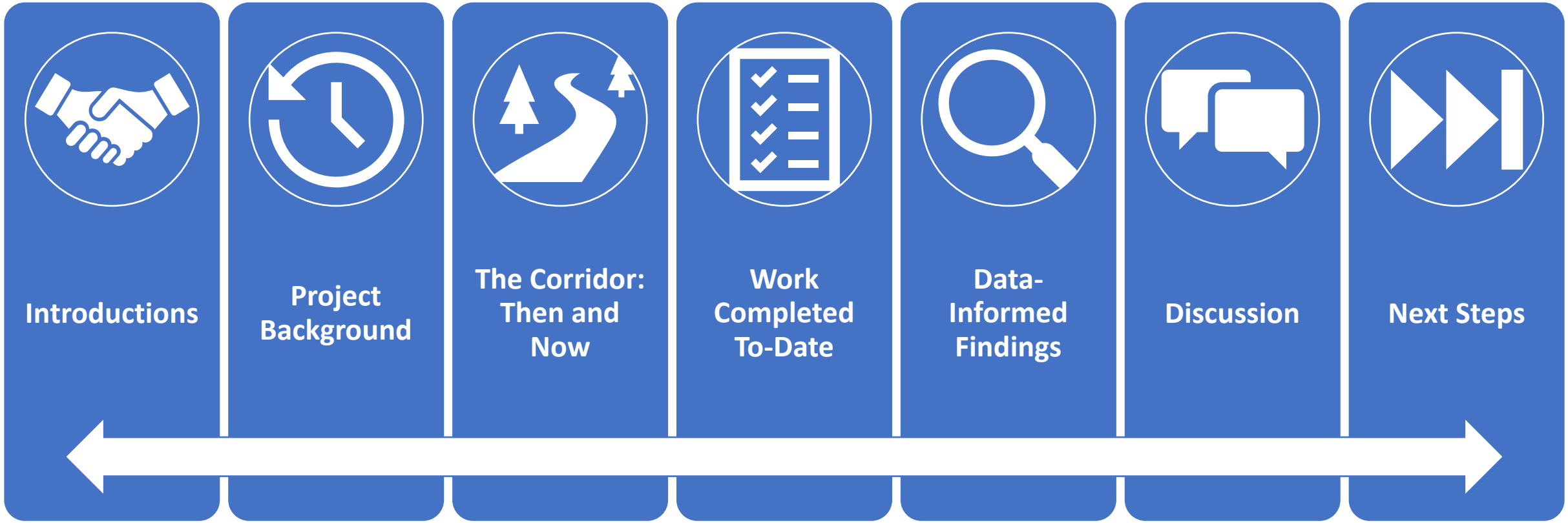
Project Advisory Committee (PAC) Meeting #1

August 12, 2021

Oregon Department of Transportation

JOSEPHINE COUNTY

Presentation Overview



Introductions

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1. What agency and/or interest do you represent?
2. Were you involved in any prior corridor work?
3. What would make this Corridor Plan successful for you?

Project Background

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?
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⇨Long-range plan that evaluates **corridor-specific needs** from the Applegate River to the California State line, excluding Cave Junction

⇨Will recommend **multimodal improvements based on identified needs** for people driving, walking, biking, taking transit, and moving freight

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⇨**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 has changed** to support regional travel in addition to local access

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⇨Your role as a PAC member is to:

- **Attend PAC meetings** that will occur at project milestones
- **Review technical memos** and the Corridor Plan
- **Provide input** on findings and direction of study

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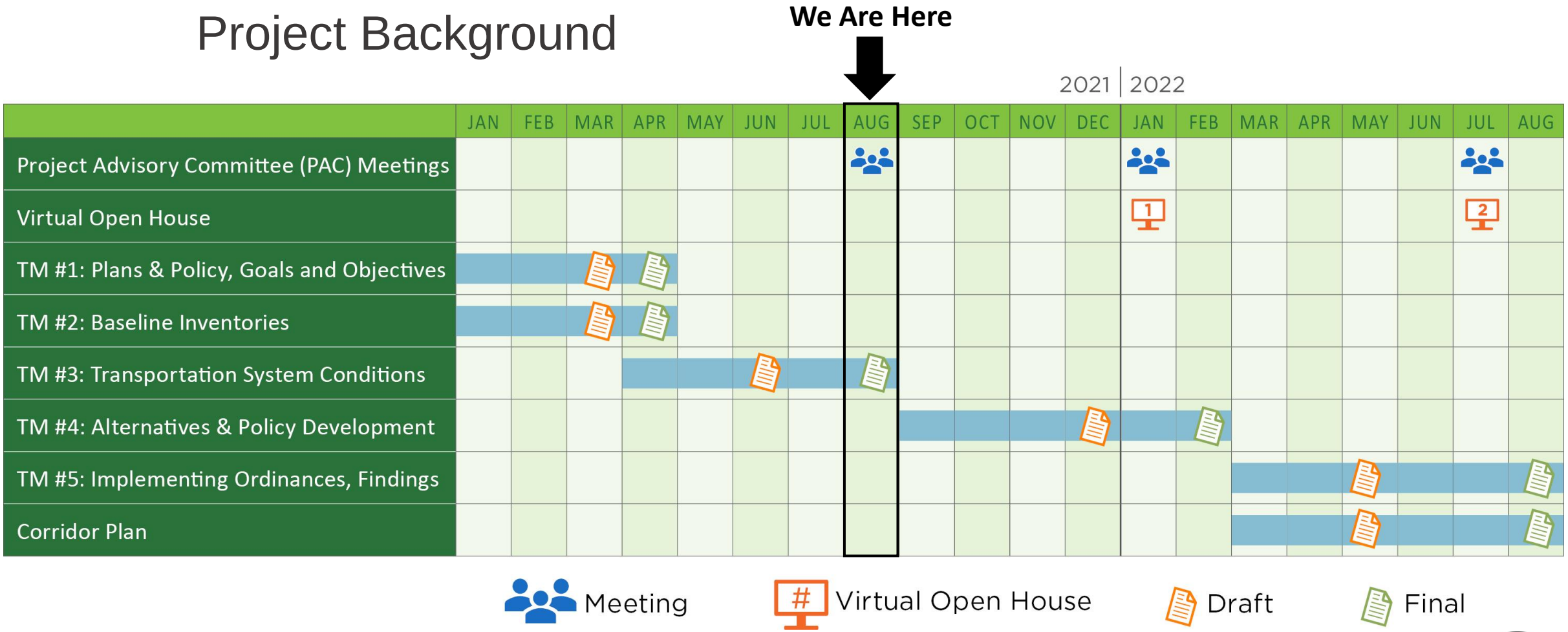

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⇨Integrate safety treatments with **maintenance activities**

⇨Identify **low-cost safety treatments** to assemble into **bundles**

⇨**Identify projects** that would be strong candidates **for ARTS 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

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- **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

The Corridor: Then and Now

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How did we get here?

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- **1917: Map of Highway Approved**

The Corridor: Then and Now

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- 1917: Map of Highway Approved
- **1924: Re-Designated as Redwood Highway**

The Corridor: Then and Now

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- 1917: Map of Highway Approved
- 1924: Re-Designated as Redwood Highway
- **1939: Included in State Highway System**

The Corridor: Then and Now

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- **1953: Hayes Hill Section Abandoned**

The Corridor: Then and Now

How did we get here?

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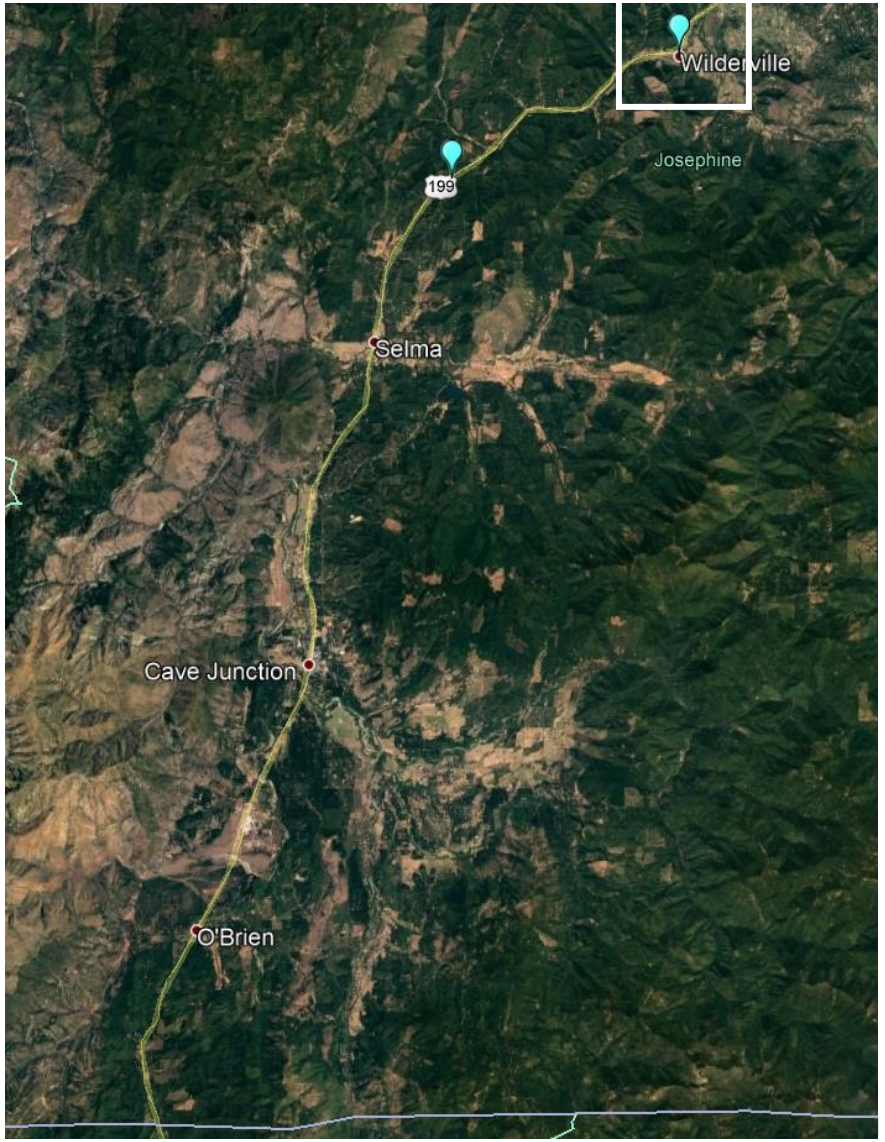
- **1953: Hayes Hill Section Abandoned**

The Corridor: Then and Now

How did we get here?

- 1917: Map of Highway Approved
- 1924: Re-Designated as Redwood Highway
- 1939: Included in State Highway System
- 1953: Hayes Hill Section Abandoned
- **1956: Portion of Applegate River Bridge Section Abandoned**



The Corridor: Then and Now

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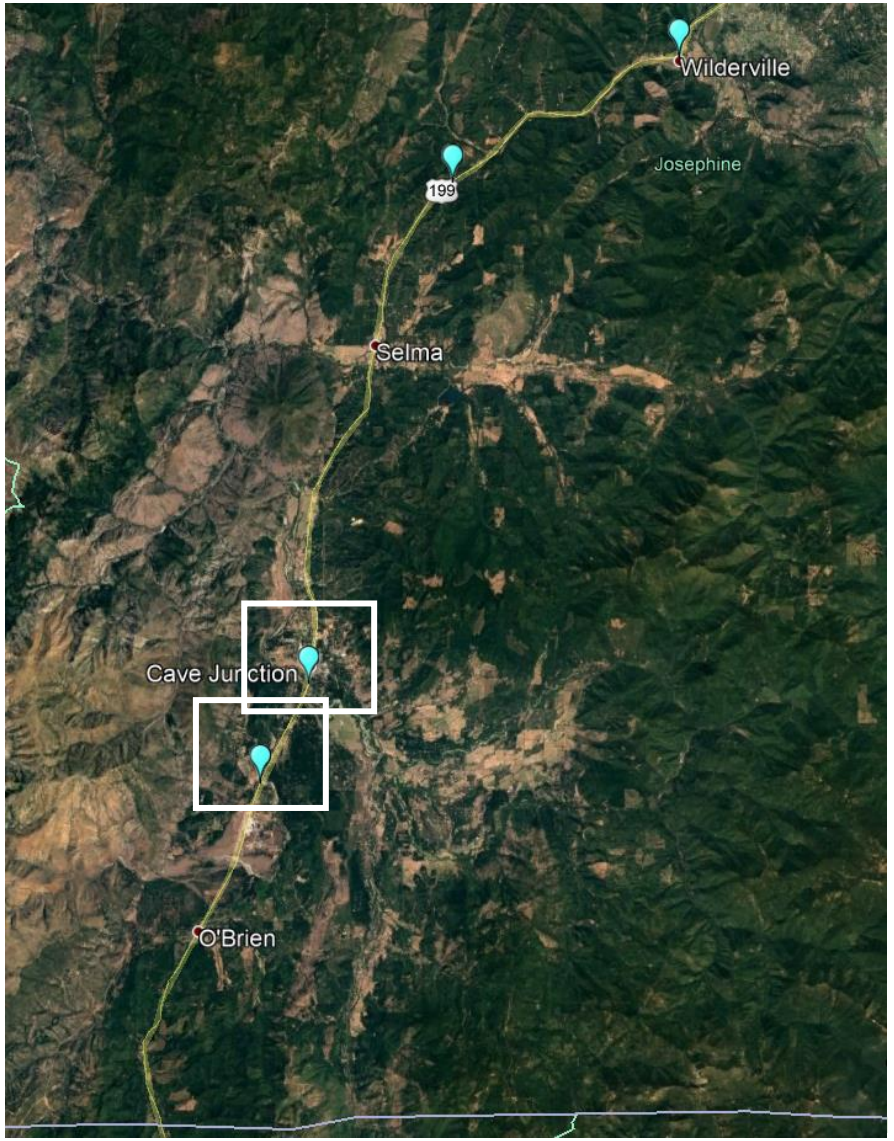
The Corridor: Then and Now

How did we get here?

- **1958: West/East Fork of Illinois River Bridge Section Abandoned**



The Corridor: Then and Now

How did we get here?

- **1958: West/East Fork of Illinois River Bridge Section Abandoned**

The Corridor: Then and Now

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The Corridor: Then and Now

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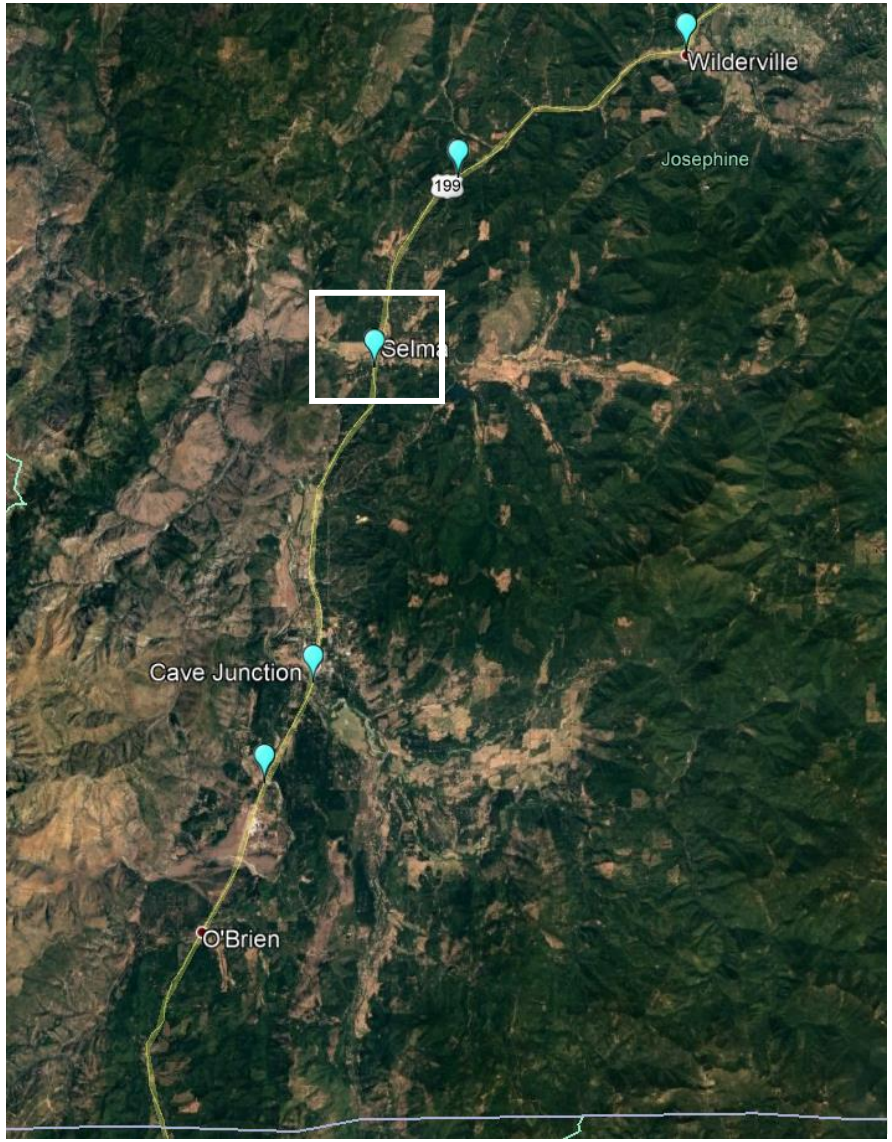
- 1958: West/East Fork of Illinois River Bridge Section Abandoned
- **1966: Hegan Creek to Selma Section Abandoned**



The Corridor: Then and Now

How did we get here?

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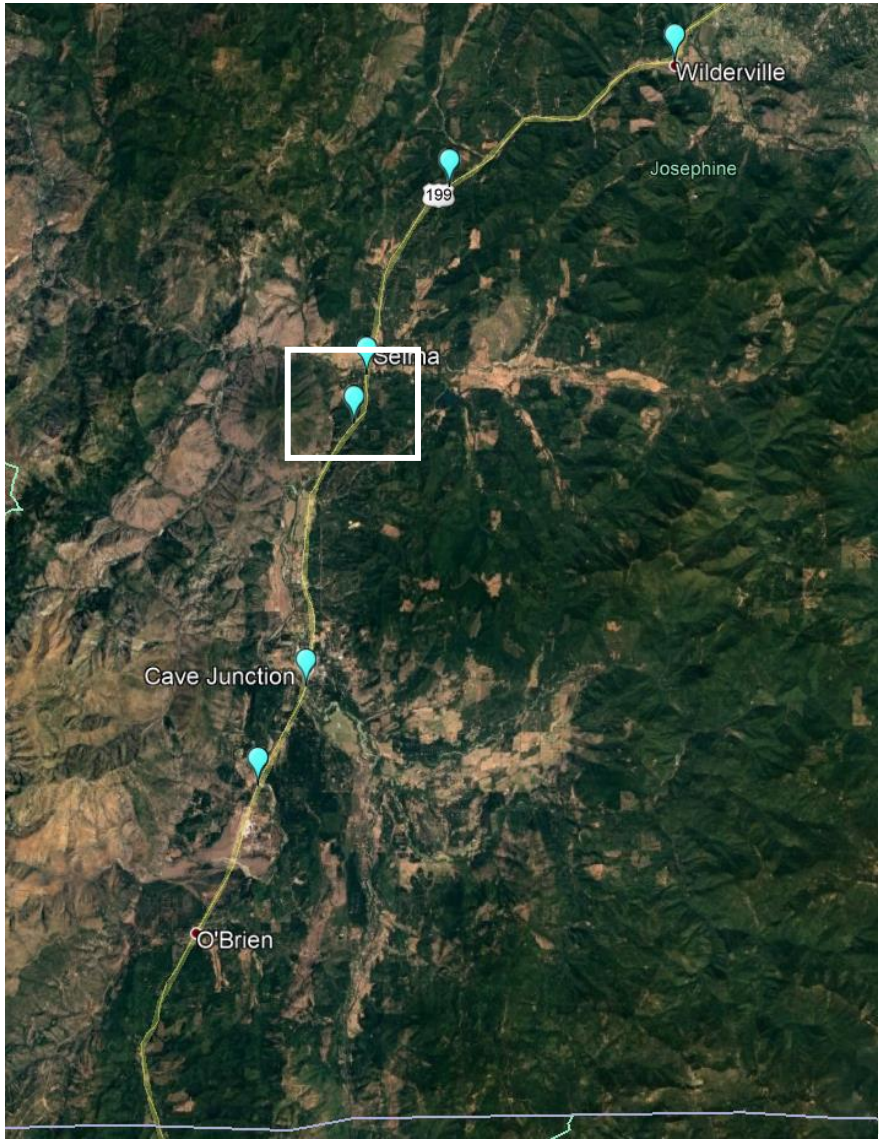
- **1966: Hegan Creek to Selma Section Abandoned**

The Corridor: Then and Now

How did we get here?

- 1958: West/East Fork of Illinois River Bridge Section Abandoned
- 1966: Hegan Creek to Selma Section Abandoned
- **1974: Siss's Gap Section Abandoned**



The Corridor: Then and Now

How did we get here?

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The Corridor: Then and Now

How did we get here?

- 1958: West/East Fork of Illinois River Bridge Section Abandoned
- 1966: Hegan Creek to Selma Section Abandoned
- 1974: Siss's Gap Section Abandoned
- **1977: Grants Pass to Kerby Section Re-Designated as a State Primary Highway**

The Corridor: Then and Now

What has changed over time?

- ⇨Communities have grown
- ⇨Land uses have changed
- ⇨Traffic volumes have increased
- ⇨Conflicts at driveways have intensified
- ⇨The corridor has become a commuter/ tourist route
- ⇨Vehicle capabilities have changed
- ⇨Driver behavior has evolved
- ⇨Active transportation modes are more common

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

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**

Work Completed To-Date

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- Project Kick-Off
- Tech Memo #1: Goals and Policy Review
- Tech Memo #2: Baseline Inventories
- Tech Memo #3: Transportation System Conditions

Work Completed To-Date

- **Project Kick-Off**
- Tech Memo #1: Goals and Policy Review
- Tech Memo #2: Baseline Inventories
- Tech Memo #3: Transportation System Conditions

⇨Project team kicked off the Corridor Plan in **February 2021**

Work Completed To-Date

- Project Kick-Off
- **Tech Memo #1: Goals and Policy Review**
- Tech Memo #2: Baseline Inventories
- Tech Memo #3: Transportation System Conditions

⇨**Establishes study goals and objectives** and summarizes plans, policies, and documents relevant to corridor

Work Completed To-Date

- Project Kick-Off
- Tech Memo #1: Goals and Policy Review
- **Tech Memo #2: Baseline Inventories**
- Tech Memo #3: Transportation System Conditions

⇨**Summarizes a corridor inventory** including its existing:

- Land Uses
- Function
- Facilities
- Services

Work Completed To-Date

- Project Kick-Off
- Tech Memo #1: Goals and Policy Review
- Tech Memo #2: Baseline Inventories
- **Tech Memo #3: Transportation System Conditions**

⇨**Presents data-informed findings** revealed through:

- Current & Future Traffic Operations
- Multimodal Conditions
- Safety Performance

This will be the focus of today's meeting

Data-Informed Findings

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: Traffic Operations Analyses

- Observed speeds range from 5-10 MPH faster than the posted speed limit
- US 199 mainline operates under capacity
- Side-street drivers experience about 10-26 seconds of delay

Data-Informed Findings: Multimodal Analyses

- Corridor lacks:
  - Dedicated facilities
  - Marked crossings
- Transit stops lack:
  - Signage
  - Amenities
  - Sidewalk/crossing connections

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

Known Recent Fatal/Severe Crashes

- 4 fatalities in 2019 (Jan-Sept)

⇨**All head on crashes** that happened in the summer:

- Wilderville (Between Curves)
- Hayes Hill (Passing Zone)
- South of Selma (Passing Zone)
- Between O'Brien and CA Border

Data-Informed Findings: Safety Analyses

Known Recent Fatal/Severe Crashes

- 4 fatalities in 2019 (Jan-Sept)
- 8 fatalities in 2020

Data-Informed Findings: Safety Analyses

Known Recent Fatal/Severe Crashes

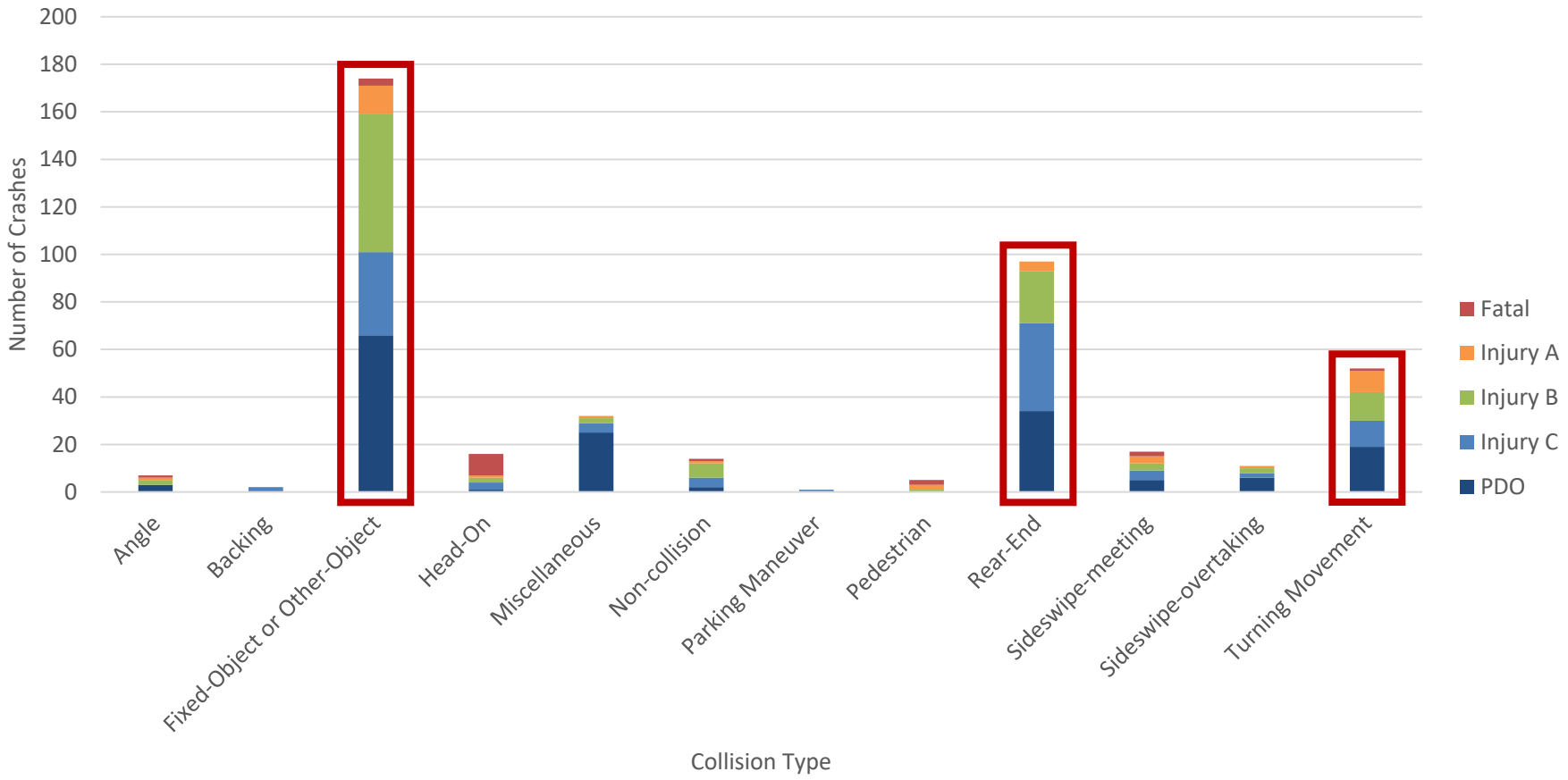
- 4 fatalities in 2019 (Jan-Sept)
- 8 fatalities in 2020
- 4 fatalities in 2021

⇨The **first two** happened on the same day

⇨The **recent two** happened at driveways

Data-Informed Findings: Safety Analyses

Corridor-Wide Crashes



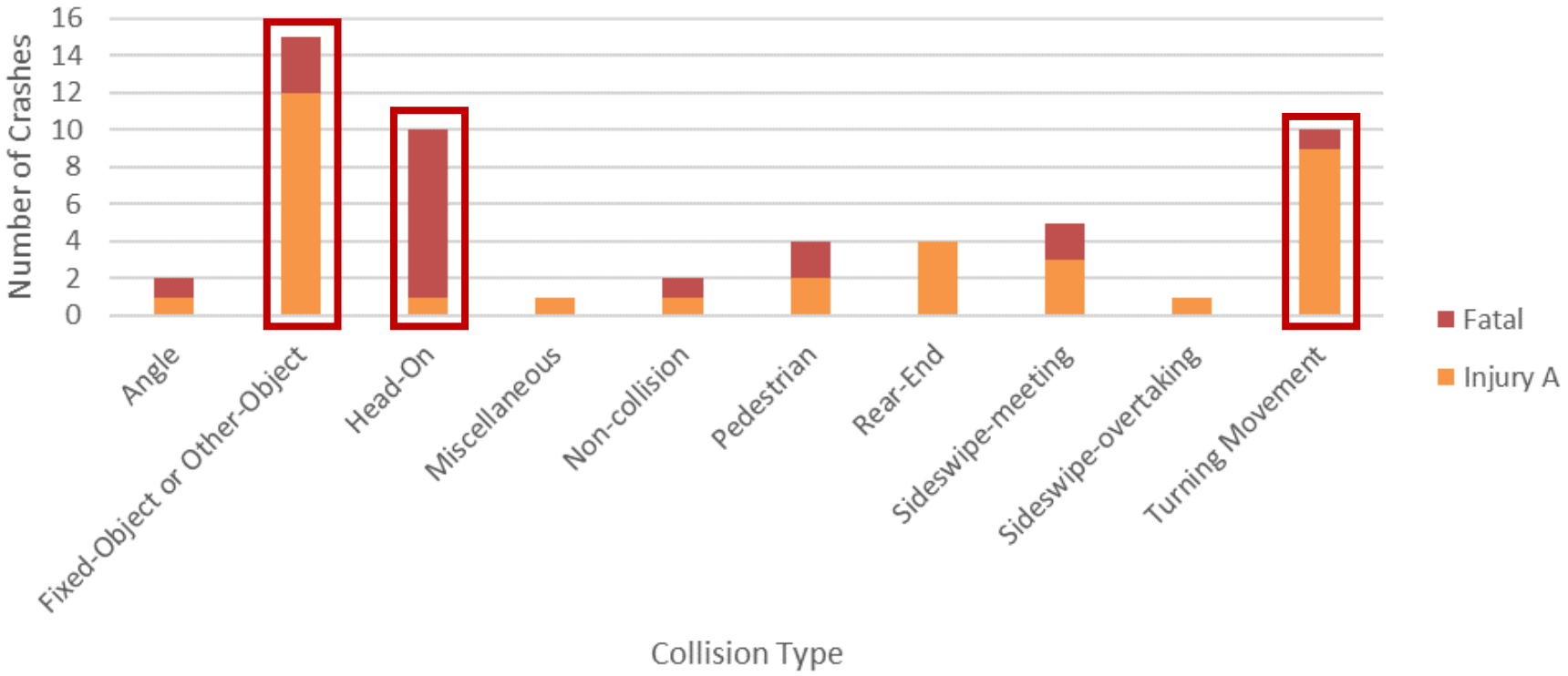
⇨**Collision type by severity** for all reported crashes

⇨**Most common**:

- Fixed-Object (40%)
- Rear-End (23%)
- Turning Movement (12%)

Data-Informed Findings: Safety Analyses

Corridor Fatal/Severe Crashes



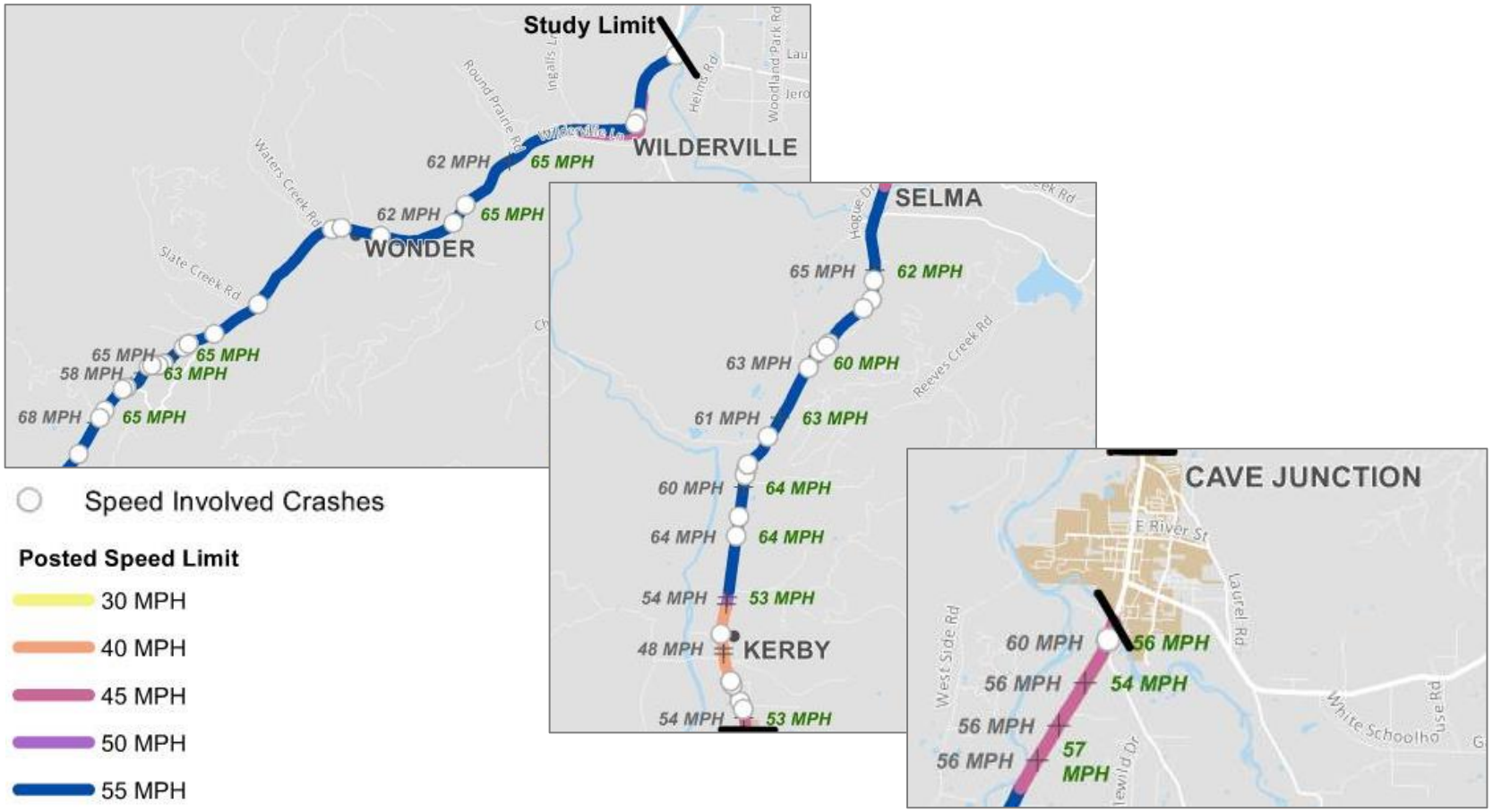
⇨**Fatal and severe crashes** by collision type

⇨**Most common**:

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

Data-Informed Findings: Safety Analyses

Corridor Speed-Related Crashes



- **Observed speeds range from 5-10 MPH** faster than the posted speed limit
- **18% of all** reported crashes involved speed
- **15% of fatal/severe** crashes involved speed

Data-Informed Findings: Safety Analyses

Corridor Alcohol/Drug- Involved Crashes

- 13.5% of all reported crashes involved alcohol or drugs

Data-Informed Findings: Safety Analyses

Corridor Alcohol/Drug- Involved Crashes

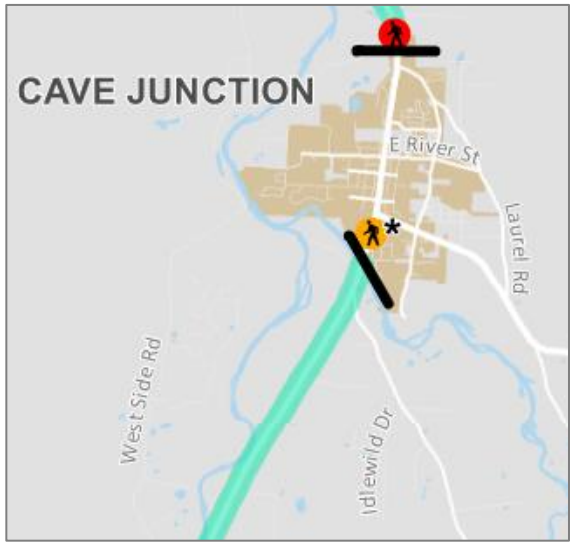
- 13.5% of all reported crashes involved alcohol or drugs
- 35.2% of fatal/severe crashes involved alcohol or drugs

⇨These crashes **were more likely to result in a fatal/severe injury** compared to those not involving alcohol/drugs

Data-Informed Findings: Safety Analyses

Corridor Bicycle/Pedestrian Crashes

- 5 of 7 resulted in fatal or severe injury

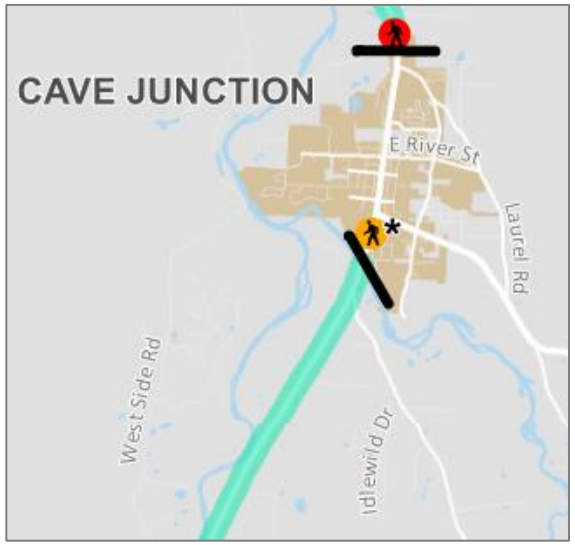


Data-Informed Findings: Safety Analyses

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**



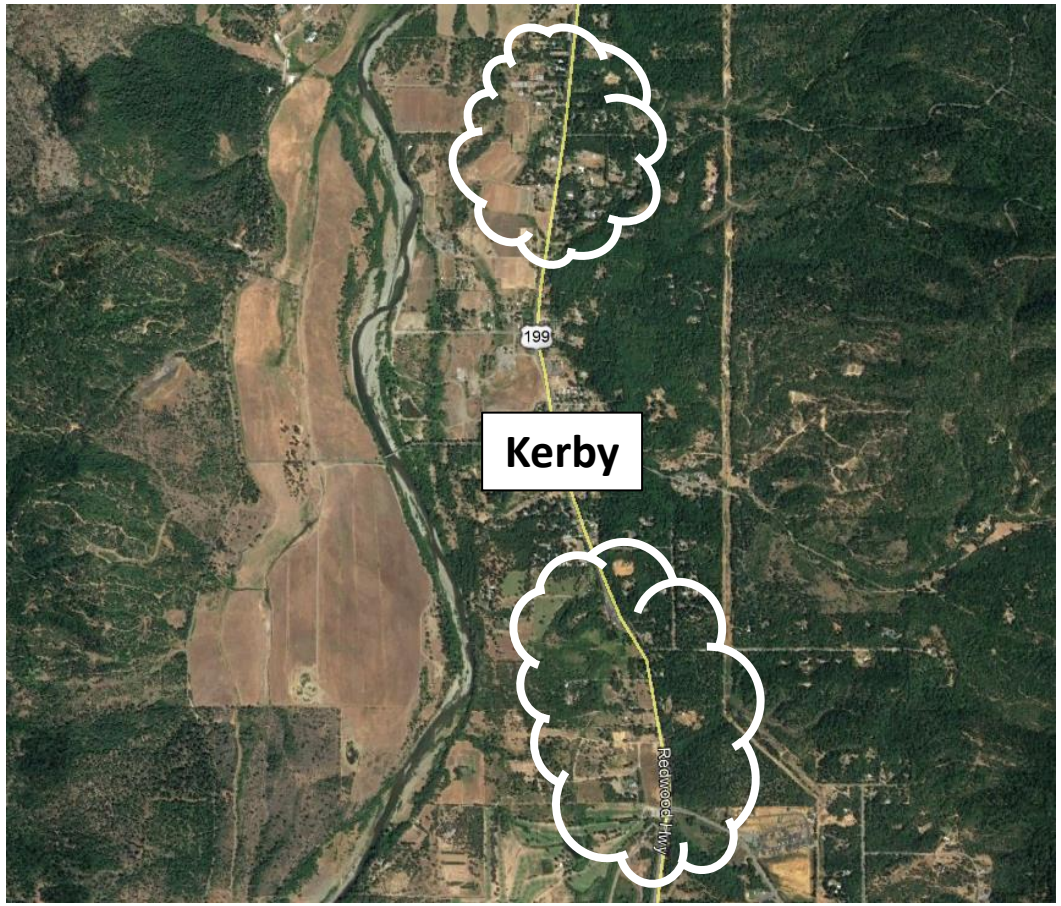
Data-Informed Findings: Safety Analyses

Other Conditions

- **63% of fatal/severe** crashes occurred during **clear weather**
- **80% of fatal/severe** crashes occurred on **dry road surfaces**
- **74% of fatal/severe** crashes occurred in **daylight**

Data-Informed Findings: Context Zones

Transition Areas



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

Data-Informed Findings: Context Zones

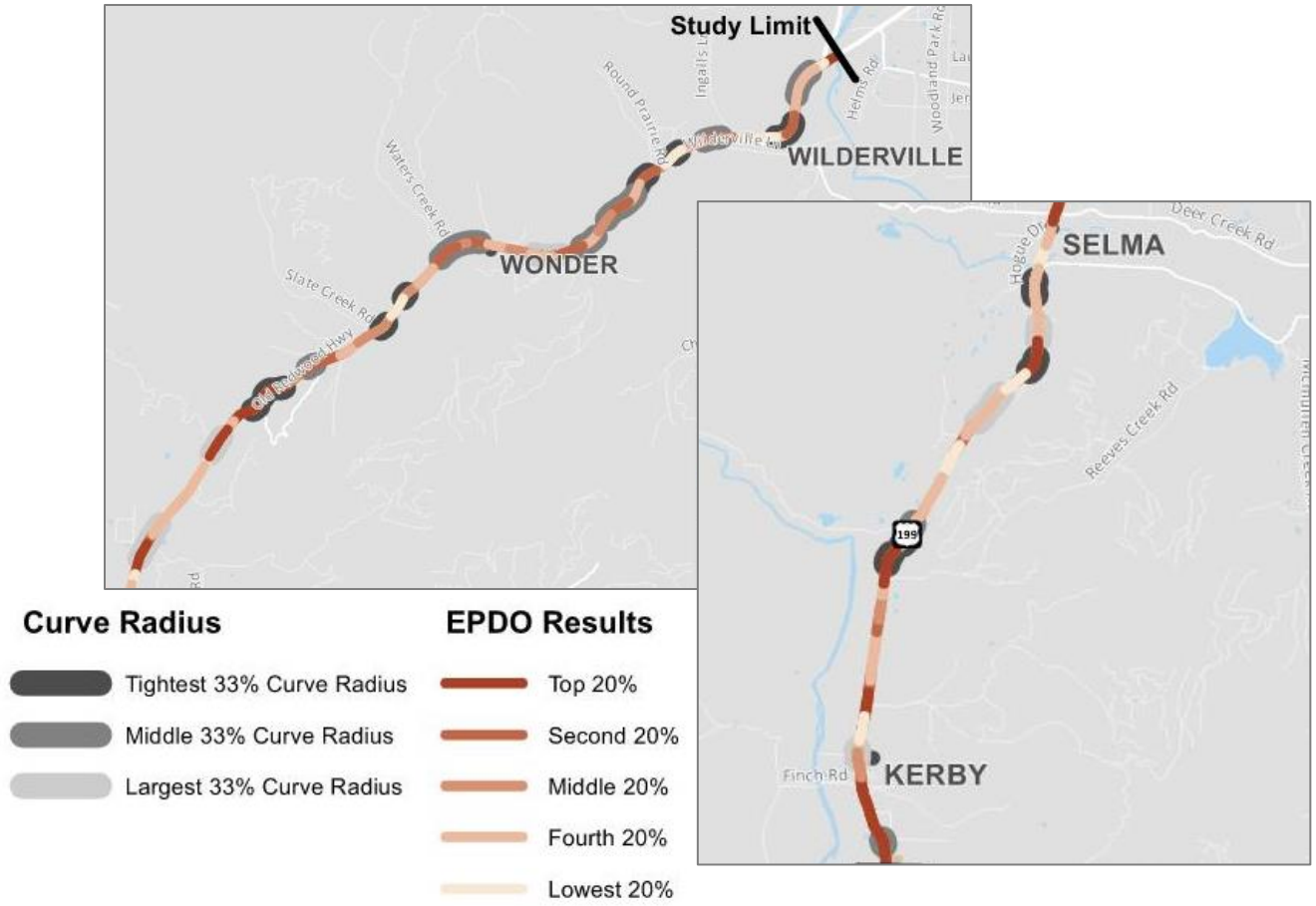
Unincorporated Communities

⇨More frequent **pedestrian, bicycle, and transit activity**

⇨More frequent **driveways and intersections**

Data-Informed Findings: Context Zones

Curves



- **Frequent tight curves** prevalent in north section of corridor
- **Specific locations** needing further review include:
  - Hayes Hill Summit
  - Vicinity of Wild Park Lane

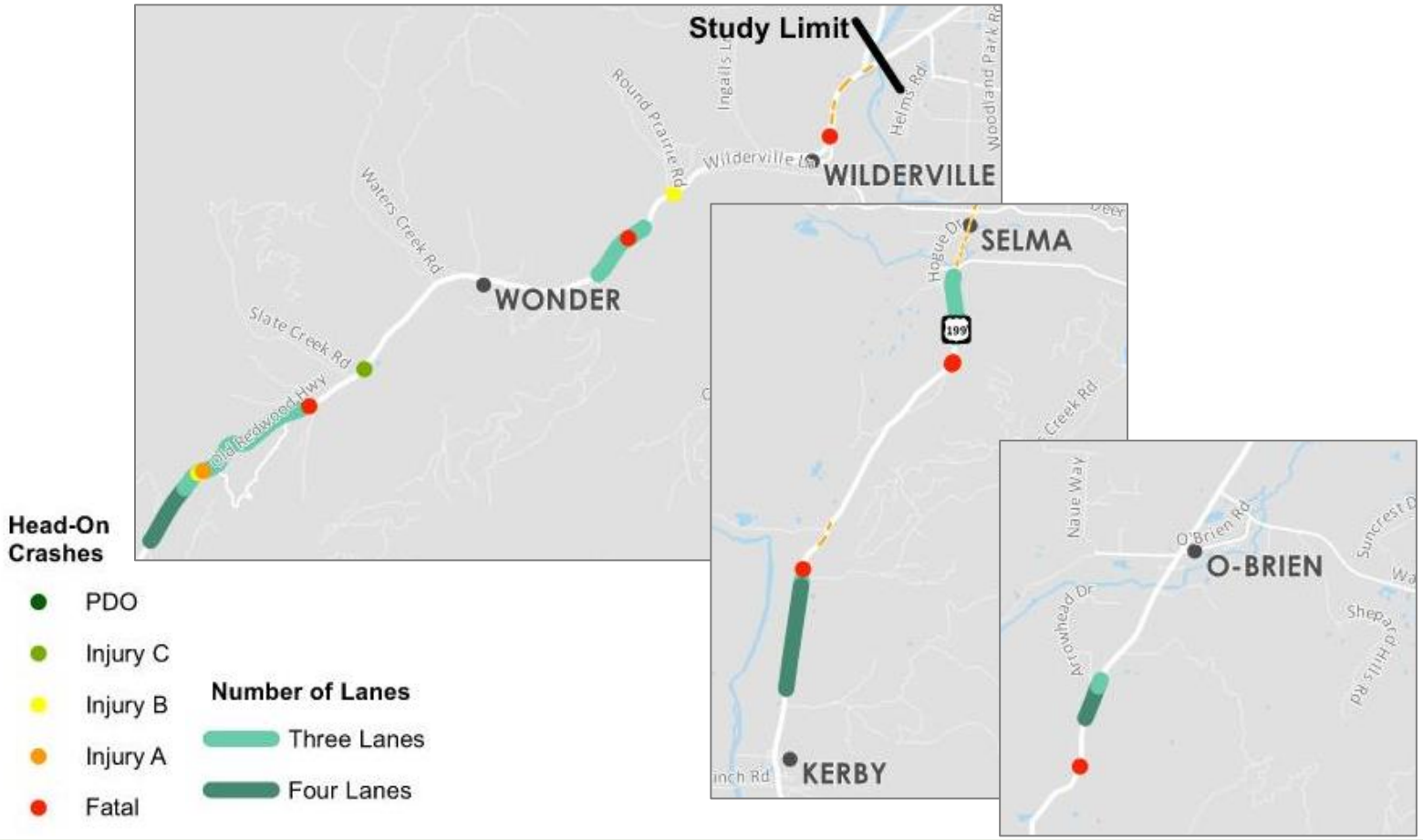
Data-Informed Findings: Context Zones

Curves: Example Cross Section (Hayes Hill Summit)

- ⇨**Old curvy alignment** was abandoned
- ⇨**Modern alignment** is a combination of:
  - **Passing lanes**
  - **Tight shoulders**
  - **Stretch of curves**
- **The "modern" alignment is:**
  - Is **narrow and curvy**
  - The best that could be done **through the pass**
  - **Expensive then… expensive now**

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: Locations to Further Analyze

SPIS Sites

- US 199/OR 260 (Riverbanks Road)
- US 199/Circle W Drive
- US 199/Illinois River Road (Selma)
- US 199/Wild Park Lane (just north)

Other Sites

- North of Briggs Valley Road
- US 199/Kerby Mainline Road
- US 199/Hayes Hill Road

Data-Informed Findings: Locations with Observed Concerns

- US 199/Elliot Creek Road
- US 199/Waters Creek Road
- US 199/Slate Creek Road
- US 199/Draper Valley Road
- US 199/Reeves Creek Road
- US 199/Holton Creek Road

Data-Informed Findings: Locations with Observed Concerns

Example Location

US 199/Elliot Creek Road

Data-Informed Findings: Locations with Observed Concerns

Example Location

US 199/Elliot Creek Road

- ⇨Within stretch of **curves**
- ⇨**Limited** sight distance
- ⇨**No turn lanes** on US 199 mainline
- ⇨Observed speeds **7-10 MPH faster** than posted
- ⇨**Others?**

Discussion

⏭ Next Steps

Next Steps

1. PAC to review and provide comments on draft technical memos distributed for this meeting
    1. Deadline for comments: August 26th

       Submit comments to: Thomas Guevara: Thomas.GUEVARA@odot.state.or.us

       Project team to finalize memos and carry forward needs to alternatives development (Tech Memo #4: Alternatives and Policy Development)
2. PAC Meeting #2/Virtual Open House #1 in January 2022
    a. *Review alternatives/policies developed by the project team*
    b. *Provide input on corridor solutions*