adopt a 29-foot paved roadway cross-section as a design standard to be used on Old Stage Road. Note: A 10.5-foot travel lane with a 4-foot shoulder would be provided for each direction of travel for a 14.5-foot total for each direction. The 4-foot shoulder is not sufficient for a designated bike lane, but the 14.5-foot total width is sufficient for safe bike operations. Ten and a half-foot lanes are adequate for rural roads of this character. A standard roadway lane is 12 feet wide; however, research has shown 10.5 feet to be appropriate and safe for roads of this character (NCHRP Report 362 - Roadway Widths for Low Traffic Volume Roads). Figure 4.1 illustrates two proposed road cross-sections.

Action ST-3: Jackson County will provide traffic control signs as specified by the Manual on Uniform Traffic Control Devices (MUTCD).
A. Proposed Road Cross-Section (Swales on Both Sides)

B. Proposed Road Cross-Section (Runoff in Pipe, One Side)

Figure 4.1
Proposed Road Cross-Sections
Action ST-4: The County will provide traffic control signs, including posting established speed limits, warnings of blind curves and pedestrian crossings, and identifying scenic waysides, among other actions, to increase traffic safety. Note: It is recommended that traffic control devices intended for drivers along Old Stage Road adhere to standards in the MUTCD. Oregon law requires that all traffic control devices (signs, traffic stripes, signals and pavement markings) in Oregon conform to standards adopted by the Oregon Transportation Commission (OTC). The OTC has adopted the MUTCD as that standard to ensure uniformity in signing practice throughout the state and the United States. Interpretive signing should be located and designed so that it is not confused with traffic control signing. An “Interpretive Area” sign conforming to MUTCD standards could be used in advance of interpretive area parking lots. This sign is not essential and may be dropped if the neighborhood or the County does not desire to use it. The signing in the interpretive areas themselves should be directed away from traffic. It is recommended that bike lanes not be striped because the proposed shoulders do not meet minimum bike lane width standards. Upon completion of roadway improvements, a ball-bank indicator should be used to determine if advisory speeds are appropriate for each of the curves along the roadway. (A ball bank indicator is a device with a calibrated bubble level, similar to the bubble in a carpenter’s level. Traffic engineers use a ball bank indicator to determine the safe speed to negotiate a curve. Use of a ball bank indicator ensures that curve speeds are uniformly posted.)

Action ST-5: Designate the Old Stage Road as a shared bikeway facility at the County level. Note: The Jackson County Bicycle Master Plan, May 1996, on page 15, under a section entitled “System Deficiencies” states “Old Stage Road (Ross Lane to Gold Hill): completing improvements for bicycles on this segment of Old Stage Road will complete the connection from Central Point to Gold Hill. The connection from Ross Lane to Jacksonville is via a shared roadway.” Goal 1, Policy 4 of the Bicycle Master Plan states: “Provide bicycle lanes on shoulders on all new and reconstructed arterial and collector roadways.” Furthermore, the Transportation Planning Rule requires that local development codes require bikeways along arterial and collector streets (OAR 330-012-0045(3)(b)(B). Since the OSRd is designated by the County as a collector, the guidance indicates that it should be constructed as a shared facility. The Oregon Bicycle and Pedestrian Plan provides for and suggests that “shared roadways are common on neighborhood streets and rural roads and highways.” The Plan suggests a 14- to 15-foot lane width, a standard met by the County’s proposed 14.5-lane width.

Action ST-6: Post special reduced speed advisory signs at points along the OSRd where design issues cause dangerous conditions. Note: Isolated substandard curves, coupled with limited sight distance, produce run off road accidents. The curve between Sylvia Road and Winterbrook Lane is hidden from oncoming traffic. While the proposed improvements will help solve this problem, a 35 mph cautionary sign may be needed.

Action ST-7: Remove and reclaim to the extent possible the existing roadway for landscaping after it is replaced by the new curve construction. A short section may need to be retained to provide local access. Care should be taken to ensure adequate sight distance at intersections.

Action ST-8: The BOCC should formally adopt the road standards for Old Stage Road, as outlined in this CMP.

Action ST-9: Jackson County will determine the effectiveness of improvements by maintaining accident records for the OSRd Corridor and comparing these to records maintained prior to the improvements. Jackson County will provide an annual report to the OSROC.
Action ST-10: Upon request, the County will provide, as resources allow, citizen radar, ideas for informal signing, spot speed studies, safety presentations, fleet vehicle reporting system, and public information to enhance traffic safety.

Action ST-11: The OSROC will invite County law enforcement officers to attend meetings for communication purposes, as needed.

4.5 Visitor Experience and Interpretation Plan

The intent of the Visitor Experience and Interpretation Plan is to identify actions and responsibilities for developing an interpretive educational program for visitors and residents alike.

Action V-1: The County may provide, during the construction phase of specific OSRd Corridor road improvements, opportunities for waysides that would include historic interpretive exhibits or markers. Potential locations for such waysides are shown in Figure 4.2.

Action V-2: The OSROC will approve design of and implement a coordinated interpretive program, focusing on the content, location, and design of signs and information panels related to the historic and scenic resources of the OSRd Corridor. Potential locations for signs are shown in Figure 4.2. Potential interpretive themes are identified in Table 4.1.

Action V-3: The OSROC will approve design of entry signs and landscape treatments for locations at both ends of the OSRd Corridor, and the County will implement same.

Action V-4: The OSROC will develop informational brochures to interpret the historic and scenic qualities of the OSRd Corridor to the public. These should also describe the CMP and how the public can become involved in protecting corridor resources and supporting agency programs for enhancement of these resources.

4.6 Financial Partnership Plan

The intent of the Financial Partnership Plan is to identify actions and responsibilities related to funding implementation of the CMP.

Action F-1: OSROC will research funding options and coordinate applications for grants or other funding programs for OSRd enhancement.

THEME: 2) West hills and the natural history of the region emphasizing the biodiversity of southwestern Oregon vegetation.

THEME: 3) The Old Stage Road and its history, including discussion of adjacent unimproved road segment. Site for potential picnic area.

THEME: 4) Willow Springs house and the story of an important early historical figure, Judge Dean. Also, Southern Cascades and Mt. McLoughlin, including its geology and colorful name changes.

THEME: 5) The Table Rocks and the local geology which they reflect, as well as the history of settlement of the Medford area, with emphasis on pioneer history.

THEME: 7) Agricultural history, including role of water and irrigation canals in development of the fruit industry. Include discussion of the Siskiyous.

THEME: Entry to Old Stage Road. Discussion of Historic Houses.


Legend:
- City Limits
- Old Stage Road Corridor
- Arterial Roads
- Tax Parcels
- Streams
- Potential Wayside
- Proposed Wayside/Interpretive Theme
- Potential DAR Monument Site
- Potential Pullout/Historical Marker

Old Stage Road Corridor Management Plan
Jackson County, Oregon

FIGURE 4.2
Interpretive Program
### Table 4.1. Potential Thematic Content of Interpretive Sites

<table>
<thead>
<tr>
<th>Theme</th>
<th>Wayside Location</th>
<th>Resources Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 History of the Dardenelles and how it came to be named.</td>
<td>The Dardenelles, at the north end of the corridor</td>
<td>The existing Dardenelles community and gas station. Dardenelles Historic Marker placed by Siskiyou Pioneer Sites Foundation.</td>
</tr>
<tr>
<td>2 West hills and the natural history of the region, emphasizing</td>
<td>No wayside, just a pullout and marker</td>
<td>There are excellent, beautiful views of the hills to the west along this section of the road. The Siskiyou have a unique and interesting natural history, very different from the Valley and the Cascades, which lends itself to interpretation here.</td>
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<tr>
<td>the biodiversity of southwestern Oregon vegetation.</td>
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<td>3 The Old Stage Road and its history, including discussion of</td>
<td>In the existing right-of-way between OSRd and the historic roadbed, adjacent the</td>
<td>A section of the original Old Stage Road remains unimproved, with use limited as an access road. There is publicly-owned right-of-way between OSRd and this section. This property could be used to provide a wayside, including a picnic bench and interpretive sign.</td>
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<tr>
<td>adjacent unimproved road segment. Site for potential picnic area.</td>
<td>vacant general store.</td>
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<td>4 Willow Springs house and the story of an important historical</td>
<td>Dean Road and Willow Springs house. At foot of the hill just south of Dean Road.</td>
<td>Willow Springs house is here, as well as good views to the east. Could be just a historic sign at Dean Road. An excellent windshield view southbound of Mt McLoughlin and the Rogue Valley exists just south of Dean Road.</td>
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<td>figure, Judge Dean. Also, the southern Cascades and Mt. McLoughlin, including its geology and colorful name changes.</td>
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<td>5 Views of the Table Rocks and the local geology which they</td>
<td>About ½ mile north of Ross Lane. Alternate location is immediately north of the</td>
<td>Excellent windshield view northbound of the Table Mountains across Central Point. The alternate site has excellent views of Medford and the Rogue Valley. Old barn and fields in the foreground. Location of overlook here will provide basis for future protection of existing agricultural lands adjacent the OSRd.</td>
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<td>reflect, along with the history of settlement of the Rogue</td>
<td>intersection with Beall Road.</td>
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<td>Valley, with emphasis of pioneer history.</td>
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<td>6 The USFS tree nursery and the reforestation industry. Potential</td>
<td>Adjacent the USFS nursery, 100 yards north of the nursery entrance.</td>
<td>Area is immediately adjacent the nursery, with its historic homestead. A beautiful grove of Garry Oaks is adjacent the OSRd on nursery property. This would be a good picnic grove, and a nice site for the DAR monument as well, if permission could be obtained from the USFS.</td>
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<td>site for DAR monument and potential picnic area.</td>
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<td>7 Agricultural history, including role of water and irrigation</td>
<td>No wayside, just marker. Location near Tami Lane with good view of valley.</td>
<td>One of 2 irrigation canals along the OSRd passes under the roadbed at this point. Very good views of the Siskiyou can be had in the distance.</td>
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<tr>
<td>canals in development of the fruit industry. Include discussion</td>
<td></td>
<td></td>
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<tr>
<td>of the Siskiyous.</td>
<td></td>
<td></td>
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<tr>
<td>8 Area of historic homes.</td>
<td>No wayside, just a pullout and marker. At north boundary of Jacksonville</td>
<td>A great concentration of historic homes are found along the south end of the OSRd. An interpretation opportunity could form a gateway at Jacksonville.</td>
</tr>
</tbody>
</table>

**NOTES:**
Interpretive signage will typically be combined with waysides
4.7 Voluntary Design Guidelines

The intent of the Voluntary Design Guidelines is to give guidance to the County and to the individual homeowners regarding some design strategies and materials to be used when making physical improvements to the roadway and to private property. The design details presented are suggestions only, not mandated solutions.

The following chapter develops images and ideas regarding solutions for design problems that will arise during road reconstruction for the Level 1 study area of the OSRd Corridor. Some of these ideas relate to the area within the right-of-way, while others relate to private property at the edge of the right-of-way. The intent is to give designers and property owners direction on developing design solutions, not to dictate how and where solutions will be imposed. Adherence to these measures is purely on a voluntary basis.

These are not intended to be used as finished design details, but rather to give the look-and-feel of how details might be developed. Structural or retaining wall details should be reviewed by a competent engineer prior to construction.

Fences: Typical rural wire fence details are shown in Figure 4.3. These illustrate standard County details for simple fences used in agricultural situations. Wooden fence details are shown in Figure 4.4. The ranch-style fence (Detail A) can be 3-rail or 4-rail as desired, and is often used for fencing in large livestock. Picket fences in a wide variety of styles were historically used in the immediate vicinity of residences along the OSRd. Some examples of these picket fences from old pattern books that are appropriate for contemporary use are shown in Detail B.

Retaining Walls: Given the varied topography along the OSRd Corridor, it can be anticipated that situations may arise where retaining walls of some type will be useful. Currently, few retaining structures are in use along the roadbed. More typically, steep slopes that maintain a stable angle-of-repose are found.

The CMP recommends using materials that blend harmoniously with the surrounding landscape when specifying retaining structures. Unit masonry or concrete walls, while strong and cost-effective, would create an excessively modern appearance. Historically, building stone was quarried in the hills above the OSRd, and stone would be an appropriate medium to work in. There is a long tradition of using stone in parkway and highway design, and there is a variety of potential applications, both mortared and dry-laid. Figure 4.5 illustrates several potential situations where the use of stone would be appropriate, either as a facing or structural material. Detail A shows a dressed stone wall in conjunction with a wayside pullout, while Detail B shows a driveway culvert crossing faced in stone.

Use of a stone of reddish-brown hue is recommended. These reddish hues dominate the landscape, being seen in the color of the soil and in the bark of the madrone, manzanita, and pines so prevalent along the OSRd. Use of this color palette will make these materials appear to be a part of the roadway character.

Figure 4.6 shows the use of a dry-laid stone wall to protect mature specimen trees from excessive fill, in both plan and section views. This application will be useful where road widening on the down-hill side threatens to bury an existing specimen tree. Specimen trees are defined here as any tree in good health with an 8 inch or greater trunk diameter at breast height (dbh). Excess fill can bury a root zone, preventing air exchange, and effectively choke a tree.
A. Barbed Wire Fence

Pressure treated fence post (unpainted)
(see County fence post tables for other options)

Typical double-strand twisted barbed wire

Tension wire

B. Woven Wire Fence

Pressure-treated post (un-painted)
(see County fence post tables for other options)

Double strand barbed wire (optional)

Woven wire fence per County specifications

Figure 4.3
Typical Rural Fence Details
Jackson County, OR
Old Stage Road Preliminary Corridor Management Plan

A. 3 or 4 Rail Ranch Fence

B. Picket Fence Details

Figure 4.4
Wooden Fence Details
A. Typical Dressed Stone Retaining Wall

B. Suggested Use of Rock Facing at Driveway Culvert

Figure 4.5
Wall Applications of Stone
A. Section A-A'

Rock wall to protect root zone and trunk from excessive fill due to road realignment

B. Plan View

Dry-laid low rockery retaining wall (maximum height = 36'' - 42'')

Lay wall back to match hillside slope

Specimen trees (> 8'' dbh) to be protected from fill due to road widening

Figure 4.6
Use of Rock Retaining Wall
Figure 4.7 shows how stone walls would be useful in developing a wayside pullout-interpretive area. The model for this sketch is the wayside area adjacent to the USFS nursery area that has been identified in the Phase 1 Design Plans. Interpretive signage can be incorporated into the wall design.

Figure 4.8 illustrates the use of dressed stone facing on a cut bank resulting from benching the road into the hill. This is a situation that may arise under certain circumstances. For instance, expanding the roadbed while avoiding the loss of mature trees within the right-of-way may require benching deeper into the hill on the uphill side, resulting in an exposed cut face that may be difficult to revegetate. A detail similar to the one shown in Figure 4.8 would enable this cut bank to be better integrated into the road.

The full range of potential options for stone material may be further explored. There is not a strong current tradition of stone use in the Rogue Valley. Historically, there have been some interesting applications using stone from a variety of sources, including river cobbles, irregular quarry rocks, and dressed sandstone ashlars (Figure 4.9). Building stone was apparently quarried from the hills above the OSRd Corridor. These old quarries could potentially be a source of random rock pieces for building material. They could potentially be reopened for scavenging, with permission, where only limited quantities of stone are needed. Figure 4.9d illustrates a recent application of form liners in conjunction with concrete to imitate a cut stone wall. Use of concrete in this fashion along the OSRd is discouraged due to the artificiality of its appearance, which undermines efforts to maintain an historic character.

Use of these rock features should be limited to areas of special need or high visibility, where the additional cost is justified. In certain areas requiring retaining systems but hidden from view, the use of unit systems such as split-face keystone blocks is justified. However, where such systems are used, the colors specified should match that of the stone used elsewhere (i.e., it should be of a reddish-brown hue).

Typical Design Scenarios: A variety of situations may arise during the course of roadway design. The following sketches attempt to address the most common.

Figure 4.10 illustrates a situation where the realigned roadbed cuts into a hillside below mature trees. In sketch 4.10 A, where a meadow is located behind the roadside vegetation, it may be best to save money and lose the tree, rather than resorting to costly retaining solutions. This strategy will reveal a typical picturesque pasture scene along the road. In sketch 4.10 B, with a residence behind the roadside vegetation, it would be preferable to use a retaining wall to save the tree, maintaining the domestic character and buffering the residence from the automobile traffic.

Figure 4.11 illustrates different strategies for treating a bank impacted by road widening, depending on the vegetation behind it. In sketch 4.11 A, with the beautiful, character-defining mature forest extending to the road edge, it may be preferable to use a wall to maximize tree retention. In sketch 4.11 B, with only an open meadow behind the impacted bank, it may be best to obtain landowner permission and extend the grading line beyond the right-of-way. In this manner, the transition from roadbed to field has a more natural appearance, and steep banks are avoided that may be difficult to maintain.

Figure 4.12 illustrates strategies for dealing with similar situations but on the downhill side. Sketch 4.12 A illustrates the same situation as shown in Figure 4.6, but where a higher retaining wall is needed. In this case, a concrete wall faced in stone is shown. Sketch 4.12 B illustrates how a grading transition will result in easier maintenance and a more visually pleasing solution. This solution requires the availability of adequate fill.
A. Section Through Pull-Out

B. Plan View of Pullout

Figure 4.7
Idealized Design for a Wayside Pullout
Steep cut banks can be faced in field stone as shown.
Materials as shown are regular stone ashlars with mortar joints.
Preferred stone would have a natural red-brown hue.

Figure 4.8
Dressed Stone Facing on Cut Banks
Figure 4.9
Regional Examples of Stone Use
Loss of trees or hedge exposes views of fields or meadows. Typical regional agricultural expression is acceptable change.

A. Meadow Behind

B. Residence Behind

NOTE: In some instances, low rockeries may be used to minimize use of concrete retaining walls

Figure 4.10
Road Cut below Mature Trees
Use retaining devices to minimize loss of existing forest. Dressed stone face recommended in keeping with historic image.

A. Below Forest

"Round out" grading into meadow for finer transition

B. Below Meadow

Maintain original fence line

Figure 4.11
Road Cut Situations
Protection of specimen trees (tree > 8" dbh) where possible.

A. Above Specimen Trees

Option 1

Use stone faced retaining wall or rockeries to protect mature specimens where possible.

Shifted roadbed

Original grade

Use low rockeries where possible. Minimize use of concrete retaining walls.

Confining grading within R.O.W. results in a visual "break-line" - not recommended.

Option 2

"Feather" grading for smoother visual transition - recommended.

B. Above Meadow

Figure 4.12

Road Construction Fill Situations
5.0 IMPLEMENTATION PLAN AND SCHEDULE

This chapter provides a summary of actions and responsibilities of agencies and groups for carrying out the objectives of the CMP, as described in Chapter 4, Management Program. The Implementation Plan and Schedule provides a simple guide to “who is responsible for what by when.” This chapter prioritizes the necessary actions in the short-term and long-term and establishes the agency or group with lead responsibility for each action. Urgent items which need to be addressed before other time-dependent actions can be taken are identified. A brief summary of recommendations for further study and potential future activities is included. This chapter also describes the necessary review mechanisms and schedule for monitoring how well responsibilities CMP implementation are being met. Table 5.1 provides a summary of all actions identified in the CMP, and identifies responsibilities and priorities for implementing these actions. The descriptions of specific actions included in Table 5.1 are condensed versions of the actual Action, and the reader should refer to Chapter 4 for the full language and meaning of the Action items.

5.1 Schedule/Action Plan

The overall direction of the CMP’s action plan is to:

- Foster a strong program of continued partnership and joint action among the various team members, which is critical to the success of the Corridor Management Plan.

- Encourage community participation, education, and user-group ownership of the CMP. In particular, user groups should be encouraged to conduct self-policing and to help actively in maintaining and restoring environmental quality in the corridor.

- Successfully implement roadway improvement projects as a means of putting the CMP into practice.

- More completely develop the OSRd’s identity, including use of the design guidelines and full characterization of historic resources.

Particular aspects of the CMP that will require consensus and a strong commitment to coordination include:

- Implementation of an interpretation plan will require coordination between Jackson County Roads and Parks Services, the WNA, and the historic community. While the Management Plan (Chapter 4) identifies some potential locations and themes which can be developed further, decisions need to be made regarding specific site design, interpretive signage design, and specific signage text. Implementation of an interpretive program would optimally be coordinated with roadway improvement projects. However, this may not be possible due to lack of funding or construction schedules. In that case, signage can be placed when it is available. Waysides will need to be developed as a part of roadway improvement projects, at least with regards to site design elements such as pavements and retaining walls, etc. Final interpretive text will need to be approved by experts in local history.

- Protection of landscape character along the OSRd will require attention to future land use decisions within the County. Such decisions may include requests for zoning changes, changes to UGBs, and transportation improvements such as a Jacksonville Bypass. It means that Jackson County Roads and Parks Services will need to coordinate with County Planning and other jurisdictions. The OSROC will need to be the voice of advocacy for the OSRd when these changes are being considered.
5.2 Recommendations for Future Study

Among the specific actions identified in Table 5.1 are actions requiring additional study by the OSROC. These will lead to an increasing understanding of the historic and scenic resources in the vicinity of the corridor, and ways to develop methods to protect those resources. At the appropriate time, they may be developed into future CMP action items. These include:

- Identifying additional, non-listed historic resources including those in the 1930 to 1950 period and those in the vicinity of the OSRd Corridor, not just those resources directly on the road.
- Identifying and promoting voluntary site design measures that protect the roadway’s scenic character, including such elements of building style, color, placement, and other aspects. Communication of these measures to willing homeowners may substantially reduce the visual impacts of property development in the future. County development standards could be reviewed for ways to strengthen them. An area particularly vulnerable to change is the West Hills visible beyond Kane Creek.
- Monitoring the development of plans for a Jacksonville bypass, including a fly-over ramp across the OSRd, and commenting on appropriateness of proposed design solutions and alternative routes.

5.3 CMP Approvals

The Corridor Management Plan should be adopted by the BOCC, and decisions made on its distribution. Copies should be placed in local libraries, and consideration should be given to making the entire report available to the public via the County’s web site. Outreach efforts should be made to increase public awareness of the CMP and the positive ways it can be used, including the use of appropriate design elements for homeowners.

Table 5.1. OSRd CMP Action Plan.

<table>
<thead>
<tr>
<th>Responsibility</th>
<th>Priority</th>
<th>Schedule</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indicates primary responsibility</strong></td>
<td>*** Indicates top-level priority</td>
<td>1 In Year 2001</td>
<td>Advisory Committee</td>
</tr>
<tr>
<td><strong>Indicates support responsibility</strong></td>
<td>** Indicates mid-level priority</td>
<td>2 By Year 2003</td>
<td>WNA</td>
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<tr>
<td><strong>Indicates low-level priority</strong></td>
<td>* Indicates low-level priority</td>
<td>3 Ongoing Annually</td>
<td>Bicycle Club</td>
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<tr>
<td><strong>Indicates low-level priority</strong></td>
<td>* Indicates low-level priority</td>
<td>4 As Needed</td>
<td>County Roads</td>
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<tr>
<td><strong>Indicates low-level priority</strong></td>
<td>* Indicates low-level priority</td>
<td>4 As Needed</td>
<td>County Planning</td>
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<tr>
<td><strong>Indicates low-level priority</strong></td>
<td>* Indicates low-level priority</td>
<td>4 As Needed</td>
<td>County Sheriff</td>
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<tr>
<td><strong>Indicates low-level priority</strong></td>
<td>* Indicates low-level priority</td>
<td>4 As Needed</td>
<td>Historical Society</td>
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</table>

**Operations Plan**

| Action O-1: Establish an OSRd Oversight Committee. | *** 1 | O | O | ○ |
| Action O-2: Establish the roles of the OSRd Oversight Committee to implement the CMP. | *** 1 | O | O | ○ |
| Action O-3: Make annual progress report regarding CMP implementation. | ** 3 | ○ |
| Action O-4: 5 year CMP review to determine need for plan update. | * 4 | ○ |
### Table 5.1. OSRd CMP Action Plan (continued).

<table>
<thead>
<tr>
<th>MANAGEMENT PLAN</th>
<th>Responsibility</th>
<th>Priority</th>
<th>Schedule</th>
<th>Advisory Committee</th>
<th>WNA</th>
<th>Bicycle Club</th>
<th>County Roads</th>
<th>County Planning</th>
<th>County Sheriff</th>
<th>Historical Society</th>
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<tr>
<td><strong>Public Participation Plan</strong></td>
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<tr>
<td>Action P-1: Provide a forum for public input and agency coordination on issues related to the OSRd Corridor.</td>
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<tr>
<td>Action P-2: Develop news articles and newsletters to inform the public about the important resources in the OSRd Corridor.</td>
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<td>Action P-3: Coordinate the posting of information about the OSRd Corridor on the County’s website.</td>
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<td><strong>Historic Protection Plan</strong></td>
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<td>Action HP-1: Adopt policy supporting retention of character-defining features.</td>
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<td>Action HP-2: Maintain a public list of privately owned historic residences.</td>
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<td>Action HP-3: Develop ongoing educational programs to increase historical awareness.</td>
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<td>Action HP-4: Relocate the OSRd commemorative marker.</td>
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<td>Action HP-5: Undertake a detailed survey of potential historic resources abutting the corridor.</td>
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<td>Action HP-6: Explore the possibility of a Multiple Property Submission.</td>
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<td>Action HP-7: Pursue funding opportunities for an elementary school curriculum around the OSRd.</td>
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<td>Action HP-8: Develop design guidelines for OSRd Corridor.</td>
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<td>Action HP-9: Explore options for land acquisition opportunities to protect resources.</td>
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<td>Action HP-10: OSROC support for individual homeowners and WNA to survey and nominated resources.</td>
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<td>Action HP-11: Preserve WNA photographic and planning materials.</td>
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<td><strong>Scenic Resources Protection Plan</strong></td>
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<td>Action SR-1: Identify the visual resources that define the character of the OSRd.</td>
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<td>Action SR-2: Protect the OSRd viewed through land use designations.</td>
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Table 5.1. OSRd CMP Action Plan (continued).

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<th>MANAGEMENT PLAN</th>
<th>Priority</th>
<th>Schedule</th>
<th>Responsibility</th>
</tr>
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<tbody>
<tr>
<td>Action SR-3: Protect the OSRd viewshed through use of development regulations.</td>
<td>★★</td>
<td>2</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action SR-4: Provide opportunities to view scenic resources.</td>
<td>★</td>
<td>4</td>
<td>&lt;br&gt;WNA</td>
</tr>
<tr>
<td>Action SR-5: Minimize impacts to adjacent scenic resources during road improvements.</td>
<td>★★★</td>
<td>4</td>
<td>&lt;br&gt;WNA</td>
</tr>
<tr>
<td>Action SR-6: Promote the use of voluntary design guidelines to maintain roadside character.</td>
<td>★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
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<tr>
<td>Action SR-7: Monitor scenic resources within the OSRd Corridor by a systematic photographic record.</td>
<td>★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
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<tr>
<td>Land and Facilities Plan</td>
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<tr>
<td>Action L-1: Review and comment on the design and construction plans for future improvement phases to ensure consistency with standards established by the CMP.</td>
<td>★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
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<tr>
<td>Action L-2: Recommend or promote specific projects to implement the CMP, such as waysides, signage, landscaping, etc.</td>
<td>★★★</td>
<td>2</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-3: Review and comment on City and County plans and environmental documents affecting the OSRd Corridor.</td>
<td>★★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-4: Comment regarding disposition of existing rights-of-way for future use.</td>
<td>★★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
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<td>Action L-5: Coordinate with other public agencies owning land along the OSRd corridor to seek operating agreements.</td>
<td>★★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-6: Coordinate an Adopt-a-Highway program along OSRd.</td>
<td>★★</td>
<td>2</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-7: Investigate the feasibility of a program for property owners to donate easements or will estates to the county.</td>
<td>★</td>
<td>2</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-8: Monitor scenic wayside conditions to determine the need for sanitation facilities and trash collection.</td>
<td>★</td>
<td>4</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
<tr>
<td>Action L-9: Mitigate property damage due to roadway changes.</td>
<td>★★★</td>
<td>1, 4</td>
<td>&lt;br&gt;Advisory Committee</td>
</tr>
</tbody>
</table>
Table 5.1. OSRd CMP Action Plan (continued).

<table>
<thead>
<tr>
<th>MANAGEMENT PLAN (Condensed text – see Chapter 4 for details)</th>
<th>Priority</th>
<th>Schedule</th>
<th>Advisory Committee</th>
<th>WNA</th>
<th>Bicycle Club</th>
<th>County Roads</th>
<th>County Planning</th>
<th>County Sheriff</th>
<th>Historical Society</th>
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<tr>
<td>Safety and Transportation Plan</td>
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<td>Action ST-1: Adopt a design speed consistent with posted speeds.</td>
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<td>Action ST-2: Adopt a 29-foot paved cross-section as a design standard for the OSRd.</td>
<td>⭐⭐⭐</td>
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<td>Action ST-3: Ensure that traffic control signs conform to MUTCD standards.</td>
<td>⭐⭐</td>
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<td>Action ST-4: Provide traffic control signs to increase traffic safety.</td>
<td>⭐⭐⭐</td>
<td>1, 4</td>
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<td>Action ST-5: Designate the OSRd as a shared bikeway facility at the County level.</td>
<td>⭐⭐</td>
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<td>Action ST-6: Post Caution or Advisory signs where design issues cause dangerous conditions.</td>
<td>⭐⭐⭐</td>
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<td>Action ST-7: Remove surplus pavement areas after roadway realignment.</td>
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<td>Action ST-8: Formally adopt road standards identified in this CMP.</td>
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<td>Action ST-9: Determine effectiveness of the Phase 1 improvements by ongoing maintenance of accident records.</td>
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<td>Action ST-10: Provide citizens with equipment to encourage traffic safety.</td>
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<td>Action ST-11: Invite County law enforcement officers to attend Oversight Committee meetings.</td>
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<td>Visitor Experience and Interpretation Plan</td>
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<td>Action V-1: Provide opportunities for waysides and interpretive exhibits.</td>
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<td>Action V-2: Design and implement a corridor-wide coordinated interpretive program.</td>
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<td>Action V-3: Design and implement an entry sign and landscape treatment for the OSRd Corridor.</td>
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<td>Action V-4: Develop informational brochures to interpret the historic and scenic qualities of the OSRd corridor to the public.</td>
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<td>Financial Partnership Plan</td>
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<td>Action F-1: Research funding options and coordinate applications for grants or other funding programs.</td>
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6.0 REFERENCES


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APPENDIX A
MEMORANDUM

TO
Nancy Coates - Jackson County Roads
Old Stage Road Task Force

FROM
Joe Cloud

DATE
3 April 2000 (updated April 4)

CC
Jill Sterrett - EDAW
James Hanks - JRH Transportation Engineering
George Kramer

SUBJECT
Consistency memo for current OSR Roadway Improvement Design.

The following memo has been prepared in completion of the requirement for a deliverable detailing any inconsistencies between the current design plans for the Phase 1 reconstruction of the Old Stage Road (OSR) from Ross’ Lane to Winterbrook Lane and the proposed Corridor Management Plan (CMP), as part of the development of the CMP.

As this memo precedes the full completion of the CMP, this analysis is based on the Goals and Objectives developed for the CMP, and commented on by the OSR Task Force. Other sources of information used in the analysis include the preliminary design drawings for the Phase 1 Reconstruction, as printed on 2/7/00; Volume I of the Inventory of the Old Stage Road (Ross’ Lane to Winterbrook); and visual inspection of the roadway in January 2000. This memo is organized into 2 basic parts: (1) a general analysis of the Phase 1 plans in relationship to the identified CMP Goals and Objectives, and (2) a set of questions and recommendations related to specific situations along the area of improvement. Table 1 (attached) summarizes these specific areas of concern. A summary of the vision, goals, and objectives is attached as Table 2. Lastly, the traffic engineering evaluation from JRH Transportation is attached at the end of this memo.

General Consistency Analysis with respect to overall goals:

Goal 1: Retain and protect the historic rolling and meandering design qualities of the Old Stage Road alignment to the maximum extent feasible while providing for the safety of diverse users.

CONSISTENCY DISCUSSION: In general, these plans represent a excellent accommodation between the sometimes conflicting needs of roadway safety and functioning on the one hand, and historic preservation on the other. However, some questions are left unanswered, many of them having to do with specific construction details and/or construction specifications and practices. Many details such as the appearance of culvert inlets/outlets, mailboxes, fences, retaining devices on cut banks, and other landscape restoration details are still left to the imagination. Yet these are very important details with respect to preserving the intrinsic qualities of the road. EDAW expects that the CMP will address some of these issues. In the meantime, the following recommendations are made with respect to addressing some of the specific areas of concern identified in Table 1.

Tree Preservation: There are a number of places along the roadway where valuable specimen trees or native forest vegetation are at risk of receiving harm.
from either construction phase impacts or long-term effects related to earthwork. These areas are identified in Table 1. In particular, the risk to vegetation of careless construction practices cannot be over-estimated. EDAW recommends that the following proposals be given consideration for inclusion in the Construction Documents.

- Contract with a certified arborist to prepare tree save specifications and plans showing location of tree protection fences as part of construction document preparation. These specifications should identify procedures for protection of existing specimen quality trees during construction.
- Have mandatory pre-construction conference on tree-save practices for all clearing personnel and equipment operators at beginning of project construction. Write this into the construction specifications.

**Fence Replacement:** In a number of places, the plans will require the demolition and replacement of fences. Fences are valuable man-made character giving features in the landscape. Care should be taken with regards to deciding what should be demolished and where and with what it should be replaced. There are very limited choices of fencing type available in the County standard details, while there is a very rich variety of fencing types and designs that exist along the OSR. Therefore, EDAW proposes the following procedures with regards to fence replacement along the OSR as part of fence replacement:

- The County should agree to pay all costs of fence replacement related to road improvements on existing private property, but not on Right-of-Way.
- The choices of replacement fence type should not be limited to the options which will be presented in the CMP, although residents will be encouraged to choose a fence type that is in keeping with the roadside character.
- The CMP needs to present multiple fence types, including existing standard County Plan fencing details, to help guide property owners in decision-making when replacing their existing fences. Fences can be replaced in kind, or replaced with an alternative style of fence. Hopefully, fence choice will be in keeping with the roadside character.

**Roadside Restoration:** In some places the road reconstruction will not entirely overlap the area of the existing roadbed. In this case the following rule should be followed:

- Existing roadbed paving outside of new limit of paving should be removed within the new Right-of-Way. Depending on width of roadbed to be removed, this area should either be properly gravelled, or subgrade should be completely removed and area restored to a landscaped condition.

**Goal 2:** Identify roadway design standards that safely accommodate a variety of roadway users, including bicyclists, motorists, joggers, and walkers.

The proposed roadway design standards used to prepare the Preliminary Plans for the reconstruction of the OSR has been analyzed JRH Transportation Engineers. In summary, JRH found that “the plans as developed by the County in collaboration with the Old Stage Road neighbors is appropriate for conditions, and plans developed by Jackson County meet the engineering standards necessary for a
roadway similar to Old Stage Road.” See the attached letter from JRH dated March 31, 2000 for the full text of the analysis.

Goal 3: Develop wayside opportunities for viewing and interpretation that allow a variety of roadway users to safely enjoy the scenic, natural, and historic assets of the Old Stage Road.

CONSISTENCY DISCUSSION: These plans propose to construct a single wayside pullout between Ross Lane and Winterbrook Lane that will provide interpretive opportunities in that stretch of the road. The current plans do not identify the proposed location of interpretive signage, or other signage alerting motorists as to the presence of the pullout. The plans should identify signage locations as well as any lane striping or parking place striping that will occur at the pullout. The CMP itself will address the issue of thematic content of any interpretive signage. These plans should not be expected to identify the thematic content of proposed interpretive signs. Table 1 identifies several additional potential wayside locations along this section of road. This can be discussed further in the Draft CMP. Consideration should be given to total number of waysides desirable along the OSR. This number be related to the desire to ensure that certain “stories” get told.

Goal 4: Encourage actions by the County and adjacent jurisdictions to protect and interpret the intrinsic qualities of the Old Stage Road viewshed, with a priority on actions that promote the retention of rural character.

CONSISTENCY DISCUSSION: This goal is not affected by the physical improvements represented by the proposed Phase 1 design plans. The current Urban Growth Boundary and the County’s Comprehensive Plan currently promote rural character and low density development in this area.

Goal 5: Recognize the Old Stage Road as a regional asset, and promote inter-governmental cooperation and coordinated planning efforts for its protection.

CONSISTENCY DISCUSSION: This goal is not affected by the physical improvements represented by the proposed Phase 1 design plans.

Goal 6: Develop programs to increase local awareness of the assets of Old Stage Road, without fostering substantial increases in tourism.

CONSISTENCY DISCUSSION: This goal is not affected by the physical improvements represented by the proposed Phase 1 design plans.

SUMMARY:

Overall it is apparent the County Roads Department and the OSR Task Force have worked hard to achieve a rural highway design standard that meets the needs of historic preservation while at the same time satisfying modern traffic engineering safety standards. That integrated thinking is reflected in the preliminary Phase 1 improvement design plans. The OSR from Ross Lane to Winterbrook Lane will have a slightly different “look and feel” after the improvements, but this will be due as much as anything to the loss of the deep swales adjacent the roadbed. Another source of impact will be a fairly minor unavoidable loss of mature trees, particularly some conifers immediately north of Beall Lane on the east side. The properties and fences along the road will be mostly intact, the overall horizontal and
vertical alignment of the historic roadbed is respected, and the road will be improved from the point of view of functionality and safety.

The area of greatest impact is the altered curve immediately north of Sylvia Road. This curve obviously will change the character of the road slightly, but the design reflects the minimum intrusion required for safety requirements. While impacts to the adjacent property are minimized, more information is needed regarding fence replacements and slope treatment. This level of construction detailing is missing from the current design package. A decision needs to be made regarding the disposition of the right-of-way on the inside of the curve. As noted in Table 1, retained County ownership will maximize control of the landscape character at that bend in the road. However, by maintaining the fence on the old ROW line, a de facto pullout would be created, which could lead to unwanted parking, trash accumulation, etc. – an undesirable situation. Potential solutions include: granting an easement to the adjacent property owner, and placing a fenceline closer to the road; landscaping to prevent parking; creating a deep swale to act as a barrier to vehicles; or vacate, conveying the ROW to the adjacent property owner with restrictions regarding use. Other solutions doubtless exist.

Treatments for handling cut banks, fence replacement, landscape restoration, soil retaining devices, and other design details will need to be resolved. The CMP is the vehicle for suggesting possible solutions. An approach similar to the one suggested above under Goal #1 for fence replacement should be explored and agreed to as part of the property acquisition process.

Another major issue regards construction phase impacts, an item that is difficult to evaluate based on plans, as much of it depends on enforcement of good construction practices, as well as the attitude of the selected contractor. As discussed under Goal #1, identification and enforcement of measures for tree protection and preservation during and after construction are essential to protect the mature trees along the route. Potential tree loss areas are identified in Table 1.
TABLE A-1: – OSR Consistency Recommendations

Specific recommendations to bring Phase 1 reconstruction of the Old Stage Road into consistency with the Proposed Corridor Management Plan

<table>
<thead>
<tr>
<th>#</th>
<th>ADDRESS</th>
<th>ISSUE</th>
<th>RESPONSE</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Naval Reserve Building</td>
<td>2 mature Oak trees at north end of parking lot vulnerable to construction stage damage.</td>
<td>Minimize construction impacts on trees. Install protective barriers at beginning of construction. Do not permit construction equipment to compact root zone, even by parking or driving over it, other than as necessary to install pavements.</td>
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<tr>
<td>2</td>
<td>2214 Hillside Drive</td>
<td>Proposed driveway entry as shown is much wider than the existing drive in proposed plans.</td>
<td>Consider reducing dimension of new entryway to match width of existing drive (for example, see 2175 Old Stage Road) for appearance of consistency.</td>
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<tr>
<td>3</td>
<td>“</td>
<td>Roadway widening as shown will require demolition and reconstruction of existing fence.</td>
<td>County standard details show a minimal choice of fence details. Typical painted plank “ranch” fencing typical in this section of OSR not available. CMP should identify typical fence details for Old Stage Road. County can then offer to pay for fence reconstruction as part of cost of road improvements, for approved fence designs, if it is outside the current right-of-way.</td>
</tr>
<tr>
<td>4</td>
<td>3113 View Circle</td>
<td>Existing mature 12” conifer is at risk from construction damage due to grading and culvert placement.</td>
<td>Determine if it is possible to save tree at beginning of construction (A general test - will grading leave 70% or more of root zone intact?). Minimize construction impacts on tree. Install protective barrier at beginning of construction. Do not permit construction equipment to compact root zone, even by parking or driving over it. Minimize impacts due to grading to what is absolutely necessary.</td>
</tr>
<tr>
<td>5</td>
<td>View Circle right-of-way</td>
<td>Existing mature 30” conifer is at risk from construction damage due to grading and culvert placement.</td>
<td>Minimize construction impacts on tree. Install protective barrier at beginning of construction. Do not permit construction equipment to compact root zone, even by parking or driving over it. Minimize impacts due to grading to what is absolutely necessary. Hand dig if necessary to install drain pipe, leaving major roots intact and digging under them.</td>
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<tr>
<td>6</td>
<td>2606 Old Stage Road - USFS nursery</td>
<td>Existing grove of roadside oak trees on USFS property at risk due to grading and construction, both from pullout construction and road widening. Risk exists from CL 25+50 to 33+25</td>
<td>There is a need to preserve this beautiful grove of characteristic native oak forest. Construction impacts due to placement of fill on roots should be minimized through installation of retaining walls/tree wells on uphill side of trees. Use native stone rather than concrete retaining walls or split faced block to fit into rural character of the road. Particular care is important adjacent the proposed pullout and for the two 26” deciduous trees at north end of property.</td>
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<td>7</td>
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<td>No interpretive signage indicated on plans.</td>
<td>Need to identify a theme for interpretive signage or historical marker. Should this sign introduce the Old Stage Road? Introduce the USFS Nursery? A recommendation will be presented in the Preliminary Draft CMP. Warning signs for the turnout should be placed north and south allowing adequate breaking</td>
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<td>8</td>
<td>&quot;</td>
<td>The full potential for an enhanced wayside at this point is untapped.</td>
<td>One potential idea is a modest picnic spot (one table) under oaks on USFS property adjacent the pullout. Open space and rest areas for motorists and bicyclists along OSR are currently non-existent. Additional requirements needed to achieve this idea include: • permission from USFS • Access through fence (lockable gate?) • Stairs down from turnout.</td>
</tr>
<tr>
<td>9</td>
<td>3220 Westover Blvd.</td>
<td>Noted proposed piping of runoff as an alternative to a swale on west side of road.</td>
<td>Excellent design idea protecting native woodland and preventing scarring of hillside due to grading.</td>
</tr>
<tr>
<td>10</td>
<td>2708 Old Stage Road</td>
<td>Potential location for additional pullout/interpretive area.</td>
<td>This area has good views across the valley, including views of the Table Rocks, as well as good sight distances for turning traffic, but is close to previous pullout. How many pullouts does County/WNA feel are appropriate? The CMP will explore this issue within context of the entire corridor.</td>
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<td>11</td>
<td>2695 &amp; 2901 Old Stage Road</td>
<td>Relocation of fence on west side of road.</td>
<td>What are the rules for fence relocation? Does new fence need to be pushed back to the ROW, or can it remain on its current location, even if it is within the ROW? It seems that it may be appropriate, even preferable, in certain situations to maintain historic fence conditions and locations, where this would not interfere with necessary sight distances or other safety considerations.</td>
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<td>12</td>
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<td>Appearance of graded banks.</td>
<td>Details are necessary to insure that any slopes or banks affected by grading are restored to good aesthetic condition. It appears that such conditions may exist along west side in this stretch of road. Where possible, banks should be restored to a vegetated condition. Where they are too steep, details should be developed for bank treatment. CMP should identify appropriate detailing. Does County currently have standard bank/retaining wall details? EDAW will have to work with Task Force to identify appropriate details.</td>
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<td>13</td>
<td>2976 Old Stage Road</td>
<td>What happens within abandoned ROW? Is ROW actually abandoned?</td>
<td>It is unclear what the end condition for the ROW on east side of road will be. Will unneeded land be given up and offered to new landowner, thus maintaining a standard 60' ROW, or will it be retained in County ownership? Regardless, the County should demolish and restore any existing abandoned roadbed surfaces. Restoration should include excavation and replacement of any subgrade material. Consideration should be given to appropriate landscaping of this area, including considerations such as sight lines, safety, maintenance, needs of the adjacent property owner, and typical appearance of native vegetation. With retained ownership, the County will continue to have</td>
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<td>Barn access</td>
<td>The present driveway into existing barn structure directly from the OSR will be abandoned. County should work with landowner to ensure that adequate access to this structure is provided.</td>
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<td>15</td>
<td>3108 Old Stage Road</td>
<td>Existing mature 24” conifer is at risk from construction damage due to grading.</td>
<td>Minimize construction impacts on tree. Install protective barrier at beginning of construction. Do not permit construction equipment to compact root zone, even by parking or driving over it. Minimize impacts due to grading to what is absolutely necessary.</td>
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<td>16</td>
<td>3134 Beall Lane</td>
<td>Mature deciduous trees at the intersection of the OSR and Beall Lane are vulnerable to construction stage damage.</td>
<td>Minimize construction impacts on trees. Install protective barriers at beginning of construction. Do not permit construction equipment to compact root zone, even by parking or driving over it, other than as necessary to install pavements.</td>
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<tr>
<td>17</td>
<td>&quot;</td>
<td>Potential location for additional pullout/interpretive area on east side of the road south of Winterbrook Lane.</td>
<td>This area has good views across the valley, including great views of Mount McLoughlin, as well as good sight distances for turning traffic. Team felt this was one of the best turnout locations along the road during the sight visit, particularly for interpreting settlement history of the valley, or the geologic expression of the southern Oregon landscape. We understand that other considerations may make this area unsuited for development as a turnout. However, the presence of an interpretive overlook at this site will help justify continued landscape protection in this area, which is one of the most vulnerable along the OSR to impact from changing land use patterns as the Medford area growth spills westward across the valley. Maintaining existing pastureland in the area near or adjacent the road would help to minimize this impact. While this is an issue to explore within context of entire corridor in the CMP, it appears that land acquisition should at least be considered at this time.</td>
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TABLE A-2: – Summary of Vision, Goals, and Objectives

OLD STAGE ROAD HISTORIC CORRIDOR
Jackson County, Oregon

VISION: The Old Stage Road Corridor provides travelers the opportunity to experience the original pioneer pathway through the Rogue River Valley. It safely accommodates joint use by walkers, runners, bicyclists, and motorists while preserving the meandering, rolling character of the road through innovative roadway design. Visitors to the Corridor and residents alike appreciate the scenic, natural, and historic character of the area as well as promoting a "caring for the land" ethic. Management of the Corridor is guided by a Corridor Management Plan (CMP). The CMP encourages the retention of the rural residential and agricultural landscape character as essential to the user's experience, and identifies the significant characteristics of Old Stage Road so that they are preserved for generations to come.

CMP GOALS

Goal 1: Retain and protect the historic rolling and meandering design qualities of the Old Stage Road alignment to the maximum extent feasible while providing for the safety of diverse users.

- Protect the features of Old Stage Road that convey its development as a stagecoach road in the mid-19th century.
- Identify the appropriate balance between the desire for historic preservation and redevelopment to typical roadway design standards, while addressing maintenance and safety concerns.
- Develop roadway design criteria specifically for the Old Stage Road to protect existing character while enhancing safety.
- Identify design strategies to minimize impacts of roadway improvements to adjacent landscape character.
- Develop landscape replacement criteria for cut slopes.

Goal 2: Identify roadway design standards that safely accommodate a variety of roadway users, including bicyclists, motorists, joggers, and walkers.

- Identify areas of significant safety concern along the roadway that call for design improvements to accommodate an appropriate safe speed.
- Identify acceptable design criteria with regards to roadway cross-sections, and horizontal/vertical curvature.
- Identify areas where standards will have significant impacts to adjacent property-owners, and suggest means of minimizing impacts.
- Identify opportunities for maximizing usable right-of-way area, including undergrounding drainageways.
Goal 3: Develop wayside opportunities for viewing and interpretation that allow a variety of roadway users to safely enjoy the scenic, natural, and historic assets of the Old Stage Road.

- Identify a list of historic, scenic, and natural elements that are of interest to the viewing public for interpretation.
- Identify a number of potential sites along the Old Stage Road for waysides and interpretive markers that do not represent functional obstructions or safety hazards.
- Prepare a description of all thematic interpretive opportunities with each potential wayside.
- Identify agency or group responsible for maintenance of waysides.

Goal 4: Encourage actions by the County and adjacent jurisdictions to protect and interpret the intrinsic qualities of the Old Stage Road viewshed, with a priority on actions that promote the retention of rural character.

- Adopt the concept of a corridor viewshed as a means to define the area to be managed, while recognizing that various levels of management actions are appropriate for different areas of the viewshed.
- Provide appropriate levels of protection of the Old Stage Road viewshed when reviewing land use and zoning designations in the Old Stage Road Corridor.
- Coordinate with other County Departments to ensure that polices affecting the Old Stage Road are supportive of the CMP.
- Minimize the intrusions of roadway improvements into existing residences.

Goal 5: Recognize the Old Stage Road as a regional asset, and promote inter-governmental cooperation and coordinated planning efforts for its protection.

- Identify the proper forum for coordinated planning within the Old Stage Road viewshed.
- Coordinate with the City of Jacksonville, Gold Hill and Central Point to protect OSR viewshed areas.
- Coordinate with ODOT, local law enforcement, and public safety officials.

Goal 6: Develop programs to increase local awareness of the assets of Old Stage Road, without fostering substantial increases in tourism.

- Coordinate with existing programs, to educate the general public about the historic resources along the Old Stage Road Corridor.
- Provide a program of signage along the roadway and other materials for public interpretation and education of the Old Stage Road.
- Protect the scenic character of the Corridor by developing a signage control plan that identifies what is permissible along the Corridor in terms of signage.
- Make recommendations regarding requirements for signage to ensure adequate public safety for all users of the Old Stage Road.
March 31, 2000

Joe Cloud
EDAW
1505 Western Avenue
Suite 601
Seattle, WA 98101

RE: Traffic Engineering Evaluation of Jackson County Preliminary Plans for Old Stage Road from Ross Lane to Winterbrook Lane

Dear Joe:

The character of Old Stage Road has been the subject of numerous discussions between the residents of this historic road and the Jackson County Engineering staff. The need to improve this road is acknowledged by all concerned. Residents along Old Stage Road are the principal users of it, and they recognize that changes are needed to ensure the safety and integrity of the route.

The historical significance and scenic beauty of this route will be thoroughly examined in other parts of the planning study. The purpose of this letter is to review the standards established by the County for improvements to Old Stage Road with an eye to preserving its character and importance.

**Design Speed**

The principal roadway characteristic from an engineering point of view is the design speed. Jackson County has determined that a 35 MPH design speed be used for Old Stage Road. This design speed is used throughout Jackson County for two-lane roadways, and it is consistent with the characteristics of reasonable and prudent drivers along Old Stage Road. Figure 1 illustrates how the hills on existing Old Stage Road can hide objects, in this case a truck, in the roadway. The proposed design will soften the hills.

Design speed is a principal determinant of horizontal and vertical curvature, as well as sight distance. A 35 MPH design speed means that drivers traveling at 35 MPH would have sufficient time to see an object in the roadway and stop before hitting it. This also means that the roadway is designed to allow a driver to comfortably drive at that speed.
Cross Section
The County is proposing that the roadway be paved to a width of 29 feet. Two 10.5 foot lanes would be striped, with the remainder of the roadway (4 feet on either side) available as a shoulder. The 4 foot width is not sufficient to be a recognized bike lane; however, the 14.5 total width on either side of the pavement is an appropriate width for a non-designated bike lane. Ten and a half foot travel lanes are appropriate for rural roads of this character. A standard roadway lane is 12 feet wide; however, research has shown 10.5 feet to be appropriate and safe for roads of this character. (NCHRP Report 362 – Roadway Widths for Low Traffic Volume Roads)

The 4 foot shoulder is wide enough for pedestrians; however, it does not afford the safety that a separated sidewalk would have in an urban area.

Signing
The County has not proposed a signing plan for Old Stage Road. It is their recommendations that the signs visible to drivers adhere to standards in the Manual on Uniform Traffic Control Devices. The Manual on Uniform Traffic Control Devices is the guide used by traffic engineers nationwide to ensure uniformity in signing practices. Newly produced signing should be placed in a location so it would not be confused by motorists. An advance "interpretive sign" could be used in advance of the parking areas where interpretive signs would be located to inform unfamiliar motorists of their presence. This sign is not essential and may be dropped if a neighborhood desires not to use it.

It is recommended that bike lane signs not be installed, because the shoulder width is not sufficient for a legal bike lane.

Upon completion of the roadway improvements, a ball-bank indicator should be used through each of the curves along the roadway. If any curve is less than the posted speed, an advisory speed sign should be installed.

Bicycle Facilities
The Jackson County Bicycle Master Plan, May 1996, on page 15, under a section entitled System Deficiencies, states "Old Stage Road (Ross Ln to Gold Hill) Completing improvements for bicycles on this segment of Old Stage Road will complete the connection from Central Point to Gold Hill. The connection from Ross Lane to Jacksonville is via a shared roadway."
Goal 1, Policy 4 of the Bicycle Master Plan: "Provide bicycle lanes on shoulders on all new and reconstructed arterial and collector roadways." Old Stage Road is a collector street.

The Transportation Planning Rule requires that local development codes require bikeways along arterial and collector streets (OAR 330-012-0045(3)(b)(B)).

This guidance indicates that Old Stage Road should be constructed as a shared facility. The Oregon Bicycle and Pedestrian Plan provides for and suggests that "shared roadways are common on neighborhood streets and on rural roads and highways." (Page 65) The Plan suggests a 14 to 15 foot land width. The County’s proposed 29 foot-wide cross-section would meet this standard.

Other Issues
The lowest standard curve along the alignment is between Sylvia Road and Winterbrook. As shown in Figures 2 and 3, this curve is hidden from on-coming traffic. Isolated substandard curves coupled with limited sight distance produce run-off the road accidents. The proposed plan will help solve this problem. The plans are not clear regarding the disposition of the existing roadway.

Our recommendation is to ensure that as much as possible be removed and landscaped over so that it does not cause driver confusion. A short stretch may be retained for local access. Care should be taken to ensure that driveways have sufficient sight distance to allow cars to safely exit.

Summary
The plans as developed by the County in collaboration with the Old Stage Road neighbors is appropriate for conditions, and plans developed by Jackson County meet the engineering standards necessary for a roadway similar to Old Stage Road.

Please let me know if you need any further information.

Very truly yours,

James R. Hanks, P.E.
BEFORE THE BOARD OF COUNTY COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

IN THE MATTER OF ADOPTING THE OLD STAGE ROAD CORRIDOR MANAGEMENT PLAN ) ORDER NO. 130-01

WHEREAS, the Jackson County Roads Committee formed the Old Stage Road Task Force, whose goal was “to provide a recommendation to the County Roads Committee for one or more alternatives for resolving design concerns on Old Stage Road which are acceptable to stakeholders and Jackson County Roads and Parks Services”; and

WHEREAS, the Old Stage Road Task Force recommended the completion of a Corridor Management Plan to guide future road improvements; and

WHEREAS, Jackson County Roads, Parks and Planning Services and the Westside Neighbors Association hired a consultant, EDAW of Seattle, Washington, to develop a corridor management plan; and

WHEREAS, the Corridor Management Plan has been developed with extensive public involvement in collaboration with Jackson County Roads and the Westside Neighbors Association.

Now, therefore,

The Board of County Commissioners of Jackson County hereby ORDERS:

1. Adoption of The Old Stage Road Corridor Management Plan to guide future road improvements on historic Old Stage Road.

2. The Jackson County Planning Commission develop a work program to include the Old Stage Road Corridor Management Plan in the Jackson County Comprehensive Plan and

ORDER -1-
Land Development Ordinances.

DATED this 18th day of April, 2001, at Medford, Oregon.

JACKSON COUNTY BOARD OF COMMISSIONERS

Sue Kupillas, Chair
Ric Holt, Commissioner
Jack Walker, Commissioner

ORDER -2-