

Technical Memorandum #1 – Plans and Policies Review

Overview

This section identifies existing plans, policies, and regulations that impact Rogue River's transportation system; and identifies accomplishments needed to comply with the Transportation Planning Rule and 1999 Oregon Highway Plan.

Project Purpose

In 2003, the City of Rogue River adopted a Transportation System Plan (TSP) as the Transportation Element of the City Comprehensive Plan. Since adoption of the TSP, numerous changes have taken place in the city, as well as Oregon State law. The TSP update will build on the success of the current TSP, provide necessary updates, and ensure compliance with existing laws, rules, and regulations.

Project Objectives

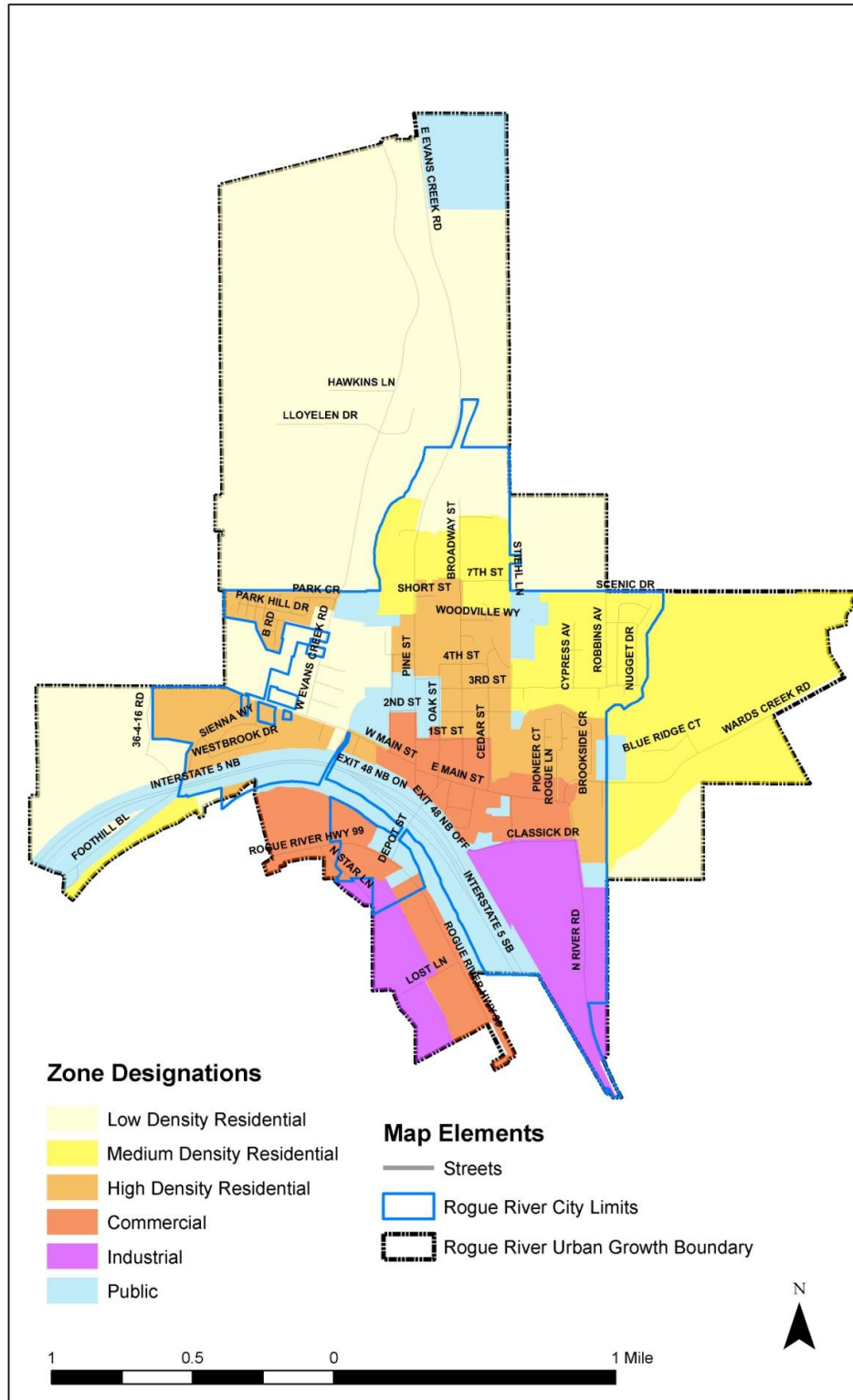
The TSP update includes several objectives:

- Provide for a safe and efficient transportation system supportive of existing and future land uses
- Prioritize improvement projects
- Create a project list for soliciting funding through the Middle Rogue Metropolitan Planning Organization
- Establish a document that is simple and easy to understand for developers and the community
- Include a Safe Routes to School component that includes pedestrian improvements. Comply with applicable state and local laws, rules, and regulations.

Project Area

The TSP update covers the area within city limits and the urban growth boundary (see map on following page).

Rogue River Comprehensive Plan Zone Designation



Stakeholder Outreach

One of the values of updating the existing TSP is the opportunity to engage the community in the planning process. A first phase of the involvement included interviews with agencies and other firms who make extensive use of the transportation system. Interviews centered on three questions:

- What transportation challenges do you face in Rogue River?
- Are there particular problems or bottlenecks that affect you?
- What potential transportation improvements do you suggest?

Most responses indicated that the street system functions well, with the exception of the area around the I-5 interchange. The intersection of Depot Street, Pine Street, and Classick Drive was identified as the most difficult to negotiate in the city. It is a three-way stop because the railroad track eliminates a stacking area between the interchange and the intersection for northbound Depot Street traffic. Josephine Community Transit (JCT) and Fire District #1 cited this area as a challenge because of the length of their vehicles. The Police Chief also noted this concern. The Fire District also noted that the intersection creates maneuvering problems for Murphy Mill's softwood plywood plant, located on North River Road, which is Rogue River's largest industrial employer.

Rogue River School District uses First Student as its transportation provider. Both the district and the company indicated that the primary vehicular challenge is the access from East Evans Creek Road to the high school. The 20 mile-per-hour school zone was removed, and the increased speeds in front of the school create concerns about the hazard of slow-moving buses entering the road. The primary deficiency noted by the school district is the lack of a connected sidewalk system for students to walk to the elementary and middle schools on Pine Street. The Police Chief stated that the department frequently receives complaints of speeding traffic not stopping at crosswalks near the school. He also reported a high number of similar complaints on East Main Street at Broadway and near the shopping center. The suggested consideration of flashing crosswalk warning signs to improve pedestrian safety

Jackson County Roads commented that all streets within the city limits are owned by the City, but that nearly all traffic in the upper Evans Valley funnels through the city to gain access to the freeway, significantly increasing traffic on the primary connecting streets. This is most evident on Pine Street between Main and Depot during commute times. While the Pine Street/Main Street intersection circulation was improved by a four-way stop, other solutions could include a roundabout or traffic signals.

Fire District #1 suggested that the creation of a four-way stop at the Pine Street and Main Street intersection could significantly improve traffic circulation in that area.

Josephine Community Transit cited the need for quick access off and on the freeway, noting the same difficulties with the rail tracks stated previously. They would prefer a location nearer the interchange rather than their present stop near City Hall, with a local ride system that connects to JCT.

Although outside of the study area, both the Police Department and the Fire Department expressed concern about the lack of emergency vehicle turnarounds on the freeway between Rogue River and Grants Pass. Whenever they move beyond the onramp onto the freeway, they

have to make an approximate 14-mile round trip to return to Rogue River, which diminishes their availability to city residents during that time.

Review of Relevant Planning Documents

Rogue River Comprehensive Plan

Goal 12 – Transportation

Goal: To provide and encourage a safe, convenient and efficient transportation system to facilitate the movement of people and goods in the City of Rogue River and urban growth area.

Policy: 1. To work toward creating a perimeter street network to reduce the traffic on existing major City streets.

2. To cooperate with Jackson County Transportation Department to provide a connector between East Evans Creek Road and West Evans Creek Road, and promote joint activity with the County in planning for other roads of mutual concern.

3. To require development of streets in accordance with City standards, the transportation plan, and the street plan, as development occurs in the planning area.

4. To seek cooperation from the county and State to construct new street and highway systems to reduce traffic congestion as the problem of increased traffic is worsened by growth outside of the City’s jurisdiction.

Rogue River Municipal Code – Title 16 Subdivisions

Title 16 establishes standards for creating new lots and parcels in Rogue River. Chapter 16.05 includes general provisions, while Chapter 16.20 provides standards for street construction including street design, separation between streets, and methods to protect the function of arterials. The standards are included as Appendix A.

Rogue River Municipal Code – Title 17 Zoning

Title 17 includes standards for development property. Among the standards are requirements for access to public streets; improvements to street frontages when certain uses are proposed; and off-street parking provisions, both in number of spaces and design requirements. The standards are included as Exhibit B.

Jackson County Comprehensive Plan

The Jackson County Comprehensive Plan is a long-range policy guide for land use in the unincorporated area within the county. The Transportation Element of the Comprehensive Plan was completely revised in 2005 upon adoption of the Jackson County Transportation System Plan. The TSP was updated in 2017 and contains policies in sections on rural and suburban lands, urban lands, regional planning, and implementation that address the relationship between land use planning and transportation planning. The County maintains several roads that connect to city streets, including North River Road, Ward Creek Road, East Evans Creek Road, and Foothill Boulevard. It also has approval authority for all land uses in the Urban Growth Boundary; the Urban Growth Management

Agreement with Jackson County provides opportunity for Rogue River to comment on land use actions.

1999 Oregon Highway Plan

The state highway system is a critical component of the state’s transportation system. The 1999 Oregon Highway Plan (OHP) is a mechanism to help the State efficiently and effectively guide the development, operations, and maintenance of the state highway system over the next several years. The OHP is relevant to Rogue River in that in that Interstate 5 and Highway 99 traverse through the southern part of the City. Interstate 5 is the primary access to, from, and passing by Rogue River. Highway 99 is an alternative access to and from the City that is used by many local area residents. The interstate and the highway will continue to be primary transportation facilities which through traffic travels and area residents use to access businesses, residence, and other uses.

The 1999 OHP updates state highway directives identified in the 1992 Oregon Highway Plan. The OHP emphasizes:

- Efficient management of the system to increase safety, preserve the system and extend its capacity;
- Increased partnerships, particularly with regional and local governments;
- Links between land use and transportation;
- Access management;
- Links with other transportation modes; and
- Environmental and scenic resources.

The OHP has three main elements: the Vision, the Policy Element, and the System Element. The Policy Element identifies the following goals which address the OHP vision and elements. As the Rogue River TSP is developed, the OHP vision and elements need to be considered in order for the TSP to be consistent with the State vision, goals, and policies.

OHP Policy Element Goals	
GOAL 1	System Definition: To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon’s local, regional, and statewide economics and livability of its communities.
GOAL 2	System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to development, operation, and maintenance of the highway and road system that: <ul style="list-style-type: none"> • Safeguards the state highway system by maintaining functionality and integrity; • Ensures that local mobility and accessibility needs are met; and • Enhanced system efficiency and safety.
GOAL 3	Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians, and bicyclists.
GOAL 4	Travel Alternatives: To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.

GOAL 5	Environmental and Scenic Resources: To protect and enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system.
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Transportation Planning Rule

The State of Oregon adopted the Transportation Planning Rule (TPR) to guide regional and local transportation planning in carrying out State Goal 12 --Transportation. The TPR sets out specific guidelines for the development of a TSP. Below is a list of key performance standards that must be addressed in order to meet the Transportation Planning Rule and achieve an adequate TSP for the City of Rogue River.

- Public and Interagency Involvement
- Plan Consistency
- Consistency with State and Regional Plans
- Reduced Auto Reliance
- Network of Streets
- Transportation Accessibility
- Safety
- Efficient Transportation Management
- Safe and Convenient Walking and Bicycling
- Minimizing Adverse Economic, Social, Environmental and Energy (ESEE) Consequences
- Intermodal Linkage and Passenger Services Coordination
- Minimizing Conflicts Between Modes
- Financial Plan
- Enabling Ordinances
- Facility/Corridor Protection Ordinances
- Development Ordinances to Encourage Alternate Mode Usage

In development of this plan, individual modal plan elements will be produced for:

- Roadway network plan
- Public Transportation
- Bicycle and Pedestrian Plan
- Air/Water/Rail Pipeline Plan
- Parking Plan

In addition to these modal elements, the plan must include policies and regulations for implementing the plan and a determination of transportation needs. In development of the modal elements, the plan must include inventories for road, bicycle, pedestrian, and public transportation facilities. These inventories will not only provide the location of facilities, but also information on their condition and service demand. The TPR also requires the TSP to include information on the location of planned major improvements.

The Oregon Transportation Options Plan

The Oregon Transportation Options Plan is the first intermodal topic plan of its kind for the state. Transportation Options (TO) include strategies, programs, and investment that enhance traveler

opportunities and choices to bike, walk, take transit, share rides, and telecommute. The Plan provides an overview of existing transportation options providers across the state, establishes a vision and policies, and presents key strategies and initiatives. These elements provide guidance to support and advance TO program activities and integration with capital investment planning. The guiding vision for the TO plan envisions a transportation system that provides travelers of all ages and abilities with transportation options to access goods, services, and opportunities across the state. The plan includes several goals, each of which is accompanied by a set of policies, strategies, and highlighted best practices.

The Oregon State Rail Plan (“State Rail Plan”)

The State Rail Plan, a state modal plan under the OTP, addresses long-term freight and passenger rail planning in Oregon. The State Rail Plan provides a comprehensive assessment of the state’s rail planning, freight rail, and passenger rail systems. The State Rail Plan identifies specific policies and planning processes concerning rail in the state, establishes a system of integration between freight and passenger elements into the land use and transportation planning processes, and calls for cooperation between state, regional and local jurisdictions in completing the plan. The TSP update will consider the needs of the rail freight system in developing recommended policies and projects related to improving safety and mobility in the county. In addition, the project technical advisory committee includes ODOT representatives that will advise on rail and freight interests.

The Oregon Freight Plan (OFP)

The Oregon Freight Plan is another modal plan of the OTP and implements the state’s goals, and policies related to the movement of goods and commodities. Its purpose statement identifies the state’s intent “to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses.” The objectives of the plan include prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system. The plan defines a statewide strategic freight network. I-5 and parallel railroads are designated as a strategic corridor in the OFP. Maintaining and enhancing efficiency of the truck and rail freight system in the study area will be integrated into the updated TSP. The project advisory committees include representatives from ODOT and local freight interests.

Oregon Public Transportation Plan (OPTP)

The Oregon Public Transportation Plan is the modal plan of the OTP that provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The OPTP Implementation Plan directs ODOT investments towards commuter and mobility needs in larger communities and urban areas and also in smaller communities where warranted. It also prioritizes investments in intercity connections statewide. Long-term implementation and funding is geared toward both modernization and preservation projects while preservation projects are more the focus for short term implementation and funding. The TSP update process will coordinate with Josephine Community Transit (JCT) long-range and strategic planning in the TSP study area. The project CAC includes a representative from JCT.

Oregon Aviation Plan (OAP)

The Oregon Aviation Plan (OAP) is a modal plan of the OTP that defines policies and investment strategies for Oregon’s public use aviation system for the next 20 years. The plan addresses the

existing conditions, economic benefits, and jurisdictional responsibilities for the existing aviation infrastructure. The plan contains policies and recommended actions to be implemented by Oregon Department of Aviation in coordination with other state and local agencies and the Federal Aviation Administration. The OAP categorizes airports based on functional role and service criteria. Rogue River is not in proximity to any airport.

Oregon Transportation Safety Action Plan (Action Plan)

An element of the OTP, the Oregon Transportation Safety Action Plan (Action Plan) establishes a safety agenda to guide the investments and actions of ODOT and the state for the next 20 years. As indicated in the name of the plan, the emphasis of the OTSAP is action and implementation. Actions included in the OTSAP were chosen based on crash data and information provided by transportation safety experts. Consistent with the state’s Action Plan, the TSP update process will identify sites with high occurrences of safety problems and will consider safety in the selection and prioritization of transportation projects to meet the city’s future system needs for all modes of transportation.

MRMPO Transportation Plan (MRTP) and Transportation Improvement Program (TIP):

The MRMPO Transportation Plan (RTP) is a multi-modal transportation plan designed to meet the anticipated 25-year transportation needs within the MRMPO planning area boundary. The RTP serves as a guide for management of existing transportation facilities and for the design and implementation of future transportation facilities. The RTP establishes a set of transportation goals and associated policies, potential actions, and performance indicators. The focus of the RTP is the presentation of the region’s funded projects. Pursuant to Federal Highway Administration rules (23 CFR Part 450.322), MPO plans must show capital investment, operations, and management strategies that promote an integrated multi-modal transportation system over a horizon of at least 20 years. The projects must be “financially constrained;” funding for all projects in the plan must be identified, or there must be a reasonable expectation for funding. The MRTP provides overall direction for programming and project selection, and projects in the TIP advances the goals and implement strategies first presented in the MTP. The projects in the MRTP are presented in tables and in maps, by jurisdiction and by project type and system need through 2040. Projects are categorized in terms of short-, medium-, and long-range implementation. The TSP update will identify projects that will be submitted to the MRMPO for inclusion in the MRTP and TIP.

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs for state and regional transportation systems, including federal land and Indian reservation road systems, interstate, state, and regional highways, bridges, and public transit. It includes state- and federally-funded system improvements that have approved funding and are expected to be undertaken during the upcoming four-year period. The projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices, a process that is held every two years in order to update the STIP. The TSP update analysis will take into account projects that are programmed in the STIP. An expected outcome of this planning process is proposed recommendations to eventually amend the STIP to include projects from the updated TSP.

Oregon Administrative Rule (OAR) 734-051

The Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to the state highway system. The standards are based on state highway classification and differ depending on posted speed and average daily traffic volume. OAR 734-051 regulates access management on state roadways; analysis for the TSP update and final project recommendations will need to reflect state requirements for state facilities. Implementation measures that will be developed for the TSP update may entail local code amendments to ensure that the LDO is consistent with these access management requirements as well as TPR and TSP recommendations related to access management.

Existing Transportation System Plan – City of Rogue River

TriLand Design Group, Inc. /Access Engineering

The current City of Rogue River Transportation System Plan was completed in 2001 and serves as a foundation for the updated plan. It described conditions existing at the time and recommended a number of projects. Many of the Goals and Policies will carry over to the updated plan. The updated project list will evaluate projects in the current plan that have not been implemented. Some will remain in the new plan, while others will be eliminated or modified.

ROGUE RIVER TRANSPORTATION SYSTEM PLAN PROJECT LIST						
#	Project	Timing of Improvement			Cost Estimate	Funding Source
		1-5 years	6-10 years	10-20 years		
STREET PROJECTS EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
A.	Depot Street Bridge Replacement				Predetermined	Federal and State
B.	Depot St./Pine St./Classick Dr. Intersection					
	B.1 Widen Depot Street				\$50,000	State, County, City
	B.2 Revised Permitted Movements				\$10,000	City
	B.3 Pine Street Right Turn Lane				\$20,000	City
C.	Main St/Pine Street Intersection					
	C.1 Traffic Signal				\$150,000	County, City
	C.2 Realign Main Street				\$1 million	State Grant, County, City
D.	Main St/Broadway St. Traffic Signal				\$150,000	City
E.	Improve Visibility at Intersections					
	E.1 E. Main St./Broadway St.				\$5,000	City
	E.2 E. Main St./Cedar St.				\$5,000	City
	E.3 E. Main St./Oak St.				\$5,000	City
	E.4 3 rd St./Oak St.				\$5,000	City
	E.5 1 st St./Oak St.				\$5,000	City
	E.6 1 st St./Pine St.				\$5,000	City
	E.7 Abbey's Parking Lot				\$5,000	City
F.	E. Main Street Bridge Replacement at Wards Creek				\$300,000	Federal/State Grants
G.	W. Main Street Bridge Replacement at Evans Creek				\$300,000	Federal/State Grants
H.	Classick Drive Bridge Repair				Predetermined	City/State
I.	3 rd Street Improvements					
	I.1 Widening				\$250,000	State Grants, City
	I.2 Alternative Street Access				\$575,000	Developers
J.	Downtown Streetscape Improvements				Determine in refinement plan	Federal/State Grants
K.	Downtown Parking				Varies per specific project	City
L.	Pine St./E. Evans Creek Rd. Improvements				Determine per specific design	State Grants, County, City
M.	New Bridge Across Evans Creek at North End of City				\$500,000	Federal/State Grants, County
N.	Truck Route Designation and Signage, Timing				\$5,000	City

#	Project	Timing of Improvement			Cost Estimate	Funding Source
O.	Circulation and Parking Improvements at Schools					
	O.1 Berglund Street				Predetermined	State Grants, City
	O.2 Oak St. Between 1 st St. and 3 rd St.				\$80,000	State Grants, City
	O.3 E. Evans Creek Rd. at the High School				\$5,000	State Grants, City
P.	N. River Rd. Widening				\$35,000	Federal/State Grants, County
Q.	Storm Water Master Plan				\$35,000	City, State Grant
UNFUNDED STREET PROJECTS						
R.	Arterial/Collector Street Access Improvements				\$100k-\$500k	County, City
S.	Local Street Connectivity				--	City/Developers
T.	Emergency Vehicle Access/Turnaround				NA	City, Developer
PEDESTRIAN AND BIKEWAY PROJECTS EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
U.	Rogue River Pathway				Per specific design(s)	State Grants
V.	Evans Creek Pathway				Per specific design(s)	State Grants
UNFUNDED PEDESTRIAN AND BIKEWAY PROJECTS						
W.	Wards Creek Pathway				Per specific design(s)	State Grants
PUBLIC TRANSPORTATION PROJECT EXPECTED TO BE FUNDED IN THE NEXT 20 YEARS						
X.	Improve Public Transportation Services				NA	County, State
UNFUNDED RAIL, WATER, PIPELINE, AND AIR TRANSPORTATION PROJECT						
Y.	Passenger Rail Service				NA	Federal/State

Funding for projects expected to be funded over the next 20 years and for which a cost estimate is possible at this time totals \$3.5 million. Projects identified in the above table that are expected to be funded over the next 20 years but do not have cost estimates at this time are identified below. Cost estimates for these projects are already funded or should be made once additional studies or designs are prepared.

- Depot Street Bridge Replacement
- Classick Drive Bridge Repair
- Downtown Streetscape Improvements
- Pine Street/E. Evans Creek Road Improvements
- Rogue River Pathway
- Evans Creek Pathway
- Public Transportation Improvements

Based on the traffic analysis and projections identified in the Rogue River Transportation System Plan 2000 – 2001, the following future facility needs were recommended.

- **Depot Street**

The section of Depot Street from the railroad to Highway 99 should result in a 3-lane section. The bridge replacement project will be an element that is part of this improvement. This will help the ramp intersections initially. At some point in the near future traffic signals will need to be installed and the ramps widened to two lanes.

Depot Street should be widened from the north I-5 ramps north across the railroad tracks to Pine Street/Classick Drive so that there are two inbound lanes – a left and a through+right. That will help outbound traffic identify where traffic is headed. Consider prohibiting left turns and through movements from Classick Drive as well as left turns and through movements onto Classick Drive from Pine Street and Depot Street. Eventually a separate right-turn lane will be useful on Pine Street at Depot Street.

- **Main Street/Pine Street Intersection**

Install a traffic signal. The traffic signal would initially operate without realignment by separating the east and west traffic signal phases. The second part of this intersection improvement is to realign Main Street so the through traffic movements align.

- **Main Street/Broadway Street**

Install a traffic signal.

- **Access Management**

Minimize access driveways, where feasible, by combining them at property lines and providing curbs and sidewalks to define roadways versus pedestrian areas.

Several projects on the list were completed, including the Depot Street bridge replacement. Depot street was widened and permitted movements were revised. The West Main Street Bridge over Evans Creek was replaced, and the City completed downtown streetscape improvements. The City also adopted a Storm Water Master Plan. The Rogue River Pathway was constructed, connecting the city with Valley of the Rogue State Park.

City of Rogue River 15-40 Financial Forecasts

City of Rogue River										
Street System Local Revenues and Non-Capital Expenses										
City Revenue Sources							Non-Capital Expenses			
Year	System Dev Charges	Subtotals SDC	Street Impact Fee	Subtotals SIF	Misc.	Subtotal Misc	Admin	Debt Service	Maint.	Subtotal Non Capital
2015	\$10,000		\$16,000		\$89,000		\$10,000	\$89,000	\$100,000	
2016	\$10,250		\$16,400		\$139,000		\$10,250	\$89,000	\$102,500	
2017	\$10,506		\$16,810		\$89,000		\$10,506	\$89,000	\$105,063	
2018	\$10,769		\$17,230		\$89,000		\$10,769	\$89,000	\$107,689	
2019	\$11,038		\$17,661		\$139,000		\$11,038	\$89,000	\$110,381	
2020	\$11,314	\$63,877	\$18,103	\$102,204	\$89,000	\$634,000	\$11,314	\$89,000	\$113,141	\$1,236,651
2021	\$11,597		\$18,555		\$89,000		\$11,597	\$89,000	\$115,969	
2022	\$11,887		\$19,019		\$139,000		\$11,887	\$89,000	\$118,869	
2023	\$12,184		\$19,494		\$89,000		\$12,184	\$89,000	\$121,840	
2024	\$12,489		\$19,982		\$89,000		\$12,489	\$89,000	\$124,886	
2025	\$12,801		\$20,481		\$139,000		\$12,801	\$89,000	\$128,008	
2026	\$13,121		\$20,993		\$89,000		\$13,121	\$89,000	\$131,209	
2027	\$13,449		\$21,518		\$89,000		\$13,449	\$89,000	\$134,489	
2028	\$13,785		\$22,056		\$139,000		\$13,785	\$89,000	\$137,851	
2029	\$14,130		\$22,608		\$89,000		\$14,130	\$89,000	\$141,297	
2030	\$14,483	\$129,925	\$23,173	\$207,880	\$89,000	\$1,040,000	\$14,483	\$89,000	\$144,830	\$2,319,174
2031	\$14,845		\$23,752		\$139,000		\$14,845	\$89,000	\$148,451	
2032	\$15,216		\$24,346		\$89,000		\$15,216	\$89,000	\$152,162	
2033	\$15,597		\$24,955		\$89,000		\$15,597	\$89,000	\$155,966	
2034	\$15,987		\$25,578		\$139,000		\$15,987	\$89,000	\$159,865	
2035	\$16,386		\$26,218		\$89,000		\$16,386	\$89,000	\$163,862	
2036	\$16,796		\$26,873		\$0		\$16,796	\$0	\$167,958	
2037	\$17,216		\$27,545		\$50,000		\$17,216	\$0	\$172,157	
2038	\$17,646		\$28,234		\$0		\$17,646	\$0	\$176,461	
2039	\$18,087		\$28,940		\$0		\$18,087	\$0	\$180,873	
2040	\$18,539	\$166,315	\$29,663	\$266,104	\$50,000	\$645,000	\$18,539	\$0	\$185,394	\$2,274,463
Totals	\$360,117	\$360,117	\$576,187	\$576,187	\$2,319,000	\$2,319,000	\$360,117	\$1,869,000	\$3,601,171	\$5,830,288
Assumptions	2.5% annual increase		2.5% annual increase		Includes \$89,000 per year from General Fund to 2025 and \$50,000 every 3 years from SCA		2.5% annual increase		2.5% annual increase	

Technical Memo 1 – Appendix

Appendix A. Rogue River Municipal Code – Title 16 Subdivisions

Chapter 16.05 General Provisions – Section 16.05.020 Definitions

“Street” or “road” means a public or private way that is created to provide ingress or egress for persons to one or more lots, parcels, areas or tracts of land, excluding a private way that is created to provide ingress.

1. “Alley” means a narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.
2. “Arterial” means the street intended to transport large quantities of traffic in an efficient, rapid manner, having a minimal number of controlled access points, and which is primarily a traffic artery for inter-communication among large areas.
3. “Collector” means a street intended to collect and transport traffic from a varying number of local neighborhoods to arterial streets, and having a minimal number of controlled access points, used to some extent for through traffic and to some extent for access to abutting properties.
4. “Cul-de-sac” means a local street with only one outlet and having an approved terminal for safe and convenient turnaround of vehicles.
5. “Half street” means half of the width of a street, or more than half of the width of the street as determined by the director of public works, usually along the side of a subdivision where the remaining portion of the street could be provided in another subdivision.
6. “Local” means a street intended to provide direct access from other streets to individual properties and allow traffic movement within a neighborhood.

“Street plug” means a strip of property, usually one foot in width, overlaying a dedicated street that is reserved to the city for control of access until such time as additional right-of-way is accepted by the city for continuation of or widening of the street. Also referred to as “reserve strip”.

Chapter 16.20 Development Standards – Section 16.20.120 Street Standards

- A. General. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets, The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried considering the terrain. The arrangement of streets shall either:
 1. Provide for the continuation of an appropriate projection of existing principal streets in the surrounding area; and
 2. Conform to a Master Plan for the neighborhood approved or adopted by the City Council to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical; or
 3. Conform to an approved Future Development Plan.
- B. Minimum Right-of-Way and Roadway Width.
 1. Rogue River Street Design Standards

Functional Class	Right-of-Way	Pavement Width	Travel Lane Width	Center Turn Lane/ Lane/	Bicycle Lane Width	Parking Lane Width	Planter Width	Sidewalk Width
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	Width			Median Width				
Arterial Street A*	60-80'	50-64'	12'	12'	5-6'	8'	4-6'	4-6'
Arterial Street B*	60-80'	36-48'	12'	12'	6'	None	None	6'
Collector Street	60-80'	50-64'	12'	12'	5-6'	8'	4-6'	4-6'
Local Street	40-60'	34-38'	10-11'	None	None	7-8'	4-6'	4-6'
Alley	20'	15-20'	15-20'	None	None	None	None	None
Pathway	10'	4-10'	None	None	-	None	None	-

Street A* - East Main Street, West Main Street, Depot Street, Pine Street.

Street B* - East Evans Creek, West Evans Creek, Foothill Boulevard, North River Road, Wards Creek Road, Rogue River Highway.

2. Cul-de-Sacs. Radius for turn-around at the end of cul-de-sacs shall have a minimum right-of-way width of 40 feet and a minimum roadway width of 28 feet.
3. Private driveways accessing city streets shall have a minimum width of 12 feet, and shall be paved with asphaltic concrete, concrete or a permeable rock material approved by the city. Where physical conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites or less than adequate rights-of-way, the matter shall be submitted for determination, using the variance procedure in Chapter 16.50 RRM.
 - C. Reserve Strips. Reserve strips or street plugs controlling access to streets shall be approved where necessary for the protection of the public welfare or of substantial property rights. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the city under conditions approved by the city council.
 - D. Alignment. As far as is practical, streets shall be in alignment with existing streets by continuations of the centerlines thereof. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street intersections.
 - E. In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to the following standards. The maximum block length shall not exceed:
 1. Six hundred feet in residential districts;
 2. Four hundred feet in commercial districts; and
 3. Not applicable to industrial districts.

Exceptions to the above standards may be granted when an access way is provided at or near mid-block.
 - F. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (offset) intersections.
 - G. Minor collector and local residential streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and facilitate emergency access and evacuation. Appropriate design and traffic control such as four-way stops and traffic calming measures are the preferred means of discouraging or minimizing through traffic.

- H. Development Adjoining Arterial Streets. Where development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access from through traffic and shall minimize traffic conflicts. The design shall include one or more of the following transportation elements:
1. A parallel access street along the arterial with a landscape buffer separating the residential and through streets;
 2. Deep through lots abutting an arterial or major collector to provide adequate buffering with frontage along a residential street. Through lots shall conform to the buffering standards in RRMC 16.20.040;
 3. Screen planting at the rear or side property line should be contained in a non-access reservation or reserve strip along the arterial; or
 4. Other treatment suitable to meet the objectives of this subsection;
 5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street.
- I. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.
- J. Future Extensions of Streets. Where necessary to give access to or to divide adjoining land, streets shall be extended to the boundary of the subdivision or partition. The resulting dead-end streets may be approved with a temporary turn-around. Reserve strips and street plugs may be required to preserve the objective of street and utility extensions.
- K. All local and collector streets which abut a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15 percent for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.
- L. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:
1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
 2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
 3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.
- M. Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division. Unimproved streets shall be improved at the cost of the developer.
- N. Half Street. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the land division, when in conformity with the other regulations and when the city council finds it will be practical. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be provided within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

- O. Cul-de-Sac. A cul-de-sac shall be as short as possible and shall have a maximum length of 400 feet and serve not more than 18 dwelling units. A cul-de-sac shall terminate with a circular turn-around. Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, access ways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.
- P. Access ways.
1. Access ways for pedestrians and bicyclists shall be 10 feet wide and located within a right-of-way or easement. If the streets within the subdivision are lighted, the access ways shall also be lighted. Stairs or switchback paths may be used where grades are steep.
 2. Access ways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.
 3. The city may determine, based upon evidence in the record, that an access way is impracticable. Such evidence may include but is not limited to:
 - a. Physical or topographic conditions make an access way connection impractical. Such conditions include but are not limited to freeways, railroads, extremely steep slopes, wetlands, or other bodies of water where a connection cannot reasonably be provided.
 - b. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering the potential for redevelopment.
 - c. Where access ways would violate provisions of easements, covenants, restrictions, or other agreements existing as of May 1, 1995, that preclude a required access way connection.
- Q. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the Rogue River street standards. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.
- R. Street Names. Except for extensions of existing streets, no street name shall be used which will duplicate or could be confused with the name of an existing city street or county road. Street names and numbers shall conform to the established pattern in the city and shall be subject to the approval of the city council.
- S. Grades and Curves. Grades shall not exceed six percent on arterials, 10 percent on collector streets or 12 percent on other streets. Centerline radii of curves shall not be less than 300 feet on major arterials, 200 feet on collectors or 100 feet on other streets, and shall be to an even 10 feet. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the planning commission may accept steeper grades and sharper curves. In flat areas, allowance shall be made for finished street grades having a minimum slope, preferably of at least one-half percent.
- T. Streets Adjacent to Railroad Right-of-Way. Wherever the proposed land division contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.

- U. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are approved by the city council. The corners of alley intersections shall have a radius of not less than 12 feet.
- V. Street lights shall be installed in accordance with city standards. [Ord. 11-373-O § 8-7:4.420].

Appendix B

Rogue River Municipal Code – Title 17 Zoning

Chapter 17.05 Purpose and Definitions

Section 17.05.030 Definitions

- “Alley” means a public or private way which affords only a secondary means of access to abutting property.
- “Off-Street Parking” means a paved, open area, other than a street or public way, used for the parking of automobiles and available to the public whether for a fee, free or as an accommodation for clients or customers.
- “Street” means the entire width between the right-of-way lines of every way for vehicular and pedestrian traffic and includes the terms road, highway, land, place, avenue, and other such designations.

Chapter 17 Zoning

Sections 17.15.070, 17.20.070, 17.25.090 Residential Districts (R-E, R-1, and R-2)

Each residential zoning district includes the following provision:

- Driveway. All (single family dwelling construction, manufactured dwelling units, the replacement of any existing dwelling unit or major remodeling, and multiple family dwelling construction shall have a fully paved asphalt or concrete driveway beginning from a City maintained street to the garage serving the dwelling unit(s). It shall also be required to pave the portion of the public right-of-way being used ingress/egress to the property. Any private road beginning from a City maintained street shall also be paved with asphalt or concrete.

Section 17.30.080. C-1 Commercial District

Off-Street Parking. All uses shall provide off-street parking facilities as required in Chapter 17.70 RRMC except when located within a special district organized to provide common public parking areas.

Sections 17.50.040, 17.50.060 M-1 Industrial General District

Site Development Standards: p. The public road adjacent to any new development area will be improved by the property owner to meet City standards....

Off-Street Parking: All uses shall provide off-street parking facilities as required in Chapter 17.70 RRMC except when located within a special district organized to provide common public parking areas.

Section 17.65.080 Access

Residential lots shall have a minimum frontage of 60 feet upon a public street (other than an alley), except in the case of lots which abut a street having a center line radius of 150 feet or less.

Commercial/industrial lots shall have 40 feet of frontage. In no instance shall a residential lot abut upon a street for a width of less than 40 feet as in the case of a cul-de-sac or 25 feet as in the case of a flag lot.

Chapter 17.70 Off-Street Parking and Loading
Section 17.70.020 Off-Street Parking: Number of Parking Spaces Required

Land Use Specific Use	Parking Spaces Required
1. Residential	
1. One and two family dwelling	2 car garage dwelling unit.
2. Multiple family dwelling:	2 ½ off-street parking spaces per dwelling unit.
3. Rooming or boarding houses, bed and breakfast establishment, residential hotel.	1 space for each guest accommodation plus 1 additional space for the owner/operator.
4. Senior citizen housing specifically for persons 55 years of age or older.	1 car garage plus 1 ½ off-street parking spaces per dwelling unit.
2. Commercial Residential	
1. Hotel and motel.	1 space per guest room or suite plus 1 additional space for the owner or manager.
2. Club; lodge.	Spaces to meet the combined requirements of the uses being conducted such as restaurants, auditoriums, etc.
3. Bed and Breakfast Establishment.	1 space for each guest accommodation plus 1 additional space for the owner/operator.
3. Institutions	
1. Welfare, homeless, or correctional institution.	1 space per five beds for patients or inmates.
2. Convalescent hospital, nursing home, rest home, home for the aged, congregate care, sanitarium, residential facility, residential home.	1 space per two beds for patients or resident.
4. Places of Public Assembly	
1. Church.	1 space per four seats or eight feet of bench length in the main auditorium
2. Library, reading room, museum, art gallery.	1 space per 400 square feet of floor area.
3. Preschool nursery, kindergarten.	2 spaces per teacher.
4. Elementary or junior high school.	3 spaces per classroom.
5. High School.	8 spaces per classroom.
6. Business, dancing, trade, technical or similar schools, classrooms or training centers.	2 spaces per each teaching station plus 1 space for every two students of design capacity.
7. Auditorium or other place of public assembly.	1 space per four seats or eight feet of bench length. If no other seats are provided, 1 space per 100 square feet of floor area.
8. Recreation hall within apartment complex or planned unit development.	1 space per 200 square feet of floor area.
5. Commercial Amusement	
1. Stadium, arenas, theater.	1 space per four seats or eight feet of bench length.
2. Bowling alley.	8 spaces per lane.
3. Dance hall, skating rink.	1 space per 100 sq. feet of floor area.
4. Golf course.	5 spaces per hole.
6. Commercial	
1. Retail store (except as provided in subsection 2 of this subsection.	1 space per 200 sq. feet of floor area.
2. Retail store exclusively handling bulky merchandise such as automobiles, mobiles,	1 space per 600 sq. feet of floor area.

	furniture and large appliances.	
	3. Service or repair shop.	1 spacer per 300 sq. feet of floor area.
	4. Bank; office (except medical and dental).	1 space per 300 sq. feet of floor area.
	5. Medical or dental office.	3 spaces per each practitioner plus 1 for each two employees.
	6. Mortuary.	12 spaces plus 4 spaces for each room in excess of two which can be used as a parlor or chapel.
	7. Eating or drinking establishment.	1 space per three seats or 1 space per 100 sq. feet of floor area, whichever is greater.
	8. Open air market, used car sales lot.	1 space for every 1,500 sq. feet of land area.
	9. Mini-storage facilities.	1 space for every 1,000 sq. feet of storage area plus 1 space for every 200 feet of office area.
7. Industrial		
	1. Manufacturing establishment.	2 spaces for every three employees on the two adjacent shifts or one space for every 500 sq. feet of floor area, whichever is greater.
	2. Wholesale establishment, warehouse, freight depot.	2 spaces for every three employees on the two adjacent shifts or one space for every 1,000 sq. feet of floor area, whichever is greater.
8. Other uses not specifically listed above shall furnish parking as required by the Planning Commission. In determining the off-street parking requirements for said uses, the Planning Commission shall use the above requirements as a general guide, and shall determine the minimum number of parking spaces required to avoid undue interference with the public use of street and alleys.		

(C) More than One Use. Where more than one use is included within any one building or on any single parcel, the parking requirements shall be the sum total of the requirements of the various uses, provided, however, where the operation of these different uses is such that the hours of operation or uses complement each other insofar as the parking demand is concerned, the Planning Commission may authorize a reduction in these requirements.

(D) Areas needed to meet the parking requirements of a particular building or use shall not be transformed or changed to another type of use, or transferred to meet the parking requirements of another building or use until the parking required for the original user of said parking area is provided at another location.

(E) Any building or use requiring five-tenths or more of a parking space shall be deemed to require the full space.

17.70.30 Design Requirements.

- a. Size and Access.** Each off-street parking space shall be not less than nine feet wide and 20 feet long, exclusive of access drives or aisles, and shall be of usable shape and conditions. At the Planning Commission’s discretion, up to 40 percent of the of—street parking requirement can be met with compact car spaces, which are a minimum of eight feet wide and sixteen feet long, and each space must be signed as a “Compact Car Only” space. Accessible parking spaces shall be provided in compliance with ORS 477.233. Specifically, one van accessible space (nine feet wide by 20 feet long, with an adjacent access aisle that is at least eight feet wide) shall be provided in any parking lot of 25 parking spaces or less. For each additional 25 parking spaces, one additional accessible parking space (nine feet wide and 20 feet long with an adjacent six-foot-wide aisle) shall be provided.
- b. There shall be** adequate provision of ingress and egress to all parking spaces. Where parking spaces do not abut on a public street or alley, there shall be paved access drives not

less than 12 feet in width for one-way traffic or 18 feet in width for two-way traffic, leading to the parking and loading spaces.

- c. **Surfacing.** Areas used for standing and maneuvering of vehicles shall have durable surfaces maintained adequately for all-weather use, and adequately drained. Durable surfaces are defined as asphaltic concrete and concrete. Such durable surface shall apply to all zoning districts. In addition, commercial and industrial zones shall be adequately drained as to avoid flow of water across sidewalks.
- d. **Lighting.** Any lighting used to illuminate any off-street parking area shall be so arranged as to reflect the light away from the adjoining premises in any R district.
- e. **Multiple Dwelling Parking Spaces.** Parking spaces for other than one and two-family dwellings shall be designed so that no backing movements or other maneuvering within a street other than an alley shall be required.
- f. **Service Drives.** Service drives shall have minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points 20 feet from their intersection.
- g. **Parking Spaces.** Parking spaces along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property or a street.
- h. **R-District Off-Street Parking or Loading.** In any residential district the off-street parking or lading areas shall not be located in a required front yard.
- i. **Parking Layout and Design.** The distances required for various parking lay-outs and designs shall be as approved by the Planning Commission and contained in the “design standards for off-street parking facilities.