

**Project 1. OR 99 – Garfield St to Charlotte  
Anne Rd: Sidewalk Improvements**

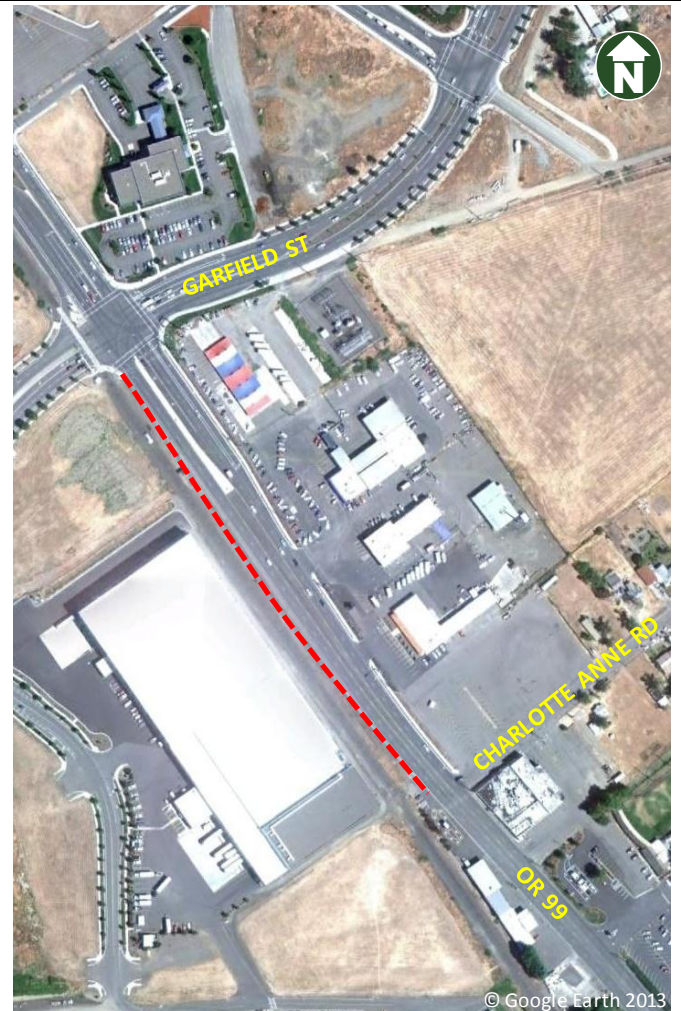
**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

<b>Milepoint</b>	8.56 to 8.75
<b>Description</b>	Construct sidewalks along the west side of OR 99 with fencing to separate from the railroad tracks.
<b>Purpose</b>	<ul style="list-style-type: none"> <li>Provide facilities for all travel modes</li> <li>Address existing safety concerns</li> <li>Bring roadway closer to standard</li> </ul>
<b>Roadway Characteristics</b>	<ul style="list-style-type: none"> <li>Existing roadway width is 72-99'</li> <li>Available ROW is 70-100'</li> <li>Posted speed on OR 99 is 45 mph</li> <li>5-lane cross-section</li> <li>Sidewalk present on east side of roadway</li> <li>Transit stop opposite Charlotte Anne Rd</li> <li>Current (2010) ADT = 16,000 to 17,000</li> <li>Forecast (2034) ADT = 23,000 to 24,000</li> <li>Sensitivity Forecast ADT = 26,000 to 27,000</li> </ul>



<b>How Improvement Addresses Deficiencies</b>	<b>Existing/Future Deficiency</b>
	<ul style="list-style-type: none"> <li>Pedestrians have no sidewalk on the west side of OR 99 on this segment</li> <li>Transit stop has no pedestrian connectivity</li> </ul>
	<b>With Improvement</b>
	<ul style="list-style-type: none"> <li>Sidewalk would improve safety of pedestrians along the corridor</li> <li>Sidewalk would provide access to the existing transit stop</li> <li>Improved pedestrian and transit access benefits disadvantaged populations</li> </ul>
<b>Additional Considerations</b>	<ul style="list-style-type: none"> <li>Additional ROW or sidewalk easements may be needed</li> <li>A fence could be located between the sidewalk and railroad tracks to separate pedestrians from rail traffic and discourage them from crossing the tracks</li> <li>Assumes curb and drainage already in place</li> <li>Additional storm water treatment needed with impervious surface</li> </ul>
<b>Cost Option</b>	<ul style="list-style-type: none"> <li>\$165,000 (excluding any ROW acquisition, hazardous materials mitigation, natural resource mitigation, or utilities relocation)</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Medium priority</li> <li>Based on existing sidewalk deficiency</li> <li>Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements</li> </ul>

**Preliminary Alignment Concept**




--- Proposed Sidewalk

**Project 2. OR 99 – Charlotte Anne Rd to Coleman  
Creek: Modified Lane Striping**

**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

Milepoint	8.75 to 11.03
Description	Modify striping of existing 5-lane roadway cross section to add bike lanes
Purpose	<ul style="list-style-type: none"><li>Provide facilities for all travel modes</li><li>Address existing safety concerns</li></ul>
Roadway Characteristics	<ul style="list-style-type: none"><li>Existing roadway width 66-72'</li><li>Available ROW is minimum 70' with some sections up to 100'</li><li>Posted speed on OR 99 is 45 mph</li><li>5-lane cross-section</li><li>Current (2010) ADT = 13,000 to 17,000</li><li>Forecast (2034) ADT = 17,000 to 24,000</li><li>Sensitivity Forecast ADT = 19,000 to 27,000</li></ul>
How Improvement Addresses Deficiencies	Existing/Future Deficiency
	<ul style="list-style-type: none"><li>Bicyclists have no bike lanes in either direction of OR 99 on this segment</li><li>Outside through travel lanes are 14-18'</li><li>Inside through travel lanes are 12'</li><li>Center median lane is 14'</li><li>Sidewalks are substandard or non-existent in many locations</li></ul>
	With Improvement
	<ul style="list-style-type: none"><li>Maintains 5-lane urban section</li><li>Provides 5-6' bike lanes for entire segment</li><li>Provides 11-12' through travel lanes</li><li>Center median lane is 12-14'</li><li>Could result in minor reduction in capacity</li><li>Speeds could potentially be slower with narrower travel lanes</li><li>No change in "hole in the air" for freight</li></ul>
Additional Considerations	<ul style="list-style-type: none"><li>Bike lane striping should be implemented according to ODOT guidelines and should be completed through to Garfield Street (bring shoulder lane striping to bike standard)</li><li>Consider reduction in posted speed to 40 mph, especially where 11' travel lanes are present</li><li>Grated drainage inlets should meet current standard and be bicycle safe and all new inlets or existing inlets that need replacement or modification should consider curb drain inlets as an option</li><li>Bike and travel lane widths are consistent with the OR 99 cross section associated with the Fern Valley Interchange improvements</li><li>Design exceptions may be required</li></ul>
Cost Option	<ul style="list-style-type: none"><li>\$300,000</li><li>Assumes restriping and signage, no pavement overlay</li></ul>
Implementation	<ul style="list-style-type: none"><li>High priority</li><li>Based on existing bike facility deficiency</li><li>Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements</li><li>Related to Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands</li></ul>

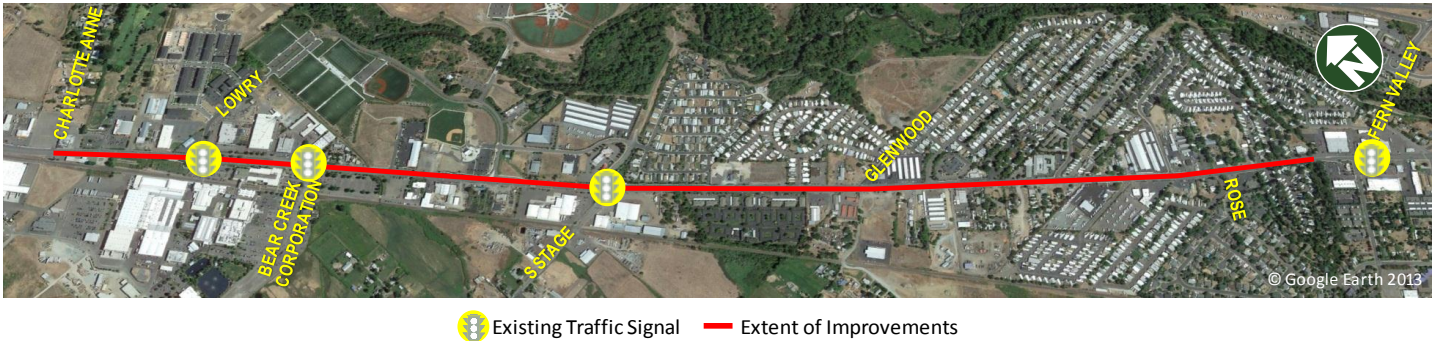




**Project 2. OR 99 – Charlotte Anne Rd to Coleman  
Creek: Modified Lane Striping**

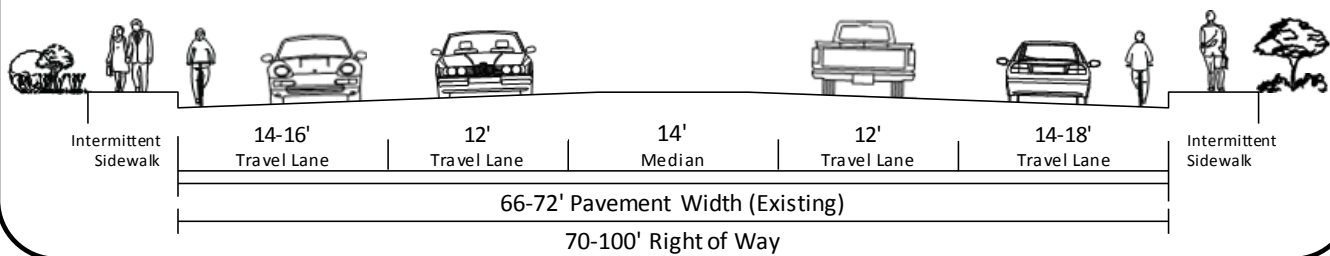
**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

**Preliminary Alignment Concept**

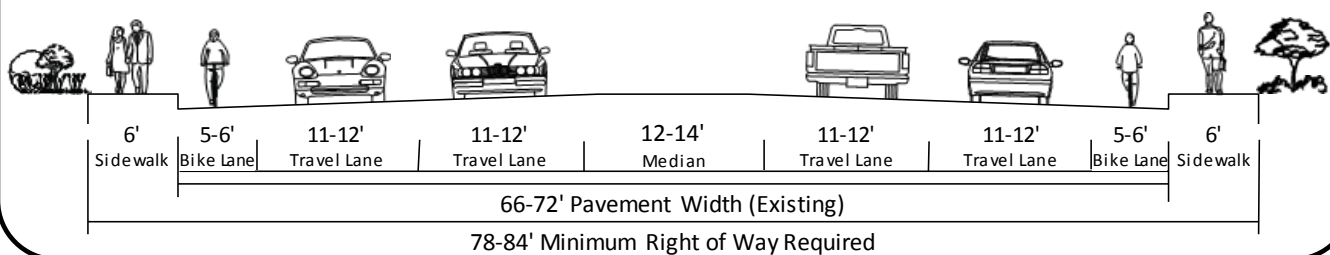


**Potential Roadway Cross Section**

**EXISTING 5-LANE CROSS SECTION**



**5-LANE RESTRIPE CROSS SECTION WITH SIDEWALKS**




**Notes:**

1. Bike lane striping should be implemented according to ODOT guidelines and should be completed through to Garfield St.
2. All grated drainage inlets should meet current standard and be bicycle safe. All new inlets or existing inlets that need replacement or modification should consider curb drain inlets as an option; however, curb and gutter pans can be more problematic for bicyclists than grates where only 5' bike lanes can be provided.
3. The cross section shown presents suggested widths; actual widths may vary when project is implemented.

**Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements**

**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

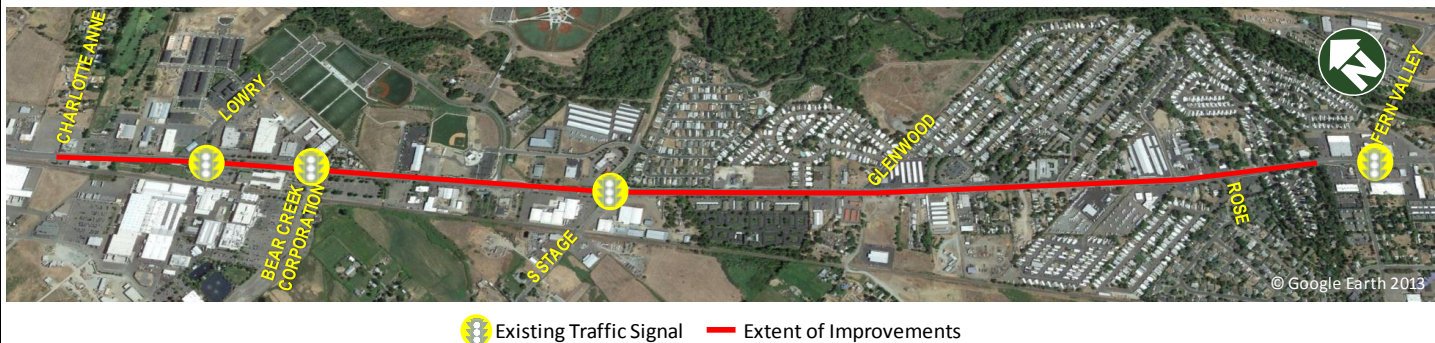
Milepoint	8.75 to 11.03
Description	Construct continuous sidewalks on both sides of OR 99
Purpose	<ul style="list-style-type: none"><li>Provide facilities for all travel modes</li><li>Address existing safety concerns</li><li>Bring roadway closer to highway design standard</li></ul>
Roadway Characteristics	<ul style="list-style-type: none"><li>Existing roadway width 66-72'</li><li>Available ROW is minimum 70' with some sections up to 100'</li><li>Posted speed on OR 99 is 45 mph</li><li>5-lane cross-section</li><li>Transit stops throughout segment</li><li>Current (2010) ADT = 13,000 to 17,000</li><li>Forecast (2034) ADT = 17,000 to 24,000</li><li>Sensitivity Forecast ADT = 19,000 to 27,000</li></ul>
How Improvement Addresses Deficiencies	Existing/Future Deficiency
	<ul style="list-style-type: none"><li>Existing sidewalks are intermittent and many are substandard width or in poor condition</li><li>Pedestrians must sometimes walk in street</li><li>Wheelchairs or scooters cannot travel on many existing sidewalks and must use roadway</li><li>Many transit stops have no pedestrian connectivity</li></ul>
	With Improvement
	<ul style="list-style-type: none"><li>Improves safety of pedestrians along the corridor from continuous sidewalks</li><li>Provides access to transit stops</li><li>Accommodates wheelchairs or scooters with ADA width sidewalks and curb cuts</li><li>Improved pedestrian and transit access benefits disadvantaged populations</li></ul>
Additional Considerations	<ul style="list-style-type: none"><li>Paved width remains same as existing (66-72')</li><li>Some culvert extensions needed</li><li>Additional ROW (up to 16' depending on location) or easements appear needed to accommodate sidewalks</li><li>Some property impacts (including parking lots) to add sidewalks but no building impacts anticipated; some existing substandard sidewalks may remain to avoid building impacts)</li><li>Requires better access definition in some areas</li><li>Additional storm water treatment needed with increased impervious surface</li></ul>
Cost Option	<ul style="list-style-type: none"><li>\$3.3 million (excluding any ROW acquisition, hazardous materials mitigation, natural resource mitigation, or utilities relocation)</li></ul>
Implementation	<ul style="list-style-type: none"><li>Medium priority</li><li>Based on existing sidewalk deficiency</li><li>Related to Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping</li><li>Related to Project 4. OR 99 – Charlotte Anne Rd to Coleman Creek: Median Islands</li><li>Related to Project 6. OR 99/Coleman Creek Crossing: Interim Sidewalk and Bike Lane Improvements &amp; Project 7. OR 99/Coleman Creek Crossing: Replacement</li></ul>



**Project 3. OR 99 – Charlotte Anne Rd to Coleman  
Creek: Sidewalk Improvements**

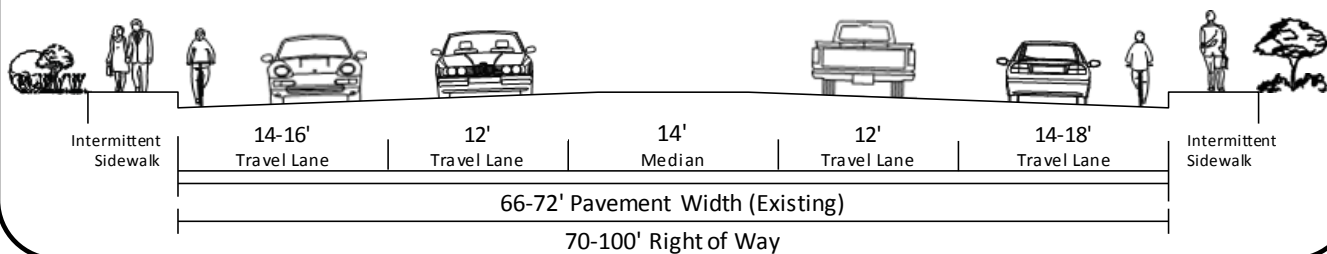
**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

**Preliminary Alignment Concept**

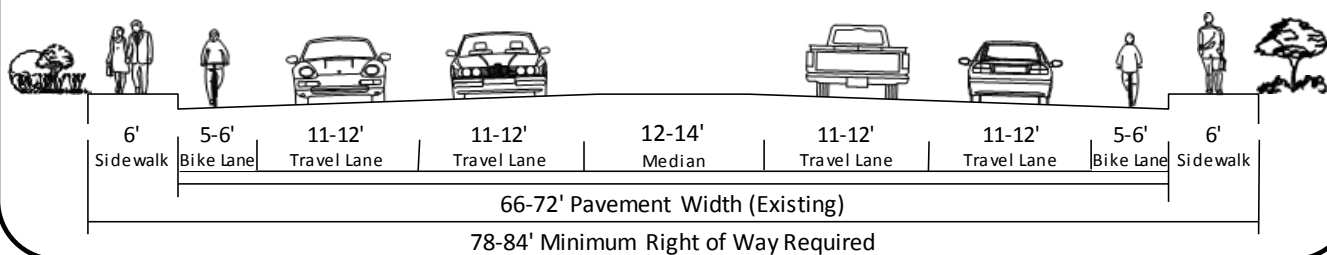


**Potential Roadway Cross Section**

**EXISTING 5-LANE CROSS SECTION**



**5-LANE RESTRIPE CROSS SECTION WITH SIDEWALKS**




**Notes:**

1. Sidewalk should be wide enough to provide 6' travel width around street furniture (i.e., mailboxes, power poles, etc.). This may require that sidewalks are wider than 6' in some locations or that a landscape strip that can accommodate street furniture is incorporated into the design for some segments.
2. The cross section shown presents suggested widths; actual widths may vary when project is implemented.



**Project 4. OR 99 – Charlotte Anne Rd to Coleman  
Creek: Median Islands**

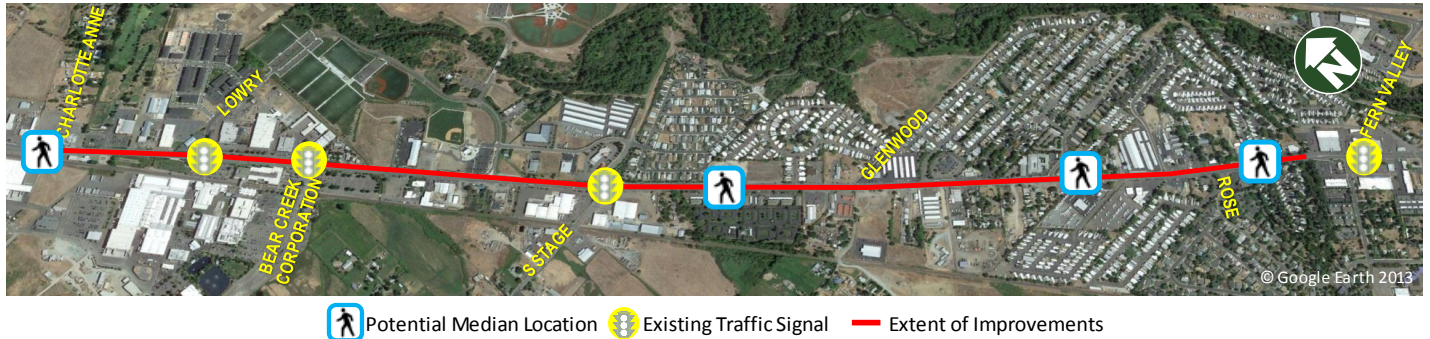
**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

Milepoint	8.75 to 11.03	
Description	<p>Install median islands at multiple locations where pedestrian crossings occur – potential locations include:</p> <ul style="list-style-type: none"><li>▪ Near Charlotte Anne Rd (MP 8.81)</li><li>▪ Near Alder St (MP 10.03)</li><li>▪ Near Birch St (MP 10.35)</li><li>▪ Near Northridge Terrace (MP 10.58)</li><li>▪ Near Walnut Way (MP 10.91)</li></ul>	
Purpose	<ul style="list-style-type: none"><li>▪ Enhance safety for pedestrians crossing midblock or at unsignalized locations</li></ul>	
Roadway Characteristics	<ul style="list-style-type: none"><li>▪ Existing roadway width 66-72'</li><li>▪ Posted speed on OR 99 is 45 mph</li><li>▪ 5-lane cross-section</li><li>▪ Transit stops throughout segment</li><li>▪ 1 pedestrian collision (MP 10.95) during 5-year analysis period</li><li>▪ Current (2010) ADT = 13,000 to 17,000</li><li>▪ Forecast (2034) ADT = 17,000 to 24,000</li><li>▪ Sensitivity Forecast ADT = 19,000 to 27,000</li></ul>	
How Improvement Addresses Deficiencies	<b>Existing/Future Deficiency</b>	
	<ul style="list-style-type: none"><li>▪ Protected crossing opportunities limited to five signalized intersections in 2.3 miles</li><li>▪ Currently 9 bus stops along segment not located at or near a signalized intersection</li><li>▪ Most bus riders need to cross the highway at either the beginning or end of a round trip made by transit</li></ul>	
	<b>With Improvement</b>	
	<ul style="list-style-type: none"><li>▪ More substantial mid-street refuge for pedestrians crossing roadway</li><li>▪ Provide transit users or other pedestrians with opportunity to break up crossing movement into two stages</li><li>▪ No impacts to traffic operations</li><li>▪ Raised medians that eliminate some left-turn movements can improve vehicular safety</li><li>▪ Improved pedestrian and transit access benefits disadvantaged populations</li></ul>	
Additional Considerations	<ul style="list-style-type: none"><li>▪ Some locations could include pedestrian-activated crossing devices</li><li>▪ Locations focused on nearby transit access and types of adjacent land use - transit stop relocation should be considered to better coordinate with refuge islands</li><li>▪ Designs would need to be coordinated with future access management plans</li><li>▪ Could affect access at some driveway locations – might limit movements to right-in/right-out</li><li>▪ No ROW impacts</li></ul>	
Cost Option	<ul style="list-style-type: none"><li>▪ \$50,000 per location (excluding utilities relocation)</li></ul>	
Implementation	<ul style="list-style-type: none"><li>▪ Medium priority</li><li>▪ Based on limited crossing opportunities on existing higher speed roadway</li><li>▪ Related to Project 2. OR 99 – Charlotte Anne Rd to Coleman Creek: Modified Lane Striping</li><li>▪ Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements</li></ul>	

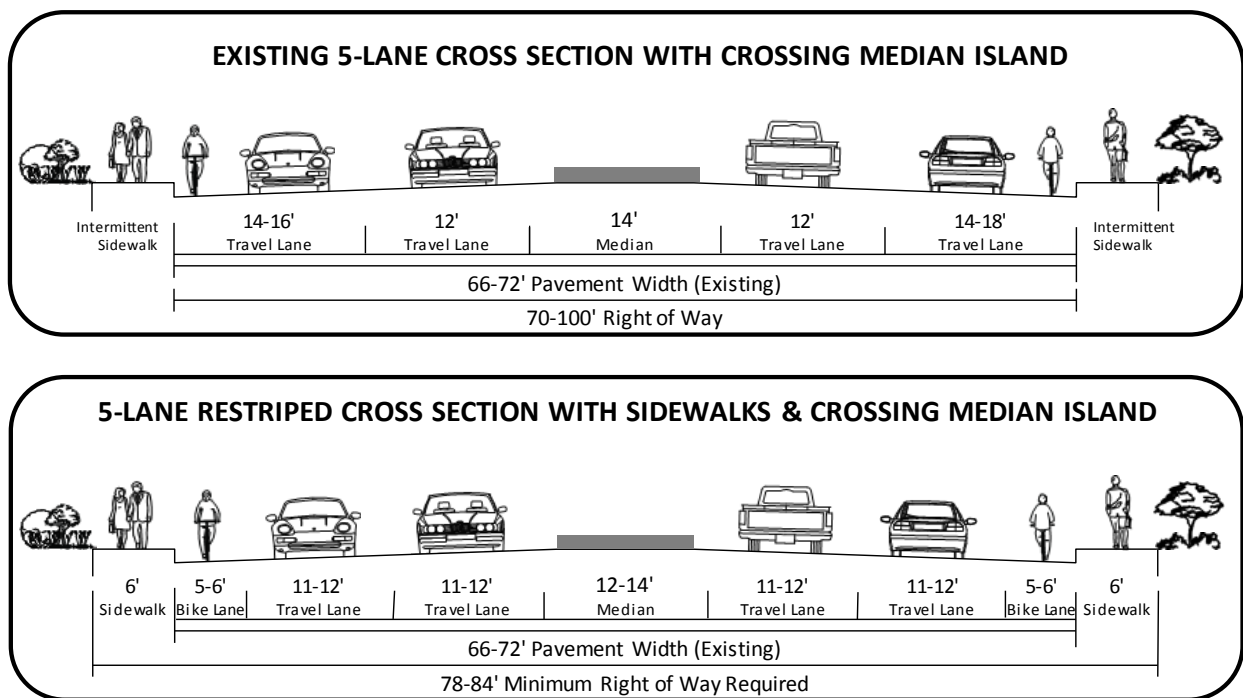
**Project 4. OR 99 – Charlotte Anne Rd to Coleman  
Creek: Median Islands**

**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

**Preliminary Alignment Concept**



**Potential Roadway Cross Section**



**Notes:**

1. Sidewalk should be wide enough to provide 6' travel width around street furniture (i.e., mailboxes, power poles, etc.). This may require that sidewalks are wider than 6' in some locations or that a landscape strip that can accommodate street furniture is incorporated into the design for some segments.
2. The cross section shown presents suggested widths; actual widths may vary when project is implemented.

**Crossing Median Images**

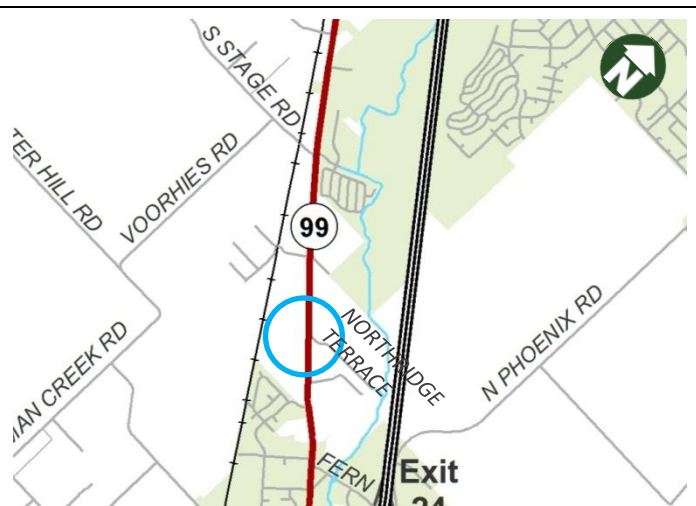




**Project 5. OR 99/Northridge Terrace  
Intersection: Safety Improvements**

**OR 99 Rogue Valley Corridor Plan:  
Garfield Street to S. Valley View Road**

<b>Milepoint</b>	10.58
<b>Description</b>	Improve turning radius on southeast corner
<b>Purpose</b>	<ul style="list-style-type: none"> <li>Address existing safety concerns</li> </ul>
<b>Roadway Characteristics</b>	<ul style="list-style-type: none"> <li>9 crashes near MP 10.58 during 5-year analysis period, mostly turning collisions</li> <li>2 rear-end collisions involving the northbound-right turn movement.</li> <li>Existing roadway width 66'</li> <li>Available ROW is 70'</li> <li>Posted speed on OR 99 is 45 mph</li> <li>5-lane cross-section</li> <li>Current (2010) ADT = 16,000 to 17,000</li> <li>Forecast (2034) ADT = 23,000 to 24,000</li> <li>Sensitivity Forecast ADT = 26,000 to 27,000</li> </ul>
<b>How Improvement Addresses Deficiencies</b>	<b>Existing/Future Deficiency</b>
	<ul style="list-style-type: none"> <li>Current turn radius is approximately 10'</li> </ul>
	<b>With Improvement</b>
	<ul style="list-style-type: none"> <li>Improves current turn to approximately 25'</li> <li>Allows for a higher-speed turn and less slowing on OR 99</li> </ul>
<b>Additional Considerations</b>	<ul style="list-style-type: none"> <li>Potential ROW impacts to be determined at time of design</li> <li>Would not impact structures but would require relocating/replacing existing fencing</li> </ul>
<b>Cost Option</b>	<ul style="list-style-type: none"> <li>\$125,000</li> <li>Includes minimal ROW acquisition but excludes hazardous materials mitigation, natural resource mitigation, or utilities relocation</li> </ul>
<b>Implementation</b>	<ul style="list-style-type: none"> <li>Medium priority</li> <li>Continued crash pattern of rear end collisions related to northbound right turns</li> <li>Related to Project 3. OR 99 – Charlotte Anne Rd to Coleman Creek: Sidewalk Improvements</li> </ul>



**Preliminary Alignment Concept**

