



***Rogue Valley OR 99
Corridor Plan Update***

***Jackson County Commissioners
Briefing
January 28, 2014***



OR 99 Rogue Valley Corridor.....

1. History

- Began in 2010:
 - Initiated to evaluate the OR 99 corridor from South Medford to North Ashland (out to 2034):
 - » Mobility, Safety, Livability, and Multi-modal goals;
 - Several “pauses” for additional analysis’s;

2. Public Involvement

- Technical Advisory (Jackson Co., Talent, Ashland, Phoenix, Medford, RVTD, RVCOG, and ODOT)
- Citizen Advisory
- Open Houses (4 open houses in Talent and Phoenix)



Corridor Planning Area.....



OR 99 Corridor Plan

Figure 1-1 North
Study Area
South Medford/Phoenix

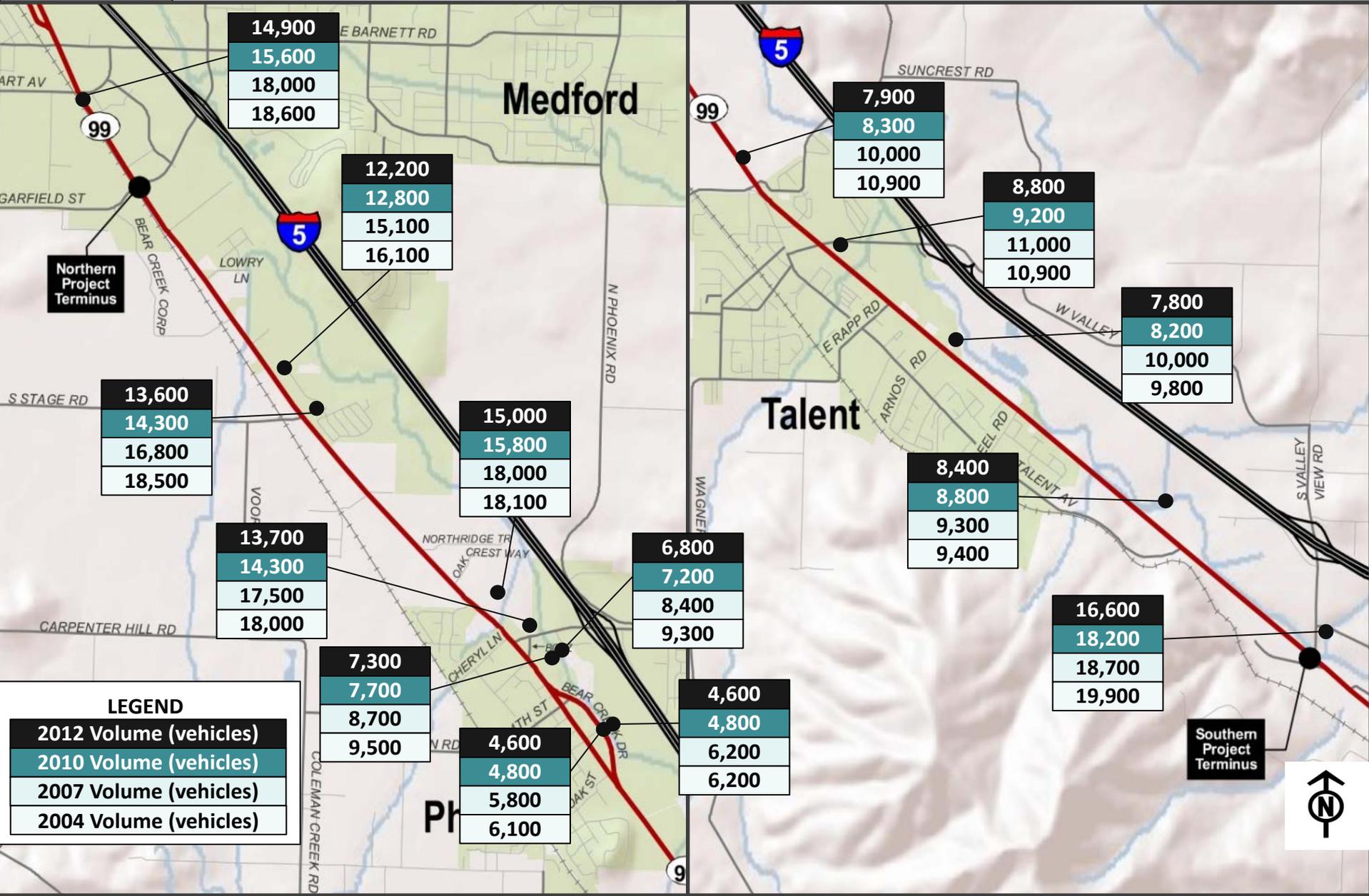


OR 99 Corridor Plan

Figure 1-1 South
Study Area
Talent/North Ashland



Oregon Department of Transportation





Ideas and Concepts

- Developed from feedback at TAC and CAC meetings and requests for additional analysis from various agencies;
- Concepts identified and presented:
 - Improved lighting;
 - Better access to transit facilities;
 - Charlotte Ann Rd to Coleman Creek Culvert – Implement a 5-lane Cross-section and Add Bike Lanes and Sidewalks;
 - Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities;
 - Phoenix South End of Couplet to South City Limits - Implement a 3-lane Cross-section and Add Bike Lanes and Sidewalks;
 - Phoenix South City Limits to Talent – Implement a 3-lane Cross-section and Widen Shoulders;
 - Enhanced Bear Creek Greenway Connections and improved signage

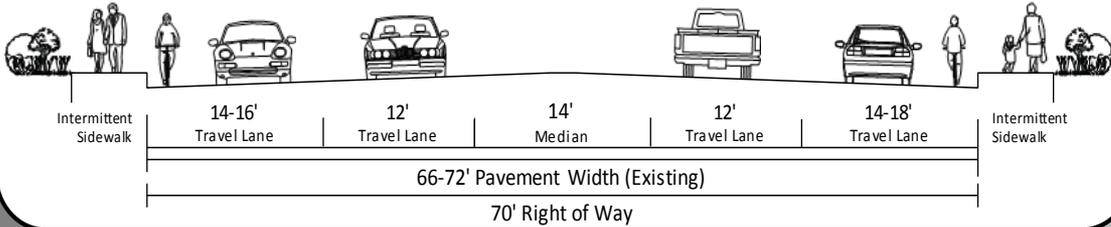




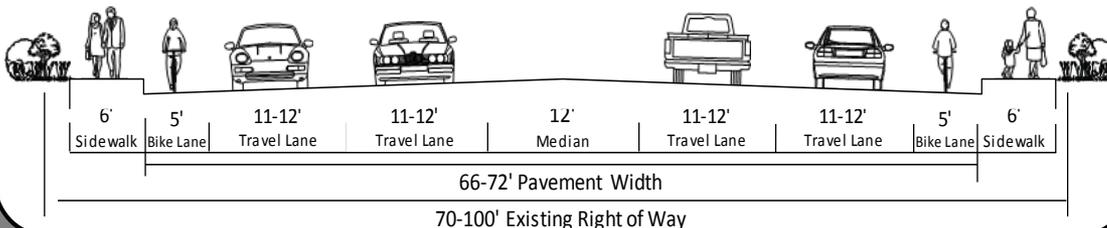
Charlotte Ann Rd to Coleman Creek Culvert – Implement a 5-lane restriped section and add Bike Lanes and Sidewalks



EXISTING 5-LANE CROSS-SECTION



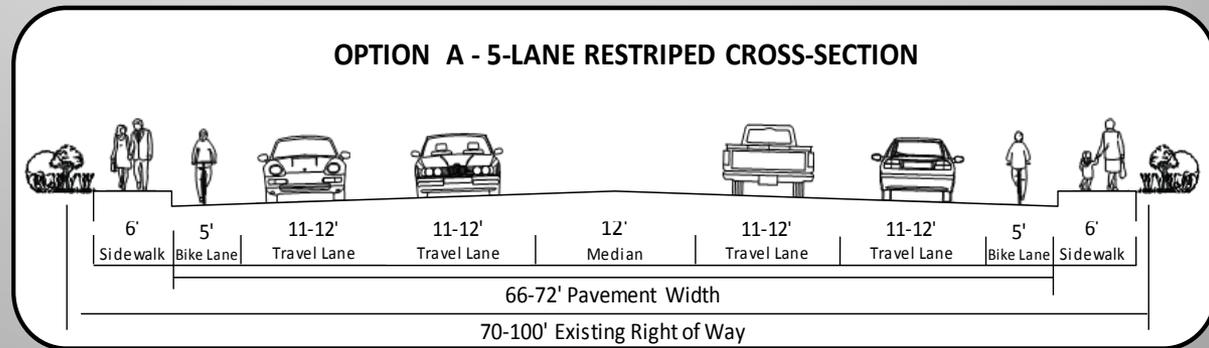
OPTION A - 5-LANE RESTRIPE CROSS-SECTION



- 70-foot ROW in many sections;
- Paved width is 66 to 72 feet;
- 5 travel lanes ;
- Sidewalks are outside ROW;
- Volume too high for 3-lane (est. future 17,000 to 22,000 vpd);
- Restriping is more feasible;
- Minimal ROW needed for additional sidewalk improvements;



Charlotte Ann Road to Coleman Creek



Concept(s):

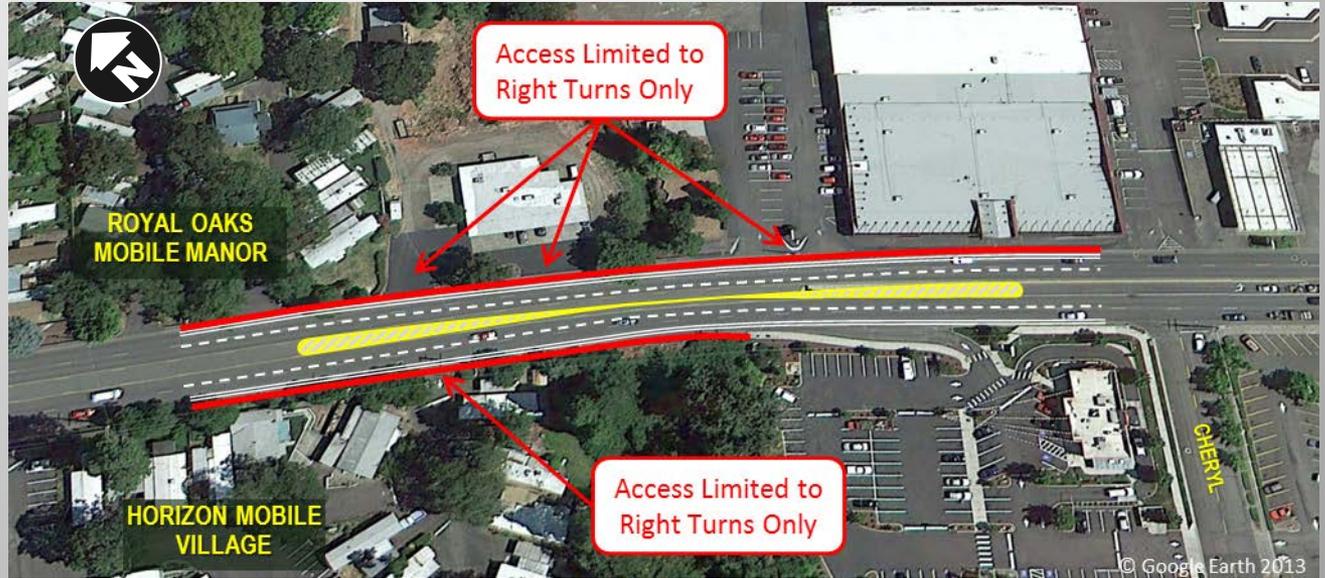
- Concept 3A – Lane restriping - \$3.5 million;
- Concept 3B – Widening to full standard - \$9.7 million;
- Concept 34 – Lane Reduction with sidewalks in ROW - \$7.3 million;

Recommendation:

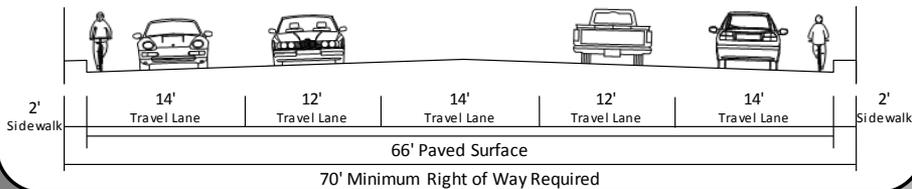
Option A



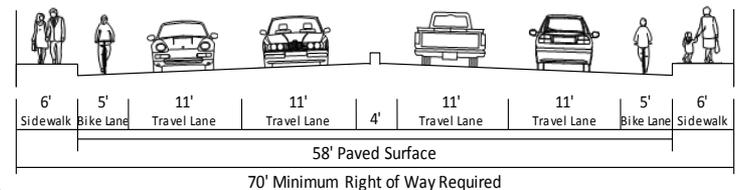
Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities Option A



EXISTING COLEMAN CREEK CROSSING



OPTION A: COLEMAN CREEK CROSSING

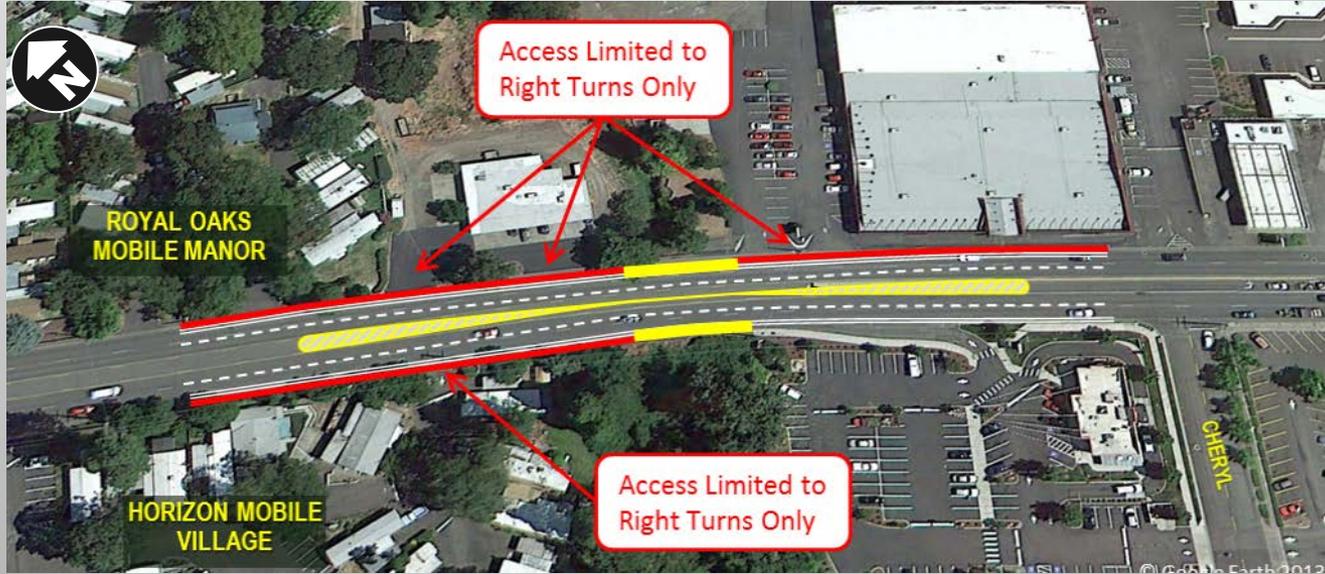


- Culvert that carries Coleman Creek under OR 99 is 75 feet wide
- Currently supports approximately 70 feet of roadway structure

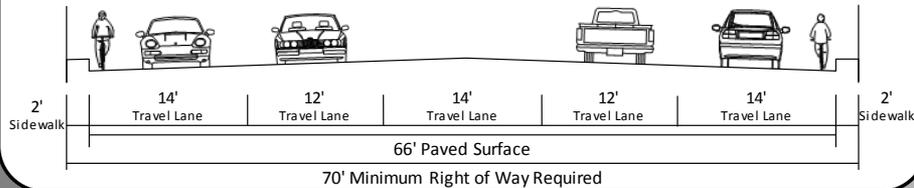
- Could modify 70-foot structure to include:
 - 6-foot sidewalks on both sides
 - 5-foot bike lanes on both sides
 - 11-foot travel lanes (same as FVI)
 - 4-foot painted or raise median



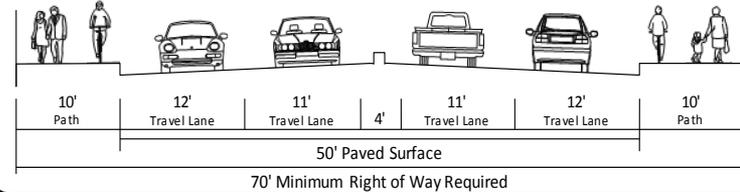
Coleman Creek Crossing - Add Bicycle and Pedestrian Facilities – Option B



EXISTING COLEMAN CREEK CROSSING



OPTION B: COLEMAN CREEK CROSSING



- Culvert that carries Coleman Creek under OR 99 is 75 feet wide
- Currently supports approximately 70 feet of roadway structure

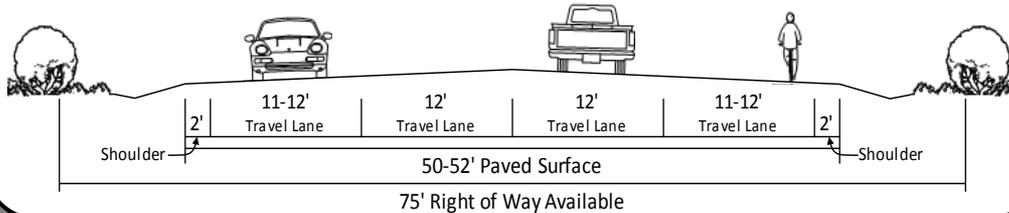
- Could modify 70-foot structure to include:
 - 10-foot multi-use path on both sides
 - 11- to 12-foot travel lanes (similar to FVI)
 - 4-foot painted or raise median



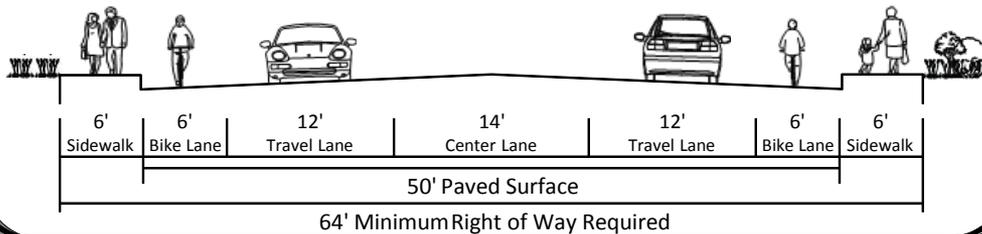
Phoenix South End of Couplet to South City Limits - Implement a lane reduction and add Bike Lanes and Sidewalk



EXISTING 4-LANE CROSS-SECTION



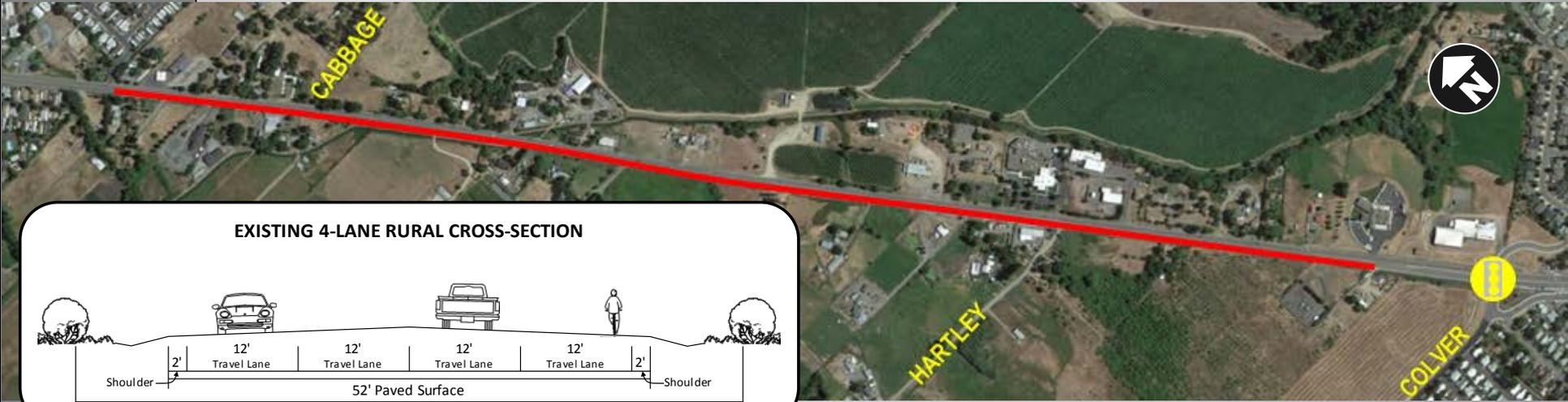
3 LANE CROSS-SECTION



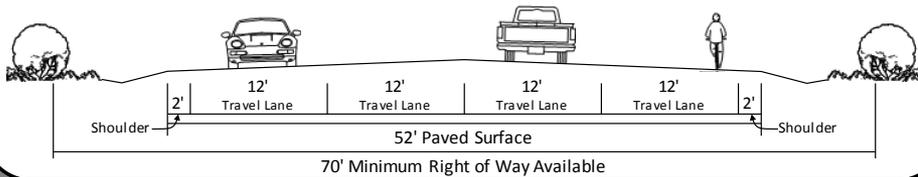
- 75-foot ROW available
- Paved width is 50 to 52 feet
- 4 travel lanes
- No sidewalks or bike lanes
- Entire cross section within existing ROW
- Could modify existing to include:
 - 6-foot bike lanes on both sides
 - 12-foot travel lanes and 14-foot center lane
- Add sidewalks on both sides (could include landscape buffers within ROW)



Phoenix South City Limits to Talent – Implement a Lane Reduction and Widen Shoulders



EXISTING 4-LANE RURAL CROSS-SECTION



- 70-foot minimum ROW available
- Paved width is 50 to 52 feet
- 4 travel lanes, no shoulders
- No change in paved surface
- Could modify to a 2-lane cross section:
 - 10-foot shoulders both sides
 - 12-foot travel lanes and 8-foot median
- Could modify to a 3-lane cross section:
 - 7-foot shoulders both sides
 - 12-foot travel lanes and 14-foot center lane

POTENTIAL RURAL INTERSECTION OR 3-LANE CROSS-SECTION



- Wider shoulders (7-10 feet) accommodate bicyclists or pedestrians and allow vehicles to pull off the roadway, if necessary
- 3-lane cross-section has lower predicted crash rate than 4-lane cross-section



Enhanced Bear Creek Greenway Connections and Signage



Improvements Identified in Concept 13



Sample Wayfinding & Directional Signage



Sample On-street bicycle facilities



Example of Paved Trail Connection



Location of new trail connection
Location of enhanced trail signage

OR Highway 99
Bear Creek Greenway
Street connection to Bear Creek Greenway
New trail connection to Bear Creek Greenway



Next Steps.....

- Prepare Draft OR 99 Corridor Plan
 - Review period
 - Agency coordination/outreach
- Finalize OR 99 Corridor Plan (local adoption)
 - Summer/Fall 2014
- Questions?