

Technical Memorandum #2 – Existing Transportation System

Overview

This section describes existing conditions of the transportation system, using maps and narrative. Several of the maps include TPAU in the title; these maps are based on field work conducted by ODOT's Transportation Planning and Analysis Unit.

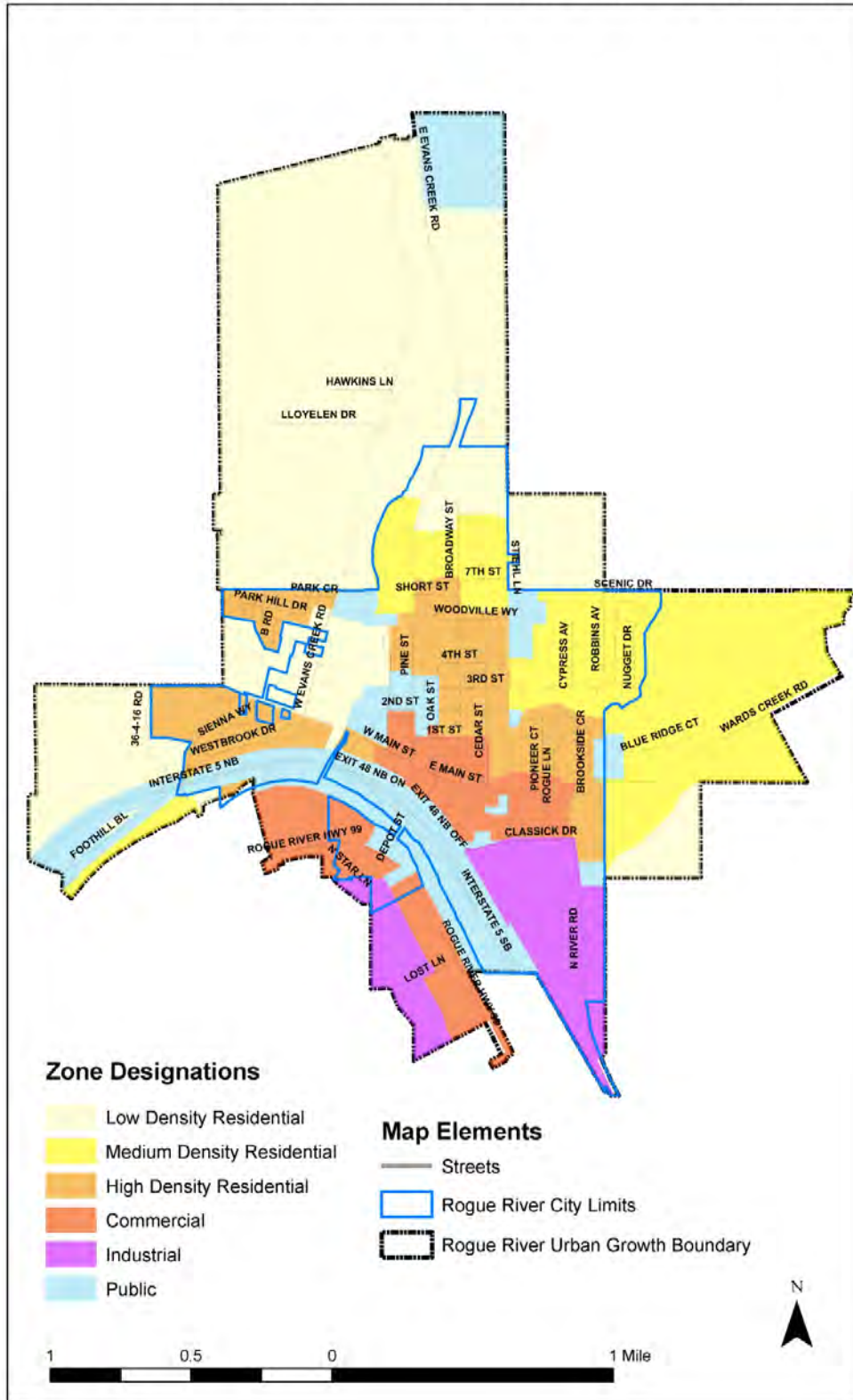
Existing Land Uses

Rogue River is a typical small city with land uses that reflect the zoning designations. According to the 2015 American Community 5-year estimate, approximately 50 percent of housing included single-family residences; 36 percent of housing was multi-family, and mobile homes or manufactured dwellings made up about 14 percent of the housing stock.

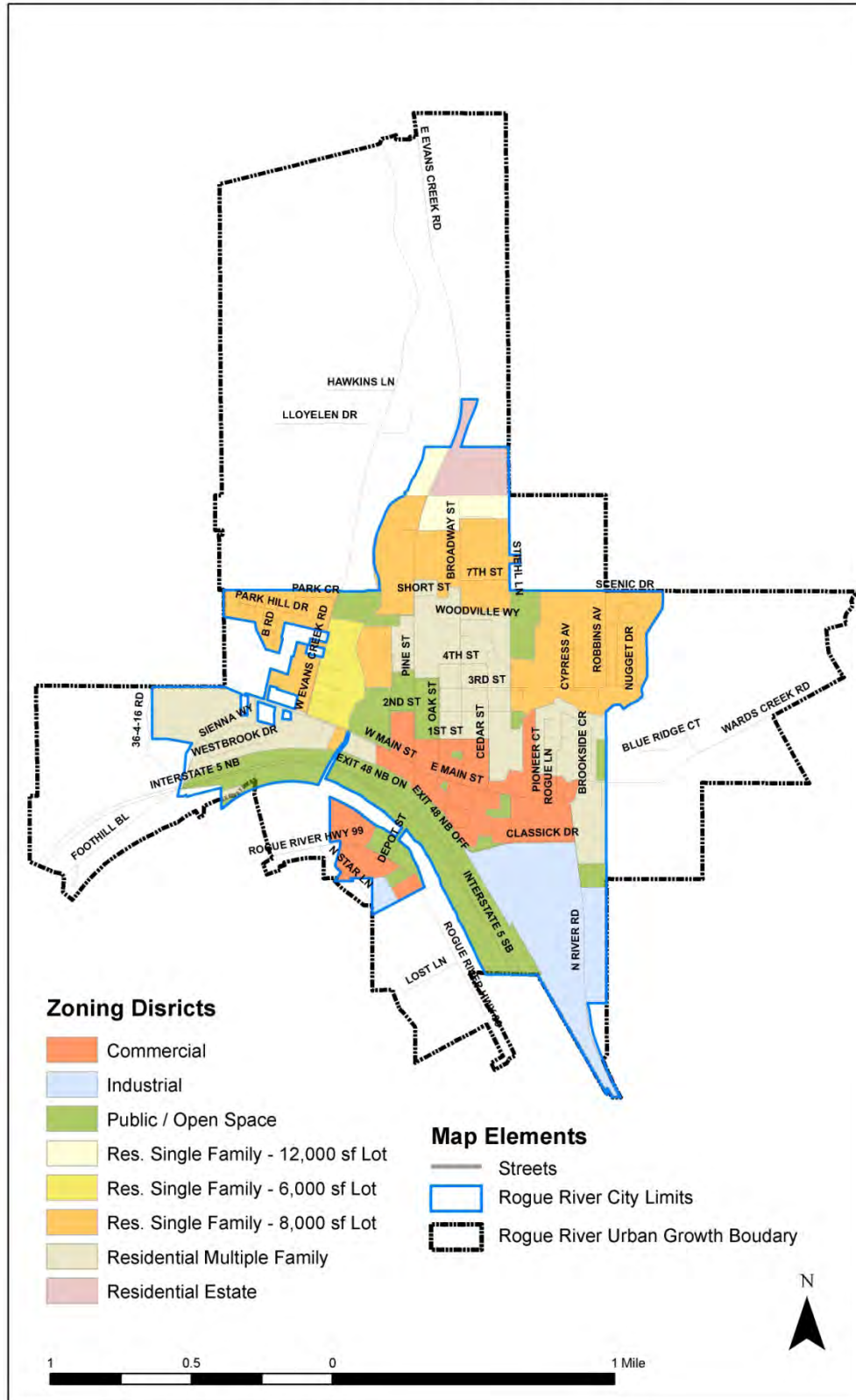
Commercial uses are concentrated along East and West Main streets, and Rogue River Highway. The primary industrial site is the Murphy Mill, located between Interstate 5 and North River Road. Rogue River Elementary and Middle School are in the city limits, while the high school is at the northern edge of the urban growth boundary, approximately one mile north of the city limits.

The Comprehensive Plan map shows anticipated land uses for the area within the urban growth boundary, while the Zoning Districts map shows the zoning only for the lands within the city limits. Of particular note are the concentrations of High Density Residential designations that provide for multiple-family residential development. These include the manufactured dwelling parks, a housing development in the west part of the city between Foothill Boulevard and the freeway. A large area immediately north of downtown is zoned for multi-family use although single-family uses predominate. The zoning anticipates that as the older single units age beyond usefulness, they will be replaced by higher density housing.

Rogue River Comprehensive Plan Zone Designation



Rogue River Zoning Districts



Existing Street Network

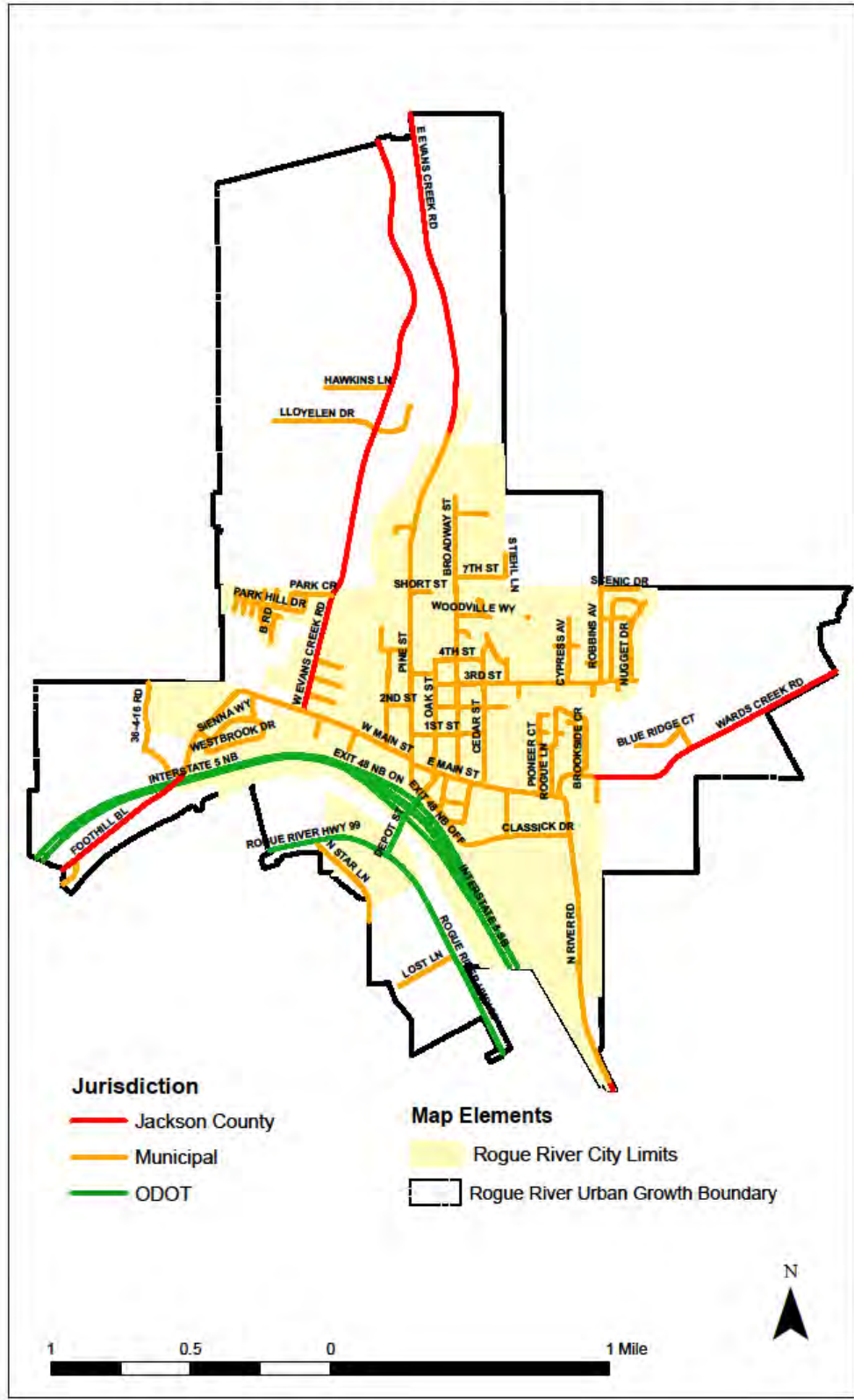
The following maps show these components of the street network:

- Jurisdictional responsibility
- Road classifications
- Number of travel lanes
- Pavement and shoulder widths
- Posted speeds
- Traffic control devices
- On-street parking

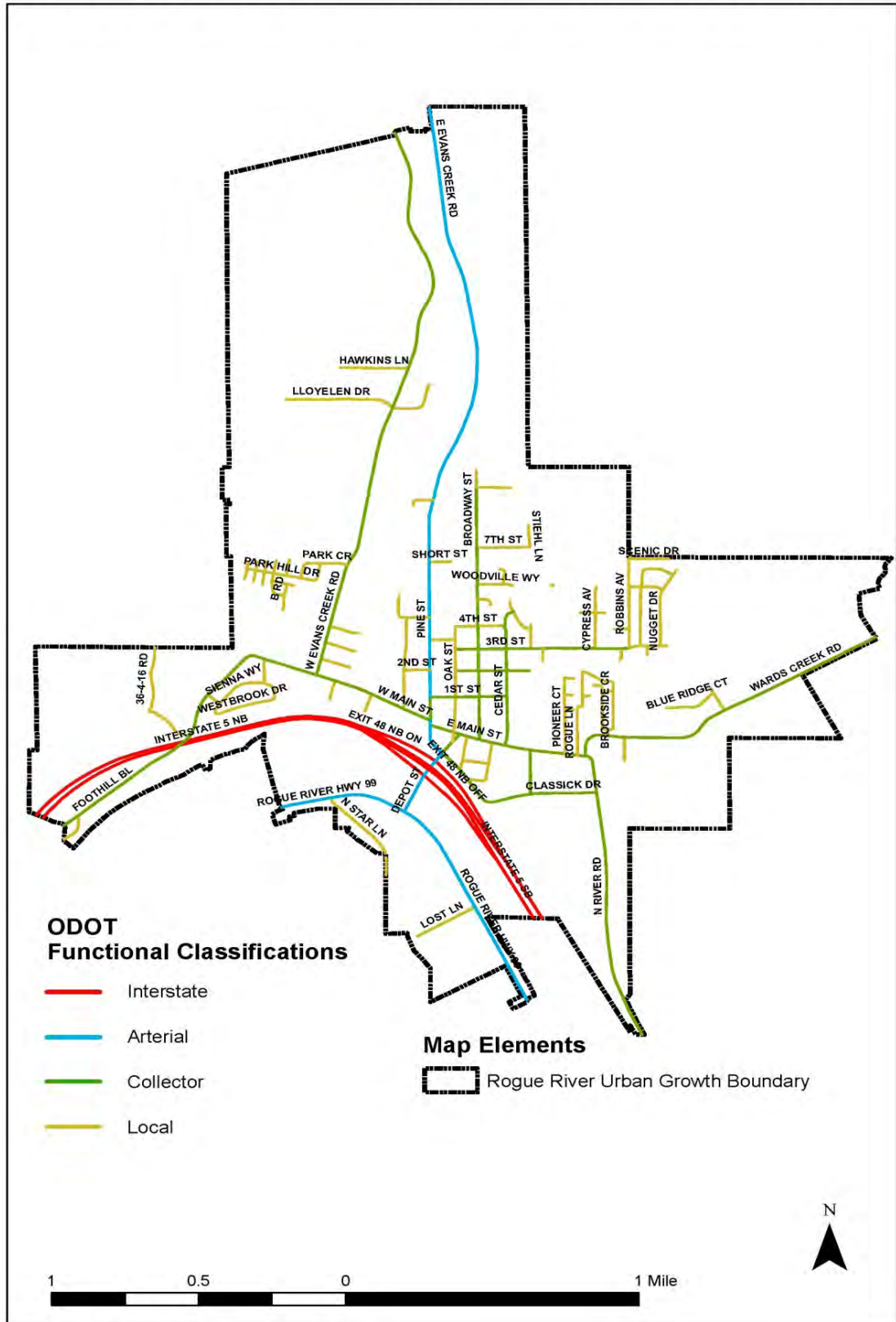
Rogue River has no designated freight routes, but most industrial truck traffic is concentrated on North River Road and Classick Drive, connecting to the freeway at Depot Street, where stakeholders have noted significant access challenges.

Rogue River Highway and the portion of Depot Street south of I-5 are state facilities. All other streets in Rogue River are two-lane and under City jurisdiction; several roads in the UGB are County-maintained. While local streets are shown for context, the street network maps provide information only for arterials and collectors, as specified in the project Statement of Work.

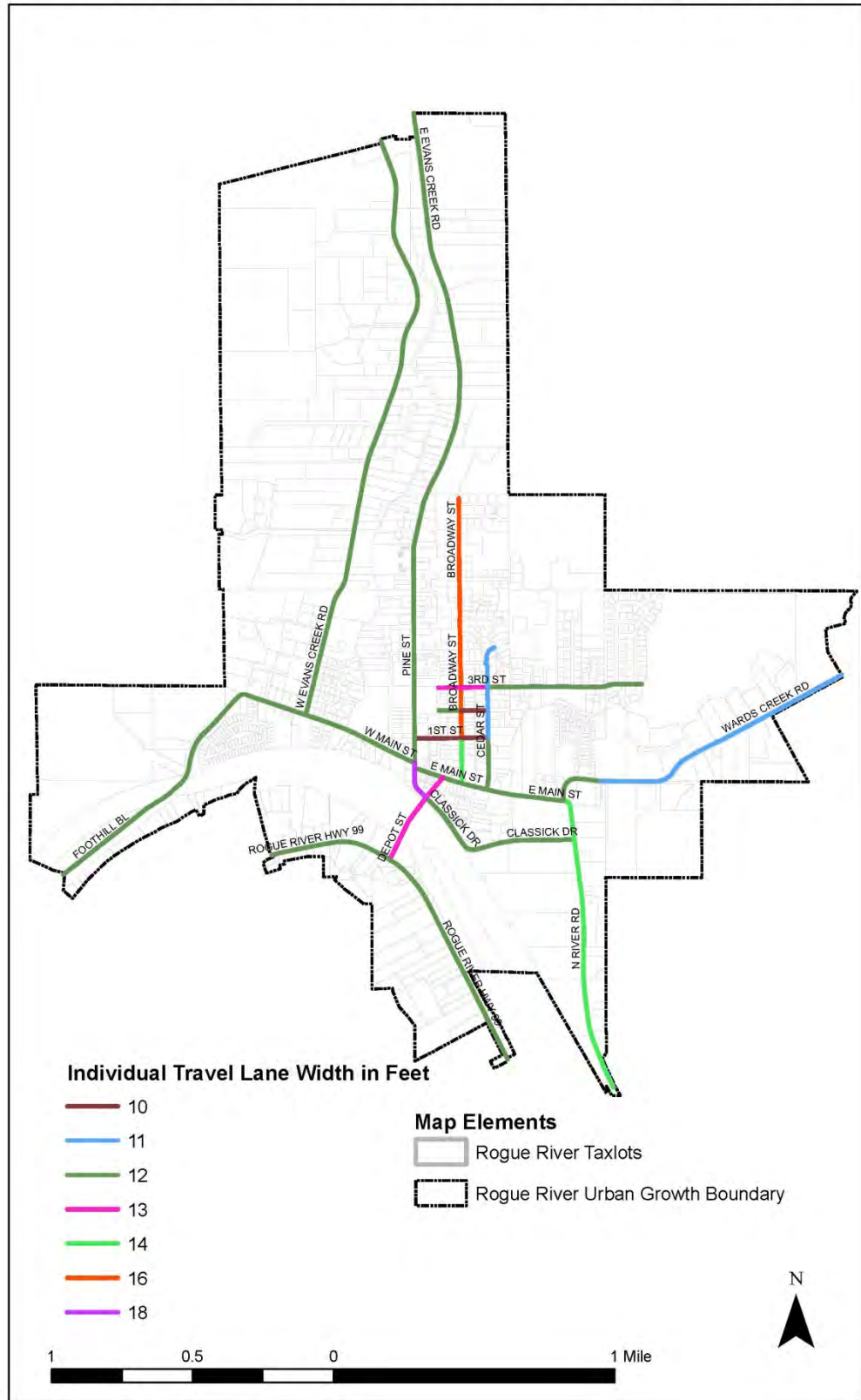
Rogue River Roadway Network Jurisdictional Responsibility



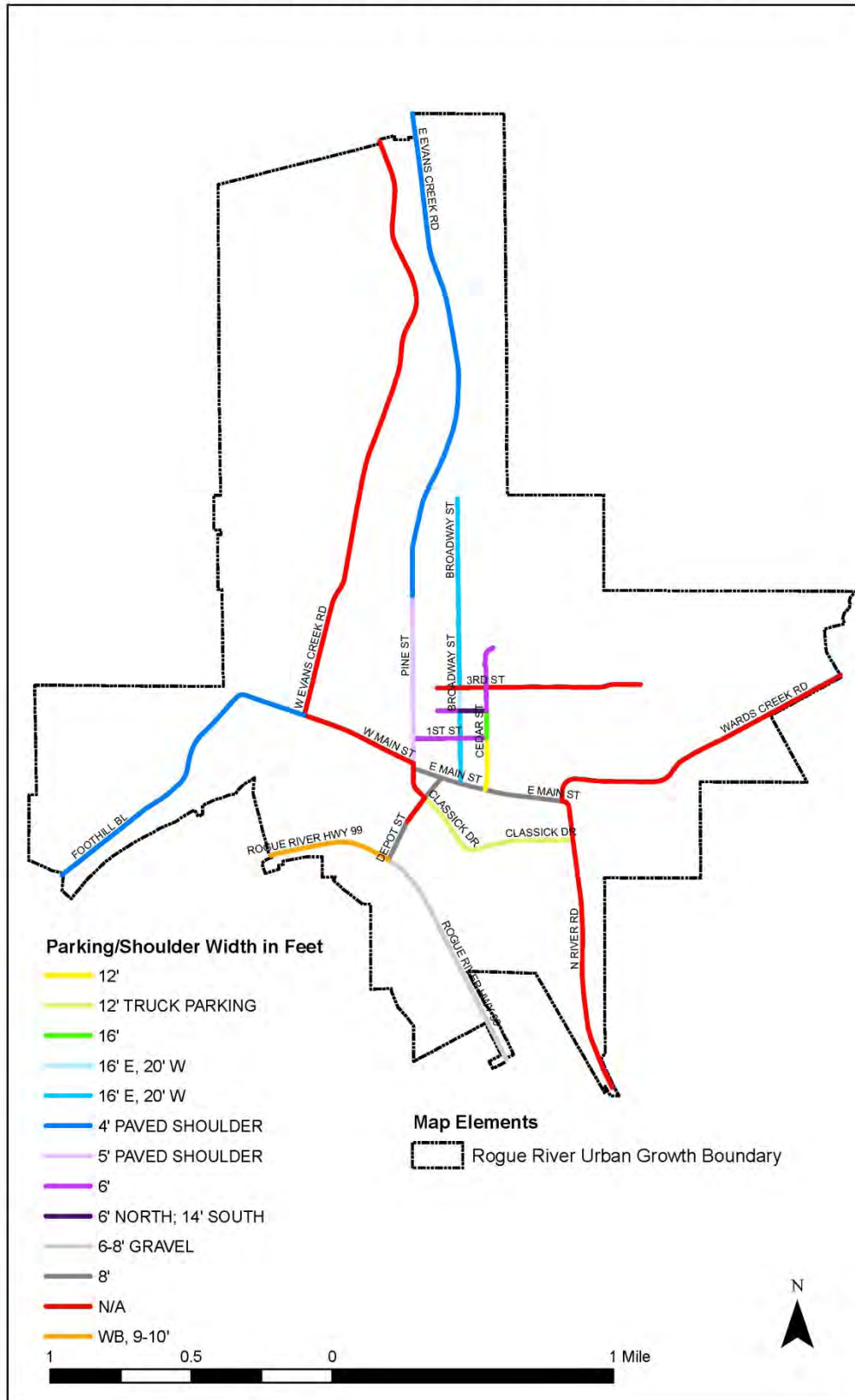
Rogue River Roadway Network Functional Classifications



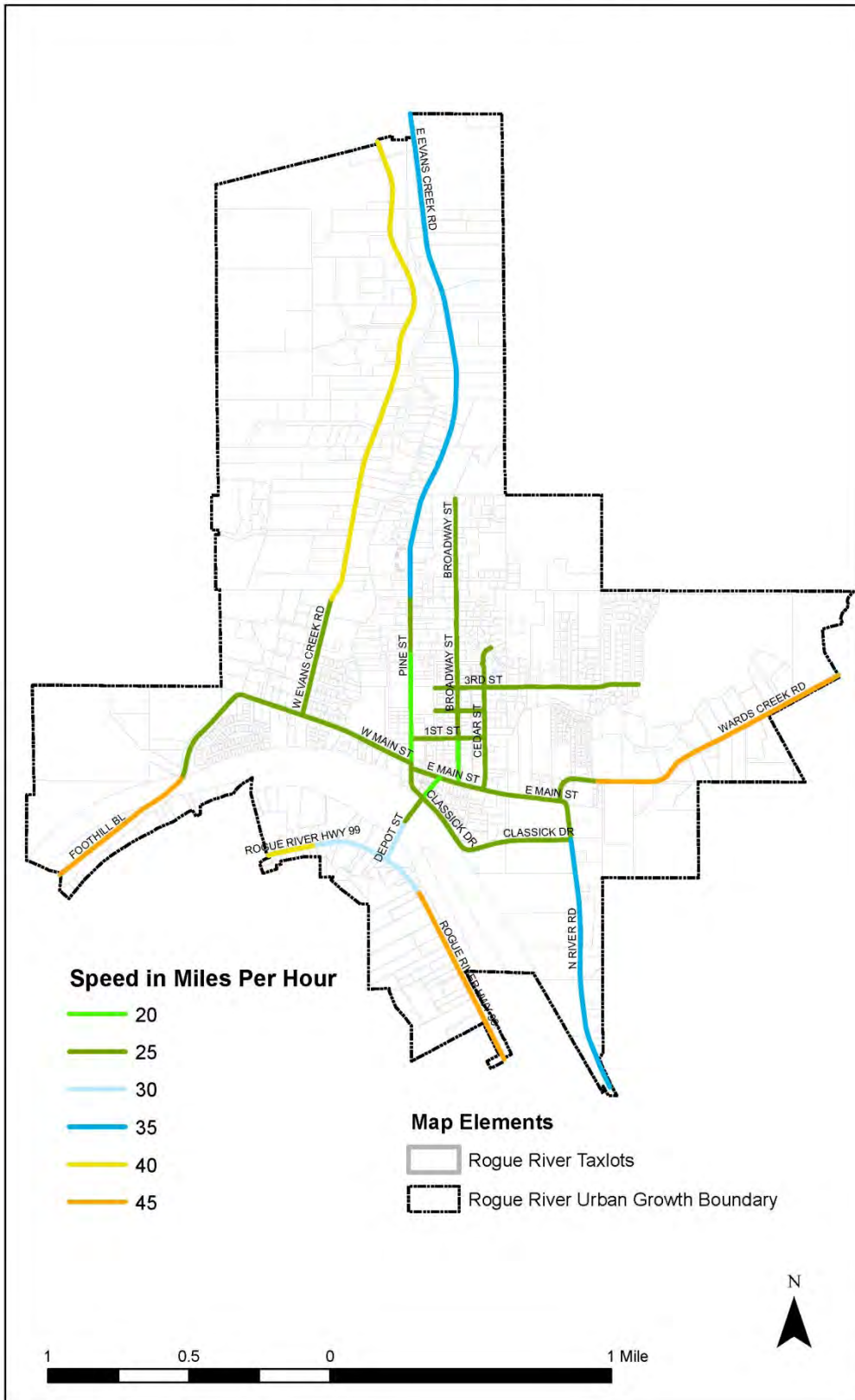
Rogue River TPAU Travel Lane (Pavement) Width



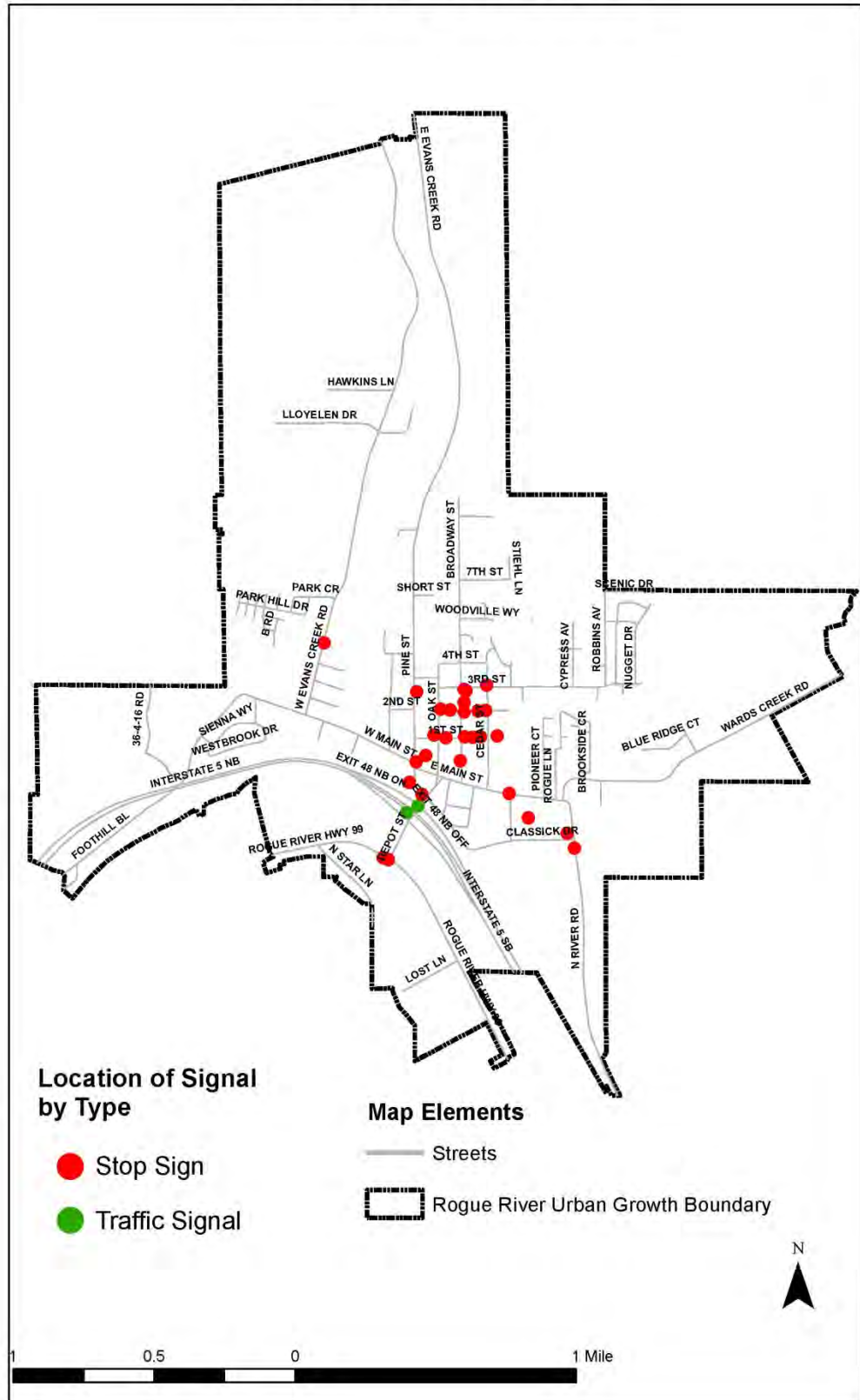
Rogue River TPAU Parking/Shoulder Width



Rogue River TPAU Speeds



Rogue River Traffic Signals

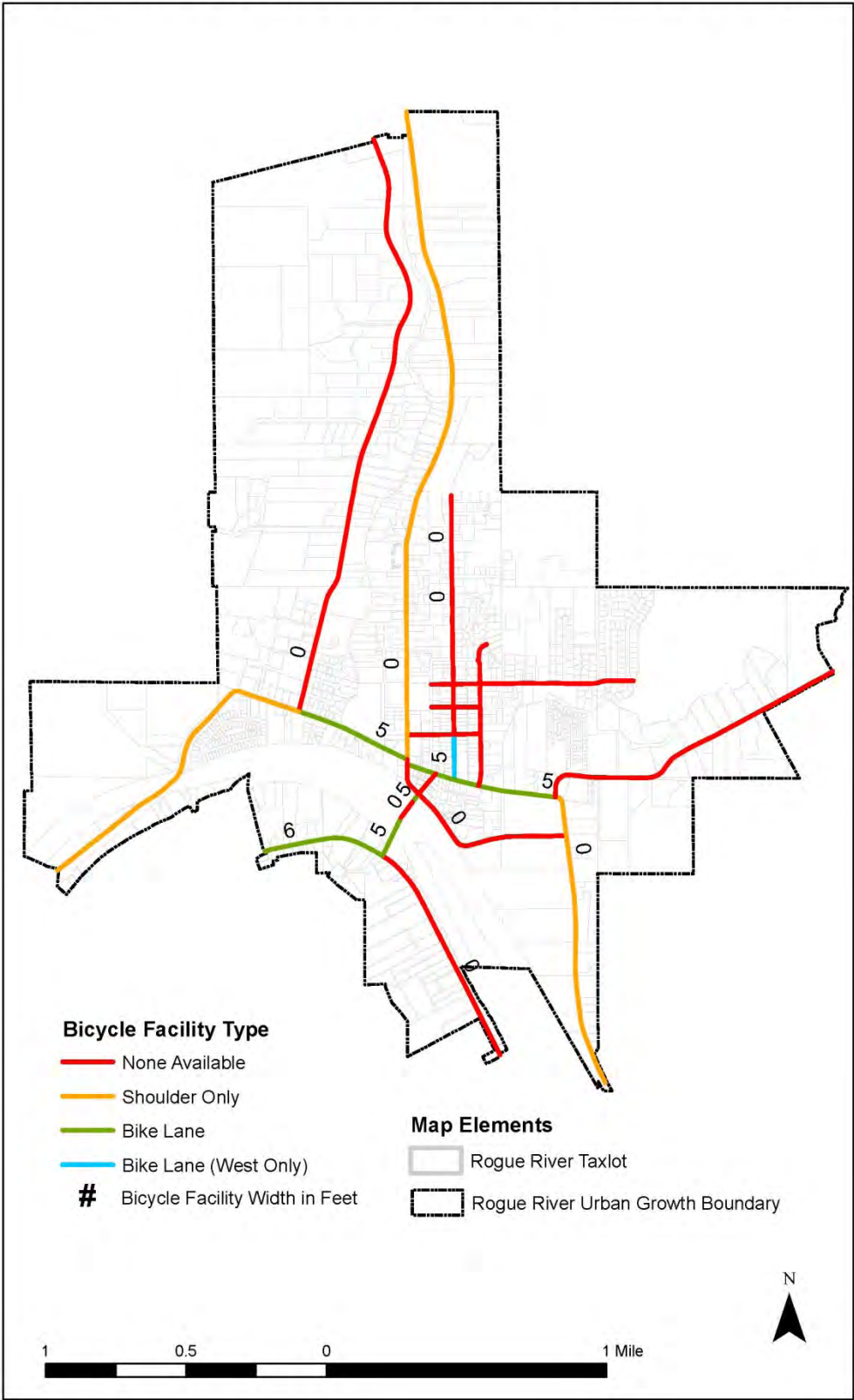


Existing Bicycle and Pedestrian Network

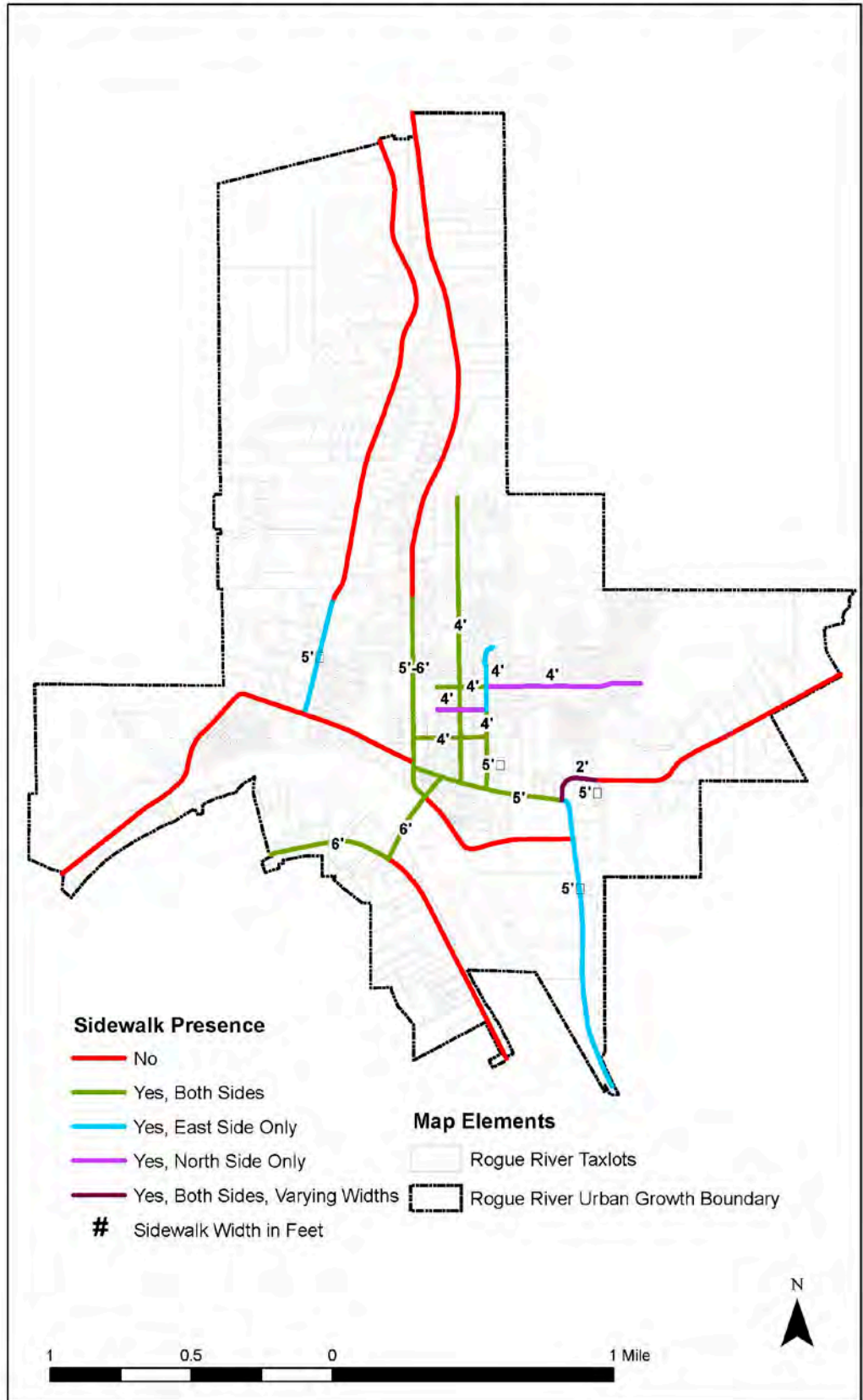
The following set of maps includes:

- Bicycle facility types, locations, widths, and ownership. This map also shows arterials and collectors that do not have bicycle facilities
- Pedestrian facility types, locations, widths, surface types, and ownership
- Sidewalk locations, including widths.
- Crosswalk locations
- ADA accessible sidewalk impediment
- Activity centers likely to attract bicyclists and pedestrians, such as the downtown core and schools

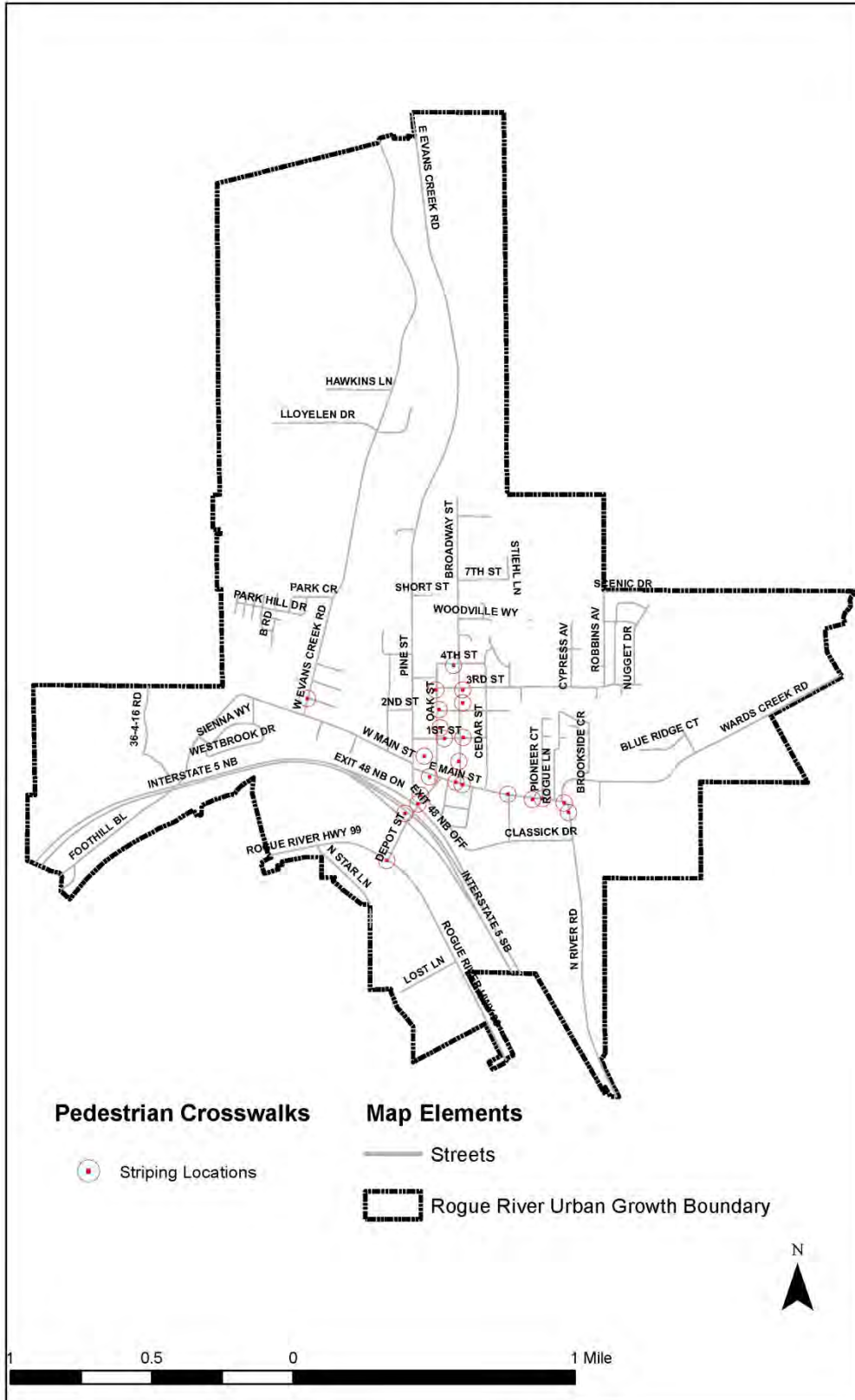
Rogue River TPAU Bike Facility Type and Lane Width



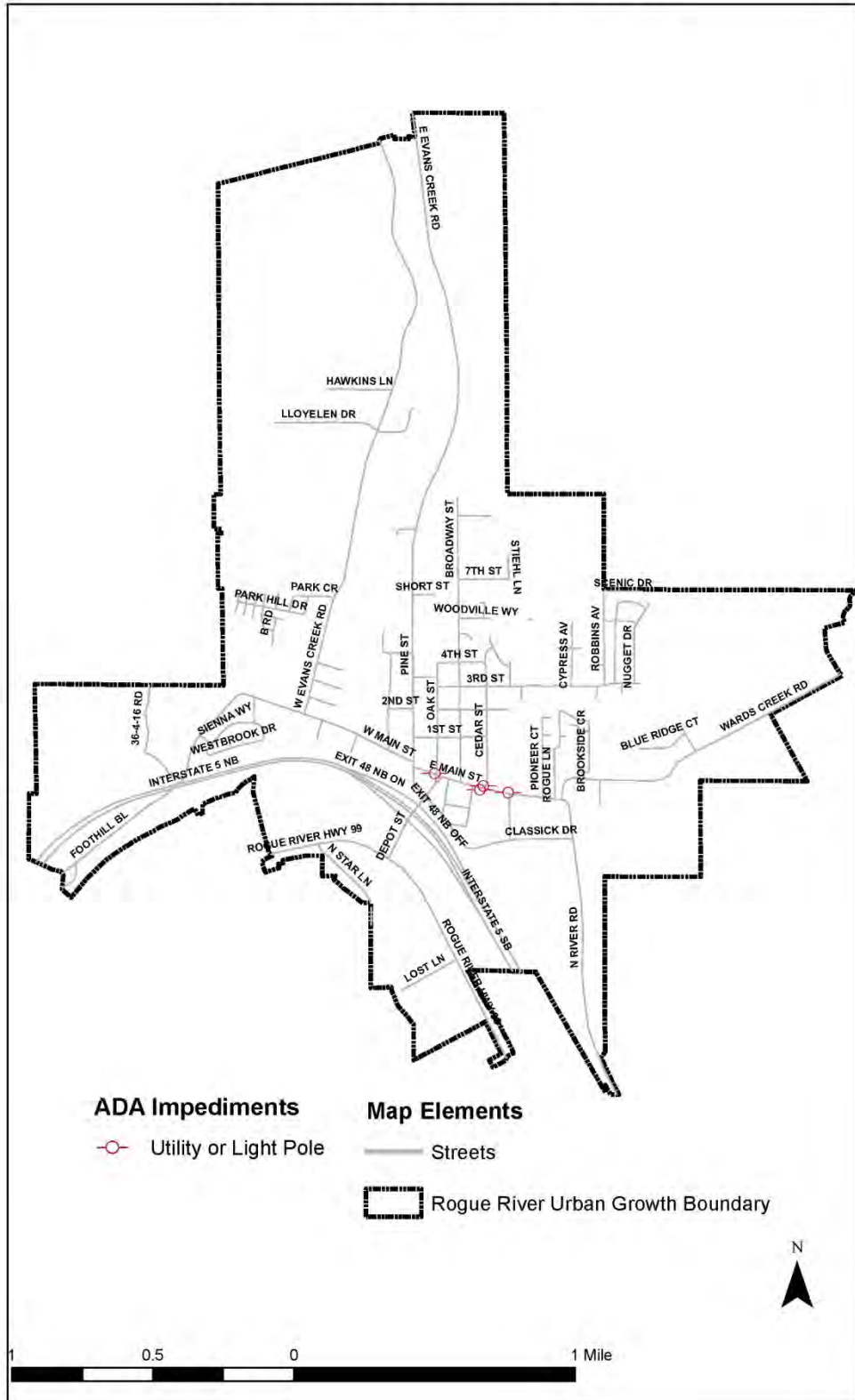
Rogue River TPAU Sidewalk Presence and Width



Rogue River Pedestrian Crosswalks



Rogue River ADA Impediments



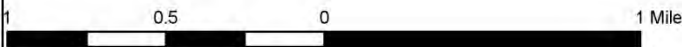
ADA Impediments

○ Utility or Light Pole

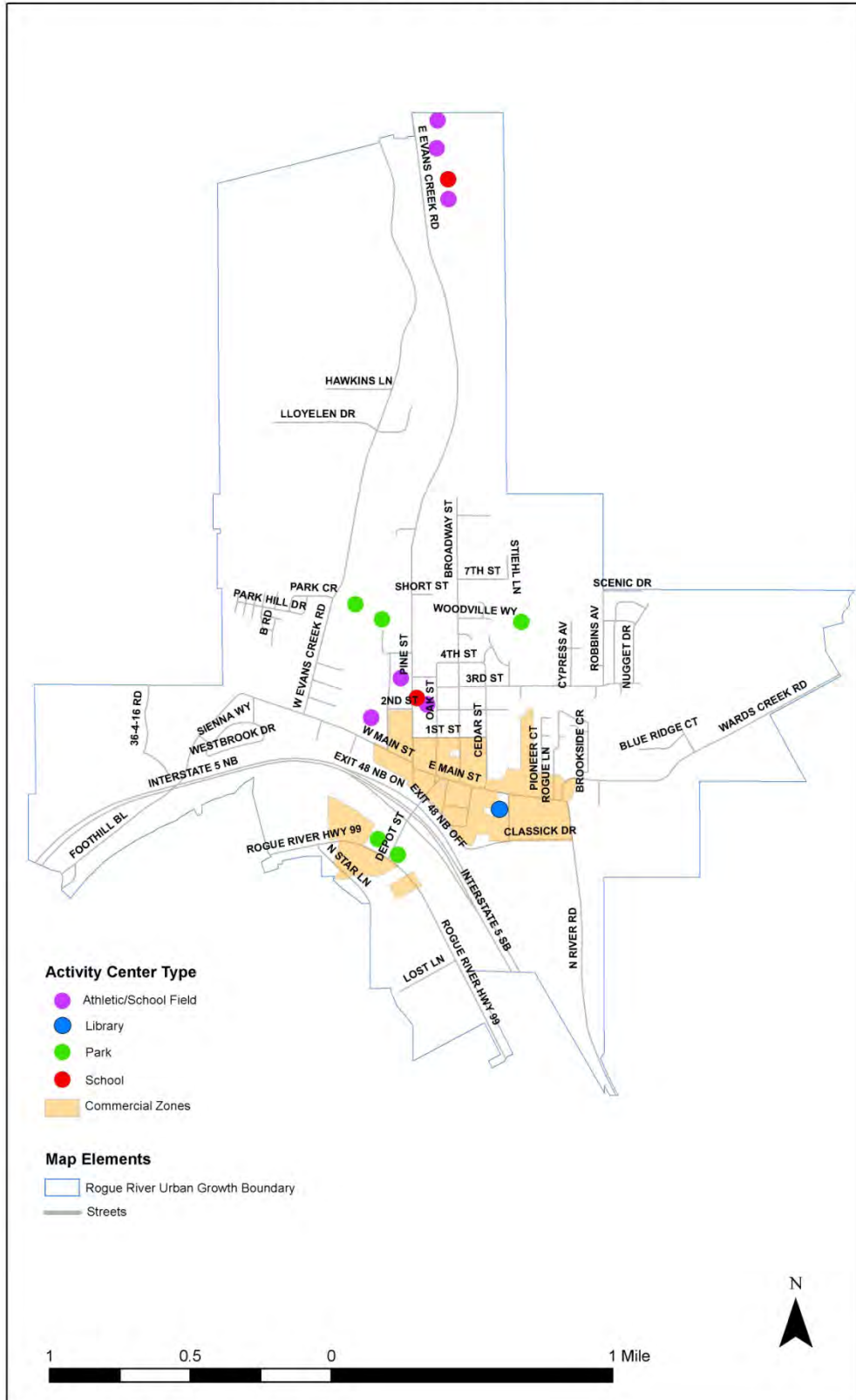
Map Elements

— Streets

▭ Rogue River Urban Growth Boundary



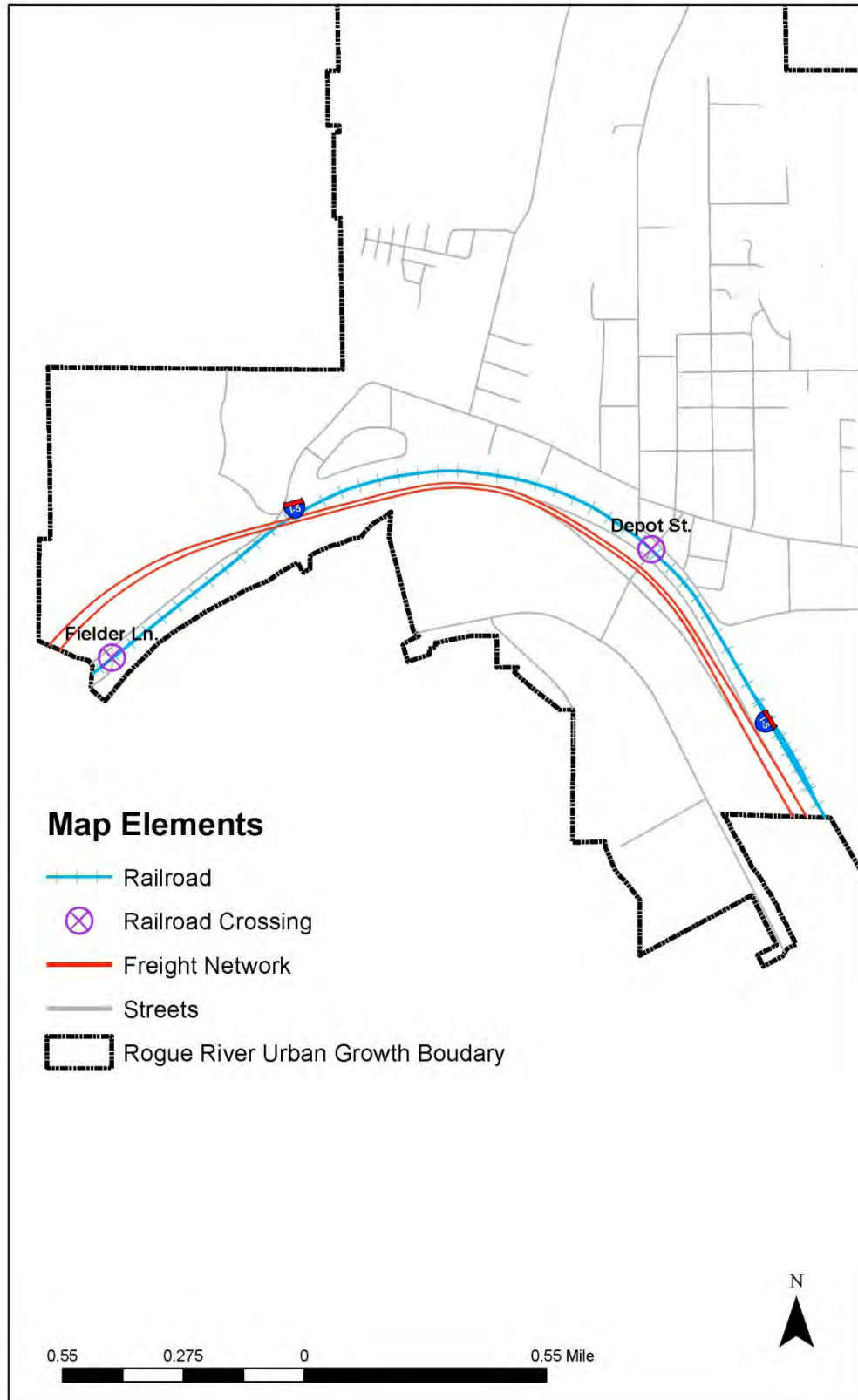
Rogue River Activity Centers



Rail Network

The Central Oregon Pacific Railroad passes through Rogue River, essentially paralleling Interstate 5. An at-grade crossing exists at Depot Street immediately north of the freeway interchange, creating one of Rogue River's most significant transportation issues. A second crossing is at Fielder Lane, near the western edge of the urban growth boundary and not currently in the city.

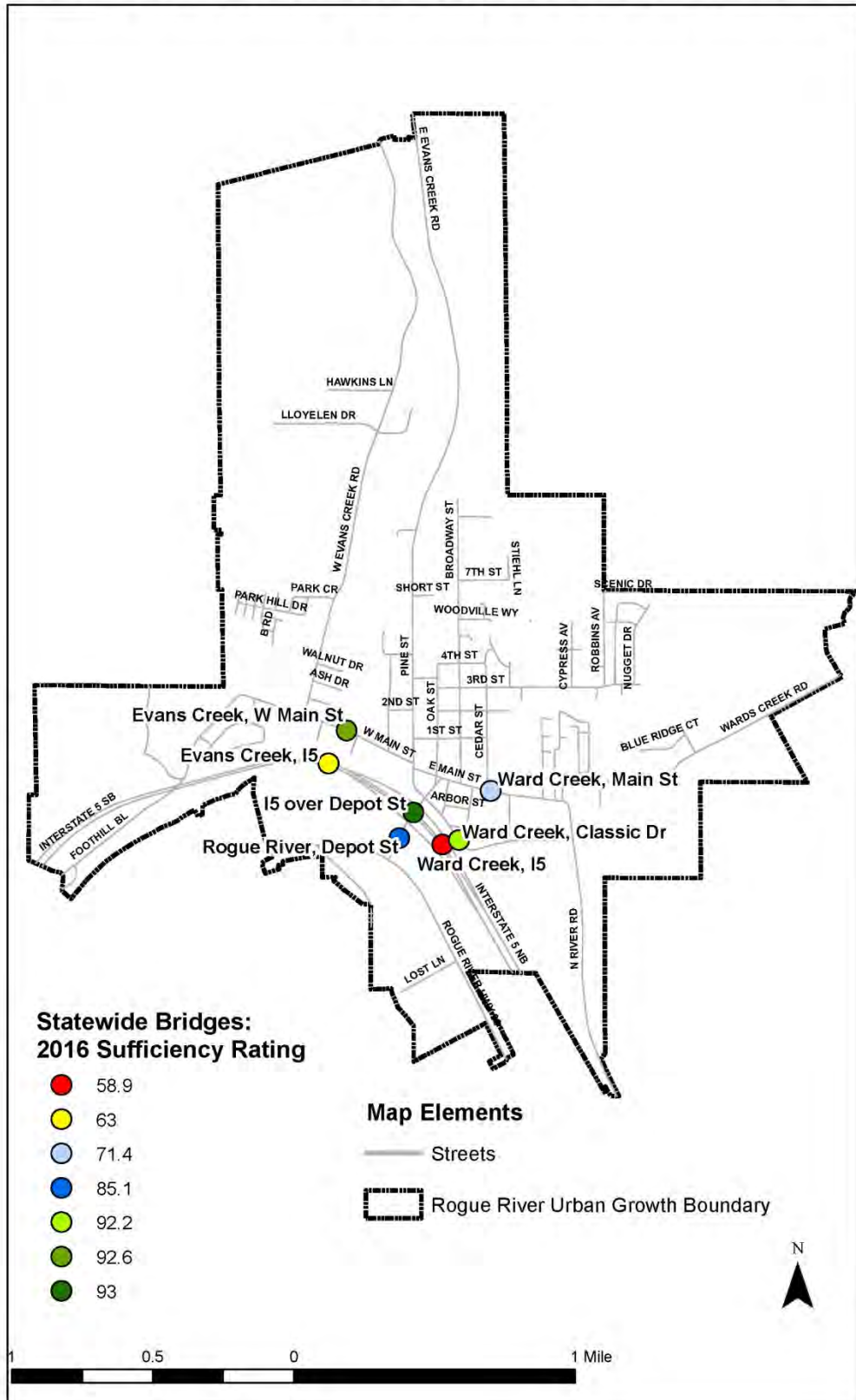
Rogue River Rail Network, Rail Crossing Locations, & Freight Network



Bridges

The following map shows the location and rating of each public bridge in the city. The rating system depicted on the map has been revised but is not available for mapping purposes. All bridges are within acceptable limits, but those with the highest numbers are the best quality.

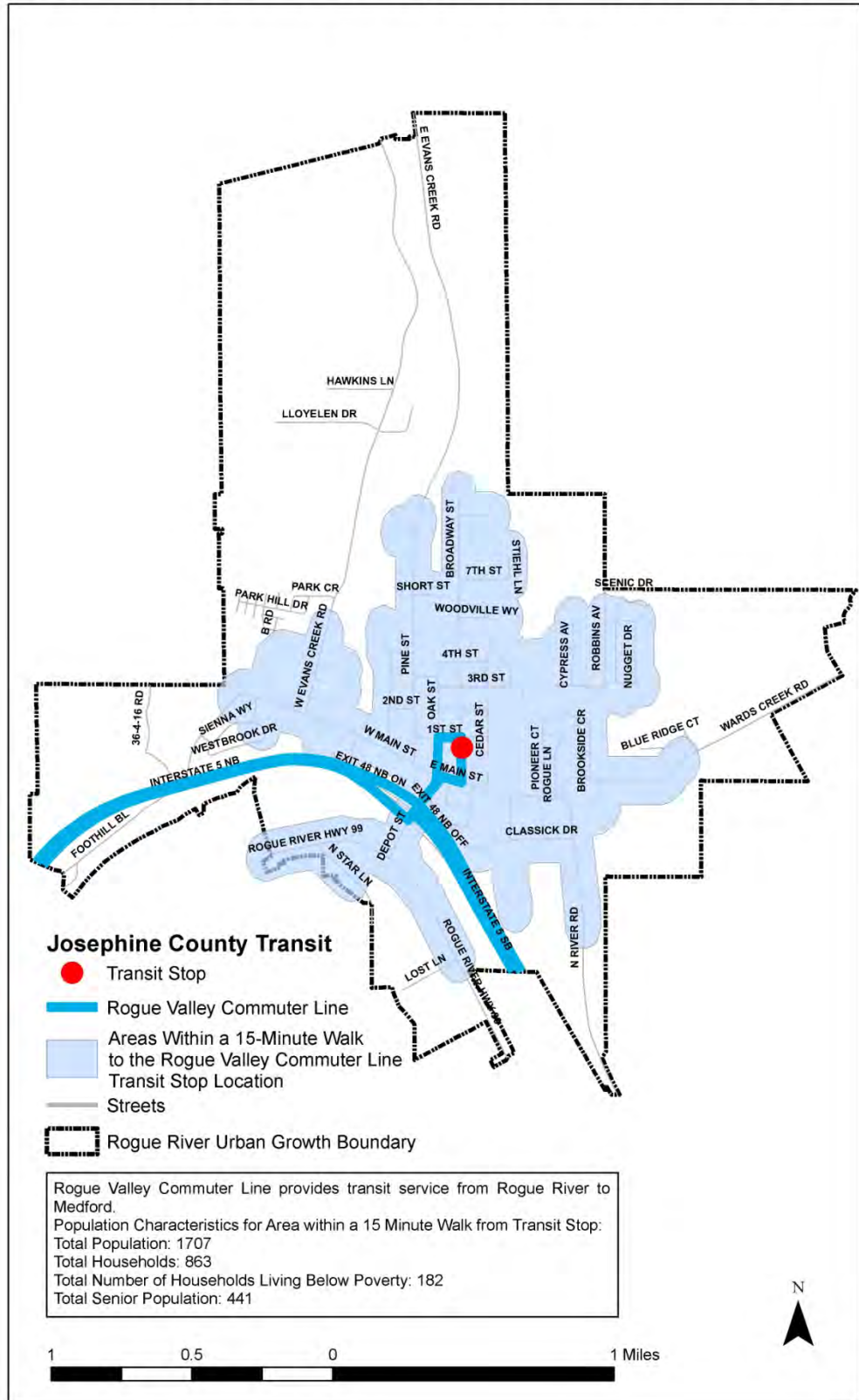
Rogue River Bridges and Culverts on Major Roadways



Transit

Josephine Community Transit (JCT) provides commuter service between Grants Pass and Medford, with stops in Rogue River and Gold Hill. The service includes two morning trips, two afternoon trips, and one mid-day trip. The map identifies areas within a 15-minute walk of the bus stop.

Rogue River Public Transportation Service and Stop



Natural Resources and Environmental Barriers

The following maps depict

- Federal Emergency Management Agency floodplains
- Wetlands
- Threatened and Endangered Species
- Rogue River cultural sites
- Steep slopes

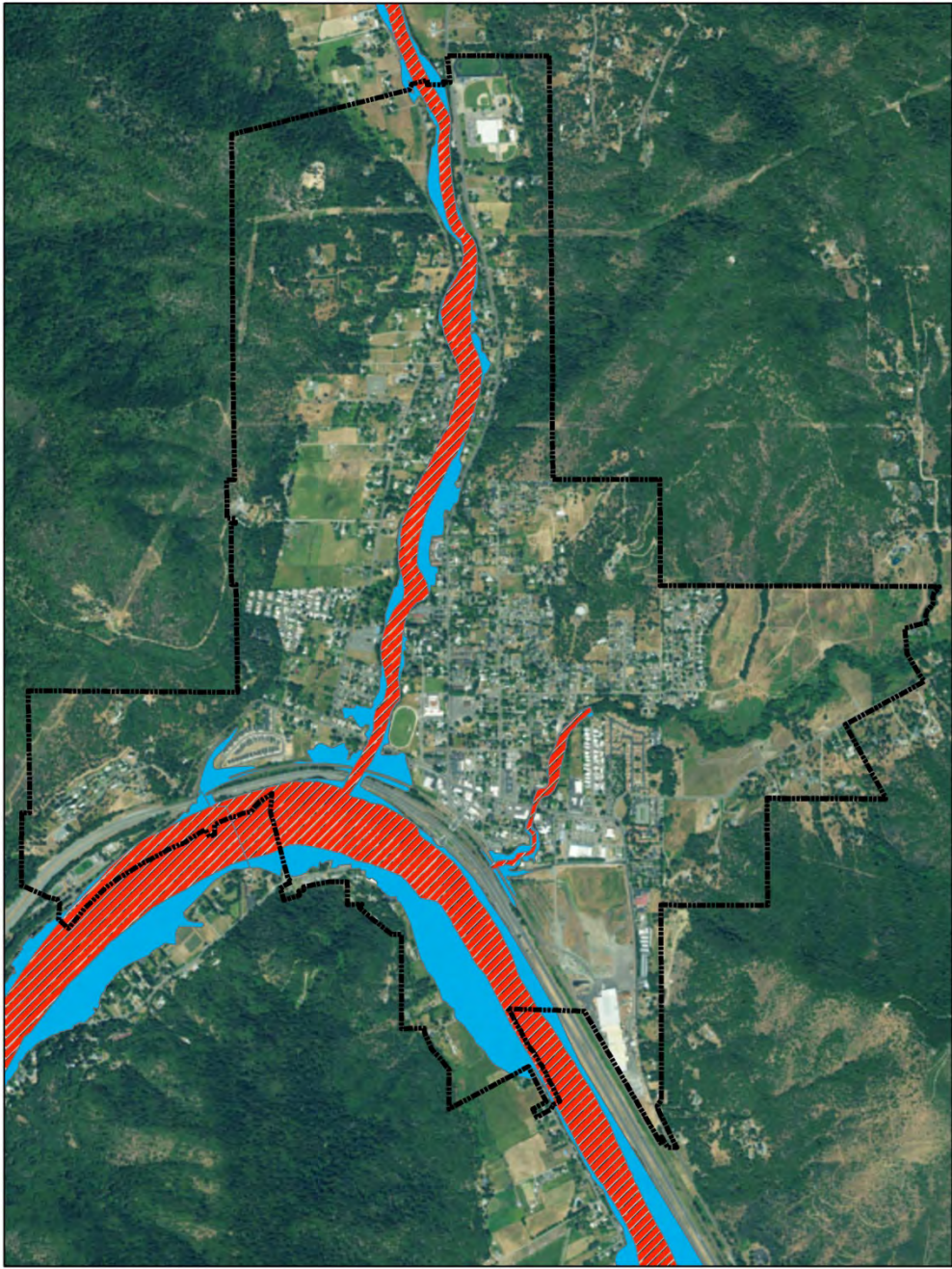
Floodways and floodplains exist along the Rogue River, Evans Creek, and Ward Creek. The Rogue River floodway significantly reduces the developable area between the River and Highway 99 (Rogue River Highway), much of which is zoned commercial. The creeks have less effect on lands uses, and will be a factor in transportation planning primarily if new stream crossings are proposed. These streams are identified as the only portions of the city that contain threatened and endangered species, providing habitat for steelhead, coho salmon, and/or Chinook salmon.

Nearly all wetlands in Rogue River are riverine wetlands associated with the above-mentioned streams and smaller drainageways and ditches. One emergent wetland exists just north of the river, but also will not be a factor in future transportation planning.



Five properties contain historic resources, four of which are south of the river. The Woodville Museum is the only site north of the river.

A slope map vividly illustrates slopes throughout the area within the urban growth boundary. The areas in dark blue represent slopes of 25 percent or greater. Most of these areas are at the fringe of the boundary and should not significantly affect transportation improvement decisions, but may influence location of local streets.

Rogue River FEMA Classifications

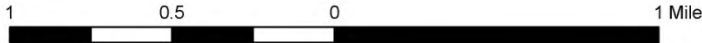


FEMA Classification

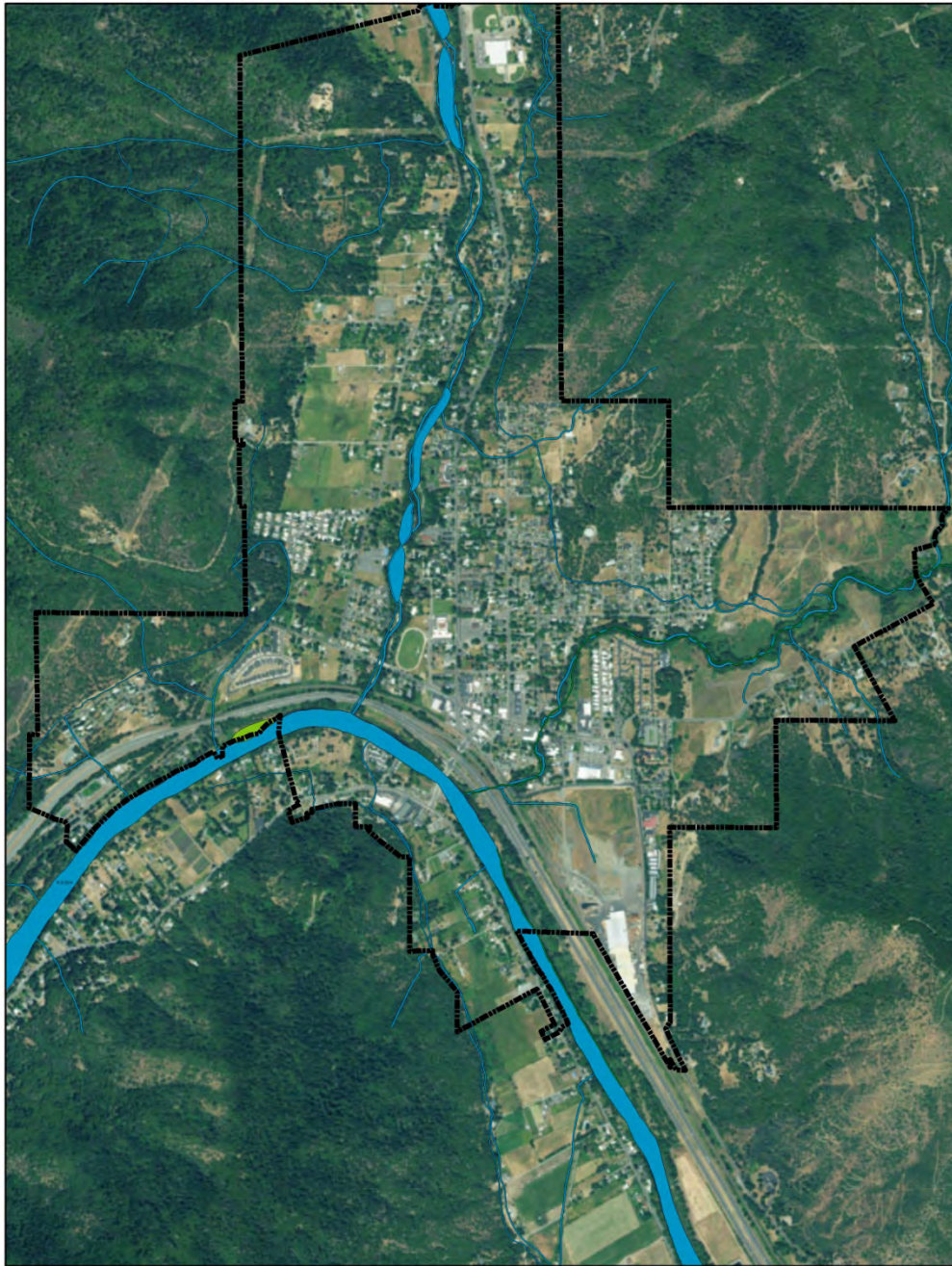
-  Regulatory Floodway
-  1% Annual Chance Flood Hazard

Map Elements



-  Rogue River Urban Growth Boudary




Rogue River National Wetlands Inventory



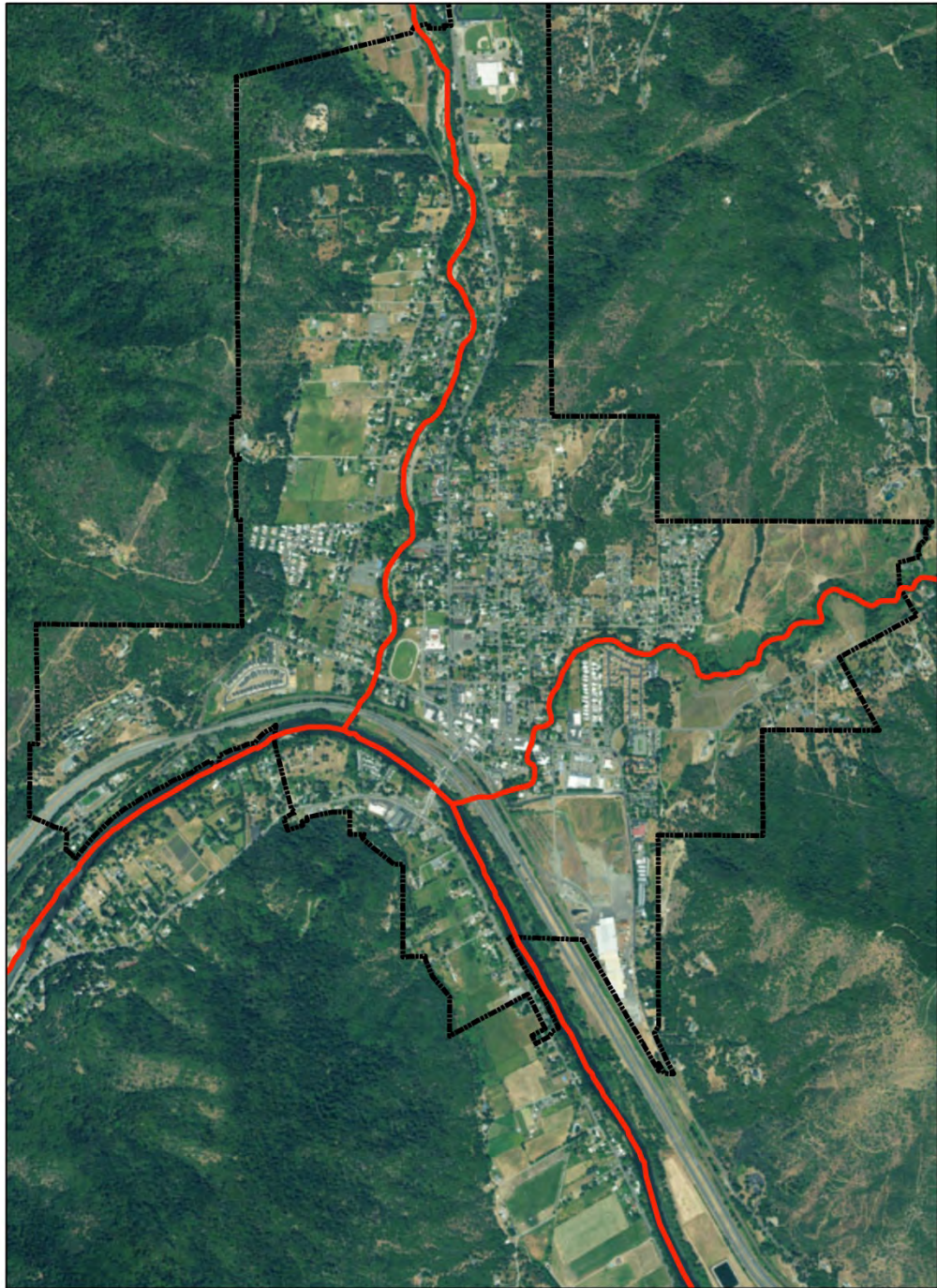
National Wetlands Inventory Classifications Map Elements

-  Riverine
-  Freshwater Emergent Wetland

-  Rogue River Urban Growth Boundary





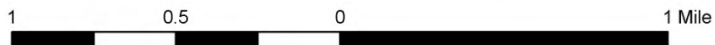
Rogue River Wildlife Considerations



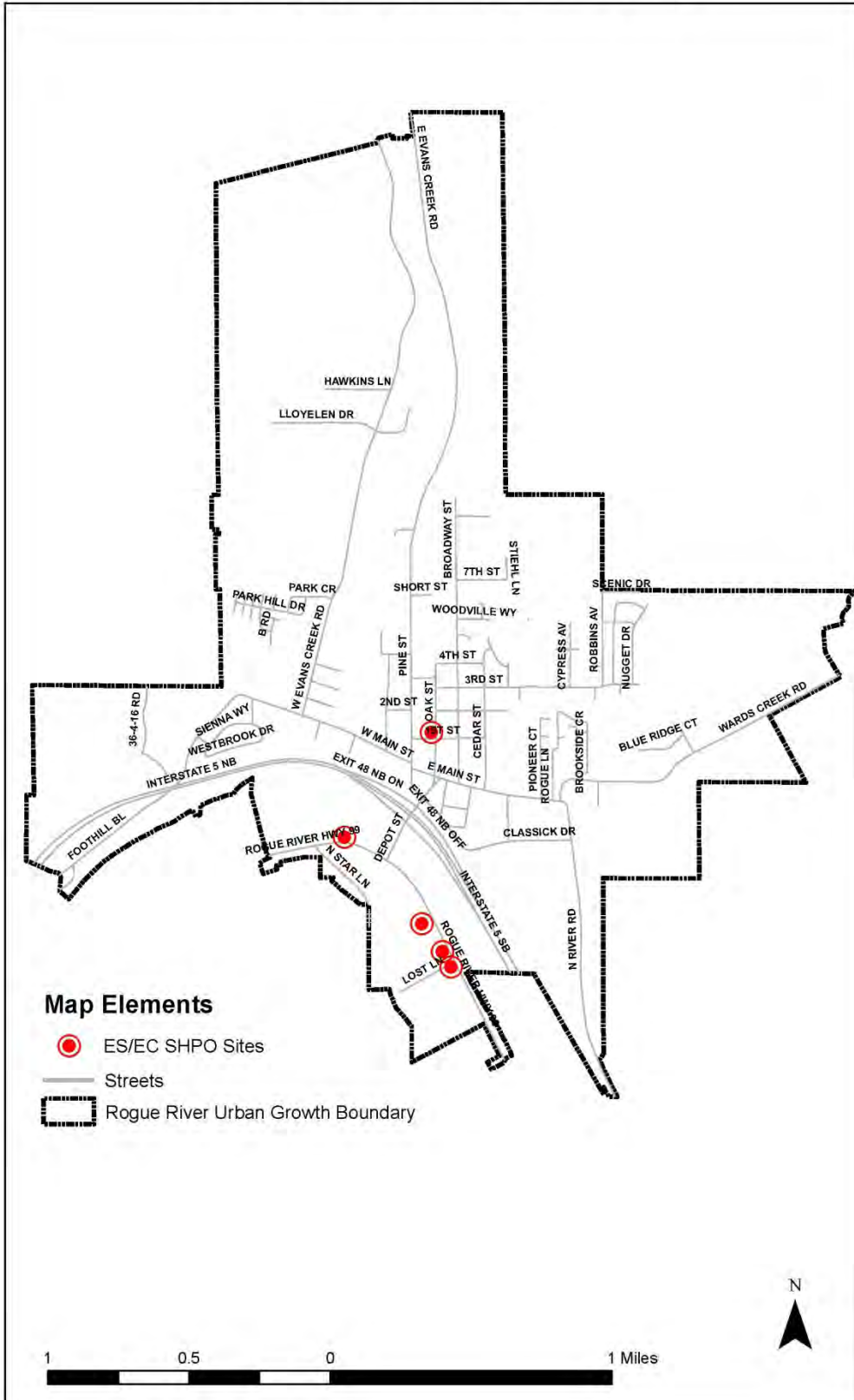
Waterways providing Habitat for Steelhead, Coho Salmon, and/or Chinook.
Source: Oregon Department of Fisheries and Wildlife.

Map Elements

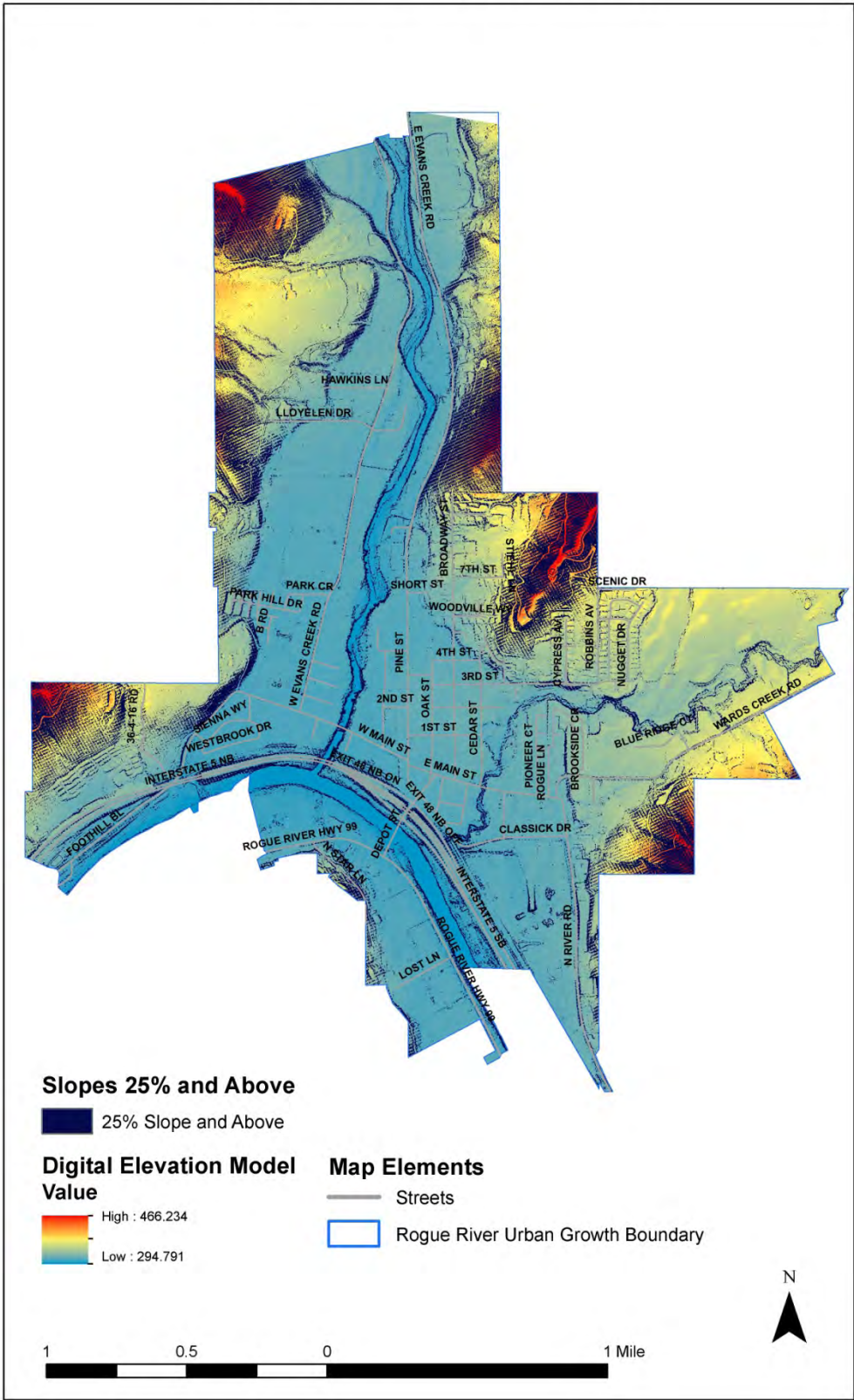
-  Fish Habitat
-  Rogue River Urban Growth Boundary



Rogue River Cultural Resources



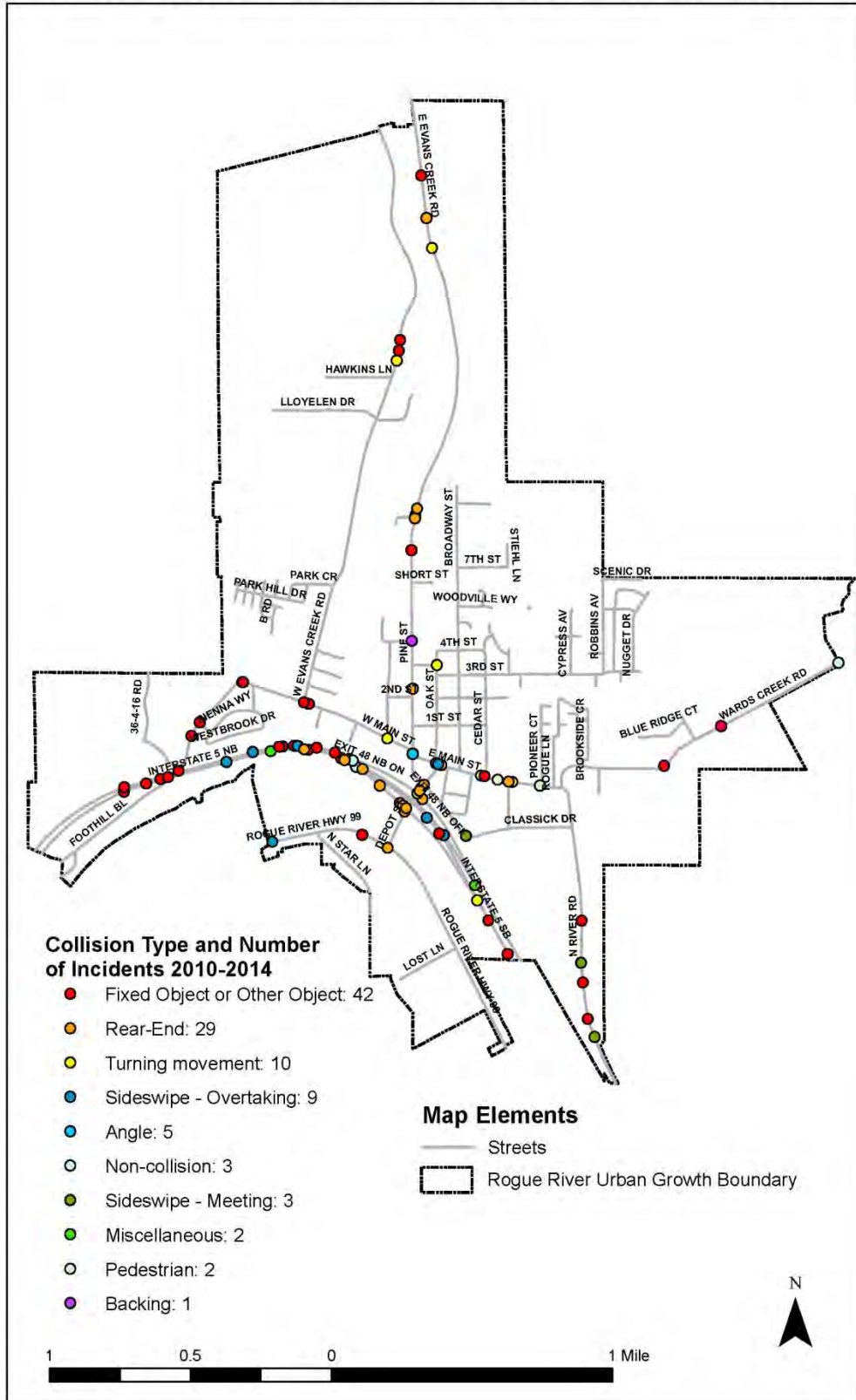
Rogue River Slopes Over 25%



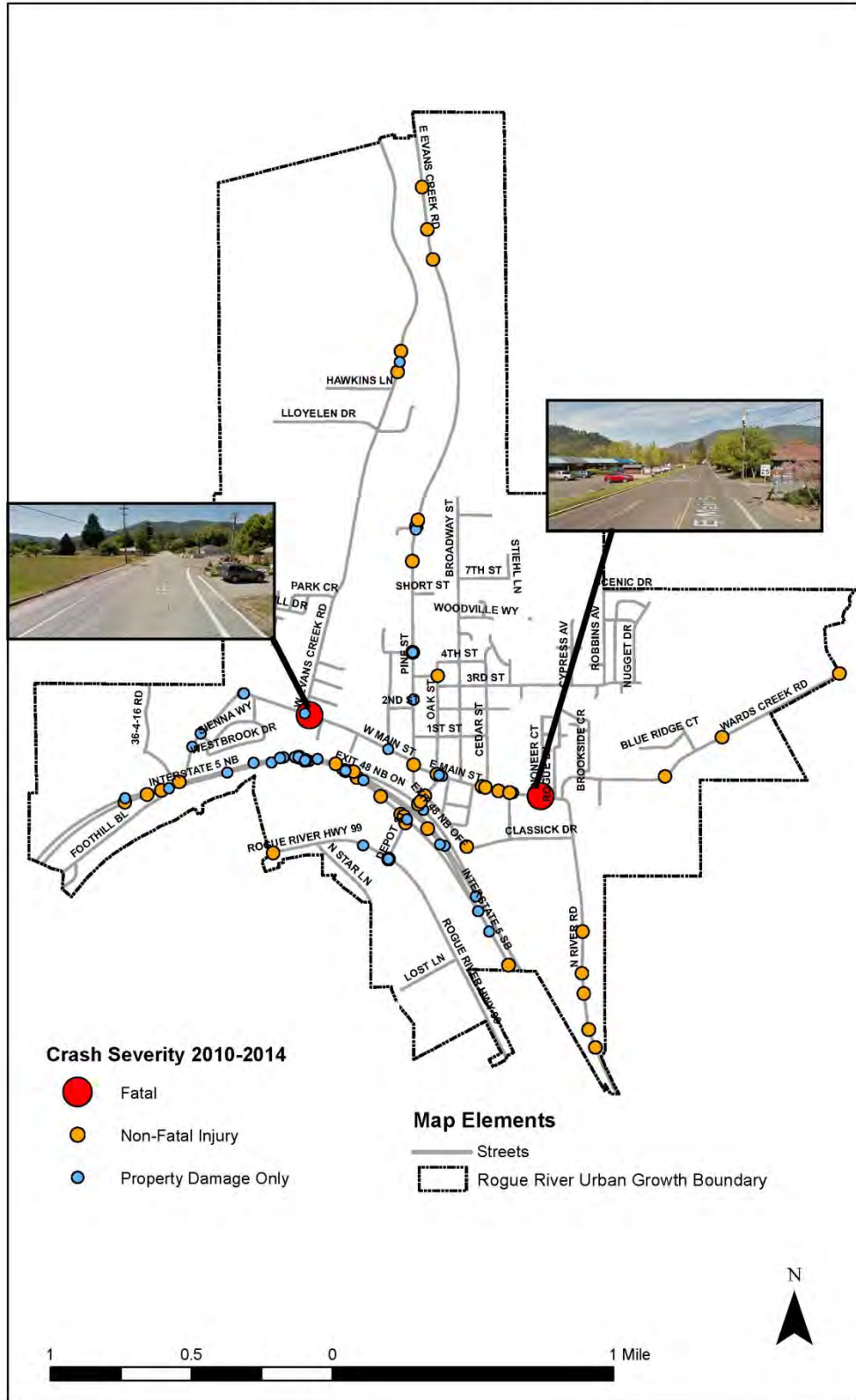
Safety

The final set of maps shows location, cause, and severity of crashes from 2010 to 2014, as well those that involved drug or alcohol impairment. Many of the crashes were on the freeway. The highest incidence of crashes resulted from striking fixed or other objects, and the second highest cause was rear-end crashes.

Rogue River Crashes by First Collision Cause Type



Rogue River Crashes: Severity



Rogue River Crashes by Alcohol and/or Drug Involvement

