Chapter 5 - Existing Transportation System

This chapter describes the capacity and functioning of the existing transportation system and describes weaknesses or deficiencies where they may exist.

A. Roadways

This section summarizes the roadway characteristics for the federally classified and regionally adopted roadways within the Planning Area.

"Functional Classification is a grouping of roadways based on the levels of mobility and accessibility that they provide."

1. Jurisdictional Responsibility and Functional Classification

The public entities that have jurisdictional responsibility for roadways in the Planning Area include: ODOT, Josephine County, Jackson County, and the cities of Grants Pass, Rogue River and Gold Hill. Map 5-1 depicts jurisdictional responsibility for classified roadways in the Planning Area.

Functional Classification is a grouping of roadways based on the levels of mobility and accessibility that they provide. Principal Arterials provide the highest mobility for through traffic and the least accessibility to the adjacent land. Conversely, local streets are designed for the lowest mobility and the highest accessibility. The classification defines the desirable roadway width, right-of-way needs, access spacing and pedestrian and bicycle facilities. The MRMPO has adopted its Functional Classifications of roadways, as depicted in Map 5-2. Functional Classification of roadways in the Planning Area includes the following designations: Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roads.

The Oregon Highway Plan includes a classification or ranking system for the state highways intended to guide investment and management decisions.

Statewide Highways primarily provide inter-urban and inter-regional mobility and connections to larger urban areas, ports and major recreation areas that are not served by Interstate Highways. ODOT's management objective for highways of statewide significance is high-speed, continuous flow operation.

Regional Highways provide connections to regional centers and the Statewide or Interstate Highways or economic and activity centers of regional importance. The management objective for Regional Highways is high-speed, continuous flow in rural areas and moderate to high speed in urban areas. Secondarily, they serve local land uses near the highways.

District Highways are of countywide significance and are largely county or city arterials or collectors. They link smaller population centers and serve more local travel needs. They are intended to provide moderate to high-speed continuous flow in rural areas and moderate to low speed operation in populated areas. They also serve pedestrians and bicycles. Along any of these highways, ODOT may designate a **Special Transportation Area.** These are highway segments where a downtown, business district or community center straddles the highway. Local auto,

pedestrian, bike and transit movements are generally as important as through traffic in these areas and slower speeds are allowed. There are no Special Transportation Areas within the MRMPO boundary.

Principal Arterials

Principal Arterials are the highest roadway classification and serve larger volumes of regional traffic at higher speeds than roads in the lower classifications. Arterials generally emphasize regional mobility over access to the adjacent land uses. ODOT has responsibility for the design, maintenance, repair, and construction of these facilities. Principal Arterials in the Planning Area include the following:

Table 5-1 – Principal Arterials

Road Name	Jurisdiction
Interstate 5 (I-5)	State
Rogue River Highway (OR 99)	State
Redwood Highway (US-199)	State
Jacksonville Highway (OR 238)	State
Downtown section of E Street in City of Grants Pass (0.5 mile)	Grants Pass
Downtown section of F Street in City of Grants Pass (0.9 mile)	Grants Pass

Interstate 5 passes through the MPO for a distance of just under 25 miles and is the primary transportation connector for the three member cities and the region. Redwood Highway (US-199) is an expressway through the Grants Pass urban area before continuing to the northern California/southern Oregon coast. The Oregon Highway Plan (OHP) classifies it as a Statewide Highway and it is part of the National Highway System (NHS). Redwood Highway is also a statewide freight route. Although replaced by Interstate 5 as the principal transportation route through the MRMPO, Rogue River Highway (OR 99) incorporates the Sixth and Seventh couplet through downtown Grants Pass before crossing the river and proceeding eastward to Rogue River and Gold Hill. Jacksonville Highway (OR 238) proceeds southeasterly from Sixth Street approximately six miles to the southern boundary of the MPO before continuing to Applegate, Jacksonville, and Medford.

Minor Arterials

Minor Arterials also are intended to favor mobility over access. These roadways provide a higher level of accessibility to adjacent land uses, but a lesser degree of mobility than the Principal Arterials. Minor Arterials in the Planning Area include the following:

Table 5-2 – Minor Arterials

Road Name	City	County	Jurisdiction
Jacksonville Highway	N/A	Josephine	State
Rogue River Highway	N/A	Jackson/Josephine	State
Sams Valley Highway	N/A	Jackson	State
Lower River Road	Grants Pass	Josephine	State
Lincoln Road	Grants Pass	Josephine	State/County
Allen Creek Road	N/A	Josephine	County

Highland Avenue	Grants Pass	Josephine	County
New Hope Road	N/A	Josephine	County
Redwood Avenue	Grants Pass	Josephine	County
Upper River Road	N/A	Josephine	County
3rd Street	Grants Pass	Josephine	Municipal Street
G Street	Grants Pass	Josephine	Municipal Street / County
Vine Street	Grants Pass	Josephine	Municipal Street / County
A Street	Grants Pass	Josephine	Municipal Street
Agness Avenue	Grants Pass	Josephine	Municipal Street
Allen Creek Road	Grants Pass	Josephine	Municipal Street
Bridge Street	Grants Pass	Josephine	Municipal Street
Dimmick Street	Grants Pass	Josephine	Municipal Street
E Street	Grants Pass	Josephine	Municipal Street
F Street	Grants Pass	Josephine	Municipal Street
Foothill Boulevard	Grants Pass	Josephine	Municipal Street
M Street	Grants Pass	Josephine	Municipal Street
N Street	Grants Pass	Josephine	Municipal Street
Oak Street	Grants Pass	Josephine	Municipal Street
Parkdale Drive	Grants Pass	Josephine	Municipal Street
East Evan Creek Road	Rogue River	Jackson	Municipal Street
Depot Street	Rogue River	Jackson	Municipal Street
Pine Street	Rogue River	Jackson	Municipal Street

Major Collectors

Major Collectors are intermediate roadways that typically serve as a direct link between local streets and the arterial street system. Mobility and access functions are important for collectors. Major Collectors in the Planning Area include the following:

Table 5-3 – Major Collectors

Road Name	City	County	Jurisdiction
Upper River Road	N/A	Josephine	State
10th Street	N/A	Josephine	County
Ament Road	N/A	Josephine	County
Blackwell Road	N/A	Jackson	County
Cloverlawn Drive	N/A	Josephine	County
Cutrate Road	N/A	Josephine	County
Darneille Lane	N/A	Josephine	County
Demaray Drive	N/A	Josephine	County
Donaldson Road	N/A	Josephine	County
Drury Road	N/A	Josephine	County
Fish Hatchery Road	N/A	Josephine	County
Foothill Boulevard	N/A	Josephine	County
Fruitdale Drive	N/A	Josephine	County

Galice Road	N/A	Josephine	County
Granite Hill Road	N/A	Josephine	County
Helm Road	N/A	Josephine	County
Hillcrest Drive	N/A	Josephine	County
Jaynes Drive	N/A	Josephine	County
Merlin Road	N/A	Josephine	County
Monument Drive	N/A	Josephine	County
New Hope Road	N/A	Josephine	County
Old Stage Road	N/A	Jackson	County
North River Road	N/A	Jackson	County
Robertson Bridge Rd	N/A	Josephine	County
Stringer Gap Road	N/A	Josephine	County
Beacon Drive	Grants Pass	Josephine	County
Cloverlawn Drive	Grants Pass	Josephine	County
Darneille Lane	Grants Pass	Josephine	County
Dowell Road	Grants Pass	Josephine	County
Foothill Boulevard	Grants Pass	Josephine	County
Fruitdale Drive	Grants Pass	Josephine	County
Grandview Avenue	Grants Pass	Josephine	County
Hubbard Lane	Grants Pass	Josephine	County
Leonard Road	Grants Pass	Josephine	County
N Street	Grants Pass	Josephine	County
Scenic Drive	Grants Pass	Josephine	County
Ringuette Street	Grants Pass	Josephine	County
W. Harbeck Road	Grants Pass	Josephine	County
Willow Lane	Grants Pass	Josephine	County
3rd Street	Grants Pass	Josephine	Municipal Street
4th Street	Grants Pass	Josephine	Municipal Street
9th Street	Grants Pass	Josephine	Municipal Street
10th Street	Grants Pass	Josephine	Municipal Street
Allen Creek Road	Grants Pass	Josephine	Municipal Street
D Street	Grants Pass	Josephine	Municipal Street
Drury Lane	Grants Pass	Josephine	Municipal Street
East Park Street	Grants Pass	Josephine	Municipal Street
Evelyn Avenue	Grants Pass	Josephine	Municipal Street
F Street	Grants Pass	Josephine	Municipal Street
Fairgrounds Road	Grants Pass	Josephine	Municipal Street
Fairview Avenue	Grants Pass	Josephine	Municipal Street
Gladiola Avenue	Grants Pass	Josephine	Municipal Street
George Tweed Blvd	Grants Pass	Josephine	Municipal Street
Hamilton Lane	Grants Pass	Josephine	Municipal Street
Harbeck Road	Grants Pass	Josephine	Municipal Street
Haviland Drive	Grants Pass	Josephine	Municipal Street
Hawthorn Avenue	Grants Pass	Josephine	Municipal Street
Hawthorne Avenue	Grants Pass	Josephine	Municipal Street

Hillcrest Drive	Grants Pass	Josephine	Municipal Street
J Street	Grants Pass	Josephine	Municipal Street
Kellenbeck Avenue	Grants Pass	Josephine	Municipal Street
Leonard Road	Grants Pass	Josephine	Municipal Street
Lincoln Road	Grants Pass	Josephine	Municipal Street
Manzanita Avenue	Grants Pass	Josephine	Municipal Street
Midland Avenue	Grants Pass	Josephine	Municipal Street
Mill Street	Grants Pass	Josephine	Municipal Street
Morgan Lane	Grants Pass	Josephine	Municipal Street
North 6th Street	Grants Pass	Josephine	Municipal Street
N Street	Grants Pass	Josephine	Municipal Street
NE Anderson Street	Grants Pass	Josephine	Municipal Street
Parkdale Drive	Grants Pass	Josephine	Municipal Street
Ramsey Avenue	Grants Pass	Josephine	Municipal Street
Redwood Access Rd	Grants Pass	Josephine	Municipal Street
Ringuette Street	Grants Pass	Josephine	Municipal Street
Savage Street	Grants Pass	Josephine	Municipal Street
Schutzwohl Lane	Grants Pass	Josephine	Municipal Street
Scoville Road	Grants Pass	Josephine	Municipal Street
Spalding Avenue	Grants Pass	Josephine	Municipal Street
SW Grandview Ave	Grants Pass	Josephine	Municipal Street
SW Ramsey Ave	Grants Pass	Josephine	Municipal Street
Union Avenue	Grants Pass	Josephine	Municipal Street
Vine Street	Grants Pass	Josephine	Municipal Street
West Park Street	Grants Pass	Josephine	Municipal Street
Washington Blvd	Grants Pass	Josephine	Municipal Street
Depot Street	Rogue River	Jackson	Municipal Street
Foothill Boulevard	Rogue River	Jackson	Municipal Street
Main Street	Rogue River	Jackson	Municipal Street
North River Road	Rogue River	Jackson	Municipal Street

Minor Collectors

A collector road or distributor road is a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. Minor Collectors in the Planning Area include the following:

Table 5-4 – Minor Collectors

Road Name	City	County	Jurisdiction
Granite Hill Road	N/A	Josephine	County
Hugo Road	N/A	Josephine	County
Merlin Avenue	N/A	Josephine	County
Pinecrest Drive	N/A	Josephine	County
Pleasant Valley Road	N/A	Josephine	County

Plumtree Lane	N/A	Josephine	County
Shannon Lane	N/A	Josephine	County
W Evans Creek Road	N/A	Jackson	County
Wards Creek Road	N/A	Jackson	County
Angler Lane	Grants Pass	Josephine	Municipal Street
B Street	Grants Pass	Josephine	Municipal Street
Beacon Drive	Grants Pass	Josephine	Municipal Street
Boundary Road	Grants Pass	Josephine	Municipal Street
Curtis Drive	Grants Pass	Josephine	Municipal Street
Dowell Road	Grants Pass	Josephine	Municipal Street
Elmer Nelson Lane	Grants Pass	Josephine	Municipal Street
Estates Lane	Grants Pass	Josephine	Municipal Street
Fairgrounds Road	Grants Pass	Josephine	Municipal Street
Hamilton Lane	Grants Pass	Josephine	Municipal Street
Morgan Lane	Grants Pass	Josephine	Municipal Street
NE Madrone Street	Grants Pass	Josephine	Municipal Street
Nebraska Avenue	Grants Pass	Josephine	Municipal Street
Portola Drive	Grants Pass	Josephine	Municipal Street
SE N Street	Grants Pass	Josephine	Municipal Street
SE Rogue Drive	Grants Pass	Josephine	Municipal Street
Terry Lane	Grants Pass	Josephine	Municipal Street
W Schutzwohl Lane	Grants Pass	Josephine	Municipal Street
Broadway Street	Rogue River	Jackson	Municipal Street
Cedar Street	Rogue River	Jackson	Municipal Street
Classick Drive	Rogue River	Jackson	Municipal Street
First Street	Rogue River	Jackson	Municipal Street
Second Street	Rogue River	Jackson	Municipal Street
Third Street	Rogue River	Jackson	Municipal Street
Wards Creek Road	Rogue River	Jackson	Municipal Street

Local Roads

Other roadways in the Planning Area are classified as local roads. Local roads or residential streets provide maximum accessibility to adjacent land uses and minimum mobility.

2. Number of Lanes and Roadway Width

The number of lanes helps define the capacity and streetscape of a roadway. Map 5-3 shows the number of lanes for arterials and collectors in the Planning Area.

Most of the arterials and collectors in the Planning Area have one lane in each direction, although some of the arterials and collectors in Grants Pass have more. This includes:

- 6th Street (three lanes southbound)
- 7th Street (three lanes northbound)
- E Street (two lanes westbound)
- F Street (two lanes eastbound)

- Grants Pass Parkway
- Redwood Highway 199
- Jacksonville Highway 238

Roadway widths for urban collectors generally range from 30 to 40 feet. Widths of urban minor arterials and urban principal arterials may exceed 60 feet.

3. Posted Speed Limits

Posted speed limits affect the capacity and characterize the function of a roadway. Posted speed limits are generally 25 mph through central Grants Pass, Gold Hill and Rogue River, and range from 30 to 45 mph on other arterials and collectors within Grants Pass, Gold Hill and Rogue River. Toward the outer edges of the Planning Area, speed limits are generally 45 to 50 mph, rising to 55 mph on state highways outside of urban growth boundaries. Interstate 5 has a 65 mph limit throughout the region.

4. Signalized Intersections

There are more than 50 signalized intersections in Grants Pass, two signalized intersections at the I-5 ramps in Rogue River, and none in Gold Hill. There is one signalized intersection located in unincorporated Josephine County and Jackson County within the Planning Area.

5. Pavement Condition

MPO member jurisdictions use a variety of methods to track pavement conditions within their jurisdictions. Most jurisdictions within the MPO maintain a database of their pavement conditions.

ODOT conducts pavement conditions surveys to determine the overall condition of the state highway system. The pavement condition data also enables ODOT to track pavement performance and determine rehabilitation and funding needs on a network wide basis. The pavement condition uses a rating system with five categories ranging from Very Good to Very Poor. Most state roads in the Planning Area are rated Fair to Very Good. Rogue River Loop, west of Grants Pass and the connection between I-5 and Sams Valley Highway at OR 234 have been rated Poor.

6. Bridge Condition

Bridges in the Planning Area include city, county, and state bridges. Map 5-4 shows bridge locations and sufficiency ratings.

The sufficiency rating formula is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. The result of this method is a percentage in which 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. The four factors are: (1) structural adequacy and safety (55% max); (2) serviceability and functional obsolescence (30%); (3) essentiality for public use (15%); and (4) special reductions

(-13% max). Although this index has fallen out of favor with many states, the Federal Highway Administration uses this index in evaluating the nation's bridges for funding distribution and eligibility. Those bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. Those bridges with a sufficiency of 50 or less are eligible for replacement.

Tables 5-5, 5-6 and 5-7 below list the bridges within the MRMPO by roadway, owner, sufficiency rating and county. Table 5-5 lists the bridges with sufficiency ratings 81 to 100, Table 5-6 lists the bridges with sufficiency ratings of 51 to 80, and Table 5-7 lists the bridges with sufficiency ratings of 0 to 50 (no bridges had a score below 21.80).

Table 5-5 – Bridge Sufficiency Ratings: 81 to 100

SUFFICIENCY RATING: 81 to 100 - GOOD CONDITION				
BRIDGE NAME	**ROADWAY**	**OWNER**	**SUFFICIENCY RATING**	**COUNTY**
Owl Creek, Hwy 60 (Little Savage Creek)	OR 99 (HWY 060)	State Highway Agency	100.00	Jackson
Irrigation Ditch, Hwy 1 Frtg Rd Rt at MP F40.85	I-5 (HWY 001) FR	State Highway Agency	100.00	Jackson
Irrigation Ditch, Hwy 1 Frtg Rd Rt at MP F40.92	I-5 (HWY 001) FR	State Highway Agency	100.00	Jackson
Green Creek, Hwy 60	OR 99 (HWY 060)	State Highway Agency	100.00	Josephine
Main Low Canal, Hwy 60	OR 99 (HWY 060)	State Highway Agency	100.00	Josephine
Blackwell Creek, Hwy 486	OR 99 (HWY 486)	State Highway Agency	100.00	Jackson
Skunk Creek, Hwy 25 at MP -1.30	US199 (HWY 025)NB	State Highway Agency	100.00	Josephine
Kane Creek, Hwy 1 Front Rd Lt	I-5 (HWY 001) CON	State Highway Agency	98.00	Jackson
Irrigation Canal, Cloverlawn Dr	CLOVERLAWN DRIVE	County Hwy Agency	97.90	Josephine
Upper Ditch South Hoghland Canal, Hwy 272	OR 238 (HWY 272)	State Highway Agency	97.00	Josephine
Irrigation Ditch, Hwy 1 Frtg Rd Lt at MP F41.18	I-5 (HWY 001) FR	State Highway Agency	97.00	Jackson
Harris Creek, Tavis Dr	TAVIS DRIVE	County Hwy Agency	97.00	Josephine
Sparrowhawk Creek, Leonard Rd	LEONARD ROAD	County Hwy Agency	96.30	Josephine
Allen Creek & Golf Cart Path, Hwy 272	OR 238 (HWY 272)	State Highway Agency	96.00	Josephine
Sand Creek, Sand Creek Rd	SAND CREEK ROAD	County Hwy Agency	94.60	Josephine
Louse Creek, Pleasant Valley Rd	PLEASANT VALLEY RD	County Hwy Agency	94.50	Josephine
Jones Creek, Foothill Blvd	FOOTHILL BLVD.	County Hwy Agency	94.40	Josephine
Louse Creek & Conn, Hwy 1 SB	I-5 (HWY 001) SB	State Highway Agency	93.30	Josephine
Louse Creek & Conn, Hwy 1 NB	I-5 (HWY 001) NB	State Highway Agency	93.30	Josephine
Irrigation Canal, Ringuette St	RINGUETTE STREET	County Hwy Agency	93.10	Josephine
Fruitdale Creek, Hamiltin Ln	HAMILTON LANE	County Hwy Agency	93.00	Josephine
Louse Creek, Hwy 1 Conn #2	I-5 (HWY 001) CON	State Highway Agency	92.80	Josephine
Evans Creek, W Main St	WEST MAIN ST	CTY/MUN Hwy AGCY	92.60	Jackson
Ward Creek, Classic Dr	CLASSIC DR	CTY/MUN Hwy AGCY	92.20	Jackson
Rogue River, Hwy 482 Spur	HWY 482 SPUR	State Highway Agency	91.50	Josephine
Louse Creek, Haines Ln	HAINES LANE	County Hwy Agency	91.00	Josephine
Hwy 1 over Hwy 482 Spur	I-5 (HWY 001)	State Highway Agency	90.60	Josephine
Hwy 1 NB over Beacon Dr	I-5 (HWY 001)	State Highway Agency	90.50	Josephine
Harris Creek, Monument Dr	MONUMENT DRIVE	County Hwy Agency	89.70	Josephine
Hwy 60 SB & Hwy 25 over Hwy 272	OR 99 (HWY 060)	State Highway Agency	89.40	Josephine
Harris Creek, Pleasant Valley Rd	PLEASANT VALLEY RD	County Hwy Agency	89.30	Josephine
Fruitdale Creek, Hwy 60	OR 99 (HWY 060)	State Highway Agency	89.00	Josephine
Jumpoff Joe Creek, Hugo Rd	HUGO ROAD	County Hwy Agency	88.40	Josephine
Irrigation Canal, Arnold Ave	ARNOLD AVE	County Hwy Agency	87.70	Josephine
Irrigation Canal, Dowell Rd	DOWELL ROAD	County Hwy Agency	86.80	Josephine
Sand Creek, Hubbard Ln	HUBBARD LANE	County Hwy Agency	85.90	Josephine
Foots Creek, Right Fork Foots Rd # 915	RT FRK FOOTS CR RD	County Hwy Agency	85.50	Jackson
Rogue River, Depot St	DEPOT STREET	State Highway Agency	85.10	Jackson
Irrigation Canal, Hwy 25 at MP 3.38	HWY 25	State Highway Agency	85.00	Josephine
Allen Creek, Hwy 25	HWY 25	State Highway Agency	85.00	Josephine
Irrigation Ditch, Hwy 25 at MP 0.49	HWY 25	State Highway Agency	85.00	Josephine
Hwy 1 SB over Beacon Dr	I-5 (HWY 001)	State Highway Agency	83.60	Josephine
Stockpass, Hwy 1 at MP 39.74	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Blackwell Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Equipment Pass, Hwy 1 at MP 50.80	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Kane Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Equipment Pass, Hwy 1 at MP 52.12	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Galls Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	83.00	Jackson
Equipment Pass, Hwy 1 at MP 53.51	I-5 (HWY 001)	State Highway Agency	83.00	Josephine
Tokay Canal, Hwy 1	I-5 (HWY 001)	State Highway Agency	83.00	Josephine
Sand Creek, Leonard Rd	LEONARD ROAD	County Hwy Agency	82.60	Josephine
Hwy 1 over Scoville Rd	I-5 (HWY 001)	State Highway Agency	82.50	Josephine
Irrigation Canal, Hwy 272 at MP S0.24	HWY 272	State Highway Agency	81.00	Josephine
Irrigation Canal, Willow Ln	WILLOW LANE	County Hwy Agency	80.60	Josephine
Onion Creek, Hwy 272	OR 238 (HWY 272)	State Highway Agency	80.40	Josephine
Jumpoff Joe Creek, Russell Rd	RUSSELL ROAD	County Hwy Agency	80.40	Josephine

Table 5-6 – Bridge Sufficiency Ratings: 51 to 80

SUFFICIENCY RATING: 51 to 80 - ELIGIBLE FOR REHABILITATION				
BRIDGE NAME	**ROADWAY**	**OWNER**	**SUFFICIENCY RATING**	**COUNTY**
Irrigation Canal, Elk Ln	ELK LANE	County Hwy Agency	79.90	Josephine
Irrigation Canal, Gaffney Way	GAFFNEY WAY	CTY/MUN Hwy AGCY	79.10	Josephine
Hwy 1 over Depot St	I-5 (HWY 001)	State Highway Agency	79.00	Jackson
Kane Creek, Kane Creek Rd #835	COUNTY RD 835	County Hwy Agency	78.80	Jackson
Irrigation Canal, Hamilton Ln	HAMILTON LANE	County Hwy Agency	78.70	Josephine
Hwy 1 over Foley Lane Frontage Rd	I-5 (Hwy 001)	State Highway Agency	78.50	Jackson
Louse Creek. Monument Dr	MONUMENT DRIVE	County Hwy Agency	77.30	Josephine
Irrigation Canal, Drury Lane	DRURY LANE	County Hwy Agency	76.90	Josephine
Hwy 1 over Hillcrest Dr	I-5 (HWY 001)	State Highway Agency	76.90	Josephine
Hwy 1 SB over Hwy 60	I-5 (HWY 001) SB	State Highway Agency	76.10	Jackson
Hwy 1 over Galls Creek Front Rd Conn	I-5 (HWY 001)	State Highway Agency	75.10	Jackson
Louse Creek, Carton Way	CARTON WAY	County Hwy Agency	74.00	Josephine
Irrigation Canal, College Dr	COLLEGE DRIVE	County Hwy Agency	73.80	Josephine
Irrigation Ditch, New Hope Rd	NEW HOPE ROAD	County Hwy Agency	72.70	Josephine
Jones Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	72.00	Josephine
Wards Creek, Main St	MAIN ST	CTY/MUN Hwy AGCY	71.40	Jackson
Galls Creek, Lampman Rd.	Lampman Rd. (#807)	County Hwy Agency	70.10	Jackson
Hwy 1 SB over Foothill Blvd	I-5 (HWY 001) SB	State Highway Agency	70.00	Josephine
Gilbert Creek, Hwy 260	G STREET	CTY/MUN Hwy AGCY	69.40	Josephine
Sand Creek, Hwy 25	US199 (HWY 025)	State Highway Agency	68.00	Josephine
Hwy 486 Spur over Hwy 1 (S Gold Hill)	OR 99 (HWY 486)	State Highway Agency	67.90	Jackson
Hwy 1 NB over Foothill Blvd	I-5 (HWY 001) NB	State Highway Agency	67.60	Josephine
Hwy 1 over Hwy 25 NB	I-5 (HWY 001)	State Highway Agency	67.60	Josephine
Louse Creek, Highland Frontage Road	HIGHLAND AVENUE	County Hwy Agency	66.80	Josephine
Quartz Creek, Ward Rd	WARD ROAD	County Hwy Agency	64.90	Josephine
Hwy 60 over Hwy 1	OR 99 (HWY 060)	State Highway Agency	64.40	Jackson
Main Canal, Cloverlawn Dr	CLOVERLAWN DRIVE	County Hwy Agency	62.20	Josephine
Sardine Creek, Hwy 271	OR 99 (HWY 271)	State Highway Agency	60.60	Jackson
Foots Creek, Hwy 60	OR 99 (HWY 060)	State Highway Agency	59.90	Jackson
Hwy 1 NB over Hwy 60	I-5 (HWY 001) NB	State Highway Agency	59.90	Jackson
Rogue River, Hwy 486 (Gold Hill Spur)	OR 99 (HWY 486)	State Highway Agency	59.90	Jackson
Ward Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	58.90	Jackson
Rogue River, Hwy 1 NB (Homestead)	I-5 (HWY 001) NB	State Highway Agency	58.70	Jackson
Rogue River, Hwy 25 NB (7th St)	US199 (HWY 025)NB	State Highway Agency	57.90	Josephine
Kane Creek, Old Stage Rd	OLD STAGE ROAD	County Hwy Agency	57.50	Jackson
Rogue River +, Hwy 271 (Rock Point)	OR 99 (HWY 271)	State Highway Agency	53.40	Jackson
Rogue River, Hwy 1 SB (Homestead)	I-5 (HWY 001) SB	State Highway Agency	53.30	Jackson

Table 5-7 – Bridge Sufficiency Ratings: 0 to 50

SUFFICIENCY RATING: 0 to 50 - ELIGIBLE FOR REPLACEMENT				
BRIDGE NAME	**ROADWAY**	**OWNER**	**SUFFICIENCY RATING**	**COUNTY**
Hwy 1 over Foothill Blvd	I-5 (HWY 001)	State Highway Agency	49.80	Josephine
Millers Gulch, Hwy 60	OR 99 (HWY 060)	State Highway Agency	49.70	Jackson
Hwy 272 over NB Hwy 25	OR 238 (HWY 272)	State Highway Agency	49.50	Josephine
Savage Creek, Hwy 60	OR 99 (HWY 060)	State Highway Agency	47.80	Jackson
Birdseye Creek, Hwy 60	OR 99 (HWY 060)	State Highway Agency	47.10	Jackson
Merlin Hill Frtg Rd (Highland Av) over Hwy 1	FT RD(HIGHLAND AV)	State Highway Agency	42.50	Josephine
Right Fork Roots Creek, Right Fork Roots Creek R	RT FRK FOOTS CR RD	County Hwy Agency	35.00	Jackson
Evans Creek, Hwy 1	I-5 (HWY 001)	State Highway Agency	35.00	Jackson
Rogue River, Hwy 25 SB (6th St, Caveman)	Hwy 99 SB	State Highway Agency	31.90	Josephine
Sand Creek. Elmer Nelson Way	Elmer Nelson Way	CTY/MUN Hwy AGCY	21.80	Josephine

7. Freight Routes

Freight movement on highways is critical to the economic health of a region. A major element of traffic in the Planning Area is freight movement via truck on the two designated statewide freight routes that extend through the Planning Area, Interstate 5 and OR 199. ODOT's *Traffic Volume and Vehicle Classification Report* for 2013 indicates that truck traffic on Interstate 5 increases from 17.7% of total volume southeast of Gold Hill to 23.1% north of the Merlin interchange. Truck traffic on Highway 199 represents about 2.6% of total volume in Grants Pass, and 14.1% near the Applegate River.

Map 5-5 illustrates the typical flow of truck freight traffic in the Planning Area, showing the annual average daily traffic on freight routes.

B. Transit System

The general public transit system is operated by Josephine County Public Works under the name Josephine Community Transit (JCT). Map 5-6 shows the existing fixed route and commuter route transit lines. Also operated by JCT is the Rogue Valley Commuter Line which provides service to Grants Pass, Rogue River, Gold Hill and Medford. The other general public transit providers are the intercity operators Greyhound and South West Point. Greyhound provides service along the I-5 corridor, while SW Point provides service between Klamath Falls and Brookings.

1. Fixed-Route Transit

Josephine Community Transit (JCT)

JCT provides local fixed route and commuter route transit services in Josephine County and intercity transit service between Grants Pass and Medford with stops in Rogue River and Gold Hill. Fares currently are $1.00 for full fare on the fixed routes and $2.00 on the commuter routes. Discounts are available for those that qualify due to age, disability or qualification into the JCT's reduced fare program. There are no discounted fares on the Rogue Valley Commuter Line.

JCT provides four fixed route within the Grants Pass Urban Growth Boundary (UGB). The existing routes provide coverage to commercial, employment, educational and government

destinations throughout the greater Grants Pass area. Service operates Monday through Friday only between the hours of 6:30 a.m. to 6:30 p.m. Two routes operate with a 30 minute service frequency and two operate every 60 minutes. Transfers can be made between routes for free, with a valid transfer, within 60 minutes of deboarding any JCT route.

JCT also operates two commuter routes within Josephine County, one to the north and the other to the south. The Route 50 provides five round trips each weekday to Cave Junction serving the Hwy 99 corridor with additional stops in Wonder, Selma, and Kerby. There are two trips in the a.m., one mid day and two in the p.m. Route 80 serves the areas to the north of Grants Pass and turns around in Wolf Creek. There are additional stops made in Merlin, Hugo, and Sunny Valley. This route only provides for three trips per day (a.m., mid-day and p.m.).

Senior and Disabled Transit Service

All JCT's vehicles are accessible and can hold up to two mobility devices at any given time. All stops within the fixed route system are Americans with Disabilities Act (ADA) compliant. In addition to the fixed route and commuter services, JCT also provides paratransit and demand response service for those that qualify.

Paratransit service is a requirement under the ADA. This service consists of door to door service, on demand, for those that qualify. To qualify a person has to have a disability that prevents them from using the fixed route for all or some of their trips. Service is only available within ¾ mile on each side of an existing fixed route. There is no associated paratransit service for the commuter routes. The fare is double the full fare for the fixed routes. Once qualified a person needs to call the prior day, between 8:00 a.m. and 5:00 p.m. to schedule a ride. There can be no ride denials and request for service has to be met at 100% to continue compliance with the ADA.

Demand response services are also available for those over the age of 62. This is essentially the same as the paratransit service except a person only has to be over 62 to qualify. Under times of high demand all trip request for these passengers might not be met. If a person applies under the over 62 category and appears to qualify for paratransit, they will be informed they have that option as well.

The hours of operation for the paratransit and demand response service are the same as the fixed routes, Monday through Friday 6:30 a.m. and 6:30 p.m. The cost for both is double the fixed route full fare. Users of these services are encouraged to use the fixed routes since the fare is .50¢ and there is no prior day scheduling requirement. There is no paratransit or demand response services associated with the commuter routes.

The Rogue Valley Commuter Line does make connections to the paratransit services in Grants Pass as well as RVTD's Valley Lift Service in Medford. This means that a qualified passenger

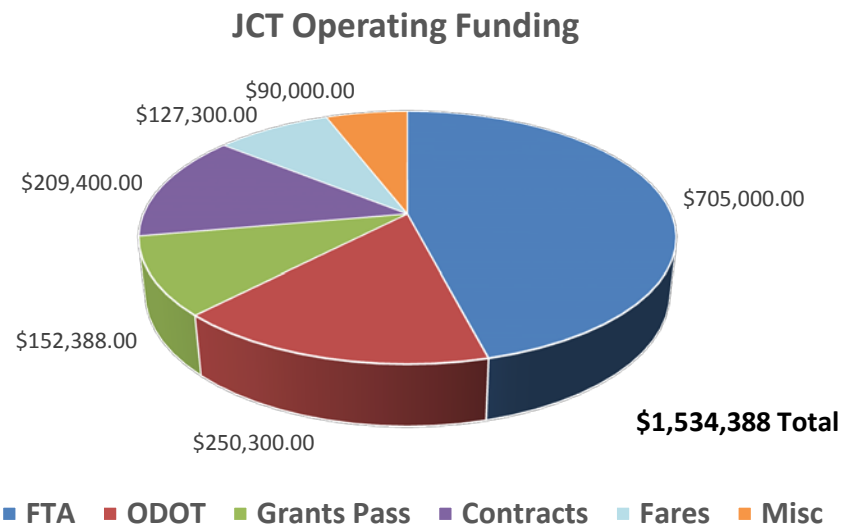
could use the associated paratransit services on either end of the Rogue Valley to complete their trip. Since all vehicles are lift equipped a qualified person could use paratransit service to reach the RVCL then paratransit service once they arrive in Medford or Grants Pass.

Ridership and Funding

Funding for transit operations comes from a variety of state and federal funds, all of which are dedicated specifically for transit use only. In addition to state and federal funds, JCT has a variety of operating agreements with local agencies such as the Rogue Community College (RCC), Non-emergency Medical Transportation (NEMT) and multiple social service agencies. These funds are used to provide the local match requirement to receive other Federal Transit Administration (FTA) dollars.

The City of Grants Pass also pays the match requirement on a grant that is used to purchase fixed route transit from JCT. The funds are used to purchase transit service from JCT and provide the local match requirement. The funds are from the FTA 5310 program and are exclusively for elderly and disabled transportation services.

Figure 5-1 – Transit Operating Funds



Unfortunately, JCT doesn't access all the funding available for transit in the MRMPO due to lack of local match dollars. Match rates for transit operations is typically 50%, or dollar for dollar of total project cost. JCT is not able to access approximately $240,000 of FTA operating funds annually. Fares from the operation of transit services are not an eligible source of local match. The funds not currently being utilized, plus required match, are approximately 30% of the existing budget if they were available.

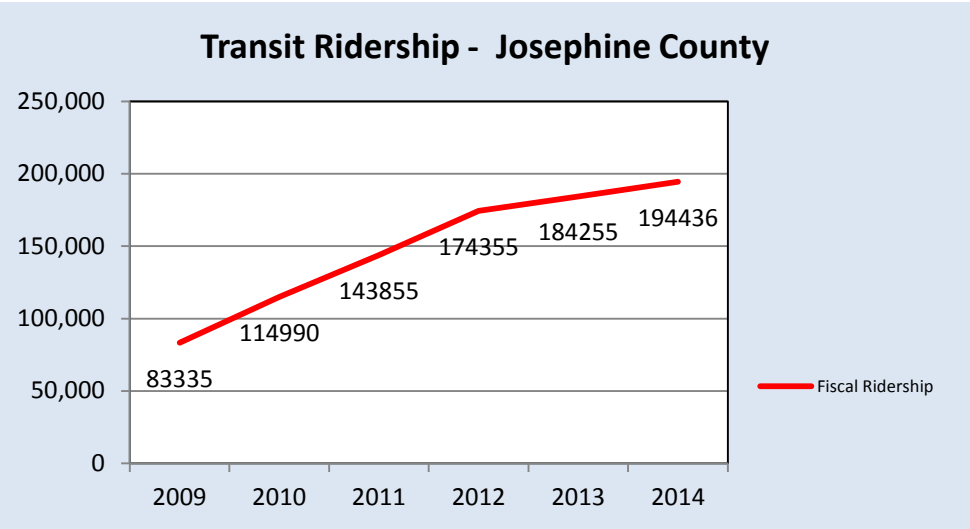
In 2015 JCT charges passengers $1.00 per local ride and $2.00 for trips to Cave Junction. Monthly passes are available ($38 for full fare, $50 for Cave Junction and $19 for reduced fare).

Paratransit rides are, per the ADA, double the full fare of the fixed route. Fare rates can be changed after proper public input and are not necessarily static in nature.
In July of 2009 and again in December 2012, improvements were made to the transit system and that drastically changed the operational parameter from a rural local system to principles you would find in large urban areas. Specifically, the routes were realigned into a grid system where transfers between routes (and direction) could be made throughout the entire system and not just one major spot. This enabled riders to complete their trips faster and in a more direct route that what was available previously.

As a result, ridership has increased by 133% since 2009. The system now operates at an overall capacity of 42%; meaning that at any given time 42% of the seats are taken. That is system-wide and statistics will vary from route to route. For the fixed routes within Grants Pass, the busiest route (Rt 10, 2 vehicles with 30 minute frequency) has an average capacity of 65%. The same route averages 16.5 passengers per hour of operations. Combined, all fixed routes within the City are averaging 14.5 passengers per hour of service. The commuter routes average 12.3 passengers per revenue hour of service.

Based on current American Community Survey data (2009-2013 5-year estimates), only 0.4 percent of commuters in the Grants Pass Urbanized Area (MRMPO Planning Area) used public transit. Residents who are transit-dependent likely make up the majority of transit users in the region. Slightly over 8 percent of commuters indicated that they carpooled by car, van or truck. Approximately 83 percent of work trips in the Planning Area are made by single-occupant vehicles. This does not include other types of trips such as to school, medical, shopping or recreational. So, actually all transit trips would encompass many more people and many more transit trips than just those by commuters.

Figure 5-2 – Transit Ridership



Due to lack of local match, there are no plans for further expansions to existing service at this time. With that said, there is strong demand for additional service along the Hwy 238 corridor all the way to Murphy and Williams. There is also strong demand for Saturday service as well.

2. Non-Emergency Medical (Medicaid) Transportation

Translink and Ready Ride are the Medicaid transportation brokerages serving Oregon Medical Assistance Program (OMAP) clients in Josephine and Jackson counties. The Rogue Valley Transportation District (RVTD) administers Translink; a service providing approximately 3,200 trips per month for MRMPO Planning Area residents. ReadyRide is another non-emergency medical transportation provider arranging approximately 5,700 trips per month for Josephine County residents. Both services note nearly 80% of the rides that originate in Josephine County or the cities that make up the MRMPO (Grants Pass, Rogue River, and Gold Hill) stay within the Grants Pass Urbanized Area. The remaining 20% go to Medford. Changes to the Oregon Health Plan in February 2003 cut the number of eligible clients and reduced the number of covered trips by about half from prior year levels.

3. Specialized Public Transportation Services

As of the end of 2015, a number of specialized transportation services also operated in Josephine County, as described below. Upon request, JCT does take solicitations for their Class C vehicles that have reached the end of their useful life and are being taken out of service. Meaning that JCT gives those vehicles to other agencies to utilize for their transportation needs. These other agencies are providing for client only transportation services.

Options of Southern Oregon serves as the Community Mental Health Program for Josephine County. Options provides for resident patient transportation and utilizes ODOT Public Transit Division (PTD) funds for preventative maintenance and replacement vehicles. For outpatient clients, Options utilizes Ready Ride and Translink transportation services. Options also has their own fleet of vehicles that they use to provide for their own client transportation needs.

Southern Oregon Aspire is a nonprofit organization that provides residential and vocational support to people with intellectual and developmental disabilities in Jackson and Josephine Counties. Aspire provides for client only transportation between worksites/activity centers. They also have vehicles for specific group homes, as well.

Boys and Girls Club of Grants Pass serves local youth. They have their own vehicle for their own clients and activities.

Coalition for Kids is a nonprofit organization helping kids and families. They have a vehicle and provide for their own clients and activities.

Wildlife Images is a wildlife rehabilitation and education center. They run their own trolley between three stops in Grants Pass and their facility on Lower River Rd. This service is during the summer months, only.

Taxi Service – There are multiple taxi providers operating in Grants Pass, many of which originate in Medford and provide intercity service connections, as well.

4. Intercity Bus Service

Greyhound provides weekday intercity bus service along the I-5 corridor between Portland and Sacramento. As of winter 2003, Greyhound made four daily stops in Grants Pass in each direction. Greyhound terminals are located on Agness Avenue and can make connections with the JCT routes at that location as well.

Southwest Point also stops in Grants Pass twice per day. Once is on the way to Klamath Falls and the other is on the way to Smith River, CA. Southwest Point can make connections to the JCT routes in Cave Junction, Selma, and Grants Pass. Southwest Point also services the Rogue Valley Airport as well as makes a connection to Amtrak in Klamath Falls.

The Rogue Valley Commuter Line (RVCL) also is operated by JCT. It makes five trips per day between the cities of Grants Pass, Rogue River, Gold Hill and Medford. The stop in Medford is at the RVTD Front Street Transfer Station. Transfers can be made from the RVCL to the JCT or RVTD system for free within 60 minutes of arrival. The three services of JCT, RVCL and RVTD effectively connect the entire Rogue Valley from Cave Junction and Wolf Creek all the way to Ashland.

5. School Bus Routes

The MRMPO Planning Area is also served by numerous public school bus routes operated by First Student. These routes rely on the Planning Area's arterial and collector roadway system to connect the homes of individual students or groups of students with the area's public schools.

Maps and times for existing routes for Grants Pass public schools are available on the Grants Pass School District No. 7 website (www.grantspass.or.schoolwebpages.com). Unincorporated county school bus information can be found on the Three Rivers School District website (www.threerivers.k12.or.us). Rogue River school bus information is available by contacting First Student, and Gold Hill students are served by the Central Point School District located within the Medford Urbanized Area.

C. Pedestrian System

Pedestrian facilities that are accessible, convenient, and safe to use are essential components of the transportation system. As the *Oregon Bicycle and Pedestrian Plan* (OBPP) explains, virtually everyone is a pedestrian at some point during the day and therefore benefits from accessible facilities. Pedestrians include children walking to and from school, people using wheelchairs or other forms of mobility assistance, workers walking to lunch, and people walking to and from their vehicles. In addition, walking meets the commuting, recreational, and social transportation needs for a significant portion of the population that cannot or chooses not to drive. The community's pedestrian system also offers recreational opportunities for both local and out-of-town users.

According to the OBPP, pedestrian facilities are defined as any facilities used by a pedestrian, including walkways, traffic signals, crosswalks, curb ramps, and other amenities such as illumination or benches. The Planning Area has several different types of walkways, which are defined in the OBPP as "transportation facilities built for use by pedestrians and persons in wheelchairs," including the following:

Sidewalks: Sidewalks are separated from the roadway with a curb and/or planting strip. ODOT's minimum standard sidewalk width is 6-feet. The City of Grants Pass requires 5 to 6-foot minimum sidewalks and an 8-foot minimum in the Central Business District. Gold Hill requires sidewalks in subdivisions, only. Rogue River requires 4 to 6-foot sidewalks on arterials and collectors, as well as in subdivisions.

Multi-Use Paths: Multi-use paths are used by a variety of non-motorized users, including walkers, bicyclists, skaters, and runners. Multi-use paths may be paved or unpaved, and are often 10 or 12 feet wide – significantly wider than the average sidewalk. Multi-use paths are discussed in detail in the bicycle section.

Roadway Shoulders: Roadway shoulders often serve as pedestrian routes in rural areas. On roadways with low traffic volumes (i.e. less than 3,000 vehicles per day), roadway shoulders are often adequate for pedestrian travel. These roadways should have shoulders wide enough so that both pedestrians and bicyclists can use them, usually 6 feet or greater. There are several roadways like this in the Planning Area.

Pedestrian Activated Crosswalks: Pedestrian activated crosswalks are roadway crossings for pedestrians that include a push button for activating a blinking yield light, a marked crosswalk, and often a raised median for pedestrian refuge. Upon the activation of the yield light by a pedestrian, the yield light starts blinking and signals to the motorists the presence of a pedestrian who intends to cross the street. Vehicles stop before the crosswalk and allow the pedestrian to safely cross the street. Examples of these types of facilities are in Grants Pass on SW G Street at Booth, and on NW 3rd Street at the railroad crossing.

1. Existing Sidewalks

The pedestrian system in the Planning Area is comprehensive in certain areas, such as in downtown Grants Pass, and along most arterial and collector roadways within city limits. Sidewalks are lacking in other areas, such as on the outskirts of the Planning Area and on roadways in unincorporated areas. Sidewalk obstructions and encroachments, typically mailboxes, overgrown vegetation, and utility poles, impede safe and accessible pedestrian travel in some areas. Map 5-7 displays the existing sidewalk network within the MRMPO region.

2. Pedestrian Destinations

Major pedestrian destinations are located in the following areas of the region:

Downtowns: Grants Pass, Gold Hill and Rogue River have downtown cores that are destinations for pedestrians.

Schools: Most of the arterial and collector streets around schools in the Grants Pass Urban Growth Boundary have sidewalks on at least one side of the street and are generally in good or fair condition. The exceptions are the schools fronting on county roads outside of the Grants Pass Urban Growth Boundary. Hanby Middle School and Patrick Elementary School in Gold Hill also lack a complete system of sidewalks.

Parks/Recreation Centers: Most of the parks and recreation centers in the Planning Area are accessible by sidewalk or multi-use path. Other parks are accessible by bicycle or by walking on a wide shoulder or bicycle lane. Pearce Park Road accessing Tom Pearce Park east of Grants Pass has relatively narrow shoulders, although the park may be accessed from NE Spaulding which includes a multi-use path. Cathedral Hills Park near the Grants Pass Golf Course also has limited pedestrian access although one of its primary attractions is hiking trails.

Shopping/Retail Centers: Shopping/retail centers are located throughout the region, clustered in downtown Gold Hill, Rogue River and Grants Pass, along the roadways. Most of these shopping and retail centers are accessible on sidewalks. However, the high traffic volumes and curb-tight sidewalks can make the walking experience uncomfortable. Additionally, many retail and shopping areas have limited pedestrian access from the sidewalk to the business itself, forcing pedestrians to walk through a large parking lot without a clear walkway.

Employment Centers: Employment centers in the Planning Area include government offices in the Grants Pass downtown core, retail services mentioned above, RCC, medical facilities surrounding Three Rivers Medical Center, and industry throughout the region. Major employment centers have good sidewalk connectivity and access, and some have internal pathway systems that improve pedestrian access.

3. Pedestrian System Deficiencies

Although many of the arterials and collectors in the Planning Area have adequate pedestrian facilities and a complementary multi-use path system, there are still several barriers pedestrians must overcome:

Auto-Oriented Land Uses: Auto-oriented land uses clustered outside of the downtown cores force many pedestrians to walk along and cross high-volume arterial roadways to access destinations. Many of these roadways have sidewalks but they are only 5-feet wide and adjacent to the curb (no buffers). The lack of a buffer next to high-speed traffic can make walking uncomfortable and potentially dangerous.

Limited Crossings: Crossing larger arterials like Redwood Highway and Williams Highway is challenging due to long distances between signalized intersections and marked crossings. Gaps, or opportunities to cross the roadway, are decreasing due to increasing traffic volumes and signal timing that has not been adjusted to reflect the changing roadway

conditions. These conditions discourage pedestrians from walking to services along the roadway and may endanger those who choose to dart across the roadway to reach their desired destinations.

Lack of Handicapped Accessibility: Some areas of the arterial and collector street systems lack ADA-compliant curb ramps and driveway cuts. This can make traveling by wheelchair or motorized mobility device challenging, if not impossible. The Wards Creek Bridge in Rogue River is an example of a major impediment that requires wheelchairs and motorized scooters to utilize the vehicle travel lanes.

Poor Sidewalk Connectivity: Though sidewalk connectivity is generally good in Grants Pass and in the downtown area of Rogue River, older residential areas in the unincorporated counties and in Gold Hill lack sidewalks and, in many cases, a shoulder or bicycle lane that would provide pedestrians with a place to walk beside the roadway.

It should be noted that a number of sidewalk projects in Grants Pass area are expected to be constructed within the short and medium range years of the RTP. Additionally, a section of the Rogue River Greenway is planned for construction within the short range (2015 – 2020). Please refer to the RTP Project List for more information on upcoming projects that include pedestrian facilities.

D. Bicycle System

Bicycle facilities are integral elements of the transportation system and valuable components in a strategy to reduce reliance on automobiles and provide greater transportation options to everyone. The community benefits in many ways from adequate bicycle facilities including reducing traffic congestion, supporting tourism, improving public health, and providing accessibility to all parts of the community. Further, there is a segment of the population who do not drive or who do not have access to an automobile.

The relatively small size of Grants Pass, Rogue River, and Gold Hill is amenable to travel by bicycle. Depending on the type of trip, studies indicate a willingness of people to walk between a quarter and a half mile, and bicycle upwards of 2 or 3 miles.

According to 2009-2013 U.S. Census data from the American Community Survey, 1% of the workers in Grants Pass commute to work by bicycle. This does not include recreational rides or rides for other purposes, however, which include a much larger number of people riding bicycles in the community.

Map 5-7 identifies bicycle facilities in the Planning Area.

1. Types of Bicycle Facilities

According to the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (2012) and the Oregon Department of

Transportation (ODOT) *Oregon Bicycle and Pedestrian Design Guide* (2011), there are several different types of bicycle facilities. Bicycles are allowed on all roadways in Grants Pass, Gold Hill, Rogue River, and the surrounding areas. Bikeways are distinguished as preferential roadways that have facilities to accommodate bicycles. Accommodation can be a bicycle route designation, bicycle lane striping, and roadway shoulders with a minimum 4-foot width. Multi-use paths are facilities separated from a roadway for use by cyclists, pedestrians, skaters, runners, or others.

The following types of bikeways, recognized by AASHTO and ODOT, are found in the Planning Area:

Shared Roadway / Shared Lane: Bicyclists and motorists share the same roadway or travel lane. A shared roadway is the most prevalent type of bikeway; common on neighborhood residential streets, on rural roads and low-volume highways. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) or low traffic volumes (3,000 ADT or less). A 'sharrow' pavement marking is often used to indicate shared travel lanes.

Bicycle Boulevards: A street segment, or series of contiguous street segments, that has been modified to accommodate through bicycle traffic and minimize through motor traffic. Traffic calming devices control traffic speeds discourage through trips by automobiles. Traffic controls limit conflicts between automobiles and bicyclists and give priority to through bicycle movement.

Shoulder Bikeway: These are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a 6-foot paved shoulder to adequately provide for bicyclists, or 4-foot minimum in constrained areas. Roadways with shoulders less than 4-feet are considered shared roadways. Sometimes shoulder bikeways are signed to alert motorists to expect bicycle travel along the roadway.

Bike Lane: A portion of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. The standard width for a bicycle lane is 6-feet. The minimum width of a bicycle lane against a curb or adjacent to a parking lane is 5-feet. A bicycle lane may be as narrow as 4-feet, but only in very constrained situations. Bike lanes are most appropriate on arterials and major collectors where high traffic volumes and speeds warrant greater separation.

Multi-Use Path: A paved pathway that is physically separated from the roadway and shared by all non-motorized users, including walkers, joggers, skaters, and bicyclists. In general, multi-use paths are desirable for recreational uses, particularly by families and children. They are also preferred corridors for bicyclists for both transportation and recreation purposes as they have few intersections or crossings and reduce the potential for conflicts with motor vehicles.

2. Existing Bikeway Locations

Existing bicycle lanes, shoulder bikeways, a bicycle boulevard, and multi-use paths make up the region's bikeway system, as shown on Map 5-7.

Within the Planning Area, there are approximately 97 miles of dedicated bikeways and 46% of arterial and collector roadways have bicycle facilities. Within Grants Pass, 51% of all arterials and collectors have bike facilities, and a dedicated bicycle boulevard runs north/south through the city from the Rogue River near Reinhart Park to Ogle Park at NE Midland Avenue. In the City of Rogue River 50% of arterials and collectors have bicycle facilities, and 66% in Gold Hill.

Traditional grid patterns and good street connectivity in the cities of Rogue River, Gold Hill, and north of the Rogue River in Grants Pass present options for bicyclists to travel throughout each of the urbanized areas on existing bikeways and shared roadways. Gaps and challenges do exist, however, which are described on the following pages.

In addition to the on-street facilities, the Planning Area also contains a 20-mile network of multi-use paths. Many are located on the south side of the Rogue River in Grants Pass, and also included is the Rogue River Greenway which currently connects the cities of Rogue River and Gold Hill (planned to continue west to Grants Pass and east to meet the Bear Creek Greenway in Central Point). All multi-use paths in the Planning Area are presented on Map 5-7.

Outside of the Grants Pass city limit, many of the arterials and collectors in unincorporated Josephine County that lie within the MRMPO have shoulders 4-feet wide or greater, meeting the definition of a bikeway.

3. Destinations for Bicyclists

Major destinations for bicyclists are primarily the same as those for pedestrians: downtowns, schools, employment centers, shopping centers, neighborhood commercial areas, and parks/ recreation areas. Connections to major destinations within the Planning Area are generally good. For example, a multi-use path connects the Rogue Community College to existing bikeways within the City of Grants Pass. Additionally, many of the collector streets serving public schools and parks throughout the Planning Area contain bike facilities which connect to surrounding lower-volume residential streets. Gaps and challenges do exist however, which are described below.

4. Bicycle System Challenges

Recognizing and addressing the following deficiencies will improve the safety, quality, connectivity, and use of bicycling in the region by eliminating hazards, improving comfort, and completing regional connections:

Substandard Facilities: Some facilities in the region do not adhere to current design standards and best practices, for example, where a bicycle lane is provided on only one side of a roadway or is less than 4-feet wide. Identifying these facilities and planning a systematic modification and modernization program is a good next step. Many of these discrepancies will be eliminated as streets are brought up to standard.

Maintenance of bikeways also poses challenges, such as potholes, crumbling asphalt, and debris on roadway shoulders and in bike lanes.

Gaps in the Bikeway System: Although the bicycle facility network is fairly comprehensive in the Planning Area, there are a number of existing gaps that create challenges for cyclists. These gaps exist because of financial and/or political constraints. To close the gaps would require actions such as reducing vehicle lanes or widening roadways to allow for bike lanes, or purchasing right-of-way to construct separated, multi-use trails.

Perceived Safety: Public perception of the safety of bicycling has been shown to be the greatest barrier to bicycle use. Elements of bikeway and roadway design such as lower speed limits, wider bike lanes, lane buffers, and separated paths increase a bicyclists' sense of comfort, perceived safety – and likelihood of use.

Future Development: As the area grows, it is increasingly important to recognize the benefits of good connectivity for bicyclists and pedestrians. Developers should be encouraged to improve access and connectivity by implementing pedestrian and bicycle-friendly designs, like clear pathways from on-street facilities, bicycle parking, internal trail systems, and orienting storefronts to the roadway.

It should be noted that a number of projects that include bicycle facilities in the Grants Pass area are expected to be constructed within the short and medium range years of the RTP. Additionally, a section of the Rogue River Greenway is planned for construction within the short range (2015 – 2020). Please refer to the RTP Project List for more information on upcoming projects that include bicycle facilities.

Some Parking Strategies

The state Transportation Planning Rule offers some options for meeting parking requirements, including:

- Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;
- Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;
- Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;
- Exempt structured parking and on-street parking from parking maximums;
- Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and
- Provide for designation of residential parking districts.

E. Parking

1. Introduction

Oregon's Transportation Planning Rule (TPR) requires that metropolitan area jurisdictions reduce their overall parking capacity. A reduction in parking is part of an overall strategy to reduce reliance on automobiles as the principal mode of travel and to help achieve a reduction in per capita vehicle miles traveled. The challenge of this goal is to reduce the amount of parking in ways that help achieve the travel-reduction goal and are equitable for all parties involved.

Parking reduction strategies are proposed to help the metropolitan area meet the TPR requirements. Strategies include changes to parking codes and policies, re-designation of existing parking, and management of roadway space. Next, some potential results are discussed (limited data availability). Finally, some parking optimization techniques are presented, which may make it easier for motorists, employers, and employees to make use of available parking.

2. Parking Standards

The TPR requires implementation of a parking plan that achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses.

Ultimately, the parking plan must aid in achieving the overall requirement to reduce vehicle miles traveled per capita (VMT) in the MPO area. In MPO areas of less than 1 million population, including the MRMPO, a 5 percent VMT reduction is required.

It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.

The requirement to reduce VMT as it relates to parking offers some options. Local jurisdictions may set minimum and maximum parking standards in appropriate locations, such as downtowns, designated regional or community centers and transit centers.

3. Parking Code and Policy Changes

Older parking regulations specified only minimum standards, and some developments, such as retail stores, to provide an excess of parking. In 2014, Grants Pass made significant reductions in parking standards. For example, the old residential parking standards were based on the number of bedrooms. A one bedroom home required 1 space, two bedrooms 1.5 spaces, three to four bedrooms 2 spaces, and five or more bedrooms 3 spaces. The code was revised to require 1 space per dwelling with no limit on the number of bedrooms. Hotels and motels went from 1 space per room to .75 spaces per room. The major change in Grants Pass parking standards is for retail uses that went from 5 spaces per 1,000 square feet of gross floor area to 2 spaces per 1,000 square feet (a 60% reduction). Finally, Grants Pass now allows for on-street parking to be counted toward the minimum parking requirements when it is on the block face abutting the subject use. Both Jackson County and the City of Rogue River have bike parking standards. Josephine County's parking standards allow for the applicant to set the number of parking spaces for their development, which in hard economic times, will likely result in fewer spaces than most codes would require.

Lower Minimum Parking Requirements

Lower parking minimums could have an impact on the total parking inventory, but there is no guarantee that developers would choose fewer parking spaces for their developments. Lower minimum parking requirements, however, might encourage some in-fill development. In-fill development can be encouraged to increase densities and remove land from its temporary status

as parking lots. Both the reduction of existing parking and increasing building densities will help lead to a more pedestrian friendly environment and encourage transit ridership – a primary goal of the TPR.

Parking Fees

Establishment of parking fees is not a policy of the MRMPO, but fees can be useful in some jurisdictions. Fees imposed on developers for each parking space are an indirect way of reducing the amount of parking provided by new developments. Fees can be levied on the developer, the tenant, or the end-user. These are fees for either the use or provision of each parking space. Fees levied on the developer may lead to smaller parking lots due to monetary considerations when building the project. Fees on the tenant may encourage them to seek out retail or office space in areas with smaller lots, thus putting market pressure on developers to build with less parking. Fees on end-users may result in different modal choices, bringing down parking demand and leaving land open for in-fill development or smaller parking facilities. Fees are an indirect strategy and may be difficult or impossible to implement as a stand-alone TPR-compliance parking reduction measure. No jurisdictions within the MRMPO use parking fees as a strategy to reduce the number of parking spaces.

Re-designation of Existing Parking

Changing existing general-use parking spaces to special-use parking can be used to promote the use of alternative modes and meet the requirements of the TPR. General parking provided on-street or in lots could be reclassified as preferential parking for carpools, or the handicapped. Preferential parking, especially close to building entrances, for carpooling or vanpooling is a common way of helping to promote these as alternatives to driving alone. Carpool parking need not be limited to parking lots. On-street parking spaces, including metered spaces, may be restricted to carpools. Typically, monthly permits are obtained and displayed when parked in a reserved carpool space in a lot or on the street.

As a side benefit, reclassification from general parking to carpool parking may help meet TPR requirements. Under TPR definitions, park and ride lots, handicapped parking and parking spaces for carpools and vanpools are not considered parking spaces for purposes of the TPR. The reclassification of a portion of the parking supply as permanent high occupancy vehicle (HOV) space may satisfy the TPR's parking reduction requirement.

In areas where easy access to free or low-cost parking has always been readily available, restrictions on parking may be poorly received by the public. Widespread conversion of general-use parking spaces to reserved parking for carpools or other restricted uses may lead to a high level of parking violations. This may place an undue burden on agencies for the enforcement of parking regulations at the expense of other activities.

Management of Roadway Space

There is considerable competition for use of the paved roadway space: through lanes and turn lanes for motor vehicles, bicycle lanes, on-street parking spaces, loading zones, and bus stops. Management of the roadway space and the allocation for these uses can have a measurable impact on the amount of parking in the region. Changing parking spaces to travel lanes can help improve traffic flow, promote use of alternative modes, and meet the TPR requirements.

Parking and Bike Lanes

Bike lanes on arterial and major collector streets are required under the provisions of the TPR. In many locations throughout the Middle Rogue region, this will be accomplished by parking removal and re-striping of the street, rather than by widening the roadway.

Parking and Turn Lanes

Re-striping for turn lanes is a transportation system management strategy that can be used to increase the capacity of intersections. In many cases, queuing distances at stop signs or traffic signals will require that no-parking zones be extended for more than 100 feet from the intersection. This could require removal of parking, which is sometimes permitted as close as 20 feet from a crosswalk at an intersection.

No-Parking Zones

Designating larger no-parking zones to increase sight distances at intersections is already implied in the vehicle code. Parking is not permitted within 50 feet of a stop sign, yield sign, or other traffic control device where such parking hides it from view. A blanket prohibition on parking within 50 feet of a corner would have a measurable impact on the number of parking spaces and would have other benefits related to sight distance.

Street Standards

Adopting new street standards for residential streets could include reducing street width to the extent that on-street parking would be permitted only on one side or eliminated.

Parking Optimization

There are techniques that can be used to make better use of parking, which may make it easier for residents, businesses, and employees to "live with" the parking reduction requirements of the TPR. However, optimizing the use of parking may defeat the other goal of the TPR, namely the reduction in per capita vehicle miles of travel. This is because the easy availability of free or low cost parking remains a significant factor in the individual's choice of mode for trips to work, shopping, etc.

Shared Parking

Shared parking is the use of one or more parking facilities between developments with similar or different land uses. Each land use experiences varying parking demand depending on the time of day and the month of the year. It is possible for different land uses to pool their parking resources to take advantage of different peak use times.

Traditionally, parking lots have been sized to accommodate at least 90 percent of peak hour and peak month usage and serve a single development. For the most part, these lots are operating at a level considerably less than this amount. Shared parking schemes allow these uses to share parking facilities by taking advantage of different business peak parking times.

For example, a series of buildings may include such land uses as restaurants, theaters, offices, and retail – all of which have varying peak use times. A restaurant generally experiences parking peaks from 6 to 8 p.m., while offices typically peak around 10 a.m. and again around 2 p.m. on weekdays. Some retail establishments have their peak usage on weekends. Theaters often peak from 8 to 10 p.m. Without a shared parking plan, these uses would develop parking to serve each

of their individual peaks. This generally results in each lot being heavily used while the other lots operate at far less than capacity. Depending upon the combination of uses, a shared parking plan may allow some developments to realize a parking reduction of 10-15 percent without a significant reduction in the availability of parking at any one time. This is possible due to the different peak periods for parking.

Some of the major obstacles to implementing shared parking schemes are the codes of local jurisdictions themselves. Quite often, parking codes are written to express parking minimums as opposed to maximums. In some cases, the implementation of shared parking strategies may require changes to the minimum parking requirements contained in the parking policies of the metropolitan area jurisdictions.

Other issues surrounding shared parking are liability, insurance and the need for reciprocal access agreements allowing patrons of one establishment to cross land owned by another. Rogue River, Gold Hill and Jackson County allow for shared parking with Planning Commission approval.

Parking Management

Parking management and parking management associations (PMAs) are mechanisms that can facilitate shared parking among non-adjacent land uses by providing off-site central parking facilities. These facilities can be large parking structures or surface lots. Parking management can employ a wide range of techniques that will result in the efficient use of existing parking facilities. These include facilities like short-term on-street parking, medium-term nearby lot parking, High Occupancy Vehicle (HOV) priority parking, and long-term parking.

PMAs are entities responsible for conducting this management and providing access to resources that will ease the burden on the parking supply. Often PMAs are non-profit groups supported by retail or business district associations. PMAs can incorporate such programs as providing bus passes or tokens in lieu of parking validation, delivery services, shuttle buses from remote lots, clear and consistent signage for parking facilities, etc.

An effective PMA benefits its members and its district by functionally increasing the parking supply for all uses and creating a parking plan that provides adequate parking for the area in a compact and coherent way. A PMA increases the efficiency of the use of land for parking, which helps reduce wasted space previously dedicated to underutilized parking. This, in turn, frees up land for further development. In the end, a successful PMA can create an area where parking is easier and more convenient, while using less land.

F. Transportation Options

1. Introduction

The MRMPO is starting a Transportation Options (TO) program with assistance from the Rogue Valley Transportation District (RVTD). The goal is to reduce Single-Occupant-Vehicle (SOV) trips and vehicle miles traveled (VMT) by encouraging use of other

"The MRMPO is starting a Transportation Options (TO) program with assistance from the Rogue Valley Transportation District (RVTD)."

modes. It seeks to achieve these changes through better non-SOV facilities and education to make the use of these modes more attractive than driving alone. TO therefore includes ride-sharing, trip reduction and also transit, cycling and walking. TO is important because of the lack of adequate funds and space to maintain and expand road infrastructure nationwide. The traffic capacity of existing roads is quickly filling up; the auto encourages sprawl that requires extra facilities and more VMT per household; the auto is the largest producer of harmful emissions; and the largest consumer of petroleum-based fuels. TO can benefit society at a very reasonable cost compared to the cost of continuing on an SOV-focused system.

State Requirements for TO measures are based in the Oregon Highway Plan's Goal 4: "To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand strategies."

Urban areas with populations over 25,000 are required by the Oregon Transportation Planning Rule (TPR) to address Transportation Options in their Transportation System Plans (TSPs). For these reasons, TO strategies are integral to the transportation planning being pursued in the Middle Rogue's Regional Transportation Plan (RTP). It is among the policy strategies in RTP Goal 3, which calls for using a variety of strategies to reduce reliance on single-occupant vehicles.

2. TO's Purpose

The purpose of TO is to reduce the number of single-occupant vehicles using the road system while offering travel options. TO employs a variety of improvements – both structural changes such as parking areas for carpoolers, and bike lanes, as well as policy initiatives such as staggered work schedules – to increase the capacity of the transportation system without the expense and inconvenience of major highway expansion. If implemented on an area-wide basis and actively supported by agencies, businesses, and residents, TO strategies may be able to reduce or delay the need for street improvements, save travelers some money, reduce energy consumption and improve air quality.

These benefits become increasingly important as the region continues to develop, and both the land and the funding for roadway construction grow scarcer. The Federal Highway Administration (FHWA) predicts that strategies to manage demand will be more critical to transportation operations than strategies to increase capacity (supply) of facilities. The inability to easily and quickly add new infrastructure, coupled with the growth in passenger and freight travel, are forcing metropolitan areas to pay more attention to managing demands.

3. How TO Works

The current transportation system in much of the US is built around the automobile with wide streets, high speeds, sprawling development, and a lack of pedestrian, bicycling and transit-supporting infrastructure. TO seeks to revitalize urban centers and assist rural areas to become friendlier to the pedestrian and bicyclist, making the auto less attractive. TO often relies on both incentives, such as bus pass programs, and disincentives such as SOV parking surcharges. Efforts have been made to encourage major trip generators such as universities and major employers to take the initiative in developing TO programs. Experience elsewhere, however, indicates that employers need encouragement and incentives to adopt TO measures affecting the work commute – a major target of TO programs.

Stakeholders in the transportation system may not see the true costs of an auto based society and observe many actions resulting in the majority of transportation funding being dedicated toward expanding and improving the road system.

"The current transportation system in much of the US is built around the automobile with wide streets, high speeds, sprawling development, and a lack of pedestrian, bicycling and transit-supporting infrastructure."

The affected public needs to continue efforts to mobilize their public officials to provide adequate transportation facilities and services for pedestrians, cyclists and transit service. Stakeholders also need to become part of a critical mass to show that non-SOV modes have interest, feasibility and merit.

TO strategies are aimed at minimizing travel or encouraging travel by a mode other than a single-occupant automobile. A community or an employer could take a number of approaches to accomplish this. First, a community could attempt to decrease peak demand, either by shifting person-trips from the peak hour of demand, or by eliminating person-trips. (Person-trips represent the number of trips made by an individual, while vehicle trips account for multiple person trips depending upon the number of people traveling in the vehicle.) Second, for the person-trips that are necessary during the peak hours of demand, a community may encourage alternatives to single-occupant vehicles (SOVs).

There is a difference between TO outreach strategies for the employers and for the public. Employers can undertake a variety of marketing or promotional activities to support their employees not using a SOV, such as flyers, trip-reduction programs, incentives, and using the other modes themselves as a role model.

By contrast, not being organized around a workplace, the general population needs to be attracted into non-SOV travel with public outreach through special events such as Car Free Day. They can also take advantage of transportation-efficient mortgages, the real estate profit of having greenways nearby, and feeling secure about their kids walking to school on a sidewalk. Reaching this population relies on general marketing such as brochures, commercials, etc. and being available to be a personal consultant if needed.

Bicycling and walking are most applicable for short trips, while ridesharing and transit may be preferable for intermediate and long trips. Telework may be used as a trip alternative regardless of the distance. Finally, a community may reduce the demand on its surface transportation system by decreasing the distances traveled by vehicle trips. Some methods for reducing trip lengths include transit-oriented designs and compact, mixed-use developments. There is an important inter-relationship between the transportation options and land use.

The following are examples of policies and programs that can support TO.

Alternative Work Arrangements

Local governments and major employers (greater than 50 employees) encourage work arrangements providing an alternative to the 8-to-5 work schedule. These arrangements may include employee flextime programs, staggered work hours and compressed work weeks.

Employee Flex-Time Programs
One opportunity employers have to affect total trip demand is through influencing their own employees' peak versus off-peak travel behavior. A flexible schedule may allow employees to match their work hours with transit schedules, make carpool arrangements, or merely avoid peak congestion times. Active promotion of alternative schedules might slightly decrease total peak hour traffic. Flextime is most useful in offices, particularly for administrative and information workers. It may not be as applicable for non-office employers since their employees often have to work hours that are not during the peak hour of traffic demand anyway (e.g., retail employers), or because their work requires continuous communication between workers. In addition, flextime may be difficult for small employers to implement.

Staggered Work Hours
Staggered work hours is a policy of established starting and finishing times for different groups of employees. Unlike flextime, the employer, not the employee, determines the staggered work hours. Like flextime, this tool has greater applicability to employees of large offices, since many non-office employees already work staggered work hours, or work in an interdependent manner. Currently, some metropolitan area employers have staggered work hours due to the nature of their business. To have a significant impact on peak period traffic, however, a change in work hours would need to be much more widespread than it is today.

Government agencies could take a lead by establishing a standard work schedule that differs from the typical 8 a.m.-5 p.m. schedule. For example, employees can be encouraged to work a 7-to-4 or 9-to-6 day work schedule. This is often done for the street and parks crews in public works situations because of summer hours and weather conditions. It might also be established for other employees although some agencies and local governments have encountered opposition from employee groups claiming they should have additional compensation for unusual work hours. Staggered work hours have to be considered in light of the need to have service desk hours that meet the needs of residents, but could actually increase the opportunities for resident contact.

Compressed Work Week
Compressed workweeks involve employees working fewer days and more hours per day. One common form of this policy is the 4-day/40-hour week where the employee works four 10-hour days. A second common form is the 9-day/80 hour schedule, in which the employee works 9 days and 80 hours over a two-week period. With the 4/40 schedule, the employee gets one business day off each week; with the 9/80 schedule, the employee gets one business day off each two weeks.

Because of the extended hours, both policies usually shift at least one leg of a work trip per working day (either the arriving or departing leg) out of the peak hours. The 4/40 policy additionally eliminates an entire work trip every five business days (1/5 of the work trips). The 9/80 policy eliminates an entire work trip every 10 business days (1/10 of the work trips). One of the problems with a compressed work schedule is the potential for increases in non-work trips during the "off day." Increases in non-work travel may offset reductions in work related driving. Such trips, however, are often taken during non-peak periods and can be expected to provide benefits by reducing peak hour congestion and by improving air quality.

Telecommuting
Telecommuting is another way employers can reduce total trip demand. Telecommuting or telework is work done away from the worksite with the assistance of telecommunications technologies, serving to reduce trips to and from the worksite. Phones, pagers, faxes, emails, computers, and the Internet all are telework tools. Telecommuting for one or two days per week could save significant trip miles and still allow the benefits of working at the central work site. Telecommuting arrangements also may involve more than one employee, e.g., when an employer provides a satellite work center connected to the principal work center. Another telecommuting alternative is a neighborhood work center operated by more than one employer, or by an agency. Recent advances in communications technology should greatly enhance telecommuting options.

Ridesharing
Ridesharing includes two principal categories: carpooling and vanpooling. Carpooling uses an employee's private vehicle to carry other people to work or other destination, either by using one car and sharing expenses, or by rotating driving responsibilities and vehicles. Vanpooling involves the use of a passenger van consistently driven by one or more of the participating employees, with the costs partially paid by the other riders through monthly fares. A common feature of vanpooling is that the van is often owned by the employer, a public agency (such as a transit district), or a private, non-profit corporation set up for that purpose. Otherwise a lease agreement can be set up.

Ridesharing can be greatly influenced by special treatment at the work place. Participation can be increased by employer actions that make ridesharing more convenient, such as providing guaranteed ride home services, preferential car/vanpool parking, and area-wide and employer-based commuter matching services.

Guaranteed Ride Home (GRH)
A guaranteed ride home often makes ridesharing more attractive. Surveys have shown that many employees drive to work because they feel they need their automobile during the day or because they may work late. In some cases, they need their automobile for work trips or errands or want it available for emergencies. Therefore, provision of daytime and emergency transportation, by allowing use of a company vehicle or employer-sponsored free taxi, can encourage ridesharing.

Preferential Parking
Preferential carpool and vanpool parking is another simple, inexpensive way for an employer to encourage employees to rideshare by increasing the ease of access to the workplace. Ideally preferential carpool and vanpool parking spaces are provided close to the building entrance to provide convenient access to the building, particularly during inclement weather conditions. Adequate enforcement strategies need to be in place so that the spaces are not filled with SOV.

Ride-matching
Commuter matching services, whether area-wide or employer-based, help commuters find others with similar locations and schedules. An employer-based matching service offers the advantage of a shared destination, but presents the disadvantage of limiting the pool of potential riders. A carpool matching service can be one-time or continuous. For the study area, the Rogue Valley Transportation District serves as the carpooling agency and performs a variety of services to support and encourage the use of carpools, including matching of potential riders through Oregon's Drive Less Connect program (www.drivelessconnect.com).

Support for TO
Oregon State, County and City policies and goals include provisions to embrace TO measures. Health officials, real estate professionals, insurance companies, credit agencies, environmental stewards, people under the age of 16, people with disabilities, low-income populations can all benefit from TO measures.

Current TO Activities
Some of the current TO activities that are available to the MRMPO member jurisdictions offered by RVTD in conjunction with Josephine Community Transit (JCT) include:

- Alternative Transportation education programs that reach the public;
- Public outreach activities to promote TO and non-SOV transportation modes;
- Free assistance through the Drive Less Connect program with carpools, vanpools, telework, and trip-reduction incentives;
- Free employer trip-reduction analysis upon request;
- On site transportation fairs for employers upon request;
- Distribution of free materials in the community such as pedestrian and cycling reflectors;
- Trip Reduction Incentive Programs- Through the Drive Less Connect program by creating and assisting with building and maintaining a Trip Reduction program that tracks employees' trips and rewards those who use non-SOV modes;
- Coordination of events to raise awareness of efficient transportation such as the Drive Less Challenge; and
- Marketing of TO through general advertising in various media.

Future TO Activities
The following list of TO activities will be integrated with the current TO activities listed above as more resources become available:

- Government outreach to educate officials about TO measures including attending meetings to promote the use of TO measures, and reviewing planning documents and site design for TO-supportive policies and infrastructure;
- Supporting parking construction mitigation- reducing the need for parking expansion with TO measures;
- Bicycle parking review and site design;
- Individualized TO marketing programs;
- Marketing of TO through general advertising in various media; and
- Business commute challenge.

4. Educating the Public about TO

Education and marketing are important parts of any TO program. It is possible for education by itself to be an incentive or disincentive that causes positive transportation behavior changes. Education and marketing complement any incentive/disincentive programs in place by increasing awareness and understanding of those programs. Education can be hands-on such as supporting a bus/bike-buddy program or it can be through traditional media such as newspaper, radio and TV advertisement, flyers and brochures, transportation exhibits, attending public meetings and giving testimony to public officials. Education that would promote using alternative modes of

transportation would consist of highlighting the health and economic benefits, the environmental benefits as well as the facilities that a person can use. Marketing that would make driving a car less attractive could show the true cost of owning a car, the environmental impact, how it increases sprawl and dependence on foreign oil, to name a few. Although education and marketing are basic building blocks to a successful program they can only supply so much initiative for using alternative transportation. An example would be that many people know what times to catch a bus and where the bus stop is from successful education and marketing but they cannot use it because their work schedule runs after service hours, or possibly there is not connected sidewalk access from their work to the bus stop and they feel unsafe.

5. Facility and Service Requirements

TO addresses travel behavior – the choices people make – and seeks to establish conditions under which people will change a long-established habit of driving themselves to destinations. Providing the right kinds of facilities and services are crucial to the success of many of the policy changes and programs described in the preceding section. Several of those strategies are closely tied to land use planning and the provision of adequate pedestrian/bicycle facilities and transit services, and modifying parking requirements. Another example is that TO could include constructing of High Occupancy Vehicle (HOV) or "diamond" lanes or an exclusive busway.

Specific actions related to parking are included in the Parking section of Chapter 5. Strategies aimed at improving pedestrian and bicycle facilities are discussed separately in the Bicycle and Pedestrian sections of Chapter 5. Transit service is discussed in the Transit section of Chapter 5. One key to the success of several TO strategies is establishment of park-and-ride facilities. These facilities increase efficiency of the transportation system, reduce energy consumption and provide options to the single-occupant vehicle trip. Park-and-ride facilities increase the effectiveness of transit service by expanding the area from which a transit draws riders. Patrons living beyond walking distance of an established transit stop can drive or bike to the park-and-ride and use transit or meet carpool partners, instead of driving alone or cycling long distances to their destination. Having free easy-to-access, secure and safe, easy to understand layouts, and direct pedestrian and bicyclist connections make the use of park-and-ride lots desirable.

Park-and-rides are frequently located near freeway interchanges or at transit stations and may be either shared-use, such as at a church or Transit Oriented Development (TOD) center, or exclusive-use. Shared-use facilities are generally designated and maintained through agreements reached between the local transit operator and nearby businesses, churches, or other entities.

Public opinion also has indicated that SOV use continues to be the desirable option at least in part because of the relative lack of serious highway congestion and safety problems in the region. In short, driving isn't difficult enough to force people to look for alternatives. While that attitude speaks well of our roads, it indicates that success with TO measures will be difficult. A challenge for the region in the short-term will be to set the conditions in place now to support greater transit use in the future – when more drivers will be looking for easier traveling alternatives. Those conditions include reserving space for High-Occupancy Vehicle (HOV), Bus Rapid Transit (BRT) or carpool lanes, and park-and-ride areas, as well as securing funds to expand transit service for those who need it.

6. Future Outlook

TO relies on efficient land use planning, education, and making the use of walking, cycling, carpooling and transit attractive. The 25-year outlook for TO should focus on how the cities in the MRMPO can begin having incentives for developers to make compact development accessible for pedestrians and bicyclists, and on how education can promote the use of these facilities. By engaging in these activities driving a car will become less and less attractive as an option. Transit is only one component of TO; pedestrians and cyclists need to be part of the program also.

Home-to-work and return trips comprise about one-fifth of total daily trips, and about half of the peak period traffic. Although all other types of trips are potential targets for TO alternatives, the effect is likely to be considerably less because the trips are not as regularly scheduled (e.g., shopping or business trips), often already have a higher vehicle occupancy (e.g., school trips), and sometimes involve the transfer of goods (e.g., shopping trips). Therefore, TO strategies recommended for the metropolitan area focus primarily on home-to-work and return trips. Strategies include establishing alternative work arrangements, promoting telecommuting and ridesharing, and, possibly, adopting a trip reduction ordinance.

7. Policy Issues and Actions

There are several actions that can be taken to further the aims of TO. They include:

- Identifying, encouraging and assisting role models who use alternative transportation. This can be done through awards, incentives and events.
- Encouraging developers to build high-density, multi-use buildings.
- Adopting maximum parking space requirements and an option to decrease parking further with the use of TO measures such as having attractive bicycle and pedestrian facilities, and carpool spaces within ¼ mile of transit service.
- Partnering with city government to encourage employers with more than 50 employees to adopt TO strategies.
- Prioritizing all city and county TSP bicycle and pedestrian construction projects to be completed in the earlier phases of this Plan.
- Encouraging developments with a large footprint to have a bicycle and pedestrian circulation plan.
- Securing funding for street aesthetics such as street furniture, landscaping, lighting, and creating dispersed tiny public places.
- Supporting the use of transit among major employers by encouraging the purchase of individual or subsidized group transit passes, having a bus shelter added nearby or other actions to reduce commuting trips; and
- Engaging in public, government and employer outreach to raise awareness about the use of TO strategies, including actively marketing to groups that have the greatest potential for reducing SOV trips

G. Air Facilities

1. Public Air Facilities

The Grants Pass Municipal Airport is an Oregon Aviation Department designated Category III Regional General Aviation Airport that is located approximately five miles northwest of Grants Pass. Approximately 150 aircraft are based at the facility. In 2011, the Board of Commissioners adopted a Public Use Airport and Safety Overlay Zone conforming to the Oregon Administrative rule Airport Planning Rule. An Airport Master Plan was also drafted during this period.

The Medford-Jackson County International Airport is a public use airport located in Medford, and approximately 27 miles from Grants Pass. It is owned and operated by Jackson County's Aviation Authority and is the largest public airport serving Southern Oregon. In terms of commercial passenger boarding, it is the third busiest airport in Oregon.

Currently, the only public transportation provider serving Josephine County with service to the Medford Airport is the Southwest Public Oregon Intercity Transit shuttle (SW POINT shuttle).

2. Private Air Facilities

No private airports or airstrips exist within the Planning Area. Private airstrips within 20 miles of the MRMPO boundary are located in or near the communities of Selma, Wonder, Wimer and Medford.

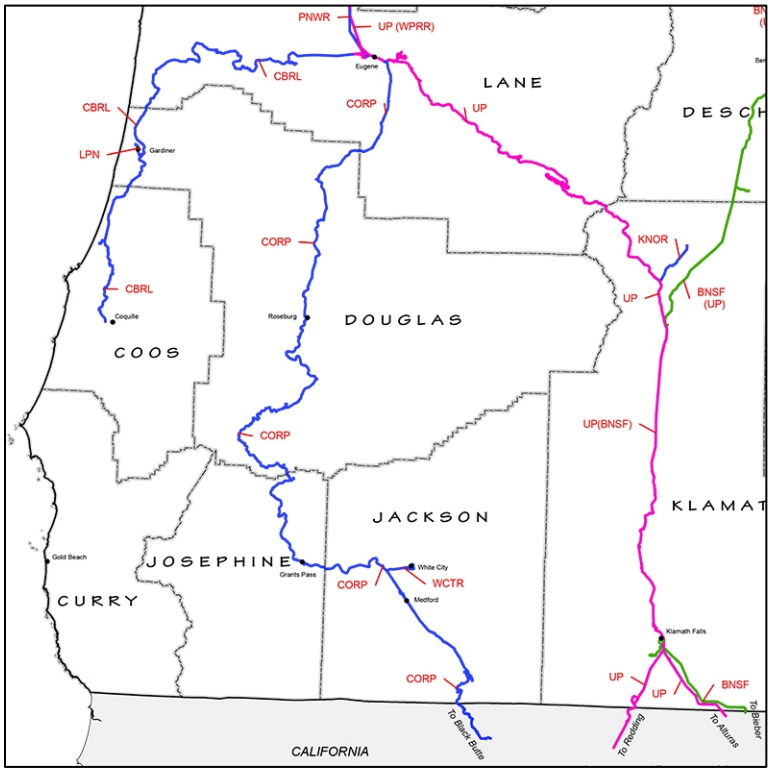
H. Rail System

1. Freight Rail

The Central Oregon and Pacific Railroad (CORP) is a Class II railroad (determined by revenue) that operates between Northern California and Eugene, Oregon with interchanges to the Coos Bay Rail Link, Union Pacific, White City Transfer Rail, and the Yreka Western Railroad. Traffic on CORP is approximately 16,000 cars predominately moving lumber, logs and plywood of national account lumber companies. Within the Planning Area, the rail line primarily follows the course of the Rogue River running through all cities within the MPO including Merlin.

The Siskiyou rail line is part of CORP, extending from Weed, California to Eugene, Oregon. The Siskiyou line has not been used since 2008. However, construction to upgrade the rail line is expected to be completed by Fall 2015. The reopening of this section of line is expected to renew and improve interstate freight rail options. It will allow Southern Oregon access to the Union Pacific mainline at Weed, California (access currently diverted through Eugene) and provide transportation options for the delivery of Southern Oregon lumber and manufactured goods.

Figure 5-3: Southwest Oregon Rail Lines



2. Passenger Rail

There is no passenger rail service within the Planning Area. The nearest Amtrak train station is located in Klamath Falls, approximately 100 miles from Grants Pass. Amtrak (Amtrak Cascades and Coast Starlight services) stops in Eugene and travels both north to Vancouver, British Columbia, and south to San Diego, California (Coast Starlight train only). Currently, both Greyhound and Southwest POINT shuttle provide service from Grants Pass to the Amtrak station in Klamath Falls.

From 2001 to 2007, the MPO for the Medford Urbanized Area, the RVMPO, had commissioned a number of studies examining commuter rail service using the CORP line between Ashland and Central Point, including an extension to Grants Pass. Additionally, in 2010, ODOT had published the Intercity Passenger Rail Assessment that included examining the feasibility of Eugene to Ashland intercity passenger rail service using the CORP line. The conclusions of all studies noted challenges primarily related to costs vs. estimated passenger numbers, as well as delays associated with CORP priority for freight with construction of a new rail line being cost. prohibitive.

More recently, passenger rail service to Grants Pass is discussed in the *Oregon State Rail Plan (2014)*, which notes that out of travel markets not currently served by passenger rail, Southern Oregon (specifically, MRMPO to/from RVMPO) has good potential given its high percentage of interregional travel. This is based on data analyzed from the Oregon Household Activity Survey.

3. At-Grade Rail Crossings

All of the rail crossings in the Planning Area are at-grade, with the exception of the Redwood Highway overpass in Grants Pass and the I-5 overpass at Foothill Boulevard in Jackson County. At-grade crossings can cause conflicts between trains and vehicles, pedestrians, and bicyclists, as well as delays for roadway users, especially during peak traffic periods.

I. Waterways and Pipelines

1. Waterways

The Rogue River and Applegate River are the only navigable waterways within Planning Area boundaries. Within the Planning Area, both rivers are used for active and passive recreation, but most recreation occurs on the Rogue. Neither river is currently used for commercial navigation.

2. Pipelines

The Northwest Pipeline, a major interstate natural gas pipeline system, terminates in Grants Pass. The lateral provides natural gas service to Avista Corp, a local natural gas distribution company in Grants Pass. Avista's pipeline system provides service to the southern Oregon region. Transmission lines for electricity, telephone, cable, and internet service exist throughout the Planning Area. Water pipelines convey water from the Rogue River and the Grants Pass Irrigation District owns a water distribution system providing water for lands in the Rogue Valley. There are no known capacity constraints for pipeline or transmission line service within Planning Area boundaries.

J. Plan Consistency

1. Local Transportation Plans

In the MRMPO Planning Area, the RTP also serves as the region's Transportation System Plan (TSP) as required under Oregon land-use law. Oregon's Statewide Planning Goal 12 and its implementing division, the Transportation Planning Rule (TPR) (OAR Chapter 660, Division 12) requires such a plan. By adopting the RTP the MRMPO Policy Committee is not taking a land-use action under state law. Rather, local jurisdictions direct transportation policy and planning through adoption of their comprehensive plans, TSPs, and local street network plans.

The RTP draws projects from jurisdictions' TSPs and local street network plans, and so is consistent with those plans. The RTP will be implemented by local jurisdictions through the TSPs and local development-review processes. The RTP horizon, as required by federal law, extends beyond the horizons of the local plans, so not all long-range projects and strategies that could be in the RTP are identified. This means that the system performance analysis should be considered only for this plan. As jurisdictions update their TSPs, new projects will be added to the RTP. The RTP's frequent update cycle readily accommodates changes to local plans. The updates are intended to ensure that the regional plan can adapt to changing needs and circumstances.

2. State Transportation Plans

The RTP also must be consistent with Oregon Department of Transportation plans, including the 2006 Oregon Transportation Plan (OTP) and the Highway Plan. The OTP provides a framework for policy objectives including expansion of ODOT's role in funding non-highway investments, maintaining the assets in place, optimizing the existing system performance through technology and better system integration, creating sustainable funding and investing in strategic capacity enhancements.

The OTP has four sections: (1) Challenges, Opportunities, and Vision; (2) Goals and Policies; 3) Summary of Financial and Technical Analyses; and (4) Implementation. The OTP meets a legal requirement that the OTC develops and maintains a plan for a multimodal transportation system for Oregon. The OTP also implements the federal requirements for a state transportation plan, and meets land use planning requirements for state agency coordination and the TPR. The transportation rule requires ODOT, the cities, and the counties of Oregon, as well as MPOs, to cooperate and to develop balanced transportation systems.

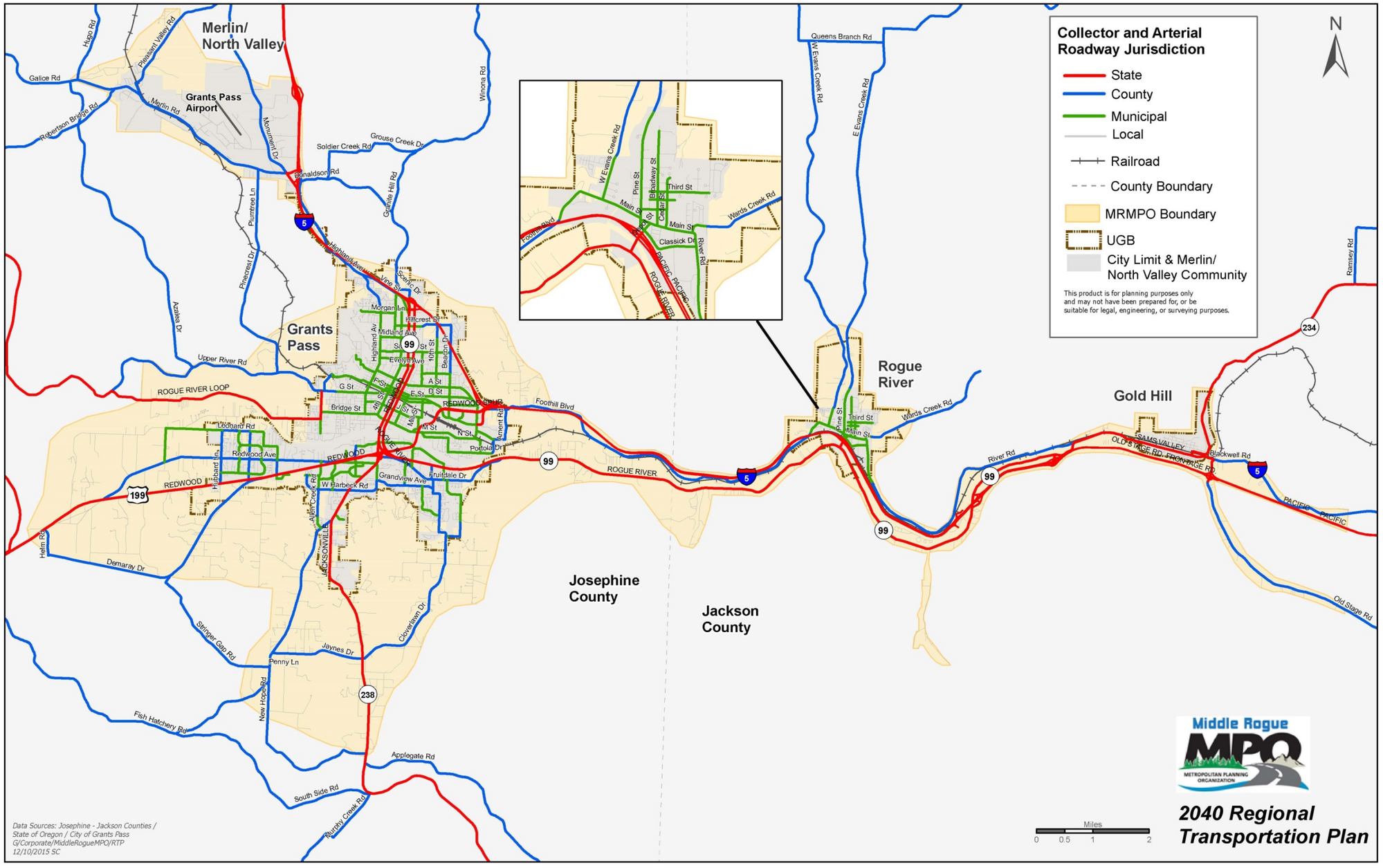
The Oregon Highway Plan establishes long-range policies and investment strategies for the state highway system. The Oregon Transportation Commission adopted the Oregon Highway Plan on March 18, 1999.

The plan contains the following elements:

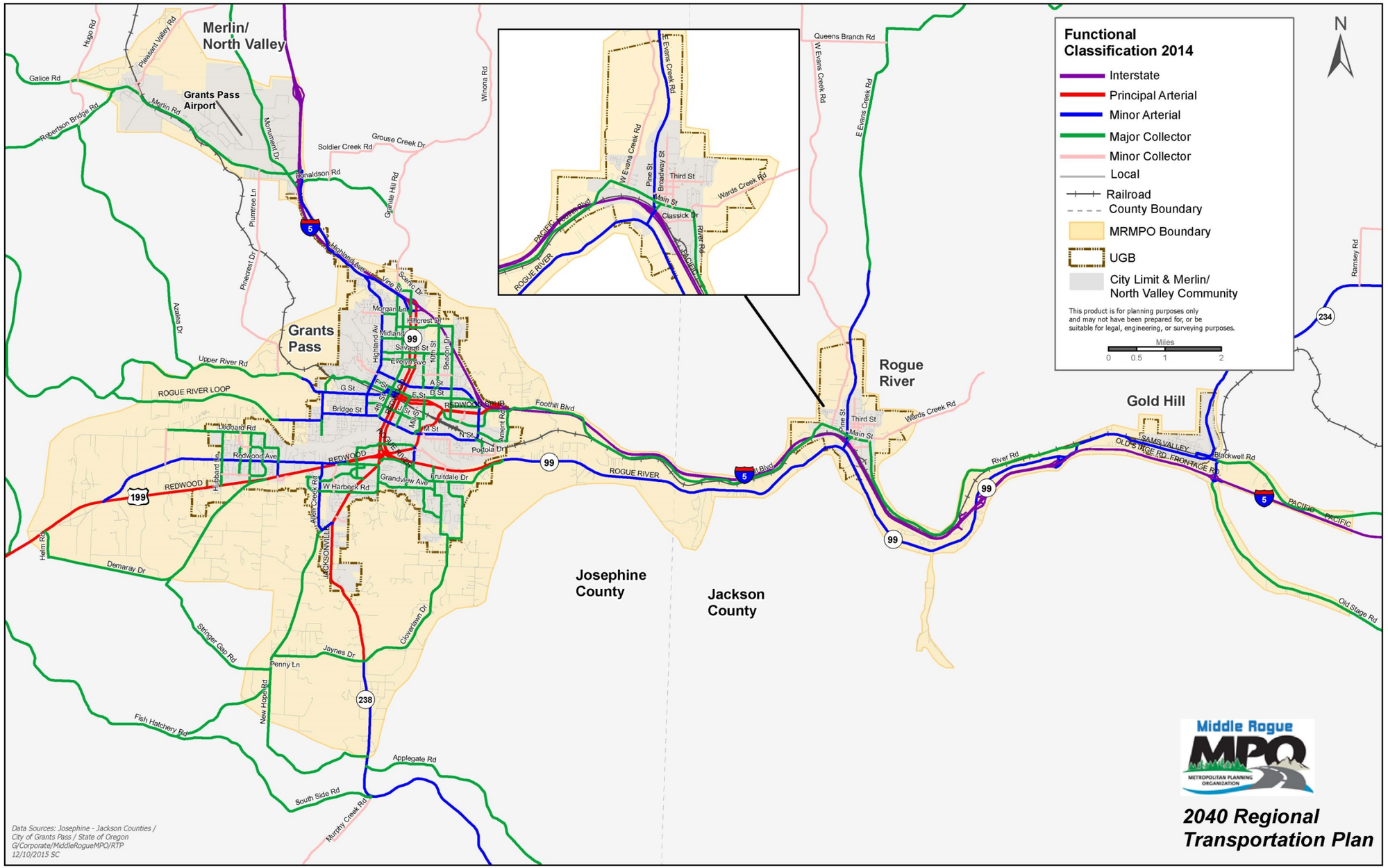
- **Vision** – presents a vision for the future of the state highway system, describes economic and demographic trends in Oregon and future transportation technologies and demographic trends in Oregon and future transportation technologies, summarizes the policy and legal context of the plan, and contains information on the current highway system.
- **Policy** – contains goals, policies and actions in five areas: system definition, system management, access management, travel alternatives and environmental and scenic resources.
- **System** – contains analysis of state highway needs, revenue forecasts, descriptions of investment policies and strategies, implementation strategy and performance measures.

Goals and policies of state transportation plans are considered in the development of the MRMPO's RTP Goals and Policies.

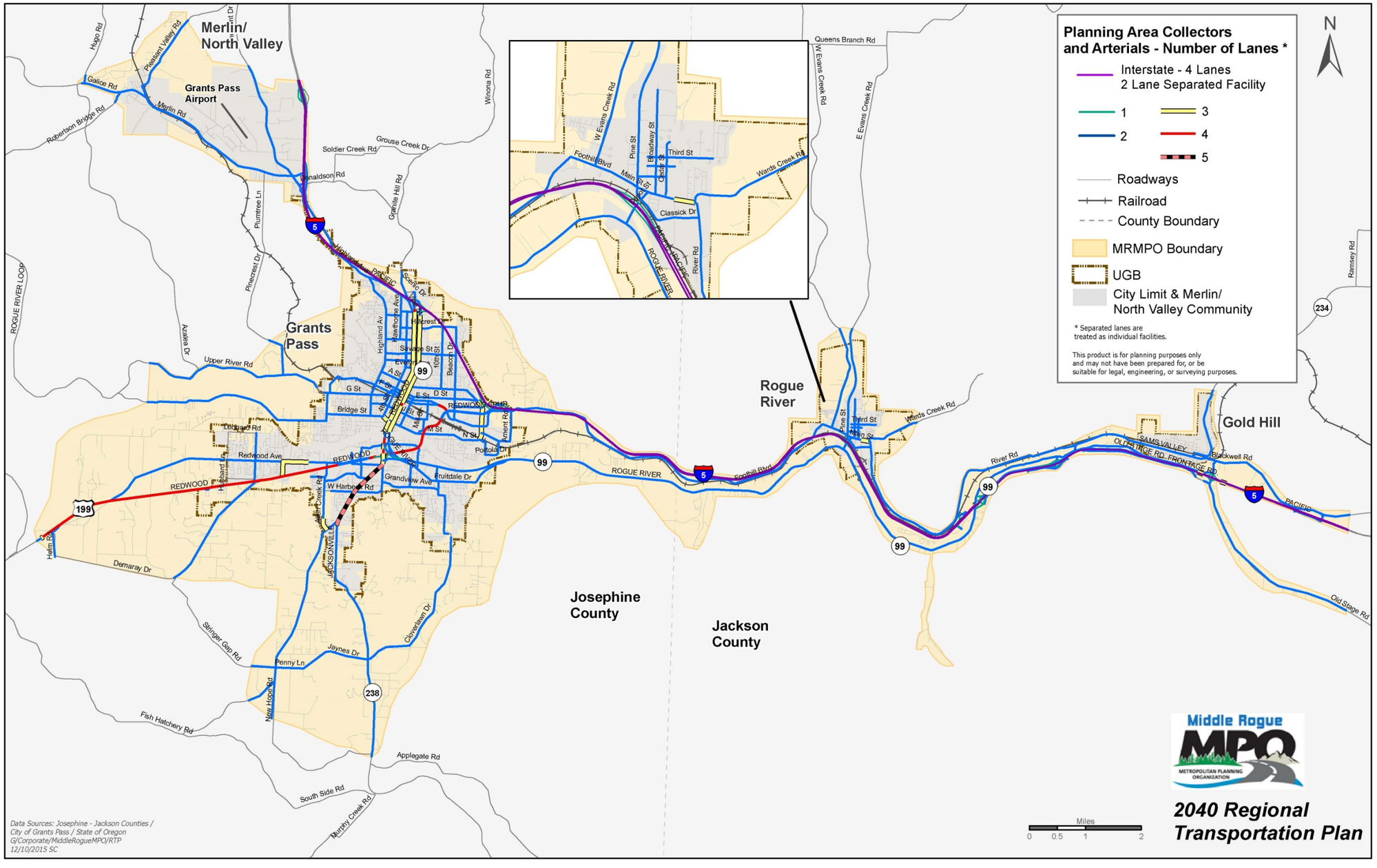
Map 5-1 – Roadway Jurisdiction



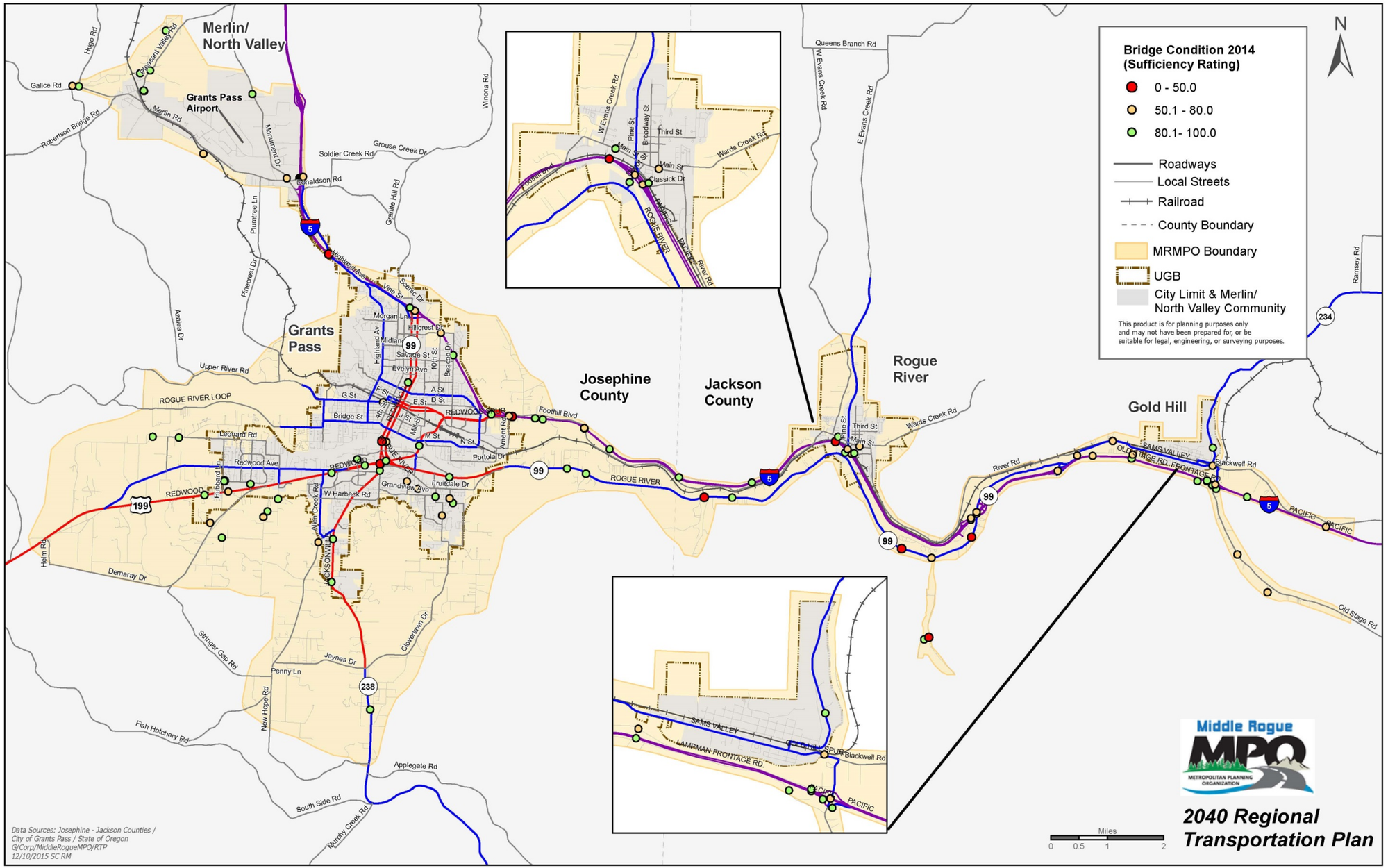
Map 5-2 – Functional Classification



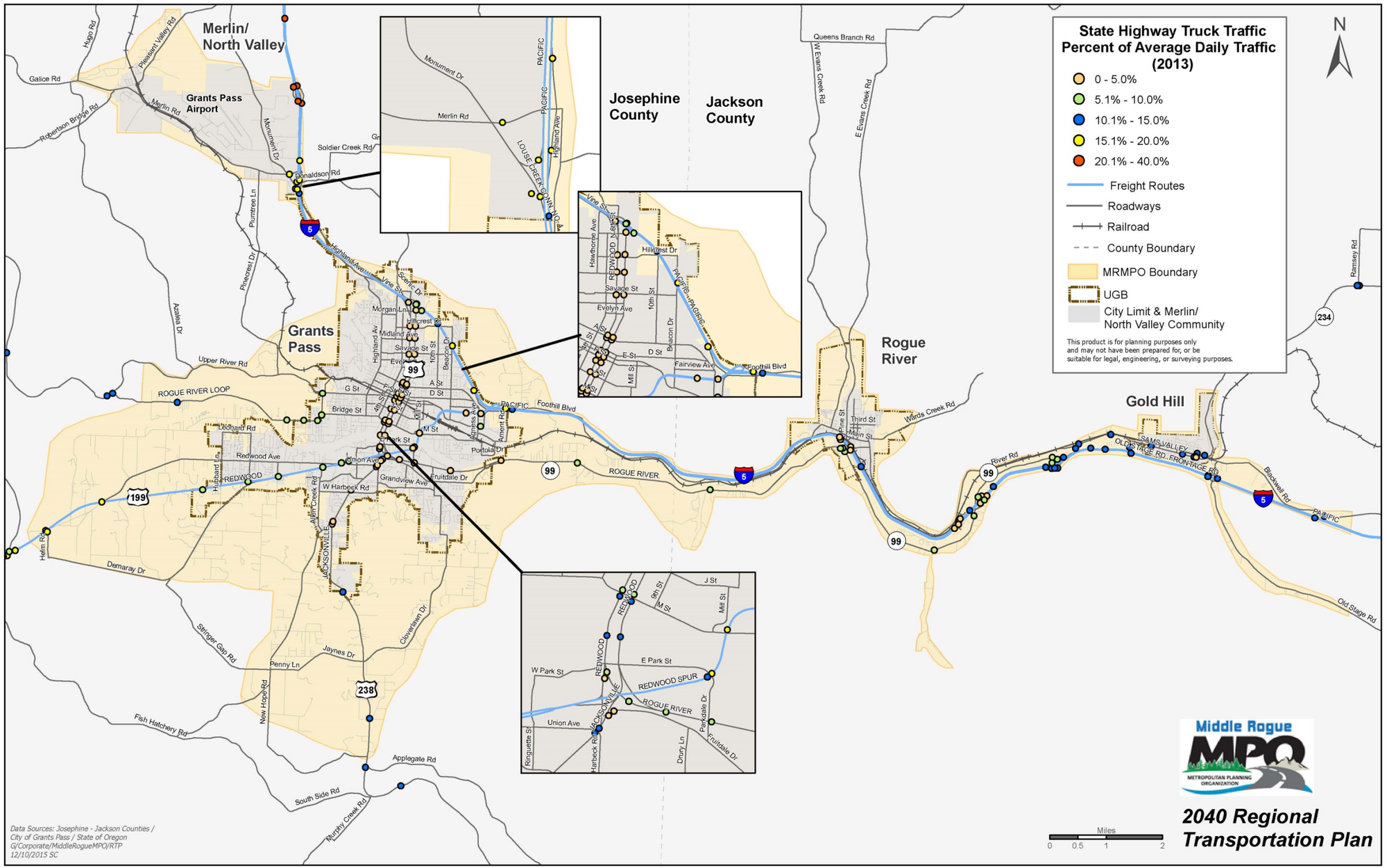
Map 5-3 – Number of Roadway Lanes



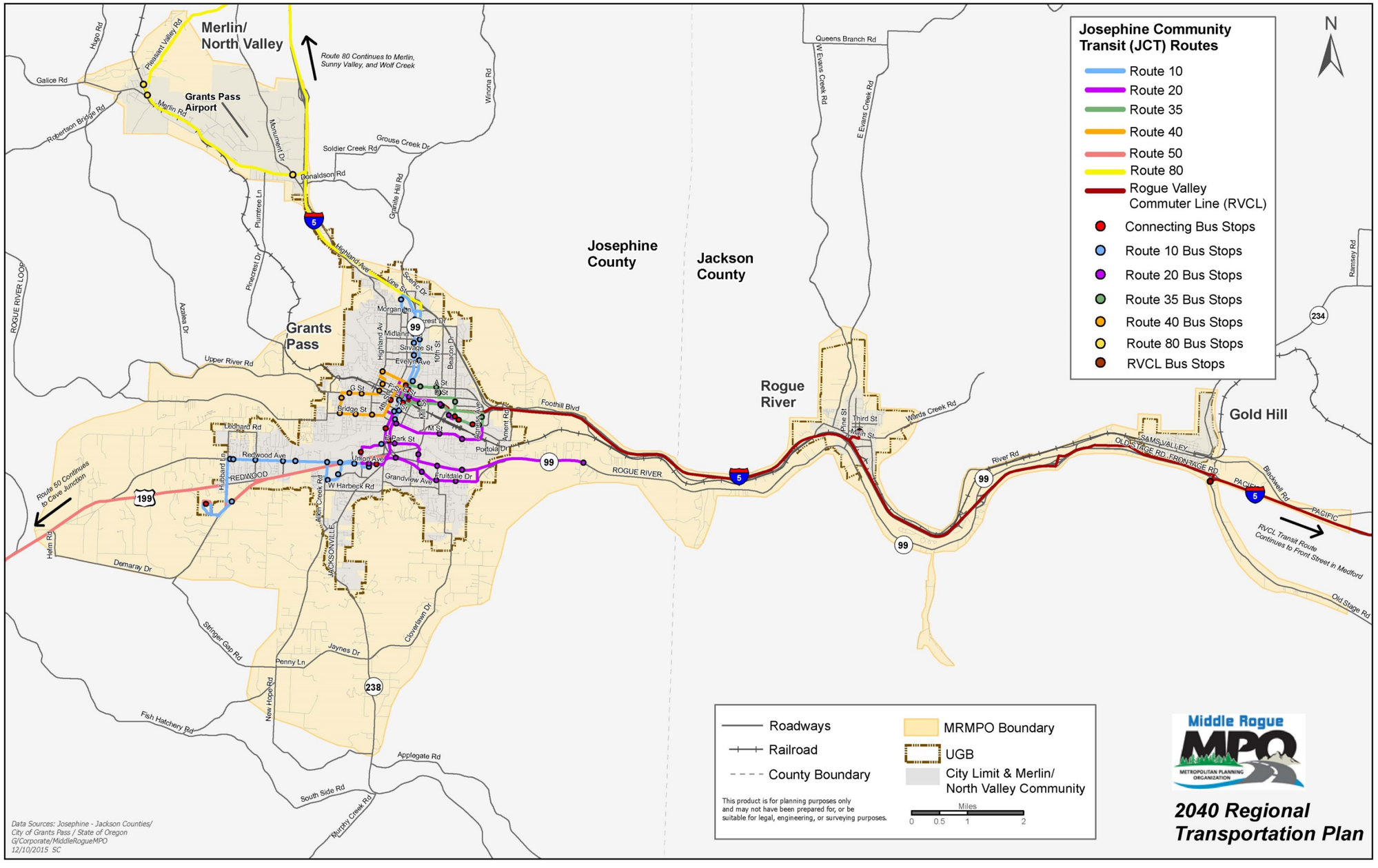
Map 5-4 – Bridge Condition



Map 5-5 – Truck Traffic



Map 5-6 – Transit Routes



Map 5-7 – Bicycle and Pedestrian Systems