DATE: 23 April 2018

TO: Tom Schauer, City of Grants Pass
   Ian Horlacher, ODOT Region 3

FROM: Jacob Nigro and Andrew Mortensen, David Evans and Associates, Inc.

SUBJECT: Grants Pass Transportation Systems Plan Update and IAMPS 55 & 58
         Technical Memorandum #3: Study Area Inventory

1 Introduction and Purpose of the Memorandum

The City of Grants Pass, in partnership with the Oregon Department of Transportation (ODOT), is creating a Transportation System Plan (TSP) to guide its future investments in transportation operations, maintenance, and facilities.¹ Assisting the City with the TSP is the consulting firm David Evans and Associates (DEA).

The purpose of the memorandum is to summarize the data and mapping of important study area land use, demographic, environmental and transportation systems data as available.

Findings from Memorandum Used to Guide TSP Update

As shown in Exhibit 1, findings from the Technical Memorandum #3 (systems inventory) will have important input to key tasks of the Grants Pass TSP Update, including evaluation of existing and future conditions, alternatives evaluation, and the drafting of the TSP and IAMPs.

Exhibit 1. TSP project timeline

Grants Pass TSP Update: Major Tasks

<table>
<thead>
<tr>
<th>Project Initiation</th>
<th>Develop Policy Basis of TSP</th>
<th>Multimodal Systems Analysis</th>
<th>Alternatives Evaluation</th>
<th>Prioritized Project List</th>
<th>Draft and Final TSP &amp; IAMPs</th>
</tr>
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<tbody>
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</table>

Source: prepared by DEA

¹ The project also addresses requirements for Interchange Area Management Plans.
2 Data Sources and Format of Inventory Mapping

To the extent possible, summaries of current transportation systems, land use designations and background environmental conditions are reported in tabular and Geographic Information System ("GIS") mapping formats, supported by simple and concise accompanying narrative. DEA assembled available information from City, County, MRMPO, ODOT or other state and federal agencies. DEA did not create new GIS data or layers, or conduct new field data or observations (unless specified), as specifically directed in the agreement and Work Plan.

Section 3 summarizes the detailed assembly of current inventories. All GIS maps developed and referenced in the Memorandum narrative are contained in Appendix A. Data sources are noted in both the memorandum and on GIS summary maps. Most of the maps in Section 3 illustrate data for the entire Grants Pass UGB. Driveway crossing data are reported by the respective Exit 55 and Exit 58 IAMP subareas.

Exhibits 2 and 3 illustrate the Exit 55 and Exit 58 IAMP subareas, respectively.

All GIS mapping assembled is formatted and produced within the Grants Pass TSP geodatabase, which will be finalized and provided to the City of Grants Pass and ODOT at the completion of the project.
Exhibit 2. Exit 55 IAMP Subarea
Exhibit 3. Exit 58 IAMP Subarea
3  TSP and IAMPs Study Area Data and Mapping

3.1  Existing Land Use and Population

Figure A-1 shows the existing jurisdiction boundaries in Grants Pass, including the current city limits, the urban growth boundary (UGB), and urban reserves (UR). Figure A-1 indicates the full extent of the Grants Pass TSP Update study area, including UGB and UR.

3.1.1  City Land and Use Plans

The adopted land use plans for the City of Grants Pass are mapped as follows:

- **Figure A-2**  Comprehensive Plan – reflecting the City’s long-term vision of how and where the city will grow and change
- **Figure A-3**  Zoning – indicating how land can be used and what can be built on any given property
- **Figure A-4**  Overlay Zones and Reimbursement Districts – where Overlay Zones reflect additional land use policies that guide the type and scale of development, and Reimbursement Districts are those areas in the city where local improvement districts (see Financial Funding Forecast Memorandum) have been established, and are either currently active or expired.

Figures A-5 and A-6 map year 2010 and projected 2040 housing units per transportation analysis zones (TAZs) for the Grants Pass urban area, respectively. Similarly, Figures A-7 and A-8 map year 2010 and 2040 employment allocations. These data were developed by the City and ODOT and are used by ODOT to develop the Grants Pass Travel Demand Model (used in later tasks to estimate vehicle traffic volumes and conditions).

<table>
<thead>
<tr>
<th>Data Limitations</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Grants Pass’ original buildable lands inventory was compiled in 2009, incrementally updated in 2013 as part of the City’s UGB refinement and adoption. The BLI is currently contained in the City Comprehensive Plan, Urbanization Element. City Staff have completed additional updates for 2013-2016 and 2017. The BLI data will be will be included and summarized as part of a new TTSP Update Additional Services memorandum to summarize revised population, housing and employment demographic data reflecting PSU’s revised year 2040 population forecast, as input into a refinement of the Grants Pass Oregon Small Urban Model (OSUM).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Data and Map Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>The identification and evaluation of multimodal transportation options (Task 4) will consider the City’s designated Comprehensive Plan.</td>
</tr>
</tbody>
</table>

3.2  Demographic Data

Demographic data were acquired from the US Census, 2016 American Community Survey (ACS), 5-year estimates, which is the most recent dataset available at the time of this study. See Figures A-9 and A-10 illustrate how census geography (tracts and block groups) align with the study area.
Since census geography does not exactly align with the study area boundaries, the figures summarized in Table 1 are the best approximation possible.

### Table 1. US Census Demographic Data – Summarized for Grants Pass TSP Update

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
<th>Percent of Study Area</th>
<th>Universe</th>
<th>Appendix A Map #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-White Non-Hispanic Population</td>
<td>3,807</td>
<td>9%</td>
<td>Total population</td>
<td>A-11</td>
</tr>
<tr>
<td>Population At/Below Poverty Level</td>
<td>8,015</td>
<td>20%</td>
<td>Population for whom poverty status is determined</td>
<td>A-12</td>
</tr>
<tr>
<td>Population Under 18</td>
<td>9,684</td>
<td>23%</td>
<td>Total population</td>
<td>A-13</td>
</tr>
<tr>
<td>Population 65 and Over</td>
<td>8,997</td>
<td>22%</td>
<td>Total population</td>
<td>A-14</td>
</tr>
<tr>
<td>Single Head of Household</td>
<td>2,419</td>
<td>14%</td>
<td>Households</td>
<td>A-15</td>
</tr>
<tr>
<td>Limited English Proficiency Population</td>
<td>84</td>
<td>0.2%</td>
<td>Population 5 years and over</td>
<td>A-16</td>
</tr>
<tr>
<td>Foreign Born Population</td>
<td>1,526</td>
<td>4%</td>
<td>Foreign born population excluding A-18</td>
<td>A-17</td>
</tr>
<tr>
<td>Population with a Disability</td>
<td>7,261</td>
<td>19%</td>
<td>Civilian noninstitutionalized population</td>
<td>A-18</td>
</tr>
</tbody>
</table>

#### Data and Map Use

Summary US Census population maps are included in the Public Involvement and Communications Plan (see Draft PICP – Task 1) to help identify important populations in Grants Pass for effective outreach through the TSP and IAMP development process.

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3.3 Natural Resources and Environmental Barriers

**Figure A-19** maps public parks and other resource lands in Grants Pass by jurisdiction. City parks are also often mapped as background information to other TSP map themes.

**Figure A-20** maps noted historic buildings and the City’s historic district.

**Figure A-21** maps a compilation of natural hazards, including Federal Emergency Management Agency (FEMA) flood zones and slope hazard areas (prone to landslides).

**Figure A-22** maps the designated wetlands within the Grants Pass study area.

**Figure A-23** maps the designated federal (Environmental Protection Agency) and state (Department of Environmental Quality) hazardous material or active remediation sites in the study area.

#### Data Limitations

Known or registered threatened and endangered species and archaeological data within the Grants Pass study area are unavailable, state resource agencies discourage their notification for public distribution from the federal and state sources as outlined in the Work Plan.
Data and Map Use

The location and sensitivity of natural resources, historic buildings and environmental hazards will help guide the identification and evaluation of multimodal transportation options (Task 4) and development of the Draft TSP and IAMPs (Task 6).

### Section 4(f) Resources

Section 4(f) requirements stipulate that FHWA and ODOT cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of land; and the action includes all possible planning to minimize harm to the property resulting from such use; OR
- The Administration determines that the use of the property will have a de minimis impact.

All park and recreational areas in Grants Pass (Figure A-19) are potentially 4(f) resources, along with historic and archaeological resources. There are no wildlife or waterfowl refuges in Grants Pass.

### Section 6(f) Resources

Section 6(f) of the Land and Water Conservation Act requires that the conversion of lands or facilities acquired with Land and Water Conservation Act funds be coordinated with the Department of Interior. A review of the LWCF database for the City of Grants Pass indicated that the parks listed below received LWCF grants, in and thus are protected by the provisions of Section 6(f) of the LWCF, as outlined below:

SEC. 6(f)(3) No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location. (See [https://www.nps.gov/subjects/lwcf/protection.htm](https://www.nps.gov/subjects/lwcf/protection.htm) for additional information.)

- Lawnridge Park
- Portola Park
- Riverside Park
- Westholm Park

### 3.4 Existing Street Network

**Figure A-24** maps the existing street network by jurisdictional ownership. ODOT has jurisdiction over state highways and freeways.

**Figure A-25** maps the existing street network by functional classification. All state highways are classified by ODOT (Oregon Highway Plan, see Technical Memorandum #1), while other facilities (city, county, private, other) are classified by the City of Grants Pass or Josephine County.
Specific to ODOT highways, the following data summaries are mapped in Appendix A:

- **Figure A-26** Designated State Freight System (I-5 and US 199)
- **Figure A-27** Pavement Type and Condition
- **Figure A-28** Number of Vehicle Travel Lanes
- **Figure A-29** Posted Speed Limits
- **Figure A-30** Shoulder Width
- **Figure A-31** Median Location and Type
- **Figure A-32** Traffic Signals (map was supplemented by DEA to include traffic signals at the junction of city streets)

### Data Limitations
Several existing street network attributes were unavailable from the City and County, including:
1. Street pavement type and condition,
2. Local freight routes,
3. Number and width of travel lanes,
4. Presence and width of shoulders,
5. Rights-of-way width,

The presence and count of on-street parking is unavailable from either the City or ODOT (see updated report, Section 3.11).

### Data and Map Use
The location and type of transportation facilities and dimensions will inform the planning process in the evaluation of existing and future transportation system conditions (Task 3), identification and evaluation of multimodal transportation options (Task 4) and development of the Draft TSP and IAMPs (Task 6).

### 3.5 Existing Bicycle and Pedestrian Networks

#### 3.5.1 Bicycle Network
Figures A-33 maps the existing bicycle network by facility type, identifying street bicycle facilities and paths and trails. Additionally, local mountain trails are classified by degree of difficulty (classification defined by the City). Designated activity centers identified by the City (likely bicycle trip generators) are mapped as background information (transit stops are mapped in Figure A-35).

#### 3.5.2 Pedestrian Network
Figure A-34 maps the existing pedestrian network, identifying street sidewalks and pedestrian accessible trails. Designated activity centers are also mapped as background information.

#### 3.5.2.1 ODOT ADA Curb Ramp Inventory and Rating
Figure A-35 maps ODOT’s inventory and evaluation of curb ramps on state highways (only) within the Grants Pass urban area. The ADA curb ramp data collection was completed in 2018.
Data Limitations

Bicycle and pedestrian system inventory provided by the City of Grants Pass does not identify either the prevailing city street surface (on-street bicycle facilities) or off-street path and sidewalk surface condition.

Data and Map Use

The location and type of bicycle and pedestrian facilities (and equally important and deficiencies) will inform the planning process in the evaluation of existing and future transportation system conditions (Task 3), identification and evaluation of multimodal transportation options (Task 4) and development of the Draft TSP and IAMPs (Task 6).

3.6 Existing Public Transportation System

Figure A-36 maps the existing public transportation system in Grants Pass (including major stops and routes, by route frequency), which has service within Grants Pass itself, as well as intercity connections.

Local bus transit is operated by Josephine Community Transit (JCT). JCT is in the midst of finalizing their Transit Mater Plan (TMP) (see Technical Memorandum #1 – Review of Plans). Exhibit 4 maps the current and planned route system as identified by the draft JCT TMP. Exhibit 5 summarizes the population served by existing JCT service in Grants Pass – estimated at 62 percent (within 1/4 – mile walking distance of JCT bus routes).

On-demand, paratransit service is provided by JCT within -miles of these local bus routes, as required by the Americans with Disabilities Act (ADA).

The Draft Plan (as of April 2018) includes recommended short-and long-term improvements. Short-term improvements maintain the existing bus route in all Grants Pass areas, but modifies the direction of travel to make service more reliable. Longer-term improvement include:

- Saturday service on all local and long-distance commuter routes
- 30-minute service on Rogue River Highway and in the West End
- Evening service on local routes
- Two additional runs per day on existing long-distance commuter routes
- A new long-distance commuter route connecting Grants Pass to Murphy and Williams
- A new local route serving Highland Avenue and Williams Highway

Data and Map Use

The location (stops) and frequency of transit, and findings from the JCT Transit Master Plan will inform the TSP planning process in the evaluation of existing and future transportation system conditions (Task 3), identification and evaluation of multimodal transportation options – in particular, emphasis on walk and bike access to transit improvements (Task 4) and development of the Draft TSP and IAMPs (Task 6).

Existing JCT Services

Planned JCT Services
3.7 Bridges and Culverts

Figure A-37 maps existing bridges and culverts (for both ODOT and non-ODOT facilities) by condition, or rating. Summary condition report information is attached to the GIS, which describes whether these facilities are either functionally obsolete or structurally deficient, as declining condition ratings and indicators for either future repair or replacement.

| Data and Map Use | The location and condition of bridge and culvert facilities will inform the planning process in the evaluation of existing and future transportation system conditions (Task 3) and identification and evaluation of multimodal transportation options (Task 4). |

3.8 Accesses

Figure A-38 maps the accesses on collectors and arterial streets, and state highways within the Exit 55 interchange area management plan (IAMP) subarea.

Figure A-39 maps the accesses on collectors and arterial streets, and state highways within the Exit 55 interchange area management plan (IAMP) subarea.

Data were assembled and evaluated from aerial photograph reconnaissance (Google3D) and affirmed by site investigation.

| Data and Map Use | The location and condition of pedestrian crossings of private driveways within the I-5 exit IAMP subareas will inform the IAMP and TSP planning process in the evaluation of existing and future transportation system conditions (Task 3) and identification and evaluation of multimodal transportation options (Task 4). |
3.9 Existing Rail System

Figure A-40 maps the existing rail system in Grants Pass, as well as existing street and pedestrian rail crossings. Figure A-40 summarizes current rail shipping activity and use, and charts each of the rail crossings by type of traffic control and presence and type of pedestrian crossing facilities.

<table>
<thead>
<tr>
<th>Data and Map Use</th>
<th>The location of existing freight rail street and pedestrian crossings will inform the TSP planning process in the evaluation of existing and future transportation system conditions (Task 3) and identification and evaluation of multimodal transportation options (Task 4).</th>
</tr>
</thead>
</table>

3.10 Existing Air, Water, and Pipeline Systems

Figure A-41 maps existing pipelines in the Grants Pass UGB area (outside the UGB). There are no major navigable waterways for public transportation or airports within the Grants Pass UGB. However, surface water canals (as mapped) within the UGB. The TSP Update process will explore potential options to re-purpose canal rights-of-way for new trail alignment and access.

As there are no air, water or pipeline systems within the Grants Pass TSP, there are no supporting land use or regulatory protections or overlay zoning are contained within the City’s zoning code to report in this memorandum.

3.11 Existing Public Parking

Figure A-42 maps the existing on- and off-street public parking within the Grants Pass City Center area. The public parking data was identified and made available by the City after initial review of other GIS data provided.

<table>
<thead>
<tr>
<th>Data and Map Use</th>
<th>The location and type of on- and off-street public parking will inform the planning process in the evaluation of existing and future transportation system conditions (Task 3), identification and evaluation of multimodal transportation options (Task 4), development of new or revised standards and/or regulations (Task 5) and development of the Draft TSP (Task 6). The City of Grants Pass is undertaking a parking utilization study in 2018 which will also inform the TSP Update process.</th>
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3.12 Street Lights

Figure A-43 maps the existing public and private street public lights within the Grants Pass urban area. Though not identified in the TSP Update Work Plan, existing street light data was identified and made available by the City.

<table>
<thead>
<tr>
<th>Data and Map Use</th>
<th>The location and type of street lights will inform the pedestrian planning process in the evaluation of existing and future transportation system conditions (Task 3), identification and evaluation of multimodal transportation options (Task 4), development of new or revised standards and/or regulations (Task 5) and development of the Draft TSP (Task 6).</th>
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</thead>
</table>