BLUEPRINT FOR URBAN DESIGN IMPLEMENTATION REPORT

Oregon Department of Transportation
House Bill 3304 – 2021 Legislative Session
September 15, 2022

Blueprint for Urban Design Implementation Report

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Summary

Urban roadway design is an evolving practice. The Oregon Department of Transportation (ODOT) has a long history of inclusion of stakeholders when determining project scope during project development. In the 1990s, ODOT's urban design process started with Stakeholder involvement, evolved into Context Sensitive Design (CSD) to follow national terminology and culminated with Context Sensitive and Sustainable Solutions (CS^3).

Updates to the design process have been made over the past three decades and the Blueprint for Urban Design (BUD) is the next step in the evolution of ODOT's urban design outreach and inclusion policies. It includes the FHWA backed concept of Performance-Based, Practical Design (PBPD). PBPD is a decision-making approach that helps agencies better manage investments to serve system level performance priorities and outcomes effectively and efficiently. The Blueprint for Urban design is comprised of four chapters. Chapter content provides an introduction to Performance-Based, Practical Design, includes development of six urban contexts in relation to land use and roadway classification, introduces guidance for flexible design within the six contexts, and outlines a multi-modal decision making framework to aid in determining trade-offs and balance between all roadway user needs when applying flexible design parameters. The six ODOT urban contexts follow national guidance and were developed from information found in National Cooperative Highway Research Program (NCHRP) Report 855, *An Expanded Functional Classification System for Highways and Streets* and NCHRP Report 785, P*erformance-Based Analysis of Geometric Design of Highways and Streets*. The six ODOT urban contexts include:

- Traditional Downtown/Central Business District
- Urban Mix
- Commercial Corridor
- Residential Corridor
- Suburban Fringe
- Rural Community

A key component to the flexible design process is documentation of decisions. The Urban Design Concurrence (UDC) document is used to establish design context and record design decisions. The project development team compiles the final UDC document. It is approved at the region level by the Region Technical Center Manger with concurrence from the region maintenance section.

The Blueprint for Urban Design was officially published in January 2020. Implementation began during the 2021/2024 Statewide Transportation Improvements Program (STIP) cycle. As such, current STIP projects had scope, schedule, and budget previously set. Regions have been working to incorporate the BUD concepts into as many 2021/2024 STIP urban projects as possible without impacting established schedules and budgets. All urban projects scoped for

the 2024/2027 STIP cycle are utilizing the BUD for proposed designs. In addition, the BUD is being used to establish urban contexts and potential design parameters during planning activities on the state highway system. Projects and planning activities utilizing the Bud statewide include:

- 47 urban projects in the 2021/2024 STIP,
- 39 urban projects in scoping for the potential 2024/2027 STIP, and
- 18 planning activities in various stages of completion

The BUD started in 2020 as an interim document and supplement to the ODOT Highway Design Manual. It is now fully integrated into the recently published 2023 ODOT Highway Design Manual. (https://www.oregon.gov/odot/Engineering/Pages/Hwy-Design-Manual.aspx)

ODOT is currently in the early project implementation phase and is only now beginning to get projects on the ground and able to solicit specific feedback from local jurisdictions and communities. Feedback has been mostly positive and ODOT is well positioned for moving forward with the next focus on equity, flexibility and balance in Urban Design for all modes.

Blueprint for Urban Design Implementation Report

Part 1 - Introduction

Roadway design, particularly urban roadway design, is an evolving practice. The Oregon Department of Transportation (ODOT) has a long history of inclusion of stakeholders when determining project scope during project development. In the early 1990s, ODOT implemented what was called Stakeholder Involvement to encourage collaboration with roadway users and local jurisdictions. This was an early adoption of what later became a national focus on Context Sensitive Design (CSD). As CSD became the accepted term nationally, ODOT adopted that terminology for the Stakeholder Involvement process in the mid-1990s to be consistent with national practice. In the late 1990s, ODOT added sustainability to the context focus and coined the term, Context Sensitive and Sustainable Solutions – or CS^3, as it became known for our collaborative design approach.

Updates to the design process have been made over the past three decades and the Blueprint for Urban Design is the next step in the evolution of ODOT's urban design outreach and inclusion policies, while keeping abreast of national practices. The Blueprint for urban design provides design flexibility and incorporates Performance-Based, Practical Design into ODOT's urban design process for project development.

Part 2 - What is the Blueprint for Urban Design?

The Blueprint for Urban Design (BUD) was created as an interim document focused on providing flexible design criteria for urban design on the state highway system. It is a culmination of all the previous ODOT practices of Stakeholder Involvement, Context Sensitive Design, Context Sensitive and Sustainable Solutions, and Practical Design to achieve design criteria and flexibility focused around six urban design contexts. These urban contexts were developed in relation to national guidance outlined in National Cooperative Highway Research Program (NCHRP) Report 855, *An Expanded Functional Classification System for Highways and Streets* and NCHRP Report 785, P*erformance-Based Analysis of Geometric Design of Highways and Streets*. The National Cooperative Highway Research Program is funded through the Transportation Research Board (TRB) arm of the National Academies of Science, Engineering, and Medicine. The six ODOT contexts include the following:

- Traditional Downtown/Central Business District
- Urban Mix
- Commercial Corridor
- Residential Corridor
- Suburban Fringe
- Rural Community

The Blueprint for Urban Design applies to all urban roadways described by the six defined urban contexts except interstate highways, freeways or expressways with interchanges. Limited access interstates, freeways and expressways have higher speeds, higher mobility needs, and higher levels of design criteria required where design flexibility is less able to be achieved without impacting safety or operations.

With the exception of higher speed, limited access roadways, the Blueprint for Urban Design is intended for all urban projects on the Oregon state highway system and focuses on modernization type projects where major reconstruction can affect major changes. However, when applying the BUD to other project, there are limitations to overall inclusion of the BUD guidelines based on project funding categories and project scope. However, even on these projects, the Blueprint for Urban Design guidance and flexibility is used to make interim and incremental improvements to the roadway where applicable. An example of this project type is a limited scope maintenance project that is only resurfacing the roadway and restriping the travel lanes. The BUD can be applied even within this limited scope, if appropriate, by restriping the roadway to provide buffered bike lanes that didn't exist prior to the project as an incremental improvement for the interim timeframe. A future larger scoped project can make further improvements.

The focus of the Blueprint for Urban Design is to provide cost-effective, multi-modal improvements to encourage community and livability to the extent feasible on all urban projects within project scope and funding allowances.

Part 3 - Content of the Blueprint for Urban Design

The Blueprint for Urban Design (BUD) was established as an interim document that could be published and put into use more quickly until a wholesale rewrite of the ODOT Highway Design Manual could be completed. As such, the BUD published in January of 2020 is a supplement and companion document to the 2012 Highway Design Manual (HDM). It supersedes the 2012 HDM on related urban design criteria. The BUD focuses on urban design and the specific cross-sectional elements that relate to urban locations. The 2012 Highway Design Manual has been updated and rewritten for 2023. It now includes all of the BUD content with its publishing in July of 2022. The 2023 ODOT Highway Design Manual is located at the following web link.

https://www.oregon.gov/odot/Engineering/Pages/Hwy-Design-Manual.aspx

Part 4 - Implementation of the Blueprint for Urban Design

The Blueprint for Urban Design (BUD) became official for use on January 1, 2020. Since the BUD was introduced mid-Statewide Transportation Improvements Program (STIP) cycle after projects had already been scoped and many project budgets and schedules had been set, not all current STIP projects have been able to fully incorporate the BUD concepts and processes. The break point for 2021-2024 STIP projects for use of the BUD was established as the Design Acceptance Package (DAP) phase. By Technical Directive from the ODOT Chief Engineer, projects that had reached the DAP phase prior to January 1, 2020 were not required to redesign

in accordance with the BUD. Projects that had not yet reached the DAP phase were evaluated as to how close to the DAP submittal they were and how much redesign might be needed if the project were developed under the BUD, rather than the 2012 Highway Design Manual criteria. Region project development teams have worked to include the BUD criteria on as many current urban STIP projects as possible between January 1, 2020 and the end of the STIP cycle in 2024. All scoping efforts for proposed urban projects in the 2024 – 2027 STIP cycle are being evaluated and scoped using the Blueprint for Urban Design.

Design decision documentation is a fundamental part of Performance-based, Practical Design. Documentation for project design based on the Blueprint for Urban Design utilizes the Urban Design Concurrence (UDC) document form. This document helps planners and project teams determine an appropriate context for a location and provides discussion about design decisions for the final design. The document has two parts. The first part is for determining the design context and the modal integration anticipated. Modal integration is the balancing of all the transportation modes using the highway and their associated needs. The second part of the document is for project team discussion and establishing the design decisions for the final project design. Through this document, the project development team understands prior planning activities affecting the roadway section as well as long term state and local goals and aspirations for the community.

Not all project funding sources can provide designs to meet all long term goals for a location, but with the UDC document, project teams have the opportunity to provide designs that, at a minimum, work incrementally toward the ultimate goals, within established funding mechanisms.

The Blueprint for Urban design has been generally well received by region staff and ODOT's local partners as well as gaining national recognition. The Performance-based, Practical Design concepts and the process established with the BUD is part of the beginning national direction for urban design to provide flexibility when balancing design for all road users and all modes of transportation. By incorporating the principles of the BUD into ODOT's design philosophy and processes, ODOT is in the forefront of the national movement for complete streets endorsed and championed by the Federal Highway Administration. ODOT has participated in national presentations and discussion sessions with other state DOTs and local jurisdictions about Performance-based, Practical Design and our process for flexibility in urban roadway design.

ODOT is currently in the early project implementation phase and is only now beginning to get projects on the ground and able to solicit specific feedback from stakeholders on outcomes. ODOT is well positioned for moving forward with the next focus on equity, flexibility, and balance in urban design for all modes.

Part 5 - Projects receiving feedback from local communities.

The Blueprint for Urban Design is being utilized on all urban 2021-2024 STIP projects where possible without impact to schedule and budget. The following projects receiving local stakeholder feedback focus on the few projects that have either completed construction or bid through the first half of 2022 and are just now starting the construction phase. Included also is a planning project in Region 3 and a project in Region 5 in early development where local input has been available.

Region 2 Feedback Received From Stakeholders

Halsey - OR99E: American Drive to South City Limits - KN18751

The City of Halsey is excited and grateful the roadway upgrade project is finally happening.

- Funding from HB2017 has made the project possible.
- OR 99 is Halsey's front door and the first thing people see. The upgrades to the roadway will improve the "curb appeal".
- The existing OR 99 divided the town. It was hard to cross the highway as a pedestrian to get to stores and businesses. The improved and upgraded pedestrian accesses and facilities will make walking around Halsey safer and more enjoyable.
- Planned off-street, large vehicle parking areas that provide convenient parking for trucks and RVs using OR 99 will encourage drivers to stop in Halsey and allow greater access to local businesses.

"This project will make a huge difference for the town and will bring profound changes to the community." (Halsey City Manager)

Seaside - US101: Ave A - Ave K - KN18733

The City of Seaside is satisfied with the final proposed multi-modal improvements for US101 from Ave. A to Ave. K.

- At first the proposed 11-foot travel lanes concerned city staff. Region 2 staff and city staff discussed options to the proposed 11-foot travel lanes and reached consensus at 11.5-foot lanes for the final design proposal.
- After discussions with other stakeholders, the final cross-section will be constructed with 12-foot travel lanes.

The city is in agreement and supports the final cross-section and multi-modal improvements.

Region 3 Feedback Received From Stakeholders

Coquille - OR42: Cedar Point – Finley Loop - KN20710

This project in Coquille was a pavement preservation project with limited urban design elements

- The lane restriping used the BUD to determine lane widths etc.

- A combination of 11′ and 12 travel lanes were proposed to fit project goals.
- The design was then presented to the Coquille City Council where it received positive feedback.
- The project received mostly positive comments from public outreach to the community.

Myrtle Point – OR 42: Curb Ramps and Pedestrian Improvements - Planning

The City of Myrtle Point approached ODOT expressing safety concerns for bicyclists and pedestrians on OR 42.

- ODOT District 7, gave a presentation of the benefits and potential trade-offs of reconfiguring travel lanes on OR 42 following BUD guidelines.
- Both parties agreed that further analysis was needed to better understand any bicycle/pedestrian safety improvements and the impacts to the highway and travel times/delays.
- Staff are currently working on the planning analysis. The OR 42 Corridor Plan (2001) will need to be amended to include this project.

Public involvement/outreach has not occurred to date.

Region 5 Feedback Received From Stakeholders

Baker City - US30: 10th St./Hughes – Cedar St. Upgrades (Baker) - KN21643

- Region staff are working with the city to utilize BUD criteria and discussions are on-going.
- At this time, the City Council is reluctant to incorporate some of the BUD practices due to potential right-of-way impacts and traffic/operations concerns.
- Region will document final decisions with the UDC form.

Part 6 - Projects Utilizing the Blueprint for Urban Design

6.1 – Projects in Remainder of 2021-2024 STIP Cycle (Design and Construction)

- **47 projects statewide**

Table 1: Region 1 Projects - 21/24 STIP (11 Projects)

Region 1 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
OR8: SW Adam/10th & Baseline - Maple	18004	Hillsboro	Traditional Downtown/CBD, Urban Mix	Planning – City TSP update pre-project

Region 1 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
OR99E: MP 20.35 – SW Berg Parkway	18775	Canby	Traditional Downtown/CBD, Urban Mix, Commercial Corridor	Scheduled Bid 8/2022
US26: Ten Eyck Wolf – Vista Loop	18823	Sandy	Suburban Fringe – (Mostly sidewalk infill, minimal roadway work)	Construction (Bid 10/2021)
US30: St. Johns - Kittridge	20208	Portland	Commercial Corridor	Construction (Bid 2/2022)
OR99W: I-5 - McDonald	20435	Tigard	Commercial Corridor	Scheduled Bid - 10/2022
OR213: MP 15.71 Toliver Rd Roundabout	20478	Molalla	Suburban Fringe, Commercial Corridor	Scheduled Bid - 1/2023
OR99E: UPRR @ Baldwin Overcrossing	20487	Portland	Commercial Corridor – (Bridge Work)	Construction (Bid 5/2021)
OR213: Foster-Thompson	21177	Portland	Urban Mix, Commercial Corridor	Scheduled Bid – 2/2023
US26(Powel Blvd): SE99th – East City Limit	21178	Portland	Residential Corridor, Commercial Corridor	Scheduled Bid - 1/2023
Hall Blvd (OR141) @ Scholls (OR210): Traffic Separator	Maint. Contract	Beaverton	Commercial Corridor – (Traffic Separator – minimal roadway work)	Completed 6/13/2021
US30BY @ 108th Intersection (Ped) Improvements	Maint. Contract	Portland	Commercial Corridor, Urban Mix - (Minimal Roadway Work)	Completed 4/26/2022

Table 2: Region 2 Projects - 21/24 STIP (15 Projects)

Region 2 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
OR99E: American Drive to South City Limits	18751	Halsey	Rural Community	Construction (Bid 3/2022)
OR 99: Urban Upgrades	20242	Cottage Grove	Urban Mix, Commercial Corridor	Construction (Bid 2/2022)
US20: 53rd Ave – East of 60th Ave.	18853	Sweet Home	Suburban Fringe	Construction (Bid 2/2022)
US101: Ave A - Ave K	18733	Seaside	Suburban Fringe	Scheduled Bid – 7/2022

Region 2 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
US 20: Philomath Couplet	21514	Philomath	Traditional Downtown/CBD, Urban Mix	Scheduled Bid – 7/2022
OR 34: Van Buren Bridge	20688	Corvallis	Traditional Downtown/CBD	Scheduled Bid – 2/2023
US18: Oldsville Rd. - Ash Rd.	21548	McMinnville	Suburban Fringe	Scheduled Bid - 3/2023
OR202: Dresden St. - 4th St.	18735	Astoria	Urban Mix	Scheduled Bid – 7/2023
OR126B at 54th	20209	Springfield	Commercial Corridor	Scheduled Bid – 10/2023
US101: Urban Upgrade	20252	Garibaldi	Rural Community	Scheduled Bid – 7/2024
US20: Harrison Blvd.	21552	Corvallis	Traditional Downtown/CBD	Scheduled Bid - 7/2024
US101: SE 40th St - SE 123rd St.	21546	Newport	Urban Mix	Scheduled Bid - 7/2024
OR47: Realignment	18746	Carlton	Urban Mix	Scheduled Bid – 10/2024
OR164: Jefferson (Santiam River) Bridge	21731	Jefferson	Suburban Fringe	Scheduled Bid – 11/2024
OR 18: Newberg-Dundee Bypass (Phase 2A)	19909	Newberg/Dundee	Suburban Fringe	Design Acceptance Package – 2/8/2022

Table 3: Region 3 Projects - 21/24 STIP (9 Projects)

Region 3 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
OR42: Cedar Point – Finley Loop	20710	Coquille	Urban Mix	Construction (bid 7/2020)
OR99: Coleman Creek Bridge	20162	Phoenix	Urban Mix	Construction (bid 9/2021)
OR99: I-5 to Scenic Ave	20185	Medford	Suburban Fringe	Scheduled Bid - 9/2022
OR 99: Glenwood to Coleman	22384	Phoenix	Commercial Corridor	Scheduled Bid - 11/2023
US101 @ East Bay Road	21680	Coos Bay/ N. Bend	Suburban Fringe	Scheduled Bid - 5/2023
US101: Parkview Dr.-Lucky Lane Sidewalk	20261	Brookings	Commercial Corridor, Suburban Fringe	Scheduled Bid - 10/2023
OR42: Looking Glass Creek to I-5	21677	Winston	Commercial Corridor, Suburban Fringe	Scheduled Bid - 12/2023
OR99/OR238/OR62: Big X Intersection	21676	Medford	Commercial Corridor	Scheduled Bid - 3/2024
OR66: Railroad Br - Dead Indian Memorial Rd	21184	Ashland	Commercial Corridor	Scheduled Bid - 9/2024

Table 4: Region 4 Projects - 21/24 STIP (10 Projects)

Region 4 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
US20: Tumalo-Cooley Rd. (Bend)	20011	Tumalo	Suburban Fringe	Scheduled Bid – 9/2022
OR126: Redmond – Powell Butte	20167	Redmond	Urban Mix, Suburban Fringe	Scheduled Bid 11/2023
US97: Shady Pine Rd – N. Klamath Falls Intrchg	21664	Klamath Falls	Suburban Fringe	Scheduled Bid - TBD
US20 @ Locust St. (Sisters)	22072	Sisters	Urban Mix	Scheduled Bid – 1/2024
US26: Meadow Lakes Ave – Combs Flat Rd.	20268	Prineville	Traditional Downtown/CBD, Urban Mix,	Scheduled Bid - 4/2023
US97: Lower Bridge Way – NW 10th St.	21162	Terrebonne	Urban Mix, Suburban Fringe	Scheduled Bid - 9/2023
US97: Veterans Way – SW Yew Ave.	21166	Redmond	Commercial Corridor	Scheduled Bid - TBD
US97: Bend North Corridor Project (Design-Build)	21229	Bend	TBD – Estimated as Commercial Corridor	Design/Build Contract - 5/2022
US26/US97: NW Earl St.- SW Colfax Lane	21653	Madras	Traditional Downtown/CBD Urban Mix, Commercial Corridor	Scheduled Bid - 4/2024
OR39: US97 N. Klamath Falls Interchng – 6th St.	21650	Klamath Falls	TBD – (waiting for final analysis)	Scheduled Bid – 8/2024

Table 5: Region 5 Projects - 21/24 STIP (2 Projects)

Region 5 Current Projects – Blueprint for Urban Design Implementation (21/24 STIP)				
Project Name	Key No.	Location	Context	Status
I-84/US395 Intersection Improvements	19065	Pendleton	Commercial Corridor	Design Acceptance Package (Bid – TBD)
US30: 10th St./Hughes – Cedar St. Upgrades (Baker) Project	21643	Baker City	TBD – (waiting for final analysis)	In Development Scheduled Bid – 11/2024

6.2 - Projects in Scoping for the 2024-2027 STIP

- **39 projects statewide**

There are 39 projects statewide that are being scoped for potential inclusion in the 2024-2027 STIP. Final determination and approval of the 2024-2027 project list has not been completed at this time and it is unknown how many of these projects will be included.

6.3 - Planning Activities Utilizing the Blueprint for Urban Design

- **18 projects statewide**

Table 6: Region 1 Planning Activities (5 projects)

Region 1 Planning Projects – Blueprint for Urban Design Implementation			
Location	Project	Context	Status
Hillsboro	Planning Study - OR8 Through Town (Baseline/Oak)	Urban Mix	Ongoing
Beaverton	Planning Study - OR8 Through Town (SW 117th Ave./ SW Hocken Ave.)	Urban Mix/ Commercial Corridor	Ongoing
Tigard	Planning Study - OR141(Hall Blvd); Future TriMet Light Rail	Urban Mix/ Residential Corridor	On Hold
Hood River	Refinement Plan – Cascade Avenue Design	Traditional Downtown CBD/Urban Mix	Ongoing
Regional	STIP Scoping - Mapping of BUD Contexts for 24/27 Proposed Projects	Various (link to GIS map) https://arcg.is/DXyn0	Complete

Table 7: Region 2 Planning Activities (9 projects)

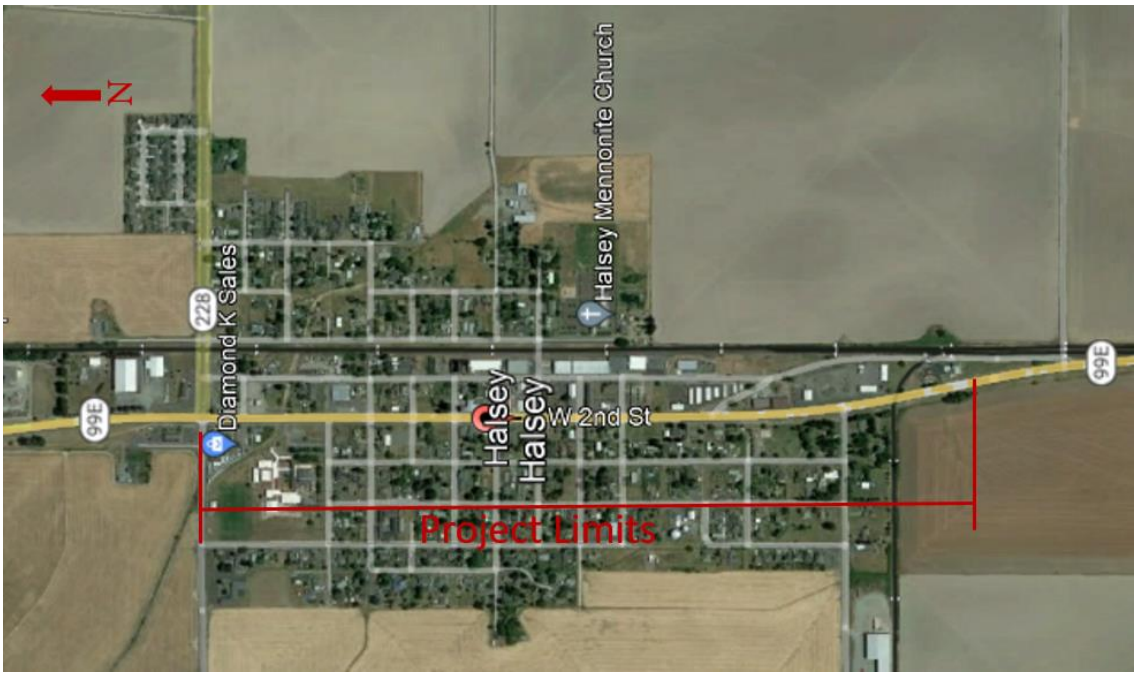
Region 2 Planning Projects – Blueprint for Urban Design Implementation			
Location	Project	Context	Status
Willamina	Willamina Transportation System Plan	Traditional Downtown/CBD	Ongoing
Jefferson	Jefferson Transportation System Plan	TBD after final analysis	Ongoing
Gearhart	Gearhart Facility Plan	TBD after final analysis	Ongoing
South Corvallis	South Corvallis Facility Plan	TBD after final analysis	Ongoing
Springfield	Main Street Safety Project	TBD after final analysis	Ongoing
Creswell	Creswell OR 99 Feasibility and Scoping Study	TBD after final analysis	Ongoing
Mt. Angel	Mt. Angel Urban Design Verification (UDV) Study	TBD after final analysis	Ongoing
McMinnville	McMinnville Active Transportation Concept Plan	TBD after final analysis	Ongoing
Newport	Newport Transportation System Plan	TBD after final analysis	Ongoing

Table 8: Region 5 Planning Activities (4 projects)

Region 5 Planning Projects – Blueprint for Urban Design Implementation			
Location	Project	Context	Status
Ontario	Ontario Transportation System Plan Update	TBD after final analysis	Ongoing
Ontario	Idaho Ave. Area Refinement Plan	TBD after final analysis	Ongoing
Baker City & Baker County	Northern Baker Transportation Improvement Plan - joint project	TBD after final analysis	Ongoing
Umatilla Reservation	Transportation Growth Management Confederated Tribes of the Umatilla Reservation Transportation System Plan	TBD after final analysis	Ongoing

Part 7 - Project Examples of Impacts to Local Communities

OR99E: American Drive – South City Limits, Halsey, Oregon
In construction phase – Bid March, 2022
Exhibit 1: Halsey, Oregon



Project Scope: The context determined for this project is Rural Community (Traditional Downtown/Central Business District). Applying the BUD concepts and design criteria from Chapter 3, the project will construct a complete cross-section that provides a downtown community feel with improved access for bicycles and pedestrians, while maintaining access for trucks. The project will repave travel lanes and install bicycle lanes, on-street parking, curb and gutter, sidewalks, enhanced pedestrian crossings, landscaping, and provide curb extensions where feasible. The project will redesign roadway connections, including city and county streets, to meet current Americans with Disabilities Act (ADA) standards and, where appropriate, design to accommodate truck traffic. Off-street parking for large vehicles will provide convenient parking for trucks and RVs using OR99 and provide greater access for drivers to businesses in town. Upgrades to utilities, culverts, and storm water facilities are also included. The existing roadway width of 45 ft. – 48 ft. will be widened to 52 ft. curb-to-curb width where no on-street parking is located and 66 ft. – 71 ft. where on-street parking is provided. Below is a street view photo of the existing cross-section of OR 99 in Halsey. The project has only recently begun construction. The graphical cross-sections below the photo describe the improvements the project will make.

Exhibit 2: OR99E, Halsey - Before Project (Construction just getting started - August 2022)

Exhibit 3: KN 18751 Halsey, OR99 Proposed Cross-section, Widening for Buffered Bicycle Lane, Planter Strip, and Sidewalk

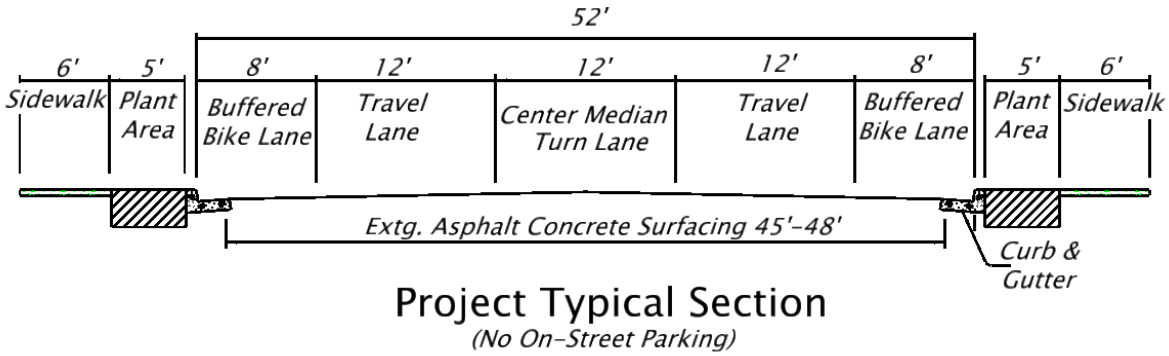
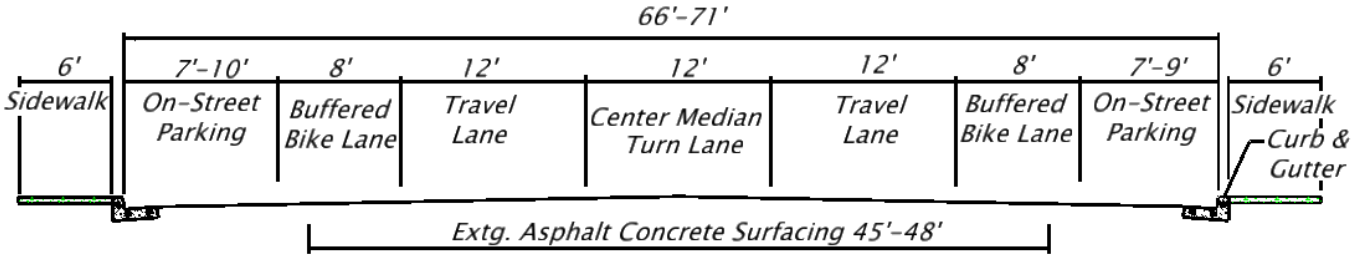


Exhibit 4: KN 18751 Halsey, OR99 Proposed Cross-section, Widening for Buffered Bicycle Lane, On-Street Parking and Sidewalk

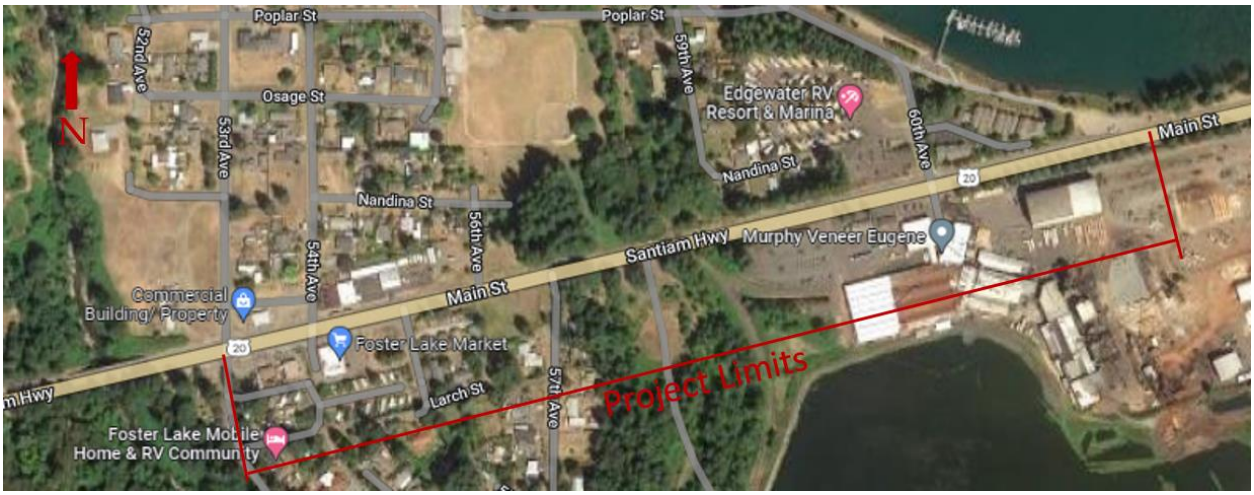


Project Typical Section
(With On-Street Parking)

US20: 53rd Avenue – East of 60th Avenue (Riggs Hill), Sweet Home, Oregon

In construction phase – Bid February, 2022

Exhibit 5: Sweet Home, Oregon



Project Scope: The context determined for this section of US 20 through the eastern part of Sweet Home is Suburban Fringe. As such, it currently is low on pedestrian and bicycle accommodation. Depending on funding categories, not all projects can provide full, long-term envisioned improvements. The Single Function category for this project targets specific locations and specific needs. Utilizing the Blueprint for Urban Design, performance-based analysis focuses improvements to higher use areas as incremental improvements as a step to achieving ultimate long-term goals. The project will provide consistent pedestrian access on the east end of Sweet Home. The project will extend and **c**onstruct 0.9 miles of six-foot sidewalk on both sides of US 20 from 55th Avenue to Riggs Hill intersection and upgrade existing ADA ramps to meet current standards. In addition to the sidewalk extension, the project will

construct two mid-block crossings in the vicinity of 40th Avenue to provide enhanced and safer pedestrian crossing opportunities. Along with the sidewalk improvements, the project will also construct bicycle lanes along both sides of US 20 from 55th Avenue to Riggs Hill intersection improving pedestrian and bicycle access through the existing wooden trestle railroad structure. A median island will be installed in the existing marked crosswalk at 54th Avenue.

Construction has begun on this project with ADA curb ramp improvements and earthwork at the railroad structure, but the project is not complete at this date. Photos below show locations where work in on-going.

Exhibit 6: Sweet Home - Before Project – Narrow Railroad Crossing

Bicyclists and Pedestrians forced to use edge of travel lane through railroad undercrossing.

Exhibit 7: Construction Started to Improve Bicycle and Pedestrian Access at Railroad Undercrossing (August 2022)

New curb and sidewalk will be constructed from 55th Ave to 60th Ave

Exhibit 8: Sweet Home - Before Project (40th Ave)

Project will add 2 enhanced pedestrian crossings on US20. One on both the east and west approach to 40th Avenue. Crossing work not started yet (August 2022)

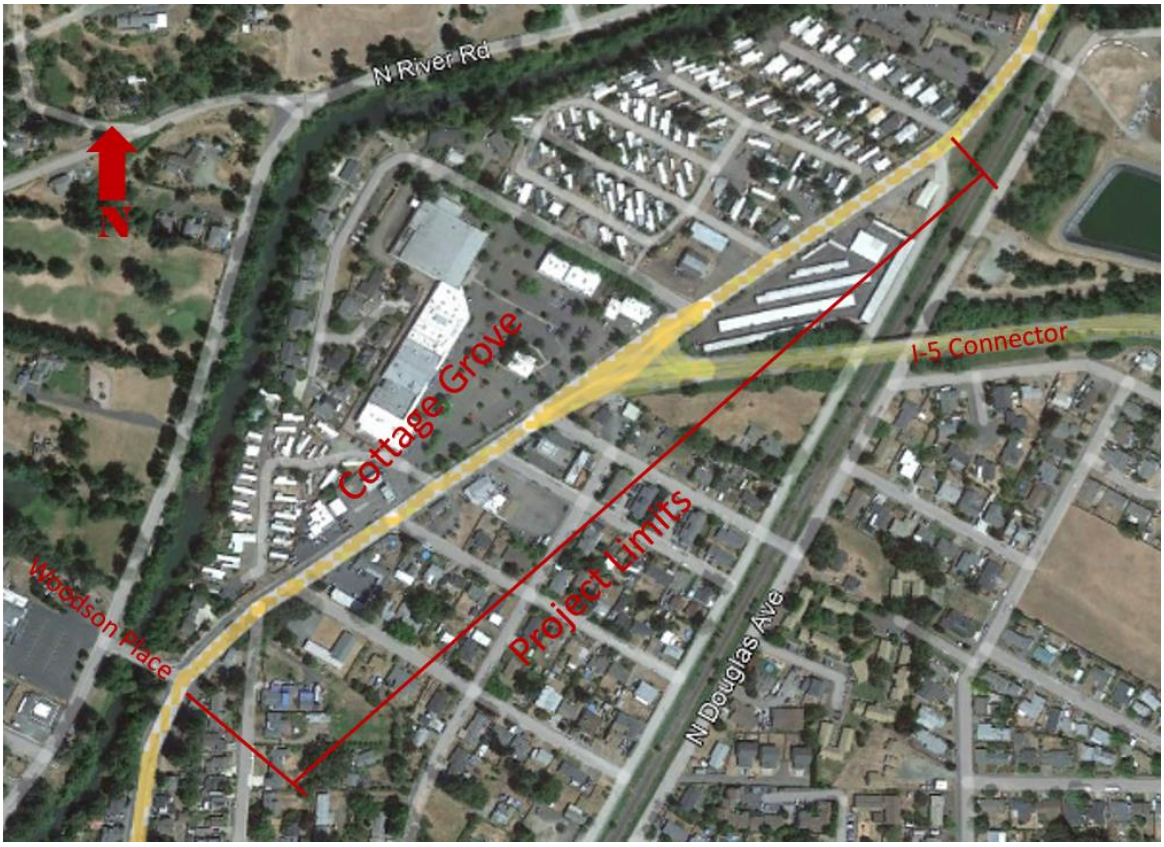
Exhibit 9: Sweet Home - Before Picture (54th Ave)

Project will improve existing pedestrian crossing with median refuge island and flashing school crossing signs at 55th Avenue. Crossing work not started yet (August 2022)

OR99: Urban Upgrades (Cottage Grove), Cottage Grove, Oregon

KN 20242 - In construction phase – Bid February, 2022

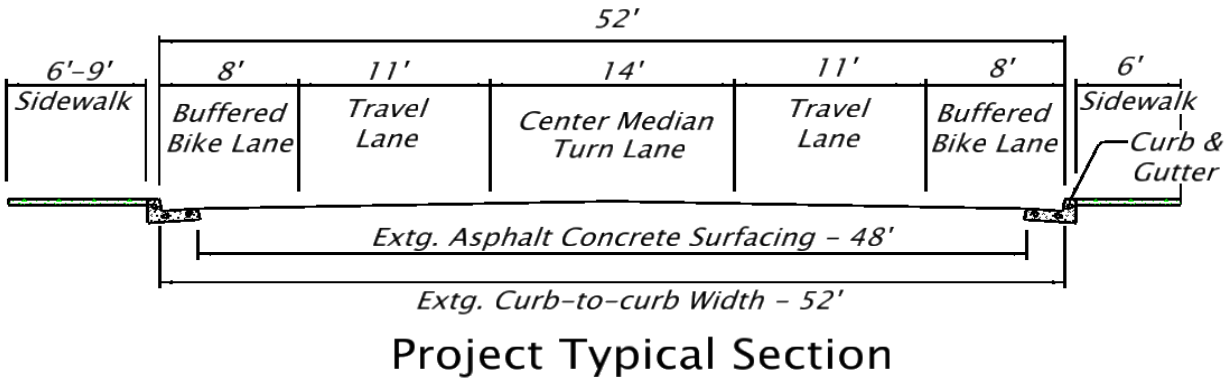
Exhibit 10: Cottage Grove, Oregon



Project Scope: Depending on location within in the project limits, the BUD related context determined for this roadway section is either Urban Mix or Commercial Corridor. This is not uncommon. Roadway segments do not always fit neatly into one category. The Cottage Grove TSP identified the need for improvements to better serve all modes of travel. The Bud design criteria in Chapter 3 provides design element dimensions and criteria to meet the Cottage Grove TSP recommendations. The project will reconfigure the existing 4-lane section with no bicycle lanes to two travel lanes, a median turn lane and buffered bicycle lanes for additional separation from vehicle traffic. In addition to adding bicycle lanes, the project includes surface repaving for the lane reconfiguration, storm water upgrades, striping, illumination, sidewalk upgrades, ADA improvements, access management and a Rectangular Rapid Flashing Beacon(RRFB) crosswalk for improved crossing opportunities. The existing roadway width of 48 feet will be widened to 52 feet curb-to-curb to provide the upgraded section.
As with the Halsey project, actual construction work is just beginning. The photo below is a street view look at the existing roadway prior to construction. The graphical cross-section depicts the final cross-section when work is completed.

Exhibit 11: Cottage Grove - Before Project (Construction not started yet – August 2022)

Exhibit 12: Proposed Cross-Section – KN20242 – Cottage Grove Urban Upgrades



Project Typical Section

OR99: Coleman Creek (Bridge), Phoenix, Oregon

In construction phase – Bid September, 2021

Exhibit 13: Coleman Creek Bridge

Project Scope: The context determined for this section of OR99 in Phoenix is Urban Mix. The Culvert at Coleman Creek is a significant priority for fish passage. The culvert will be replaced with a new bridge structure to enhance fish habitat. Capitalizing on the bridge project, the widened structure incorporated BUD criteria to add bicycle lanes and improved pedestrian access to this section of OR99. This is the first phase of a larger project to improve OR 99 to the north and tie into the recently constructed Fern Valley Interchange project to the south. This bridge project and the later phase roadway project will improve the bicycle and pedestrian accesses along OR 99 by providing buffered bicycle lanes and 8-foot wide sidewalks. The cross-section derived from BUD design parameters will extend to the north the existing bicycle facility and sidewalks installed with the Fern Valley interchange project.

Exhibit 14: Coleman Creek Bridge - Before Project

Exhibit 15: Coleman Creek Bridge - Under Construction (August 2022)

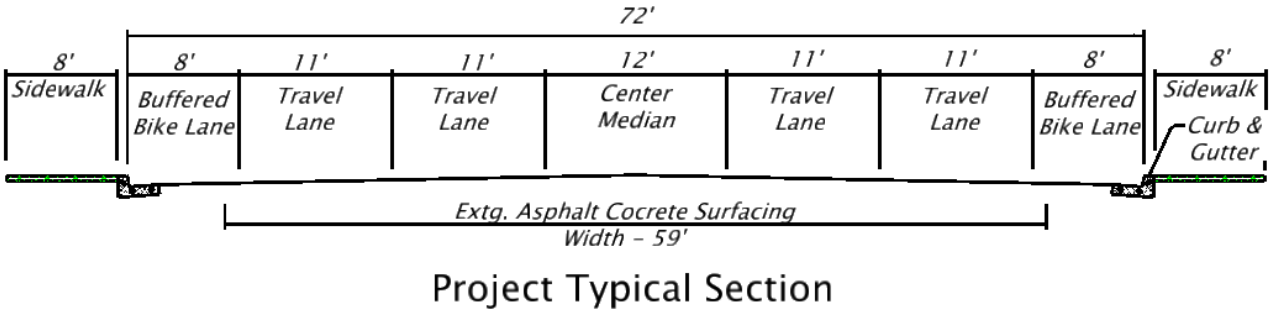
OR99: Glenwood – Coleman Creek, Phoenix, Oregon

KN 22384 - Future Bid - November, 2023 (Starts at North End of Coleman Creek Bridge Project)

Exhibit 16: OR 99 Existing Cross Section

Project Scope: This project will widen the roadway to provide sidewalks and buffered bike lanes that currently do not exist, add pedestrian crossings and public transit locations, and improve/update ADA accessibility. This project is currently under development and is an extension of the previous projects at the intersection of OR 99 and N. Phoenix Rd., and the Coleman Creek Bridge replacement. The project will extend the BUD designed wider roadway cross-section north from Coleman Creek Bridge to S. Stage Road (Approximately 1.2 miles) with reconfigured travel lanes and the added bicycle, pedestrian and transit amenities. The existing cur-to-curb width of 59 ft. will be widened to 72 ft. to provide the 8-foot buffered bicycle lanes and 8-foot wide sidewalks.

Exhibit 17: KN 22384 – OR99 Proposed Section (S. Stage Road to Coleman Creek Bridge) Roadway Widening Provides Sidewalk and Buffered Bicycle Facilities



Project Typical Section