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Grants Pass to Rogue River Multimodal Plan



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01.

What is the Rogue River Greenway Multimodal Plan?

The Grants Pass to Rogue River Multimodal Plan (Plan) is a longstanding community vision to connect the cities of Grants Pass and Rogue River by an extension of the Rogue River Greenway.

This Plan is a multijurisdictional and collaborative effort between the Oregon Department of Transportation (ODOT), the City of Grants Pass, the City of Rogue River, Jackson County, and Josephine County. It aims to establish a continuous multimodal trail extending from the eastern edge of the City of Grants Pass in Josephine County to the Depot Street Bridge in the City of Rogue River in Jackson County. The Plan summarizes the findings of a comprehensive study to determine the best suited trail alignment, prioritizing connectivity, safety, and mobility for people walking and biking and other non-motorized users.



02 The Regional Greenway Vision



The Rogue River Greenway is an integral component of Southern Oregon's active transportation network. The regional vision is to provide a greenway and trail connection extending from Grants Pass to Ashland, linking the Rogue River Greenway with the Bear Creek Greenway. This connection aims to provide a continuous, accessible route designed to accommodate users of all ages and abilities.

This vision has been adopted as part of the Jackson County Transportation System Plan and explored as a part of the Rogue River Greenway in the Josephine County Transportation System Plan.

The Grants Pass to Rogue River Multimodal Plan trail is a key link in Southern Oregon's active transportation network. Filling this gap is a crucial component of the larger regional active transportation system.

As part of the Rogue River Greenway, it will extend 30 miles to Central Point, connecting with the 20-mile Bear Creek Greenway for a continuous route from Ashland to Grants Pass. These multi-use trails enhance mobility, support recreation, and provide safe and sustainable connections between communities, parks, schools, and transit hubs.

Figure 1 shows the vicinity and regional context of the proposed trail.



Figure 1. Regional Context Map

Focus Area for Greenway Improvements

The Plan focus area is the approximately 8-mile corridor between the City of Grants Pass and City of Rogue River' consisting of Rogue River Highway (OR99) and Foothill Boulevard.

Goals and Objectives

The primary goal of the Plan is to create a multimodal connection between the cities of Grants Pass and Rogue River. The plan is guided by two main objectives:

- 1

Identify the best-suited route for the trail along the general vicinity of Foothill Boulevard (north of the Rogue River) or Rogue River Highway (south of the Rogue River). The selected route will best achieve the objective of providing a safe, convenient, aesthetically pleasing, and conducive facility for commuting and recreation.
- 2

Refine the route selected, capitalize on the existing aesthetic resources of the area, and advance the concept design for a future trail.

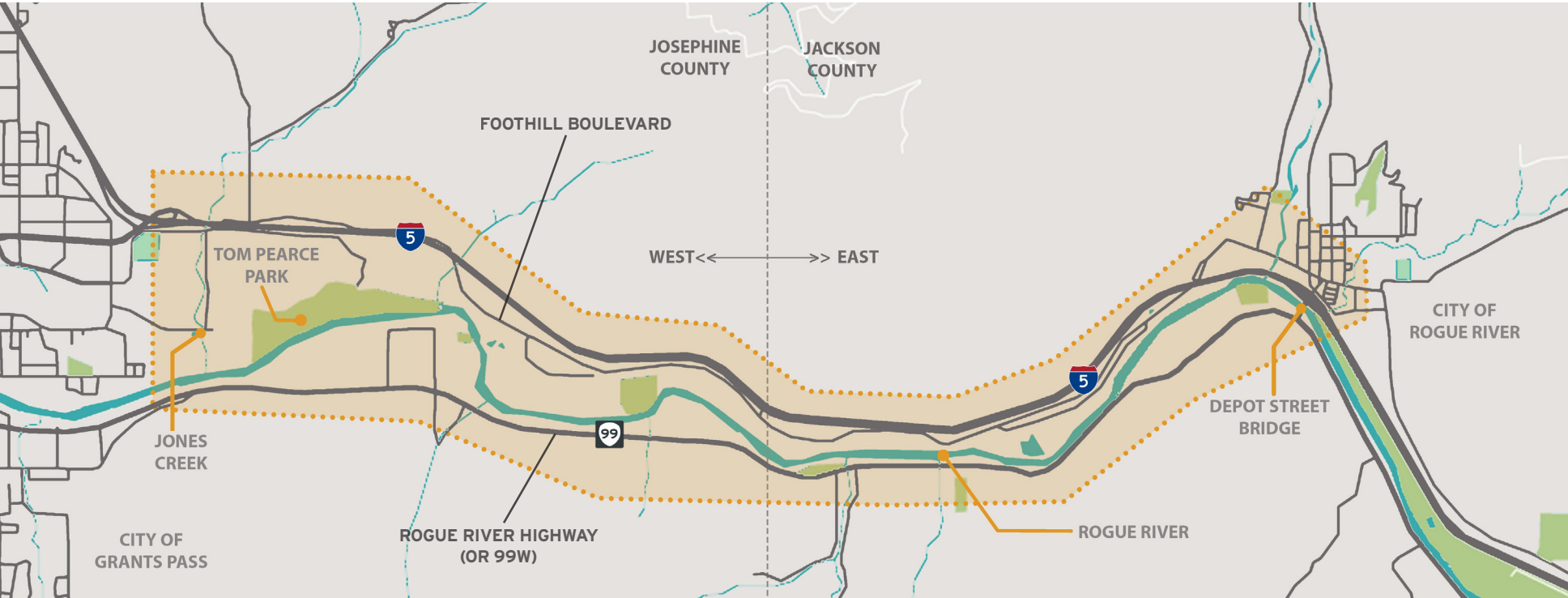
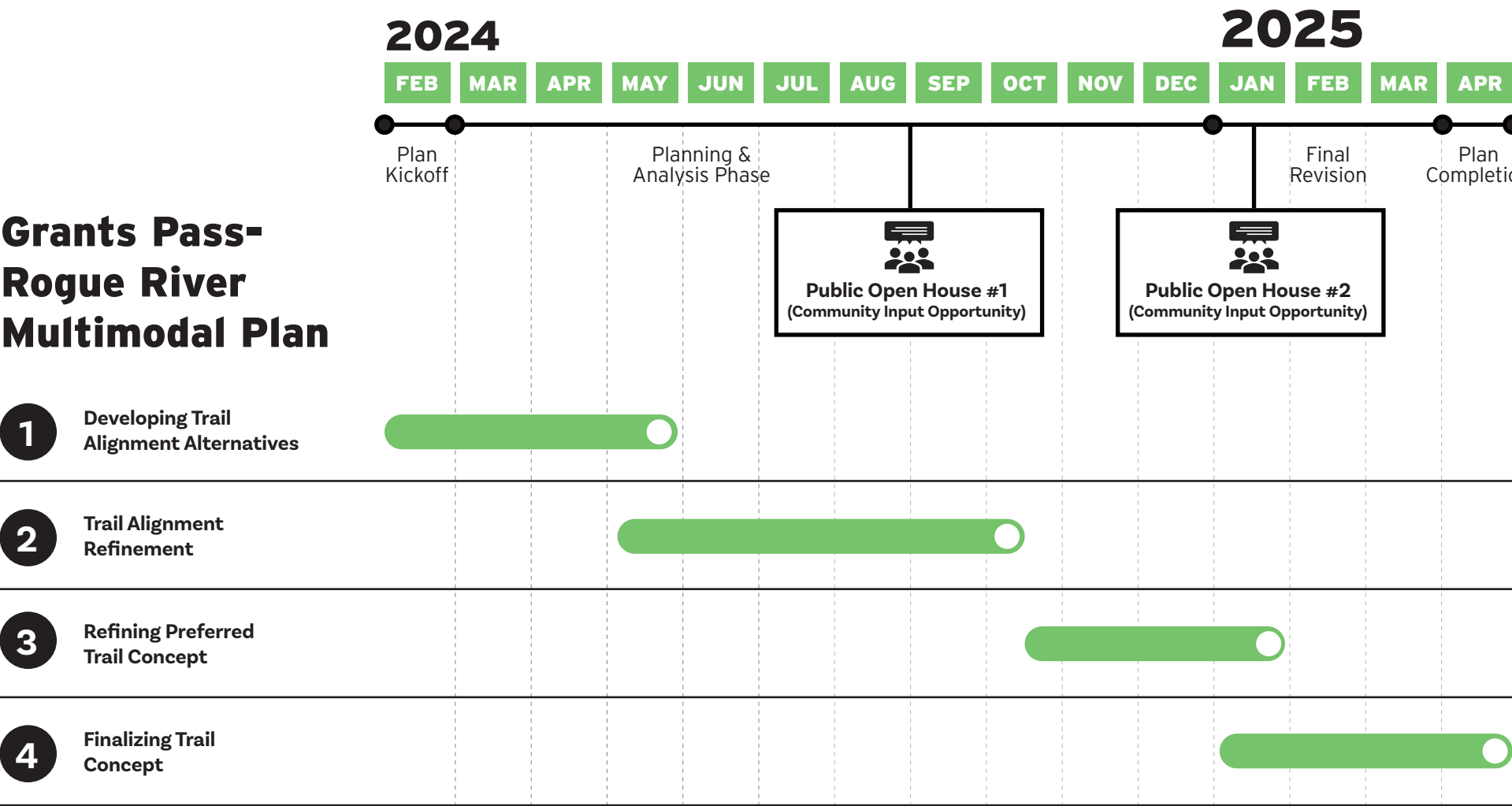


Figure 2. Focus Area

Plan Timeline

The development of the Plan spanned roughly 1 year and 2 months, from February 2024 to April 2025. The process was organized into four key stages:





03.

Who Participated in the Planning Process?

Gathering community input was central to the development of the Plan. Community members and interested parties were invited to share their ideas for the trail, including route alignment selection, priorities, design, and implementation considerations.

Engaging the Public

Public engagement played a critical role in selecting the preferred trail alternative, ensuring that the priorities of both the public and project partners were considered. Public outreach and engagement events took place on August 29, 2024, and January 14, 2025. The events also had an online counterpart, allowing remote participants to vote, voice concerns, and access more information regarding the Plan.

Targeted Partner Outreach

Two rounds of targeted Partner Outreach were conducted with local indigenous groups, local infrastructure representatives, and local and state Greenways and Parks representatives. Partner Outreach #1 included a series of focus group interviews relevant to the project and the study area. The interviews primarily focused on gathering insights related to the trade-offs between the two best-suited trail alignments and other potential concerns.

Partner Outreach #2 also included a series of focus group interviews structured to gather new insights from attendees, reflecting the project's progress and analysis. This event was designed to cover topics such as maintenance and operations, phasing, funding, challenges, and next steps in the design phase.

Project Management Committee (PMT)

The Project Management Team (PMT) comprised officials from each participating city and county, playing a crucial role in the planning process. PMT expertise provided invaluable insights into their respective jurisdictions, assisted the consultant team in gathering essential information, and ensured that the planning efforts were informed by local knowledge and priorities.

Project Advisory Committee (PAC)

The Project Advisory Committee (PAC) consisted of a range of community, agency, and other partners with a keen interest in transportation in the Rogue Valley region. The PAC met in August 2024 to discuss the technical analysis and the two best-suited alignments of the Plan and again in January 2025 to indicate a preference for developing a trail along the north side of the Rogue River Highway. The PAC meetings were followed by Decision Maker Meetings (DMM) to finalize decisions and advance the Plan with well-informed guidance.

"I am delighted the Northern [shoulder] route was selected since I currently follow much of that route. **It would be so much safer to have more separation from the cars than the current shoulder.**"

"It is a great opportunity to host running and bicycling events as well as helping Rogue River High School attain the greatness it used to hold in the running community."

"Would be a great alternative than having to ride the highway alongside cars."

“What We Heard

"I frequently see children walking and riding along HWY 99 towards Grants Pass, that's dangerous. It'll be great when this project is completed."

"I'm very excited for the completion of this project. We currently drive to rogue river to access the greenway for biking or walking."

"I'm excited this may actually happen! The trail to Gold Hill is safe and a beautiful ride. I look forward to being able to ride all the way there from GP."

"Safety is always my biggest concern so having a trail that is accessed by bikes & pedestrians only is important."

"I also live on Rogue River Highway in Grants Pass and work in Rogue River, from my perspective **it would be nice to be able to cycle commute between the two cities.**"



Trails are great, would love to see ways for the trail to be visible to keep it safe.

Just hoping for a good size buffer so it is comfortable to take the kids.

It will help create a cohesive Rogue River Valley.

I'd like to see the trail completed as quickly as possible. It will be a tremendous addition to the biking infrastructure in the Rogue Valley.

It's great to be encouraging people to be outside, moving around, and having fun.

At the end of the day, connecting Grants Pass to the rest of the Rogue Valley's Greenway is the most important goal, and while this may not be the most serene section of trail, **it will be a critical corridor connecting the two communities.**





04.

Planning the Rogue River Greenway Trail

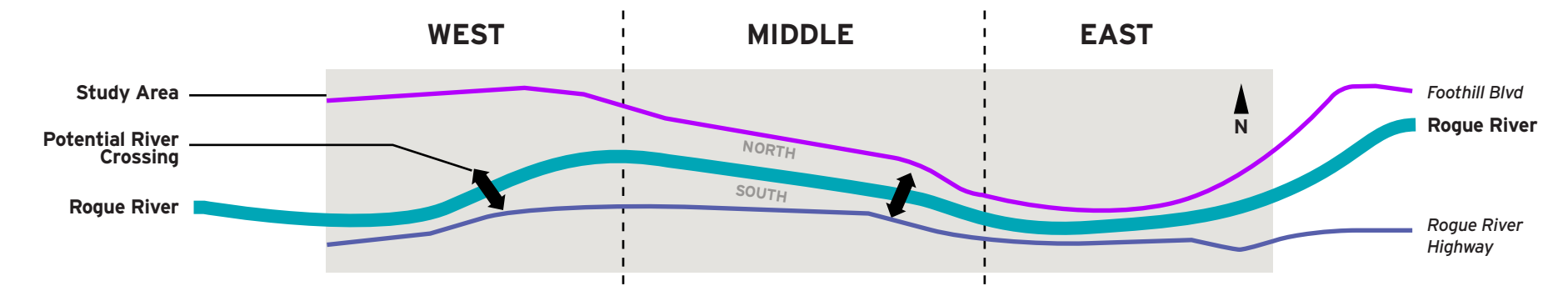
A comprehensive process was undertaken to identify the most suitable and feasible trail alignment between Grants Pass and Rogue River. The process began with identifying several potential routes, which were evaluated through a two-step screening process: a preliminary screening, followed by a detailed evaluation process. This assessment narrowed the options to two optimal alignments—one north and one south of the Rogue River. Feedback from the PMT, partners, and the public led to the selection of the preferred trail alignment. The graphic below illustrates each step of this process.



Developing Potential Trail Alignments

Sixteen potential trail alignment alternatives were identified based on a review of background documents and materials; site visits and a walking tour conducted on March 4, 2024; input from the PMT; and community outreach efforts, including discussions with local organizations.

The preliminary alignment alternatives were grouped into north and south alignments based on their proximity to the Rogue River. The north alignments generally follow Foothill Boulevard, while the south alignments follow Rogue River Highway. To provide a more detailed assessment, the study area was divided into three segments: west, middle, and east (shown below). Opportunities for potential river crossings via pedestrian and bicycle bridges were conceptually explored.



The segmentation allowed for a thorough evaluation of each alignment alternative. The specific segment's alignment alternatives and extents are described below:

West Alignment Alternatives

The West Alignment extends from Jones Creek to Averill Drive, near Grants Pass. This segment included six alignment options—three on each side of the river—with connections to existing trails, such as the Tom Pearce Park Trail, and key destinations like Riverside Park.

Middle Alignment Alternatives

The Middle Alignment covers the area from Averill Drive to Fielder Lane, spanning the boundary between Josephine and Jackson counties near the Grants Pass Irrigation District. This segment featured five alternatives—three on the north side and two on the south.

East Alignment Alternatives

The East Alignment runs from Fielder Lane to the Rogue River Greenway trailhead near Depot Street Bridge. This segment consisted of five alternatives—four on the north side and one on the south.

The preliminary trail alignments followed a range of corridor types and opportunities including roadways, railroads, and waterway canals. Four potential river crossings were identified in the study area that could provide a north-south connection across the Rogue River.

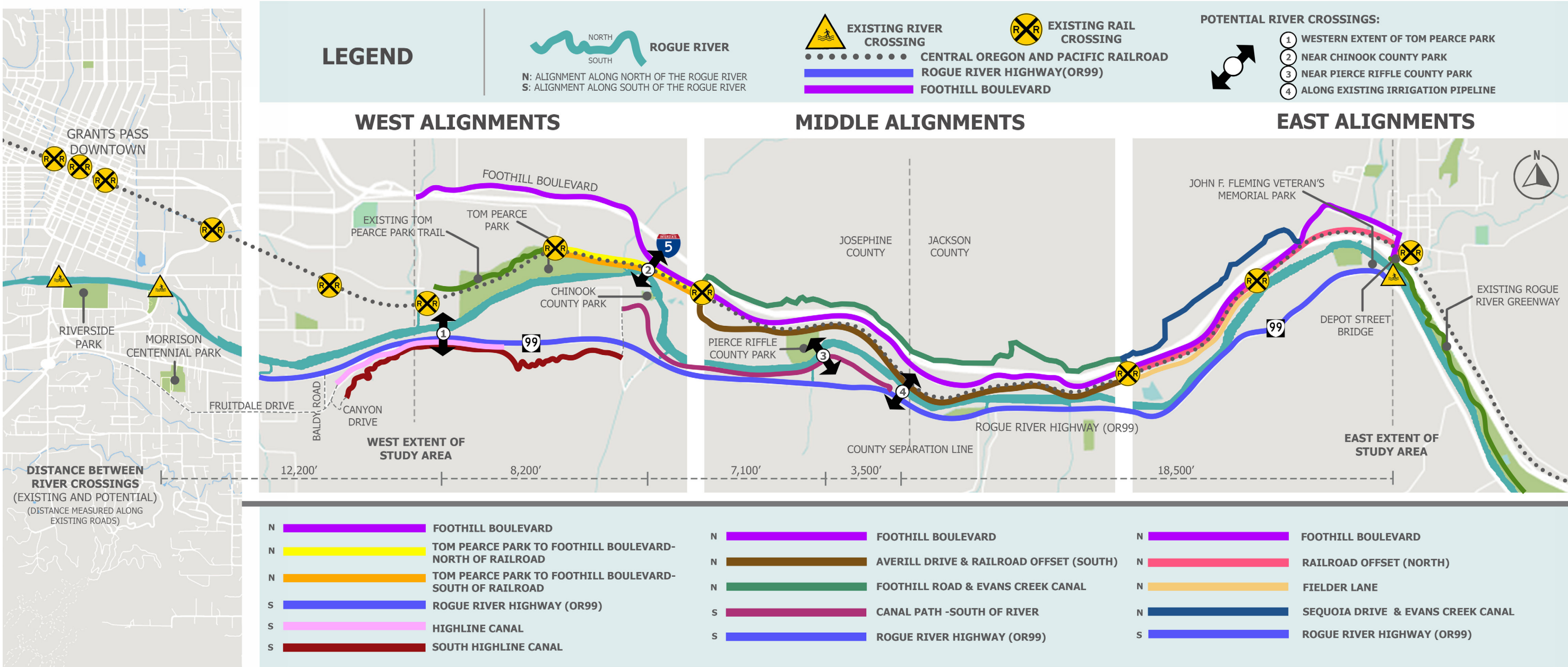


Figure 3: West, Middle and East Alignments

Evaluating the Trail Alignment Alternatives

STEP 01

Preliminary Screening

A preliminary evaluation screening was applied to the initial set of alignment alternatives. This initial screening narrowed the alternative list from 16 potential trail alignments to 10. Each alignment presented unique challenges and opportunities. The purpose of the preliminary evaluation screening was to identify fatal flaws of the preliminary alignment alternatives before advancing into a detailed evaluation. The preliminary evaluation screening eliminated alignments based on the following criteria:



Magnitude of Cost

Assessed based on planning-level qualitative infrastrucure, earth work and right-of-way needs.

Alignments were eliminated if they required unfrastucture or earthwork that was unattainable.



Feasibility

Assessed based on the consideration and anticipated barriers to implementation as they relate to railroad impacts and coordination, private property impacts and canal access.

Alignments were eliminated if they exceeded grades of 5% or required access to an unobtainable right-of-way.



Alignment Continuity

Assessed based on an alignment's ability to continuously connect and traverse the full length of the study area.

Alignments were eliminated if they only covered a segment of the study area and could not connect trails or existing routes.

STEP 01

	Section	Alternative Alignment					Screening Results
North of Rogue River	West		Foothill Blvd	✓	✗	✓	Remove
			Tom Pearce Park to Foothill North of Railroad	✓	✓	✓	Advance
			Tom Pearce Park to Foothill South of Railroad	✓	✓	✓	Advance
	Middle		Foothill Blvd	✓	✓	✓	Advance
			Averill Drive + Railroad Offset (South)	✓	✓	✓	Advance
			Foothill Road and Evans Creek Canal	✓	✗	✗	Remove
	East		Foothill Blvd	✓	✓	✓	Advance
			Railroad Offset (North)	✓	✓	✓	Advance
			Fielder Lane	✓	✓	✓	Advance
			Sequoia Drive and Evans Creek Canal	✓	✗	✗	Remove
South of Rogue River	West		Rogue River Highway (OR99W)	✓	✓	✓	Advance
			Highline Canal	✓	✗	✗	Remove
			South Highline Canal	✓	✗	✗	Remove
	Middle		Rogue River Highway (OR99W)	✓	✓	✓	Advance
			Canal Path	✓	✗	✗	Remove
	East		Rogue River Highway (OR99W)	✓	✓	✓	Advance

Table 1. Preliminary Screening Process Results

Results

Based on the preliminary screening, six alignment alternatives were eliminated.

STEP 02

Detailed Evaluation

Evaluation criteria and performance measures were used to assess the trade-offs of each alternative and determine which alignment alternatives best align with the project vision and goals. The evaluation criteria are consistent with best practices in trail design and user experience, and they reflect considerations observed through field observations and familiarity with the study area.



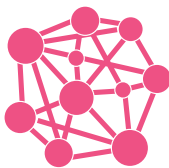
Safety & Security

The alignment provides the greatest degree of separation and security.



User Experience

The alignment is the most convenient, comfortable, and easy alignment to traverse for all ages, abilities, and types of users.



Connectivity

The alignment connects to existing trail connections and is the most direct route with the least amount of out-of-direction travel.



Feasibility

The alignment requires the least amount of railroad, private property, environmental, and cultural impacts and coordination.



Implementation

The alignment requires the least amount of infrastructure needs and has a cost that can be met with funding sources.

Performance Measures

- Level of separation from motor vehicle traffic
- Number of potential motor vehicle conflict points

Performance Measures

- Level of traffic stress
- Grade (percentage)
- Number of destinations served

Performance Measures

- Opportunity to leverage existing connections
- Directness of route

Performance Measures

- Number of railroad crossings
- Number of private property impacts
- Environmental considerations
- Potential impacts to known historic or cultural resources
- Feasibility of anticipated collaboration amongst agencies

Performance Measures

- Phasing opportunities
- Cost
- Infrastructure requirements

STEP 02

	Section	Alignment Alternative						Total
North of Rogue River	West	Tom Pearce Park to Foothill North of Railroad	+3	+6	+2	+3	-1	+13
		Tom Pearce Park to Foothill South of Railroad	+3	+6	+2	+2	-1	+12
	Middle	Foothill Boulevard and Railroad Offset (North)	+1	+1	0	+3	+2	+7
		Averill Drive and Railroad Offset (South)	+1	+3	0	0	+5	+9
	East	Foothill Blvd and Railroad Offset (North)	0	+2	0	+3	+2	+7
		Fielder Lane and Railroad Offset (South)	+1	+2	0	+4	+5	+12
South of Rogue River	West	Rogue River Highway (OR99W)	+1	+2	0	+3	+2	+8
	Middle	Rogue River Highway (OR99W)	+1	+3	0	+2	+2	+8
	East	Rogue River Highway (OR99W)	+2	+4	+2	+3	+2	+13

Table 2. Evaluation Summary

Each trail alignment was given a score between -1 to +2 for each performance measure, reflecting the extent to which an alternative achieves the performance measures. These performance measure scores were added together to create a total score for each evaluation criteria.

Most Promising Trail Alignments

Based on the evaluation screening, two alignment alternatives were identified as the most promising: One along the north side of the Rogue River and one along the south side of the Rogue River.

The two most promising alternatives are different in character, pros/cons, and trail user experience. Both align well with the project goals, objectives, and evaluation criteria but for different reasons. Figure 4 shows the two best suited alignments:

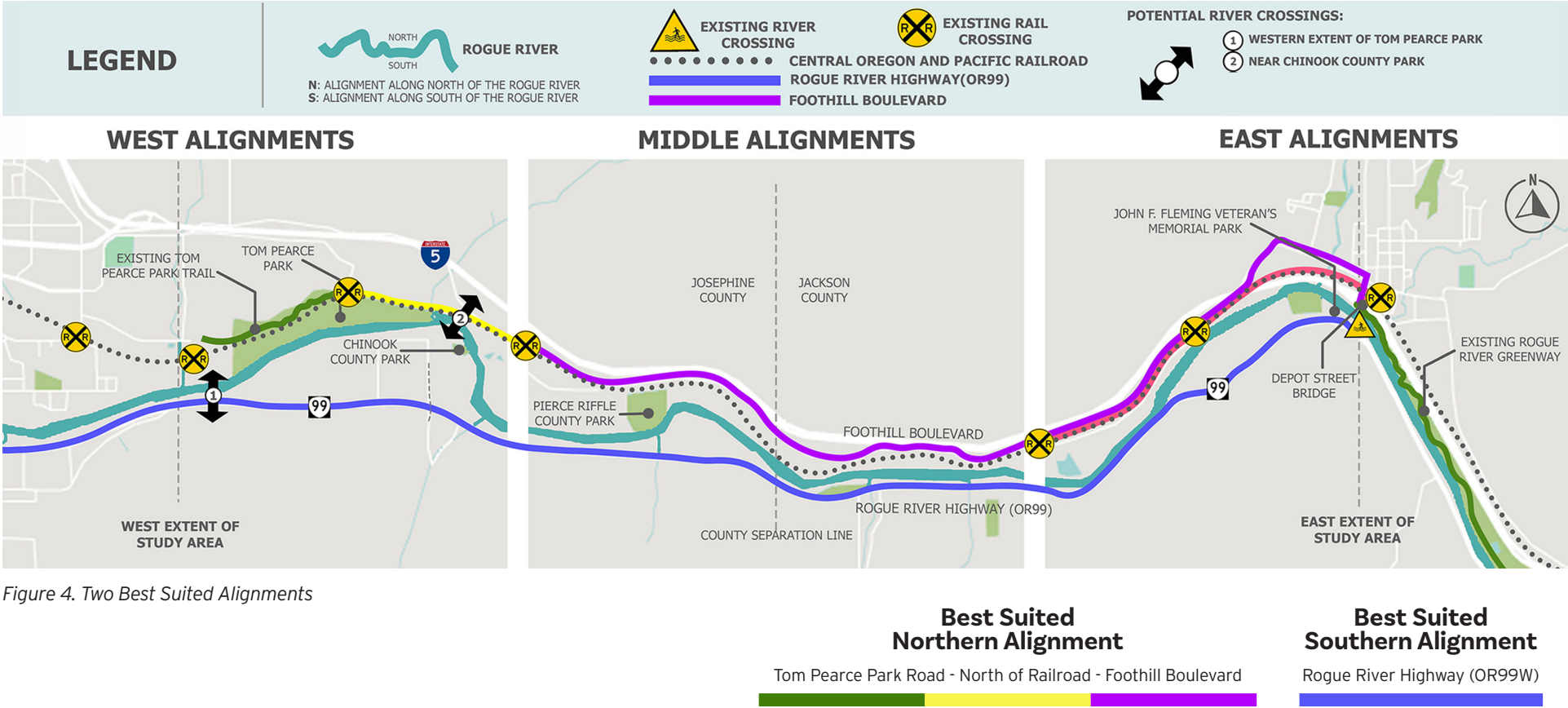







Figure 4. Two Best Suited Alignments

Comparing the Most Promising Trail Alignments

The two most suitable alignments were analyzed using the established evaluation criteria, which serve as a strong baseline for a technical comparison. This assessment considers the trade-offs between the alignments, ensuring a comprehensive evaluation. The results of these comparisons are presented in the table below.

	 Safety & Security	 User Experience	 Connectivity	 Feasibility	 Implementation
Best Suited Northern Alignment Tom Pearce Park Road - North of Railroad - Foothill Boulevard	<ul style="list-style-type: none">Foothill Boulevard is a comparatively lower-speed, lower-volume roadway. Although the trail would be physically separated, proximity to Foothill Boulevard may impact safety and security.	<ul style="list-style-type: none">Grades vary; includes moderate hills.Vehicular noise may be less prevalent in comparison to the best-suited southern alignment.	<ul style="list-style-type: none">This trail alignment connects to major recreational parks like Tom Pearce Park and Pierce Riffle County Park; however, it does not connect to other key destinations including restaurants, RV parks, taverns, places of historical significance, Chinook County Park, and John F. Fleming Memorial Park.	<ul style="list-style-type: none">Anticipated to include more right-of-way impacts.The alignment would run parallel to Foothill Boulevard in locations but is also anticipated to deviate between Foothill Boulevard and the railroad.	<ul style="list-style-type: none">Anticipated to include more cut-and-fill efforts to implement the trail.Multiple agency and jurisdictional needs are required to establish trail alignment.Potentially slower implementation time.Lower likelihood to be constructed in a single phase.
Best Suited Southern Alignment Rogue River Highway	<ul style="list-style-type: none">Rogue River Highway is a comparatively higher speed, higher-volume roadway. Although the trail will be physically separated, the proximity to Rogue River Highway may impact safety and security.	<ul style="list-style-type: none">Generally flat; with minimal grades.Vehicular noise may be less prevalent in comparison to the best-suited northern alignment.	<ul style="list-style-type: none">This trail alignment connects multiple key destinations, including restaurants, RV parks, taverns, places of historical significance, Chinook County Park, and John F. Fleming Memorial Park. However, it does not connect other major recreational parks like Tom Pearce Park and Pierce Riffle County Park.	<ul style="list-style-type: none">Anticipated to include fewer right-of-way impacts.The alignment would generally run parallel to Rogue River Highway.	<ul style="list-style-type: none">Anticipated to include fewer cut-and-fill efforts to implement the trail.Minimal agency and jurisdictional needs are required to establish trail alignment.Potentially faster implementation time.Higher likelihood to be constructed in a single phase.

Selecting the Recommended Trail Alignment

While both alignments align well with project goals and evaluation criteria, they offer distinctly different advantages and challenges in terms of functionality, user experience, and feasibility. A comparative analysis was conducted assessing the strengths and weaknesses of each alignment. Feedback from the public, decision-makers, and project advisory groups was gathered through open houses and meetings to inform the final recommendation.



05.

Recommended Trail Alignment

Based on the technical evaluation and priorities expressed by the community and partners, Rogue River Highway provides a more feasible option for constructing a trail connection with the least number of disruptions and impacts. It has lower anticipated risks, impacts, and cost, and increased funding opportunities, comparatively to Foothill Boulevard.

The recommended trail alignment is proposed to run along the north side of Rogue River Highway.

Why the North Side of Rogue River Highway?

The analysis found that the north side of Rogue River Highway would result in fewer private property impacts and cut-fill requirements, would be more cost sensitive and would provide access to more key destinations as compared to the south side of Rogue River Highway.

The result of the analysis is summarized in Figure 5. Establishing the trail on the north side of Rogue River Highway provides scenic views of the Rogue River, easier access to destinations (Chinook County Park, Riverfront RV Park, Bridge View RV Resort, Chinook Winds RV Park, and Riverside Park access to the Depot Street Bridge without crossing Rogue River Highway, which connects trail users to the Rogue River Greenway toward Gold Hill.




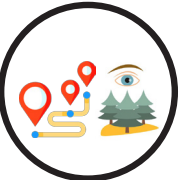


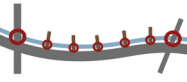

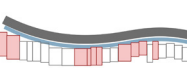



ROGUE RIVER HIGHWAY	 Right-of-Way Considerations	 Topography Considerations	 Driveway/ Access Points	 Other Considerations
	<ul style="list-style-type: none">• A preliminary right-of-way (ROW) review was conducted using tax lot data for parcels along Rogue River Highway.• This exercise assessed and quantified potential ROW impacts for a trail along the north vs south sides of the highway.	<ul style="list-style-type: none">• A topographical review was conducted using Google Earth imagery and field observations along Rogue River Highway.• It assessed the difficulty of building a trail on side of the highway and evaluated existing shoulders for feasibility.	<ul style="list-style-type: none">• An access management review was conducted to quantify the number of access points on the north vs south side of the highway.• Each access point poses potential conflicts between trail users and drivers.	<ul style="list-style-type: none">• Qualitative factors were considered while determining the location of the trail on the north vs south side of the highway.• Viewsheds, access to destinations, and connectivity to existing infrastructure including the Depot Street Bridge.
NORTH				
SOUTH				

Figure 5. Preliminary Analysis



Typology & Cross-Sections

The typical cross-section of the preferred trail alignment along Rogue River Highway is envisioned as a separate path with a buffer between the roadway and the trail. Physical separation of vehicles and active transportation modes increases safety for trail users. The buffer can be landscaped and may vary in width based on ROW availability. Figure 6 shows the recommended typical cross-section of a trail along Rogue River Highway with minimum widths for a trail with a buffer. The measurements of a typical shared-use path section (or trail) adjacent to a highway are based on ODOT's Highway Design Manual (HDM).

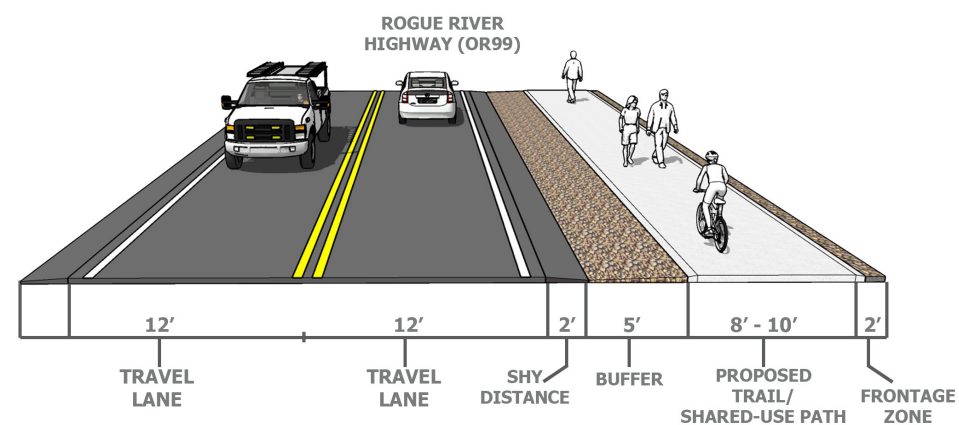


Figure 6. Typical Section of Preferred Trail Facility

Public Services on Rogue River Highway

Design for accommodating public services currently operating along Rogue River Highway, such as mail delivery and trash pickup are an important part and will be included as part of the final trail design. The frontage zone outlined in the recommended cross-section can accommodate mailboxes and trash bin storage. County and city partners should ensure the trail design integrates these services effectively. Additionally, one of the proposed plan phases includes identifying designated spaces for restructuring essential services—such as mail delivery posts, garbage bins, and other utility placements—to enhance efficiency, accessibility, and minimize disruptions to public areas.

Trail Benefits to the Local Community and Region

The proposed trail offers numerous benefits to the local community and the broader region. It will enhance connectivity between the cities of Grants Pass and Rogue River, providing a safe, accessible route for pedestrians, cyclists, and other users.

The trail will promote active transportation, encouraging healthier lifestyles and reducing traffic congestion. Additionally, it will boost local tourism by offering access to scenic viewpoints and natural resources, attracting visitors to explore the area. The trail's development will also create economic opportunities, supporting local businesses and providing a space for recreational activities that enhance the quality of life for residents, commuters and visitors.

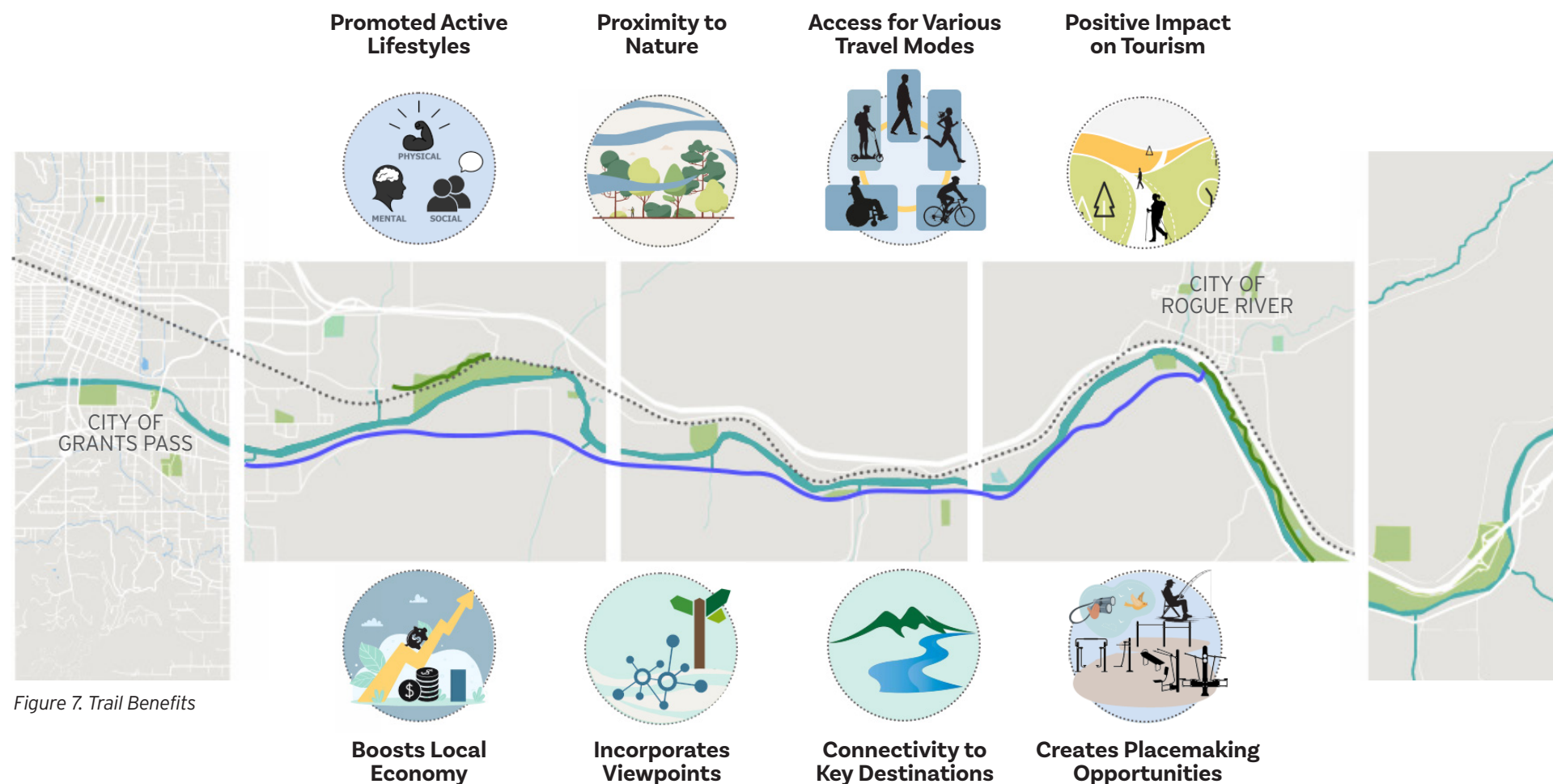


Figure 7. Trail Benefits

Where Could the Trail Connect in the Future?

The recommended trail alignment provides several opportunities for future connections to further increase bicycle and pedestrian connectivity in the region.

1-Mile Connecting Segment

To complete the vision of a regional active transportation connection to Grants Pass, it is recommended that the City of Grants Pass and Josephine County address the gap in pedestrian and bike infrastructure connectivity between Jones Creek and Fruitdale Creek. The gap, shown in Figure 8, is between the western extent of the trail study area and the existing sidewalk in Grants Pass.

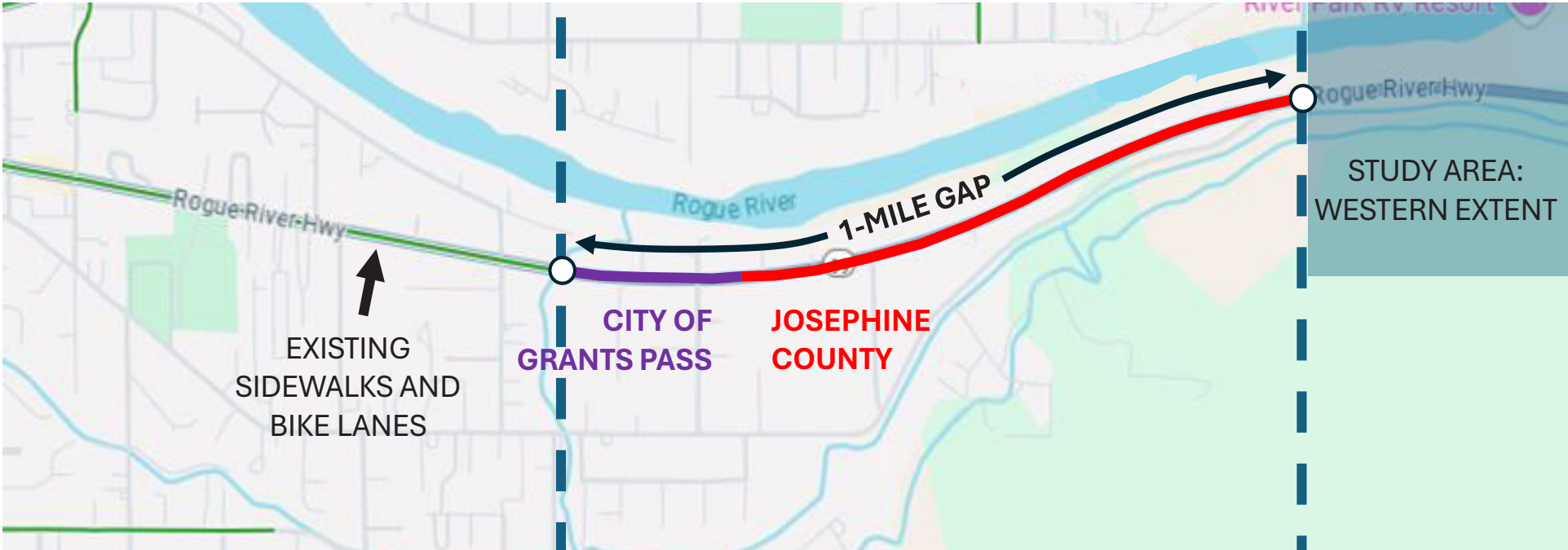


Figure 8. 1-Mile Connecting Segment

Tom Peace Park

During public engagement, some community members supported a trail connection to Tom Pearce Park on the north side of the Rogue River. This connection would require a pedestrian bridge over the Rogue River and should be considered in future Transportation System Plan updates.

06 Looking Ahead

This section covers the maintenance and operations of the trail, along with proposed trail amenities and other opportunities it creates. It also provides a cost estimate for building each trail segment.

Maintenance and Operations

Maintenance and operations will be critical to the success of the Grants Pass to Rogue River Multimodal Plan. The recommended trail alignment spans multiple jurisdictions, with trail sections physically located in the City of Rogue River, Jackson County, and Josephine County. In addition to these jurisdictions, partners for trail maintenance and operation could include non-profit organizations such as the Rogue River Greenway Foundation, Josephine County Parks, Jackson County Parks, and the Oregon Parks and Recreation Department.

Maintaining and operating a trail in optimal condition over time presents significant challenges. To address these, establishing a Memorandum of Understanding (MOU) is an effective approach. An MOU clearly defines the terms and duration of maintenance and operational responsibilities; the interests and benefits of involved parties; jurisdictional and agency agreements; and legal guidance, including clauses on liability limitations, indemnification, general provisions, and termination.

Daily Operations (Mail, Trash, Deliveries)

As the design for the trail is developed, specific attention will be placed on developing solutions that accommodate mail delivery and trash pickup. The frontage zone identified in the recommended cross-section can serve as a space for mailboxes and trash bin storage. County and City partners should ensure the design of the trail accommodates these services as needed.

ADA Features

In accordance with ADA guidelines, design for the trail will provide accessible features. This may include ADA-compliant curb ramps at road crossings and ADA informational signage.

Other Trail Amenity Opportunities

Trail amenities refer to the infrastructure, facilities, and enhancements that improve the functionality, accessibility, safety, and overall user experience of a trail system. These amenities support a range of users, including pedestrians, cyclists, and other recreationalists, while also contributing to environmental sustainability and community connectivity.

The recommended alignment passes near the Rogue River, which may provide opportunities for viewpoints or resting areas. These viewpoints could include amenities such as benches and picnic tables, signage, bike racks, or waste bins. A list of proposed trail amenities can be found in Appendix B.

The PMT voiced support of leveraging the Rogue River as a natural amenity to increase the trail's community benefit.

Cost Estimates

The total estimated project cost for the preferred trail alignment is \$23.8 million. This cost estimate did not include any engineering and included only a limited technical analysis based on assumptions about the trail characteristics, existing conditions, and construction practices. The major assumptions of this estimate are as follows:

- The trail section includes 4 inches of asphaltic concrete pavement (ACP) over 6 inches of aggregate base.
- The trail is 10 feet wide with a 5-foot-wide buffer and standard shoulder.
- ROW acquisition is needed where the paved width of the trail impacts private property.
- The trail length is 34,000 feet (6.4 miles).

More detailed assumptions used in the cost estimate, including those related to earthwork, stormwater conveyance, and retaining walls, are included in the detailed cost estimate (Appendix C).

Cost by Trail Segment

The proposed trail has been divided into segments that can be constructed separately in phases. Figure 9 shows the segments of the proposed trail- Segment A, B, C and X, and Table 3 shows the estimated cost to construct each segment. The proposed trail cost per mile is \$3.7 million.

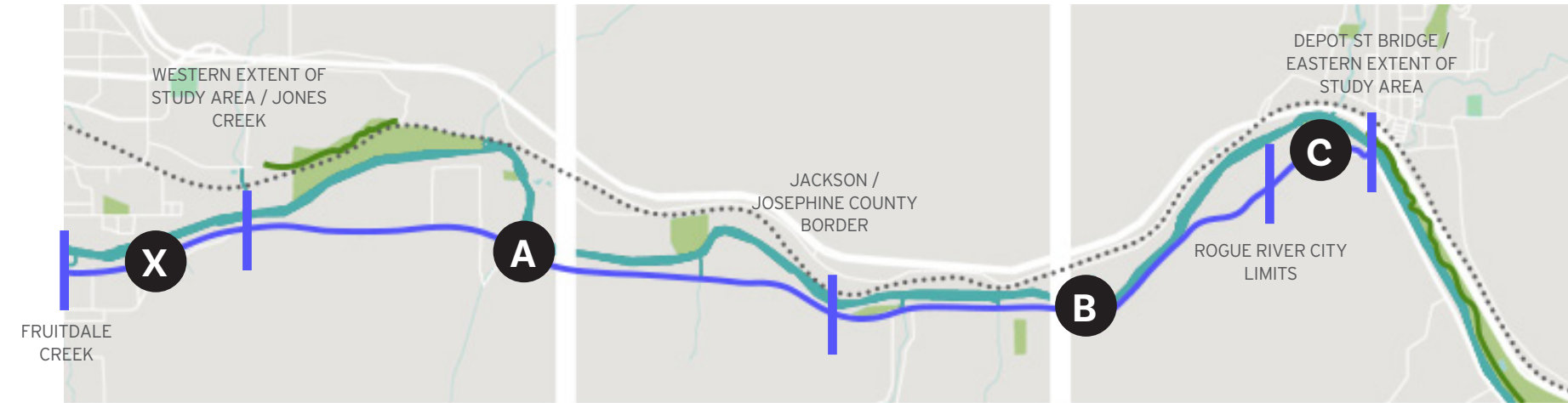


Figure 9. Cost Estimate Segments

Assuming a consistent cost per linear foot, the estimated cost of the full length of trail is approximately \$27.5 million. This value includes segment X, which, although outside the study area, is a critical connecting segment between the existing infrastructure and the proposed trail infrastructure outlined in the Plan.

Phase/ Segments	Extents of each Phase/Segment	Approximate Distance of Trail (GIS Data)	Estimated Share of Total Cost*
A	Western extent of study area - Josephine/ Jackson County border	16,400 feet (3.1 miles)	\$11.5 million
B	Josephine/ Jackson County border - Rogue River City limits	15,800 feet (3.0 miles)	\$11.0 million
C	Rogue River City limits - Depot St Bridge	1,800 feet (0.34 miles)	\$1.3 million
X	Fruitdale Creek to Jones Creek (western extent of study area - western edge of the 1-mile gap)	5330 feet (1.0 mile)	\$3.7 million
	Total	39,330 feet (7.4 miles)	\$27.5 million

Table 3. Approximate Cost by Segment

Implementation & Funding

Implementing the recommended trail alignment is likely to rely on a variety of funding sources, most notably local funding mechanisms and state/federal grant opportunities. The cities of Grants Pass and Rogue River as well as Jackson and Josephine counties will need to continue developing a strategy to fund the recommended trail alignment. Potential funding sources for trail design and construction are included in Appendix D. Many of the sources have been previously identified in jurisdictional Transportation System Plans.

Adoption Process

This Plan represents the PMT’s recommendations based on information provided by the project team, PAC guidance, project partners, and interested party feedback received throughout the planning process. The Grants Pass to Rogue River Multimodal Plan will be presented to Jackson and Josephine County staff for adoption as an amendment into their respective Transportation System Plans.

For the purposes of adoption, The Grants Pass to Rogue River Multimodal Plan will be split into two Volumes: Volume 1, West Segment, which includes Josephine County, and Volume 2, East Segment, which includes Jackson County and the City of Rogue River. Figure 10 shows the geographic split between Volumes 1 and 2.

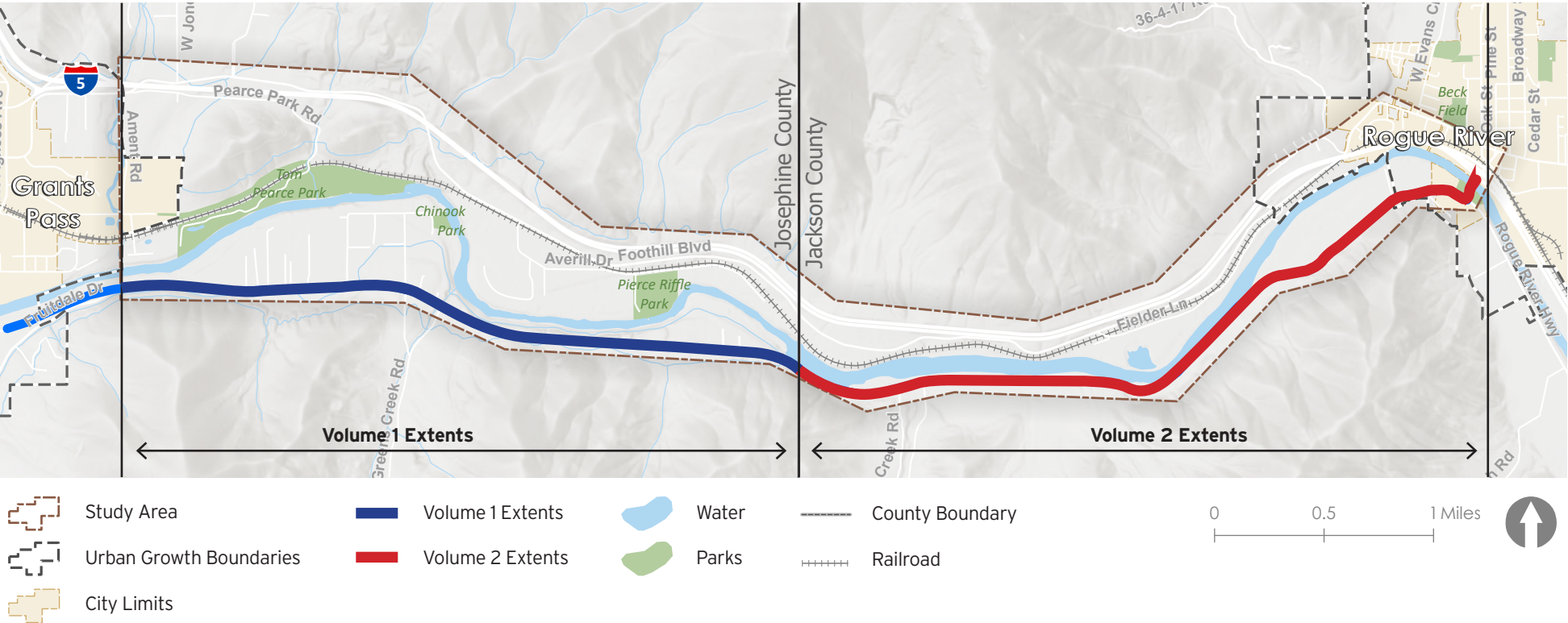


Figure 10. Volume 1 and 2 Split

Recommended Phasing

Although the trail alignment is split between multiple local jurisdictions, the Rogue River Highway is owned by ODOT. It is recommended that this project is completed in one phase, but if budget constraints prevent this, phasing could take place as follows:

Phase 1

Establish right-of-way and trail footbed. This includes purchasing permanent easements, filling in narrow shoulders, and building retaining walls and guard rails.

Phase 2

Identify designated spaces for the restructuring of essential services, including mail delivery posts, garbage bins, and other utility placements, to ensure efficiency, accessibility, and minimal disruption to public areas.

Phase 3

Build out the full trail. This includes paving the trail and completing any necessary stormwater control measures.

What Happens Next?

The following steps are recommended to continue advancing the implementation of the Grants Pass to Rogue River Multimodal Plan:

-  Partners will pursue local, state, and federal funding opportunities for the development of an operations and maintenance plan and preliminary design phase. The management plan will outline jurisdictional responsibilities and the operation and maintenance responsibilities of the trail.
-  Partners will discuss and address the connectivity gap in pedestrian and bike infrastructure between Jones Creek and Fruitdale Creek.
-  Partners will implement and construct the Grants Pass to Rogue River Multimodal Plan.
-  ODOT, county, and city partners will continue identifying gaps and opportunities for additional trail connections to establish a well-connected recreational and transportation trail network.





Appendices