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**TO:** Wade Elliot, City of Grants Pass  
Ian Horlacher, ODOT Region 3

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**SUBJECT:** Grants Pass Transportation Systems Plan Update and IAMPs 55 & 58  
**Technical Memorandum #7: Implementing Actions, Draft Policy and Ordinances**

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## Introduction and Purpose of the Memorandum

The City of Grants Pass, in partnership with the Oregon Department of Transportation (ODOT), is updating its *Transportation System Plan* (TSP) to guide its future investments in transportation operations, maintenance, and facilities. Assisting the City and ODOT with the TSP are the consulting firms David Evans and Associates (DEA) and Angelo Planning Group.

The information in this memorandum includes Comprehensive Plan policy recommendations and Development Code amendments to implement the updated City of Grants Pass Transportation System Plan (TSP) and Interchange Area Management Plans (IAMP). This memorandum addresses specific changes to the language of the City's code that are intended to implement new standards found in the updated TSP and ensure compliance with the Oregon Transportation Planning Rule (TPR).

This memorandum is organized into two sections:

- 1. Comprehensive Plan Policies:** describes proposed updates to Comprehensive Plan policies and identifies areas that are important to retain and refine in adopted City policy, consistent with the recommendations of the draft TSP.
- 2. Code Amendments:** describes the sections of the code affected by the TSP update and includes a summary table of recommended changes.
- 3. City Street Standard Refinements:** describes recommended refinements to the City's adopted street standards and includes a summary table of recommended changes.

In addition to these three sections, Attachment A contains the full set of recommended refinements to the City's Comprehensive Plan goals, objectives, and policies. Proposed amendments to code language can be found in Attachment B; Attachment C includes the complete TPR code evaluation.

## 1 Comprehensive Plan Policies

The Grants Pass and Urbanizing Area Comprehensive Community Development Plan (Comprehensive Plan) is a long-range policy guide for land use in the City's urban area. In 1997 the original Transportation Element of the Comprehensive Plan was replaced by the Grants Pass Urban Area Master Transportation Plan, which was last updated in 2008. One of the outcomes of this TSP update process

will be the adoption of the updated TSP as an element of the Comprehensive Plan, replacing the 2008 version and providing updated policies to reflect community growth and changes over the last decade and the resulting outcomes of planning for the next 20 years of needed transportation improvements.

The City's existing transportation goals, objectives, and policies are found in Chapter 3 of the Grants Pass Urban Area Transportation Master Plan and were last revised in 2008. A review of these goals, objectives, and policies indicate that they were created with a focus on the development and maintenance of a multimodal transportation network and reflect an intent to ensure that there are adequate facilities to meet the needs of the urban area. Adopted policies are organized under seven goals, each goal containing several objectives.

Proposed revisions to the adopted goals, objectives, and policies are included in Technical Memorandum #2.<sup>1</sup> These were revised after City staff review and feedback from the Public Advisory Committee. The complete set of refined goals, objectives, and policies that will be included in the City's updated TSP are included in Attachment A to this memorandum. Suggested refinements to the goals, objectives, and policies included:

- Enhancing opportunities for active modes of transportation (walking, bicycling, transit);
- Maximizing the efficiency of the existing system;
- Coordinating land use planning with transportation planning in urbanizing areas; and
- Encouraging coordination between parties that will fund improvements (state, city, transit agency, private developers).

## 2 Code Amendments

The Transportation Planning Rule (TPR), Oregon Administrative Rule 660, Division 12, defines the necessary elements of a local TSP and guides local implementation of Statewide Goal 12 - Transportation. The overall purpose of the TPR is to provide and encourage a safe, convenient, and economic transportation system. The rule also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs local jurisdictions to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit, and drive less. The City's updated TSP must be consistent with the current TPR, which was amended most recently in December 2011. Additionally, the City's development regulations will need to be consistent with any standards that have been revised through the TSP update process.

Table 1 summarizes opportunities for the City to better achieve and strengthen consistency with the TPR. The table also identifies recommended modifications to local ordinances that may be necessary to implement the updated TSP. The full regulatory evaluation, which describes how the City's land use regulations meet the requirements of specific TPR sections, is included as Attachment C to this

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<sup>1</sup> [https://www.grantspassoregon.gov/DocumentCenter/View/14381/Grants-Pass-TSP\\_Tech-Memo-2\\_Goals-and-Objectives\\_5-10-18](https://www.grantspassoregon.gov/DocumentCenter/View/14381/Grants-Pass-TSP_Tech-Memo-2_Goals-and-Objectives_5-10-18)

memorandum. Suggested draft code language has been prepared consistent with the policies and recommendations of the draft TSP and is included in Attachment B.

**TABLE 1. SUMMARY OF RECOMMENDED CODE AMENDMENTS**

Recommendation	Code Section	TPR Citation
<b>1 Agency Coordination</b> – Amend the Code to explicitly list the Middle Rogue Metropolitan Planning Organization as a transportation agency required to receive notice of a hearing or copies of a subdivision plan.	Section 2.040 Section 2.050 Section 3.060 Section 17.412 Section 18.042	OAR 660-012-0045(2)(f)
<b>2 Preferential Parking</b> – Adopt standards requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.	Section 25.031	OAR 660-012-0045(4)(d)
<b>3 Transit-Oriented Uses in Parking Areas</b> – Adopt provisions allowing for the redevelopment of parking areas for transit-oriented uses provided minimum parking requirements can still be met.	Section 25.031	OAR 660-012-0045(4)(e)
<b>4 Pedestrian Circulation in Parking Lots</b> – Add requirements requiring pedestrian circulation through off-street parking lots in the form of access ways that conform to the access way standards.	Section 25.033	OAR 660-012-0045(3)(b)
<b>5 Bicycle Parking at Transit Facilities</b> – Add language requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.	Section 25.060	OAR 660-012-0045(3)(a)
<b>6 Transit</b> – Establish transit-supportive development requirements, including coordination and provision of transit stop amenities and orientation of building entrances toward transit streets.	Section 27.050	OAR 660-012-0045(4)(a) and (b)
<b>7 Street Design</b> – Revise street, bikeway and public sidewalk standards to reflect updated TSP.	Section 27.123	OAR 660-012-0044(2)(a)
<b>8 Land Use Permit Applicant</b> – Expand who may apply for a land use permit to include agencies with the power of eminent domain. <sup>2</sup>	Section 3.040	

<sup>2</sup> This change would allow land use approval to be sought by government agencies. Currently only property owners or their authorized agents may initiate land use applications. The challenge for agencies like the Oregon Department of Transportation (ODOT), which has responsibility to plan for state transportation facilities and has the power of eminent domain, is one of timing. ODOT may not yet be the owner of the property where the improvement is planned at which time land use approval is needed, as property acquisition often happens very late in the project timeline. Allowing agencies with eminent domain powers to initiate land use applications would simplify and facilitate project approval and development.

### 3 City Street Standard Refinements

Article 27 “Access” of the Grants Pass Development Code establishes transportation design standards for the general circulation of pedestrians, bicyclists and motor vehicles, as well as establishing the legal access requirements for the purpose of land development. The City’s street section design standards are adopted in the Development Code under Section 27.123.

The Article 27 street, bicycle and pedestrian facility design guides are comprehensive and largely contemporary.

Recommended Refinements to Article 27 are listed here based on the planning assessment conducted as part of the Grants Pass TSP Update, with more specific focus on better accommodating bicycle facilities and transit stops within the built and developing environments.

Added code narrative and standards are highlighted in underline, and recommendations for removal are highlighted in ~~strike through~~.

1. Refining street design resource references and amending arterial street bike lane widths.

#### 27.123 Street Section Design Standards

- (1) Public Streets. Public streets are functionally classified in the Transportation ~~Master System~~ Plan as State Highways, Arterial Streets, Collector Streets, Local Collector Streets and Local Access Streets. The standards for each type of street will vary depending on existing or projected traffic volumes, existing development patterns and available right-of-way, topography and other natural features, and other variables. The basic minimum standards for each type of street are found in Schedule 27-3. Specific conditions for each street project may demand that these standards be altered on a case-by-case basis by the City Engineer, particularly when retrofitting or matching existing streets. A description of the characteristics of each type of street follows:
  - (a) State Highways. State highways include both freeways, like I-5, limited access expressways such as the Parkway and Redwood Highway, and commercial streets such as 6th and 7th streets. Standards for state highways are set by the state, in coordination with the City. State Highways shall meet the standards as outlined in the Oregon Highway Plan and the Oregon Highway Design Manual (including the Oregon Bicycle and Pedestrian Design Guide – current edition), ~~or by ODOT Engineering Standards~~.
  - (b) Arterial streets. All new arterials shall include marked 6-foot wide bike lanes or 8-foot wide buffered bike lanes on both sides of the street, and will generally have two 11-foot wide travel lanes, a 12-foot wide continuous turn lane or median, and no on-street parking. Without the turn lane or median, an arterial may be two 12-foot wide lanes and two 6-foot wide bike lanes. Access directly from abutting properties is restricted. Sidewalks will be a minimum of 6-feet wide, and may be 8-feet wide in commercial areas where heavy pedestrian traffic is expected.

2. Refining minimum left-turn lane width to retrofit existing collector streets with bike lanes within constrained rights-of-way and curb to curb street widths.

(7) Minimum left turn lane width. In no case shall the left turn lane be less than 12 feet on arterial streets, and 11 feet on collector and local collector streets.

3. Refining Minimum Public Street Section Design Standards Schedule 27-3 to accommodate Buffered Bike Lanes.

Arterial

Minimum Right-of-Way      ~~64'-74'~~ 68'-78' (accommodate buffered bike lanes)

Paving Width Curb to Curb      ~~36'-46'~~ 40'-50' (accommodate buffered bike lanes)

4. Refining bikeway design standards with contemporary resource references.

27.402 Bikeway Design Standards

Bikeways shall be designed and constructed consistent with the design standards in the "Oregon Bicycle Plan", 1992, Oregon Bicycle and Pedestrian Design Guide (Oregon Highway Design Manual – current edition), AASHTO's "Guide for Development of Bicycle Facilities" 1994 (current edition), and the Urban Bikeway Design Guide, National Association of City Transportation Officials (current edition).

5. Refining sidewalk and planter strip design standards along transit arterial and collector streets and providing contemporary design guide resource reference.

27.313 Public Sidewalk Design Standards

(4) For sidewalks adjacent to arterial or collector streets, a planter strip at least five and one half feet wide, and typically seven and one-half feet wide, shall be installed between the sidewalk and the curb, unless the City Engineer determines one is not appropriate considering existing grades, obstructions, landscaping, right-of-way widths, sidewalk locations, and similar constraints.

Landscaping in the area of the planter strip, installed in accordance with an approved plan, may be used in meeting the landscaping requirements for front and exterior yards as contained in Sections 23.031, 23.032, and 23.033 of the Development Code.

For transit arterial and collector streets, at designated transit stops, bus stop features (including paved pad surface, route and wayfinding signs, seats and shelters shall be placed between the street curb and sidewalk, in lieu of the planter strip. Transit stops shall be designed and constructed consistent with Transit Street Design Guide, National Association of City Transportation Officials (current edition).

## Attachment A: Updated Goals, Objectives, and Policies

The City's transportation policies are currently organized under seven goals, each goal containing several objectives. Many, but not all of the objectives and policies reflect current themes guiding transportation planning. Recommended refinements to the city's policies are noted here, including:

- enhancing opportunities for active modes of transportation (walking, bicycling, transit),
- maximizing the efficiency of the existing system,
- coordinating land use planning with transportation planning in urbanizing areas, and
- encouraging coordination between parties that will fund improvements (state, city, transit agency, private developers).

### Format of Recommended Amendments

Recommended amendments to the City's transportation Goals, Objectives and Policies are noted as follows:

- New goals, objectives and policies are highlighted in **underlined**.
- Recommendations for removal or relocation of policies are highlighted in ~~strike through~~.

### **Goal 1: Provide a Comprehensive Transportation System**

The *Grants Pass Transportation System Plan* is designed to provide for the safe and efficient accommodation of travel through a variety of transportation modes, including private vehicles, public transportation, bicycles, and walking. In keeping with transportation policies and directives from the federal and state levels, the TSP emphasizes a comprehensive, multimodal transportation system that provides choices for travelers; and it identifies specific methods to encourage the reduction of the use of the private automobile for travel.

The Policies under Goal 1 address issues related to: a complete transportation system for the Grants Pass urban area, adequate mobility for people and goods, maintaining a balance in expenditures, safety for all travelers, and accessibility to transportation facilities and services for all travelers.

#### **Objective 1.1: Complete the Transportation System**

*Policy 1.1.1: Complete the missing links in the arterial, ~~and~~ collector and local street network in the urban area to improve accessibility to all parts of the area and improve the efficiency of the street network.*

*Policy 1.1.2: Support the provision of public transit services for those people who cannot provide their own private transportation due to age (too young or too old to drive), physical limitations, or economic circumstances.*

*Policy 1.1.3: Provide facilities for bicyclists and pedestrians for safe and convenient travel by non motorized travel modes. [unnecessarily redundant with Policy 1.5.4]*

*Policy 1.1.4: Facilitate convenient connections between local and intercity travel.*

*Policy 1.1.5: Provide adequate facilities to meet the needs for goods movement within the urban area and to and from the Grants Pass urban area by:*

- *Identifying and designating regional and local truck routes,*
- *Designing and constructing designated routes to accommodate truck travel, and*
- *Maintaining adequate levels of rail service and facilities for freight movement.*

*Policy 1.1.6: Encourage and support the provision of acceptable levels of intercity transportation services.*

*Policy 1.1.7: Encourage development of off roadway walkways and bikeways that help to connect communities, provide options to motorized travel, promote active transportation or promote and support walking and biking tourism.*

*Policy 1.1.8: Coordinate with Grants Pass School District 7 and neighborhood associations to maintain and improve its Safe Routes to School program; to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely walking and biking.*

**Objective 1.2: Provide Adequate Mobility for All Travelers**

*Policy 1.2.1: Maintain adequate mobility at street intersections. The specific application of this policy shall be as described in Article 27 of the Grants Pass Development Code.*

*Policy 1.2.2: Maintain minimum level of public transportation services for those people who cannot or who choose not to travel by private vehicle.*

*Policy 1.2.3: Encourage and support the provision of public transit services, and/or provide subsidies or other types of support for travelers to use taxis or other privately provided transportation services.*

*Policy 1.2.4: Develop and maintain street functional classifications, along with operational guidance and cross-sectional and right-of-way standards, to ensure streets are able to serve their intended purpose.*

*Policy 1.2.5: Reduce reliance on the state system for making local trips by:*

providing a network of arterials, collectors and local streets that are interconnected, appropriately spaced, and reasonably direct in accordance with city and state design standards and the Transportation System Plan.

**Objective 1.3: Establish and Maintain Balance in Transportation Investments**

*Policy 1.3.1: Establish a balance in expenditures for improvements to facilities and services for automobiles, bicyclists, pedestrians, trucks, and other transportation modes.*

*Policy 1.3.2: Balance expenditures for transportation relative to expenditures on other types of public services and facilities.*

*Policy 1.3.3: Balance short and long-term expenditures on transportation facilities and services in relation to revenues that will be available for transportation.*

*Policy 1.3.4: Balance expenditures for transportation system expansion and improvement in relation to expenditures necessary to maintain the transportation system.*

**Objective 1.4: Provide Safety for all Travelers**

*Policy 1.4.1: Provide a safe transportation system for all travel modes by including safety considerations in the design, construction, operation and maintenance of all transportation facilities and services.*

*Policy 1.4.2: Minimize conflicts between motorized vehicles and bicyclists and pedestrians.*

*Policy 1.4.3: Minimize conflicts between through traffic and turning traffic through appropriate facility design, construction and operation.*

*Policy 1.4.4: Address existing safety issues at locations with a history of vehicle, bicycle- and/or pedestrian- related crashes.*

*Policy 1.4.5: Improve the safety of rail crossings.*

*Policy 1.4.6: Identify and improve safe crossings for vehicles, bicycles and pedestrians across highways and major arterials.*

*Policy 1.4.7: Continue to seek solutions to reduce traffic volumes and speeds near schools.*

*Policy 1.4.8: Improve the operational and safety components of roads not meeting width or horizontal or vertical alignment standards.*

Policy 1.4.9: Develop and administer a city-wide Neighborhood Traffic Calming program to reduce the negative impacts of traffic on neighborhood streets and to improve safety.

**Objective 1.5: Provide a Multimodal Transportation System**

Policy 1.5.1: Provide transportation choices for the movement of people and goods.

Policy 1.5.2: Encourage the use of alternatives to single occupant automobiles and reduce travelers' dependency on this travel mode.

Policy 1.5.3: Provide for easy connections and transfers between different transportation modes.

Policy 1.5.4: Provide for the coordination and integration of local and intercity transportation options for moving people and goods.

Policy 1.5.5: Improve existing connections between residential areas and schools, parks, transit stops and other essential destinations.

Policy 1.5.6: Create new connections between residential areas and transit facilities and services.

Policy 1.5.7: Create new connections between residential areas and schools, parks, and other essential destinations.

**Objective 1.6: Ensure Accessibility to Transportation for All Travelers**

Policy 1.6.1: Ensure full compliance with the requirements of the Americans With Disabilities Act (ADA).

Policy 1.6.2: Coordinate transportation services for the disabled provided by the public and private sectors.

Policy 1.6.3: Support the provision of public transportation services for travelers who cannot provide their own private transportation due to age (too young or too old to drive), physical disability, economic circumstances, or lack of access to private transportation.

**Objective 1.7: Ensure Streets within Grants Pass are Multimodal "Complete Streets"**

Policy 1.7.1: The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even

the most vulnerable Grants Pass residents – children, elderly, and persons with disabilities – can travel safely within the public right of way.

**Objective 1.8: Adopt New Standards for Mobility and Accessibility**

Policy 1.8.1: Implement a standard for mobility to help maintain a minimum level of freight and/or motor vehicle travel efficiency and by which land use proposals can be evaluated. State and city mobility standards will be supported on facilities under the respective jurisdiction.

Policy 1.8.2: Implement a standard for minimum level of pedestrian and bicycle access to transit stops by which land use proposals can be evaluated.

Policy 1.8.3: Implement a program to systematically implement improvements that enhance mobility at designated high-priority locations.

**Goal 2: Working Together to Meet Transportation Needs**

It has become increasingly important for jurisdictions and agencies to work together to develop a unified approach to address transportation issues and provide for future transportation needs. Transportation needs transcend jurisdictional boundaries and require combined efforts to make the best use of resources. The City of Grants Pass, Josephine County, and the Oregon Department of Transportation will continue to work together to develop and implement the Grants Pass TSP. Individual decisions of each jurisdiction will be coordinated; and the agencies will work together to solve issues and projects of regional significance.

Policies under Goal 2 address issues such as: interagency coordination, including the community in transportation planning and decision making, coordination of public and private efforts, and integrating land use and transportation decisions.

**Objective 2.1: Encourage Interagency Coordination**

Policy 2.1.1: Encourage interagency cooperation and coordination in the planning, design, construction, operation and maintenance of transportation facilities and services in the Grants Pass urban area; ensuring consistency with the Middle Rogue Regional Transportation Plan (MRMPO RTP).

Policy 2.1.2: Look for opportunities to combine resources to meet transportation needs shared by more than one agency.

Policy 2.1.3: Coordinate with Josephine County Transit (JCT) and ODOT to strengthen the efficiency and performance of the JCT transit network and to support the multimodal system.

**Objective 2.2: Include the Community in Transportation Decisions**

*Policy 2.2.1: Make information about transportation options and decisions available to the public in a timely manner and in a form that is understandable to the general public so that they can participate in decision making.*

*Policy 2.2.2: Include the public in the identification of transportation needs, the identification and evaluation of potential transportation solutions, and in the establishment of priorities for transportation investments.*

*Policy 2.2.3: Provide education about transportation options such as transit, carpooling, bicycling and walking, and their implications, to help travelers choose more efficient travel modes.*

*Policy 2.2.4: Involve the Grants Pass area community as a full partner in implementing the transportation plan recommendations, educating the community about transportation options, and encouraging the use of alternatives to the private automobile.*

**Objective 2.3: Encourage Public and Private Partnerships to Meet Transportation Needs**

*Policy 2.3.1: Encourage the private sector to help to meet the transportation needs of the urban area through the provision of transportation services and facilities.*

*Policy 2.3.2: Coordinate publicly and privately provided transportation services to minimize duplication and facilitate use by travelers.*

*Policy 2.3.3: Look for opportunities for the private sector to implement the transportation improvements included in the Grants Pass Urban Area Master Transportation Plan.*

**Objective 2.4: Integrate Land Use and Transportation Decisions**

*Policy 2.4.1: Integrate decisions about development and transportation investments to ensure the best fit between development in the urban area and the transportation facilities and services needed to serve it.*

*Policy 2.4.2: Encourage more efficient land development patterns in the urban area through infill on undeveloped or underdeveloped properties in the urban area, and containment of sprawl outside of the urban area in order to reduce transportation needs.*

*Policy 2.4.3: Include a consistent and detailed review of transportation implications as part of the development review and permitting process for the Grants Pass Urban Area.*

*Policy 2.4.4: Coordinate the work of transportation, public works, utilities and planning departments of the City of Grants Pass, Josephine County, Oregon Department of Transportation and Middle Rogue Metropolitan Planning Organization.*

*Policy 2.4.5: Review and revise where necessary local land use and development requirements to ensure that future land use decisions are consistent with the planned transportation system.*

*Policy 2.4.6: Ensure that multimodal circulation is provided internally on site and externally to adjacent land use and existing and planned multimodal facilities.*

### **Goal 3: Protect Public Investments in Transportation**

Investments in the community's transportation system represent one of the largest expenditures by the City and County. Over time, millions of dollars have been invested by the City, the County, and ODOT in the design, construction, improvement and maintenance of the area's highways, streets, trails, and other transportation facilities and services. To achieve the best return on the public's investment, it is critical that the transportation system be adequately maintained to extend its useful life, and that it be operated as efficiently as possible.

Policies under Goal 3 address issues such as managing transportation demand to reduce total demand and achieve a better balance in the use of the entire transportation system; and managing the transportation to get the most efficient use of the existing facilities and services. Policies also address maintenance and preservation of the system, preservation of future transportation corridors, and protecting existing transportation facilities.

#### **Objective 3.1: Manage the Transportation System Effectively**

*Policy 3.1.1: Use Transportation System Management (TSM) techniques to preserve and enhance the capacity of transportation facilities in the urban area, including (but not limited to):*

- *Channelization techniques to separate turning traffic from through traffic,*
- *Effective management of left and right turns on and off of arterials and collectors,*
- *Signal coordination and timing, and*
- *Effective management of on street parking to maintain needed traffic capacity.*

*Policy 3.1.2: Work with ODOT, MRMPO and Josephine County to develop, operate and maintain intelligent transportation systems and technological solutions that*

reduce travel delay and improve system efficiency, including coordination of traffic signals and improved travel information systems.

**Policy 3.1.3:** Use Transportation Demand Management (TDM) techniques to encourage people to reduce the demand for travel and obtain more efficient use of transportation facilities and services. Use TDM techniques to change the:

- Total amount of demand (by reducing the number and/or length of trips),
  - Timing of demand (by reducing the concentration of trips during peak hours and distributing travel more evenly throughout the day),
  - Location of demand (from congested facilities to less congested facilities),
- Or
- Mode of travel (from single occupant vehicles to public transit, carpools, bicycling or walking).

**Objective 3.2: Maintain, Preserve and Rehabilitate Transportation Facilities**

**Policy 3.2.1:** Provide regular preventative maintenance of transportation facilities to prevent facility deterioration, extend the useful life of transportation facilities, and improve safety and comfort for travelers.

**Policy 3.2.2:** Improve existing facilities through facility management and enhancements to postpone or eliminate the need to build new facilities.

**Objective 3.3: Preserve Future Transportation Corridors**

**Policy 3.3.1:** Identify future transportation corridors and preserve right-of-way from encroachment by development.

**Policy 3.3.2:** Acquire needed right-of-way in advance to preserve it and reduce ultimate costs for transportation facilities.

**Policy 3.3.3:** Obtain adequate property setbacks from developers to provide for future public right-of-way needs.

**Policy 3.3.4:** Require that new street connections, complete with appropriately planned pedestrian and bicycle features, be incorporated in all new developments consistent with the Local Street Connectivity map (to be developed in TSP Update).

**Objective 3.4: Protect Existing Transportation Facilities**

**Policy 3.4.1:** Ensure sufficient roadway strength, turning radii and other geometrics to accommodate trucks on arterials and collectors.

~~Policy 3.4.2: Establish bypass routes to keep through traffic and trucks off of local roads.~~

## **Goal 4: Support Economic Development and Vitality**

Adequate transportation infrastructure is a critical component in the economic development and vitality of the Grants Pass community. Accessibility to jobs, acceptable levels of traffic congestion, and adequate facilities for goods movement are all important in attracting and maintaining a successful economic base for the Grants Pass urban area. Provision of new facilities can open up areas for commercial and residential development, and relieve congestion that may be adversely affecting economic activities in other areas. Attractive and convenient transportation is important to maintaining and increasing the attraction of the area for tourists. Adequate transportation facilities are also important for the efficient and economical movement of goods to/from and within the Grants Pass urban area.

Policies under Goal 4 address issues related to stimulating economic development in the area, supporting tourism, providing for goods movement, and protecting the downtown business area from traffic impacts.

### **Objective 4.1: Stimulate Desired Economic Development**

*Policy 4.1.1: Coordinate land use and transportation decisions to promote accessibility to employment, commercial, retail, and visitor destinations and support economic development.*

*Policy 4.1.2: Use public investments in transportation and other infrastructure to stimulate desired economic development and development of desired land uses and activities in the urban area.*

### **Objective 4.2: Support Tourism**

~~*Policy 4.2.1: Support and encourage tourism through the provision of attractive and easily accessible transportation facilities and services for motorists, bicyclists, and pedestrians.*~~

*Policy 4.2.1: Encourage recreational tourism by developing connections to and between major recreational locations and destinations and key services in Grants Pass.*

*Policy 4.2.2: Encourage bicycle tourism by promoting and upgrading recreational routes through Grants Pass.*

*Policy 4.2.3: Provide better signing and information to help tourists locate local attractions easily.*

### **Objective 4.3: Provide for Goods Movement**

*Policy 4.3.1: Provide adequate transportation facilities and services for the efficient movement of goods to/from and within the urban area.*

## **Goal 5: Protect and Preserve the Natural and Built Environment**

The lovely environment in the Grants Pass area is one of the major attractions for tourists, residents, and businesses. Preserving and enhancing the physical surroundings is important to maintaining the high quality of life in the area. Transportation facilities and transportation related activities can negatively impact the natural and the built environment through congestion, and impacts on air quality, noise, and water quality. In addition, federal and state laws and regulations have established specific targets for air quality and treatment of surface runoff and other environmentally related issues.

Policies under Goal 5 address issues related to: energy consumption, enhancing aesthetics, protecting residential and business neighborhoods from traffic impacts, air quality, movement of hazardous materials, and mitigating negative impacts.

### **Objective 5.1: Conserve Energy Resources**

*Policy 5.1.1: Protect the local environment and conserve energy resources by encouraging alternatives to the private automobile and reducing total VMT (vehicle miles traveled) per capita.*

*Policy 5.1.2: Pursue the use of more fuel efficient vehicles for public agencies to conserve fuel.*

*Policy 5.1.3: Encourage the use of more fuel efficient modes of travel such as carpools, bicycling and walking.*

*Policy 5.1.4: Increase the number of walking, bicycling, and transit trips in Grants Pass.*

*Policy 5.1.5: Support alternative vehicle types by identifying potential electric vehicle plug-in stations and developing implementing code provisions.*

### **Objective 5.2: Enhance Community Aesthetics**

*Policy 5.2.1: Improve the attractiveness of transportation facilities through landscaping in the public right-of-way when possible.*

*Policy 5.2.2: Require landscaping and buffering along the public right-of-way for new developments.*

*Policy 5.2.3: Provide a safe, attractive and welcoming environment for bicyclists and pedestrians through the provision of special facilities such as:*

- Bicycle lanes, paths and/or trails,*
- Pedestrian walkways or trails, and*

- *Buffering of facilities for pedestrians and bicyclists from traffic.*

**Objective 5.3: Protect Neighborhoods**

*Policy 5.3.1: Keep through traffic off of residential streets through the provision of an adequate network of arterials and collectors, and consideration of neighborhood traffic control devices.*

*Policy 5.3.2: Keep trucks out of neighborhoods through the designation and enforcement of truck routes in the Grants Pass urban area.*

**Objective 5.4: Protect Air Quality**

*Policy 5.4.1: Meet the federal Clean Air Act (CAA) requirements for air quality.*

*Policy 5.4.2: Meet the Oregon Benchmarks targets for air quality.*

**Objective 5.5: Provide for Safe Movement of Hazardous Materials**

*Policy 5.5.1: Identify specific routes through the urban area for the movement of hazardous materials.*

*Policy 5.5.2: Implement a standard “incident management” program for hazardous materials.*

*Policy 5.5.3: Coordinate with state and federal agencies in developing programs and regulations for the safe movement of hazardous materials through the Grants Pass Urban Area.*

**Objective 5.6: Mitigate Negative Impacts**

*Policy 5.6.1: Mitigate negative environmental impacts associated with the construction, operation and maintenance of transportation facilities.*

*Policy 5.6.2: Minimize impacts to the scenic, natural and cultural resources in the Grants Pass.*

*Policy 5.6.3: Avoid or minimize impacts to natural resources, which may include alternative transportation facility designs in constrained areas.*

*Policy 5.6.4: Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (e.g., water reduction methods to protect waterways, solar infrastructure, impervious materials).*

## Goal 6: Ensure Financial Stability

Financing the recommended transportation improvements will be a major challenge. Costs continue to increase on the construction of facilities due to inflation, and increased requirements to meet safety and environmental regulations. In addition, the competition for transportation funds has increased at local, state, and federal levels; and competition have increased between transportation and other publicly provided facilities and services such as parks, police, fire, and education. Stable financing sources need to be available to carry out the transportation plan and to conduct ongoing maintenance and operation of the transportation system.

Policies under Goal 6 address issues related to the adequacy of funds for transportation improvements, equity in the collection and expenditure of funds, and encouraging the private sector to participate in the provision of transportation facilities and services.

### Objective 6.1: Secure Adequate Transportation Funding

*Policy 6.1.1: Identify and secure sufficient funding resources to implement the Grants Pass Urban Area Master Transportation Plan.*

~~*Policy 6.1.2: Secure sufficient resources to support an adequate ongoing maintenance program for transportation facilities in the Grants Pass Urban Area.*~~ [move to new Objective 6.4]

*Policy 6.1.3: Stay apprised of special purpose funds that may be available for transportation facilities and/or services and aggressively pursue grants from state, federal, and other sources for transportation improvements.*

*Policy 6.1.4: Support legislative initiatives at the state and federal level to provide funds for transportation.*

### Objective 6.2: Ensure Equity in Financing Transportation Facilities and Services

*Policy 6.2.1: Assess costs for transportation facilities and services in relation to the benefits received.*

*Policy 6.2.2: Explore options for local funding of transportation improvements such as Local Improvement Districts, development impact fees, and system development charges.*

*Policy 6.2.3: Ensure that the transportation system provides equitable access to underserved and vulnerable populations by*

- *prioritizing walking and biking investments in underserved areas with transportation disadvantaged populations.*

Policy 6.2.4: Provide connections for all modes that meet applicable city and Americans with Disabilities Act (ADA) standards.

**Objective 6.3: Encourage Private Initiatives**

*Policy 6.3.1: Provide incentives to stimulate private investment in transportation facilities and services.*

*Policy 6.3.2: Encourage the private sector to do as much as possible to meet the needs for transportation facilities and services in the Grants Pass Urban Area.*

**Objective 6.4: Preserve and Maintain Existing Transportation System Assets**

*Policy 6.4.1: Secure sufficient resources to support an adequate ongoing maintenance program for transportation facilities in the Grants Pass Urban Area.*

**Goal 7: Implement Planned Transportation Improvements**

The ultimate test of any plan is whether or not its recommendations can be implemented successfully. Since a plan is useful only to the extent that it results in improved conditions, a strong implementation element is critical to the *Grants Pass Transportation System Plan*. In addition to financial strategies, implementation requires the identification of implementation responsibilities, schedule, and other implementation activities. Some of these actions are “one time only”, others involve ongoing actions and policies to systematically improve the transportation system as opportunities arise.

Policies under Goal 7 address issues such as: setting priorities for transportation expenditures, project construction, preservation of future right-of-way, updating the transportation plan, and involving the private sector in improvements for the transportation system.

**Objective 7.1: Set Priorities**

*Policy 7.1.1: Establish a clear process and criteria to determine funding priorities for transportation expenditures based on:*

- *Safety,*
- *Capacity,*
- *Encouraging alternatives to SOVs (Single Occupant Vehicles),*
- *Transportation system completion,*
- *Financial feasibility,*
- *Community support,*
- *Equity,*
- *Economic stimulation and support, and*
- *Environmental enhancement.*

*Policy 7.1.2: Maintain sufficient flexibility in plan implementation to take advantage of special opportunities that may arise and respond to conditions as they change.*

**Objective 7.2: Construct Needed New Facilities**

*Policy 7.2.1: Complete the planned transportation network to evenly distribute traffic and reduce traffic impacts on congested locations.*

*Policy 7.2.2: Provide for a fourth bridge to support the development of the south and western portions of the urban area as provided for in the Comprehensive Plan.*

*Policy 7.2.3: Include provisions for bicycles and pedestrians in major maintenance and improvement projects for roadways.*

*Policy 7.2.4: Establish on going spot improvement program for the systematic elimination of hazards for bicycles and pedestrians.*

*Policy 7.2.5: Update the implementation portion of the Grants Pass Urban Area Master Transportation Plan in coordination with preparation of Capital Improvement Programs for the City, County and State, to respond to changing conditions.*

**Objective 7.3: Preserve and Acquire Future Transportation Corridors**

*Policy 7.3.1: Identify future transportation corridors and prohibit development and/or encroachment on needed right-of-way.*

*Policy 7.3.2: Obtain dedicated right-of-way and/or easements for roads, trails and utilities during the development review and permitting process.*

**Objective 7.4: Keep Transportation Plan Current**

*Policy 7.4.1: Maintain an adequate database to monitor the transportation system performance and provide for future transportation and land use planning efforts.*

*Policy 7.4.2: Conduct regular assessment of the plan and prepare reports on transportation conditions in the urban area, the status of key indicators (such as traffic volumes, Level of Service on key roadways, air quality, financial conditions and project implementation status), and progress toward the goals and policies in the transportation plan.*

*Policy 7.4.3: Complete updates of the Grants Pass TSP ~~Urban Area Master Transportation Plan~~ as part of the periodic review of the Urban Area Comprehensive Plan.*

**Objective 7.5: Encourage Private Sector Participation in Implementation**

*Policy 7.5.1: Encourage private sector participation in implementation of the projects, programs and policies included in the transportation plan.*

*Policy 7.5.2: Encourage and support private entrepreneurs who want to provide transportation facilities and services in the urban area.*

*Policy 7.5.3: Provide positive incentives as well as exactive requirements for the private sector to assist in meeting the transportation needs of the Grants Pass urban area.*

*Policy 7.5.4: Encourage new developments to extend/connect roads, trails, paths adjacent to their developments.*

## **Goal 8: Enhance Community Health**

### **Objective 8.1: Provide a transportation system that enhances the health of Residents and Users.**

*Policy 8.1.1: Identify and seek funding for programs that encourage walking and bicycling.*

*Policy 8.1.2: Identify and seek funding for programs that provide education regarding good traffic behavior and consideration for all users.*

*Policy 8.1.3: Provide convenient and direct pedestrian and bicycle facilities and routes to promote health and the physical well-being of Grants Pass residents, to reduce vehicular traffic congestion, and to provide community and recreational alternatives.*

*Policy 8.1.4: Ensure that the findings of recent studies (Health Impact assessments, Road Safety Audits, etc.) inform transportation system planning and strategic investment.*

*Policy 8.1.5: Plan for and maintain a multimodal system that limits users' exposure to pollution and that enhances air quality.*

## Attachment B: Proposed Code Amendments

### Recommendation #1: Agency Coordination

*Amend the Code to explicitly list the Middle Rogue Metropolitan Planning Organization as a transportation agency required to receive notice of a hearing or copies of a subdivision plan.*

#### Article 2: Procedure Types

[...]

Section 2.040 Type II Procedure

[...]

Section 2.043 Notice of Mediation Hearing

(1) Notice Area. The Director shall mail notice not less than 20 calendar days prior to the mediation hearing to the following:

[...]

(d) Public agencies which provide transportation facilities and services, such as Josephine County, ~~and~~ the Oregon Department of Transportation (ODOT), and the Middle Rogue Metropolitan Planning Organization (MRMPO), for all subdivisions, and other applications which affect private access to roads.

#### Article 2: Procedure Types

[...]

Section 2.050 Type III Procedure

[...]

Section 2.053 Notice of Public Hearing

(1) Notice shall be mailed not less than 20 calendar days prior to the hearing, or, if there are two or more evidentiary hearings, notice shall be mailed not less than 10 days before the first hearing. Notice shall be mailed to the following:

[...]

(d) Public agencies which provide transportation facilities and services, such as Josephine County, ~~and~~ the Oregon Department of Transportation (ODOT), and the Middle Rogue Metropolitan Planning Organization (MRMPO).

#### Article 3: Development Permit Procedures

[...]

### Section 3.060 Referral and Review of Complete Application

[...]

Section 3.061 Referral. Within five (5) working days of accepting a complete application, the Director shall:

[...]

(3) Transmit the application, or appropriate parts of the application, to public agencies which provide transportation facilities and services, such as Josephine County, ~~and~~ the Oregon Department of Transportation (ODOT), and the Middle Rogue Metropolitan Planning Organization (MRMPO) for all partitions, and other applications which affect private access to roads.

## **Article 17: Lots and Creation of Lots**

[...]

### Section 17.410 Tentative Subdivision Plans

[...]

Section 17.412 Referral for Review. The Director shall distribute copies of the tentative plan to such agencies as would have an interest in reviewing the plan, which may include:

- (1) Applicable School District.
- (2) Applicable Citizen Participation Committee.
- (3) Grants Pass Irrigation District.
- (4) Affected Governmental Agencies and Other Special Districts.
- (5) Affected Public and Private Utilities.
- (6) Applicable Site Plan Review Committee.
- (7) Department of Environmental Quality.
- (8) Josephine County Public Works Department.
- (9) Oregon State Highway Division.
- (10) Oregon Department of Fish and Wildlife.
- (11) Middle Rogue Metropolitan Planning Organization.
- ~~(11)~~(12) Others, as determined by Director.

## Article 18: Planned Unit Development (PUD) & Alternative Development Options

[...]

Section 18.040 Preliminary Plan Review and Action

[...]

Section 18.042 Referral for Review. As provided in Section 3.071 of this Code, the Director shall distribute copies of the Preliminary Plan to:

- (1) Applicable School District.
- (2) Applicable Citizen Participation Committee.
- (3) Grants Pass Irrigation District.
- (4) Affected Governmental Agencies and Other Special Districts.
- (5) Affected Public and Private Utilities.
- (6) Applicable Site Plan Review Committee.
- (7) Middle Rogue Metropolitan Planning Organization.

~~(7)~~(8) Others, as determined by the Director. Any comments received will be included in the staff report as part of the official record and distributed to the reviewing body.

## Recommendation #2: Preferential Parking

*Adopt standards requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.*

## Article 25: Parking and Loading Standards

[...]

Section 25.030 General Provisions

[...]

Section 25.031 Applicability

[...]

(12) Carpool and Vanpool Parking. Carpool and vanpool parking shall be provided within new commercial, industrial, and institutional developments with 30 or more required parking spaces. Where provided, carpool and vanpool parking spaces shall be located closer to the main employee, student, or commuter entrance than all other employee parking spaces with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

### Recommendation #3: Transit-Oriented Uses in Parking Areas

*Adopt provisions allowing for the redevelopment of parking areas for transit-oriented uses provided minimum parking requirements can still be met.*

#### Article 25: Parking and Loading Standards

[...]

Section 25.030 General Provisions

[...]

Section 25.031 Applicability

[...]

(13) Parking spaces and parking areas may be used for transit-related uses such as transit stops and park-and-ride or rideshare areas, provided minimum parking space and other off-street parking requirements can still be met.

### Recommendation #4: Pedestrian Circulation in Parking Lots

*Add requirements requiring pedestrian circulation through off-street parking lots in the form of access ways that conform to the access way standards.*

#### Article 25: Parking and Loading Standards

[...]

Section 25.033 Design Standards. Parking as required by the Development Code is in addition to accessible parking requirements of the Oregon Structural Specialty Code.

(15) Pedestrian circulation shall be provided in the form of accessways and walkways subject to the standards in Section 27.332(4) of this Code for all new off-street parking lots. Accessways shall connect sidewalks adjacent to parking lots to the entrances of new buildings where feasible.

### Recommendation #5: Bicycle Parking at Transit Facilities

*Add language requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.*

#### Article 25: Parking and Loading Standards

[...]

25.060 Bicycle Parking Facilities

[...]

25.061 Bicycle Parking Facilities Required.

[...]

(1) Bicycle parking facilities shall be provided for all new multi-dwelling residential, institutional, commercial, industrial uses, and at all transit transfer stations and park-and-ride lots.

## **Recommendation #6: Transit**

*Establish transit-supportive development requirements, including coordination and provision of transit stop amenities and orientation of building entrances toward transit streets.*

### **Article 27: Access**

[...]

#### Section 27.500 Transit Requirements

Section 27.501 Provision. Proposed retail, office, or institutional development that is adjacent to or includes an existing or planned transit stop will be required to plan for convenient pedestrian access to the transit stop consistent with the following provisions. These requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop.

(1) Walkways shall be provided connecting building entrances and streets adjoining the site;

(2) Intersection or mid-block traffic management improvements may be required, as needed and practicable, to allow for pedestrian crossings at transit stops.

(3) Building placement shall be within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.

(4) Transit passenger landing pads accessible to disabled persons shall be required to the standards of the transit provider.

(5) An easement or dedication for a passenger shelter may be required if requested by the transit provider.

(6) Lighting at the transit stop shall be provided.

~~Section 27.500~~Section 27.600 The City Engineer may allow alternate street design standards in order to accommodate facilities related to achieving pollution reduction and flow control for all storm water runoff. Such alternate street designs may include lowered planter strips or side swales integrated into the street design where conventional planter strips would otherwise be located.

## Recommendation #7: Street Design

Revise street, bikeway and public sidewalk standards to reflect updated TSP.

### Article 27: Access

[...]

#### Section 27.123 Street Section Design Standards

- (1) Public Streets. Public streets are functionally classified in the Transportation ~~Master System~~ Plan as State Highways, Arterial Streets, Collector Streets, Local Collector Streets and Local Access Streets. The standards for each type of street will vary depending on existing or projected traffic volumes, existing development patterns and available right-of-way, topography and other natural features, and other variables. The basic minimum standards for each type of street are found in Schedule 27-3. Specific conditions for each street project may demand that these standards be altered on a case-by-case basis by the City Engineer, particularly when retrofitting or matching existing streets. A description of the characteristics of each type of street follows:
  - (a) State Highways. State highways include both freeways, like I-5, limited access expressways such as the Parkway and Redwood Highway, and commercial streets such as 6th and 7th streets. Standards for state highways are set by the state, in coordination with the City. State Highways shall meet the standards as outlined in the Oregon Highway Plan and the Oregon Highway Design Manual (including the Oregon Bicycle and Pedestrian Design Guide – current edition), ~~or by ODOT Engineering Standards.~~
  - (b) Arterial streets. All new arterials shall include marked 6-foot wide bike lanes or 8-foot wide buffered bike lanes on both sides of the street, and will generally have two 11-foot wide travel lanes, a 12-foot wide continuous turn lane or median, and no on-street parking. Without the turn lane or median, an arterial may be two 12-foot wide lanes and two 6-foot wide bike lanes. Access directly from abutting properties is restricted. Sidewalks will be a minimum of 6-feet wide, and may be 8-feet wide in commercial areas where heavy pedestrian traffic is expected.

[...]

*(Refining minimum left-turn lane width to retrofit existing collector streets with bike lanes within constrained rights-of-way and curb to curb street widths.)*

- (7) Minimum left turn lane width. In no case shall the left turn lane be less than 12 feet on arterial streets, and 11 feet on collector and local collector streets.

[...]

*(Refining Minimum Public Street Section Design Standards Schedule 27-3 to accommodate Buffered Bike Lanes.)*

#### Schedule 27-3

##### Arterial

Minimum Right-of-Way        ~~64'-74'~~ 68'-78' (accommodate buffered bike lanes)

Paving Width Curb to Curb    ~~36'-46'~~ 40'-50' (accommodate buffered bike lanes)

[...]

*(Refining bikeway design standards with contemporary resource references.)*

#### 27.402 Bikeway Design Standards

Bikeways shall be designed and constructed consistent with the design standards in the "Oregon Bicycle Plan", 1992, Oregon Bicycle and Pedestrian Design Guide (Oregon Highway Design Manual – current edition), AASHTO's "Guide for Development of Bicycle Facilities" 1991 (current edition), and the Urban Bikeway Design Guide, National Association of City Transportation Officials (current edition).

[...]

*(Refining sidewalk and planter strip design standards along transit arterial and collector streets and providing contemporary design guide resource reference.)*

#### 27.313 Public Sidewalk Design Standards

(4) For sidewalks adjacent to arterial or collector streets, a planter strip at least five and one half feet wide, and typically seven and one-half feet wide, shall be installed between the sidewalk and the curb, unless the City Engineer determines one is not appropriate considering existing grades, obstructions, landscaping, right-of-way widths, sidewalk locations, and similar constraints.

Landscaping in the area of the planter strip, installed in accordance with an approved plan, may be used in meeting the landscaping requirements for front and exterior yards as contained in Sections 23.031, 23.032, and 23.033 of the Development Code.

For transit arterial and collector streets, at designated transit stops, bus stop features (including paved pad surface, route and wayfinding signs, seats and shelters shall be placed between the street curb and sidewalk, in lieu of the planter strip. Transit stops shall be designed and constructed consistent with Transit Street Design Guide, National Association of City Transportation Officials (current edition).

## Recommendation #8: Land Use Permit Applicant

*Expands who may apply for a land use permit to include agencies with the power of eminent domain.*

### Article 3: Land Use Decision and Development Permit Procedures

[...]

#### 3.040 Land Use Decision Procedures

[...]

3.043 Submittal of Application Materials. Land use applications together with all application materials shall be submitted to the Director during the normal working hours of the Department. The Director shall indicate the date of submittal on each copy of the materials submitted.

A complete application shall consist of only the items required by this Code, as follows:

- (1) A completed application, on a form provided by the Director.
- (2) Legal description, assessor map page number and tax lot number for all properties included in the application.
- (3) Evidence that the property included in the application is owned by the applicant, or that the applicant is the duly authorized agent of the owner or is an agency that has the power of eminent domain.
- (4) Additional information, including maps, plans, sketches, calculations, and traffic analysis as required by other Articles and Sections of this Code.
- (5) Where applicable, a statement of intent, explaining the nature and proposed use of the development, pertinent background information and other information that may have a bearing in determining the action to be taken.
- (6) As many duplicates of the above information as may be requested by the Director to facilitate expeditious review of the application.
- (7) Submission of application fees as established by the City Council by separate resolution.

## Attachment C: Code Evaluation

TPR Requirement	Local Development Code Reference
<b>OAR 660-012-0045</b>	
<b>(1) Each local government shall amend its land use regulations to implement the TSP.</b>	
<p><i>(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:</i></p> <p><i>(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;</i></p> <p><i>(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;</i></p> <p><i>(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and</i></p> <p><i>(D) Changes in the frequency of transit, rail and airport services.</i></p> <p><i>(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.</i></p>	<p>The purpose of this provision is to allow for certain transportation uses, such as operation, maintenance, and repair of transportation facilities identified in the TSP, without being subject to land use regulations.</p> <p>GPDC Article 12: Zoning Districts contains the permitted and conditional uses for each of the zoning districts within the City in Schedule 12-2: Permitted Uses and Site Plan Review Procedures. Transportation improvements are listed under the Public/Quasi Public/Institutional use category.</p> <p>Transportation facilities that are in the adopted TSP and local access streets are permitted in all zones under a Type I-A procedure, in which the building permit serves as the development permit (Section 2.035). Several types of activities are exempt from development review, including operation, maintenance, repair, and preservation of existing transportation facilities; dedication or public acquisition of rights-of-way and easements; authorization of construction and construction of facilities and improvements, where the improvements are within the existing right-of-way or easement area or are consistent with clear and objective dimensional standards; and emergency measures necessary for the safety and protection of property.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy</i></p>	<p>This TPR section references project development and implementation—how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require</p>

<p><i>or legal judgment, the local government shall provide a review and approval process that is consistent with 660-012-0050. To facilitate implementation of the TSP, each local government shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.</i></p>	<p>land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.</p> <p>Section 3.044 of the GPDC regulates the determination of procedure types, including Type I, II, III, IV, and V procedures. Pursuant to Section 3.044(3), whenever more than one land use decision is required to permit a transportation facility, review of such decisions shall be consolidated, provided all application materials for each permit are submitted simultaneously.</p> <p>Under Schedule 12-2: Permitted Uses and Site Plan Review Procedures, transportation facilities that are not in the TSP, not part of a subdivision or PUD, and not local access streets are subject to a Type II land use procedure (Section 2.040) in all zones.</p> <p><b>This TPR provision is met.</b></p>
<p><b><i>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities corridors and sites for their identified functions. Such regulations shall include:</i></b></p>	
<p><i>(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;</i></p>	<p>Access spacing and street design standards for transportation facilities are regulated Article 27: Access. Street widths and configurations by road classification are listed in Schedule 27-3, and driveway spacing standards are included in Section 27.121(11) and Schedule 27-1. Traffic signals are regulated by Section 27.121(12).</p> <p><b>This TPR provision is met.</b></p>
<p><i>(b) Standards to protect the future operations of roads, transitways and major transit corridors;</i></p>	<p>Article 27 is intended to provide for the general circulation of pedestrians, bicyclists and motor vehicles, as well as establishing the legal access requirements for the purpose of land development. The article establishes standards to ensure the provision of safe, efficient, and non-congested traffic conditions.</p> <p>Section 27.121(3) includes provisions requiring a transportation impact analysis for developments that will result in trip generation that falls within the defined ranges of the Section 27.121.(3)(a), or when the development will</p>

	<p>impact known safety, congestion, or capacity problems or is on a highway segment with special access controls.</p> <p>Access spacing and street design standards are intended to protect future street operations and are included in Section 27.121(11) and Section 27.121(12).</p> <p><b>This TPR provision is met.</b></p>
<p><i>(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;</i></p>	<p>The Grants Pass Airport is a public use airport located approximately five miles northwest of the City of Grants Pass urban growth boundary, in unincorporated Josephine County. The airport is owned and operated by Josephine County. Because neither the airport nor the horizontal surface associated with the airport are located within City Limits, the GPDC does not include any provisions related to the protection of public use airports.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;</i></p>	<p>Article 2 of the GPDC regulates processes related to land use procedures. When land use decisions include a hearing, notice is required for public agencies which provide transportation facilities and services, including Josephine County and the Oregon Department of Transportation (ODOT).</p> <p>Section 2.085 of the GPDC includes provisions requiring land use decisions involving transportation facilities to consider any relevant environmental findings completed by the ODOT.</p> <p>Article 3 regulates procedures for development permits. Section 3.061 includes provisions for referring complete development applications to other City departments, governmental bodies, or agencies for review, including public agencies which provide transportation facilities and services such as Josephine County and ODOT.</p> <p>Section 17.412 includes provisions requiring tentative subdivision plans to be distributed to other agencies, including Josephine County Public Works and the Oregon State Highway Division. Section 18.042 includes similar provisions for Planned Unit Developments (PUDs).</p> <p><b>This TPR provision is met.</b></p>
<p><i>(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;</i></p>	<p>Most transportation improvements and facilities are permitted under Type I-A in which the building permit serves as the development permit. However, pursuant to Section 2.035(6)(f), site plan review is required if there is a change of use that would generate more than 20 additional PM Peak</p>

	<p>Hour vehicle trips or 500 additional Average Daily Weekday Trips vehicle trips, based on the 6th Edition ITE Trip Generation Manual, or otherwise generate additional traffic that creates a transportation deficiency or hazard.</p> <p>Sections 19.043 and 19.053 list conditions of approval that may be required under minor and major site plan review and includes a number of conditions intended to minimize impacts and protect transportation facilities.</p> <p>Section 27.121(3) of the GPDC includes provisions requiring a transportation impact analysis for developments that will result in trip generation that falls within the defined ranges of the Section 27.121.(3)(a), or when the development will impact known safety, congestion, or capacity problems or is on a highway segment with special access controls.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:</i></p> <p><i>(A) Land use applications that require public hearings;</i></p> <p><i>(B) Subdivision and partition applications;</i></p> <p><i>(C) Other applications which affect private access to roads; and</i></p> <p><i>(D) Other applications within airport noise corridor and imaginary surfaces which affect airport operations.</i></p>	<p>Pursuant to Section 2.043(1)(d) and Section 2.053(1)(d), notice of mediation hearings or public hearings are required to be provided to public agencies which provide transportation facilities and services, including Josephine County and the Oregon Department of Transportation (ODOT), for all subdivisions and other applications which affect private access to roads.</p> <p>Section 3.061 includes provisions for referring complete development applications to other City departments, governmental bodies, or agencies for review, including public agencies which provide transportation facilities and services such as Josephine County and ODOT.</p> <p>Section 17.412 includes provisions requiring tentative subdivision plans to be distributed to other agencies, including Josephine County Public Works and the Oregon State Highway Division. Section 18.042 includes similar provisions for Planned Unit Developments (PUDs).</p> <p><b>Recommendation:</b> Existing provisions meet this TPR requirement; however, Policy 2.4.4 of the City’s adopted TSP was revised during the TSP update process to include the Middle Rogue Metropolitan Planning Organization as an agency with which transportation work should be coordinated. The City should amend the following code sections to explicitly list the Middle Rogue Metropolitan Planning Organization as a transportation agency required to receive notice of a hearing or copies of a subdivision plan:</p> <ul style="list-style-type: none"> <li>• Section 2.043(1)(d)</li> </ul>

	<ul style="list-style-type: none"> <li>• Section 2.053(1)(d)</li> <li>• Section 3.061(3)</li> <li>• Section 17.412</li> <li>• Section 18.042</li> </ul>
<p><i>g) Regulations assuring amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.</i></p>	<p>See response related to TIA/TIS in -0045(2)(b) and plan and land use regulation amendments in -0060.</p> <p><b>This TPR provision is met.</b></p>
<p><b>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.</b></p>	
<p><i>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots.</i></p>	<p>Section 25.060 of the GPDC address bicycle parking and requires that bicycle parking facilities shall be required for all new multi-dwelling residential, institutional, commercial, and industrial uses, as well as on lots within the Central Business District. It also required bicycle parking to be provided if an existing multi-dwelling residential, institutional, commercial, or industrial use is changed or enlarged. It does not address bicycle parking at transit transfer stations or park-and-ride lots.</p> <p><b>Recommendation:</b> Add language to Section 25.061 requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.</p>
<p><i>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.</i></p> <p><i>(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned</i></p>	<p><b>On-site circulation and connections:</b> Pursuant to Section 27.311, sidewalks along the entire frontage of all lots being developed are required for all new developments, partitions, and subdivisions, as well as major expansions of existing uses. Additionally, internal circulation via private pedestrian ways is required for commercial, office park, industrial or multi-family residential uses pursuant to Section 27.320.</p> <p><b>Parking lots:</b> Section 25.033 regulates design standards for parking lots but does not include any provisions requiring pedestrian circulation through off-street parking lots. Section 27.332(4) requires that any access ways that do go through parking lots be physically separated from vehicle parking and traffic.</p> <p><b>Bike lanes and sidewalks:</b> Section 27.123(1) regulates street design based on functional classification and requires bike</p>

<p><i>schools, parks, shopping areas, transit stops or employment centers;</i></p> <p><i>(B) Bikeways shall be required along arterials and major collectors. sidewalks shall be required along arterials, collectors and most local streets in urban areas except that sidewalks are not required along controlled access roadways, such as freeways;</i></p> <p><i>(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;</i></p> <p><i>(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;</i></p> <p><i>(E) Streets and accessways need not be required where one or more of the following conditions exist:</i></p> <p><i>(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;</i></p> <p><i>(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or</i></p> <p><i>(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.</i></p>	<p>lanes and sidewalks on both sides of the street for arterial and collector streets. Sidewalks are also required on both sides of local access streets.</p> <p><b>Cul-de-sacs:</b> Pursuant to Section 27.330, pedestrian connector routes may be required to connect cul-de-sacs to each other, to other streets, or to neighborhood activity centers.</p> <p><b>Street and access way layout:</b> Pursuant to Section 27.122, which provides standards for connectivity, access ways for pedestrians and bicycles shall be provided mid-block for blocks longer than 600 feet for new residential, commercial, and mixed-use developments.</p> <p><b>Recommendation:</b> Add requirements to Section 25.033 requiring pedestrian circulation through off-street parking lots in the form of access ways that conform to the access way standards in Section 27.332(4).</p>
<p><i>(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle and pedestrian travel,</i></p>	<p>Sections 19.043 and 19.053 include conditions which may be attached to minor and major site plan approval, respectively. Pursuant to these sections, uses, buildings, and/or building entrances should be located close to each other, to public rights-of-way, to pedestrian ways, and/or to bikeways as</p>

<p><i>including bicycle ways on arterials and major collectors.</i></p>	<p>needed to allow for pedestrian and bicycle circulation. Additionally, these sections require construction and maintenance of private pedestrian ways between uses or buildings on a site, between a use or building and a public right-of-way, pedestrian way, or bikeway, or between a use or building and a current or potential use or building on an abutting parcel.</p> <p>Pursuant to Section 19.053(17) off-site road improvements may be required in rough proportion to the impact created by a development, including facilities accommodating convenient pedestrian and bicycle travel.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:</i></p> <p><i>(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;</i></p> <p><i>(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and</i></p> <p><i>(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.</i></p>	<p>Section 27.121 provides general design standards for streets and states that all streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit.</p> <p>Section 27.330 includes provisions for pedestrian connector routes. Pedestrian connector routes are intended to encourage pedestrian travel by reducing walking distances where other routes are excessively long. The connector routes also provide shorter routes for bicycle travel, though some may require the cyclist to dismount prior to passing. Connector routes may be required in areas where a street connection is not feasible and the addition of an access way would significantly reduce walking or bicycle distance to a school, shopping center, or neighborhood.</p> <p>Section 27.332(4) requires that access ways shall be located to provide a reasonably direct connection between pedestrian destinations. When access ways are through parking lots they are required to be physically separated from vehicle parking and traffic. It also states that walkways shall be designed in compliance with ADA standards at a minimum of 4 feet in width excluding obstructions.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.</i></p>	<p>Sections 19.043 and 19.053 include conditions which may be attached to minor and major site plan approval, respectively. Pursuant to these sections, uses, buildings, and/or building entrances should be located close to each other, to public rights-of-way, to pedestrian ways, and/or to bikeways as needed to allow for pedestrian and bicycle circulation. Additionally, these sections require construction and maintenance of private pedestrian ways between uses or</p>

	<p>buildings on a site, between a use or building and a public right-of-way, pedestrian way, or bikeway, or between a use or building and a current or potential use or building on an abutting parcel.</p> <p><b>This TPR provision is met.</b></p>
<p><b>(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:</b></p>	
<p><i>(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;</i></p>	<p>Transit service in Grants Pass is provided by Josephine Community Transit (JCT). The TSP update process has documented key streets in the City that serve as transit routes for the JCT service. These streets are prioritized for pedestrian and bicycle system improvements. There are currently no development regulations in the City’s code regarding transit routes or facilities. The Draft TSP will map/indicate state highways and city arterial/collector streets which are designated ‘transit streets,’ and identify what street facilities are required at major transit stops.</p> <p><b>Recommendation:</b> Amend Section 27.313 (4) to specify transit stop design requirements along transit arterial and collector streets.</p>
<p><i>(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</i></p> <p><i>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</i></p> <p><i>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</i></p>	<p>No development standards currently apply to transit stops or providing pedestrian access to them. However, the provisions found in Section 27.300 regarding sidewalks and pedestrian ways requires public sidewalks along the entire frontage of all new developments, and private pedestrian ways are required for all commercial and office uses connecting the major entry points of buildings to the public right-of-way; adjacent to and along sides of buildings providing access to parking areas or streets; and connecting adjoining properties. These provisions are consistent with OAR 660-012-0045(4)(b).</p> <p><b>Recommendation:</b> Add new Section 27.501 to establish transit-supportive development requirements, including coordination and provision of transit stop amenities and orientation of building entrances toward transit streets.</p>

<p><i>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</i></p> <p><i>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</i></p> <p><i>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</i></p> <p><i>(iii) A transit passenger landing pad accessible to disabled persons;</i></p> <p><i>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</i></p> <p><i>(v) Lighting at the transit stop.</i></p>	
<p><i>(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</i></p>	<p>The City of Grants Pass does not currently have a pedestrian district designation. Identifying and determining the requirements related to a specific pedestrian district or districts that include existing or planned major transit routes is not an anticipated outcome of the TSP planning project.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</i></p>	<p>Article 25 of the GPDC includes standards for parking and loading. Section 25.030 includes general provisions for parking, and Section 25.042 addresses minimum parking requirements based on use. Carpool and vanpool parking are not addressed in the GPDC.</p> <p><b>Recommendation:</b> Amend Section 25.031, requiring new developments with planned designated employee parking areas to provide preferential parking for employee carpools and vanpools.</p>
<p><i>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</i></p>	<p>Redevelopment of parking areas for transit-oriented uses or facilities is not addressed within the GPDC.</p> <p><b>Recommendation:</b> Amend Section 25.031, adding provisions allowing for the redevelopment of parking areas for transit-oriented uses provided minimum parking requirements can still be met.</p>
<p><i>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes.</i></p>	<p>Section 27.300 requires public sidewalks along the entire frontage of all new developments, and private pedestrian ways are required for all commercial and office uses connecting the major entry points of buildings to the public</p>

<p><i>This shall include, where appropriate, separate accessways to minimize travel distances;</i></p>	<p>right-of-way; adjacent to and along sides of buildings providing access to parking areas or streets; and connecting adjoining properties. Section 27.330 includes provisions for pedestrian connector routes, which may be required to reduce walking or bicycle distance.</p> <p><b>This TPR provision is met.</b></p>
<p><i>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</i></p>	<p>The updated TSP will review existing and potential future transit routes and will ensure that standards for these facilities are consistent with existing and planned land use.</p>
<p><b>(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:</b></p>	<p>City direction is needed here in response to the requirements of this section. The City may be able to make an argument that they allow appropriate densities along planned/existing transit routes. If the draft TSP has a TDM section, that could be the response to (b). The parking plan requirement could be a statement that the MPO RTP does not yet have a robust parking plan/strategy, but the City is committed to working towards the required reduction in parking in coordination with the MPO. This commitment is reflected in proposed TSP policy language (cite the goal/policy, and Attachment if this is included).</p>
<p><i>(a) Allow transit-oriented developments (TODs) on lands along transit routes;</i></p> <p><i>(b) Implements a demand management program to meet the measurable standards set in the TSP in response to 660-012-0035(4);</i></p> <p><i>(c) Implements a parking plan which:</i></p> <p><i>(A) Achieves a 10% reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;</i></p> <p><i>(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);</i></p> <p><i>(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or</i></p>	<p>City direction is also sought to respond to 660-012-0035(4)</p> <p>In the absence of an MPO/RTP parking plan, we will need to develop a TPR-response and strategy to demonstrate TSP direction and policy/code revisions that ‘move the dial’ until an RTP parking plan is in place.</p> <p>Relevant TPR section highlighted below:</p> <p>(4) In MPO areas, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.</p>

<p><i>community centers, and transit oriented-developments; and</i></p> <p><i>(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.</i></p>	
<p><i>(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:</i></p> <p><i>(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;</i></p> <p><i>(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;</i></p> <p><i>(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;</i></p> <p><i>(D) Exempt structured parking and on-street parking from parking maximums;</i></p> <p><i>(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and</i></p> <p><i>(F) Provide for designation of residential parking districts.</i></p> <p><i>(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.</i></p>	<p><b>See highlighted sections above.</b></p> <p><b>The City has no provisions listed in (d) in adopted code.</b></p>
<p><b><i>(6) In developing a bicycle and pedestrian circulation plan as required by 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements</i></b></p>	<p>The TSP update process has made recommendations for the City’s pedestrian and bicycle systems that are consistent with TPR -0020. This TPR requirement is addressed as follows:</p>

<p><i>should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.</i></p>	<p><b>Walkways between cul-de-sacs and adjacent roads:</b> See response and recommendations related to cul-de-sacs, Section -0045(3)(b).</p> <p><b>Walkways between buildings:</b> See response and recommendations related to accessways, Section -0045(3)(b).</p> <p><b>Access between adjacent uses:</b> See response and recommendations related to accessways, Section -0045(3)(b).</p> <p><b>This TPR provision is met.</b></p>
<p><i>(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.</i></p>	<p>Design standards for streets are found in Schedule 27-3 and Section 27.123 of the GPDC and include minimum right-of-way and pavement widths for street classifications and cul-de-sacs.</p> <p><b>Recommendation:</b> Amend Section 27.123 (1)(b) and Schedule 27-3 to include buffered bike lanes.</p>
<p><b>OAR 660-12-0060</b></p>	
<p><i>Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.</i></p>	<p>Amendments to the map or text of the Comprehensive Plan, Development Code, or Zoning Map are subject to a Type IV-B procedure. The purpose of the Type IV procedure is to provide for quasi-judicial and legislative review of designated land use actions by the City Council at a public hearing. Pursuant to Section 2.064(1), the criteria for reaching a decision under the Type IV procedure shall be compliance with the Comprehensive Plan, including but not limited to the Master Transportation Plan, and the provisions of this Code.</p> <p>Additionally, Article 4 specifically addresses amendments to the Code and Zoning Map and includes “a demonstration that the proposed amendment is consistent with the functions, capacities and performance standards of transportation facilities identified in the Master Transportation Plan” as a criterion for an amendment.</p>

	<p>Section 27.121(3) includes provisions requiring a transportation impact analysis (TIA) for developments that will result in trip generation that falls within the defined ranges of the Section 27.121.(3)(a), or when the development will impact known safety, congestion, or capacity problems or is on a highway segment with special access controls.</p> <p><b>This TPR provision is met.</b></p>
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Review Draft