

Chapter 11

Non-Motorized Transportation Plan

Overview

This chapter documents the review and assessment of needs, deficiencies, policies and improvement options affecting the bicycle and pedestrian transportation systems in Josephine County. Included is a discussion of the local and regional policy context for developing and maintaining the non-motorized travel modes, an evaluation of needs and deficiencies in the existing systems, a discussion of improvement strategies for enhancing and expanding these systems, and a summary of recommended improvements.

In rural Josephine County, bicyclists and pedestrians generally share the same facilities. Unlike urbanized areas – where bicyclists use designated lanes or wide shoulders, and pedestrians use sidewalks – rural facilities for non-motorized travel usually consist of wide shoulders and/or multi-use paths. As in most rural areas, bicycle/pedestrian needs are similar. Facilities that are deficient for one mode are usually deficient for the other, thus recommended improvements can benefit both modes. For these reasons, the following discussion of needs and recommended improvements apply to both the bicycle and pedestrian system.

Information contained in this chapter was obtained largely from the existing conditions inventory discussed in Chapter 3, as well as the goals and policies related to non-motorized travel from several relevant planning documents.

Consistency with Other Plans and Policies

The non-motorized (bicycle and pedestrian) portion of the *Josephine County Rural TSP* is influenced and guided by a number of plans, policies and programs at both the state and local level including the *Oregon Bicycle and Pedestrian Plan*, the Transportation Planning Rule (TPR), and a variety of local plans adopted by Josephine County and the Cities of Grants Pass and Cave Junction. The *Oregon Bicycle and Pedestrian Plan* (adopted by the Oregon Transportation Commission in June 1995) contains an overall “vision” of a transportation system with appropriate choices for all users; wherein streets, roads and highways are designed to encourage bicycling; and other elements are in place to accommodate non-motorized travel. Included in the document are planning principles pertaining to rural bikeways and walkways. The Plan notes that wide shoulders are appropriate to accommodate bicycle and pedestrian travel on rural roads, however there are locations (like high-intensity commercial development) that warrant the need for striped bicycle lanes and sidewalks. The document also includes guidelines for providing non-motorized facilities on routes parallel to state highways.

The TPR (State Planning Goal 12) requires the Oregon Department of Transportation (ODOT) and the cities and counties of Oregon to cooperate and develop balanced transportation systems, including bicycle and pedestrian facilities. Oregon Revised Statute (ORS) 366.514 further requires the provision of bicycle and pedestrian facilities as part of all arterial and major collector construction, reconstruction, or relocation projects where conditions permit. Additionally, in any fiscal year, at least one percent of road improvement funds in a jurisdiction must be allocated for bicycle/pedestrian projects. This amount is in addition to any spending to provide bikeways and/or walkways as part of road construction projects. In rural areas (which encompass roads covered by the TSP), roadway shoulders qualify as bicycle and pedestrian facilities on new or reconstructed roads.

Goal 4 of the of the *Josephine County Comprehensive Plan* addresses the mobility needs for those with special needs stating, “*The physically handicapped and transportation disadvantaged shall be considered in the design of transportation facilities and alternative transportation modes.*” This goal is particularly pertinent to the provision of pedestrian facilities that meet the standards required by the Americans with Disabilities Act (or ADA). Goal 9 of the *Comprehensive Plan* pertains to the development and preservation of energy resources and includes a supporting policy that encourages the construction of multi-use paths as a part of the reconstruction or development of new roads or streets, particularly to serve major shopping centers, recreational facilities and educational centers.

The *Josephine County Bicycle Master Plan* was prepared by the Josephine County/Grants Pass Bicycle Advisory Committee. Established by the County Board of Commissioners and Grants Pass City Council in 1978 this committee was tasked with creating a master plan for bicycle facilities in response to citizen requests to establish a plan for a network of meaningful bicycle routes in the City of Grants Pass and the surrounding areas. The *Bicycle Master Plan Proposal* was completed in 1982 and contains the following objectives:

- Coordinate the Bikeway Plan with any change in the city or county Transportation Plan or Comprehensive Plan that would affect the bikeways system;
- Incorporate the Bikeway Plan in design, road construction or reconstruction;
- Include facilities for bicycle parking in the planning requirements of new commercial areas, single and multi-use facilities and other developmental projects; and
- Encourage increasing bicycle parking facilities in existing commercial and developed areas.

The *Grants Pass Urban Area Master Transportation Plan* (adopted in 1997) provides a description of the planned bicycle and pedestrian system for the Grants Pass area. According to the Plan, the City’s future bicycle network will be realized by improving existing transportation facilities and providing additional connections to schools and major parks. Among the recommendations is a bicycle/pedestrian bridge spanning the Rogue River on the west side of the City. The Plan notes that adequate connections between this bridge and the surrounding bicycle/pedestrian network may eliminate the need to include bicycle lanes on the proposed “Fourth Bridge” (a nearby facility to be constructed sometime between 2006 and 2015). General recommendations like bicycle parking facilities and ongoing bikeway maintenance are also listed. The Master Transportation Plan also provides general recommendations for improving the City’s pedestrian system. Presently, the Grants Pass downtown core is well-served by sidewalks, but outer areas (specifically the southwest and southeast portions of the City) are underserved. The Plan recommends incorporating sidewalks into all new roadway construction and reconstruction.

The City of Grants Pass is also planning to construct the Rogue River Greenway, a multi-use path that will travel along the south side of the river initially between Tussing Park and Riverside Park. Using a combination of riverfront corridors and nearby streets, the path will eventually connect the Third Bridge (US 199) and the proposed Fourth Bridge (near the Josephine County Fairgrounds).

The *Cave Junction Transportation System Plan* was adopted in July 2001. The bicycle/pedestrian element provides a list of recommended improvements while noting the City’s limited funding. The document also notes that several recommended bicycle/pedestrian improvements are located on State and County roads, therefore falling under the responsibility of their associated agencies. US 199 is described as a physical barrier for bicyclists and pedestrians. Within city limits, the Cave Junction TSP recommends narrowing the highway’s interior lanes to provide wider outside lanes for shared vehicle/bicycle travel. Additionally, curb ramps are recommended at intersections along US 199 to provide better travel for persons with disabilities. For new facilities, the TSP calls for bicycle facilities on all arterials and collectors and for sidewalks on all new streets.

Needs

As discussed in Chapter 3, about 36 miles of the 576 miles of roadway maintained by the County include designated bicycle facilities. Existing facilities cover a limited geographic area and, in most cases, are disconnected and do not serve major destinations like schools and employment areas. All but two of the 36 miles have wider lanes classified as shared roadways; striped bike lanes exist on 1.5 miles of County roads. A shoulder width of 4 feet is generally the minimum standard to adequately accommodate shared bicycle/pedestrian travel on state highways and on other rural roadways without curbs. Most bicycle/pedestrian facilities are located on major and minor collector streets, which require minimum shoulder widths of 8 feet and 6 feet, respectively¹⁶. Although bicyclists and pedestrians are not restricted from using other County roads, narrow lanes and/or lack of shoulders make them less desirable than the designated facilities.

State highways in Josephine County also have shoulder segments wider than 4 feet, but the system is not continuous. Between Grants Pass and Cave Junction, US 199 generally has wide shoulders, but includes several segments with narrow shoulders. South of Cave Junction, wide shoulders are only found in vicinity of the community of O'Brien. OR 238 has wide shoulders between Grants Pass and Murphy, but narrows beyond Murphy. The Rogue River Loop Highway (also a state-owned facility) only has wide shoulders between US 199 and Marcy Loop. The entire segment of Interstate 5 in Josephine County has wide shoulders, but provides little comfort for bicycle/pedestrian travel due to speeds of vehicle traffic and level of truck traffic. Finally, OR 46 and the portions of OR 99 within County boundaries typically have shoulders less than 4 feet wide.

Most primary roadways in the County lack sidewalks, as do most of the roads serving destinations like schools and parks. Only a few streets have sidewalks on both sides, and those that do are either short streets or short segments. Sidewalks are provided on about two percent of Josephine County's total roadway system, with 12.5 miles of sidewalk on 67 streets. None of these road segments are in the rural network covered by this plan.

Figure 3-6 in Chapter 3 shows activity centers throughout the County, including parks, schools, rural centers, commercial nodes and popular recreational bicycling areas. The figure also shows County road and State highway segments where shoulders are at least four feet wide, the minimum to accommodate pedestrian and bicycle travel. There are many sections of State highways and County roads near the activity centers that lack shoulders or contain narrow shoulders, forcing bicyclists and pedestrians to travel in the motor vehicle lane or entirely off the road on an unpaved surface (which is often vegetated or used for drainage).

Non-motorized access to and from activity centers is important for the County transportation system, as these areas currently generate or have the potential to generate the greatest number of trips in rural Josephine County. Not only will improved bicycle/pedestrian access to these centers increase safety for these modes, the improvements have the potential to reduce the number trips made via personal automobile.

Appendix A attached to TSP Technical Memorandum #2: Existing Conditions lists the Collector roadway segments shown on Figure 3-6 that are within one mile of activity centers and have hard-surfaced shoulders less than four feet wide. Nearly 86 miles of roadway are considered "deficient" due to these characteristics. Improving shoulder widths on these segments would flesh out the system, providing safety benefits for pedestrians, bicyclists, transit patrons, as well as motor vehicle operators.

¹⁶ Josephine County Roadway Traffic and Management Plan.

In 2003, the Josephine County/Grants Pass Bikeways Committee met to discuss recommendations for the *Rural Transportation System Plan*. The committee created several guiding principles intended to serve as a blueprint for bicycle facility planning. These principles include:

- Accounting for bike lane design standards for all roads subject to the TSP;
- Considering bike lane construction within a 2- to 3-mile radius of all schools and parks;
- Requiring driveway aprons to be paved in order to reduce dirt and gravel accumulation on bike lanes and shoulders; and
- Implementing appropriate signing, striping, sweeping and ongoing maintenance programs.

The Committee also generated a list of specific facilities in need of new or improved bicycle facilities. As the initial list included almost all classified roads in the County, the Committee developed criteria to assign priority to the desired projects. The following criteria were used to shorten the desired project list:

- Likelihood of the facility to be used by bicyclists and pedestrians;
- Facility serves as a commuter link;
- Facility serves as a school route;
- Facility serves as a recreational/tourism route; and
- Cost and relative ease of implementation.

It should be noted that many people in the rural portions of the County have an interest in horseback riding. While this travel mode is not explicitly addressed in the Transportation Planning Rule or state guidelines for transportation system plan development, opportunities to develop equestrian trails should be explored in conjunction with the development of multi-use pedestrian and bicycle facilities. Key issues to be addressed must, at a minimum, include separation from motorized traffic (for safety) and pavement surfacing (where there may be competing needs from bicyclists and pedestrians for a different pavement type). It may be appropriate for some equestrian facilities to be developed outside of roadway corridors in conjunction with other recreational facility development (such as parks or the Rogue River Greenway).

Strategies

A number of strategies were developed to provide the basis for policies and priorities to guide Josephine County's bicycle/pedestrian facility improvements in the coming decades. In part, these strategies were derived from existing policies and an assessment of existing deficiencies, as well as current improvement programs.

To start, the Josephine County/Grants Pass Bikeways Committee generated a list of specific facilities in need of new or improved bicycle facilities. The criteria listed above were used to shorten the list of projects to four specific roadways recommended for bicycle facilities and to be included in the TSP:

- Rogue River Loop Highway (entire distance) and Lower River Road (between Rogue River Loop Highway and Grants Pass UGB)
- Monument Drive between North Valley High School and Hugo Road
- OR 99 between Grants Pass UGB and the Josephine/Jackson County line
- OR 238 between Grants Pass UGB and the Josephine/Jackson County line

Five improvement “scenarios” were initially developed for the TSP, each focusing on a different aspect of the transportation system that stakeholders identified as important for the *Josephine County Rural TSP*. These improvement scenarios provided the initial step in assigning priority to County transportation needs. For each scenario, individual improvements were identified, analyzed and ranked according to a set of qualitative and quantitative criteria developed by stakeholders.

Each scenario has a different emphasis to reflect a range of policy and financial choices for the County. The five TSP scenarios included:

- No Build Scenario – this scenario includes no new projects and is limited to existing committed funding sources, which are largely devoted to a minimal program of roadway maintenance projects. This scenario assumes no new funding.
- Maintenance Scenario – this scenario includes no new capacity projects but focuses on enhancing the County’s existing maintenance program and providing needed repair or replacement of existing structurally deficient bridges.
- Safety Scenario – this scenario focuses on projects addressing vehicle safety, and safety enhancements for non-motorized travel mainly within one mile of rural activity centers.
- Mobility/Accessibility Scenario – this scenario includes potential solutions for projected future mobility needs, including congested roadways and intersections, and improvements aimed at enhancing multi-modal accessibility – particularly for transit riders.
- Economic Development Scenario – this scenario includes improvements that would enhance freight mobility and accessibility to employment centers in the rural portions of the county, and would enhance transportation infrastructure that would support the expansion of recreational and tourism activity. Included are projects that improve access to industrial and commercial land, bicycle/pedestrian improvements to highways that could be used for bicycle touring consistent with the County’s adopted *Bicycle Master Plan*, and potential rail improvements within or otherwise benefiting the county.

Each scenario differs in the degree to which the County’s non-motorized system would be improved, as shown in Table 11-1. The five “scenarios” were assessed using the project evaluation method and criteria discussed in Chapter 5. Projects were rated based on their effectiveness in meeting a wide-ranging list of criteria including safety, non-motorized travel benefits, potential environmental impacts, and benefit for groups that are transportation-disadvantaged (Appendix D presents the matrices for projects initially evaluated in each scenario). The intent of this process was to ultimately develop a financially-constrained or “preferred” alternative. While the scoring method was used to establish a list of high priority projects, this evaluation was augmented by discussions between County staff and the County’s Bicycle Advisory Committee which identified it’s own priority list.

Based on the prioritization analysis, three “tiered” improvement alternatives were developed: Tier 1 (based on existing levels of funding), Tier 2 (assuming enhanced revenue for transportation improvements), and Tier 3 (representing the full list of potential improvements that respond to identified needs). Tier 1 projects are identical to those listed in the No Build Scenario, which includes no new bicycle or pedestrian projects and is limited to existing funding sources that are focused on a minimal program of maintenance projects. The Tier 3 project list includes all specific improvements that meet the identified needs described in the five scenarios. Tier 2 is recommended as the “Preferred Alternative” for the TSP.

Table 11-1

Bicycle/Pedestrian System Improvements Associated with Each Improvement Scenario

Scenario	Bicycle/Pedestrian System Improvement Projects
No-Build	<ul style="list-style-type: none"> Programmed routine roadway and bikeway maintenance
Maintenance	<ul style="list-style-type: none"> Expanded roadway and bikeway maintenance Widen/surface shoulders on New Hope Road (Hidden Valley Road to OR 238) Widen/surface shoulders on Pine Crest Dr/Plumtree Lane (Camp Joy Rd to Upper River Rd) Widen/surface shoulders on Cloverlawn Drive (East View Place to Jaynes Drive) Widen/surface shoulders on Lakeshore Drive (US 199 to McMullen Creek Road) Widen/surface shoulders on Laurel Road (US 199 to OR 46)
Safety	<ul style="list-style-type: none"> Improve shoulders (to 4-foot minimum) on existing Major/Minor Collector Roadways within one mile of rural activity centers
Mobility and Accessibility	<ul style="list-style-type: none"> No identified bikeway improvement
Economic Development	<ul style="list-style-type: none"> Add bicycle lanes on Monument Drive (North Valley High School to Hugo Road) Add bicycle lanes on Rogue River Loop Highway (entire distance) and Lower River Road (Rogue River Loop Highway to Grants Pass UGB) Add bicycle lanes on OR 99 (Grants Pass UGB to Josephine/Jackson County line) Add bicycle lanes on OR 238 (Grants Pass UGB to Josephine/Jackson County line) Balance of bikeways recommended in the Josephine County Bicycle Master Plan

In developing the recommended list of priority bicycle and pedestrian facility projects, consideration was also given to exploring opportunities to use existing or abandoned railroad rights-of-way within the county for these modes. There are currently no abandoned railroad rights-of-way that would be appropriate for non-motorized transportation development. Any use of the existing Central Oregon and Pacific Railroad’s (CORP’s) right-of-way would require coordination with and agreement by CORP, the owner/operator of active rail service within the right-of-way. Challenges with using this right-of-way would include, but not be limited to, providing separation and protection from train operations, providing new structures for creek or ravine crossings, and ensuring adequate road crossing protection.

Action Plan

Draft Bicycle and Pedestrian System Goals and Objectives

Early in the TSP development process, the County developed a number of draft TSP goals and objectives for the future transportation system. Draft goals and supporting objectives pertinent to bicycle and pedestrian facility planning and development are listed below (numbers reflect the numbering of the complete list of goals and objectives):

Goal 3: Provide sufficient capacity within the transportation system to accommodate future demand.

- *Objective 1 - Satisfy Transportation Planning Rule requirements for system capacity and for encouraging the use of alternative modes of transportation.*
- *Objective 3 - Encourage alternative modes of transportation by providing for a choice in modes.*

Goal 10: Plan for a transportation system that is environmentally responsible.

- *Objective 1 - Provide for choice with regard to the use of alternative modes of transportation.*

Policies and Recommendations

Policies and specific recommendations were developed as a means to support the TSP goals and objectives. The policies and recommendations are intended to provide a more-detailed guide toward meeting the County's short- and long-term transportation needs. The policies and recommendations listed below apply to the Josephine County bicycle and pedestrian systems.

Policy 11-A: Josephine County shall construct bicycle lanes/wide shoulders on all new arterial or collector roadways or as part of all projects on arterials or collectors involving major reconstruction as conditions permit.

- **Recommendation 11-A (1):** Include bicycle lanes or wide shoulders when new arterial or collector roads are constructed, or when existing facilities are reconstructed as conditions permit.

Several of the recommended projects listed in this chapter consist of widening county roads to provide adequate shoulder widths to accommodate bicycle and pedestrian travel. As mentioned earlier, wide shoulders generally serve the needs of pedestrians on rural roadways while sidewalks are provided in urban areas. However, this criterion is not absolute in that installation of sidewalks may be appropriate along some rural roads, particularly in the vicinity of schools and/or rural activity centers.

While providing wide shoulders consistent with County standards on all arterial and collector roads would contribute to an ideal bicycle/pedestrian environment, this may not be feasible due to constraints such as right-of-way, built or natural environmental impacts, extraordinarily high costs or other factors. Ultimately inclusion bicycle/pedestrian amenities on existing and new roads will not only expand the non-motorized transportation network, but will also provide more travel options.

- **Recommendation 11-A (2):** Work closely with the Oregon Department of Transportation to improve bicycle/pedestrian facilities on the state highway system.

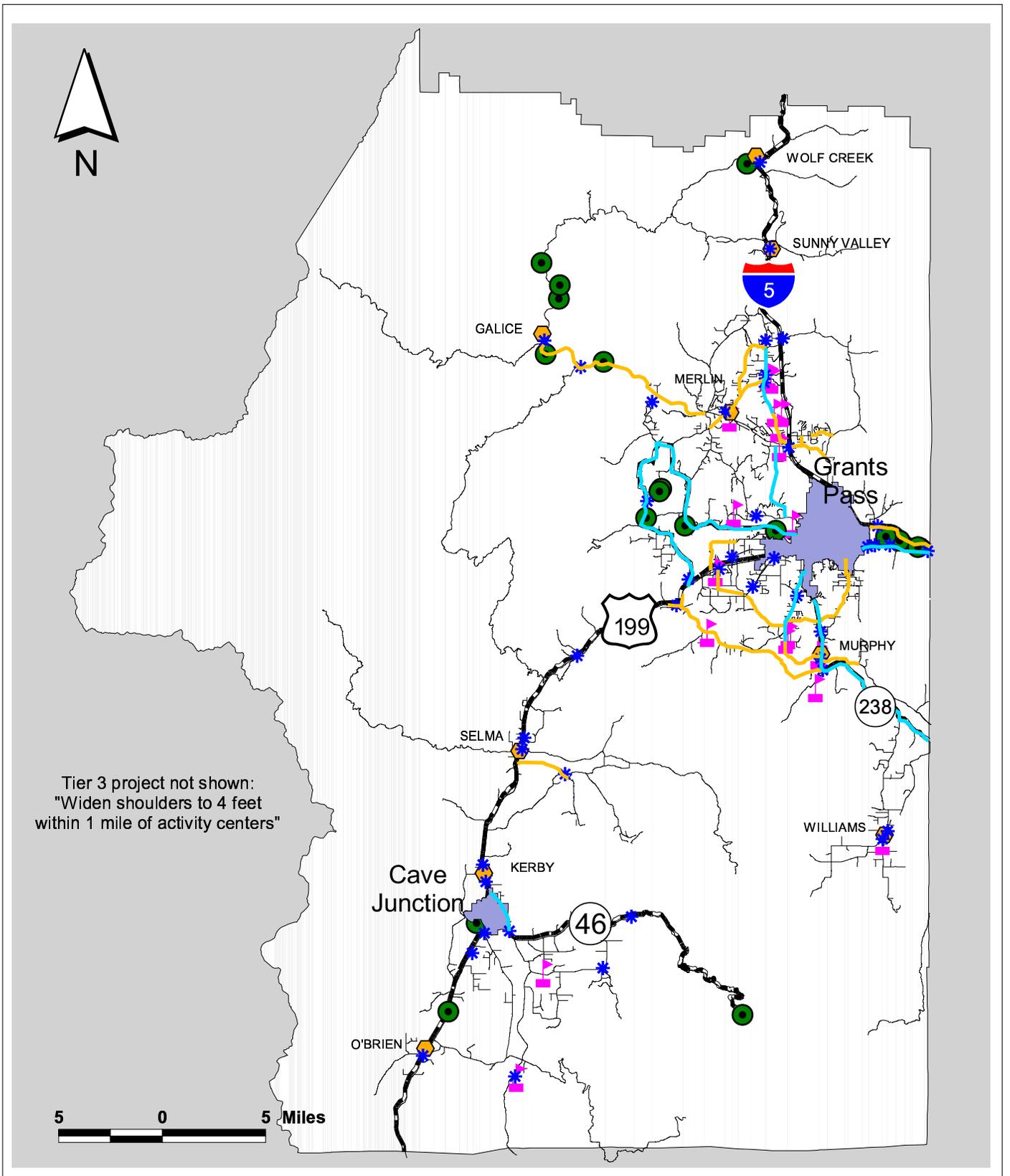
While bicycle/pedestrian facilities are fragmented on state highways in Josephine County, incremental improvements (like filling in gaps) will improve facilities, in some cases, without substantial capital requirements.

Policy 11-B: Josephine County shall pursue a variety of funding options for enhancing the bicycle and pedestrian system, with particular emphasis on implementation of the high priority projects identified in the TSP.

- **Recommendation 11-B (1):** As funding becomes available for bicycle/pedestrian construction projects, Josephine County shall assign the highest priority to projects on the Tier 2 (preferred alternative) list.

A handful of bicycle/pedestrian projects from the various improvement "scenarios" (described above) were selected for the Tier 2 project list. Most Tier 2 projects were selected from the Maintenance and Economic Development scenarios, as these scenarios contain the greatest number of general improvements. The Safety and Mobility Scenarios do not include any additional bicycle/pedestrian-related projects. Illustrated in Figure 11-1, the following list identifies the recommended Tier 2 bicycle/pedestrian improvements (in no particular order). These projects are also included in the list of Tier 2 roadway improvements illustrated in Table 6-5.

- Programmed routine roadway and bikeway maintenance



-  Tier 2 Projects
-  Tier 3 Projects
-  State Highway
County Roads
-  Urban Growth Boundary

- Activity Centers
-  Hospital
 -  Park
 -  School
 -  Commercial Node
 -  Rural Activity Center

Figure 11-1: Recommended Bicycle/Pedestrian Facilities

- Widen/surface shoulders on Pine Crest Drive/Plumtree Lane (Camp Joy Road to Upper River Road)
 - Widen/surface shoulders on New Hope Road (Hidden Valley Road to OR 238)
 - Widen/surface shoulders on Laurel Road (US 199 to OR 46)
 - Add bicycle lanes on Monument Drive (North Valley High School to Hugo Road)
 - Add bicycle lanes on OR 99 (Grants Pass UGB to the Josephine/Jackson County line)
 - Add bicycle lanes on OR 238 (Grants Pass UGB to the Josephine/Jackson County line)
 - Add bicycle lanes on Rogue River Loop Highway (entire distance) and Lower River Road (Rogue River Loop Highway to Grants Pass UGB)
- **Recommendation 11-B (2):** Upon the completion of Tier 2 bicycle/pedestrian projects, Josephine County shall work to implement the recommended improvements on the Tier 3 list.

Similar to the Tier 2 list, projects on the Tier 3 list are from the Maintenance, Safety and Economic Development scenarios. Among the Tier 3 recommendations is the completion of the recommended projects listed in the Josephine County *Bicycle Master Plan* not appearing on the Tier 2 list. Illustrated in Figure 11-1, the following list identifies (in no particular order) the recommended Tier 3 bicycle/pedestrian improvements.

- Widen/surface shoulders on Cloverlawn Drive (East View Place to Jaynes Drive)
- Widen/surface shoulders on Lakeshore Drive (US 199 to McMullen Creek Road)
- Improve shoulders (to 4-foot minimum) on arterial and collector roadways within one mile of activity centers
- Add bicycle amenities to facilities listed the *Bicycle Master Plan* (not appearing on the Tier 2 list):
 - Applegate Avenue/Leonard Road (US 199 to Breezy Lane)
 - Demaray Drive (Woodland Park Road to Midway Avenue)
 - Donaldson Road (Highland Avenue to Granite Hill Road)
 - Fish Hatchery Road (US 199 to New Hope Road)
 - Foothill Boulevard (Grants Pass UGB to Josephine/Jackson County line)
 - Grants Pass Road (Merlin Road to Monument Drive)
 - Jaynes Drive (New Hope Road to Cloverlawn Drive)
 - Merlin-Galice Road (Galice Road to Azalea Drive Cutoff)
 - Monument Drive (Merlin Road to North Valley High School)
 - New Hope Road (milepost 3.7 to OR 238)
 - North Applegate Road (OR 238 to east of Board Shanty Creek Road)
 - Pleasant Valley Road (Merlin Road to Monument Drive)
 - Robertson Bridge Road (Azalea Drive Cutoff to Merlin-Galice Road)
 - Russell Road (Pleasant Valley Road to Three Pines Road)
 - Soldier Creek Road (Donaldson Road to Lloyd Drive)
 - Soldier Creek Road (Nelson Way to Granite Hill Road)
 - Stringer Gap Road (Jerome Prairie Road to New Hope Road)
 - Three Pines Road (Russell Road to Oxyoke Road)
 - Woodland Park Road (Redwood Avenue to Demaray Drive)

Policy 11-C: Josephine County shall identify and work cooperatively with other agencies to develop multi-use paths.

- **Recommendation 11-C (1):** Work closely with the City of Grants Pass to determine the feasibility of extending the Rogue River Greenway to Tom Pearce Park and Schroeder Park.

Few if any multi-use paths exist in rural Josephine County. While these facilities are more common in urban areas, a rural non-motorized transportation system can also benefit from them. A long-term goal of the City of Grants Pass is to construct the Rogue River Greenway (discussed earlier) on the south side of the Rogue River between the third bridge (US 199) and the future fourth bridge. The path will use a combination of streets and riverfront corridors. While extensive time may be needed for the planning process, Josephine County has an opportunity to expand on this concept. Collaboration between the two agencies can potentially result in an extended multi-use path to serve additional destinations like Shroeder Park.

Policy 11-D: Josephine County shall work to improve the bicycle and pedestrian system environment by implementing appropriate safety and operational improvements.

- **Recommendation 11-D (1):** Maintain accurate data of bicycle/pedestrian volume and accident data, and evaluate contributing causes to bicycle and pedestrian accidents.

On rural roadways, bicyclists and pedestrians often must share the road with vehicles moving at high speeds. In addition, intersections along these facilities typically do not provide bicycle lanes and protected crossings to accommodate non-motorized travelers. Crash data reveals that most bicycle and pedestrian-related collisions occur at intersections. Performing accurate record keeping of bicycle/pedestrian volume and accident data is a first step toward implementing safety measures. Evaluating the causes of bicycle and pedestrian accidents will enable the County to identify and prioritize road or intersection improvements to address potential safety problems such as limited sight distance or lack of clear right-of-way.

- **Recommendation 11-D (2):** Where appropriate, consider installing “Share the Road” signage along rural arterial and collector roadways that do not have wide shoulders or designated bicycle lanes.

Policy 11-E: Josephine County shall work cooperatively with other agencies to encourage development and implementation of a countywide bicycle/pedestrian safety program.

- **Recommendation 11-E (1):** Ensure that Josephine County employees, particularly Sheriff’s Department staff, have adequate training regarding bicycle/pedestrian safety and enforcement issues.
- **Recommendation 11-E (2):** Encourage and support efforts by County schools or other organizations to develop and use a bicycle/pedestrian safety curriculum for students.
- **Recommendation 11-E (3):** Consider installing signage along roadways where bicycle touring or other significant bicycling activity is expected advising travelers of the “rules of the road” pertaining to motorists and non-motorized travelers.

Policy 11-F: Josephine County shall encourage walking and bicycling as viable modes of travel.

- **Recommendation 11-F (1):** Include facilities for bicycle parking in the planning requirements for new commercial areas, single and multi-use facilities and other development projects.
- **Recommendation 11-F (2):** Provide for secure bicycle storage facilities within rural activity centers and other major destinations that generate bicycle/pedestrian traffic.
- **Recommendation 11-F (3):** Support organized community events that promote bicycling and walking like the Evans Valley Biathlon.

Policy 11-G: Josephine County shall support the activities of local citizen committees that focus on Countywide bicycle and pedestrian issues.

- **Recommendation 11-G (1):** Coordinate bicycle/pedestrian planning efforts with the Grants Pass/Josephine County Bikeways Committee, and assign additional responsibilities to the committee.

The Josephine County/Grants Pass Bikeways Committee played a vital role in developing the County *Bicycle Master Plan*, and played a key role in developing the non-motorized transportation recommendations in the TSP. This Committee should continue to have strong involvement in issues dealing with bicycle travel in the County. In addition, the committee should take on the role of supporting pedestrian transportation efforts. The committee should be charged with promoting and upholding the bicycle/pedestrian-related goals and objectives established in this document. This committee could be instrumental in refining the recommendations of the TSP and developing priorities for implementation. Additionally, as Josephine County continues to grow, the committee should ensure that conditions of development approval levied on land development support the non-motorized element of the TSP, and are met. This committee should also increase education to promote bicycle/pedestrian safety, which can be attained by implementing the education Action Items listed above.

Policy 11-H: Josephine County shall provide routine maintenance to ensure the long-term viability of the bicycle and pedestrian transportation system.

- **Recommendation 11-H (1):** Establish a maintenance schedule and budget for roads with wide shoulders, designated bicycle lanes or facilities with higher bicycle/pedestrian traffic.

Ongoing maintenance is important to maximize the investment in bicycle and pedestrian facilities. Maintenance should provide for periodic removal of debris including small branches and other roadside debris that could create safety hazards for a bicyclist or pedestrian. This also includes regular pruning of trees and shrubbery extending onto the roadway. Cracks and potholes impede safe non-motorized travel, and should also be remedied promptly. When cracks and potholes on roadway shoulders are repaired, any repaving or overlay should span the entire width of the shoulder or bicycle lane (regardless of crack or pothole size). This will enhance safer bicycle travel, as pavement “ridges” parallel to the direction travel can create a safety hazard.

Policy 11-I: Explore opportunities for coordination and cooperation with state and federal agencies in examining innovative means of providing or funding pathways, trails and equestrian facilities.

Policy 11-J: Explore opportunities for development of non-motorized transportation facilities within the Central Oregon and Pacific railroad right-of-way, or within abandoned railroad rights-of-way as these become available.