



FINAL TECH MEMO #1: PLAN AND POLICY REVIEW, GOALS AND OBJECTIVES

Date:	May 17, 2021	Project #: 23021.028
To:	Rob Brandes, Josephine County Thomas Guevara, Oregon Department of Transportation	
From:	Ashleigh Ludwig, PE, Miranda Barrus, and Brian L. Ray, PE, Kittelson & Associates, Inc. Darci Rudzinski, Clinton “CJ” Doxsee, and Brandon Crawford, Angelo Planning Group	
Project:	US 199 Corridor Plan	
Subject:	Final Tech Memo #1: Plan and Policy Review, Goals and Objectives	

Introduction

This memorandum introduces the US 199 Corridor Plan by presenting the project purpose, goals, and a review of relevant plans, policies, and documents. The first section summarizes the project purpose. The second section presents the goals and objectives established for the 2019 Josephine County Transportation System Plan (TSP) that are relevant to the US 199 corridor. These goals will be used to guide development and implementation of the corridor plan. The third section of the memorandum includes a review of existing plans, regulations, and policies that affect transportation planning for the US 199 corridor within Josephine County.

Project Purpose

The purpose of this project is to evaluate the US 199 corridor from the Applegate River, just west of Grants Pass, to the California border to identify recommendations to improve traffic safety and mobility for all modes. The study was a recommendation from the 2020 Josephine County Transportation System Plan (TSP), based on the crash history, limited multimodal facilities, and unique context areas of the corridor.

The study area extends from the Applegate River, just west of Grants Pass, to the California border, approximately 35 miles in length. Land uses within the study area include unincorporated rural communities – Wilderville, Wonder, Selma, Kerby, and O’Brien – and rural Josephine County. US 199 is a statewide highway, running generally northeast to southwest, connecting Interstate 5 in Grants Pass, Oregon to US 101 in California. Statewide highways like US 199 typically provide inter-urban and regional mobility, and are characterized by high-speed, continuous flow operation. US 199 is a significant facility in southern Oregon as it is part of the National Highway System, a Federally Designated Truck Route, an Oregon Highway Plan Freight Route.

Many of the corridor transportation issues identified on US 199 in the Josephine County TSP are related to the history of fatal and severe crashes. The corridor serves a variety of users including local

residents of the unincorporated rural communities, freight, regional travel between southern Oregon and the Pacific Coast, and recreational traffic accessing local destinations in the corridor and traveling through the corridor. The corridor plan will:

- » Reassess transportation deficiencies identified in the TSP related to safety, operations, and people walking and biking;
- » Develop cost-effective solutions to reduce crash risk and improve access for all road users; and
- » Provide policy framework for performance of US 199.

Relevant TSP Goals and Objectives

The proposed corridor plan goals and objectives presented in this section are based on the goals in the 2019 Josephine County TSP. Kittelson & Associates, Inc. (Kittelson) revised the goals by removing those that are not relevant to the US 199 Corridor Plan and revising some objectives so that the intent is applied to the specific context of the corridor plan. The overall guiding principle for the plan's development is: reduce crash risk and provide convenient access for all road users in support of residents as well as the local, regional, and state economy. To achieve this guiding principle, the following goals associated objectives are presented for the US 199 Corridor Plan:

- » Communication, Collaboration, and Coordination
- » Safety
- » Mobility
- » Connectivity
- » Community and Economic Vitality
- » Environmental Sustainability
- » Strategic Investment
- » Land Use and Transportation Integration

The goals and objectives presented in this memorandum will be used to help prioritize recommendations in the US 199 Corridor Plan and identifying a preferred option when multiple alternatives exist. Goal 2, Safety, and its corresponding objectives will be given highest priority when multiple objectives may conflict.

Goal 1: Communication, Collaboration, and Coordination

Develop a corridor that is consistent with the adopted Josephine County comprehensive plan and adopted state, regional, and local plans.

Objectives

1.1. Provide consistency with state planning rules, regulations, and standards. Identify corridor recommendations that will require approval from ODOT to deviate from Highway Design Manual standards.

1.2. Develop a potential phased implementation plan for the US 199 recommendations that considers land use, financial, and environmental contexts.

- 1.3. Coordinate with Josephine County and ODOT during plan development.
- 1.4. Encourage citizen involvement in identifying and solving transportation issues by providing opportunities for public input.

Goal 2: Safety

Provide a corridor that enhances the safety and security of all transportation modes.

Objectives

- 2.1. Address existing safety issues at high collision locations and locations with a history of severe vehicle, bicycle-, and/or pedestrian-related crashes.
- 2.2. Manage access to transportation facilities consistent with their applicable classification to reduce and separate conflicts and provide reasonable access to land uses.
- 2.3. Identify and improve the safety of crossings for vehicles, bicycles, and pedestrians in the corridor.
- 2.4. Improve the visibility of transportation users in constrained areas, such as on hills and blind curves.
- 2.5. Maintain and enhance lifeline and evacuation routes in coordination with local, regional, state and private entities.
- 2.6. Evaluate opportunities for Intelligent Transportation Systems (ITS) to address traffic safety by providing real-time information to drivers and to enhance transportation efficiency for all modes.

Goal 3: Mobility

Optimize the performance of the corridor for the efficient movement of people and goods.

Objectives

- 3.1. Develop projects in the US 199 corridor plan to serve the expected roadway use, vehicle speeds, and vehicle traffic.
- 3.2. Reduce reliance on single-occupancy vehicle trips by:
 - a. developing bicycle and pedestrian facilities that encourage non-vehicular travel, provide safe passage for pedestrians and bicyclists, and connect to transit service; and
 - b. providing quality transit service as measured by hours of service and frequency.
- 3.3. Improve the operational and safety components of corridor segments not meeting width or horizontal or vertical alignment standards.
- 3.4. Balance pedestrian and bicycle needs with freight mobility needs through planning and design guidance and coordination.

3.5. Develop a program to systematically implement improvements for all modes that enhance mobility at designated high-priority locations.

Goal 4: Connectivity

Develop a multimodal corridor that connects all users to destinations within and beyond the corridor.

Objectives

- 4.1. Reduce reliance on the state system for making local trips by identifying alternate routes to the highway and improving access to those routes at key intersections.
- 4.2. Support connectivity between various communities, activities, and land uses in the corridor.
- 4.3. Provide access to schools, parks, and other activity centers on US 199 for all members of the community, including children, disabled, low-income, and elderly people.
- 4.4. Provide adequate access to transit facilities and services.
- 4.5. Plan for American Disability Act (ADA) compliance for new transportation facility infrastructure.

Goal 5: Community and Economic Vitality

Provide a corridor that supports existing industry, encourages economic development, and enhances the physical and social well-being of local residents.

Objectives

- 5.1. Improve the movement of goods and delivery of services in the corridor while balancing the needs of all users with a variety of travel modes and preserving livability in unincorporated communities.
- 5.2. Prioritize efficient freight movement.
- 5.3. Identify key routes serving tourism and plan for connections to the corridor.
- 5.4. Strive to provide equitable access to underserved and vulnerable populations.
- 5.5. Provide convenient and direct pedestrian and bicycle facilities and connections to:
 - a. Promote health and the physical and social well-being of residents in the corridor;
 - b. Reduce vehicular traffic congestion;
 - c. Provide community and recreational alternatives; and
 - d. Support economic development.

Goal 6: Environmental Sustainability

Provide a sustainable corridor through responsible stewardship of environmental resources.

Objectives

- 6.1. Avoid or minimize impacts to the scenic, natural, cultural, and historic resources in the corridor.
- 6.2. Plan for a multi-modal transportation system that, over time, will help:
 - a. Reduce the number of vehicle-miles traveled;
 - b. Increase the number of walking, bicycling, and transit trips; and
 - c. Minimize energy consumptions and air quality impacts in the corridor.
- 6.3. Support technology applications that improve travel mobility and safety with less financial and environmental impact than traditional infrastructure projects.
- 6.4. Consider “complete streets” designs within unincorporated communities to serve the needs of the various modes of travel.
- 6.5. Comply with all applicable state and federal noise, air, water, and land quality regulations.

Goal 7: Strategic Investment

Provide a sustainable corridor through responsible stewardship of financial resources.

Objectives

- 7.1. Preserve and protect the function and significance of the corridor.
- 7.2. Preserve and maintain the existing corridor assets to extend their useful life.
- 7.3. Improve travel reliability and efficiency of the corridor before adding capacity.
- 7.4. Identify corridor plan elements that may be eligible for grants and collaboration with other agencies to efficiently fund transportation improvements and supporting programs.
- 7.5. Identify potential new and creative funding sources to leverage high priority transportation projects in the corridor.

Goal 8: Land Use and Transportation Integration

Create a balanced built environment where desired existing and planned land uses are supported by an efficient multi-modal corridor.

Objectives

- 8.1. Identify areas in unincorporated communities where encouraging more compact, walkable, and/or bikeable development could significantly shorten trip lengths or reduce the need for motor vehicle travel.

8.2. Identify the 20-year corridor needs to accommodate developing or undeveloped areas without undermining the rural nature of the corridor; plan for adequate capacity for future travel demand and minimize travel times.

8.3. Review and revise where necessary local land use and development requirements to support future land use decisions consistent with the planned corridor.

Plans and Policy Overview

This section presents a review of existing plans, regulations, and policies that affect transportation planning along the US 199 corridor, from the Applegate River to the California State border. The review explains the relationship between the documents and planning as it relates to the US 199 corridor. It identifies key issues that will guide the US 199 Corridor Plan project with regard to developing and selecting preferred transportation solutions and necessary amendments to related plan documents and regulations.

The following documents have been reviewed:

» State Plans

- Oregon Statewide Planning Goals
- Oregon Transportation Plan (2006)
- Oregon Highway Plan (1999, last amended 2018)
- Oregon Freight Plan (2016)
- Oregon Public Transportation Plan (2018)
- Oregon State Rail Plan (2014)
- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Transportation Safety Action Plan (2016)
- Oregon Access Management Rule (OAR 734-051)
- Oregon Transportation Planning Rule (OAR 660-012)
- Statewide Transportation Improvement Program (2021-2024)
- Oregon Highway Design Manual (2012)
- ODOT Blueprint for Urban Design (2020)
- ODOT Motor Carrier Transportation Division (MCTD) Freight Mobility Map

» Local Plans

- Josephine County Comprehensive Plan (2005)
- Josephine County Transportation System Plan (2020)
- Josephine County Transportation System Plan Technical Memoranda (2020)
- Josephine County Zoning Map
- Josephine Community Transit Master Plan (2018)

Some documents in this review establish transportation-related standards, targets, and guidelines with which the project must be consistent with; others contain transportation improvements that will need to be factored into the demand modeling. Local policy and regulatory requirements may be the subject of recommended amendments in order to implement the recommendations of the study.

State Plans

Oregon Statewide Planning Goals

The foundation of Oregon’s statewide land use planning program is a set of 19 Statewide Planning Goals. The goals express the state’s policies on land use and on related topics, such as citizen involvement, housing, and natural resources. Oregon’s statewide goals are achieved through local comprehensive planning, including the development and implementation of TSPs and other area plans, such as corridor plans.

All of Oregon’s Statewide Goals have an influence on transportation planning, either directly or indirectly. However only certain Goals directly apply to transportation planning at a local level; the Goals listed in Table 1 are most relevant to the US 199 Corridor Plan.

Table 1: Statewide Planning Goals

Statewide Planning Goal	Relevancy to the Corridor Plan
Goal 1: Citizen Involvement	Establishes citizen involvement as the primary goal of the land use planning process in Oregon. The public involvement component of the corridor planning process includes coordination project advisory committee (PAC) coordination and two project open houses. Expertise and local knowledge offered by the PAC and open house participants will help inform the Corridor Plan preferred alternatives. Feedback PAC input and feedback from the open houses will be compiled into a comment log and summarized in Technical Memorandums 1, 2, and 3.
Goal 2: Land Use Planning	Establishes a process and policy framework for all decisions and actions related to uses of land; ensures that such decisions and actions are premised on an adequate factual base. Existing and future transportation needs will be partly based on an inventory of land uses adjacent to the corridor and other related existing conditions, which will be documented in Technical Memorandum #2.
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces	Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. Technical Memorandum #2 will provide inventories of these resources and will illustrate and describe areas within the corridor study area that may pose barriers to providing transportation access or improvements.
Goal 7: Natural Hazards	The risk of natural hazards and protection of designated areas to mitigate risks affect site selection, alignment decisions, and design of transportation improvements. Transportation improvement projects in the corridor study area should account for natural hazard features, such as floodplains, to the extent feasible.
Goal 11: Public Facilities and Services	Local governments are required to provide adequate public facilities, including transportation facilities, in a timely and efficient manner. The Corridor Plan process will coordinate with or consider the provision of other public facilities consistent with adopted plans, such as the Josephine TSP.

Goal 12: Transportation	Goal 12 is implemented through the Transportation Planning Rule (TPR - OAR 660, Division 12). The TPR contains numerous requirements governing transportation planning and project development. See the Oregon TPR section of this memo for more information.
Goal 13: Energy Conservation	Land uses shall be managed and controlled to maximize the conservation of all forms of energy based upon sound economic principles. In this Corridor Plan, and transportation planning generally, this includes consideration of travel distances and mode share.

Oregon Transportation Plan (2006)¹

The Oregon Transportation Plan (OTP) is the state's long-range multi-modal transportation plan that addresses the future transportation needs of the State of Oregon through the year 2030. The primary function of the OTP is to establish goals, policies, strategies, and initiatives that are translated into a series of modal plans, such as the Oregon Highway Plan and Oregon Bike and Pedestrian Plan. The OTP considers all modes of Oregon's transportation system, including Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads. It assesses state, regional, and local public and private transportation facilities. In addition, the OTP provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but it does not identify specific projects for development.

The OTP provides broad policy guidance and sets seven overarching goals for the state.² Through these goals and associated policies and strategies, the OTP emphasizes:

- » Maintaining and maximizing the assets in place
- » Optimizing the performance of the existing system through technology
- » Integrating transportation, land use, economic development, and the environment
- » Integrating the transportation system across jurisdictions, ownerships, and modes
- » Creating sustainable funding
- » Investing in strategic capacity enhancements

The Implementation Framework section of the OTP describes the implementation process and how state multimodal, modal/topic plans, regional and local TSPs and master plans will further refine the OTP's broad policies and investment levels.

In 2018, the Oregon Transportation Commission adopted an amendment to incorporate the Statewide Transportation Strategy (STS) as part of the Oregon Transportation Plan. The STS describes how the transportation sector can move towards the goal of a 75% reduction in GHG emissions from 1990 levels by 2050. It includes strategies for greenhouse gas reductions and furthers and supports the OTP

¹ ODOT is currently in the process of updating the OTP, which will replace the version adopted in 2006. The updated OTP will provide a long-range vision for Oregon's multi-modal system through the year 2050. It is not anticipated the updated OTP will be adopted prior to completion of this Corridor Project.

² The seven goals are Goal 1 – Mobility and Accessibility; Goal 2 – Management of the System; Goal 3 – Economic Vitality; Goal 4 – Sustainability; Goal 5 – Safety and Security; Goal 6 – Funding the Transportation System; and Goal 7 – Coordination, Communication, and Cooperation.

and its goals to provide a safe, efficient, and sustainable transportation system that enhances Oregon's quality of life and economic vitality.

Project Relevance: The OTP's policies and strategies will guide the Corridor Project, specifically in the areas of system management, maximizing performance of the system using technology and creative design solutions, integrating multimodal options, pursuing sustainable funding sources, and investing strategically in capacity improvements.

Oregon Highway Plan (1999, last amended 2018)

The Oregon Highway Plan (OHP) is a modal plan of the Oregon Transportation Plan (OTP) that guides ODOT's Highway Division in planning, operations, and financing. ODOT is currently in the process of updating the OHP to replace the version adopted in 1999. The US 199 Corridor Plan planning process will be guided by the policies and standards in the OHP. The resulting plan may be reviewed by the Oregon Transportation Commission (OTC) for adoption as a refinement to the OHP.

Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity; partnerships with other agencies and local governments; and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

The US 199 Corridor Plan process will consider policies in the OHP for any improvements, modifications, or implementation items that would affect the corridor. OHP policies provide guidance in developing recommended improvements that would impact the accessibility, mobility, or function of the highway. The Corridor Plan is being developed in coordination with ODOT so that projects, policies, and regulations proposed as part of the plan will comply with or move in the direction of meeting the standards and targets established in the OHP related to safety, access, and mobility.

The following policies are relevant to the Corridor Plan.

Policy 1A: State Highway Classification System

The OHP classifies the state highway system into four levels of importance: Interstate, Statewide, Regional, and District. ODOT uses this classification system to guide management and investment decisions regarding state highway facilities. The system guides the development of the facility plans, as well as ODOT's review of local plan and zoning amendments, highway project selection, design and development, and facility management decisions (including road approach permits).

US 199 is a classified highway in the State Classification System of the OHP. The purpose and management objectives are provided in Policy 1A, as summarized below.

Statewide highways (US-199) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed,

continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal.

The following classifications also apply to US 199:

- » National Highway System (NHS)
- » National Network (NN)
- » Federally Designated Truck Route (FR)
- » Reduction Review Route (RRR)
- » OHP Freight Route

Policy 1B: Land Use and Transportation

Policy 1B applies to all state highways. It is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. Policy 1B recognizes that state highways serve as the main streets of many communities – as US 199 does for Kerby, Cave Junction, and O’Brian – and strives to maintain a balance between serving local communities (accessibility) and the through traveler (mobility). This policy recognizes the role of both the State and local governments related to the state highway system and calls for a coordinated approach to land use and transportation planning.

Policy 1C: State Highway Freight System

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. This freight system, made up of the Interstate Highways and select Statewide, Regional, and District Highways, includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas. Highways included in this designation have higher highway mobility standards than other statewide highways. US 199 is designated in the OHP as a freight route. US 199 is also a Reduction Review Route, where any potential reductions of vertical and horizontal clearance are subject to review, including input from affected stakeholders and local governments, pursuant to OAR 731-012-0010.

Policy 1F: Highway Mobility Policy

Policy 1F sets mobility targets for ensuring a reliable and acceptable level of mobility on the state highway system. The targets are used to assess system needs as part of long range, comprehensive transportation planning projects (such as a Corridor Plan), during development review, and to demonstrate compliance with the Transportation Planning Rule (TPR). Table 2 includes the volume-to-capacity (v/c) targets for US 199. Policy 1F also provides the policy framework for considering measures other than v/c for evaluating mobility performance.

Table 2: Volume to Capacity Ratio Targets Outside Metro

	Unincorporated Communities	Rural Land
Freight Route on a Statewide Highway	0.75	0.70

Policy 1G: Major Improvements

This policy requires maintaining performance and improving safety on the highway system by improving efficiency and management on the existing roadway network before adding capacity. The state's highest priority is to preserve the functionality of the existing highway system. Tools that could be employed to improve the function of the existing interchanges include access management, transportation demand management, traffic operations modifications, and changes to local land use designations or development regulations.

After existing system preservation, the second priority is to make minor improvements to existing highway facilities, widening highway shoulders or adding auxiliary lanes, or making improvements to the local street network to minimize local trips on the state facility.

The third priority is to make major roadway improvements such as adding lanes to increase capacity on existing roadways. As part of this planning process, ODOT will work with the County and other stakeholders to determine appropriate strategies and tools that can be implemented at the local level that are consistent with this policy.

Policy 2E: Intelligent Transportation Systems

This policy prompts the State to consider a broad range of Intelligent Transportation System (ITS) services to provide cost-effective improvements to efficiency and safety. It specifically identifies the use of the following to implement the policy: incident management, en-route driver information; traffic control; route guidance; commercial vehicle electronic clearance; pre-trip travel information; public transportation management; emergency notification and personal security; emergency vehicle management; and commercial fleet management.

Action 2E.2 calls for expanded traffic management capabilities in more urbanized areas through the use of ramp meters, variable message signs, and closed-circuit television to address recurrent congestion and enhance incident management.

Policy 2F: Traffic Safety

This policy emphasizes the state's efforts to improve safety of all users of the highway system. Action 2F.4 addresses the development and implementation of the Safety Management System to target resources to sites with the most significant safety issues.

Policy 3A: Classification and Spacing Standards

This policy defines the state's intent to manage the location, spacing, and type of road intersections on state highways to ensure the safe and efficient operation of state highways consistent with the classification of the highways.

Action 3A.2 calls for spacing standards to be established for state highways based on highway classification, type of area, and posted speed. Tables in OHP Appendix C present access spacing standards which consider urban and rural highway classification, traffic volumes, speed, safety, and operational needs. The access management spacing standards established in the OHP are implemented by access management rules in OAR 734, Division 51, addressed later in this report. This

planning process will include an analysis of how existing ODOT facilities in the US 199 Corridor compare to these standards.

Policy 4A: Efficiency of Freight Movement

This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system. US 199 is a Federally Designated Truck Route and a State freight route.

Policy 4B: Alternative Passenger Modes

Policy 4B encourages the development of alternative passenger services and systems as part of broader corridor strategies. This policy promotes and supports the use of alternative passenger transportation systems when supported by travel demand, land use, and other factors. Alternative passenger services have the potential to relieve highway traffic congestion and reduce the rate of vehicle miles of travel per capita. It encourages the accommodation of alternative passenger services and systems as part of broader corridor strategies and the development of alternative passenger transportation services located off the highway system to help preserve the performance and function of the state highway system.

Policy 4D: Transportation Demand Management

Policy 4D seeks to use transportation demand strategies to increase efficiency on the state transportation system. Transportation demand strategies include a variety of techniques, including rideshare programs, alternative transportation incentives, road pricing strategies, or other techniques that seek to flatten peak demand or improve vehicular flow.

Project Relevance: The Corridor Plan will be guided by policies in the OHP for any improvements or modifications along the US 199 corridor. OHP policies provide guidance in developing recommended improvements that would impact the accessibility, mobility, or function of the highway. Improvements or modifications to the corridor will comply or move in the direction of meeting the standards and targets established in the OHP related to safety, access, and mobility.

Oregon Freight Plan (2016)

The Oregon Freight Plan (OFP) is a modal plan of the Oregon Transportation Plan and implements the State's goals and policies related to the movement of goods and commodities. Its purpose statement identifies the State's intent "to improve freight connections to local, Native America, state, regional, national and global markets in order to increase trade-related jobs and income for workers and business." The objectives of the plan include prioritizing and facilitating investments in freight facilities and adopting strategies to maintain and improve the freight transportation system.

US 199 is a Western Corridor freight facility in the OFP; the Western Corridor is defined as a Strategic Freight Corridor. The following policy and strategic direction provided in the OFP prioritizes preservation of strategic corridors as well as improvements to the supply chain achieved through coordination of freight and system management planning.

Strategy 1.2: Strive to support freight access to the Strategic Freight System. This includes proactively protecting and preserving corridors designated as strategic.

Action 1.2.1. Preserve freight facilities included as part of the Strategic Freight System from changes that would significantly reduce the ability of these facilities to operate as efficient components of the freight system unless alternate facilities are identified or a safety-related need arises.

Strategy 2.3: Identify and rank freight bottlenecks, corridor constraints or chokepoints, in particular those located on the strategic system. Update the ranked list periodically.

Strategy 2.4: Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System with the intent to improve supply chain performance.

Strategy 2.5: Enhance Intelligent Transportation Systems (ITS) applications (such as traveler information programs and transportation demand management systems) that are effective and useful to freight. Prioritize strategic locations for ITS applications.

The OFP does not list any needed improvements in the project study area.

Project Relevance: The Corridor Plan will strive to maintain safe and consistent access for freight on US 199.

Oregon Public Transportation Plan (2018)

The Oregon Public Transportation Plan (OPTP) is the modal plan of the OTP that provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems³. The guiding vision for the State is to create:

- » A public transportation system that is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns, and communities work.
- » Public transportation that is convenient, affordable, and efficient helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions.

The OPTP is designed to respond to trends, opportunities, and challenges that exist today, while providing an adaptable foundation for the future. The policies and strategies advance public transportation as an important piece of the overall transportation system, linking people to destinations, services, opportunities, as well as to communities in neighboring states.

While the OPTP does not recommend specific projects or investments, new efforts in planning for transit come with the passage of HB 2017 (Keep Oregon Moving Act) and the establishment of a new dedicated source of funding for expanding public transportation service in Oregon.⁴ The Statewide

³ Goals: Goal 1 – Mobility, Goal 2 – Accessibility and Connectivity, Goal 3 – Community, Livability and Economic Vitality, Goal 4 – Equity, Goal 5 – Health, Goal 6 – Safety and Security, Goal 7 – Environmental Sustainability, Goal 8 – Land Use, Goal 9 – Strategic Investment, Goal 10 – Communication, Collaboration, and Coordination

⁴ <https://www.oregon.gov/ODOT/Pages/HB2017.aspx>

Transportation Improvement Fund (STIF) provides the impetus for coordinating the prioritization of needed infrastructure. STIF funds are continuously appropriated to finance investments and improvements in public transportation services and may be used for public transportation purposes that support the effective planning, deployment, operation, and administration STIF-funded public transportation programs. STIF funds may be also used as the local match for state and federal funds that also provide public transportation service.⁵

The study area stretch of US 199 is a POINT (Public Oregon Intercity Network) Bus Route, SouthWest (Klamath Falls-Brookings). Intercity bus providers include a mix of public and private entities working separately or in partnership to deliver transit services. Project outcomes will need to consider the needs of transit along the US 199 corridor, consistent with the following OTP policy.

Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.

Project Relevance: This planning project will consider the needs of public transit in developing and evaluating solutions. Where applicable, the Corridor Plan proposed solutions will be shared with the Public Oregon Intercity Network for input and to ensure coordination between the project recommendation and transit plans.

Oregon State Rail Plan (2014)

The Oregon State Rail Plan is a state modal plan under the OTP that addresses long-term freight and passenger rail planning in Oregon. The Plan provides a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems. It identifies specific policies concerning rail in the state, establishes a system of integration between freight and passenger elements into the land use and transportation planning process, and calls for cooperation between state, regional, and local jurisdictions in planning for rail.

There are no rail lines in the US 199 Corridor study area.

Project Relevance: There are no rail lines in the US-199 corridor study area; therefore, the Oregon State Rail Plan is not applicable.

Oregon Bicycle and Pedestrian Plan (2016)

The intent of the Oregon Bicycle and Pedestrian Plan (OBPP) is to create a policy foundation that supports decision-making for walking and biking investments, strategies, and programs that help to develop an interconnected, robust, efficient, and safe transportation system. The OBPP established the

⁵ <https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=245662>

role of walking and biking as essential modes of travel within the context of the entire transportation system, and recognizes the benefit to the people and places in Oregon.

The OBPP provides direction for what needs to be achieved in the state, including 20 policies and associated strategies designed to help develop, sustain, and improve walking and biking networks. It identifies nine goals based upon the broader goals of the OTP that reflect statewide values and desired accomplishments relating to walking and biking:

- » Goal 1: Safety
- » Goal 2: Accessibility and Connectivity
- » Goal 3: Mobility and Efficiency
- » Goal 4: Community and Economic Vitality
- » Goal 5: Equity
- » Goal 6: Health
- » Goal 7: Sustainability
- » Goal 8: Strategic Investment
- » Goal 9: Coordination, Cooperation, and Collaboration

The OBPP also provides background information related to state and federal law, funding opportunities, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation. It outlines the role that local jurisdictions play in the implementation of the Plan, including the development of local pedestrian and bicycle plans as stand-alone documents within TSPs.

The existence and condition of bicycle and pedestrian facilities will be inventoried as part of this project. Consistent with Strategy 2.1b from the plan, cited below, opportunities for enhanced non-motorized travel will also be explored on local routes parallel to, and traversing, US 199.

Strategy 2.1B: When local planning processes have, in consultation with ODOT, identified a local parallel bike route, and a bikeway on the state highway is determined to be contrary to public safety, is disproportionate in cost to the project cost or need, or is not needed as shown by relevant factors and therefore justified to be exempt from ORS 366.514 based on one of those statutory exemptions, ODOT will work with the jurisdictions to support the development of the parallel route and assure reasonable access to destinations along the state highway. ODOT and the local jurisdiction may enter into an agreement in which ODOT helps to fund, in negotiation and partnership with the local jurisdiction, construction of the bikeway in the vicinity of the state highway project that serves as an alternative or parallel route to the highway project.

Project Relevance: The Corridor Plan will identify and address areas where enhancements are needed to improve pedestrian and bicycle accessibility. The Plan will consider OBPP standards and designs where pedestrian and bicycle improvements are recommended on, or parallel to, the US 199 corridor.

Oregon Transportation Safety Action Plan (2016)

The Oregon Transportation Safety Action Plan (TSAP) is a plan that shows a set of actions that Oregonians have identified as steps to a safer travel environment. The TSAP is implemented by

multiple state, local, and regional agencies in addition to ODOT. It is a multi-purpose plan that includes both a 20- year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. The long-term goals of the TSAP are to foster a safety culture, develop infrastructure for safety, support healthy communities, leverage technology, and coordinate agencies and stakeholders to work together, and guide strategic safety investments.

Project Relevance: Consistent with the Oregon TSAP, the US 199 Corridor Plan will identify sites with high occurrences of reported crashes and will consider safety in the selection and prioritization of transportation projects to meet future system needs for all modes of transportation.

Oregon Access Management Rule (OAR 734-051)

Oregon Administrative Rule (OAR) 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. ODOT adopted OAR 734-051 to address access management and it is expected that ODOT, as part of this project, will coordinate with the County and relevant jurisdictions in planning for access management on state roadways consistent with its Access Management Rule.

Project Relevance: The Access Management Rule has a particular emphasis on regulating safety and/or operations concerns on State highways, especially as they relate to adjacent land uses. Analysis for the US 199 Corridor Plan and final project recommendations will need to reflect State requirements for State facilities; the Plan will comply or move in the direction of meeting access management standards for state facilities.

Oregon Transportation Planning Rule (OAR 660-012)

The Transportation Planning Rule (TPR), OAR 660-012, implements Goal 12 (Transportation) of the statewide planning goals. The TPR contains numerous requirements governing transportation planning and project development. The TPR purpose (OAR 660-012-0000) includes the following directives for coordinating transportation and land use planning that most directly apply to the US 199 Corridor Plan:

- » (1)(b) Encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation;
- » (1)(d) Facilitate the safe, efficient and economic flow of freight and other goods and services within regions and throughout the state through a variety of modes including road, air, rail and marine transportation;
- » (1)(e) Protect existing and planned transportation facilities, corridors and sites for their identified functions;
- » (1)(g) Identify how transportation facilities are provided on rural lands consistent with the goals;
- » (1)(h) Ensure coordination among affected local governments and transportation service providers and consistency between state, regional and local transportation plans;
- » (1)(i) Ensure that changes to comprehensive plans are supported by adequate planned transportation facilities.

The TPR sets requirements for coordination among affected levels of government and transportation service providers for preparation, adoption, refinement, implementation, and amendment of transportation system plans.

Project Relevance: The TPR contains numerous requirements governing transportation planning and project development, including coordination between agencies with jurisdiction over transportation facilities and consistency between state and local plans. ODOT and Josephine County will collaborate in the development of the Corridor Plan; the Corridor Plan will document where recommendations necessitate a local action to ensure planning consistency.

Statewide Transportation Improvement Program

The State Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs for state and regional transportation systems, including federal land and Indian reservation road systems, interstate, state, and regional highways, bridges, and public transit. It includes state- and federally funded system improvements that have approved funding and are expected to be undertaken during the upcoming four-year period.

The projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices, a process that is held every two years in order to update the STIP. The current STIP identifies planned improvements for 2021-2024. The Oregon Transportation Commission (OTC) began work on the 2024-2027 STIP in July 2020 and expects to finish in 2023.

The 2021-2024 STIP includes the following safety improvement projects within the US 199 corridor:

- » US 199 Holton Cr. Pedestrian Bridge (Kerby)
- » US 199 Clear Zone Improvements

Project Relevance: The Corridor Plan analysis will account for projects that are programmed in the STIP. An expected outcome of this planning process is proposed recommendations to amend the STIP to include transportation improvements identified in the Corridor Plan. The STIP projects will most likely involve improvements that are eligible for funding through the ODOT Enhance program, which awards funding through a competitive application process.

Oregon Highway Design Manual (2012)

The 2012 Highway Design Manual (HDM) provides ODOT with uniform standards and procedures for planning studies and project development for the state's roadways. It is intended to provide guidance for the design of new construction; major reconstruction (4R); resurfacing, restoration, and rehabilitation (3R); or resurfacing (1R) projects. It has not been updated since the release of American Association of State Highway and Transportation Officials (AASHTO) document *A Policy on Geometric Design of Highways and Streets - 2018*. Therefore, sound engineering judgment will continue to be a vital part in the process of applying the design criteria to individual projects. The flexibility contained in the 2012 Highway Design Manual supports the use of Practical Design concepts and Context Sensitive Design practices.

The HDM is to be used for all projects that are located on state highways. National Highway System or Federal-aid projects on roadways that are under local jurisdiction will typically use the 2018 AASHTO design standards or ODOT 3R design standards. Table 3 shows which design standards are applicable for certain projects based on project type. State and local planners will also use the manual in determining design requirements as they relate to the state highways in this Corridor Plan. Some projects under ODOT roadway jurisdiction traverse across local agency boundaries. Some local agencies have adopted design standards and guidelines that may differ from the various ODOT design standards. Although the appropriate ODOT design standards are to be applied on ODOT roadway jurisdiction facilities, local agency publications and design practices can also provide additional guidance, concepts, and strategies related to roadway design.

Table 3: Design Standards Selection Matrix, ODOT Highway Design Manual

Project Type	Urban State Highways	Rural State Highways
Modernization/ Bridge New/ Replacement	ODOT 4R/ New Urban	ODOT 4R/ New Rural
Preservation/ Bridge Rehabilitation	ODOT 3R Urban	ODOT 3R Rural
Preventative Maintenance	1R	1R
Safety Operations Miscellaneous/ Special Programs	ODOT Urban	ODOT Rural

Source: HDM Table 1-1

The HDM includes mobility standards related to project development and design that are applicable to all modernization projects, except for development review projects (see Table 4). The v/c ratios in the Highway Design Manual are different than those shown in the Oregon Highway Plan (OHP). The v/c ratio values in the OHP are used to assist in the planning phase to identify future system deficiencies; the Highway Design Manual v/c ratio values provide a mobility solution that corrects those previously identified deficiencies and provides the best investment for the State over a 20-year design life.

Table 4: 20-Year Design Mobility Standards (Volume/Capacity [V/C]) Ratio

Highway Category	Inside UGB		Outside UGB	
	Non-MPO/STA, MPH <45	Non-MPO/STA, MPH 45+	Unincorporated Communities	Rural Lands
Interstate Highways and Statewide (NHS) Expressways	0.70	0.65	0.60	0.60
Statewide (NHS) Freight Routes	0.70	0.70	0.60	0.60
Statewide (NHS) Non-freight Routes and Regional or District Expressways	0.75	0.70	0.60	0.60
Regional Highway	0.75	0.75	0.70	0.65
District/Local Interest Roads	0.80	0.75	0.75	0.70

Project Relevance: The HDM provides design standards on state roadways; analysis for the US 199 Corridor Plan and final project recommendations will need to comply or move in the direction of meeting access management standards for state facilities. Implementation measures that will be developed for the Corridor Plan may entail amendments to the County's development code to ensure that it is consistent with these access management requirements.

ODOT Blueprint for Urban Design

The Blueprint for Urban Design (BUD) takes a context-sensitive approach to designs on urban highways to provide flexibility, where warranted, to produce appropriate designs to accommodate all modes of transportation affecting all urban roadway users. Tradeoffs between design elements in urban cross-sections are inevitable when working within the built environment. The BUD provides information and criteria to aid project teams to make appropriate choices when developing final project designs to meet established project goals and create the expected outcomes. The BUD provides six urban contexts, each with their respective design criteria, which will allow project teams to better align ODOT's transportation needs with local community aspirations. While design criteria for roadways is described in multiple ODOT manuals, the Blueprint for Urban Design is intended to be the primary resource for urban design on Oregon state highway systems. It should be used to plan, design, construct and maintain highways in urban locations under jurisdiction of the state.

The six urban contexts identified in the for ODOT roadways are: Traditional Downtown/CBD, Urban Mix, Commercial Corridor, Residential Corridor, Suburban Fringe, and Rural Community. The manual provides intersection and cross section design guidance. The Blueprint increases ODOT's context-based design game by providing design recommendations (e.g., dimensional standards for elements of the roadway) for specific urban contexts (e.g., suburban fringe). Important to ODOT's implementation work program obligations, it helps implement the State's bike-pedestrian plan by providing urban design guidance for those modes.

Project Relevance: The US 199 Corridor Plan will define the urban context within sections of the corridor study area that pass through unincorporated rural communities. The Corridor Plan will consider land use, modal priorities, roadway function, and future planned use in the corridor; for the "Rural Community" areas the guidance from the BUD can be used to address future corridor improvements.

ODOT Motor Carrier Transportation Division (MCTD) Freight Mobility Map

The ODOT Motor Carrier Transportation Division (MCTD) classifies the US 199 Corridor as an "Orange Route" on the Freight Mobility Map (Figure 1). Orange routes are defined as unrestricted freight and oversize/overweight truck routes; they are the most viable choice for unrestricted detours if primary routes such as I-5 have closures. These routes experience extensive use Single Trip Permits, which allow for freight loads that are typically much greater in size and weight than what is typically permitted.

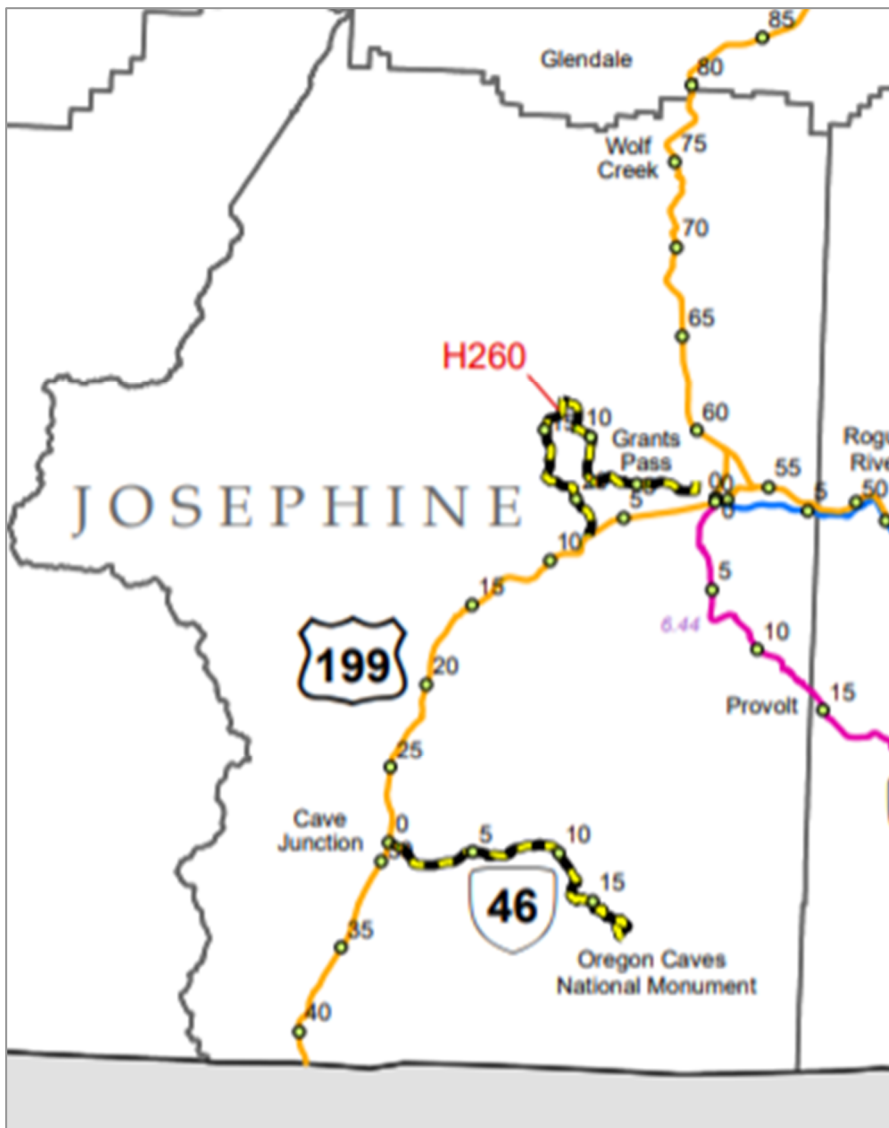


Figure 1: MCTD Freight Mobility Category for US 199

Project Relevance: The Corridor Plan will consider the needs of unrestricted freight, oversize/overweight trucks, and over-height loads while developing recommended improvements to the corridor.

Local Plans

Josephine County Comprehensive Plan (2005)

The Comprehensive Plan for Josephine County is the controlling land use document for the County. The Comprehensive Plan policies are organized by overarching goals; there is no goal statement specifically focused on transportation. However, transportation-related guidance is distributed among the various Comprehensive Plan goals and policies. Goal 4 states that the County shall “plan and develop facilities and services that are needed and can be afforded by residents of the County.” This

includes policies for providing adequate transportation services that are necessary to support development, as well as consideration of the needs for the physically disabled and transportation disadvantaged. Goal 8, regarding pollution control, includes policies for identifying mass transportation methods and the use of management programs to reduce dust and air contamination. It also includes a policy on the need for improved alternative routes around congested commercial districts. Finally, under Goal 9 regarding energy conservation, the plan encourages the use of alternative modes of travel.

In summary, the Comprehensive Plan includes the following direction related to transportation:

- » Promotes responsiveness to financial considerations when planning facilities and services.
- » Considers travel needs of the physically handicapped and transportation disadvantaged in the design of transportation facilities and alternative transportation modes.
- » Encourages use of mass transportation methods when warranted, and management programs that reduce road-associated dust and other sources of air contamination.
- » Improves alternative routes around commercial districts within urbanizing areas to reduce congestion.
- » Promotes reduced energy use through the encouragement of additional modes of transportation.
- » Encourages construction of connecting pathways between major shopping centers and recreational and educational facilities as part of the reconstruction or development of new roads or streets.

Project Relevance: The Comprehensive Plan provides policy guidance for the development of transportation facilities within the County. Final project recommendations will need to be consistent with the direction provided in the County's Comprehensive Plan or will provide guidance on needed local policy amendments.

Josephine County Transportation System Plan (2020)

The Josephine County Transportation System Plan (TSP) provides guidance to provide for existing and future transportation needs through coordinated policies, regulatory tools, and planned improvements over the long-range (20 year) time horizon. It also identifies planned transportation facilities and services needed to support planned land uses identified in the Comprehensive Plan in a manner consistent with the Transportation Planning Rule (OAR 660-012) and the Oregon Transportation Plan (OTP). The TSP lists this Corridor Plan project as a tier 1 priority in the list of Traffic Safety Projects (Project S1 in Table 3 of the TSP).

Goals and objectives relevant to the US 199 Corridor Plan project include:

Goal 1. Communication, Collaboration, and Coordination. Develop a transportation system that is consistent with the County's adopted comprehensive plan and the adopted plans of state, regional, and neighboring jurisdictions.

Objective 1.1 Ensure consistency with state, regional, and local planning rules, regulations, and standards.

Objective 1.2 Coordinate land use, financial, and environmental planning to prioritize strategic transportation investments.

Objective 1.3 Continue and enhance relationships and improve coordination among Josephine County, Grants Pass, Cave Junction, ODOT, and the Federal Highway Administration (FHWA).

Goal 2. Safety. Provide a transportation system that enhances the safety and security of all transportation modes.

Objective 2.1 Address existing safety issues at high collision locations and locations with a history of severe vehicle, bicycle- and/or pedestrian-related crashes.

Objective 2.2 Manage access to transportation facilities consistent with their applicable classification to reduce and separate conflicts and provide reasonable access to land uses.

Objective 2.4 Identify and improve the safety of crossings for vehicles, bicycles and pedestrians on highways and major arterials.

Objective 2.5 Improve the visibility of transportation users in constrained areas, such as on hills and blind curves.

Objective 2.7 Evaluate opportunities for Intelligent Transportation Systems (ITS) to address traffic safety by providing real time information to drivers and to enhance transportation efficiency for all modes.

Goal 3. Mobility. Optimize the performance of all transportation system for the efficient movement of people and goods.

Objective 3.1 Ensure that roadways are designed, constructed, and maintained to an appropriate standard for their expected use, vehicle speeds, and vehicle traffic.

Objective 3.2 Reduce reliance on single-occupancy vehicle trips.

Objective 3.3 Preserve and maintain the existing transportation system in a state of good repair.

Objective 3.4 Improve the operational and safety components of roads not meeting width or horizontal or vertical alignment standards.

Objective 3.5 Balance pedestrian and bicycle needs with freight mobility needs through planning and design guidance and coordination.

Objective 3.7. Work with cities and ODOT to develop, operate and maintain intelligent transportation systems and technological solutions that reduce travel delay and improve

system efficiency, including coordination of traffic signals and improved traveler information.

Goal 4. Connectivity. Develop an interconnected, multimodal transportation network that connects all members of the community to destinations within and beyond the County.

Objective 4.2 Reduce reliance on local systems for making regional trips by ensuring state-controlled roadways have appropriate capacity.

Objective 4.3 Support off roadway walkways and bikeways that help to connect communities, provide options to nonmotorized travel, and promote and support walking and biking tourism.

Objective 4.4 Support connectivity between various communities, activities, and land uses in the County.

Objective 4.7 Upgrade existing transportation facilities, including retrofitting for American Disability Act (ADA) compliance.

Goal 5. Community and Economic Vitality. Provide a transportation system that supports existing industry, encourages economic development, and enhances the physical and social well-being of Josephine County residents.

Objective 5.1 Improve the movement of goods and delivery of services throughout the County while balancing the needs of all users with a variety of travel modes and preserving livability in residential areas and established neighborhoods.

Objective 5.2 Prioritize efficient freight movement on identified freight routes.

Goal 6. Environmental Sustainability. Provide a sustainable transportation system through responsible stewardship of environmental resources.

Objective 6.1. Promote design standards that support acquiring only the minimum roadway width necessary for the roadway, including facilities for all users for the roadway classification.

Objective 6.2. Avoid or minimize impacts to the scenic, natural, cultural, and historic resources in the County.

Objective 6.3. Plan for a multi-modal transportation system that, over time, will help:

- a. Reduce the number of vehicle-miles traveled;*
- b. Increase the number of walking, bicycling, and transit trips; and*
- c. Minimize energy consumptions and air quality impacts in the County.*

Objective 6.4. Support alternative vehicle types by identifying potential electric vehicle plug-in stations, developing code provisions that support their implementation, and through use of alternative vehicle types in the County fleet.

Objective 6.5. Evaluate and implement, where cost-effective, environmentally friendly materials and design approaches (e.g. water reduction methods to protect waterways, solar infrastructure, impervious materials)

Objective 6.7. Roadways within unincorporated communities of the County should be multi-modal or “complete streets,” with each street servicing the needs of the various modes of travel.

Objective 6.8. Comply with all applicable state and federal noise, air, water, and land quality regulations.

Goal 7. Strategic Investment. Provide a sustainable transportation system through responsible stewardship of financial resources.

Objective 7.1. Preserve and protect the function of locally and regionally significant corridors.

Objective 7.2 Where necessary, develop and support reasonable alternative mobility targets for facilities that align with economic and physical limitations on state highways and County roadways.

Objective 7.3 Preserve and maintain the existing transportation system assets to extend their useful life.

Objective 7.4 Improve travel reliability and efficiency of existing major travel routes in the County before adding capacity.

The following improvements located in or near the Corridor Plan study area are identified in the TSP.

- » *Address areas with crash rates exceeding commonly used cutoff values, which includes US 199 from Grants Pass (south UGB boundary) to Cave Junction (north UGB boundary) and south from Cave Junction to the State line. – Policy 3-S*
- » *The TSP directs this project to address improvements on the segment of US 199 that is designated as a Wide and Long Loads pinch point due to curves and narrow shoulders.*

Project Relevance: Transportation improvements identified in the US 199 Corridor Plan will need to be consistent with the goals and objectives of the Josephine County TSP. Amendments to the TSP related to the corridor may be recommended as part of this planning process to implement the US 199 Corridor Plan.

Josephine County Transportation System Plan Technical Memoranda

The following technical memoranda developed as part of the 2020 TSP and included in TSP Volume 2 most directly apply to the US 199 Corridor Plan are reviewed below.

Technical Memorandum #3 – Update System Inventory

The Technical Memorandum (TM) #3 provided an inventory of existing land use and transportation facilities/services in Josephine County, which helped identify gaps and deficiencies in the County transportation system. This memorandum inventories the following transportation facilities and needed updates along the US 199 corridor study area:

- » Oregon Freight Plan High Priority Over-Dimension Load Pinch Points
 - US 199 MP 28.85 – Vertical Clearance Pinch Point (high-priority pinch point)
 - US 199 MP 7 to MP 41.69 – Wide Load Pinch Point
- » US 199 has bike lanes on the segment passing through Cave Junction, and shoulders are at least 4 feet wide that can serve bicyclists and pedestrians for the entire stretch except for a section between Selma and Wonder.
- » Sections of US 199 that run through incorporated communities have sidewalks, and signalized intersections in Cave Junction are ADA-compliant.
- » Josephine Community Transit (JCT) operates a commuter bus route with five daily round trips between Grants Pass and Cave Junction. POINT also provides service along the same stretch.
- » The Illinois Valley Airport is south of Cave Junction and adjacent to US 199.

Technical Memorandum #4 – Current Transportation System Operations

TM #4 reviewed and analyzed information on traffic counts, crash rates, freight analysis, and multi-modal analysis throughout Josephine County's transportation system. Sections of the US 199 corridor study area that were analyzed include:

- » Traffic counts (including non-motorized) and collision/crash rate analysis for the US 199 - OR 260 intersection, and the US 199 – Lakeshore Drive intersection.
- » Segment crash analysis on US 199 from Lakeshore Drive to Fish Hatchery Road, Cave Junction UGB to Lakeshore Drive, and Cave Junction UGB to the State line.
- » Three sections of the US 199 corridor study area ranked within the top 15% of ODOT's Safety Priority Index System
 - MP 16.01 to 16.04 (top 10%)
 - MP 15.96 to 16.00
 - MP 24.95 to 25.03
- » The same freight priority pinch points that were identified in TM #3 were included in TM #4
- » Segments of the US 199 corridor study area were evaluated for the ODOT Bicycle Level of Traffic Stress (BLTS) index, which ranges from 1 (low stress) to 4 (high stress). The segment from Riverbanks Road to Draper Valley Road has a BLTS of 4, while every other segment was rated 2 or 3.
- » Segments of the US 199 corridor study area were evaluated for Pedestrian Qualitative Multimodal Assessment (PQMA). Each section was rated "Good."

Technical Memorandum #5 – Future Baseline (No-Build)

TM #5 summarized anticipated transportation system improvements in Josephine County, which included land use changes, planned transportation improvements, traffic volumes, multimodal analysis, and freight operations upgrades. Future transportation conditions related to the US 199 corridor study area include:

- » Highway shoulder widening from MP 25 to Kerby, primarily for bike/ped safety improvements
- » Increased traffic volumes at the US 199/Lakeshore Drive intersection
- » Anticipated increases in bike/ped traffic at the US 199/OR 260 intersection
- » Anticipated increases in freight activity and generation from “rural commercial” land in unincorporated communities along US 199

Technical Memorandum #6 – Alternatives Evaluation

TM #6 provided a series of alternatives to address various gaps and deficiencies that were identified in previous steps of the Josephine County TSP update. Transportation system alternatives that apply to the US 199 corridor study area include the following:

- » A functional classification change from state highway to arterial
- » A list of safety enhancement treatments along US 199 sections
 - Lakeshore drive to Fish Hatchery Road (14 safety treatments)
 - Cave Junction UGB to Lakeshore Drive (11 safety treatments)
 - Cave Junction UGB to State line (9 safety treatments)
- » A list of 6 bike/ped safety treatments between Grants Pass UGB to the State line
- » Increase or improve shoulder widths either to 6 feet, to County or ODOT standards, or construct a shared use path adjacent to the highway for the following sections:
 - Cave Junction UGB to State line
 - Grants Pass UGB to Cave Junction UGB
- » A list of pedestrian and bicycle alternatives along US 199 in the following unincorporated communities:
 - Kirby
 - O’Brien
 - Selma
- » Extend Josephine County Transit service south of Cave Junction UGB

Technical Memorandum #7 – Preferred Alternatives

TM 7 provides preferred alternatives that address gaps and deficiencies in the existing and future transportation system. The following preferred alternatives apply to the US 199 corridor study area:

- » Traffic safety monitoring from Grants Pass UGB to the State line
- » Conduct a US 199 Corridor Plan (this planning project)

Josephine Community Transit Master Plan (2018)

Josephine Community Transit (JCT) is the County’s transit operator. JCT provides local bus service within Grants Pass as well as three long-distance commuter bus routes. The JCT Master Plan is used to guide funding decisions and service priorities for the County through the year 2040. It also provides recommended transit service improvements associated with the State Transportation Improvement Funds (STIF).

JCT operates one intercity route – Route 50 – on US 199 from Grants Pass to Cave Junction, which runs five times a day in each direction (Figure 2). Between Grants Pass and Cave Junction, Route 50 stops at Rogue Community College, Wonder, Kerby, and Selma. The Master Plan proposes increasing service on all commuter routes by an additional two routes a day (including an evening service) and adding Saturday service. These service improvements are targeted for implementation between 2020 and 2030 or once funding becomes available.

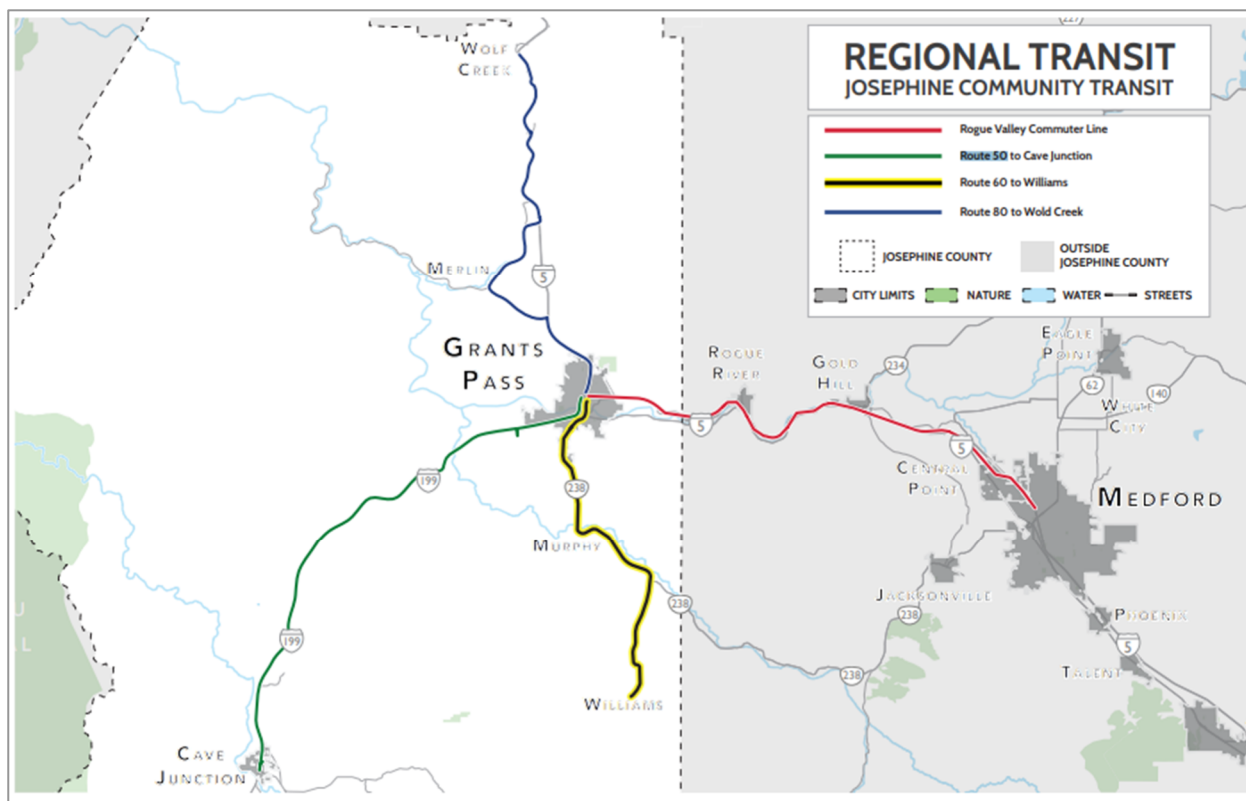


Figure 2: JCT Intercity Transit Routes (Source: JCT Master Plan, Jarrett Walker and Associates)

Next Steps

The information presented in this memorandum will be used to guide the development of the Corridor Plan and solutions.