

US 199 Corridor Plan Kick-off Meeting

February 17, 2021



Presentation Overview

- Introductions (15 mins)
- Project Flow (15 mins)
- Understanding the Issues (40 mins)
- Corridor Improvement Ideas (40 mins)
- Next Steps and Action Items (10 mins)

Please “sign-in” in the chat box.

This meeting will be recorded.

Introductions



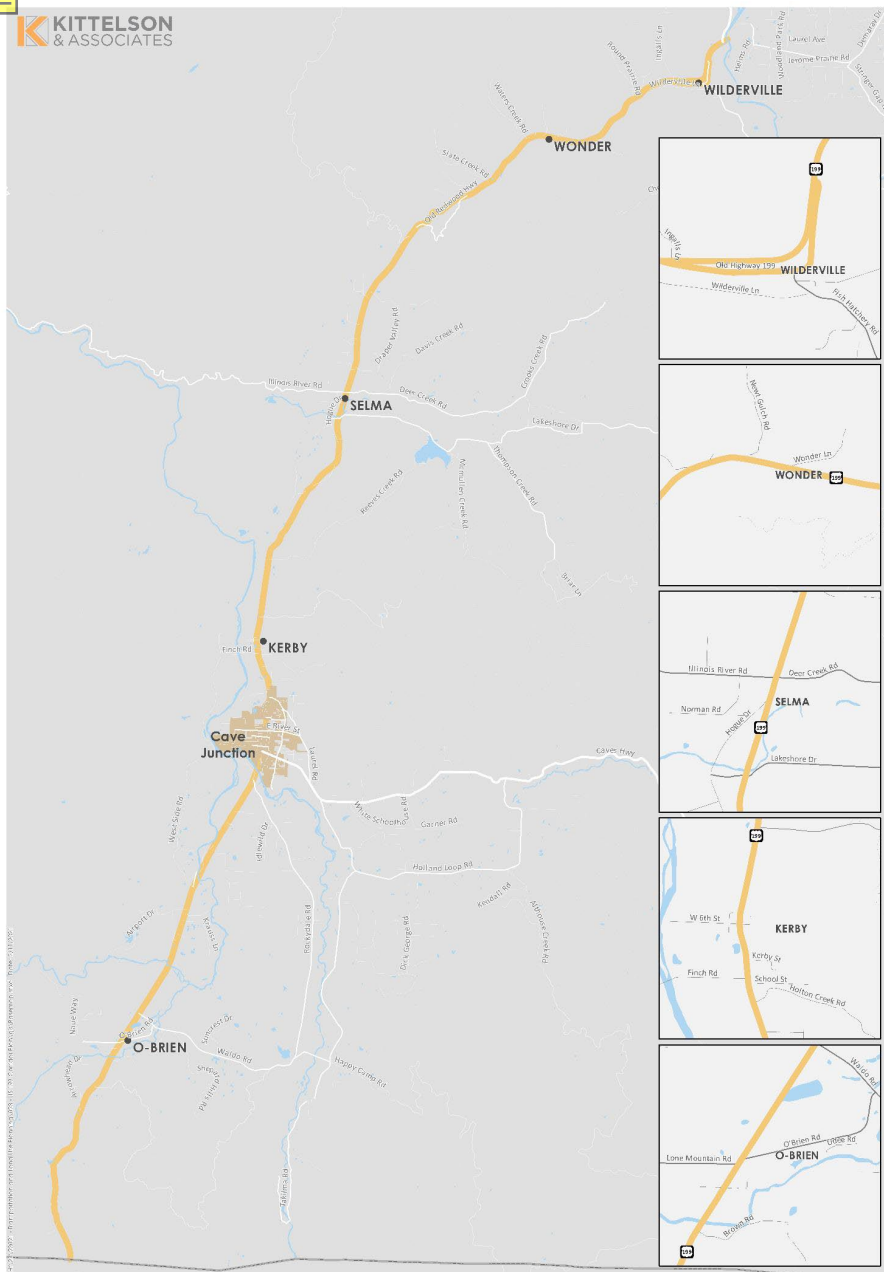
Introductions

- Name
- Agency or interest that you represent
- Did you work on the TSP?
- Are you involved in the US 199 Stakeholder Group?
- What would make this Plan successful for you?

Project Flow

- Overarching theme
- Scope and schedule
- Review processes and expected commitment





Study Corridor
*Cave Junction is not included in the study area

0 10,500 Feet

Figure X

Study Area

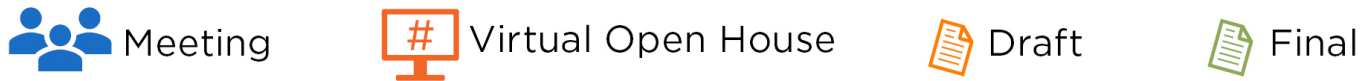
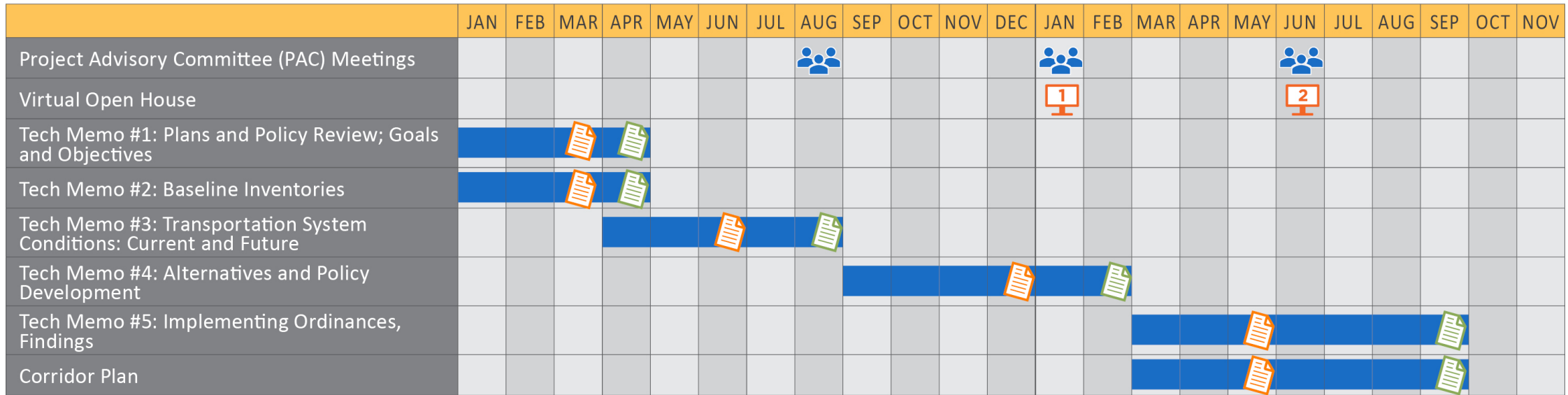
Overarching Theme

- Project Goal: Assess the safety, traffic operations, and bicycle and pedestrian issues identified in the 2019 TSP to develop cost-effective solutions and develop policy framework for the long-term safety and efficiency of the US 199 corridor
- Study Area: US 199 from the Applegate River to the California Border
 - Excludes the City of Cave Junction



Scope and Schedule Overview

2021 | 2022



Scope and Schedule Overview

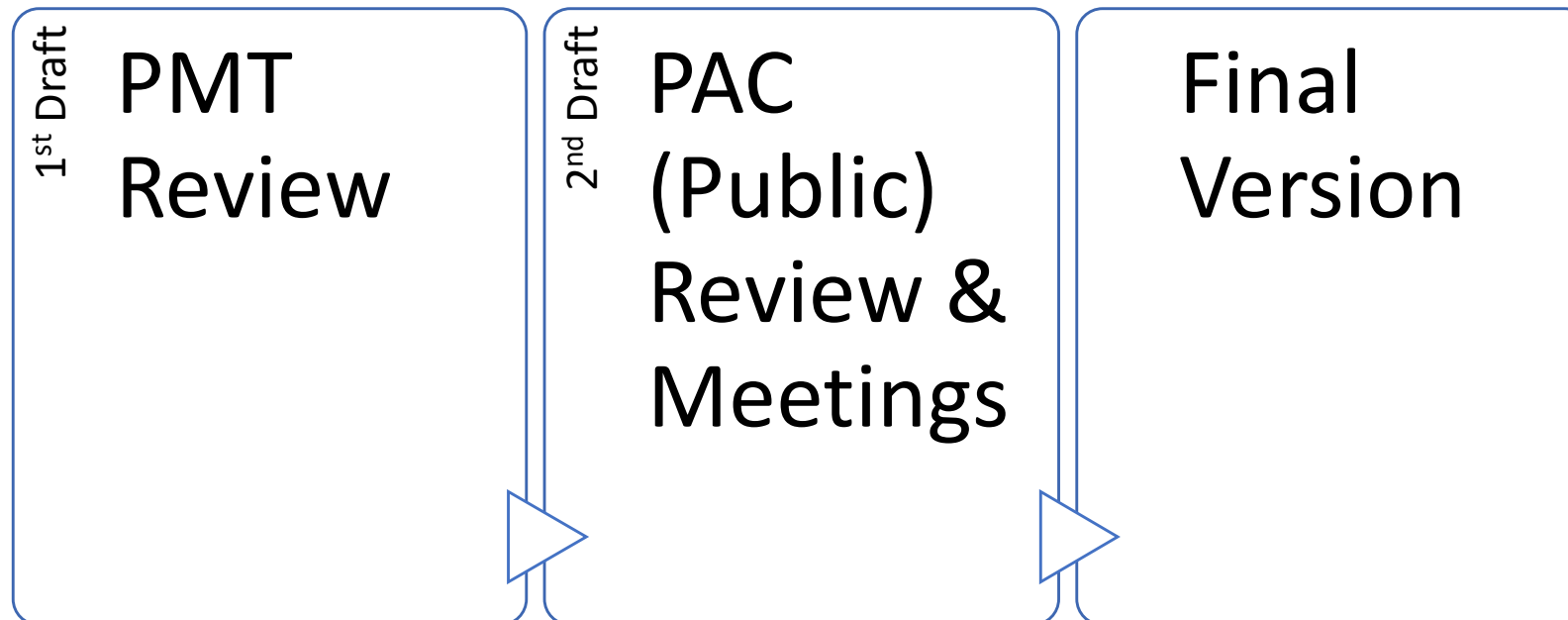
- January – March 2021:
Establish the project goals and baseline information
 - Tech Memo #1: Plans and Policy Review, Goals and Objectives
 - Tech Memo #2: Baseline Inventory
- April – August 2021:
Update existing and future transportation system conditions analyses
 - Tech Memo #3: Transportation System Conditions: Current and Future
 - **PAC Meeting #1** to review the identified issues

Analyses will build upon TSP work:
Crash data will be updated
No new traffic counts will be collected

Scope and Schedule Overview

- September 2021 – February 2022:
Develop alternatives and concepts
 - Tech Memo #4: Alternatives and Policy Development
 - **PAC Meeting #2** and **Virtual Open House #1** to provide input on draft alternatives
- March – August 2022:
Develop draft Corridor Plan
 - Tech Memo #5: Implementing Ordinances, Findings
 - Corridor Plan
 - **PAC Meeting #3** and **Virtual Open House #2** to provide input on Draft Plan

Review Process of Deliverables



Review Processes and Expectation of Commitment

- Project Management Team (PMT)
 - Meets monthly to discuss deliverables and troubleshoot issues as they arise
 - Reviews first draft of deliverables
- PMT Members:
 - Thomas Guevara, ODOT (Thomas.GUEVARA@odot.state.or.us)
 - Rob Brandes, Josephine County (RBrandes@co.josephine.or.us)
- Consultant Team:
 - Brian Ray, Kittelson & Associates (bray@kittelson.com)
 - Ashleigh Ludwig, Kittelson & Associates (aludwig@kittelson.com)
 - Darci Rudzinski, Angelo Planning Group

Review Processes and Expectation of Commitment

- Project Advisory Committee (PAC)
 - Meets 3 times during the project to provide input while developing the Plan
 - Expectations:
 - Review and provide input on deliverables within timelines
 - Participate in 3 (virtual) PAC meetings
 - Encourage other stakeholders to participate in two Virtual Open Houses

Draft PAC Members – Still in Development

- Lucas Schauffler, ODOT District 8
- Michael Morris, ODOT Roadway Design
- William Fitzgerald, ODOT Region 3 Traffic
- Aaron Brooks, ODOT Region 3 Access Management
- Jon Zehe, TMM ODOT
- Stephanie Bigman, Oregon State Police
- John Anderson, Oregon State Police
- Travis Snyder, Josephine County Sheriff's Office
- Jim Geiger, Josephine County Sheriff's Office
- Jeff Gavlik, Illinois Valley Fire
- Austin Prince, Rural-Metro Fire
- Charlene Shelton, Citizen Representative
- Kenny Houch, Illinois Valley Community Development
- Jean Ann Miles, Cave Junction City Council
- Mike Miner, Grants Pass Department of Public Safety
- Kate Dwyer, 3Rivers School Board
- Representatives from:
 - Wonder
 - Wilderville
 - Selma
 - Kerby
 - O'Brien

Understanding the Issues

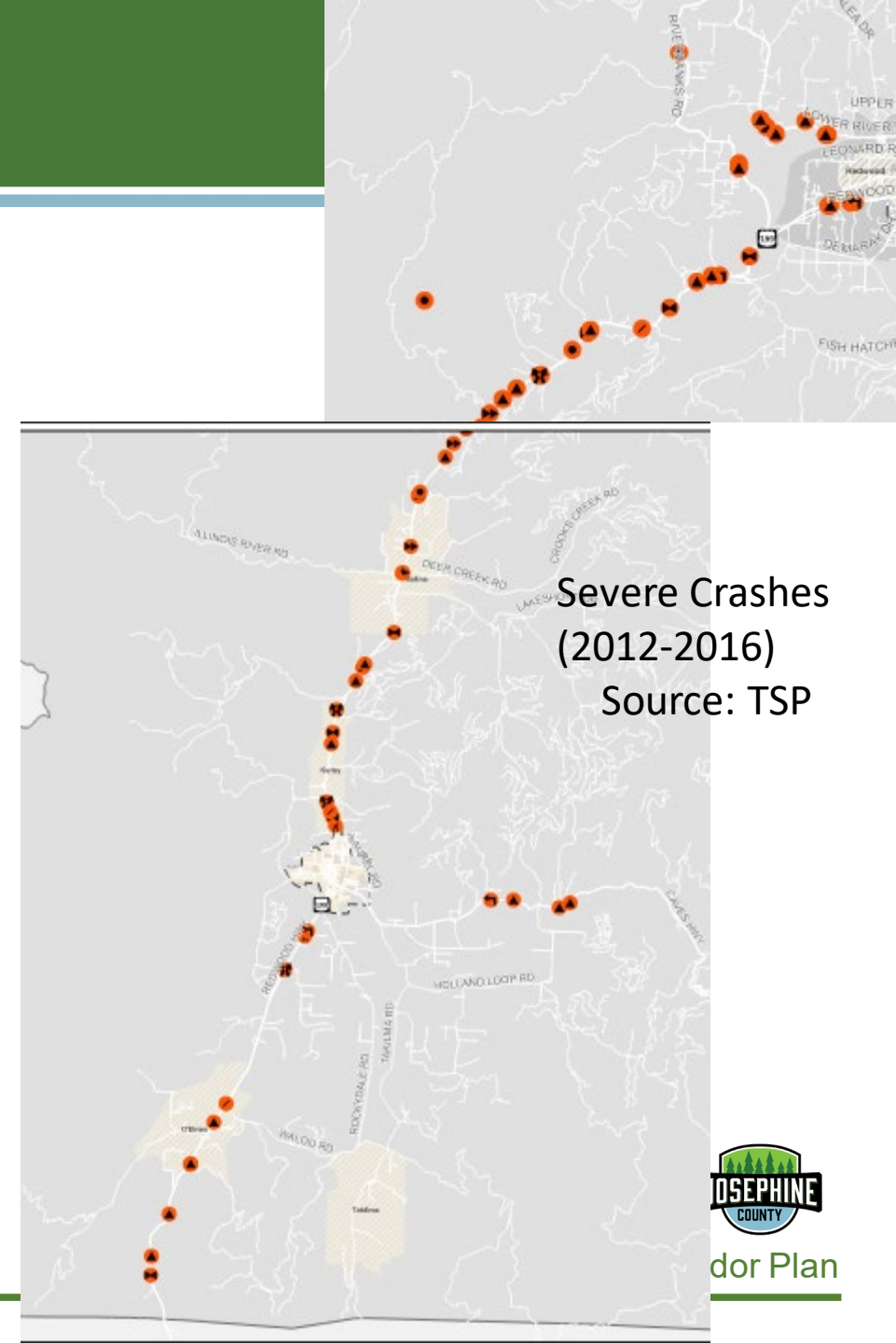
- TSP Identified Issues
- Any new issues since the TSP?



Understanding Identified Issues

- TSP crash analysis relied on crash data from 2012 to 2016
 - The US 199 Corridor Plan will be updating crash data to latest five years available (2014 - 2018)
 - Any available information on fatal and severe injury crashes after 2018 will be considered (ODOT data, news articles, etc.)

Crashes relatively spread out throughout the corridor



Summary of TSP Findings

- Between 2012-2016:
 - 412 crashes, including 18 fatal and 30 severe crashes
 - Most common crash types (total number/fatal and severe):
 - Fixed object (185/19)
 - Rear-end (79/3)
 - Turning movement (43/5)
 - *Head-on* (9/7)
 - Other notable contributing factors:
 - 37% during non-daylight
 - 18% involved excessive speed

Traffic Operations

- TSP Data:
 - Traffic counts collected at two study intersections:
 - US 199/OR 260
 - US 199/Lakeshore Drive
 - Intersections expected to meet ODOT measures of effectiveness in 2040
- Other Comments
 - Passing opportunities
 - Speed
 - Intersection treatments/conflicts
 - Awareness

Bicycle and Pedestrian

- Who are the users?
 - Where are they?
 - When are they on the corridor?
- TSP Findings:
 - Limited dedicated facilities
 - Two fatal pedestrian crashes
 - North of Cave Junction
 - South of Cave Junction
 - One fatal bicycle crash
 - Selma

Discussion

- Any new issues identified?
- Have we missed anything?

Focus on *issues*, not *solutions*

Corridor Improvement Ideas

- What has been considered?
- Have any treatments been completed or pending?
- What options are or are not feasible?
- Introduction of the concept of context zones



Corridor Improvement Ideas

- What was considered in the TSP?
- What have ODOT or the US 199 Stakeholder Group considered?
- Have any treatments been completed or pending?
- What options are or are not feasible, and why?
- Introducing the concept of Context Zones
- Discussion

Have any treatments been implemented or are pending?

- TSP
 - Recommendation: Corridor study
 - Additional County-wide Considerations:
 - Safety Treatment Toolbox
- ODOT Safety Corridor: Effective May 2020
- ODOT is planning:
 - US 199 Clear Zone Project from MP 9.46 to 40.06 (border) – funded in '21-'24 STIP: *improve the recoverable area*
 - US 199 Kerby Shoulder Widening Project – funded in '18-'21 STIP (ARTS): *This project will construct a pedestrian bridge over Holton Creek in the community of Kerby.*
 - US 199 – Cave Junction to California border: center and edge of pavement rumble strips in next paving project
- Awareness campaigns

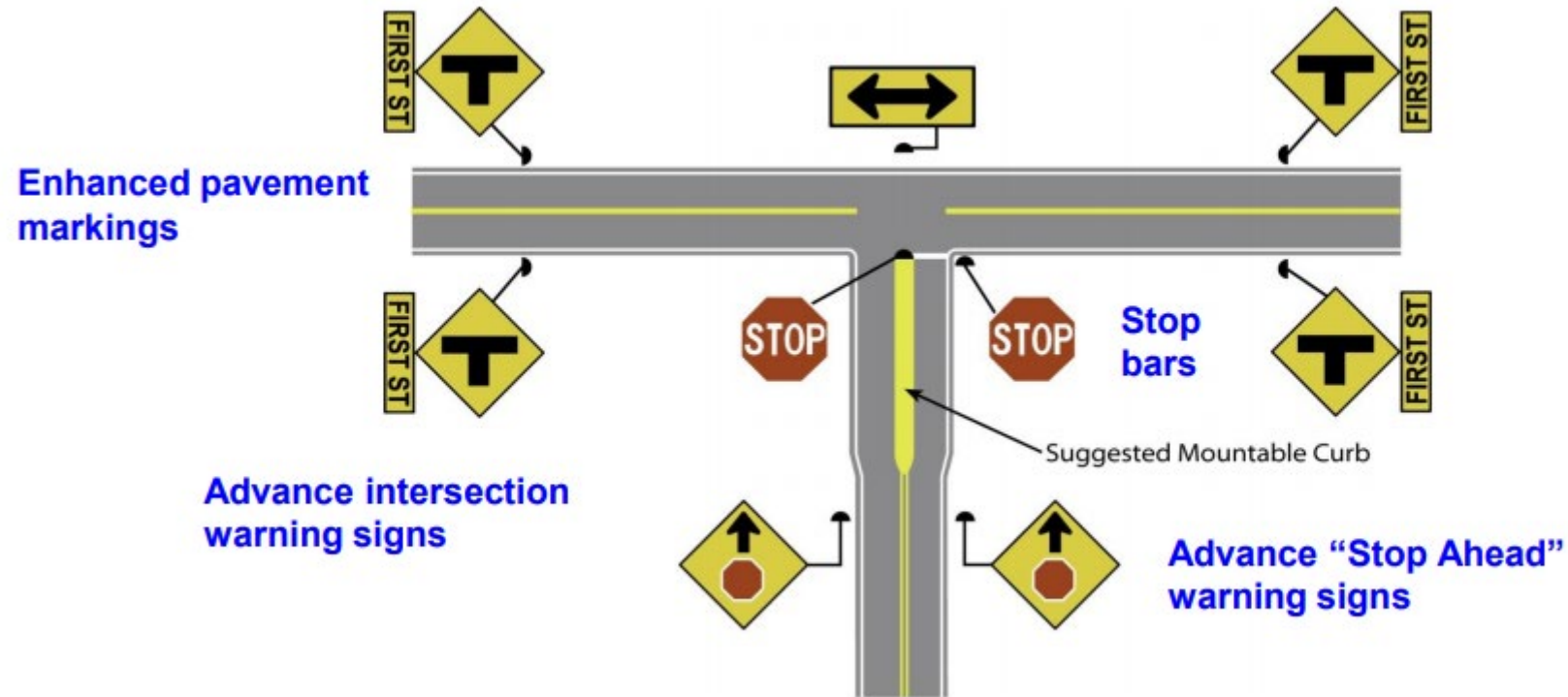


Other Recommendations

- US 199 Stakeholder Group Input
- Anything Else?

What options are, or are not, feasible? And Why?

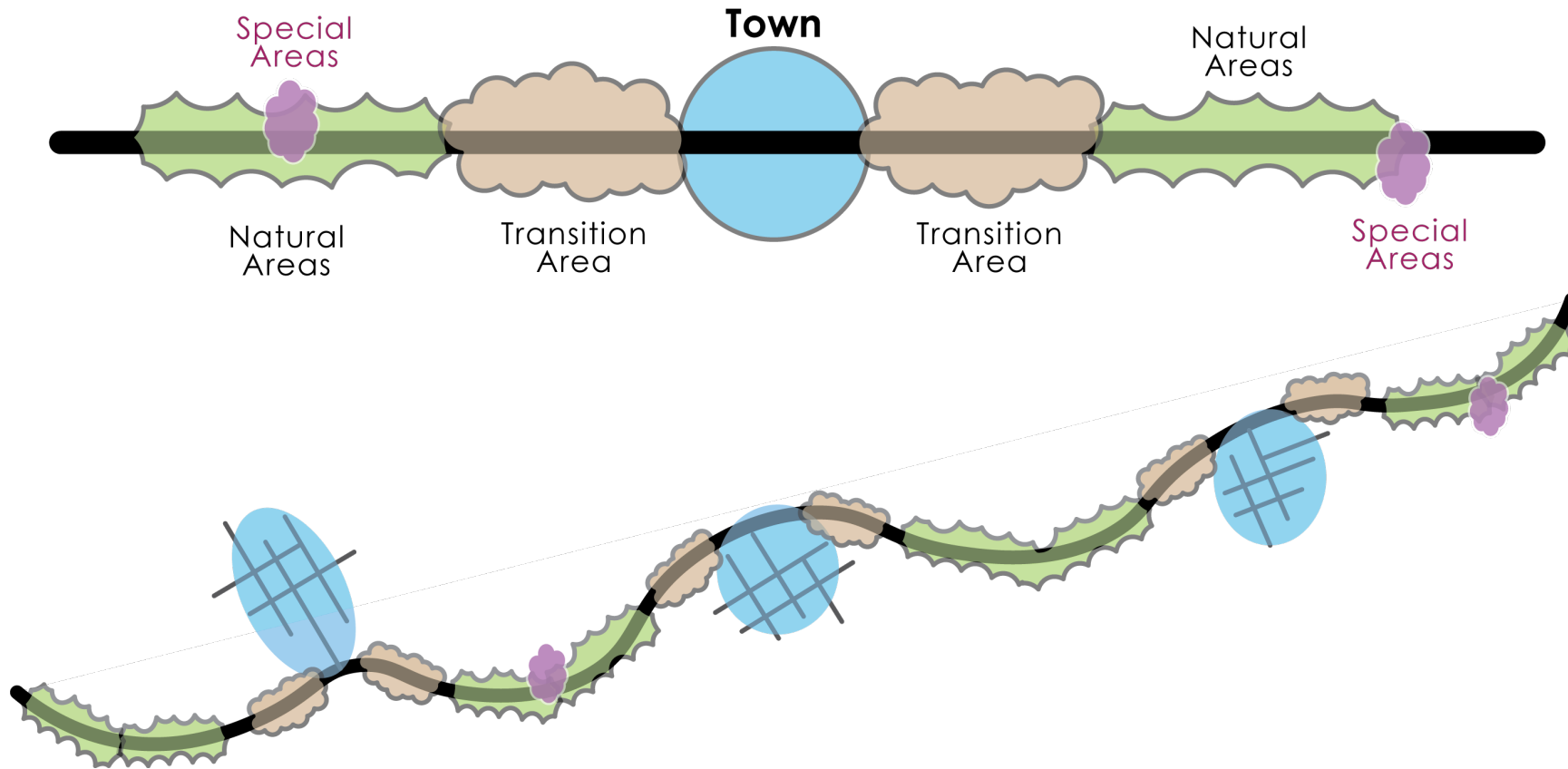
- Systemic intersection improvements



What options are, or are not, feasible? And Why?

- Curve warning signs
- Improve sign reflectivity
- Install delineators
- Install chevrons
- Rumble strips
 - Centerline
 - Shoulder
 - Transverse
- Shoulder widening
- SafetyEdge treatment
- Wider edgelines
- Lighting
- Intersection enhancements or control changes
 - Turn lanes
 - Acceleration/deceleration lanes
- Speed feedback signs
- Medians and access management
- Passing lanes
- Enforcement
- Education and outreach

Introduction to Context Zones



Next Steps & Action Items

Questions?

- Next Steps:
 - Meeting summary will be sent out
 - PAC invitations will be emailed out
 - Meeting appointments for future PAC meetings will be sent out
- Please reach out with any questions:
 - Thomas Guevara, ODOT (Thomas.GUEVARA@odot.state.or.us)
 - Rob Brandes, Josephine County (RBrandes@co.josephine.or.us)
 - Brian Ray, Kittelson & Associates (bray@kittelson.com)
 - Ashleigh Ludwig, Kittelson & Associates (aludwig@kittelson.com)