

4. ROADWAY ELEMENT

This chapter includes the planned transportation improvements for the Grants Pass Urban Area. The first section describes the process used to identify and evaluate proposed improvements for the transportation system in the urban area. The second section describes the planned capital improvement program, which includes transportation system improvement projects (new facilities or expansions of existing facilities), and transportation system upgrades for existing city, county, and state facilities. The planned improvements are described in tables and shown on maps included in this section. Individual projects have been prioritized, and scheduled for implementation over the next 20 years. A new functional classification map is also included in this section. The third section of this chapter includes roadway design guidelines for facilities within the Grants Pass Urban Area.

Developing the Capital Improvement Program

Following the identification of current and future needs and deficiencies a series of improvement alternatives were developed. These included a “no build” alternative, as well as eight different action alternatives. The action alternatives differed in the mix of individual improvements that were included. Each of the alternatives was “modeled” to test their effectiveness in meeting the identified deficiencies. These alternatives were evaluated using the criteria shown in Table 4-1. The results of the evaluation were reviewed with the Management Team, the Transportation Public Advisory Committee and the general public. Descriptions of the alternatives, along with the results of the model evaluation are included in Appendix C of this Plan.

Based on the evaluation, Alternative 8 was selected as the preferred option, and provided the basis for the Capital Improvement Program. This alternative was subsequently refined to respond to comments received during the review. Planning level cost estimates were developed for each of the projects in order to assess the fiscal requirements for the transportation improvements needed to serve the adopted land use plan. Individual projects were assigned a priority (high, medium or low) to reflect their relative importance, and assigned to a construction time period.

An assessment was made of the primary beneficiaries of each project (local, areawide, existing development and/or new development), and potential funding sources were identified for each project related to the identified beneficiaries. Possible funding sources included state and federal funds, city general funds, county road fund, private developers, local improvement districts (LIDs), system development charges (SDCs), and other (e.g., schools, and Grants Pass Parkway Redevelopment Agency.) A complete copy of the financial analysis is included in Chapter 8 of this Plan.

Table 4-1: Evaluation Criteria for Transportation Improvements

Evaluation Criteria	Description
<i>Project Performance</i>	
Congestion Relief	Extent to which the project relieves congestion and/or improves LOS (level of service) at project location and/or elsewhere
Safety	Potential for project to improve safety for travelers using motorized or non-motorized modes of travel
Roadway/Network Completion	Does the project/improvement fill in an important missing link in the roadway or transportation system
Encouraging Travel Modes Other than the Private Automobile	Potential for the project to encourage travel by transit, walking, bicycle, and/or the potential of the project to reduce total VMT (vehicle miles traveled) through more direct connections
<i>Impacts of the Project</i>	
Natural Environment	Potential impact of the project on air and water quality, wetlands and natural vegetation, and ability to mitigate adverse impacts
Built Environment	Potential impacts of project on neighborhoods, businesses, parks and recreational sites, and historical and cultural sites
Construction Impacts	Potential short-term impacts on the natural and built environment during project construction
<i>Financial Feasibility</i>	
Cost Effectiveness	Total project cost in relation to expected benefits of the project
Funding Feasibility	How reasonable is it to expect that funds can be secured for implementation, will the project qualify for special funding
<i>Engineering Feasibility</i>	
Technical Elements	Are there any difficult or unique technical issues to be addressed in the design/construction of the project
Required Structures	Are there any structures required that will significantly increase the technical complexity and cost of the project
<i>Community Support</i>	
Compatibility with Plans	Is the project compatible with adopted plans for the City of Grants Pass, Josephine County and ODOT
Community Support	To what degree does the community support/oppose the project

Capital Improvement Program

Projects for the long range capital improvement program for the Grants Pass Urban Area are divided into two categories: System Improvements and Urban Upgrades. System Improvement projects include new roadways or sections of roadways, and expansions of existing facilities to provide additional capacity and/or additional improvements for bicycles and/or pedestrians. Urban Upgrade projects involve improvements to existing facilities to bring them up to the design standards for their functional classification within the urban area. Upgrade projects are shown separately for city, county and state facilities. Functional classifications for all of the roadways is shown in Figure 4-1; design guidelines for each of these classifications is included in the last section of this chapter.

Transportation System Improvements

Planned transportation system improvements are described in Table 4-2, and are shown in Figures 4-2 to 4-4. A detailed list of planned improvements per facility is located in Appendix F. These improvements include new roads, a new bridge crossing the Rogue River in the vicinity of Lincoln Road, extensions of existing roadways, and street widening and other improvements. The underlying rationale for the set of improvements included in the Plan is based on the three objectives described below.

- *Provide north/south routes in the western and eastern portions of the urban area, as well as the center route along 6th and 7th Streets. This will provide for better circulation within the urban area to support the approved land use plan. In addition it will help to distribute traffic more evenly throughout the urban area, relieving congestion in the downtown core and reducing unnecessary circuitous routing for travelers.*
- *Complete critical "missing links" in the roadway system. This will allow for more direct routing, and a more even distribution of traffic over the entire arterial network;*
- *Bring roadways within the urban area up to urban standards. This will improve safety and convenience for all travel modes, including bicycle and pedestrian.*

The highest priority projects included in the list of System Improvements are described below.

Fourth Bridge (Project 1) - The selected location for a fourth bridge across the Rogue River would connect Allen Creek Road/Flower Lane and Lincoln Road. The existing river crossings are becoming more congested, and will continue to get worse as the area grows. An additional bridge will provide additional north/south capacity across the river, and a more convenient connection for traffic on the western side of the urban area. This is consistent with the adopted land use plan which calls for substantial additional growth in this portion of the urban area. A new bridge in this area will eliminate some circuitous routing and travel on east/west streets as traffic uses the new bridge rather than traveling out of the way to reach existing bridges. The useful lifespan of a bridge is 40-50 years. Therefore this bridge is planned to be four lanes wide to provide sufficient width for long term needs. The roadway

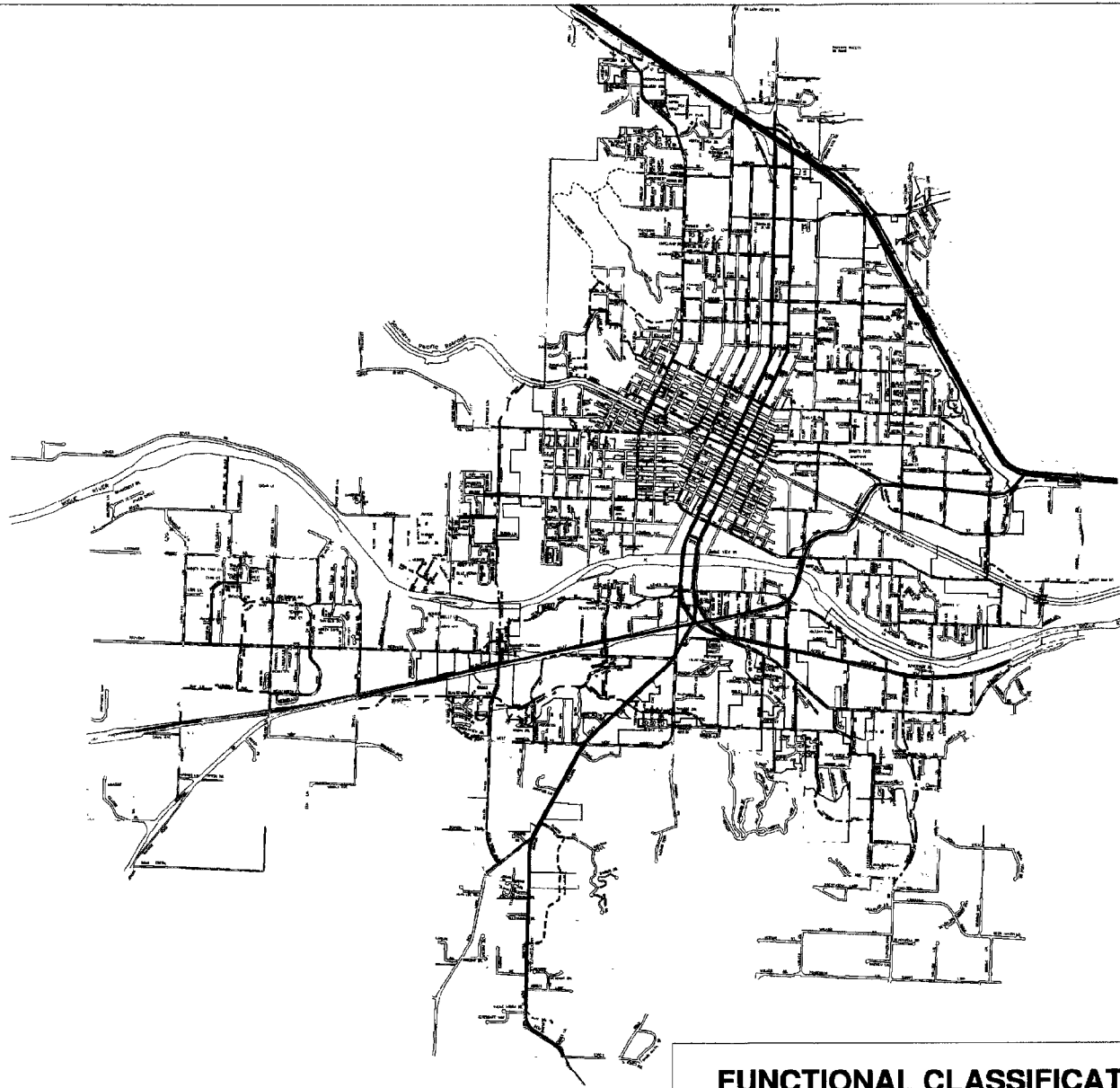
leading to/from the bridge could be two to five lanes depending on the travel demand for the roadway. The estimated cost for the bridge is \$15.7 million; it is scheduled for construction in the period from 2006 to 2015.

Lincoln Road Widening (Webster Road to "G" Street) (Project 2) - The existing section of Lincoln Road between Webster Road and G Street would be widened to three lanes and upgraded to meet the design guidelines for an arterial street. This project is related to the fourth bridge. The estimated cost for this improvement is \$2.1 million; it is scheduled for construction in the period from 2006-2015

"F" Street Extension (Elm Street to Sunhill Drive) (Project 3) - In this project "F" Street would be extended from its current terminus to the northwest along the railroad right-of-way, to connect with Sunhill Drive. The resulting collector roadway would provide better access to properties north of the railroad tracks. This project provides a critical link to serve the growing residential areas in the northwest portion of the urban area. This project is linked to Project 7 (a new local access road from Morgan Lane to "F" Street - Low priority), Project 19 (a new road from Upland Drive to Manzanita Street - Low priority), and Project 4 (a new road extending "F" street from Sunhill Drive to "G" Street/Lincoln Road - Medium priority). The estimated cost for this improvement is \$2.1 million; it is scheduled for construction in the period from 2006 to 2015.

Urban Upgrades

In addition to system improvements, numerous locations were identified where upgrades are needed to bring existing facilities into compliance with design guidelines for the roadways within the Grants Pass Urban Area. Upgrades could include widening of lanes to meet standards, installation of enclosed drainage, improved traffic signals, installation of bicycle lanes and/or sidewalks, and other types of improvements. Upgrade projects for City and State facilities are shown in Figure 4-3, and upgrade projects for county facilities are shown in Figure 4-4. They are described in Table 4-2 and more fully in Appendix F. The highest priority upgrade projects are summarized in Table 4-3.



SCALE: 1" = 2000'

Functional Classifications		
Existing		Proposed
	State Highway	
	Arterial	
	Collector	
	Local Collector	
	Local	
	Private	

FUNCTIONAL CLASSIFICATION PLAN

Figure 4-1

Grants Pass
Urban Area
Transportation Plan
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Key

- H : High Priority
- M : Medium Priority
- L : Low Priority
- PRA : Parkway Redevelopment Agency
- RR Xing: Railroad Crossing
- TWLT: Two-way left turn lane

Table 4-2: Planned Transportation Projects

Code Number	Improvement Project	Description	Estimated Cost	Construction Timing	Primary Beneficiaries				Potential Funding Sources (Primary (P) or Secondary (S))							
					Local	Area-wide	Existing Devt.	New Devt.	Priority (H,M,L)	State/Fed.	City Gen.	County Road	Private Devt.	LID	SDC	Other
System Improvements																
1	Fourth Bridge: Redwood Avenue to Webster Road	New Bridge	\$15,727,118	2006 to 2015	X	X	X	X	H	P	S	S				S
2	Lincoln Road: Webster Road to G Street	Widen to three lanes	\$2,101,111	2006 to 2015	X	X	X	X	H	S	S	S				S
3	F Street: Elm Street to Sunhill Drive	New Extension, RR Xing	\$2,089,747	2006 to 2015	X	X	X	X	H		S				P	
4	F Street: Sunhill Drive to G Street	New Extension, RR Xing	\$2,064,863	2006 to 2015	X	X	X	X	M		S				P	
5	I-5 North Interchange Improvements	New Ramps	\$1,817,098	2006 to 2015	X	X	X	X	M	S				P		
6	Service Road: Hillcrest Drive to Greenfield Road	New two lane road	\$1,000,722	2006 to 2015	X	X	X	X	M	S	S	S			S	
7	Crown Street: Morgan Lane to F Street*	New local access	\$3,682,166	2006 to 2015	X		X	X	L					P	S	
9	Dimmick Street: Foundry Street to F Street	New Extension, RR Xing	\$718,762	2006 to 2015	X	X	X	X	M		S				P	S
10	Agness Avenue: Spalding to N Street	New Extension, RR Xing	\$1,278,824	2006 to 2015		X	X	X	M	S	S	S			S	S
11	Ament Road: Shannon Lane to Agness Avenue	New Extension	\$714,046	2015 +	X		X	X	L					P	S	
12	Schutzwohl Lane: West Harbeck Road to Dowell Road	New collector road	\$1,798,770	2006 to 2015	X	X	X	X	L					P	S	
13	West Harbeck Road: Forestview Drive to Allen Creek	New collector road	\$270,435	2006 to 2015	X	X	X	X	L					P	S	
14	Allen Creek Road: Denton Trail to New Hope Road*	New Extension	\$1,239,746	2006 to 2015	X	X	X	X	M	S		S		P	S	S
15	Ramsey Road: Allen Creek Road to Meridian Way	New Extension	\$1,771,283	2006 to 2015	X	X	X	X	M					S	P	
16	Ringette Road: Redwood Highway to Union Avenue	New Extension	\$471,863	2006 to 2015	X		X	X	M	P					S	PRA
17	GI Lane: Jacksonville Highway to Grandview Avenue	New Extension	\$1,081,739	2006 to 2015	X		X	X	L					P	S	PRA
18	Overland Drive: Rogue River Highway to Cloverlawn	New Extension	\$3,693,953	2002 to 2005	X		X	X	M			S		S	P	
19	New Road: Upland Drive to Manzanita Street	New Extension	\$716,605	2006 to 2015	X			X	L					P	S	
20	Coach Drive: Curtis Drive to Williams Highway	New Extension	\$2,587,713	1998 to 2006	X			X	L					P	S	
21	Haviland Drive: Highline Canal to Cloverlawn Drive	New Extension	\$1,072,092	2006 to 2015	X			X	L					P		
22	Spalding Avenue: Beacon Drive to Grants Pass Parkway	New Extension	\$550,711	1998 to 2006	X	X	X	X	H	S				S	P	PRA
23	West Park Street: Allen Creek to Pansy Lane	New Extension	\$630,615	2015 +		X			L						P	
24	West Park/Lewis Avenue	Intersection improvements	\$479,613	2006 to 2015	X	X	X	X	M			S	S	S	P	
25	Raydean Drive: Raydean Drive to Angler Lane	New Extension	\$402,886	2015 +					L			S		P		
26	Angler Lane: Angler Lane to George Tweed-North	New Extension	\$331,788	2015 +					L			S		P		
27	Kellenbeck Avenue-West: Hubbard Lane to Willow Lane	New Extension	\$1,184,959	2015 +					L			S		P		
28	George Tweed Blvd-South: Kellenbeck-West to Redwood	New Extension	\$582,479	2015 +					L			S		P		
29	George Tweed Blvd-North: Redwood to Willow Lane	New Extension	\$900,569	2015 +					L			S		P		
30	Kellenbeck Avenue-South: Redwood to Willow Lane	New Extension	\$450,284	2015 +					L			S		P		
31	Kellenbeck Avenue-North: Redwood to Willow Lane	New Extension	\$995,365	2015 +					L			S		P		
32	Leonard Road: Leonard Road to Kellenbeck-North	New Extension	\$142,195	2015 +					L	S		S		P	P	S
Total System Improvement			\$52,560,120									S		S	P	S
Urban Upgrades: City																
33	Dimmick Street: Bellevue to C Street	Restripe for bike lanes	\$19,964	2006 to 2015		X				M		S			P	
34	Dimmick Street: C Street to RR Crossing	Widen for TWLTL, bikes	\$179,496	2006 to 2015		X				M		S			P	
35	Dimmick Street: RR Crossing to G Street	Widen for TWLTL, bikes	\$15,608	2006 to 2015		X				M		S			P	
36	Oak Street: G Street to Bridge Street	Restripe for bike lanes	\$32,984	2006 to 2015		X				M		S				
37	G Street: Leonard Road to 3rd Street	Widen for TWLTL, bikes	\$499,466	2006 to 2015		X				H		P				
38	B Street/Crescent Drive: Olmar to New Local Collector	Curb, Gutter, Sidewalk	\$45,565	2006 to 2015	X		X	X	L				S		P	
39	Beacon Drive: A Street to D Street	Restripe for bike lanes	\$14,756	2006 to 2015		X				H		S				
40	Hillcrest Drive: 6th to 7th Street	Restripe for bike lanes	\$9,548	2015 +		X				L		P				
41	Hillcrest Drive: 7th to 9th Street	Restripe for bike lanes	\$13,020	2015 +		X				L		P				
42	Savage Street: Beacon Drive to 10th Street	Full Reconstruction	\$99,537	2006 to 2015	X	X		X	M						P	
Total City Upgrades			\$929,944													

* Revised by Ord. 5022 - Estimated Costs not revised.

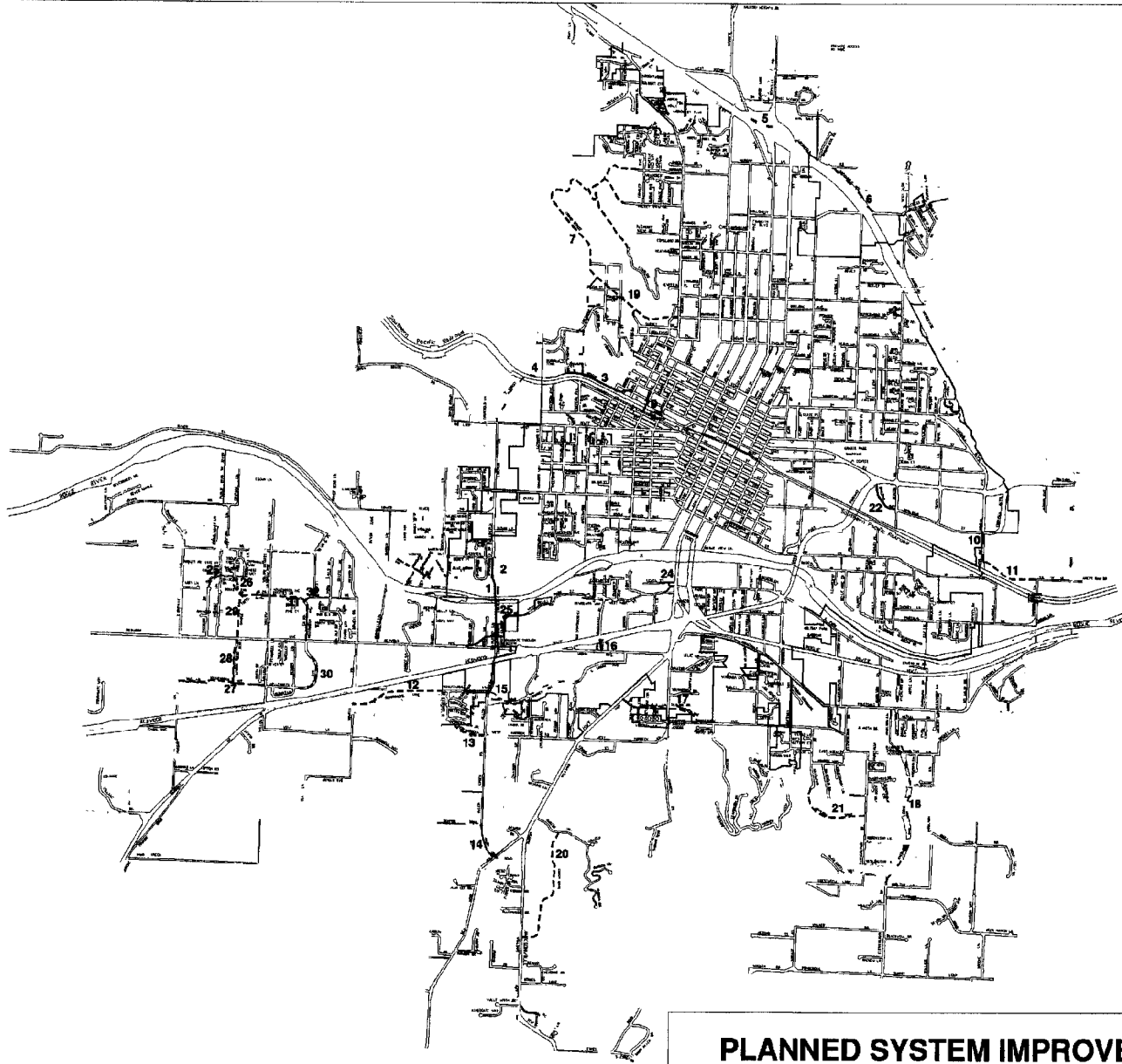
Urban Upgrades: County

43	A Street: Tenth Street to Foothill Boulevard	Overlay, 5' sidewalks (2)	\$119,470	2015+						M			S	P	
44	Allen Creek Road: Redwood Avenue to Denton Trail	Full Reconstruction	\$2,369,917	2006-2015						M	S		S	P	S
45	Beacon Drive: Spalding Avenue to Railroad Right-of-Way	Full Reconstruction	\$189,593	2015+						L			P	S	
46	Bridge Street: Lincoln Road to East Line Section 13	Overlay, 5' sidewalks (2)	\$66,372	2006-2015						M			S	P	
47	Cloverlawn Drive: Rogue River Highway to Eastview Place	Overlay, 5' sidewalks (2)	\$74,962	2006-2015						L			S	P	
48	Cloverlawn Drive: Eastview Place to Hamilton Lane	Full Reconstruction	\$2,369,917	2015+						L	S		S	P	S
49	Danielle Lane: Redwood Avenue to Leonard Road	Full Reconstruction	\$1,184,959	2015+						M	S		S	P	S
50	Dowell Road: Redwood Highway to Schutzwol Lane Extension	Full Reconstruction	\$248,842	2006-2015						L			S	P	
51	Dowell Road: Redwood Avenue to Leonard Road	5' sidewalks (2)	\$66,372	2006-2015						M			S	P	S
52	Drury Lane: Fruitdale Drive to Grandview Avenue	Full Reconstruction	\$947,967	2006-2015						M			S	P	
53	Fairgrounds Road: Redwood Highway to Union Avenue	Full Reconstruction	\$47,398	2015+						M	S		S	P	S
54	Foothill Boulevard: A Street to 760 Feet Southeast	Overlay, 5' sidewalks (2)	\$37,168	2015+						M	S		S	P	S
55	Fruitdale Drive: Jacksonville Highway to Parkdale Drive	Full Reconstruction	\$1,421,950	1999-2005						M	S		S	P	S
56	Fruitdale Drive: Parkdale Drive to Overland Drive	Full Reconstruction	\$1,777,438	2006-2015						M	S		S	P	S
57	Fruitdale Drive: Overland Drive to Rogue River Highway	Full Reconstruction	\$2,488,413	2015+						M	S		S	P	S
58	G Street: Third Street to Fourth Street	Overlay, 5' sidewalks (2)	\$29,204	1999-2005						H			P	S	
59	G Street: Lincoln Road to Leonard Street	Full Reconstruction	\$622,105	1999-2005						H	S		S	P	S
60	Gladiola Avenue: N Street to Portola Drive	Full Reconstruction	\$516,763	2006-2015						M	S		S	P	S
61	Grandview Avenue: Harbeck Road to Cloverlawn Drive	Full Reconstruction	\$2,369,917	2006-2015						H	S		S	P	S
62	Hamilton Lane: Park Street, East to Rogue River Highway	Full Reconstruction	\$149,305	2015+						M				P	S
63	Hamilton Lane: Overland Drive to Cloverlawn Drive	Full Reconstruction	\$2,836,801	2015+						L			S	P	S
64	Harbeck Road: Jacksonville Highway to Grandview Avenue	Overlay, 5' sidewalks (2)	\$100,886	2015+						M			P	S	
65	Harbeck Road, West: Jacksonville Highway to Allen Creek Road	Full Reconstruction	\$1,184,959	2006-2015						M	S		S	P	S
66	Haviland Drive: Grandview Avenue to Highline Canal	Full Reconstruction	\$805,772	2015+						L			S	P	
67	Hawthorne Avenue: Midland Avenue to Morgan Lane (West)	Overlay, 5' sidewalks (2)	\$114,160	1998 to 2000						L			S	P	
68	Highland Avenue: South Line Section 6 to Northwest UGB	Full Reconstruction	\$2,015,621	1999-2005						M			S	P	S
69	Hillcrest Drive: Hawthorne Avenue to Sixth Street	Overlay, 5' sidewalks (2)	\$66,372	1999-2005						L			S	P	
70	Hillcrest Drive: Ninth Street to Tenth Street	Full Reconstruction	\$671,874	2015+						M	S		S	P	S
71	Hillcrest Drive: Tenth Street to Beacon Drive	Full Reconstruction	\$622,105	2015+						M			S	P	S
72	Hubbard Lane: Redwood Highway to Redwood Avenue	Full Reconstruction	\$1,066,463	2015+						M	S		S	P	S
73	Leonard Road: Willow Lane to Redwood School (UGB)	Full Reconstruction	\$1,777,438	2015+						M	S		S	P	S
74	Leonard Road: Dowell Road to Willow Lane	Full Reconstruction	\$1,777,438	2015+						M			S	P	S
75	M Street: Skunk Creek to East 1/16 Line Section 20	Overlay, 5' sidewalks (2)	\$111,505	2015+						L			S	P	
76	M Street: West Line Section 21 to N Street	Overlay, 5' sidewalks (2)	\$42,478	2015+						L			S	P	
77	Morgan Lane: Hawthorne Avenue to Vine Street	Overlay, 5' sidewalks (2)	\$53,098	1999-2005						L			S	P	
78	Morgan Lane: Highland Avenue to Hawthorne Avenue	Full Reconstruction	\$622,105	1999-2005						M	S		S	P	S
79	N Street: East 1/16 Line Section 20 to Rogue Drive	Overlay, 5' sidewalks (2)	\$55,753	2015+						L			S	P	
80	N Street: M Street to Agness Avenue Extension	Full Reconstruction	\$798,633	2006-2015						M	S		S	P	S
81	N Street: Agness Avenue Extension to Gladiola Avenue	Full Reconstruction	\$211,403	2006-2015						M			S	P	S
82	Nebraska Avenue: West Harbeck Road to McCarter Drive	Overlay, 5' sidewalks (2)	\$14,698	2015+						L	S		S	P	S
83	Nebraska Avenue: McCarter Drive to South Union Avenue	Half Reconstruction	\$236,992	1999-2005						M			S	P	
84	Nebraska Avenue: South Union Avenue to Union Avenue	Overlay, 5' sidewalks (2)	\$36,746	1999-2005						L			S	P	S
85	Park Street, East: Gold River Lane to Clara Avenue	Full Reconstruction	\$597,221	2006-2015						M			S	P	S
86	Park Street, East: Clara Avenue to Hamilton Lane	Full Reconstruction	\$696,758	2015+						M			S	P	S
87	Park Street, West: Sixth Street to Ringuette Street	Full Reconstruction	\$947,967	1999-2005						L	S		S	P	S
88	Park Street, West: Ringuette Street to Pansy Lane	Full Reconstruction	\$2,132,926	2015+						M			S	P	S
89	Portola Drive: 450 Feet west of Gladiola Avenue	Full Reconstruction	\$211,403	1999-2005						M	S		S	P	S
90	Portola Drive: Gladiola Avenue to Shannon Lane	Full Reconstruction	\$489,764	2015+						M	S		S	P	S
91	D Street: Beacon Drive to 1500 Feet East	Overlay, 5' sidewalks (2)	\$74,337	2015+						M			S	P	
92	Redwood Avenue: Redwood Highway to Daisy Lane	Full Reconstruction	\$473,983	2006-2015						H	S		S	P	S
93	Redwood Avenue: Daisy Lane to Dowell Road	Full Reconstruction	\$1,682,841	2006-2015						H	S		S	P	S
94	Redwood Avenue: Dowell Road to 450 Feet West of Danielle Lane	Full Reconstruction	\$2,441,015	2015+						H	S		S	P	S
95	Foothill Boulevard: City Limits to Arment Road	Full Reconstruction	\$995,369	2015+						M	S		S	P	S
96	Ringuette Street: Redwood Highway to Canal Street	Overlay, 5' sidewalks (2)	\$29,204	1999-2005						L			S	P	

97	Ringuette Street: Canal to West Park Street	Full Reconstruction	\$189,593	1999-2005						L			S	S	P	S	
98	Scenic Drive, West: Granite Hill Road to Scoville Road	Full Reconstruction	\$726,639	2006-2015						L	S		S	S	P	S	
99	Schulzwohl Lane: West Harbeck Road to Allen Creek Road	Reconstruction	\$622,105	1999-2005						L			S	P	S		
100	Scoville Road: Greenfield Road to Scenic Drive	Full Reconstruction	\$208,343	2006-2015						L	S		S	S	P	S	
101	Shannon Lane: Portola Drive to North Railroad (ROW)	Full Reconstruction	\$352,338	2015+						L	S			S	P	S	
102	Tenth Street: Hillcrest Drive to South 940 Feet	Full Reconstruction	\$447,916	2015+						L	S		S	S	P	S	
103	Union Avenue: Jacksonville Highway to Ringuette Street Extensi	Full Reconstruction	\$876,869	2006-2015						M	S		S	S	P	S	
104	Union Avenue: Ringuette Street Extension to Nebraska Avenue	Full Reconstruction	\$805,772	2015+						M	S		S	S	P	S	
105	Upper River Road: Lincoln Road to UGB West	Overlay, 5' sidewalks (2)	\$50,443	2015+						M					S	P	
106	Vine Street: Highland Avenue to Hawthorne Avenue	Full Reconstruction	\$1,354,231	2015+						L			S	S	P	S	
107	Willow Lane: Redwood Highway to Redwood Avenue	Full Reconstruction	\$971,666	2006-2015						M	S		S	S	P	S	
108	Willow Lane: Redwood Avenue to Leonard Road (UGB)	Full Reconstruction	\$1,184,959	2006-2015						M	S		S	S	P	S	
109	Harbeck Road, West: Grandview Avenue to Jacksonville Highwa	Full Reconstruction	\$1,327,154	2015+						M	S			S	P	S	
110	Pansy Lane: Redwood Avenue to North End	Full Reconstruction	\$236,992	2015+						L				S	P	S	
			Total County Upgrades	\$52,448,940													

Urban Upgrades: State

111	Granis Pass Pedestrian/Bikeway Bridge	New Bridge	\$1,259,000	1998 to 2002	X					H	P	S	S				
112	Redwood Highway at Rogue River Highway	Needs Assessment	\$27,000	1997	X	X	X	X	H	P							
113	Redwood Highway, MP 0.3 to 6.9: 6th Street to 7 miles west	Widen and Overlay	\$3,561,000	1996	X	X			H	P							
114	Redwood Highway at Dowell Road	Install Traffic Signal	\$184,000	1997	X		X	X	H	P		S					
115	Redwood Highway at Allen Creek Road	Install Traffic Signal	\$184,000	1999	X		X	X	H	P		S					
116	6th Street/7th Street Couplet:North I-5 interchange to Park Street	Reconstruction	\$14,000,000	1999 to 2001	X	X		X	H	P							
117	Jacksonville Highway: New Hope to UGB	Widen to four lanes	\$2,140,000	2002 to 2005	X	X		X	H	P							
118	Lower River Road: Lincoln Road to UGB	Full Reconstruction	\$315,000	2002 to 2005	X		X		M	S					P		
119	Rogue River Highway: Redwood Highway to UGB	Access mgt, CG	\$4,000,000	2006 to 2015	X	X	X		M	P	S	S					
120	Redwood Highway at Willow Lane	Install Traffic Signal	\$184,000	2006 to 2015	X		X	X	M	P		S					
			Total State Upgrades	\$25,854,000													
			Grand Total	\$131,793,004													

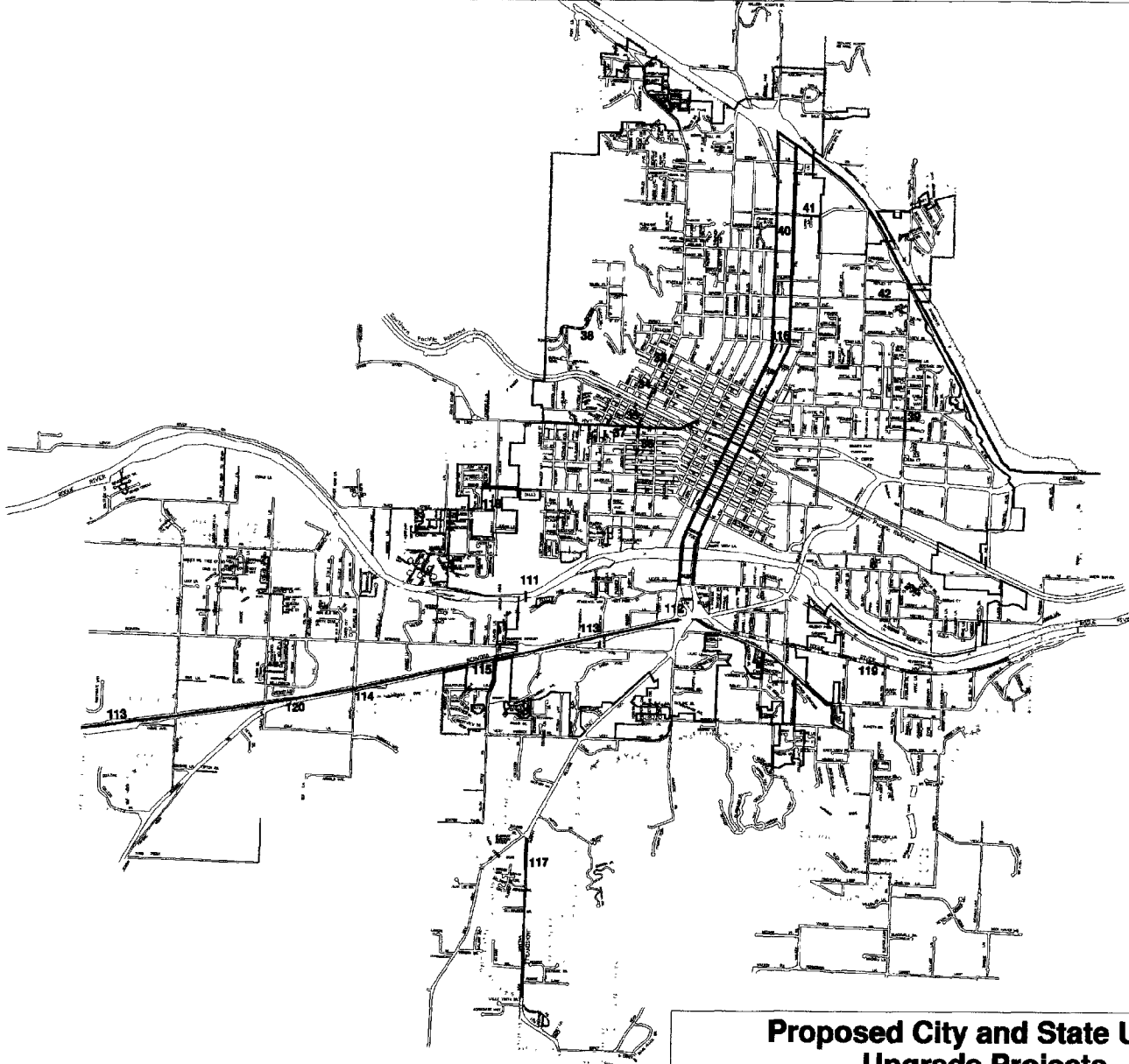


Priority	
High Priority	—————
Medium Priority	- - - - -
Low Priority	· · · · ·

PLANNED SYSTEM IMPROVEMENTS

Figure 4-2

Grants Pass
Urban Area
Transportation Plan
1-2000

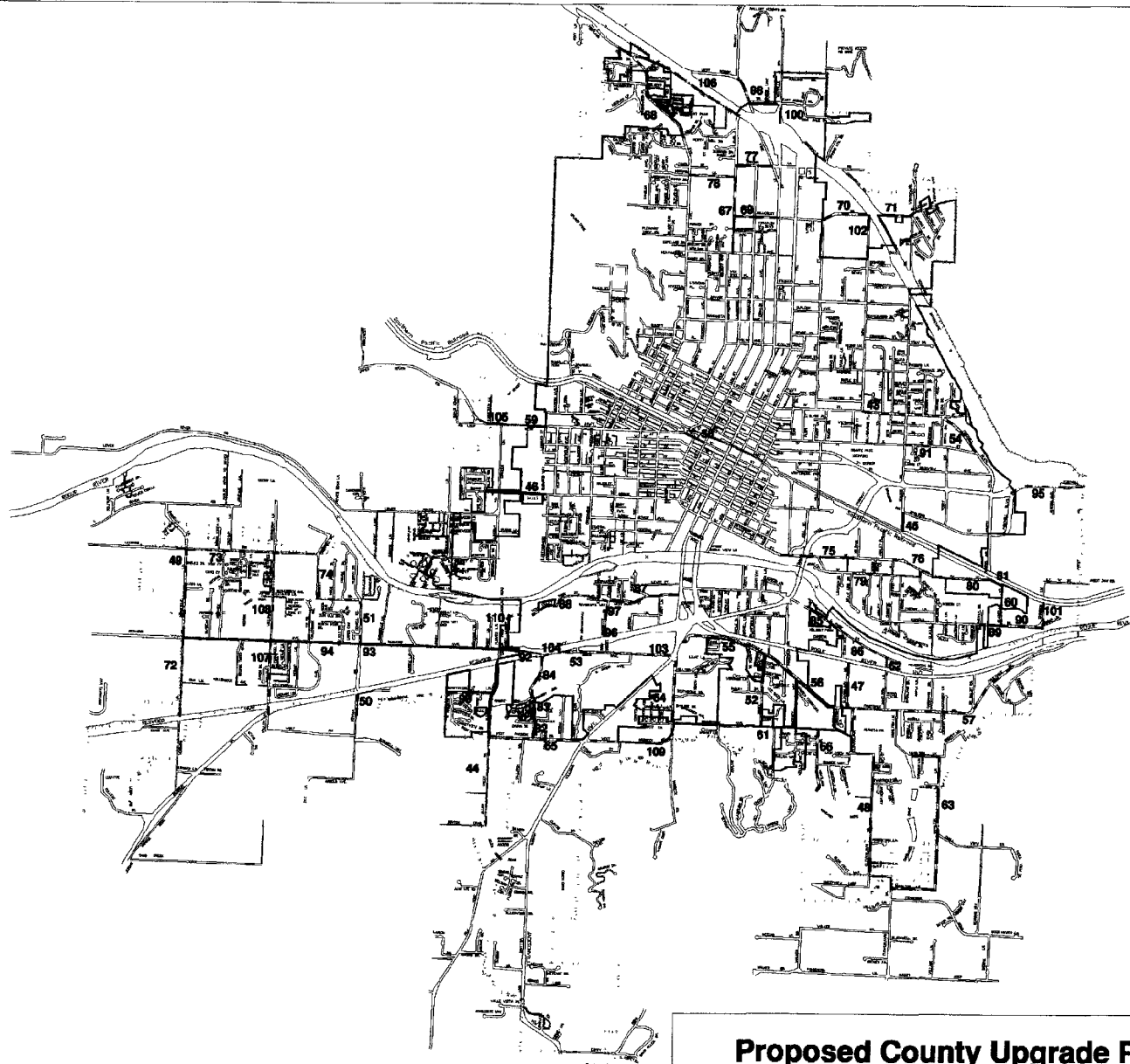


LEGEND	
High Priority	—————
Medium Priority	- - - - -
Low Priority	- · - · -
City Limits	—————
UGB	·····

Proposed City and State Urban Upgrade Projects

Figure 4-3

Grants Pass Urban Area Transportation Plan



LEGEND	
High Priority	—————
Medium Priority	- - - - -
Low Priority
City Limits	—————
UGB

Proposed County Upgrade Projects

Figure 4-4

Grants Pass Urban Area Transportation Plan

Table 4-3: High Priority Urban Upgrade Projects

Project #	Location	Limits
City		
37	"G" Street	Leonard Road to 3rd Street
39	Beacon Drive	"A" Street to "D" Street
County		
58	"G" Street	3rd Street to 4th Street
59	"G" Street	Lincoln Road to Leonard Street
61	Grandview Avenue	Harbeck Road to Cloverlawn Drive
92	Redwood Avenue	Redwood Highway to Daisy Lane
93	Redwood Avenue	Daisy Lane to Dowell Road
94	Redwood Avenue	Dowell Road to 450 feet west of Darneille
State		
111	Pedestrian/Bikeway Bridge	Vicinity of All Sports Park
112	Redwood Highway	At Rogue River Highway
113	Redwood Highway	Milepost 0.3 to 6.9 (6th street to 7 miles west)
114	Redwood Highway	At Dowell Road
115	Redwood Highway	At Allen Creek Road
116	6th/7th Street Couplet	North I-5 Interchange to Park Street
117	Jacksonville Highway	New Hope Road to Urban Growth Boundary

Planning Criteria and Design Standards

This section includes general descriptions and guidelines for roadway design within the Grants Pass Urban Area. Table 4-4 includes descriptions of the general functions and characteristics for different functional classifications. Figure 4-5 includes typical cross section diagrams for these types of roadways. These illustrations are for typical facilities within each of the distinct functional classifications. There may be valid reasons for the city, county or state to deviate from these guidelines in response to unique conditions at a particular location.

In general the City of Grants Pass, Josephine County, and the Oregon Department of Transportation will follow current versions of recognized design standards when designing and constructing improvements for transportation facilities within the Grants Pass Urban Area. These include:

- *AASHTO (American Association of State Highway and Transportation Officials) Standards for roadway design, and for design of bicycle and pedestrian facilities;*
- *MUTCD (Manual on Uniform Traffic Control Devices), and Oregon Supplements to the MUTCD for traffic signals and other traffic control devices and for roadway signage;*
- *ODOT (Oregon Department of Transportation) Design Manual;*
- *City of Grants Pass Department of Engineering Standard Plans; and*
- *Josephine County Standards and Specifications for Design and Construction of County Roads.*

Table 4-4: Design Guidelines and Characteristics for Urban Streets

Features	State Highways	Major and Minor Arterial Streets	Collector Streets	Local Collectors	Local Streets
General Function	Generally serves intercity travel at relatively high travel speeds	Serves longer distance trips between neighborhoods and activity centers, connections to highways and other arterials	Connects neighborhoods to each other and to arterials and highways	Access and local circulation within neighborhoods	Access to adjacent properties, short trips within neighborhoods
Emphasis	Mobility	Mobility	Mobility and Local Circulation	Access and Local Circulation	Property Access
Typical Spacing	NA	1 mile	1/2 mile	1/4 mile	1 block
Typical Right of Way	60-230 feet	60-100 feet	50-80 feet	50-60 feet	Up to 50 feet
# of Travel Lanes	2-6	2-4	2	2	1-2
Travel Lane Width	12 feet	12 feet	12 feet	10-12 feet	10-12 feet
Median Left Turn Lane Width	14 feet	12-14 feet	12 feet	NA	NA
On Street Parking	Limited - to preserve capacity and operational efficiency	Limited	Limited - Generally one side only	Generally allowed	Generally allowed
Typical Design Speed	45-70 mph	45 mph Standard as minimum	40 mph	30-40 mph	30 mph
Typical Posted Speed	45 - 55 mph	40 mph	35 mph	30 mph	25 mph

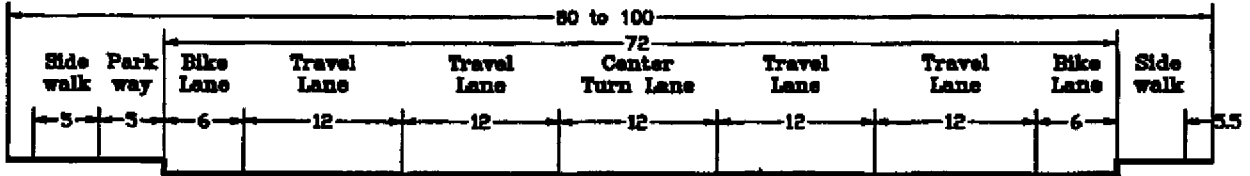
**GRANTS PASS URBAN AREA
MASTER TRANSPORTATION PLAN**

Features	State Highways	Major and Minor Arterial Streets	Collector Streets	Local Collectors	Local Streets
Horizontal Curve (degrees)		6-10	10-12	14-22	40
Stopping Sight Distance		350 feet	315 feet	275 feet	150 - 250 feet
Maximum Grade (percent)		8-10	10	15	15-18 percent
Design ADT (average daily traffic) volume		7,000-20,000	7,000-11,000	6,000	4,000
Sidewalk Width	5 - 6 feet where installed	5 feet	5 feet	5 feet	5 feet
Bicycle Facilities	Separated Multi-use Path, Bike Lanes, or Shoulder Bikeway	Bike Lanes	Bike Lanes	Shared Roadway, may be signed as a Bicycle Route, or have bike lanes	Shared Roadway, may be signed as a Bicycle Route
Access Control Strategy*	Very limited access except at interchanges and/or intersections, Driveways and other curb cuts generally prohibited	Curb cuts and driveways limited to preserve operational capacity and efficiency, prohibited near intersections or where it will interfere with signal progression	Some restrictions on access to maintain satisfactory street operation	Relatively little access control, more driveways allowed to provide easy access to property	Virtually no limits on access, frequent driveways to allow full access to adjacent properties

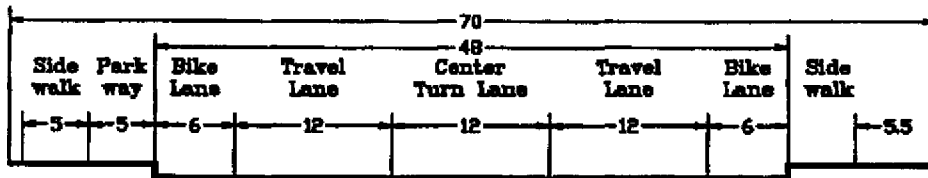
* - See Table 7-5 for details - "Access Management Guidelines for Grants Pass Urban Area"

Figure 4-5: Cross Sections of Major Streets

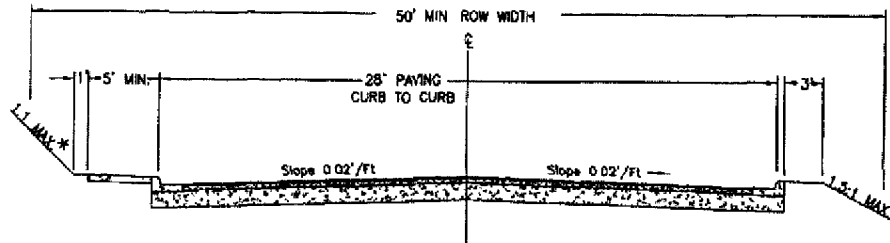
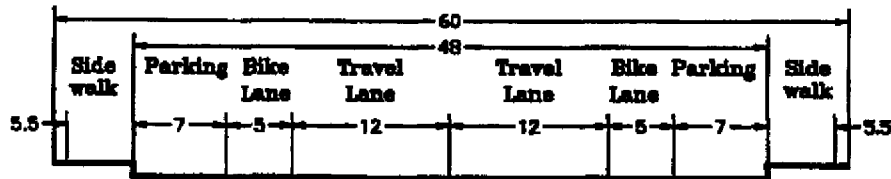
Major Arterial



Minor Arterial (or Collector)



Minor Arterial (or Collector): Options

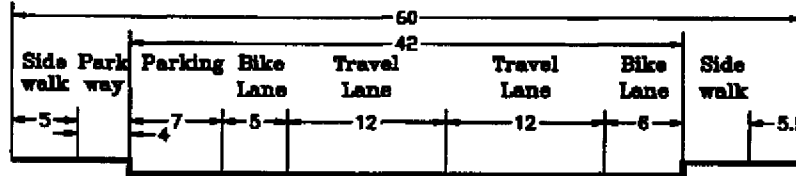


HILLSIDE STREET STANDARD FOR
 LOCAL COLLECTOR STREETS

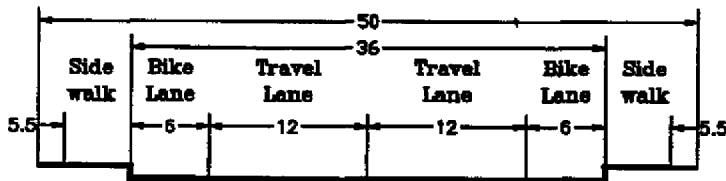
2 - 14 TRAVEL LANES, SIGNED FOR BICYCLISTS

(Amended by Ordinance 5022)

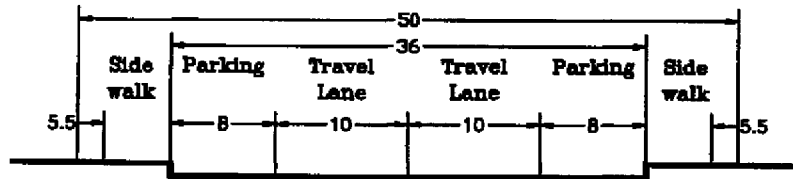
Collector Option 1



Collector Option 2



Local Collector



Local Collector Option

