

## 5. NONMOTORIZED ELEMENT

This chapter includes the planned transportation system to serve bicyclists and pedestrians in the Grants Pass Urban Area. Specific capital improvements are included, along with the design guidelines for facilities for nonmotorized travel. Supporting programs and policies are identified to promote and enhance the use of nonmotorized travel modes in the urban area.

### Bicycle Element

Bicycling is now recognized as an important element of a multimodal transportation system. It provides a viable transportation option for people who cannot or who choose not to use private automobiles. It helps to reduce traffic congestion and air pollution, helps to conserve energy resources, and is an increasingly popular form of recreation and exercise.

Bicycling was a useful mode of transportation in the early part of the 20th century when communities were smaller and travel distances shorter. As the automobile became increasingly available, and vast sums of money were invested in the roadway network in communities across America, cycling became less practical and less attractive as a means of transportation.

Increasing traffic demand and its associated impacts on communities has led to renewed interest in bicycling as a means of transportation, as well as recreation. Recent legislation such as ISTEA and the Oregon Transportation Planning Rule, has once again elevated the importance of bicycling (as well as other alternatives to the private automobile) in transportation system planning and improvements. Bicycles are viewed as a viable way to meet a portion of the travel demand in communities, and an attractive alternative to private automobiles.

Today, people use bicycles for a wide variety of trips, including commutes to work, personal business (e.g., shopping or banking), school, and recreation. It is a critical transportation mode for those people too young to drive, and an increasingly popular mode for all other travelers. The relatively flat terrain in the Grants Pass Urban Area, combined with the mild climate make this travel mode a good option in this area.

The bicycle element of the Grants Pass Urban Area MTP is based on several sources of information. The *1982 Josephine County Bikeways Master Plan Proposal* provided an inventory of what had been proposed in the past for the area. Information gathered about the local transportation system and its current utilization helped in the analysis of the status of the proposed improvements, as well as information about the current environment for travel by nonmotorized travel modes, and the *ODOT Bicycle and Pedestrian Plan* provided guidance for design guidelines for proposed improvements.

**Bicycle System Facilities**

A complete bicycle system consists of several different types of facilities or improvements to accommodate travel by bicycle safely and efficiently. The challenge for local governments is to provide facilities for bicycles that adequately meet the needs of experienced and inexperienced cyclists within the area's financial constraints. Inexperienced and less stable riders usually feel more secure when there is some physical separation from automobile traffic. More experienced riders may need only a little extra pavement along the side of the road that is properly maintained. The impact of bicyclists on traffic is also an important consideration, especially in congested locations where they must compete for limited space. Table 5-1 includes a summary of the major types of facilities and a brief description of their key characteristics.

**Table 5-1: Types of Bikeways**

Facility Type	Description
Multi-Use Paths	<p>A path physically separated from motor vehicle traffic by an open space or barrier and either within the roadway right-of-way or within an independent right-of-way. These are typically used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.</p> <p>Multi-use paths are appropriate in corridors not well served by the street system (if there are few intersecting roadways), to create short cuts that link designation and origin points, or as an element of a community trail plan.</p> <p>ODOT recommends that paths be a minimum 10 feet wide, and, if next to a roadway, be separated from the edge of pavement by a minimum of 5 feet.</p>
Bike Lane	<p>A portion of a roadway which has been designated by striping and pavement markings for the preferential or exclusive use by bicyclists.</p> <p>Bike lanes are appropriate on urban arterials and major collectors. Bike lanes must always be well marked to call attention to their preferential use by bicyclists.</p> <p>ODOT recommends that bicycle lanes be six (6) feet in width (for one way); with a minimum width of four (4) feet. Exceptions may be made in situations where the lane is next to curbs, parking, or guardrails (5 feet); or open shoulders (4 feet).</p>

**Table 5-1: Types of Bikeways (continued)**

Facility Type	Description
Shared Roadway	<p>A type of bikeway where bicyclists and motor vehicles share a travel lane.</p> <p>A motorist will usually have to cross over into the adjacent travel lane to pass a bicyclist.</p> <p>The majority of roads in the Grants Pass Urban Area falls into this category. There are no special provisions or signing for bicyclists, and no prohibitions on bicycle use of the roadway.</p>
Shared Roadway - Wide Outside Lane	<p>A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.</p> <p>ODOT recommends an additional two (2) feet beyond normal lane width to provide additional space for bicyclists. For a standard roadway this would mean a 14 foot minimum width. Depending on local circumstances it may be desirable to remove on-street parking and/or reduce traffic speeds to create a safer and more comfortable space for cyclists.</p>
Shared Roadway - Bike Route	<p>A shared roadway that does not necessarily include any special physical provisions for cyclists, but is usually signed and included on maps.</p> <p>A bike route serves to show cyclists where good facilities and/or conditions exist, and to alert motorists of the potential for higher than normal volumes of bicycle traffic.</p>
Shoulder Bikeway	<p>A type of bikeway where bicyclists travel on a paved shoulder.</p> <p>Paved roadway shoulders on rural roadways provide a suitable area for bicycling, with few conflicts with faster motor vehicle traffic. Most rural bicycle travel on the state highway system is accommodated on shoulder bikeways. While some roadways in the urban area currently have shoulder bikeways, striped bike lanes are normally more appropriate urban bike facilities.</p>

ODOT has developed guidelines and criteria to determine the appropriate treatment for bicycles and pedestrians for different types of roadways. Table 5-2 presents a summary of the ODOT guidelines. Figure 5-1 depicts the current bikeways within the urban area. Currently there are 16 miles of designated bikeways inside the urban growth boundary.

**Table 5-2: Appropriate Facilities for Urban Bikeways and Walkways  
 Oregon Bicycle and Pedestrian Plan**

Street Type	Bikeway	Walkway
Arterials and Collectors	<p>The appropriate facilities are bike lanes. <i>On retrofit projects</i>, where it is not physically possible to provide bike lanes due to constraints, a wide outside lane may be substituted. A wide outside lane should only be considered after other options have been pursued, such as narrowing or removing travel lanes or parking.</p> <p>Effectively reducing running (actual) speeds to less than 25 MPH creates a more comfortable environment for bicycling where there is insufficient width for bike lanes. This may be appropriate for Central Business Districts.</p>	<p>Sidewalks must be provided on both sides of all arterial and collector streets, unless there are physical limitations and land use characteristics that render a sidewalk unsuitable on one side. In these situations, safe and convenient crossing opportunities must be provided to allow pedestrians to proceed on the side with sidewalks.</p>
Local Collectors and Local Streets	<p>The appropriate facilities for bicyclists are shared roadways.</p> <p>Bike lanes are appropriate on local collectors with high average running speeds (above 25 MPH) or high traffic volumes (ADT over 3000). Local conditions may dictate different thresholds.</p> <p>Bike lanes on local collectors are also appropriate to connect up with other bike lanes or to extend bike lanes to destination points that generate high bicycle use, such as schools, parks and multi-family housing units.</p>	<p>Sidewalks on both sides of the street are the appropriate facility. There is a point below which sidewalks on both sides of a local street may not be critical: e.g. on short dead-end streets with few potential residences and with no access to other facilities.</p>

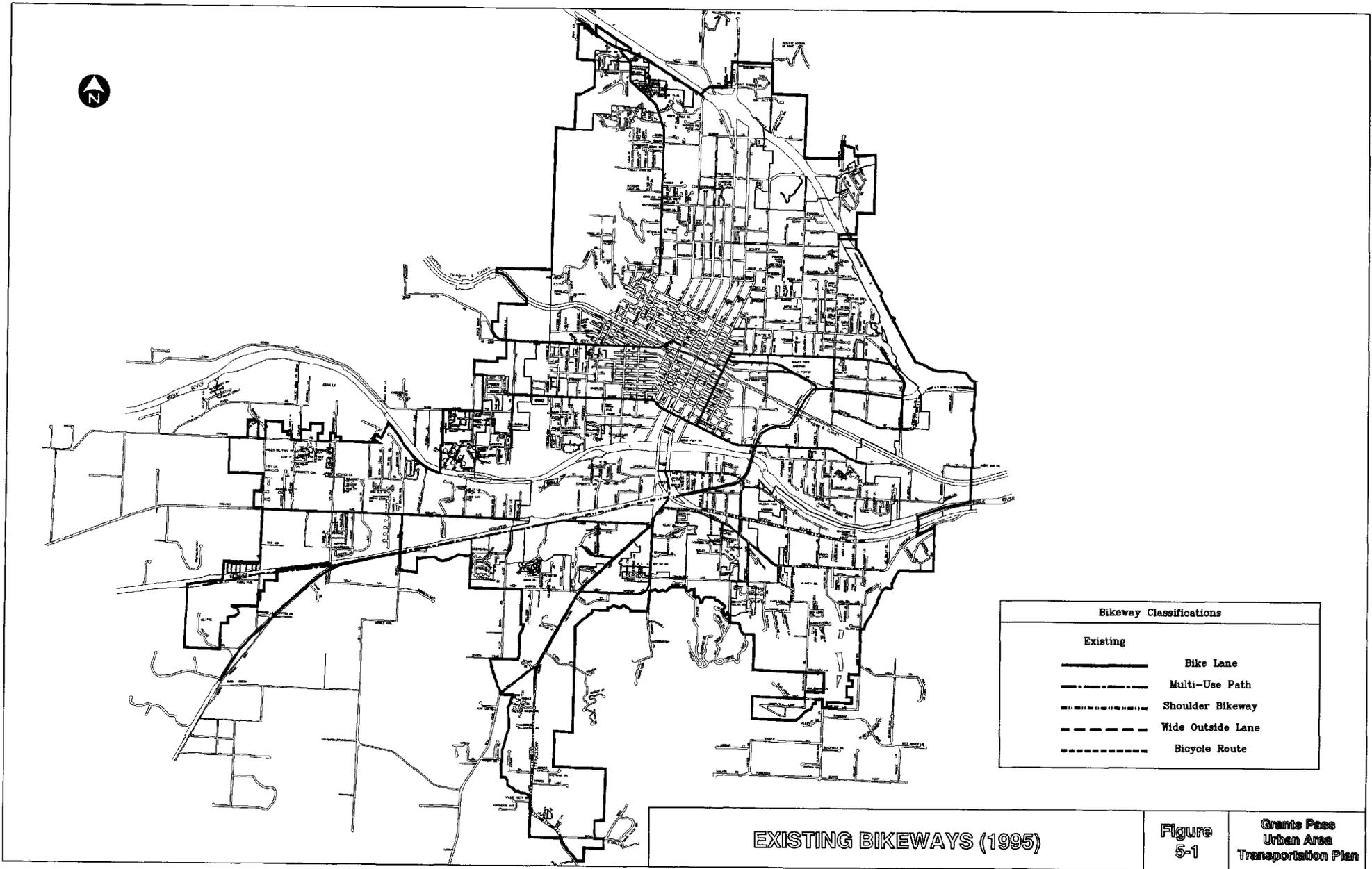


Figure 5-1

### ***Planned Bicycle System***

Figure 5-2 presents the planned bicycle system for the Grants Pass urban area. The planned system utilizes most of the existing facilities as part of the major bicycle routes within the City, augmented with additional connections to major parks and schools in the area. The following section describes the planned bicycle system in more detail; it is organized into four major topics covering the area north of the Rogue River, the Redwood Area (south of the Rogue River and west of Allen Creek), the Fruitdale-Harbeck Area (south of the Rogue River and east of Allen Creek), and connections across the Rogue River.

#### ***1. North of the Rogue River***

**General:** Very good opportunities exist for bicycle travel in the neighborhoods north of the Rogue River. The area has slopes mostly under two percent. The area also has a good network of local streets and collectors that provide for safe and convenient bicycle access through the area. Many of the streets are 36 feet wide curbed streets, which provides adequate room for both vehicles and bicycles to share the roadway.

**North-South Travel:** The major facilities for north-south travel for the area north of the Rogue River are: Highland Avenue, 6th Street/7th Street, and Beacon Drive.

Highland Avenue provides access to a large residential area and two schools. Bike lanes are in place from the UGB to Bellevue Place. Construction of a rail crossing at Dimmick Street and installation of bike lanes on Dimmick Street and Oak Street will provide a continuous bike lane all the way to Bridge Street.

6th Street and 7th Street are a pair of one-way streets that serve the adjacent commercial areas. As part of its improvement plan, ODOT plans to provide bike lanes on one side of 7th Street. 6th Street is planned to have a bike lane from Morgan Lane to "A" Street. Due to narrow lane widths and the importance of on-street parking in the central business district, a bike lane is not planned on 6th Street south of "A" Street. Instead, a parallel bike route is planned on 4th Street, between "A" Street and Bridge Street, with a connecting link on "A" Street. On-street parking will have to be removed to accommodate the lanes of 4th Street.

Beacon Drive provides a continuous north-south route from Hillcrest Drive to the Grants Pass Parkway. The section from Madrone Street to Olson Drive is currently a multi-use path. A plan to connect Greenfield Road with Hillcrest Drive makes this an attractive north-south route for bicyclists crossing I-5 and/or accessing the east Grants Pass commercial areas. Currently, the roadway from Hillcrest Drive to Madrone Street has very narrow shoulders and needs to be widened to improve bicycle safety.

**East-West Travel:** The major facilities for east-west travel north of the Rogue River are the "G" Street/"E" & "F" Street/Grant Pass Parkway/"D" Street combination, and Bridge Street/"M" Street.

"G" Street, "E" Street, "F" Street, the Grants Pass Parkway, and "D" Street together provide for continuous east-west travel across the width of the urban area. "G" Street connects to Upper River Road and the areas west of the UGB. A continuous bike lane on "G" Street is provided easterly and across the railroad tracks to connect to the "E" Street/"F" Street one-

way couplet. The planned extension of "F" Street between "G" Street and Elm Street would also provide a good east-west connection. Bike lanes currently do not connect through the downtown area, and should be installed to connect the "G" Street bike lanes to east Grants Pass. East of 9th Street, east-west bicyclists have a choice of facilities. Bicyclists can use the "E" Street/"F" Street couplet which connects with the bike lanes on the Grants Pass Parkway. Bicyclists can also use "D" Street, a lower speed and volume street which has striped bike lanes and connects to Agness Avenue. The street network plan provides for the continuation of "F" Street to Spalding Avenue. This street connection would provide a good opportunity for bicyclists to use Spalding Avenue and Foothill Boulevard to access the east Grants Pass commercial area and to continue east towards Tom Pearce Park. Bike lanes need to be striped on these roadways.

Bridge Street/"M" Street also provides a good east-west route across the urban area. Bike lanes are striped from Lincoln Road near the All Sport Park, east across 6th and 7th Streets and the Grants Pass Parkway, and to "N" Street near Riverwood Apartments.

**Other travel:** Opportunities also exist to continue "N" Street eastward with a rail crossing at Agness Avenue, a connection to Ament Road, and a possible trail east to Tom Pearce Park.

The hills in the northwest area of the City are an attractive destination for mountain bikers. Upland Drive, a local collector street, is planned to serve this area. Because of the steeper slopes and the attractiveness both for mountain bikers and recreational bikers seeking good views, bike lanes would be appropriate on this facility.

## *2. Redwood Area*

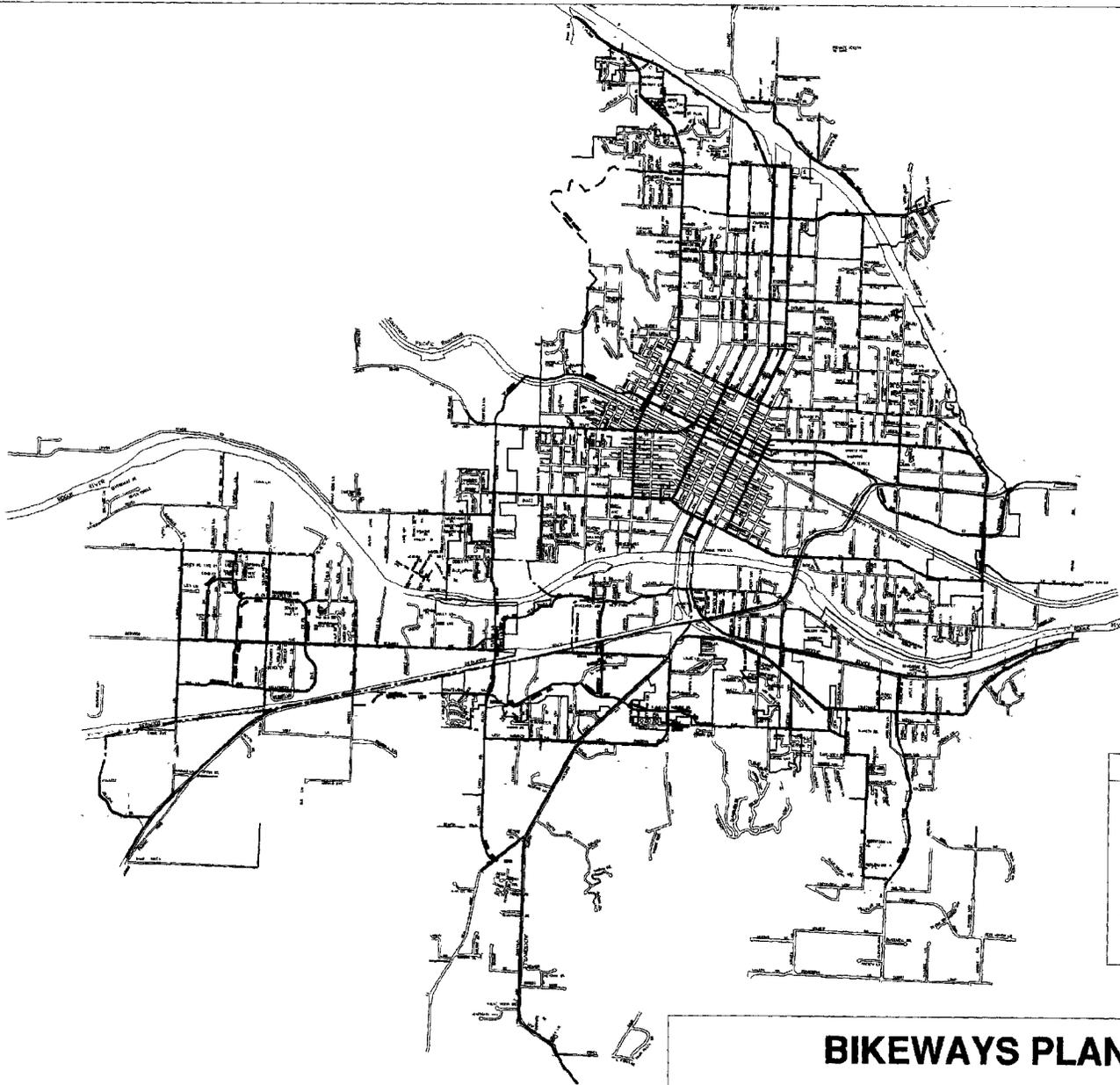
**General:** Bicycle destinations in this area include Rogue Community College, Redwood Elementary, a strip commercial area, and moderate density residential development. This area is very flat, and could provide good opportunities for bicycle travel. However, many of the existing roadways in the area are narrow rural standard roadways with minimal shoulders. Increases in development and traffic in this area will bring a need to provide bike lanes on the collector street network.

**North-South travel:** Virtually no adequate bicycle facilities exist for good north-south travel in the area. Bike lanes on Hubbard Lane/Darneille Lane would provide a connection from Redwood Elementary School to Rogue Community College. Bike lanes on Willow Lane would provide access from Redwood Highway to Schroeder Park.

**East-West travel:** Two major east-west facilities are provided in this area: Redwood Avenue and the path adjacent to Redwood Highway.

Redwood Avenue currently has striped bike lanes. This provides access across the Redwood area, to the strip commercial area, and to the Josephine County Fairgrounds.

A multi-use path parallels Redwood Highway from the Fairgrounds to Rogue Community College. This path provides good access for college students, though maintenance is an ongoing issue. This path does connect to the bike lanes on Union Avenue.



Bikeway Classifications		
Existing		Proposed
	Bike Lane	
	Multi-Use Path	
	Shoulder Bikeway	
	Wide Outside Lane	
	Bicycle Route	

# BIKEWAYS PLAN

Figure 5-2

Grants Pass Urban Area Transportation Plan

### 3. *Fruitdale-Harbeck Area*

**General:** The Fruitdale-Harbeck area also provides fairly level ground for biking. Good bicycle destinations in the area include shopping areas, the Josephine County Fairgrounds, three schools, Riverside Park and Baker Park. Many streets in this area are rural standard with narrow shoulders, and require upgrading to provide better bicycle access. State highways provide continuous access in this area, but many facilities have high speeds, poor shoulders, and either no access to destinations, or too many conflicting access points.

**North-South Travel:** The main north-south routes in the Fruitdale-Harbeck Area are Jacksonville Highway, Cloverlawn Drive, and the planned Overland Drive.

Jacksonville Highway provides a bike lane from Union Avenue to New Hope Road. A multi-use path provides a crossing at the South "Y". The bike lane stops just south of New Hope Road, where Jacksonville Highway becomes a two-lane facility. Increased development in this area, increased traffic volumes, and high speeds on the highway create a significant need for bike lanes on this facility.

Bike lanes are needed on Cloverlawn Drive to provide good north-south travel. In addition, the planned Overland Drive would provide an excellent route from Rogue River Highway south, plus provide a good recreational opportunity because the route would parallel Fruitdale Creek.

**East-West Travel:** The main east-west facilities in the area are Rogue River Highway and Fruitdale Drive. A good opportunity also exists to provide east-west travel on Park Streets.

Rogue River Highway currently has a shoulder bikeway of various widths. The highway provides a connection from the South "Y" to the east UGB. However, the high travel speeds and frequent access points make this an unattractive facility for most riders.

Fruitdale Drive provides a better facility for many east-west travelers. The facility has a wide shoulder bikeway in most places and moderate travel speeds. Installation of sidewalks and bike lanes would improve east-west travel on this facility.

East-west travel is possible along Redwood Highway/Grants Pass Parkway from the Fairgrounds to the Third Bridge. However, high travel speeds, lack of abutting destinations, lack of bike lanes from the Fairgrounds to the South "Y", and general confusion at the South "Y" make this an unattractive option for many riders. A good option exists to provide a continuous bike route on East and West Park Streets. This facility could provide connections to the Fairgrounds, the bicycle/pedestrian bridge, Riverside Park, Baker Park, and the Third Bridge. This route would also avoid the South "Y". Street widening and installation of bike lanes are needed on West Park Street.

#### *4. Connections across the Rogue River*

**Third Bridge:** The Third Bridge provides a connection between the Fruitdale-Harbeck area and the east Grants Pass area. A continuous bike lane exists on the Grants Pass Parkway. The facility provides close connections to Riverside Park and Baker Park.

**6th and 7th Street Bridges:** 6th and 7th Street Bridges provide connections between downtown and the area south of the Rogue River, including Riverside Park and commercial areas. However, there are several constraints that make this a less effective bike route. First, no bike lanes currently exist on either 6th or 7th Street to provide good access to the bridges. Second, the bridges themselves are narrow. The 6th Street Bridge is 27 feet wide, and the 7th Street Bridge is 30 feet wide. Extra shy distance is normally required for a bike lane crossing a bridge. The shy distance is increased on the 6th Street Bridge, where the bridge arches make the roadway feel narrower. Neither bridge contains bike lanes. Third, the bridges connect to the South "Y" intersection. This confusing intersection provides poor access for bicyclists. Currently, a multi-use path connects the route from Jacksonville Highway to the 7th Street Bridge. However, no good connections are available at the end of the 6th Street Bridge.

This plan would include a bike lane on 6th Street from "M" Street to the Bridge. The bike lane would terminate at the bridge. On 7th Street, a wide outside lane would be provided from Park Street to 300 feet south of "M" Street, where a bike lane would start.

**Bicycle/Pedestrian Bridge:** A special bike-pedestrian bridge is planned to cross the Rogue River in the vicinity of All Sports Park (on the north side of the river) and Tussing Park (on the south side of the river.) On the north side of the river, a bike path would be constructed through the All Sports Park with connections to Lincoln Road and Cottonwood Street. Bike lanes would be installed on Cottonwood Street, and completed on Lincoln Road.

On the south side of the river, bike lanes would be constructed on West Park Street. West Park Street would also be continued to the west to connect to Flower Lane. A bike path would be provided through the Josephine County Fairgrounds, and on Ringuette Street. Good connections from this special bike/pedestrian bridge to the rest of the bicycle/pedestrian system are essential and may eliminate the need to include bike lanes on the proposed fourth bridge (described in the Roadway Element of this plan.)

### **Pedestrian Element**

The downtown area of Grants Pass is well served by sidewalks, but the areas outside of the downtown core (especially southwest and southeast of the downtown) have little, if any, sidewalks. This is a special problem in the commercial areas near the fairgrounds and west to the South "Y" interchange. With the recent residential and commercial growth in these areas, the need for sidewalks has increased in importance. As growth continues this will become even more important.

In addition to the importance of sidewalks to the business community, and for the enhancement of residential neighborhoods, they provide vital linkages to area schools and recreation facilities. Some of the schools in the Grants Pass Urban Area are only partially served by sidewalks. In these cases, sidewalks may be on one side of the street only, or they may not be continuous from block to block. Schools where this occurs include Highland, North Middle, Grants Pass High School, Lincoln, and Brighton. Some schools have essentially no sidewalk facilities; these include Riverside, Fruitdale and the Rogue Community College. Parks with no sidewalk access include Lathrop, Schroeder, All Sports, and Memorial; and parks with limited sidewalk access include Westholm, Gilbert, Ogle, Tussing, and Portola.

Provision of pedestrian connector routes is also important to encourage pedestrian travel by reducing walking distances where other routes are excessively long. The connector routes also provide shorter routes for bicycle travel, though some may require the cyclist to dismount prior to passing.

### ***Providing New Pedestrian Facilities***

The *Grants Pass and Urbanizing Area Comprehensive Community Development Plan* encourages developers of residential and commercial projects to provide safe and convenient facilities for pedestrians in accordance with state and local design standards along their property frontages. In addition, this Master Plan recommends incorporating sidewalks into all new roadways and into upgrades for existing roadways. In locations where there are no development or roadway improvements planned, sidewalk improvements will have to be coordinated with local property owners to develop satisfactory financing and implementation. The only funding sources currently available for such improvements are LIDs (Local Improvement Districts), gas tax funds, or the general fund for the City and/or County. These "in-fill" projects must compete with all other local street and drainage projects for the same limited funds. A new funding source, such as local gas tax or a street utility, would greatly increase the ability of the City and County to fund these types of improvements, as well as other transportation system upgrade or improvement projects. Lacking a substantial increase in funding, it will take a long time before sidewalks can be provided throughout the urban area.

This Plan does not include a separate map showing the location for new sidewalks. The list of urban upgrades for city, county and state facilities included in Chapter 4 identifies numerous projects throughout the entire Grants Pass Urban Area. These projects would include provisions for pedestrians consistent with the design guidelines and standards for urban arterials and collectors, and for local roads. Pedestrian improvements would be included as the upgrades are implemented.

## **Supporting Programs and Actions**

In addition to providing physical facilities to accommodate pedestrians and bicyclists safely and comfortably, it is necessary to include additional elements to have a successful program for nonmotorized travel. Additional key elements are summarized below.

### ***Supporting Facilities***

If people are to use bicycles for transportation purposes they need to be assured of safe and convenient parking for their bicycles. Depending on the circumstances at individual locations this could consist of a simple bicycle rack where people could park and secure their bicycles. In some other cases it might include covered parking to protect them from the elements, and more secure parking facilities for the bicycles such as bicycle lockers or supervised/staffed parking areas.

For people who commute by bicycle an important factor is the availability of showers and personal lockers at the work site. For people who use bicycles for shopping or other personal business, some form of delivery service might be desirable to transport items too bulky or fragile to be carried by the bicyclist.

### ***Street Maintenance***

Adequate street maintenance is particularly important for bicyclists and pedestrians. Loose gravel can cause a bicyclist to lose control of their bicycle and could be thrown up by passing vehicles and hit bicyclists or pedestrians. While potholes or other "minor" roadway deterioration may not pose a danger for motorists they can be dangerous for bicyclists and pedestrians.

### ***Education***

Education programs about travel by nonmotorized travel modes should include three key components. The first component is directed toward the general public to educate them about the value of bicycling and walking for them, and for their community. Health benefits for individuals and for the community at large (less congestion, less pollution, and less paving over of the landscape to accommodate motorized vehicles) should be stressed. The second education component is directed toward drivers to enhance their awareness of bicyclists and pedestrians, teach them how to cooperate and coexist with bicyclists and pedestrians, and improve the overall safety of the roadways for all travelers, regardless of their chosen travel mode. The third component of education is directed toward bicyclists and pedestrians to teach them how to travel safely and in cooperation with motorized vehicles.