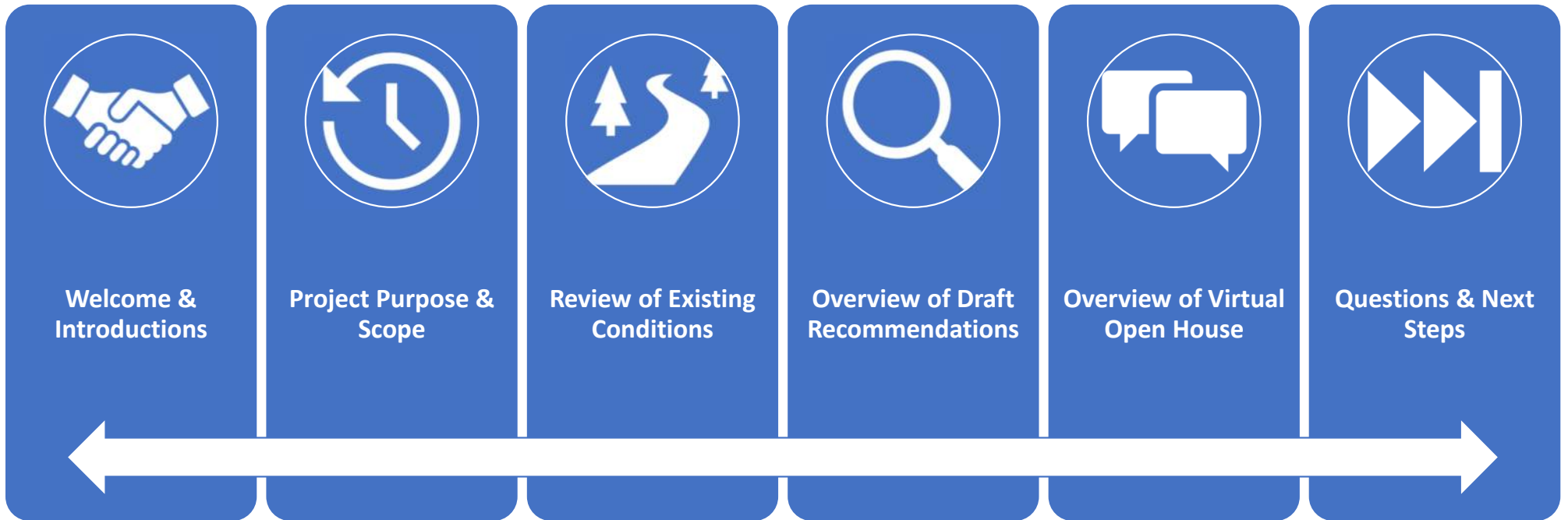


# Virtual Open House #1

February 1, 2022



## Presentation Overview



## Welcome & Introductions

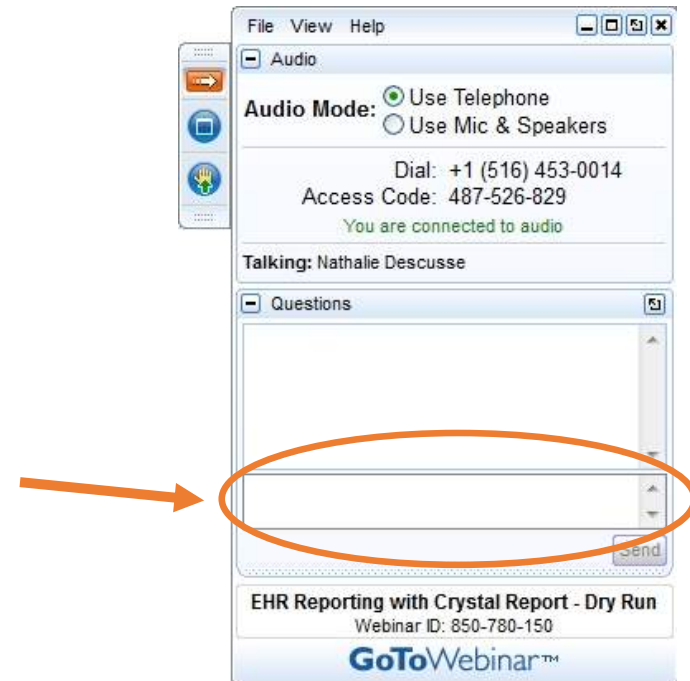
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- Oregon Department of Transportation
  - Thomas Guevara, Project Manager
  - Gary Leaming, ODOT Public Affairs Specialist
- Kittelson & Associates
  - Hermanus Steyn, Senior Principal Engineer
  - Ashleigh Ludwig, Senior Engineer

## How to use Go-To Webinar?

- You may send questions about the project or meeting through the “Question Box”
- We will hold time at the end of the meeting to answer questions



# Project Purpose and Scope

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## Project Background

- What is the US 199 Corridor Plan?
- Why are we doing it?
- Why are you here today?
- When will the study be completed?
- What happens after the Corridor Plan?
- Where can I find more information about the study?



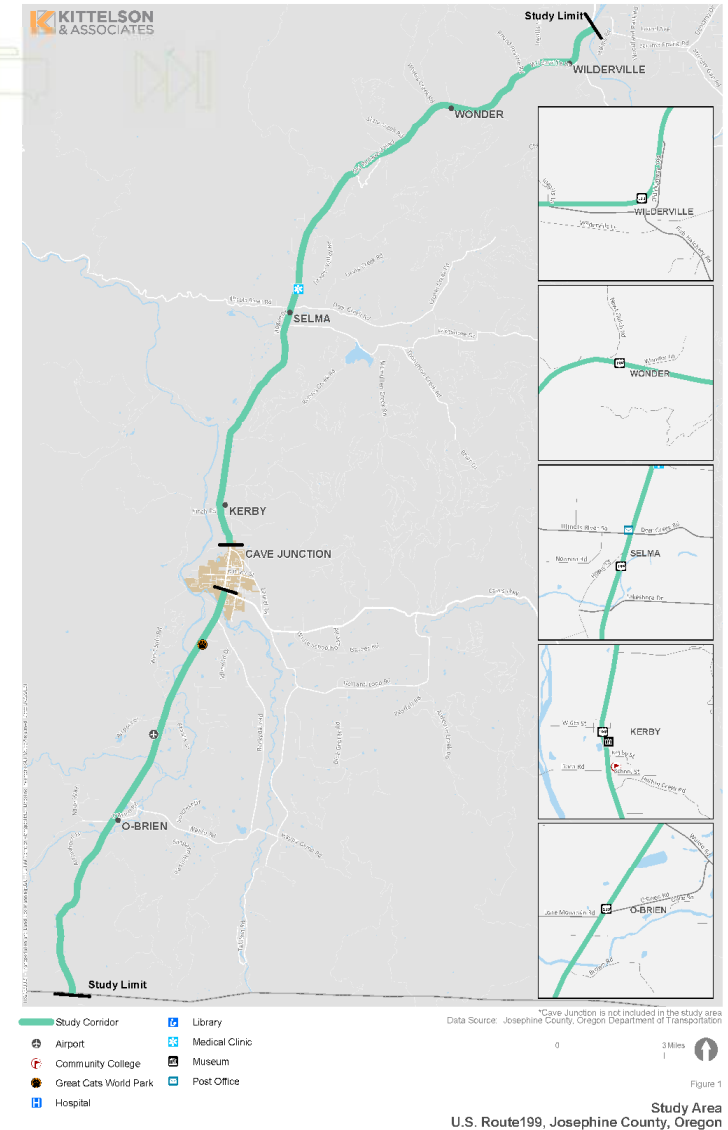
## Project Background

- **What is the US 199 Corridor Plan?**
- Why are we doing it?
- Why are you here today?
- When will the study complete?
- What happens after the Corridor Plan?
- Where can I find more information about the study?



## What is the US 199 Corridor Plan?

- ⇒ Long-range plan that evaluates **corridor-specific needs** from the Applegate River to the California State line, **excluding Cave Junction**
- ⇒ Will recommend **improvements based on identified needs** for people driving, walking, biking, taking transit, and moving freight







## Project Background

- What is the US 199 Corridor Plan?
- **Why are we doing it?**
- Why are you here today?
- When will the study complete?
- What happens after the Corridor Plan?
- Where can I find more information about the study?

- ⇒ **The Josephine County TSP** identified the corridor for further study
- ⇒ It **has a history of fatal and severe crashes**
- ⇒ It is a **key route** between the Pacific Coast and Southern Oregon
- ⇒ Its **function** supports regional travel in addition to local access



## Why are we doing it? The Corridor: Then and Now

### What are the Takeaways?

1. Corridor uses have evolved
2. The roadway has not changed much
3. Users have changed
  - ⇒ This has resulted in a corridor with **unforgiving characteristics**
  - ⇒ The corridor worked in the past, but **may not work now**
  - ⇒ We now have to think about the corridor with a **multimodal perspective**



Redwood Highway Calif. Line-O'Brien Schoolhouse Sec.





## Project Background

- What is the US 199 Corridor Plan?
- Why are we doing it?
- **Why are you here today?**
- When will the study complete?
- What happens after the Corridor Plan?
- Where can I find more information about the study?

⇒ We would like to **hear from the community** that uses this corridor daily:

⇒ Do the draft recommendations capture and address the issues you experience?

⇒ A second open house will be held in early summer to review the Draft Plan



## Project Background

- What is the US 199 Corridor Plan?
- Why are we doing it?
- Why are you here today?
- **When will the study complete?**
- What happens after the Corridor Plan?
- Where can I find more information about the study?

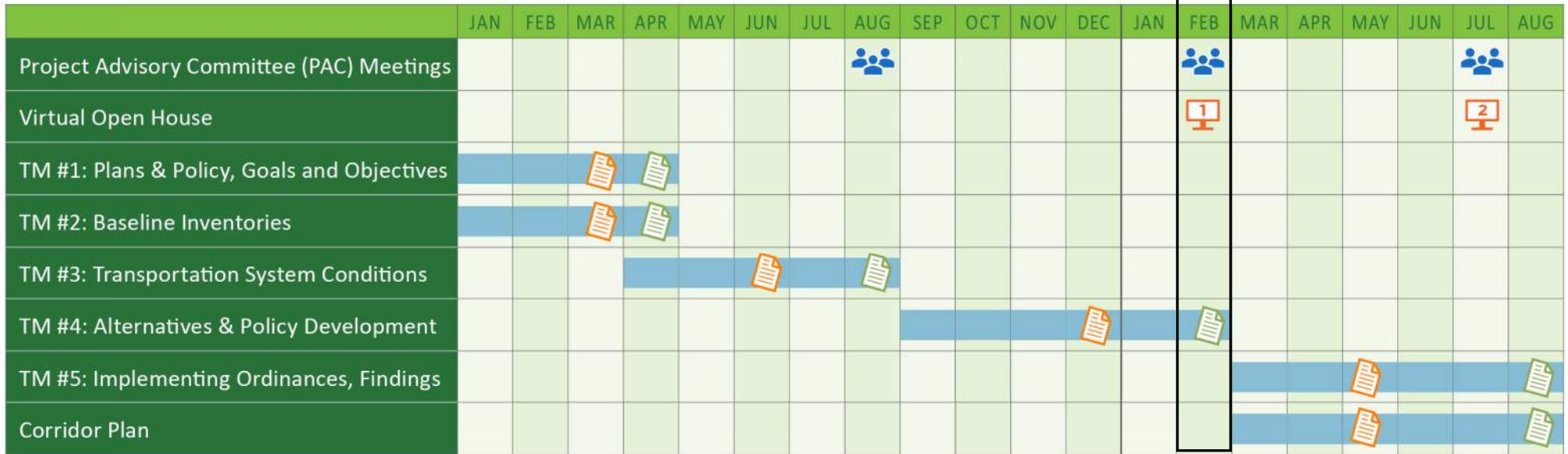


# Project Background

We Are Here



2021 | 2022



Meeting



Virtual Open House



Draft



Final

**The study will be complete in Summer 2022**





## Project Background

- What is the US 199 Corridor Plan?
  - Why are we doing it?
  - Why are you here today?
  - When will the study complete?
  - **What happens after the Corridor Plan?**
  - Where can I find more information about the study?
- ⇒ Integrate safety treatments with **maintenance activities**
  - ⇒ Identify **low-cost safety treatments** to assemble into **bundles**
  - ⇒ **Identify projects** that would be strong candidates **for grant funding**
  - ⇒ Consider **capital projects** (shoulder widening, intersection reconstruction, etc.) with a focus on safety

**Funding needs to be secured** to design and construct recommended improvements





## Project Background

- What is the US 199 Corridor Plan?
- Why are we doing it?
- Why are you here today?
- When will the study complete?
- What happens after the Corridor Plan?
- **Where can I find more information about the study?**

⇒ **ODOT is hosting a project website that provides:**

- Meetings & Schedule
- Project Details
- Project Documents
- Contact Information

⇒ <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=R3-P006>



# Review of Existing Conditions

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## Existing Conditions is based on Data-Informed Findings

### Data Analyses are Presented in:

- **Tech Memo #2: Baseline Inventories**

⇒ Inventory of existing conditions and multimodal facilities



## Data-Informed Findings

### Data Analyses are Presented in:

- Tech Memo #2: Baseline Inventories
- **Tech Memo #3: Existing and Future Conditions**
  - ⇒ Traffic volume/speed data
    - Obtained from ODOT and Josephine County TSP Update
  - ⇒ Traffic operations analyses
  - ⇒ Multimodal analyses
  - ⇒ Safety analyses



## Data-Informed Findings: Safety Analyses

### Crash Data

- Reflects reported crashes from ODOT's database

⇒ This includes crashes resulting in:

- Property damage over \$2,500
- Injuries or fatalities



## Data-Informed Findings: Safety Analyses

### Crash Data

- Reflects reported crashes from ODOT's database
  - These reported crashes are from 2014 to 2018
- ⇒ **Preliminary 2019 reported crashes** were also included in analysis
- PDO & non-severe injury crashes were excluded from this dataset



## Data-Informed Findings: Safety Analyses

### Crash Data

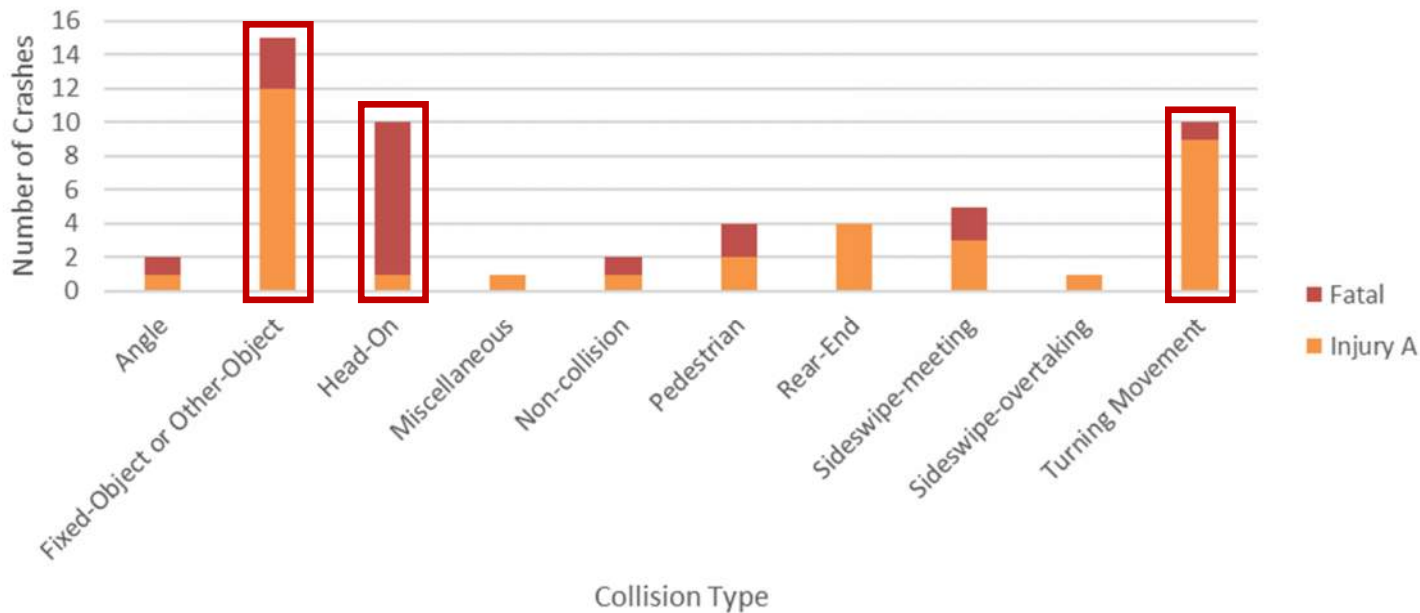
- Reflects reported crashes from ODOT's database
- These reported crashes are from 2014 to 2018
- Crash analysis is supplemented with 2020/2021 crash information

⇒ Anecdotal and **based on news articles**



## Data-Informed Findings: Safety Analyses

### Corridor Fatal/Severe (Injury A) Crashes



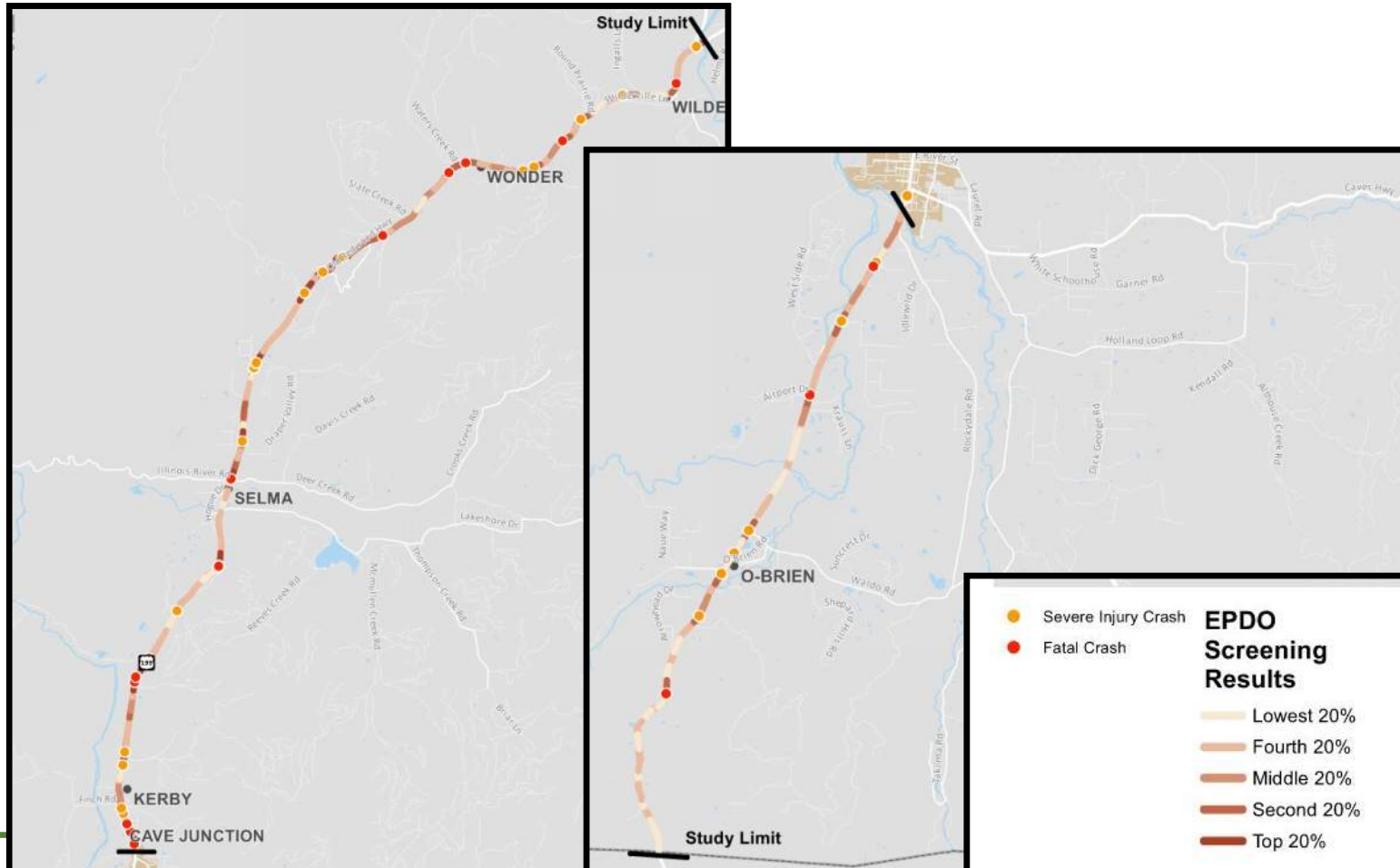
⇒ **Fatal and severe crashes by collision type**

⇒ **Most common:**

- Fixed-Object (28%)
- Head-On (19%)
- Turning Movement (19%)



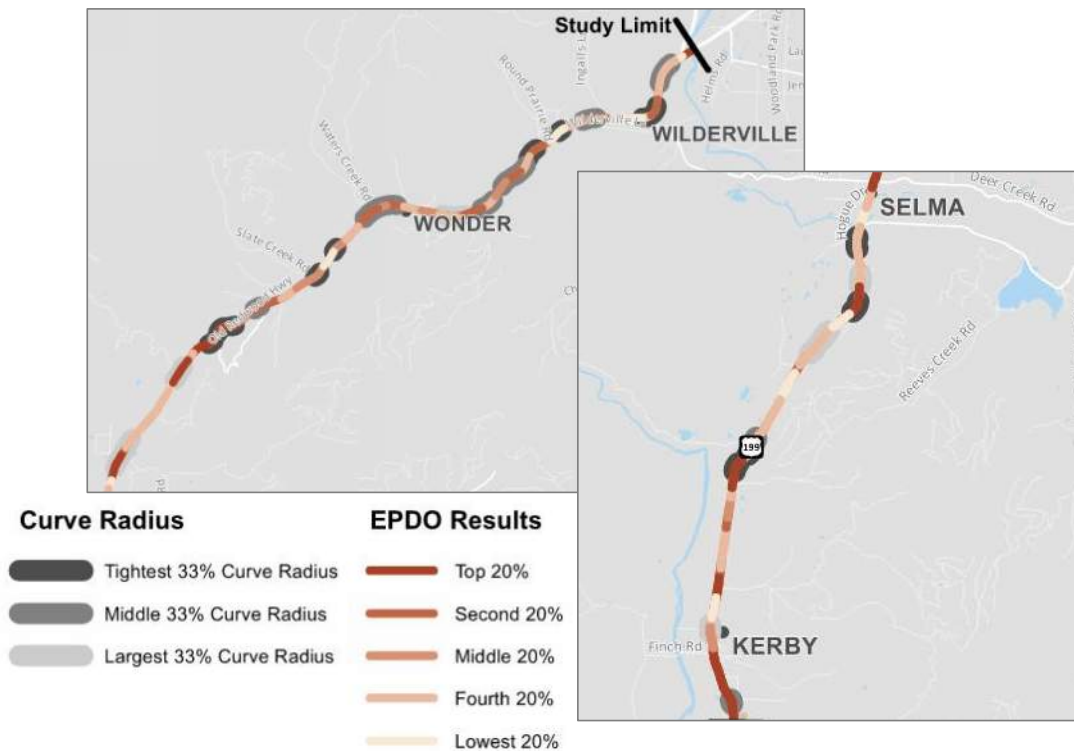
# Corridor Fatal & Severe Crashes (2014 – 2019)





# Data-Informed Findings: Context Zones

## Curves



⇒ **Frequent curves** prevalent in north section of corridor

⇒ **Specific locations** with highest EPDO scores:

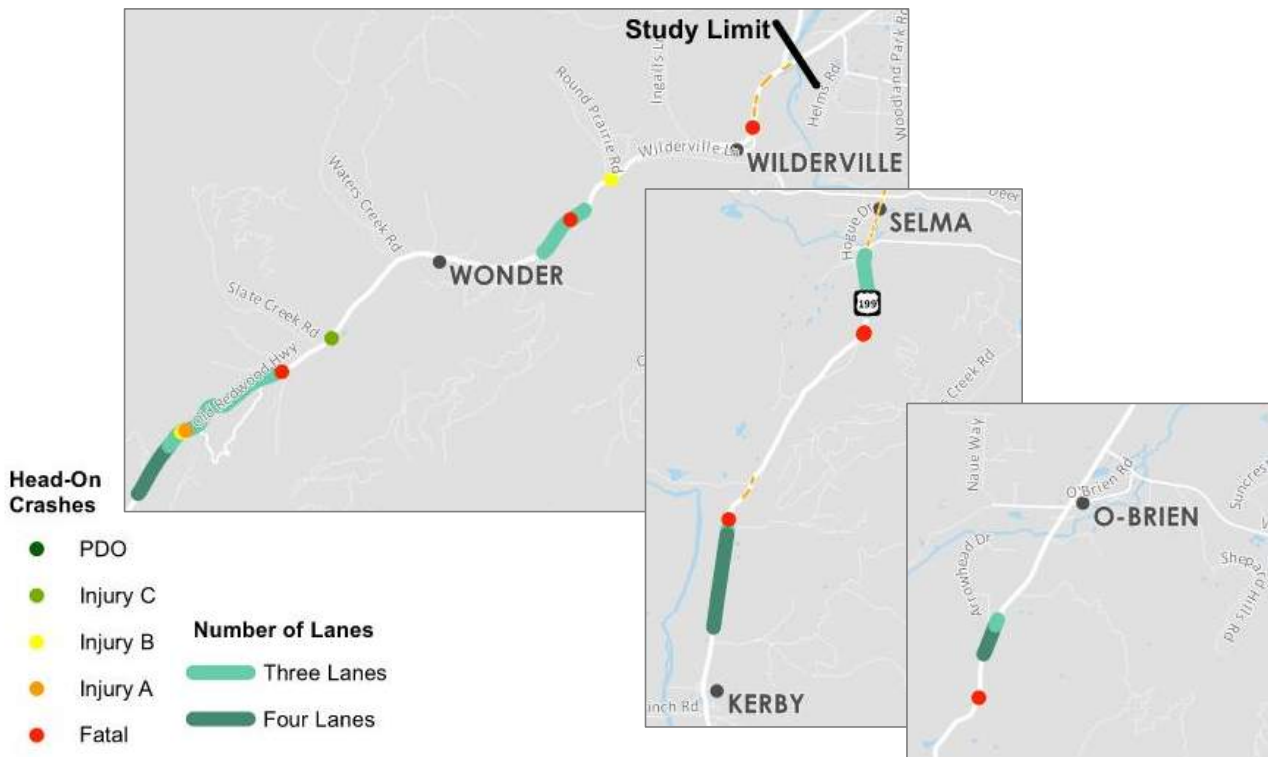
- Hayes Hill Summit
- Vicinity of Wild Park Lane
- North of Reeves Creek Intersection





## Data-Informed Findings: Context Zones

### Passing Lanes



⇒ **Within transitions into/out of passing lanes (high crash frequency)**

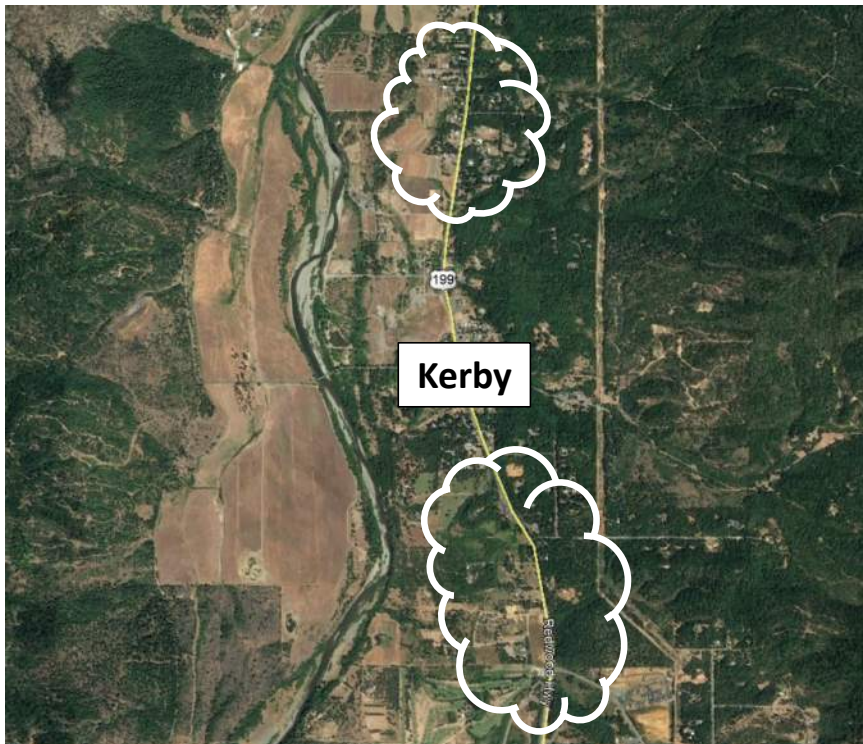
⇒ **Near intersections and access points (sight distance/turn lane needs)**

⇒ **Exhibit majority of severe head-on crashes**



## Data-Informed Findings: Context Zones

### Transition Areas



- ⇒ Kerby, Selma, and Cave Junction transition areas **had high crash frequency and severity**
- ⇒ Transition areas have more **frequent driveways and transitioning speeds**
- ⇒ **Pedestrian and bicyclist crashes** reported in these areas



## Data-Informed Findings: Context Zones

### Unincorporated Communities

- ⇒ More frequent **pedestrian, bicycle, and transit activity**
- ⇒ More frequent **driveways and intersections**



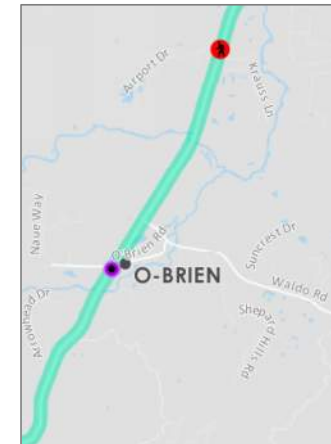
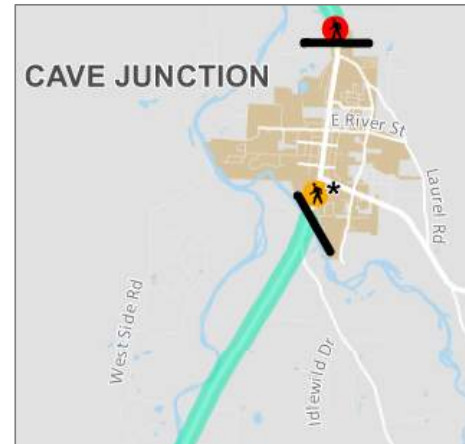
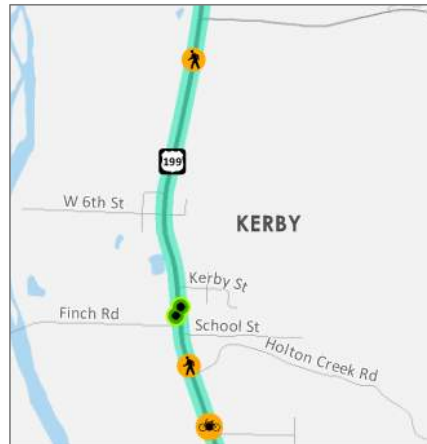


## Data-Informed Findings: Safety Analyses

### Corridor Bicycle/Pedestrian Crashes

- 5 of 7 resulted in fatal or severe injury
- Accounted for 9% of all fatal and severe injury crashes

⇒ Most of the severe crashes occurred in **transition areas and/or unincorporated communities**



# Overview of Draft Recommendations

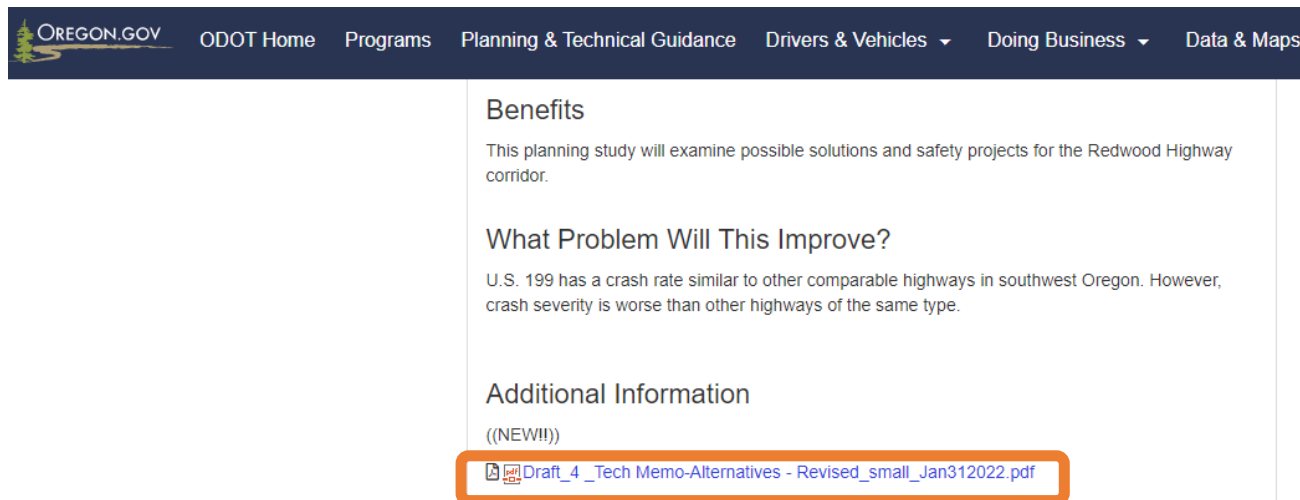
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## Where can I find the draft recommendations?

- Interactive open house
- Technical Memorandum #4 contains draft recommendations
  - Available on the project website



OREGON.GOV ODOT Home Programs Planning & Technical Guidance Drivers & Vehicles ▾ Doing Business ▾ Data & Maps

### Benefits

This planning study will examine possible solutions and safety projects for the Redwood Highway corridor.

### What Problem Will This Improve?

U.S. 199 has a crash rate similar to other comparable highways in southwest Oregon. However, crash severity is worse than other highways of the same type.

### Additional Information

((NEW!!))

[Draft\\_4\\_Tech Memo-Alternatives - Revised\\_small\\_Jan312022.pdf](#)



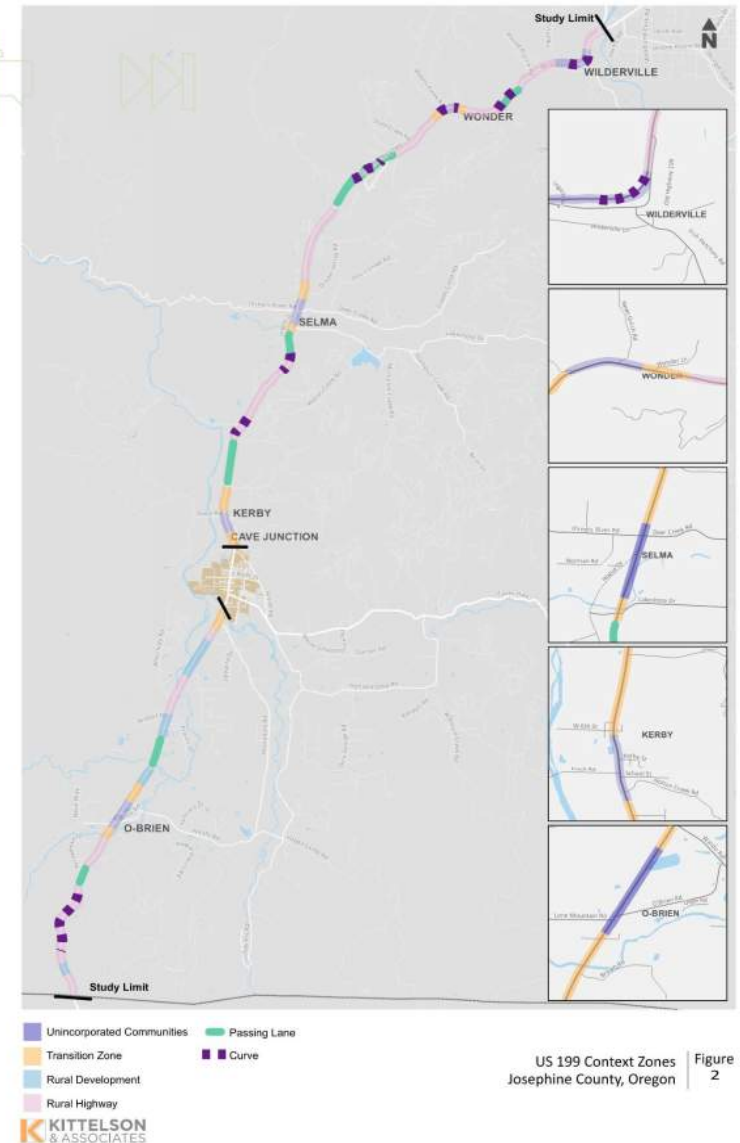
## How were strategies developed?

- Review of the needs identified in the data-analyses
- Reliance on treatments that have proven safety effectiveness
- Understanding of corridor constraints and trade-offs



## How are recommendations presented?

- Corridor wide strategies, based on context zones
  - Maintenance strategies
  - Systemic projects
  - Capital improvement projects
  - Studies
- Location-specific strategies
  - Provide additional notes and considerations at individual locations



US 199 Context Zones | Figure 2





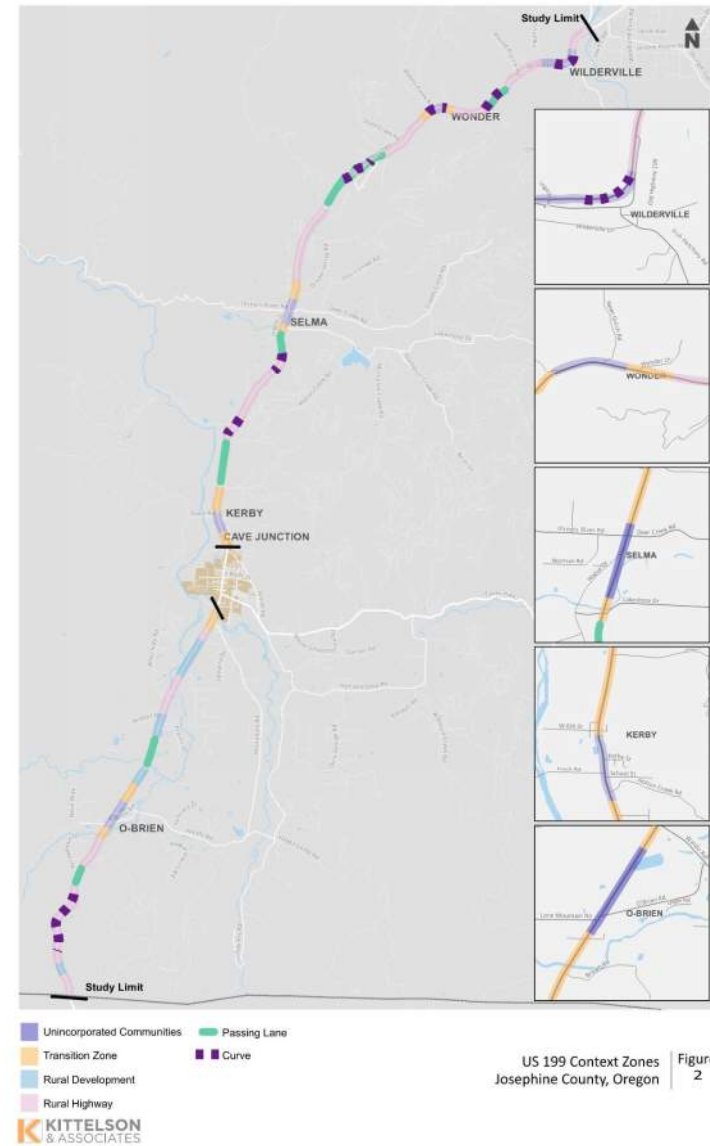
## Corridor Wide Strategies

- Reduce crash severity with **speed management**
- Increase **delineation** along the corridor
- Increase **intersection visibility and awareness**
- Increase **opportunity for recovery** after lane departure with quality shoulders
- **Manage intersection conflicts**
  - Evaluate intersection control changes or turn lanes
  - Access management where possible
- Provide **facilities for people walking and biking** in communities
- Increase **education and enforcement** efforts to encourage less-risky behaviors



## Strategies for Context Zones

- Strategies presented for:
  - Curves
  - Passing Lanes
  - Unincorporated Communities
  - Transition Areas between Rural and Communities
  - Rural Development
  - Intersections





## Example Strategy for Unincorporated Communities

Define community limits & reinforce the context and speed changes





## Example Strategy for Unincorporated Communities



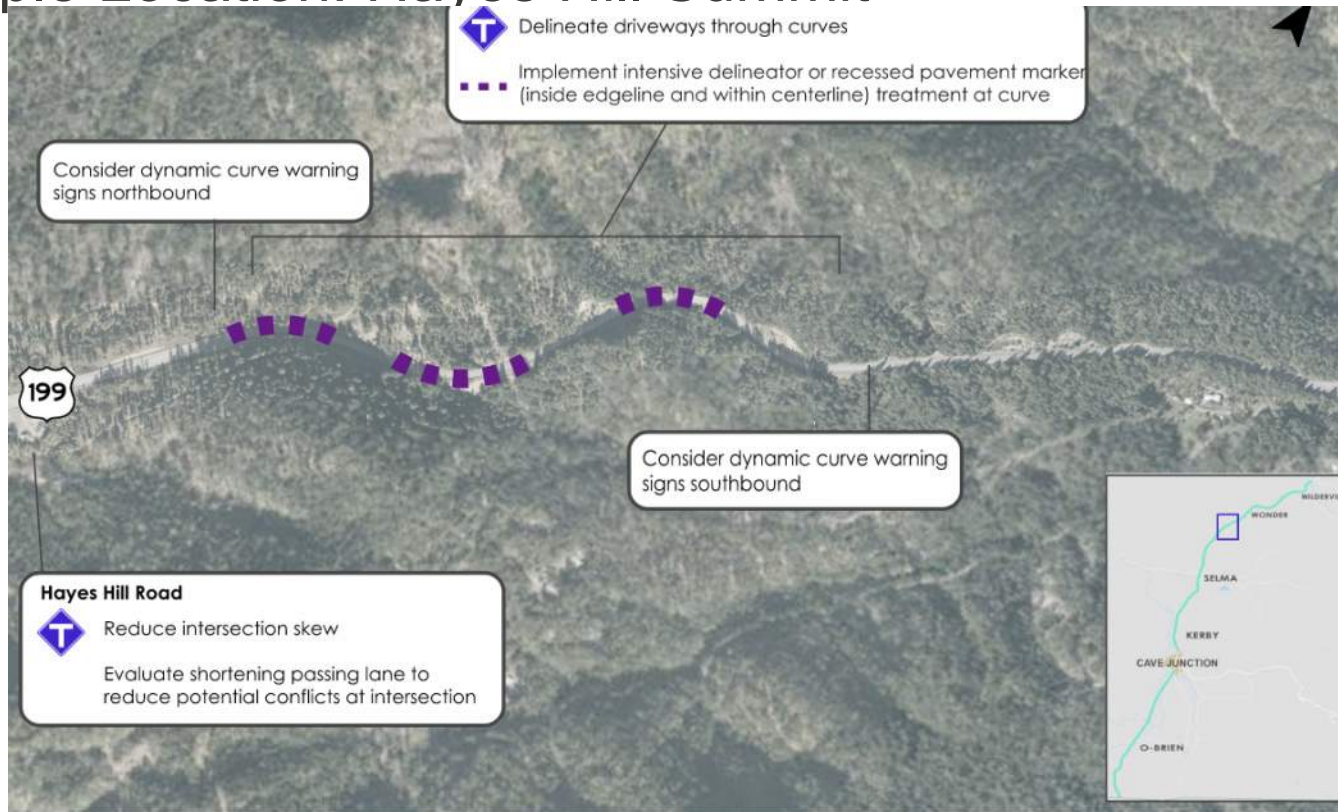


## Location Specific Strategies

- Figures 4 through 25 in Tech Memo #4 (and on the online open house)
  - Range of treatments, including near-term maintenance and systemic projects, as well as long-term capital improvement projects
  - In addition to the general strategies
  - Areas not included in a specific figure are covered by the corridor strategies for that context zone
  - Funding will need to be identified before the project can be completed



## Example Location: Hayes Hill Summit



The recommendations shown on this figure are in addition to the corridor-wide and context-zone specific strategies presented in Section 5 of the memorandum.

Near Hayes Hill Summit  
Josephine County, Oregon

Figure 9 199 Corridor Plan





## Example Treatments



Recessed Pavement Markers

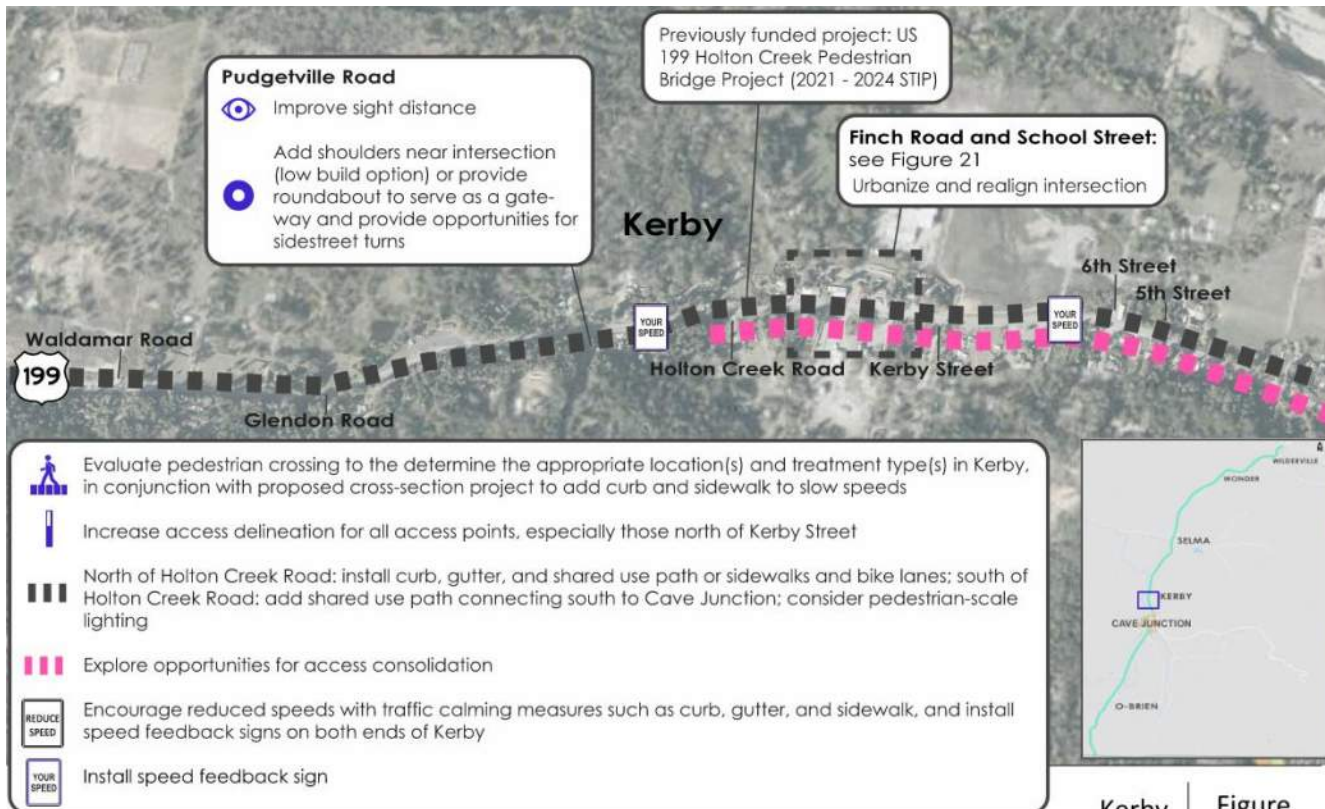


Speed Feedback Signs



Post Mounted Delineators

# Example Location: Kerby



The recommendations shown on this figure are in addition to the corridor-wide and context-zone specific strategies presented in Section 5 of the memorandum.

Kerby Josephine County, Oregon Figure 20





# Overview of Virtual Open House

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## How do I find the Virtual Open House?

- You can access it from the Project Website

U.S. 199 Corridor Plan Planning Phase

Region 3: Southwestern Oregon (Cave Junction, Grants Pass, Josephine)

The U.S. 199 Corridor Plan is an off-shoot of the Redwood Highway safety awareness working group. Potential short, medium and long term projects will be identified in this corridor planning study

### Impacts

#### Meetings and Events

Join us for a virtual open house Tuesday, February 1, from 5-6 p.m.

Preregistration is required at the following link:

<https://attendee.gotowebinar.com/register/4218366940430633231>

The live event will be recorded for those who miss it, and the interactive online workshop will be available until February 11.

To view the material in the online open house: [CLICK HERE](#)

### Contacts & Media

#### Image Gallery





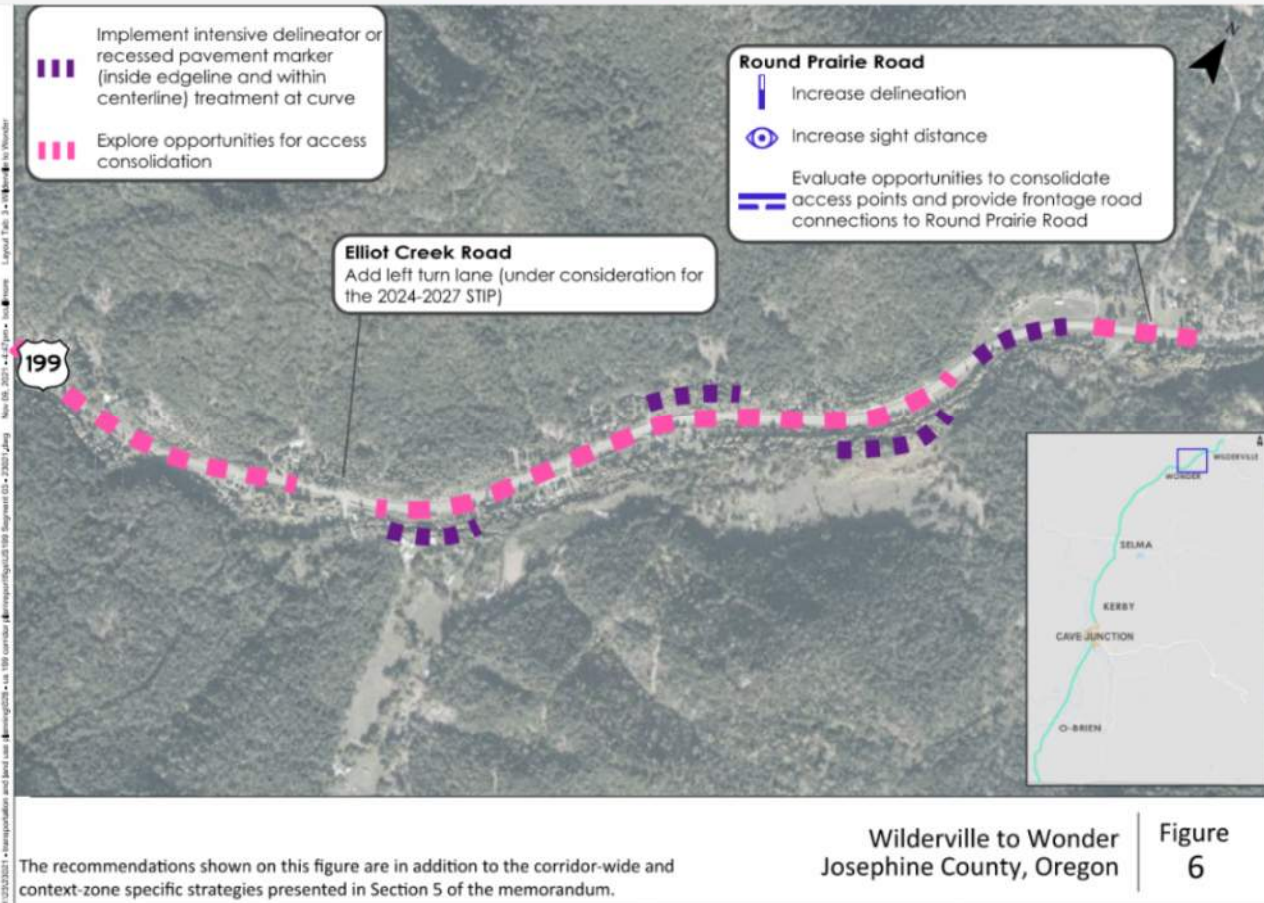
# US 199 Corridor Plan

Virtual Open House #1: February 1st – February 11th, 2022

January 26, 2022

## Welcome

Thank you for visiting the US 199 Corridor Plan Virtual Open House. This virtual open house will be open from February 1st until February 11th to provide information about the project and collect input from the community. You can scroll down to browse through the full content of the website or toggle to different sections using the navigation bar above. The website contains a lot of information that will take some time to read through in entirety, but you can use the navigation bar to access one particular area of interest if desired.



## US 199 Corridor Plan - Applegate River to Hayes Hill (Q2)

1. Do you feel that the draft recommendations for the Applegate River to Hayes Hill section generally capture the major issues in this area?

- Yes
- No
- Partially

2. Please elaborate on your response to help the team understand your answer. If you checked "no" or "partially" to the previous question, please indicate what you disagree with and any other ideas you have.

## Next Steps

Thank you for providing input on the draft corridor recommendations. The project team will be reviewing the responses, revising the draft recommendations, and working with ODOT to develop the Draft Corridor Plan. A second Virtual Open House will be held in late Spring/early Summer 2022 to collect public input on the Draft Corridor Plan.

### US 199 Corridor Plan - Any Additional Input (Q6)

1. If you have any additional input that you did not feel was captured in previous responses, please provide that here.

2. If you would like to be updated when the second Virtual Open House is scheduled, please provide your email address here.





# ▶▶ Questions & Next Steps

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## Next Steps

- Virtual Open House Open until Friday, February 11<sup>th</sup>
  - Please provide comments and encourage others to do so
- Written comments may also be submitted to Thomas Guevara:

[Thomas.Guevara@odot.state.or.us](mailto:Thomas.Guevara@odot.state.or.us)

Thomas Guevara Jr.  
3500 NW Stewart Parkway  
Roseburg, OR 97470

- Recommendations will be revised and incorporated into Draft Plan
- Draft Plan will be presented at a second Virtual Open House in Summer 2022
- Please check the project website for the latest information:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=R3-P006>