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Summary of Concept Development, Analysis & Refinement

NEIGHBORHOOD CENTERS FRAMEWORK

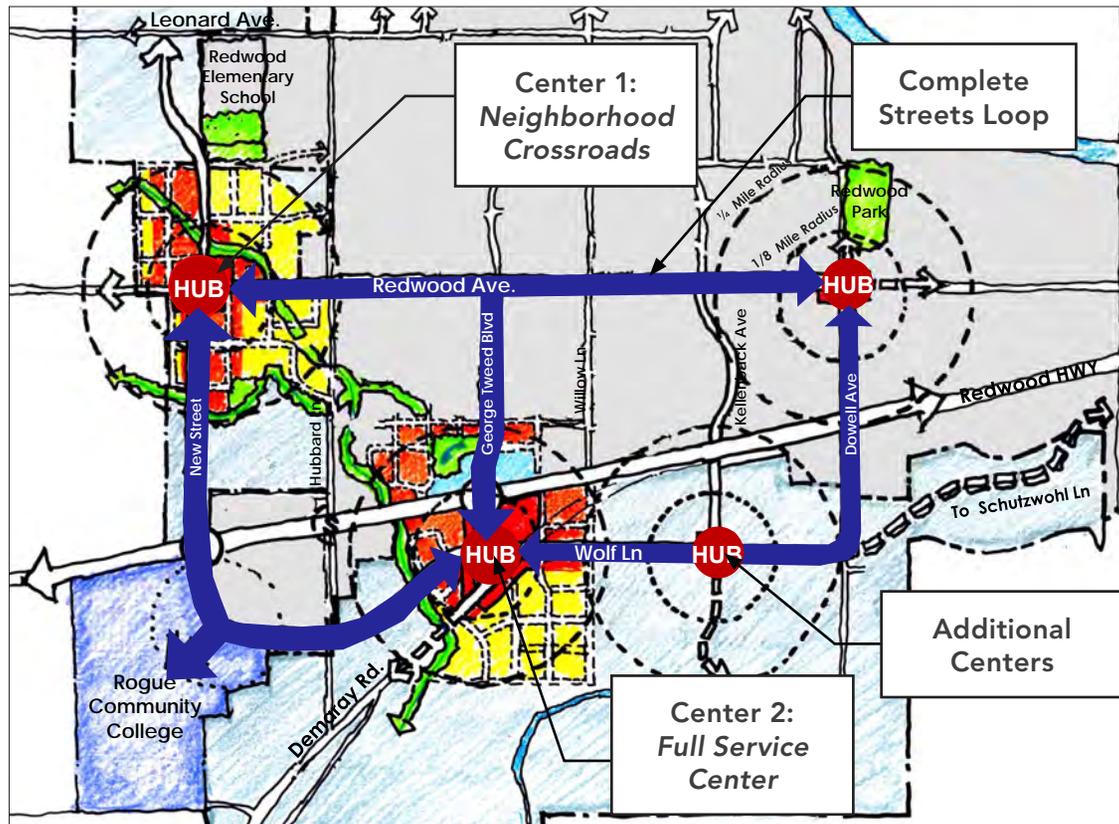
The neighborhood centers framework identifies two unique center prototypes offering the opportunity to live and work close to daily needs goods and services. The centers are located within an interconnected road network that encourages multi-modal access between centers, improved local traffic access within the UGB expansion areas and reduced local traffic reliance on Highway 199.

Center 1: Neighborhood Crossroads

A small scale mixed-use retail hub and public square at the crossroads of Redwood Avenue and a new local street serves 850 new residences centered within a quarter mile and transition to lower density around the hub, along the new street, and within a short walk or bike ride of Redwood Elementary School.

Center 2: Full Service Center

A full service mixed-use retail hub and public square anchored by a grocery store and family wage employment with good visibility and access from Hwy. 199. 850 residences are centered within a quarter mile and transition to lower density around the hub, adjacent to a realigned Demaray Dr. and along the Wolf Lane extension



Neighborhood Centers Framework

Complete Streets Loop

An enhanced multi-modal street network provides a local route parallel to Hwy. 199, linking the centers and Rogue Community College. Strategically located connections to Hwy. 199 support the centers' development and provide safe and efficient crossings between UGB areas north and south of the highway

Additional Centers

Additional centers provide a full complement of daily goods and services that support existing and future development along the complete streets loop and future development within the UGB expansion areas along Redwood Avenue and Wolf Lane

CONCEPT PLANS AND PHASING

Each center concept plan is based on the fundamental characteristics of ideal neighborhood centers and addresses the key factors influencing successful planning and development of centers.

Fundamental Characteristics

Each neighborhood center includes the following fundamental building blocks:

- **Retail/Commercial Hub**—a concentration of ground-floor retail (goods), and supporting commercial (service) uses, located in the heart of the neighborhood center with high visibility and access to existing and future drive-by traffic



Retail Hub Character

- **Public Square**—a neighborhood destination and attractor for pedestrian and street oriented retail that is unique to Grants Pass
- **Parks and Open Space**—an amenity for higher density housing, a buffer to lower density adjacent uses, and enhancement of the natural environment



Housing Character

- **Mix of Housing Types and Densities**—higher density housing and a variety of housing types concentrated around the retail hub; lower densities provide transition to existing development
- **Grid of Streets**—interconnected collector and low volume local streets within the centers support walking, biking, driving and transit

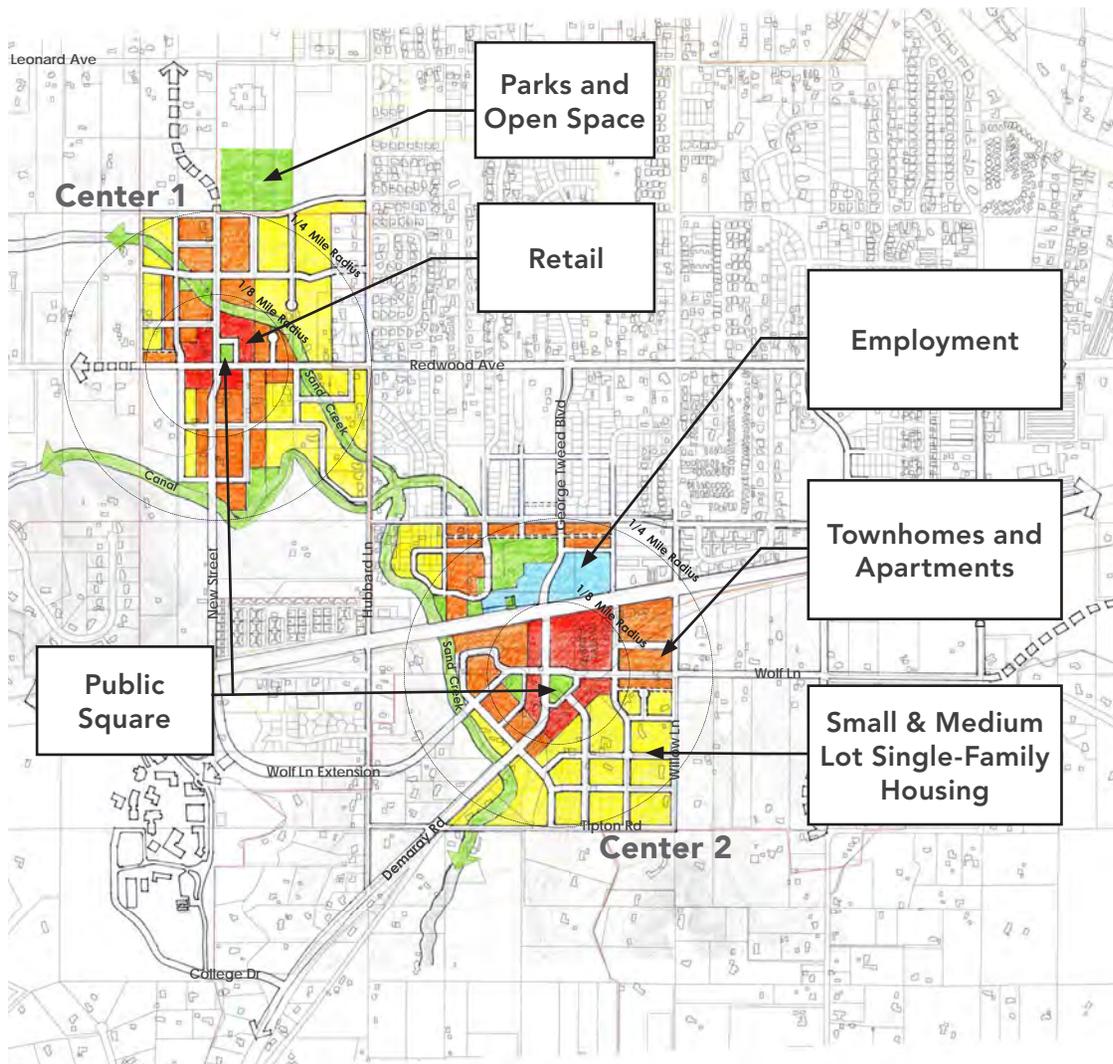


Public Square Character

Factors Influencing Specific Design Elements Relative to Current and Future Conditions

The following factors were identified:

- **Demonstrate Interest and Support for Neighborhood Centers**—Meetings with council, citizens, technical and community advisory committees, potential UGB expansion area property owners and residents identified support for the concept of neighborhood centers but did not agree on where those centers should occur within the potential UGB expansion areas.
- **Coordinate the Design to Best Align with Existing Parcelization and Minimize Assembling Large Areas of Fragmented Ownership**—The design of the streets and development blocks follow existing property lines as much as possible; are located in areas more likely to redevelop in the near or short term; and have avoided locations that require significant assembly of fragmented ownership.
- **A Design that is Flexible Enough to Phase in Development Over Time**—The early phasing and design of the streets and development blocks follow existing property lines and generally include limited development or vacant parcels.
- **Coordinate the Design with Planned Improvements in the Area**—Planned public and private improvements within the planning areas were identified, amended as needed and incorporated into the concept plans and include master planning for Rogue Community College and the planned improvements to Redwood Avenue.



Land Use Framework

LAND USE FRAMEWORK

The land use framework identifies a mix of uses in locations that will best maximize development potential and ensure long-term viability. Based on fundamental real estate siting requirements, the land use framework has the capacity to viably meet the needs for anticipated future growth. The land use framework:

- Identifies primary land uses; a vertical mix of uses along with the identified primary uses is encouraged
- Incorporates areas most likely to be developed over time
- Preserves and strengthens existing neighborhoods and green spaces
- Builds upon existing daily traffic to support retail

Long-Range Plan

In some situations, new uses are identified for parcels that are already occupied by a viable use. In these cases the framework:

- Recognizes that existing uses should remain and operate as long as property owners wish
- Serves as a guide for a potential new overlay of zoning regulations within the neighborhood centers
- Assumes that land for future open or public use areas currently under private ownership will be acquired or dedicated to the City or other government agency

NEIGHBORHOOD CENTER 1

The land use framework for neighborhood center 1 consists of the following elements.

Retail and Village Green

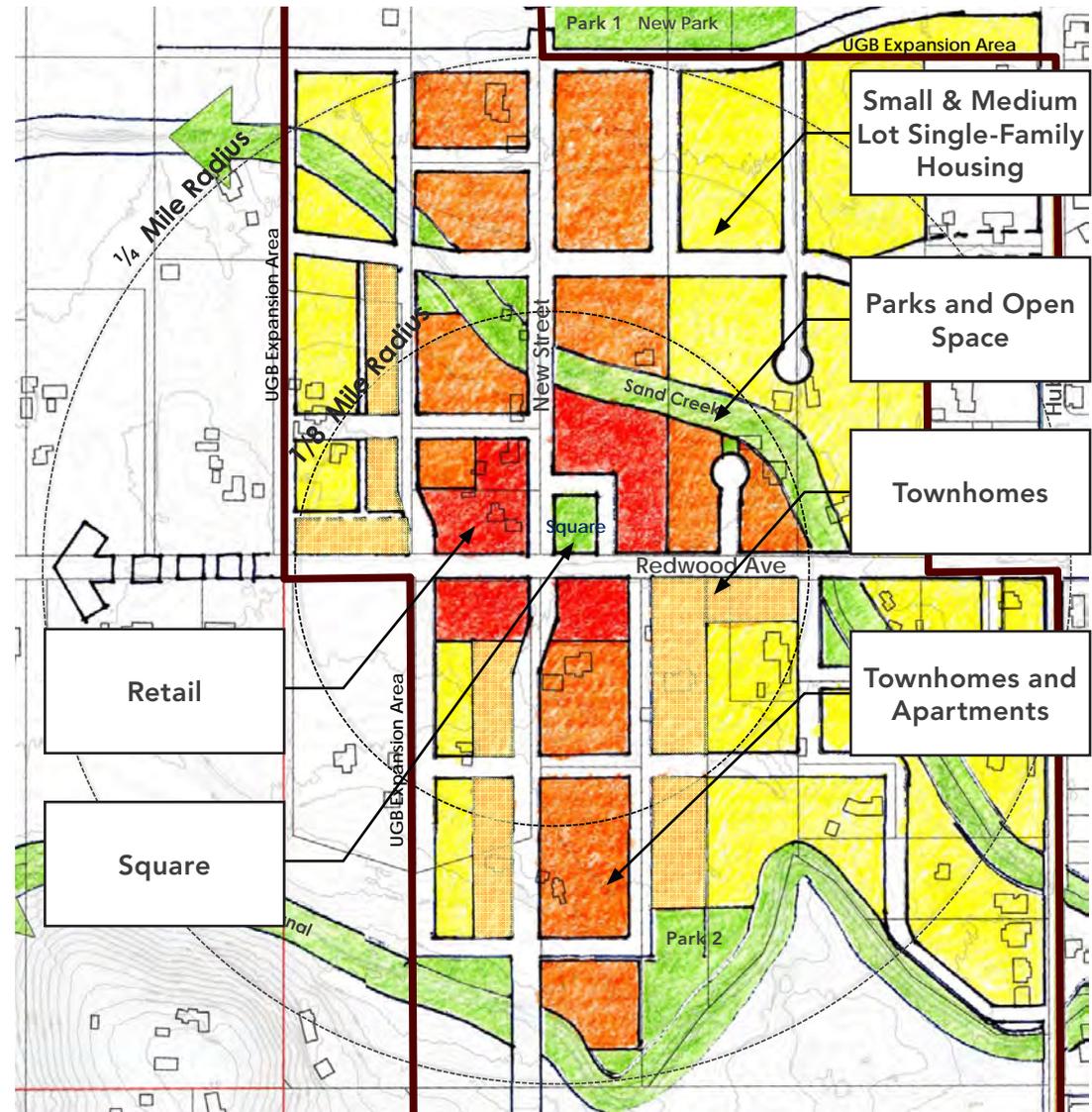
- Supports up to 50,000 sf of retail with a mix of upper floor uses; located at the crossroads of Redwood Avenue and a New Street
- One-third acre public square surrounded by retail; accommodates public gathering, strolling, and passive uses

Housing

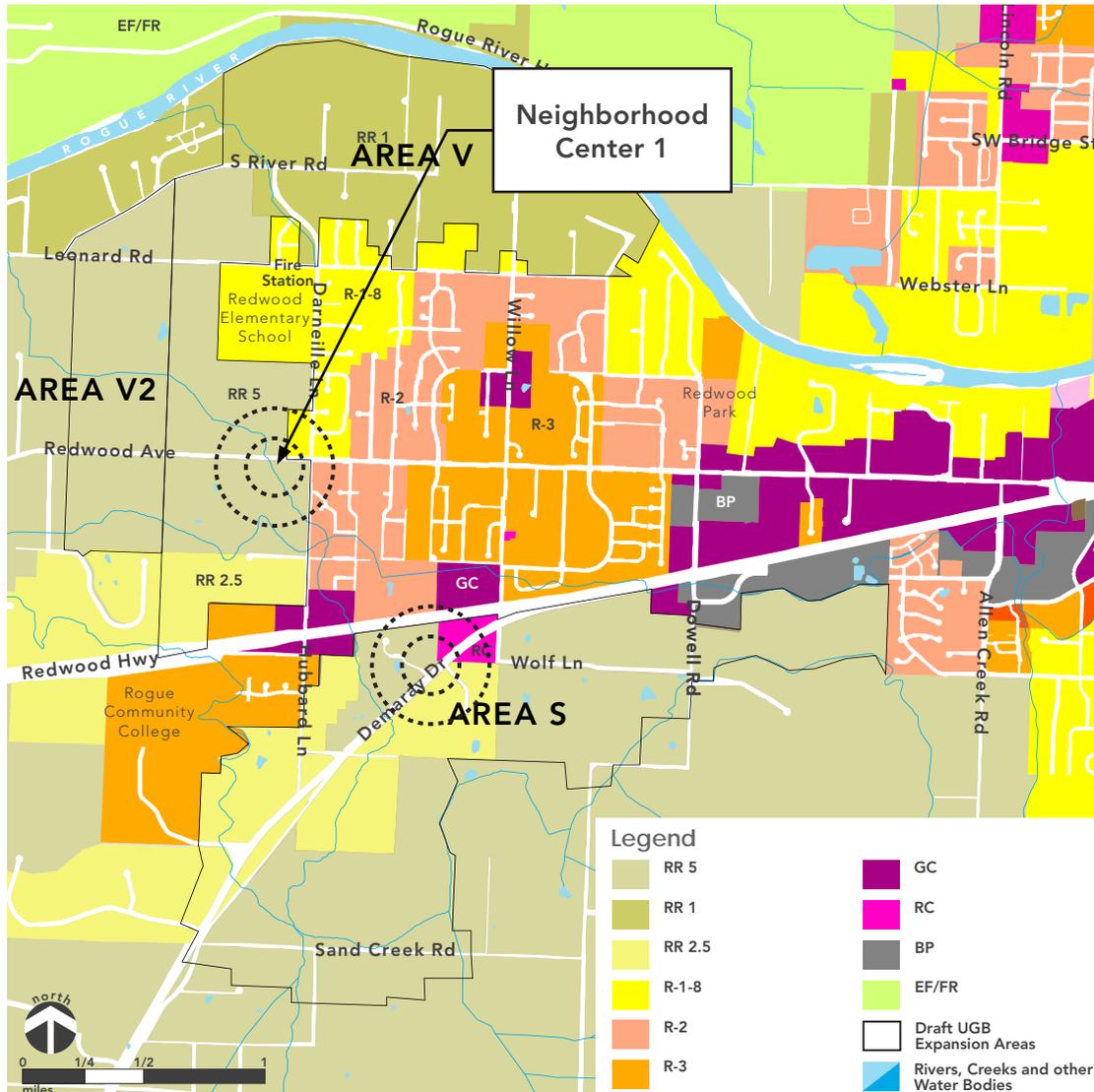
- Higher density housing opportunities above retail and townhomes/apartments along the 'new street'
- Transitions to small and medium lot single family housing adjacent to existing housing and rural properties

Parks and Open Spaces

- A continuous greenway along Sand Creek and the existing canal
- Enhanced active parkland adjacent to Redwood Elementary School (6.4 acre) and new park (1.5 acre) adjacent to the canal



Neighborhood Center 1 Land Use Framework



Neighborhood Center 1 Existing Zoning

Development Summary

The development summary provides an indication of the potential amount and type of new development within the quarter mile radius.

Proposed Land Use	SF/DU/AC
Retail	48,000 SF
Housing (Townhomes/Apartments)	630 DU
Housing (Single Family)	220 DU
Village Green	.34 AC
Park 1	6.4 AC
Park 2	1.5 AC
Open Space	.56 AC
Creek	4.94 AC
Canal	4.36 AC

Phasing

Utilizing existing undeveloped parcels that offer good visibility and access to Redwood Avenue will stimulate development momentum and establish a significant retail and public space destination amenity to encourage future development.

Potential phasing and the likely roles and responsibilities of the public and private sector are identified as follows:

Phase 1

- Construct the public square and retail supportive streets around the square
- Build approximately 20,000 sf of ground floor retail, 18 units of upper floor housing, and 88 surface parking spaces

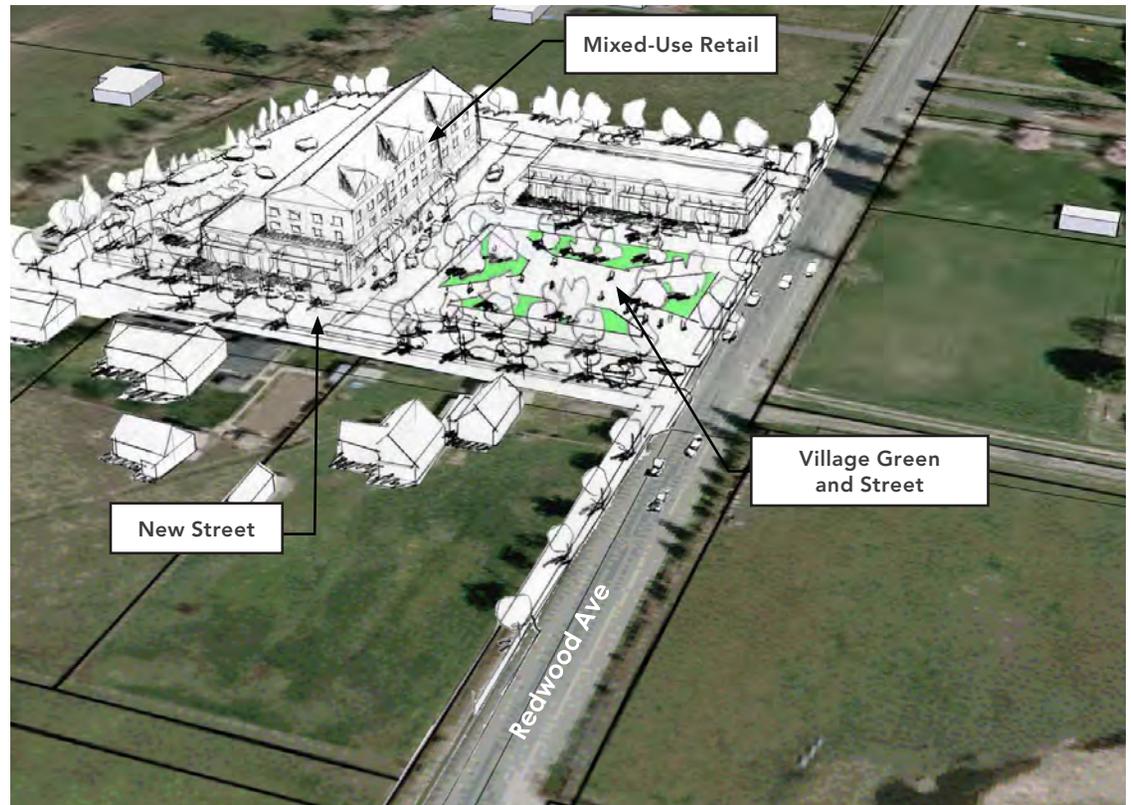


Phase 1-Plan

Roles and Responsibilities

Both public and private actions are required to implement phase I improvements and include:

- Private interest to acquire property for development and construct ground-floor retail, upper floor development and parking
- City and private interest to cooperate on allocation of property for Village Green
- City to design, construct and determine funding mechanisms for the Village Green
- City to design, construct and determine funding mechanisms for the New Street construction



Phase 1-Illustration

Phase 2

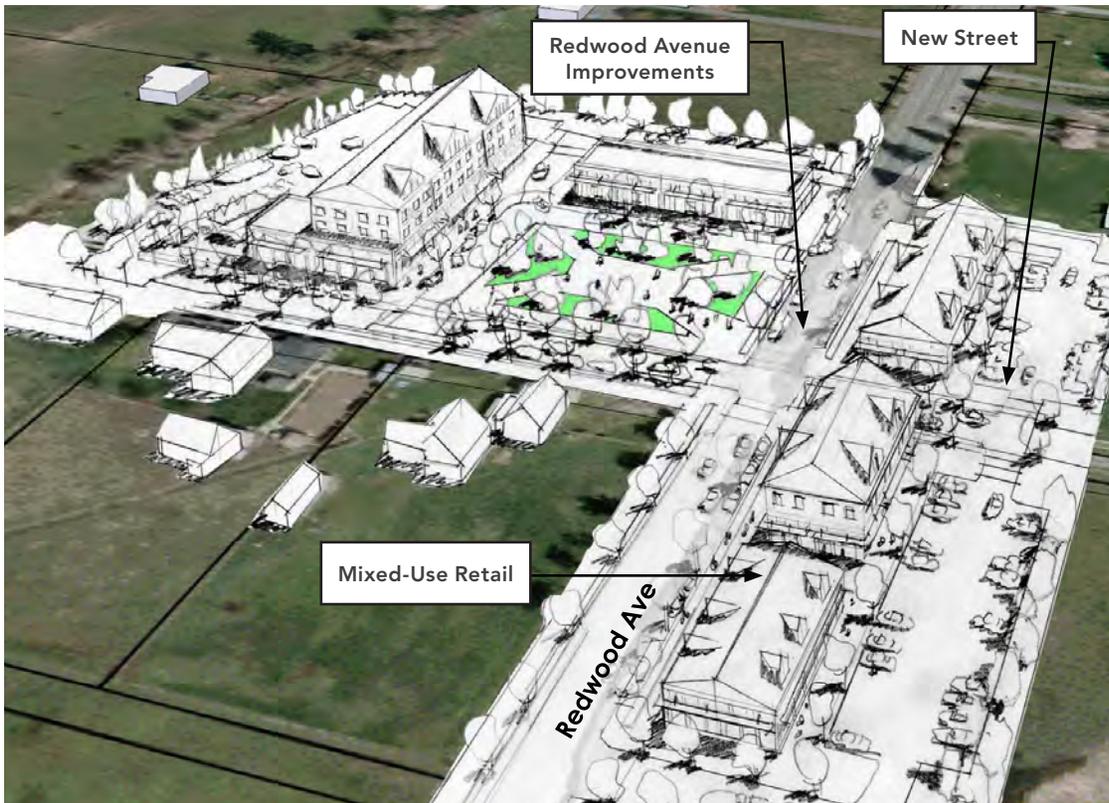
- Improve Redwood Avenue and construct a portion of the new street
- Build 20,000 sf of groundfloor retail, and 10,000 sf of upper floor office
- Construct surface parking

Roles and Responsibilities

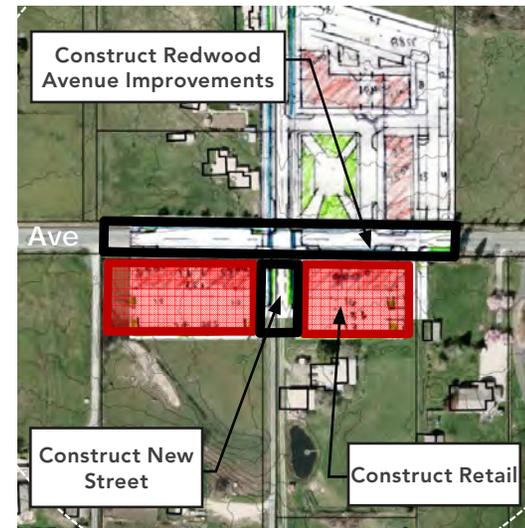
Both public and private actions are required to implement phase II improvements and include:

- City to design, construct and determine funding for Redwood Avenue Improvements and New Street segment

- Private interest to acquire property for development and construct ground-floor retail, upper floor development and parking



Phase 2-Illustration



Phase 2-Plan

NEIGHBORHOOD CENTER 2

The land use framework for neighborhood center 1 consists of the following elements.

Retail and Square

- Supports up to 95,000 sf of retail anchored by a grocery store and well connected to existing traffic on Demaray Dr. and Hwy. 199
- Just over half an acre, the village green is surrounded by retail and accommodates public gathering, strolling, and passive uses

Employment

- 90,000 sf of professional office development that supports family wage jobs and is well connected, with good visibility to existing traffic on Hwy. 199

Housing

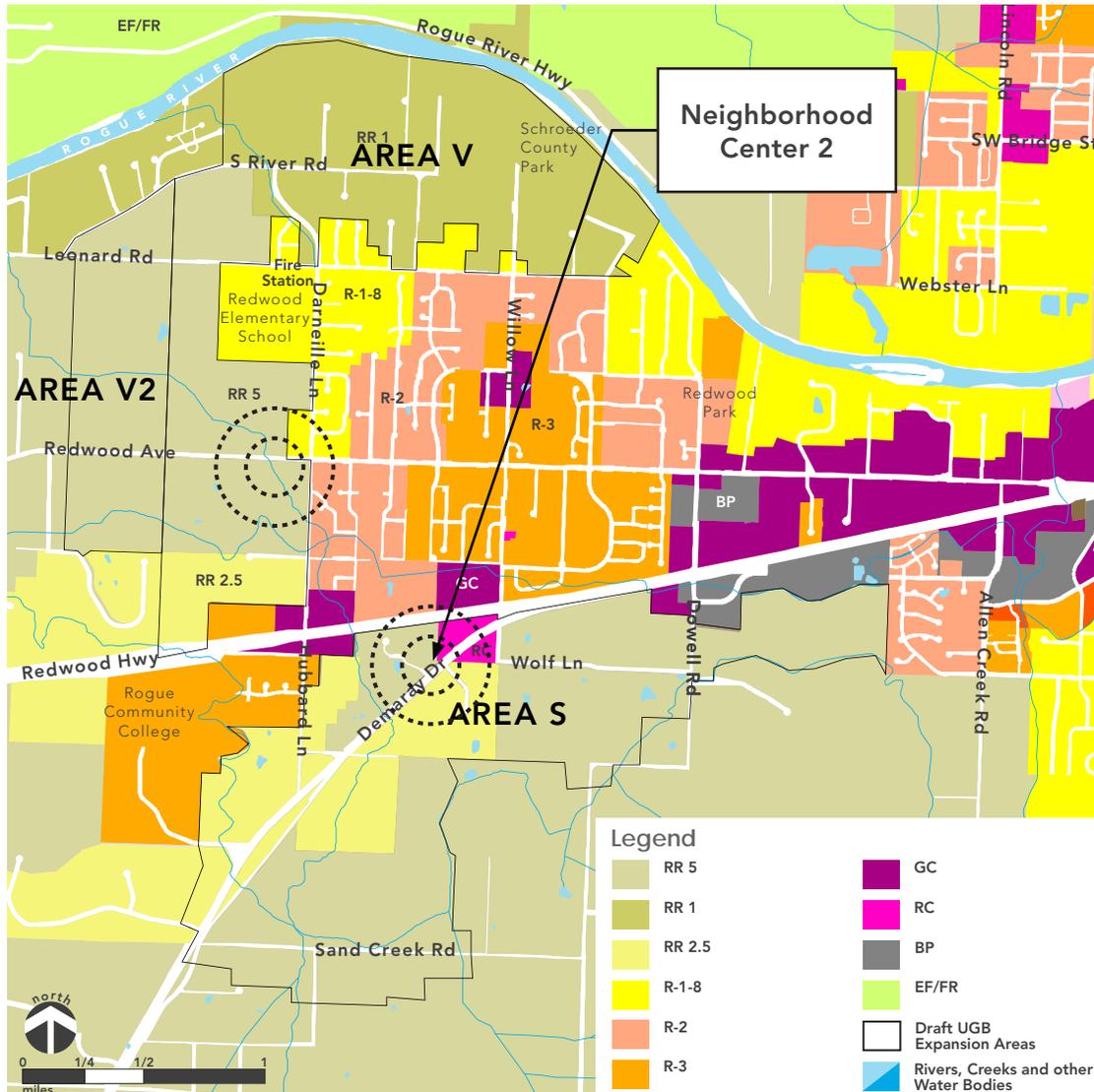
- Higher density housing opportunities above retail and townhomes/apartments along the Demaray Dr., Wolf Lane Extension, and Kellenback Ave
- Transitions to small and medium lot single family housing adjacent to lower density housing proposed for inclusion in the UGB

Parks and Open Spaces

- A continuous greenway along Sand Creek; preservation/enhancement of existing ponds and wetlands



Neighborhood Center 2 Land Use Framework



Neighborhood Center 1 Existing Zoning

Development Summary

The development summary provides an indication of the potential amount and type of new development within the quarter mile radius.

Land Use	SF/DU/AC
Retail	95,000 SF
Commercial (Office)	90,000 SF
Housing (Townhomes/Apartments)	625 DU
Housing (Single Family)	225 DU
Village Green	.68 AC
Open Space	5.16 AC
Creek	4.31 AC

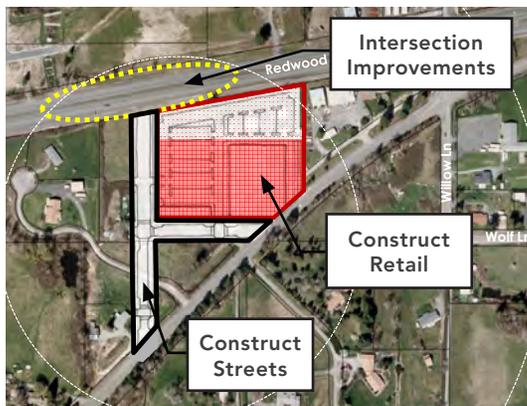
Phasing

Maximizing exposure and access to Hwy. 199 provides the opportunity to stimulate development momentum and establishes a significant full service retail offering and public space destination that is an amenity and driver for future higher density housing development.

Potential phasing and the likely roles and responsibilities of the public and private sector are identified as follows:

Phase 1

- Realign Demaray Dr. and improve signalized intersection at Hwy. 199 and George Tweed Blvd.
- Construct the first phase of the Wolf Lane extension
- Build a 50,000 sf grocery, and a 6,000 sf retail pad
- 240 spaces of surface parking



Phase 1-Plan

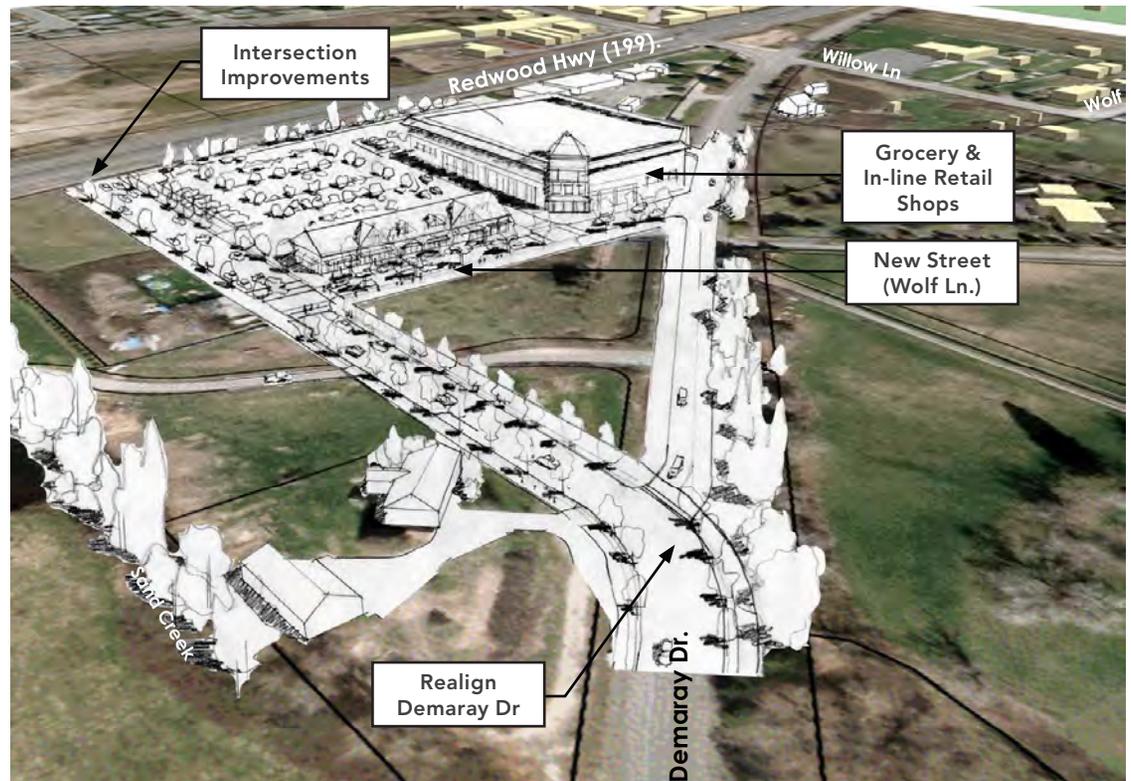
Roles and Responsibilities

Both public and private actions are required to implement phase I improvements and include:

- City and ODOT to determine agreements on intersection improvements at Redwood Hwy
- City to coordinate design, construction

and determine funding mechanisms for the Demaray Drive realignment and Wolf Lane extension

- City to acquire land for village green improvements
- Private interest to acquire property for development and design and construct grocery, retail and parking



Phase 1-Illustration

Phase 2

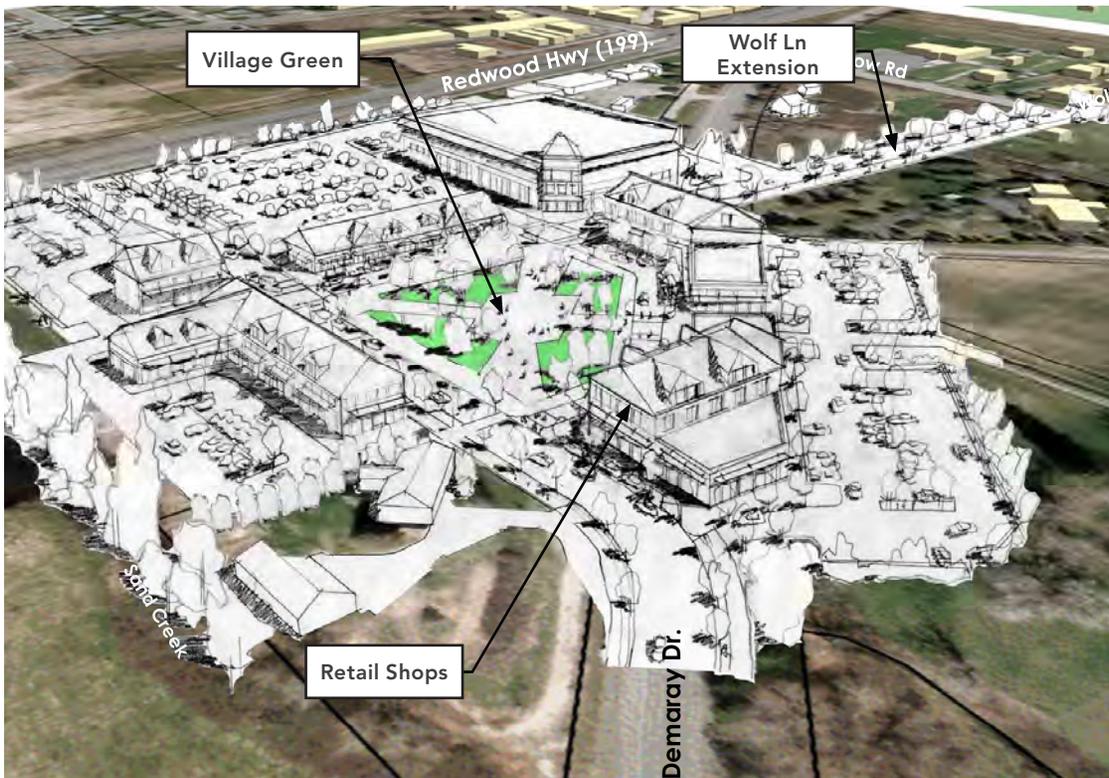
- Construct the village green and retail supportive streetscape improvements to the existing Demaray Dr.
- Construct Wolf Lane extension from Phase 1 to the Willow St. intersection
- Build 42,000 sf of ground floor retail shops, 15,000 sf of upper floor office

- Construct surface parking
- Realign private driveway and Kevin Drive to preserve access to existing development

Roles and Responsibilities

Both public and private actions are required to implement phase II improvements and include:

- City to design, construct and determine funding mechanisms for the Village Green
- City to vacate a portion of Demaray Drive for private development
- City to design, construct and determine funding mechanisms for the Wolf Lane extension to Willow Lane
- Private interests to acquire property for development and design and construct ground-floor retail, upper floor development and parking



Phase 2-Illustration



Phase 2-Plan

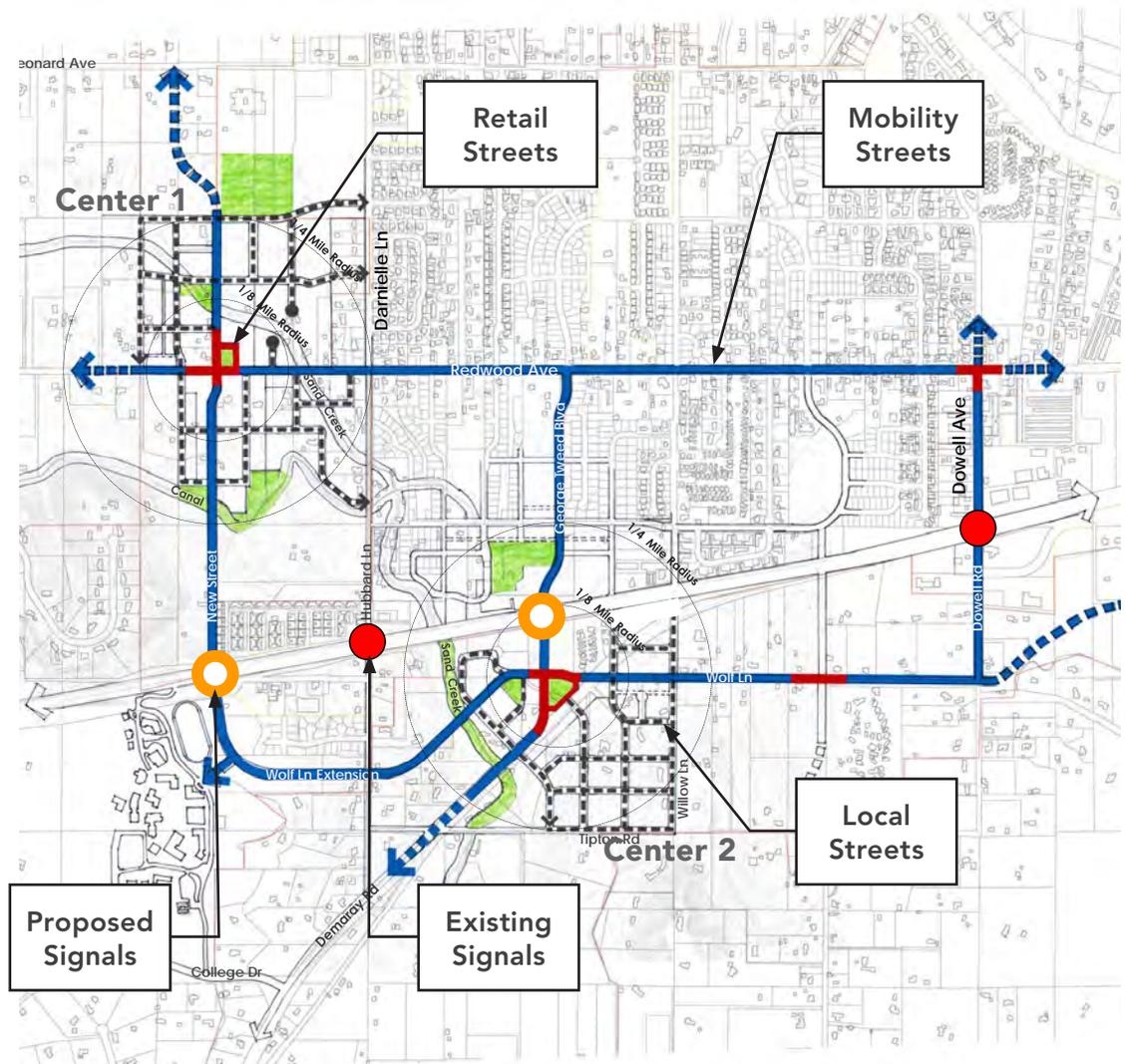
CIRCULATION FRAMEWORK

The circulation framework supports the neighborhood centers' role as a destination and provides a parallel route that supports local access and relieves added congestion on Hwy. 199. The framework significantly improves pedestrian, bicycle, and transit access within a five-minute walk or bike ride of the neighborhood centers. The circulation framework includes the following elements.

Mobility Streets

Neighborhood centers are linked with local parallel routes and strategically located Hwy. 199 connections. Mobility Streets include:

- **Redwood Avenue**—from Dowell Road to the retail hub of Center 1
- **Wolf Lane Extension**—from Willow Lane to a new signaled intersection at Rogue Community College (RCC) and Hwy. 199
- **Hwy. 199 Connections**—at Dowell Road from Wolf Lane to Redwood Ave; George Tweed from Redwood Ave to Wolf Lane; A New Street west of Hubbard Lane linking RCC to Center 1



Complete Streets Circulation Framework

Hwy. 199 Signalization

New signals at RCC and George Tweed Blvd. and preservation of the signal at Dowell Road provide the opportunity to improve Hwy. 199 capacity by directing traffic to local parallel routes. The signals are spaced to meet minimum spacing requirements for Hwy. 199 signalization.

The potential benefits of this signal configuration include:

- Direct access to neighborhood centers 1 and 2 that capitalizes on drive-by traffic from Hwy. 199 to support the retail hub
- Clear, safe and direct routes for local pedestrian, bicycle, auto and transit access north and south of Hwy. 199

- A new front door and added exposure and accessibility to RCC

Requirements for the proposed signalization include:

- Removal of the existing signal at Hubbard Lane
- Applying for and receiving granted access from the Oregon Department of Transportation (ODOT) for new signals at the New Street and George Tweed Blvd.

* ODOT comments regarding a position on the proposed HWY 199 Signalization can be found at the end of this Chapter.

Retail Destination Streets

These streets establish a retail-supporting, walkable and biking environment within the retail hubs for each center.

- **Center 1**—located at the intersection of Redwood Ave, the proposed new street, and the village green
- **Center 2**—situated along the Demaray realignment, Wolf Lane extension and village green

Local Streets

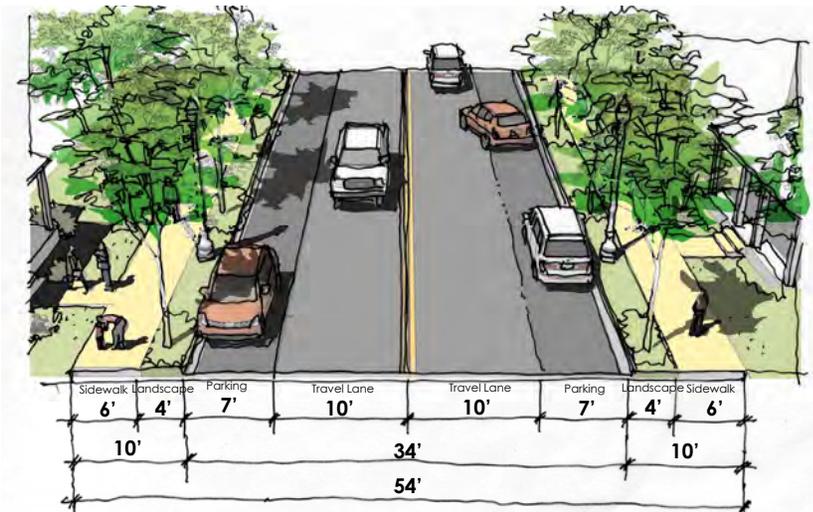
An interconnected street network serves residential development with an emphasis on reduced speed and lower traffic volumes.

STREET TYPES

Three street types illustrate the right-of-ways improvements that will be required to create the complete streets loop that supports multi-modal access between the neighborhood centers, ensures successful retail hubs and reduces vehicle miles traveled.

Typical Local Street

- Maintain two-way travel one lane each direction
- Provide on-street parking
- Maintain continuous six foot sidewalks
- Provide a landscape buffer with large canopy trees between the sidewalk and the roadway



Typical Local Street

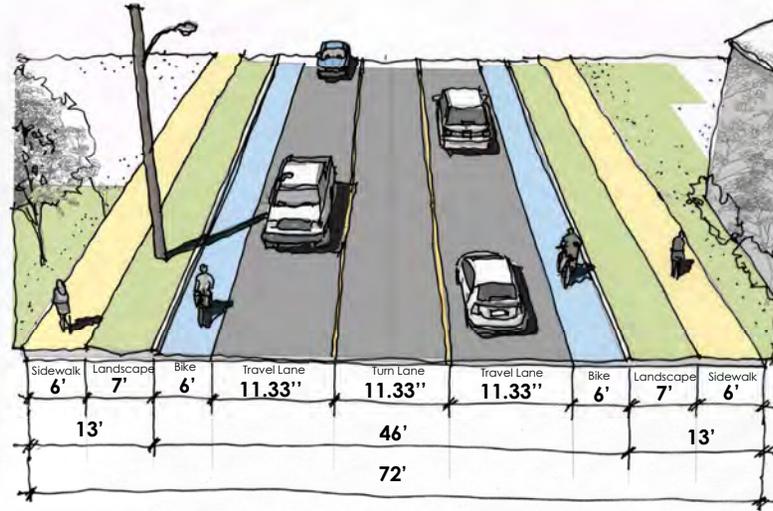
Mobility Streets

Planned improvements to Redwood Avenue from Dowell Road to Hubbard Lane provide the opportunity for early implementation of the mobility streets concept. The mobility street standard identified here for Redwood Avenue would be applied to the Wolf Lane and Wolf Lane extension as well as the Hwy. 199 connecting streets at the new street, George Tweed Blvd. and Dowell Road.

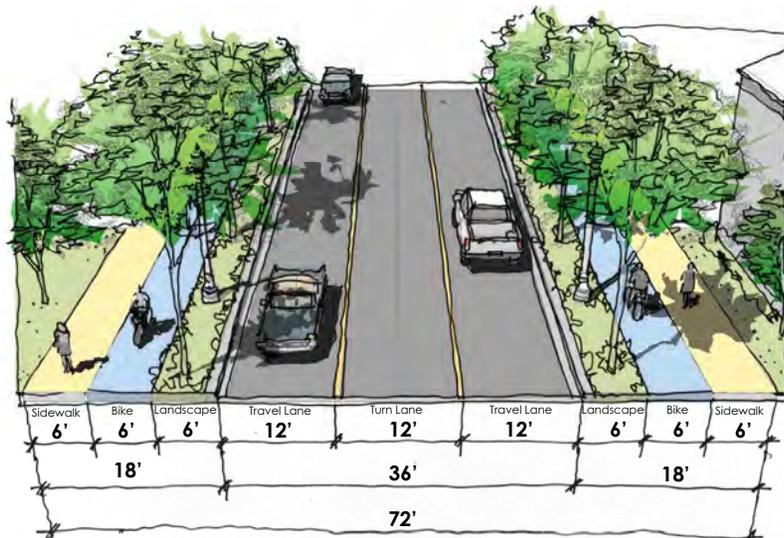
Redwood Avenue

Proposed improvements to the planned Redwood Avenue improvements:

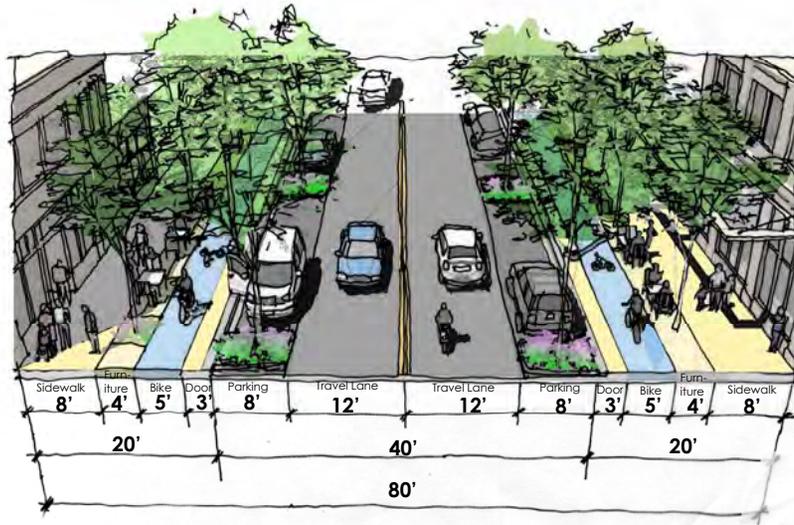
- Include an off-street protected bikeway on each side of the street that is buffered from the roadway with a landscape planting strip and large canopy trees
- Maintain a six-foot sidewalk adjacent to the protected bikeway
- Maintain a three-lane roadway section with two-way travel lanes and a center turn lane



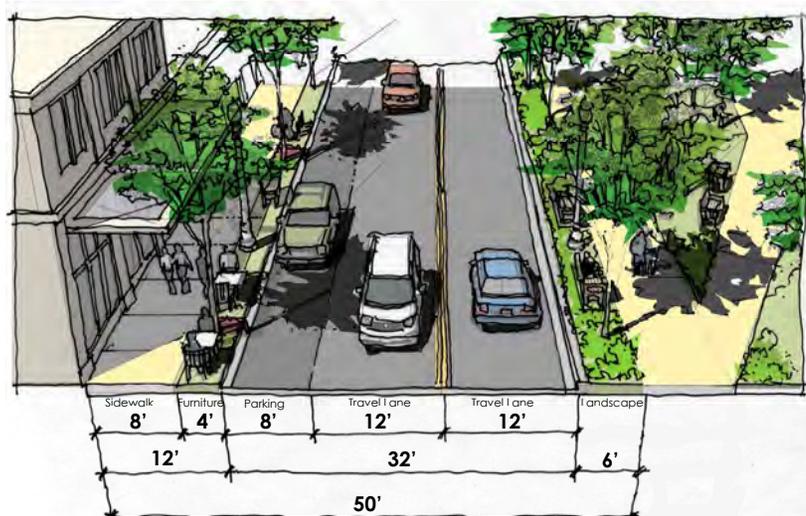
Planned Redwood Avenue



Proposed Redwood Avenue Mobility Street



Typical Retail Street



Retail Street at the Village Green

Retail Destination Streets

Success of the neighborhood centers' retail hubs is incumbent on streets that emphasize the pedestrian environment and encourage bike ridership while maintaining convenient vehicle access and curbside parking.

Typical Retail Streets

- Maintain two-way travel with one lane each direction
- Provide curbside parking and tree planters for large canopy trees
- Incorporate protected off-street bikeways on each side of the street
- Include wide sidewalks to support through pedestrian movement and areas for street furniture, lighting and outdoor seating

Retail Street at the Village Green

- Maintain two-way travel with one lane each direction
- Provide curbside parking along retail storefronts
- Do not allow parking along the village green in order to preserve views in to the park and reduce street width
- Incorporate protected off-street bikeways on the village green side of the street
- Include wide sidewalks to support through pedestrian movement and areas for street furniture, lighting and outdoor seating

CONCEPT PLANS EVALUATION

Neighborhood Center concepts were evaluated against the project goals utilizing a consumer reports type of evaluation. The project goals and the neighborhood centers concepts that respond to those goals are as follows.

Circulation

- **Improve Access and Safety for Pedestrian and Bicyclists**—Each center provides an emphasis on pedestrian and bicyclists through the creation of a local grid of streets, retail supporting streets, and recommended mobility streets improvements for enhanced pedestrian and bicycle facilities. Signalized intersections at the New Street, George Tweed and Dowell Road provide direct and safe local access to and from the neighborhood centers along Hwy. 199.
- **Improve Road Network Connections**—The circulation framework incorporates a new route parallel to Hwy. 199 (along Wolf Lane), improving road network connections within the existing city and proposed UGB expansion areas.
- **Minimize Traffic Impacts on Neighborhoods**—The circulation framework consists of a grid of streets that provides for dispersal of traffic, reducing the concentration of automobile traffic on a few streets. The parallel routes on Redwood Avenue and Wolf Lane provide direct access to the UGB areas and limit the need for drivers to cut through to lower volume local streets.

Land Use

- **Do Not Create Competing Retail**—Each center incorporates a retail concentration near 100,000 sf and the types of uses (grocery and daily goods and services) that will not compete with the downtown. No smaller scale commercial or retail nodes exist within close proximity of the proposed neighborhood centers and therefore would not be directly competing for market share from existing uses. Generally, a retail destination that would be competitive with the downtown is at the low end-150,000 sf and incorporates sites for large anchor tenants with an emphasis on retail, restaurants and entertainment.
- **Create Neighborhood Centers that Appeal to Local Residents**—Each neighborhood center incorporates a village green surrounded by street-oriented retail uses built to the sidewalk and retail supporting streets that include curbside parking, wide sidewalks, and bicycle facilities. Housing is concentrated close to retail and adjacent to open space and park amenities. Housing transitions from townhomes and multi-family housing to small and medium lot single-family housing that is compatible with adjacent neighborhoods and rural homes.
- **Provide for a Mix of Uses within Neighborhood Centers**—Each center provides both a vertical and horizontal mix of uses that includes retail, housing, parks and commercial services.

- **Provide for a Mix of Owner and Rental Housing**—Each center provides a mix of densities and unit types that support owned and rental opportunities as well as market rate and affordable housing development.
- **Identify Citywide Locations for Other Neighborhood Center**—Additional neighborhood centers were identified along the complete street circulation loop that complement existing and future neighborhoods.

Implementation

- **Develop a Cost Effective and Viable Implementation Plan**—Each neighborhood center plan identifies early phasing opportunities that limit impacts on existing parcels and reduce the need for acquisition of multiple properties while maximizing access and exposure to existing roadway facilities.

Other

- **Preserve Rural Farmland**—The concentration of a mix of uses within the neighborhood centers reduces the need for expanding the UGB into rural farmland.

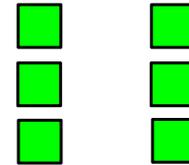
Project Goals



Neighborhood
Center
1 2

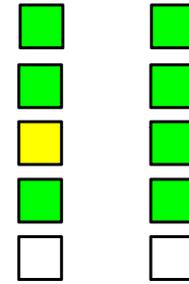
Circulation

- Improve Access & Safety for Pedestrians & Bicyclists
- Improve Road Network Connections
- Minimize Traffic Impacts on Neighborhoods



• Land Use

- Do Not Create Competing Retail
- Create Neighbhd. Centers that Appeal to Local Residents
- Provide for a Mix of Uses within Neighborhood Centers
- Provide a Mix of Owner and Rental Housing
- Identify Citywide Locations for Other Nbhd. Centers



Implementation

- Develop a Cost Effective & Viable Implementation Plan



Other

- Preserve Rural Farmland



Neighborhood Center Evaluation

COMMENT SUMMARY

Comments received at the technical advisory committee meeting, the Public Workshops #2 and #3, and additional meetings with the City and ODOT provide the basis for refinement of the neighborhood centers concept plan to address identified concerns and direction for a preferred concept.

Overview

A summary of the comments received provide direction for refinement of the neighborhood centers concept plan outlined in this memorandum and include:

- Overall support for the neighborhood centers as a concept
- A mixed response from the attending public, as to the specific location of the neighborhood centers occurred at each of the Public Workshops #2 and #3. At Workshop #2 half the responses were in favor of the neighborhood center locations, and half in opposition with the most vocal citizens concerned about the location of Center 2. At Workshop #3, attended primarily by potential UGB expansion areas residents, about two-thirds of the responses were not in favor of the neighborhood center locations- preferring instead that they be located within the existing city limits and a third in favor of the neighborhood center locations
- ODOT's lack of support for the location of Center 2 due to its proximity and orientation along both sides of Hwy

199 at the proposed George Tweed Boulevard intersection

- ODOT opposition to elements of the circulation framework that include new signals at the proposed intersections at New Street and RCC and at George Tweed Boulevard as indicated in the proposed circulation framework

Summaries from the TAC and Public Workshop #2 held February 8 and 9, 2012, Public Workshop #3 held June 14, 2012 along with comment letters from ODOT dated February 7 and February 24, 2012 are as follows.

TECHNICAL ADVISORY COMMITTEE MEETING AND COMMENTS FROM THE CITY AND ODOT DATED FEBRUARY 8, 2012

The second meeting of the Technical Advisory Committee was held on the morning of Wednesday, February 8, 2012 at City Hall in Grants Pass.

The purpose of the meetings was to:

- Review neighborhood centers concepts
- Obtain thinking on neighborhood centers concepts
- Gain feedback on adjustments or modifications to the neighborhood centers concepts

The TAC meeting was facilitated by Crandall Arambula and attended by City staff from

planning and public works, Josephine County Transit, and members of ODOT Region 3 Access Management, Development Review as well as, the contract project manager. The meeting addressed five main topics generated by TAC members. Meeting comments are as follows:

Complete Streets Loop

- ODOT supports the parallel routes at Redwood Avenue and the proposed Wolf Lane
- ODOT suggests the loop follow existing signalized intersections and extending Kellenbeck west to connect with the New Street at Center 1

HWY 199 Connections

- A change in signalization and the Wolf Lane extension would have to occur simultaneously- the parallel route has to be stressed to mitigate Hwy 199 impacts
- Access near George Tweed is restricted to residential or produce producing uses--no public access
- HWY 199 is access controlled with public intersections required to be spaced a half mile apart
- The proposed New Street signal access on the north side of the streets is restricted to residential or agricultural access only
- The proposed New Street access at RCC on the south side of the street would

have to follow a grant process through ODOT to allow for relocation and must prove a benefit to highway operations

- The cost of a granted access are determined by value of original purchase
- ODOT is taking a beating locally on the removal of signals near the fairgrounds and there is no warrant for relocating the newly constructed Hubbard Lane signal.
- Crashes at Willow necessitated the protected left turn pocket.
- The granting process will require a co-applicant to go to Salem and make a presentation--then the request goes to the State engineer and Services manager. Several meetings of the Grant committee will occur. This process and be lengthy and expensive
- The Hubbard Lane signal cannot be moved

Neighborhood Center 2 Location

- Hwy 199 is considered an expressway and is a major freight route, a neighborhood center along the freeway is a major concern
- Consider modifying the location of the centers to Hubbard Lane and Willow Lane
- Keep all Center 2 land uses south of the highway

Redwood Avenue Improvements

- The city community development department is developing right-of-way concepts with public works to include a protected bikeway
- There is some concern about a bi-directional bikeway on one side of the street with possible auto and bike conflicts at driveways and intersections

Future Transit

- The parallel routes on Redwood and Wolf Lane works well for transit
- The existing route connecting downtown to RCC would stay as is with additional stops located within the Neighborhood Center 1
- Build out of the Centers 1 and 2 would likely necessitate the need for a new bus loop circulator that connects the neighborhood centers along Redwood Avenue, the New Street, Wolf Lane extension, and Dowell road
- With growth in this area the transit agency would like to plan on improved service but is limited to budget constraints

Other

- Dialogue can continue on this neighborhood centers concept, but there are hurdles and significant issues to be addressed.

An official ODOT summary of comments regarding the neighborhood centers concept is provided on the following pages.



Oregon

John A. Kitzhaber, M.D., Governor

Department of Transportation

Region 3 Planning
100 Antelope Road
White City, OR 97503-1674
Phone: (541) 423-1362
Fax: (541) 664-7927

February 7, 2012

Jason Graf, Associate Principal / Project Manager
Crandall Arambula
520 SW Yamhill, Roof Suite 4
Portland, OR 97204

Dear Jason:

ODOT appreciates the opportunity to provide comment on the draft Land Use and Circulation plan maps, prepared as a deliverable in the Grants Pass Neighborhood Centers Transportation Growth Management Project. Access Management, Planning and Project Delivery staff have reviewed the draft plan maps, and offer the following comment.

- Highway 199, between mile point 1.59 and 6.03 is classified as a Statewide Expressway. The minimum spacing standard for access points on the highway here, whether public, private, with or without a signal, is ½ mile. The proposed plan that shows highway intersections at George Tweed and at the west side of the Wolf Lane extension, does not meet this standard.
- The traffic signals at Dowell Road and Hubbard Lane must remain in place. A signal at Willow Lane may be installed in the future, provided Wolf Lane is extended between Dowell Road and Hubbard Lane. Consideration should also be given to extending Wolf Lane westward beyond Hubbard Lane to provide access to the college, and eastward beyond Dowell to West Harbeck.
- The Neighborhood Center that is centered on the Demaray Drive area should be contained completely south of Highway 199.
- On the north side of the highway, consideration should be given to extending Kellenbeck Avenue westward to connect to Hubbard Lane, and beyond to a road that extends southward from the Redwood Avenue Neighborhood Center.

Please let me know if you have any questions or would like to meet with Agency staff regarding these comments.

Sincerely,

Shirley Roberts, Planner 3
ODOT Region 3

Cc: Art Anderson, ODOT Rogue Valley Area Manager
Ron Hughes, ODOT Region 3 Access Management Engineer and Traffic Manager
Mike Baker, ODOT Region 3 Planning Unit Manager
Tom Schauer, Senior Planner, City of Grants Pass

February 24, 2012

Jason Graf, Associate Principal / Project Manager
Crandall Arambula
520 SW Yamhill, Roof Suite 4
Portland, OR 97204

Dear Jason:

ODOT appreciates the opportunity to provide additional, clarifying comment on the draft Land Use and Circulation plan maps for the Grants Pass Neighborhood Centers Transportation Growth Management Project. The following includes comment from our letter of February 7th and adds requirements discussed at our meeting on February 17th.

- Highway 199, between mile point 1.04 and 6.92 is classified as a Statewide Expressway. The minimum spacing standard for access points on the highway here, whether public, private, with or without a signal, is ½ mile. The proposed plan that shows highway intersections at George Tweed and at the west side of the Wolf Lane extension, does not meet the Oregon Highway Plan standard.
- The traffic signals at Dowell Road and Hubbard Lane must remain in place. A signal at Willow Lane may be installed in the future, provided Wolf Lane is extended between Dowell Road and Hubbard Lane. Consideration should also be given to extending Wolf Lane westward beyond Hubbard Lane to provide access to the college, and eastward beyond Dowell to West Harbeck.
- Access control is present along Highway 199 and a grant of access must be acquired to cross access control. The grant process is very difficult, requiring both proof that the new access points clearly benefit traffic operations on the state highway and ODOT's agreement to support the grant process as a partner. If new access points are allowed, the access spacing standards of ½ mile must still be maintained.
- The Neighborhood Center that is centered on the Demaray Drive area should be contained completely south of Highway 199.
- On the north side of the highway, consideration should be given to extending Kellenbeck Avenue westward to connect to Hubbard Lane, and beyond to a road that extends southward from the Redwood Avenue Neighborhood Center.

ODOT appreciates your willingness to review and consider changes to the proposed Neighborhood Center project circulation plan. Using existing highway access points and making other related project adjustments, would save the City a considerable amount of expense. To cross the highway at other points, another but more costly option could include the use of an overpass. Please let me know if you have any additional questions for ODOT staff or would like to meet again for more discussion.

Sincerely,



Shirley Roberts, Planner 3
ODOT Region 3

Cc: Art Anderson, ODOT Rogue Valley Area Manager
Ron Hughes, ODOT Region 3 Access Management Engineer and Traffic Manager
Mike Baker, ODOT Region 3 Planning Unit Manager
Dan Dorrell, ODOT Traffic Engineer
Tom Schauer, Senior Planner, City of Grants Pass
Don Arambula, Principal, Crandall Arambula
Ray Delahanty, DKS Associates

COMMENTS FROM PUBLIC WORKSHOP #2

The second public workshop for the City of Grants Pass Neighborhood Centers project was held at Redwood Elementary School in Grants Pass on Thursday, February 9, 2012

The purpose of the workshop was to:

- Review neighborhood centers concepts
- Obtain thinking on neighborhood centers frameworks
- Answer questions

Workshop Format

The workshop began with the consultant's presentation of the project process and schedule and a summary of the project goals identified during Workshop #1. The consultants identified best practices for neighborhood center design and reviewed the public's input on potential neighborhood center locations received during Workshop #1. Draft land use and circulation concepts were presented for the top two locations. Workshop attendees were encouraged to discuss the concepts and fill out individual written response sheets.

Response sheets and verbal comments are documented on the following pages.

RESPONSE SHEET SUMMARY

Twenty response sheets were received as well as verbal comments. In general, half the responses were in favor of the neighborhood center concepts, and half in opposition to neighborhood centers. The most vocal citizens were concerned about Center 2. Two additional response sheets preferred to extend neighborhood centers planning to downtown and other existing developed areas. A summary of the response sheets and public comments are identified on the following pages.

Neighborhood Centers Complete Streets Loop

- Improve circulation for all nodes—this looks like a reasonable approach
- I like the concepts—but not in these locations.
- Complete streets—needed in downtown and maybe Redwood Avenue
- Like this idea a lot! Putting protected bike lanes would be a very good thing. I do bike commute year-round, I would not if I lived out on Redwood—it is too nasty.
- Good concept, but does not include enough existing streets.
- How is this paid for?

- Love the protected bikeway concept—would be great to see that applied throughout Grants Pass
- Great idea. Transportation options are severely lacking, especially north/south across US199.
- I think planning is good. Safe, user-friendly streets are good. I liked the general idea.
- Stupid, will not be used. I live in Zone (Center) 2.
- Since the “new street” will cross our property like, we are vehemently opposed.
- We do not support moving current and yet-to-be installed traffic lights (i.e. Hubbard @ Redwood)
- We do not support the concept of providing services at the expense of land and property rights.
- Too expensive. Haven't even finished the new light on Hubbard and Dowell and you want to take them out?!
- Bad idea
- Take care of the streets we already have.
- Not here—somewhere else
- Who pays for the street loop work?
- It may take traffic off of Redwood Highway and Redwood Avenue, but it routes it through our neighborhoods.

Neighborhood Center 1 Comments

- Concept is exciting
- I disagree regarding the location and size of concepts
- Service Development Charges would need to be high as it's far from the city center and infrastructure
- Need infill to be looked at first. Grants Pass has low-density and needs to be increased
- Love the concept, just not sure about the location—needs to be closer in. But given the fact that we have to grow, I think this is a good way to grow.
- This area has the most potential to function
- No on Center 1
- Both plans presented are attractive frameworks for smart growth. I'd expect the costs of development are small compared to the potential relief on the greater transportation network.
- Nice connectivity. I would try to even propose a wider street network.
- We do not want a hub of services, shops, businesses in our rural farmland community
- We would like to retain our rural status, to grow crops (hay) and garden. That is why we moved from a densely populated area.

- We do not need any further competing "anchor" grocery stores or more professional office buildings that cannot survive in a contracting economy.
- I am not happy with the proposed neighborhood center. I do not want to live downtown.
- Too far out
- Bad idea
- We are a small community and already don't have to drive far to get from one end of town to the other.
- Not here—try Portland or Salem
- No!
- What is the time frame for development?
- Will there be street parking in neighborhoods if there are bike paths on all streets?

Neighborhood Center 2 Comments

- Concept is exciting
- This is not a good location because Redwood Highway is an expressway as ODOT has said in meetings past. Should be smaller size, closer to town.
- Higher density needed in current UGB
- Still not fond of the fact that Redwood Highway dissects the area, but I like the concept given where it is
- Love the concept. This location is better, but having the split on Redwood Hwy. is a concern.

- Much tougher to implement, has the potential to compete with downtown.
- Ok on Center 1
- Preserving rural farmland—how about defining community gardens on objectives in the plan?
- Extension out George Tweed across 199 is the best idea I've seen in years.
- Park on north side (of 199) is really needed as well.
- Zone (Center) 2 got 16 votes because there were more people from Zone (Center) 1 and Zone (Center) 3 that did not want this in their neighborhood.
- Do not see the need to build another entrance to Rogue Community College
- Do not see the need to create 2 "hubs" within 1-1 ½ miles of each other.
- Don't like Redwood Highway going through it
- Bad idea
- Redwood Avenue needs to be cleaned up or removed before any growth will happen in the project area. It is now hurting property values and any potential for expansion
- This is not at all feasible for this area of town or this time in our economy. We have many businesses in this area that are already struggling without adding more new ones.

- We don't need more taxes to pay for things we don't even want.
- Best choice for liberals—leave it alone
- What is the time frame for development?
- Will there be street parking in neighborhoods if there are bike paths on all streets?

Other Comments

- Concepts are good. Good luck overcoming the neighbors' objections
- We need infill and some redesign of the Redwood Avenue, Allen Creek area
- Does this meet land use goals (#14 Transportation)?
- Future presentations need to put this in context of what other work is going on—the infill, the planning in other areas, etc.
- How do these street projects tie this area to downtown?
- Planning for growth is the priority. Unplanned neighborhoods have no warm friendly exposure to anyone outside a car.
- Overestimating population growth
- The delivery of this presentation may have been better received if it was by locals, and anticipated some of the local concerns
- We moved here to retire to open

space and rural land use and limited population. Neighborhood “hubs” are not our retirement goals or dream.

- If I were going to build I would need the money up front.
- Consider bike paths and sidewalks in existing city growth.
- Much better options should be available; this plan does not appear to fit our community.
- Agree that planning does need to take place.
- We want a covenant rural area—leave it alone.
- What a waste of our tax dollars in these hard times.
- I do not understand why we are considering these projects when our downtown is dying and there are crummy looking businesses and buildings on Redwood Avenue and Highway.
- Most people don't work in our neighborhoods
- I drive by several grocery stores on my way home and shop then.
- Why aren't we focusing on a hub on Redwood Avenue between Willow and Allen Creek?

Verbal Comments Summary

- Are you interested in this garbage? (folks in audience)
- Housing displacement is an issue. Where will folks go? My concern is we force folks without resources to move. What is the plan for displacement?
- Part one—what analysis shows that residents want this? And will businesses be successful?
- Neighborhood 1. Currently has 46, in the future 850 residents. Who says there is a market for this?
- We don't need complete streets and smart growth in these areas. They should be near Allen Creek. This area is too far out and puts pressure on the system.
- Local preference for proposed buildings. Always outside of the community builders. Is there a plan to hire local?
- Compare and contrast to future. What about just projected growth without centers?
- Have you driven this area and actually looked at it? We moved here to get away from what you showed.
- I want to go to businesses in other centers. I am 10 minutes from downtown.

- I have been a real estate broker for 30 years. The biggest problem is Redwood Avenue. People drive down this street and its vacant buildings and poor environment is hurting investment and is an impediment to housing.
- A lot of growth we saw out here had an impact on highway. This could be a contrast to the last housing boom.
- Have you done analysis on the positive impacts of this design concept to help alleviate traffic congestion?
- Who's gonna pay for all this?
- Practical aspects—my neighbor and I are subdividing—is the City going to take over our land?
- No public money? Who is going to build the streets?
- I live on Redwood where 3 people were killed. What is the plan to improve safety?
- This man owns 15 acres. The park/creek cuts through his property and interferes with irrigation
- Put green bike paths, but no one uses them. People hate these and that are dangerous and wasteful.
- We have overgrowing schools in the county and we can't build affordable housing for people. Why not more county building and businesses?

- North Valley High is where I teach. People have to drive 10 miles to services.
- How much is being spent for this study? (This is a state grant of approx. 100K)
- I was at the last meeting. Redwood Highway goes right through the Center, results in moving signals we just put in.
- What is your definition of compactness with other retail? It's 1.7 miles from Albertson's, 2.2 miles from Greys
- You are looking at adding 1600 families. How will schools accommodate this?
- Observation stated 2007 data. Those stats are obsolete.
- Give us a real choice. A covenant for rural here as an alternative—"permanently rural" Tax rates will grow to beat a path to live in rural area.
- Do you always deal with a mean and spirited group?
- When can we get started so my kids can have safe routes to school?
- None of this would happen if we don't want it to be. If people don't want it, how will you get these centers.
- If Redwood Avenue is a good place to start, where does that money come from?
- Redwood Avenue improvements, have you seen them? When UGB wanted to fix Darneille, charged property owners on

street. We paid for street along with a grant. Nice if citizens didn't have to pay for it.

- Some images looked beautiful. We bought here for this lifestyle. If you do these, I am deeply affected. You are going to get a crowded area.
- Doubled my taxes.

COMMENTS FROM PUBLIC WORKSHOP #3

As a result of Workshop #2 and further discussions with ODOT, Neighborhood Center 2 was relocated east to the existing intersection at Willow Lane and Hwy 199. A discussion of this concept and the decision to relocate is identified later in this chapter under the heading *Feasibility of Alternative Concepts*.

The third public workshop for the City of Grants Pass Neighborhood Centers project was held at Redwood Elementary School in Grants Pass on Thursday, June 14, 2012.

The purpose of the workshop was to:

- Present Neighborhood Centers best practices
- Summarize previous meetings
- Review the Preferred Neighborhood Centers Concept
- Answer questions

Workshop Format

The workshop began with the consultant's presentation of the project process and schedule and a summary of the project goals identified during Workshop #1. The consultants presented best practices for neighborhood center design and reviewed the public's input on the neighborhood

center concepts received during Workshop #2. A preferred Neighborhood Center concept was presented. Workshop attendees were encouraged to discuss the concept and fill out individual written response sheets.

RESPONSE SHEET SUMMARY

Sixteen response sheets were received as well as verbal comments. In general, responses were in favor of the neighborhood center concepts, but a majority of respondents did not support the recommended location for the Neighborhood Centers within the potential UGB expansion areas. The preference was to promote NCs closer to downtown and within the existing City boundary. A summary of the response sheets and public comments are identified on the following pages.

Neighborhood Centers Complete Streets Loop

- No, we don't want it (3).
- More traffic near the school is unsafe.
- I purchased my home 6 weeks ago and your Wolf Lane extension goes through my back yard. It does not make me happy to have a highway sixty feet from my door.
- I would prefer improvements with bikeways to existing roadways, not new streets

- The way this evolved from the first version looks like a good improvement. It will be critical to get the bicycle facilities in place fully.

- A sidewalk on Leonard from Willow to Darneille will be the best way to encourage biking to and from school

Neighborhood Center 1 (Redwood Avenue) Comments

- No, we don't want it (3).
- Leave it alone- it's already overdeveloped with the development being underutilized
- Our schools will not support anymore children in this area. Redwood Elementary classrooms are crowded as is.
- The Redwood area has been overdeveloped. More building would only increase the mess that already exists. These centers should be closer to town. People do not want to walk and bike ride in the rain.
- My concerns are the safety of the children attending Redwood Elementary with a Hub right behind it and possible roads coming through with the possible flow of people coming and going. I would rather the Hub be away from the school.

- More retail shops will compete with already struggling local businesses. Hwy 199 is a major north/south route and will be extremely congested and displace many low income housing. There is not enough police force to patrol these small 'centers'/ghettos.
- Wrong location, wrong scale, and too large. You cannot use this 'hub' concept as a solution to the traffic issue. The traffic issue cannot be fixed by adding 900 units. The Redwood Avenue site is not a good location.
- This Center is within walking distance of my home-Yes!
- Schools can't handle anymore growth

Neighborhood Center 2 (Willow Lane) Comments

- No, we don't want it (3).
- Please leave things as they are. We will still have to drive to Wal-Mart. It is where we can afford to shop. We heard nothing about building another low rent park before being told by CCRG about this meeting. We did not know about these development plans.
- No. We live here and don't want this in our neighborhood. We like living in the country away from the city. And away from traffic and people. Put it somewhere else.

- Redwood Elementary as well as other schools in this district are overcrowded already. There are unused retail spaces in the strip mall on Redwood Avenue already.
- The focus should be close to downtown. These types of projects will drive people out - not in to Grants Pass.
- I personally will go shopping where the food is cheaper not where it is closet. We already have empty stores in strip malls along Redwood Avenue. At this time I don't feel we could support more retail.
- Willow Lane goes through my backyard on this proposal. A quarter mile radius will be very difficult to have a smooth flowing delivery system. Why are you not focusing on already wasted commercial property? We are already in debt. Why boost up our credit? Please focus on the current problems before creating more.
- Leave me alone. My animals will not fit your projections. No faith in any government.
- You wasted the money for this urban growth study. We need a sheriffs department, not urban growth. Most of us have moved here to get away from, over-crowding of cities, crime etc.. We have shops and stores closing in Grants Pass. If we cant support these businesses, how will we support your

grandiose money wasting project?

- Scale too large- would encourage sprawl.
- It seems this center is very close to Albertson's and that strip mall...One can certainly ride a bike to those stores now. I like the concept.
- The newer version of this appears to work better- both on the ground and as part of the complete streets network.

Other Comments

- College Mobile Home Park is a low rent park. We are on a fixed income and cannot afford to pay more. We would not have another place to live.
- Please worry about downtown. If that dies, so does the rural area. Frankly, those of us out in the rural areas want to keep it that way. Over the next twenty year period we will be lucky to partially recover the loss of the economy in this area. We don't need anymore.
- All centers should be used to revitalize the downtown area not the rural areas. Please no changes to our charter without informing the public prior to a vote. Thank you!
- I feel we need to focus on putting sidewalks on Leonard Road to the school for the safety of our children walking to and from school. Thank you for considering our feelings and concerns.

Other Comments cont.,

- The City Council should work on getting the 'street people' off of the streets. The average person does not feel safe going to the park or to the downtown area. We moved here to get away from the urban growth. We like the country feel and slower lifestyle. We don't want urban growth.
- Have you studied Ben and their hubs? I understand hubs were built in 2003 and the downtown in this economic downturn has been devastated. We need planning, the Redwood area is a great example of bad planning and lack of foresight. My vote is for hubs in the present UGB (2012) before adoption of the new UGB.
- Growth is a given- you address the living space and some commercial aspects. However, what is being done to bring in work to support the additional residences and growth?
- Build the bike path and sidewalk on existing streets. Revitalize existing shopping centers and work out from downtown versus the other way around
- You need to get more younger people at these meetings, especially ones who have moved into this area.
- I like the general concept. We need safe pathways for bikes and wheel chairs. Dutch Brothers is in walking distance. This project needs to move slow to quiet fears.
- The concept is good. The locations look good also.

FEASIBILITY OF ALTERNATIVE CONCEPTS

Alternative sites for the location of the neighborhood centers were identified as a result of comments from ODOT and the City. The suggested alternatives include:

- Determining the feasibility of relocating Center 2 (George Tweed Boulevard) to either the Hubbard Lane or Willow Lane intersections to better utilize existing infrastructure and access to Hwy 199
- Determining the feasibility of Center 1 (Redwood Avenue) without a direct connection from the New Street intersection at Hwy 199
- Determining the feasibility of relocating Center 1 east to the Redwood Avenue/ Hubbard Lane intersection

Location of Alternative Neighborhood Center Sites

Three additional sites including Center 1 and Center 2 were identified for further analysis and include:

- Center 3- Located at the intersection of Willow Lane and Wolf Lane with a new signal at Willow Lane (Hubbard Lane signal remains and a new signal replaces the left turn pocket at Willow Lane)
- Center 4- Shifts Center 1 east to the intersection of Redwood Ave and Hubbard/ Darneille Lane
- Center 5- Located just south of the intersection at Hubbard Lane and Redwood Highway



Neighborhood Center Sites for Further Evaluation

Center Fundamentals ● ● ●

	Direct Access	Drive-By Traffic	Retail Potential	Open Space Potential	Housing Potential	Emp. Potential	Complete Street Loop
1	<input type="checkbox"/>						
2	<input type="checkbox"/>						
3	<input type="checkbox"/>						
1*	<input type="checkbox"/>						
2*	<input type="checkbox"/>						
3*	<input type="checkbox"/>						
4	<input type="checkbox"/>						
5	<input type="checkbox"/>						

* No Signal on Redwood Highway

Neighborhood Center Sites Evaluation Criteria

Evaluation Criteria

The following criteria was used to evaluate five neighborhood center sites to determine their feasibility to support a neighborhood center. The criteria include:

1. **Direct access** from local collectors and Hwy 199
2. **Drive-by traffic** to support retail
3. Availability of **retail supportive** sites
4. **Open space and park** amenities that are critical for attracting increased housing density and attracting pedestrian oriented street level retail
5. Availability of land for **housing sites**
6. Availability of land for **family-wage employment sites** that can capitalize on visibility from Hwy 199
7. The ability to support a **complete streets loop** providing a local route parallel to Hwy. 199 with improved access to UGB areas, direct auto access to neighborhood centers retail, and a front door to Rogue Community College

Evaluation Summary

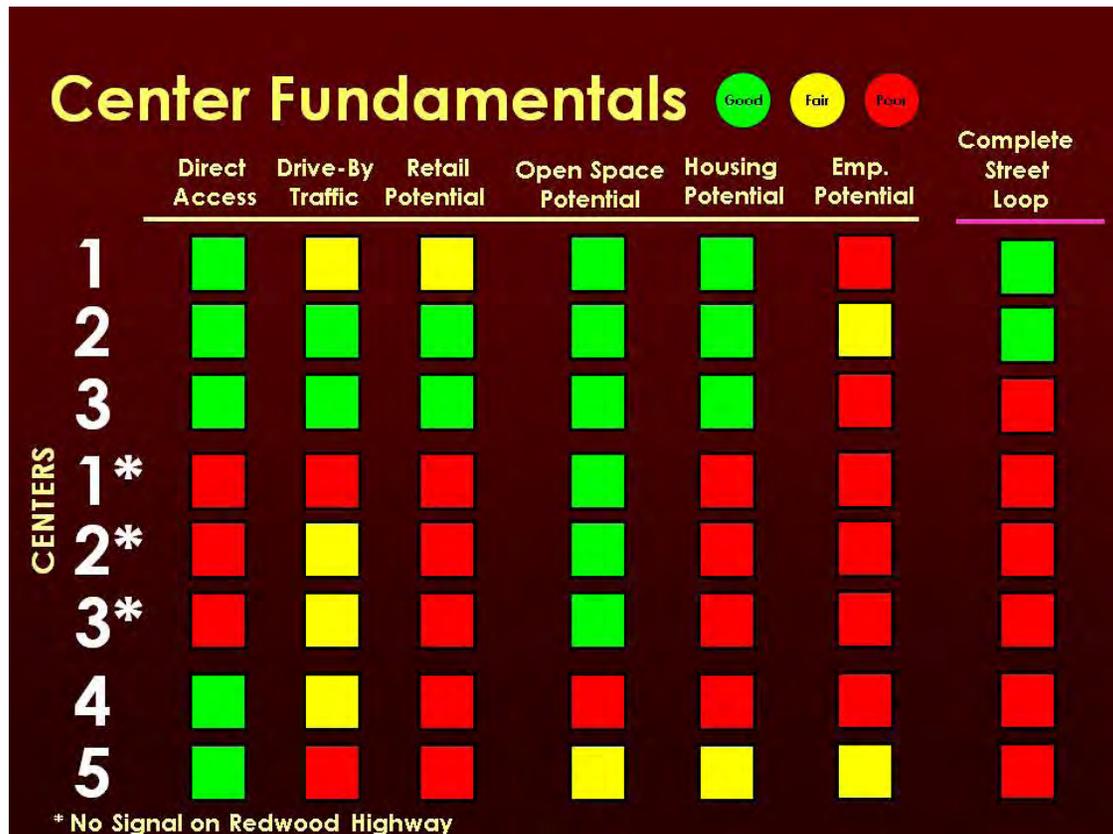
An evaluation of five neighborhood center sites was conducted to determine their feasibility to support a neighborhood center.

The five sites previously mentioned also included analysis of Centers 1, 2 and 3 without direct signalized access to Hwy 199. Centers 4 and 5 are aligned along Hubbard Lane that currently have signalized access to Hwy 199.

A summary evaluation of the five sites including those without signal access to HWY 199 is indicated on the right.

Overall what we find from the evaluation is the following:

- Direct access to Redwood Highway offers significant potential for neighborhood center development especially for retail
- Without direct access to Redwood Highway no neighborhood center potential exists due to a lack of critical drive-by traffic to support retail
- The complete streets loop and parallel routes to Hwy 199 along Redwood Avenue and a Wolf Lane extension improve local access to the UGB expansion areas, encourage redevelopment and provides a dispersal of local traffic away from HWY 199 that has a benefit for preserving highway capacity



Neighborhood Center Sites Evaluation Summary

- Locations with significant areas built out or sporadic fragmentation of development severely limits the ability to acquire and develop sites appropriate for retail or housing and this condition was most evident at the location of Centers 4 and 5 along Hubbard Lane
- Based on the assumption that no changes to existing access locations on Hwy 199 would occur other than a future signal at Willow Lane to support Center 3, no neighborhood center would be feasible north of Hwy 199

Based on the evaluation of the five sites there are three potential neighborhood center concept plans scenarios for further consideration.

Scenario One

- Locate Neighborhood Centers 1 and 2 at Redwood Avenue and George Tweed Boulevard respectively
- Provide a complete streets loop to include parallel routes along Redwood Avenue and a Wolf Lane Extension and HWY 199 signalized access at the following intersections, New Street/Wolf Lane Extension (providing direct access to RCC), George Tweed Boulevard, and Dowell Lane

Scenario Two

- Locate Neighborhood Centers 1 and 3 at Redwood Avenue and Willow Lane respectively
- Provide a complete streets loop to include parallel routes along Redwood Avenue and a Wolf Lane Extension and HWY 199 signalized access at the following intersections, New Street/Wolf Lane Extension (providing direct access to RCC), Willow Lane, and Dowell Lane

Scenario Three

- Locate Neighborhood Center 3 at Willow Lane only. No neighborhood center north of Hwy 199
- Provide a complete streets loop to include parallel routes along Redwood Avenue and a Wolf Lane Extension and HWY 199 signalized access at the following intersections, Hubbard Lane, Willow Lane, and Dowell Lane. No direct access to RCC would be provided.

The three scenarios were reviewed by the City and ODOT and there was agreement that Scenarios 2 and 3 may move forward for further traffic analysis. Based on the results of the traffic analysis further determination of a preferred concept will be identified for refinement.

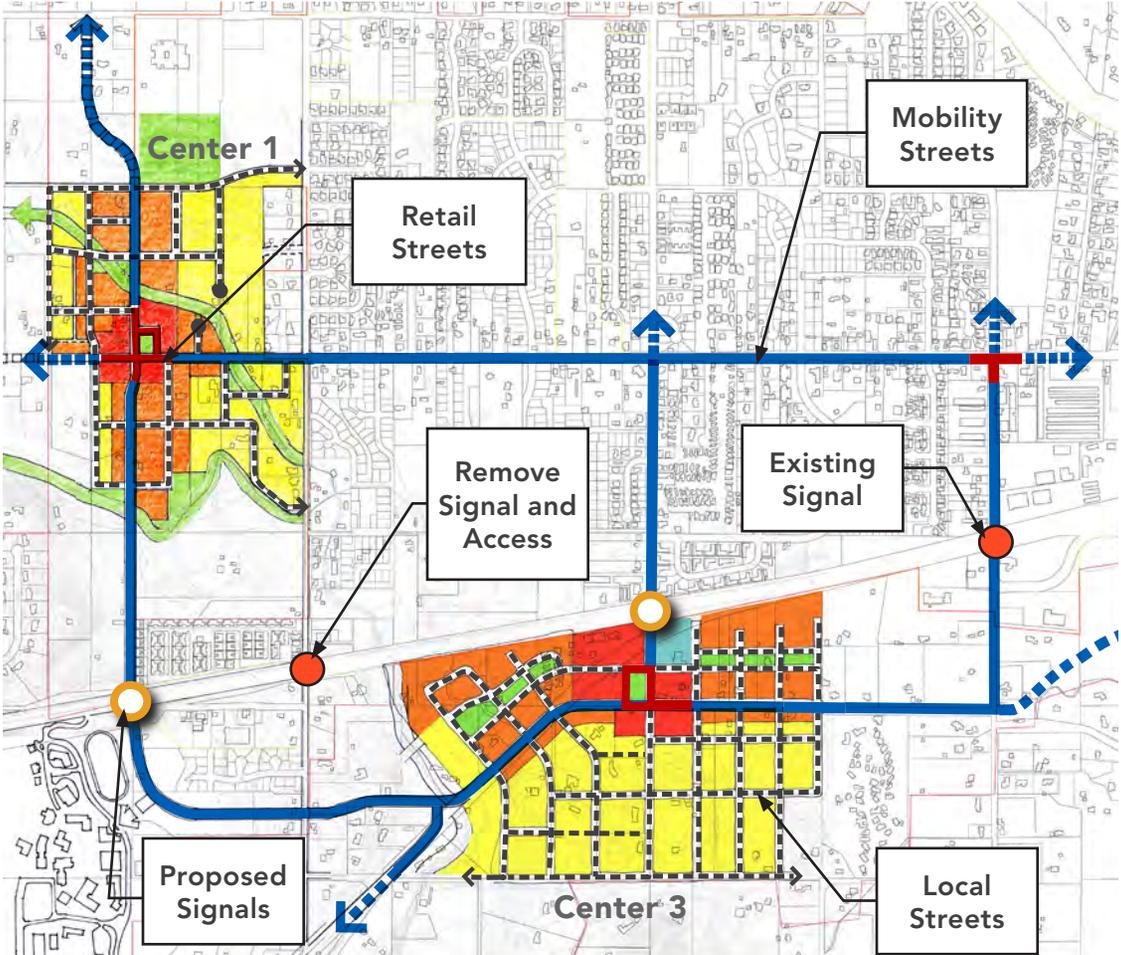
An official ODOT summary of comments regarding the scenarios is provided at the end of this chapter.

SCENARIOS FOR FURTHER TRAFFIC ANALYSIS

Description and diagrams of the Scenarios 2 and 3 for further traffic analysis are identified below and on the following pages.

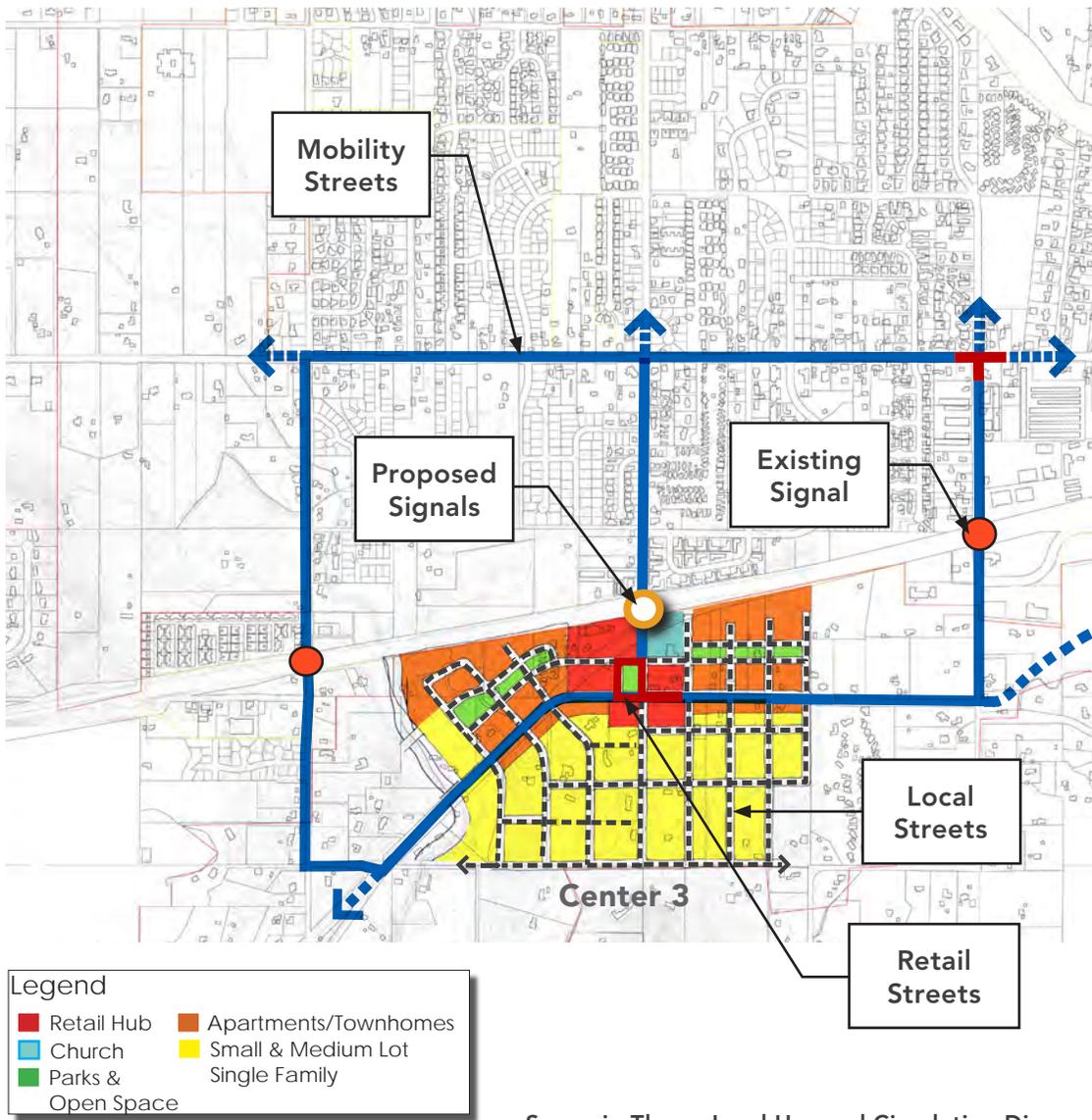
Scenario Two

- Locate Neighborhood Centers 1 and 3 at Redwood Avenue and Willow Lane respectively
- Provide a complete streets loop to include parallel routes along Redwood Avenue and a Wolf Lane Extension and HWY 199 signalized access at the following intersections, New Street/Wolf Lane Extension (providing direct access to RCC), Willow Lane, and Dowell Lane



Legend	
Red	Retail Hub
Orange	Apartments/Townhomes
Blue	Church
Yellow	Small & Medium Lot Single Family
Green	Parks & Open Space

Scenario Two- Land Use and Circulation Diagram



Scenario Three- Land Use and Circulation Diagram

Scenario Three

- Locate Neighborhood Center 3 at Willow Lane only. No neighborhood center north of Hwy 199
- Provide a complete streets loop to include parallel routes along Redwood Avenue and a Wolf Lane Extension and HWY 199 signalized access at the following intersections, Hubbard Lane, Willow Lane, and Dowell Lane. No direct access to RCC would be provided..

April 13, 2012

Jason Graf, Associate Principal / Project Manager
Crandall Arambula
520 SW Yamhill, Roof Suite 4
Portland, OR 97204

Dear Jason:

We appreciate the opportunity to provide clarifying comment on Scenario 2 for the Neighborhood Center (NC) TGM Project. This scenario includes a proposed New Intersection to serve the Redwood Avenue Neighborhood Center (NC) and also shows the Hubbard Lane signal relocated to that site.

As stated previously, the minimum spacing standard for access points on the highway, whether public, private, with or without a signal, is ½ mile. Any new public access at this point would require approval of the grant of access process that requires both proof that the new access clearly benefits traffic operations on the state highway and ODOT's agreement to support the grant process as a partner. We have previously indicated opposition to relocating the Hubbard Lane signal.

A question has been raised regarding the likelihood of temporarily using Hubbard Lane to provide access to the Redwood Avenue NC, with a future transition to the use of the New Intersection. This could occur provided the following conditions, which must be memorialized in an Intergovernmental Agreement (IGA), are met:

- Upon construction of the New Intersection, the Hubbard Lane/US 199 intersection will need to be closed completely. Retaining it as a right in/right out intersection is not acceptable on the Expressway.
- Approval of the New Intersection will require a grant of access, and there is no guarantee that approval will occur.
- The Hubbard Lane signal will need to be relocated to the New Intersection and the City will be required to pay the cost of this relocation.
- The City will also be required to fund the installation of the signal at Willow Lane.
- As a result of the New Intersection signal, the primary access to RCC will need to be relocated to the Wolf Lane extension. This will require significant coordination with RCC.

We can support having Scenarios 2 and 3 move forward to the traffic analysis phase of the TGM Project, but want to make sure the City is aware of the legal requirements and costs associated with the New Intersection and signals. Please let me know if you have any additional questions or would like to meet again for more discussion.

Sincerely,



Shirley Roberts, Planner 3
ODOT Region 3

Cc: Art Anderson, ODOT Rogue Valley Area Manager
Ron Hughes, ODOT Region 3 Access Management Engineer and Traffic Manager
Mike Baker, ODOT Region 3 Planning Unit Manager
Dan Dorrell, ODOT Traffic Engineer
Tan Schauer, Senior Planner, City of Grants Pass
Don Arambula, Principal, Crandall Arambula
Ray Delahanty, DKS Associates

ODOT SUMMARY COMMENT- SCENARIOS 2 AND 3

