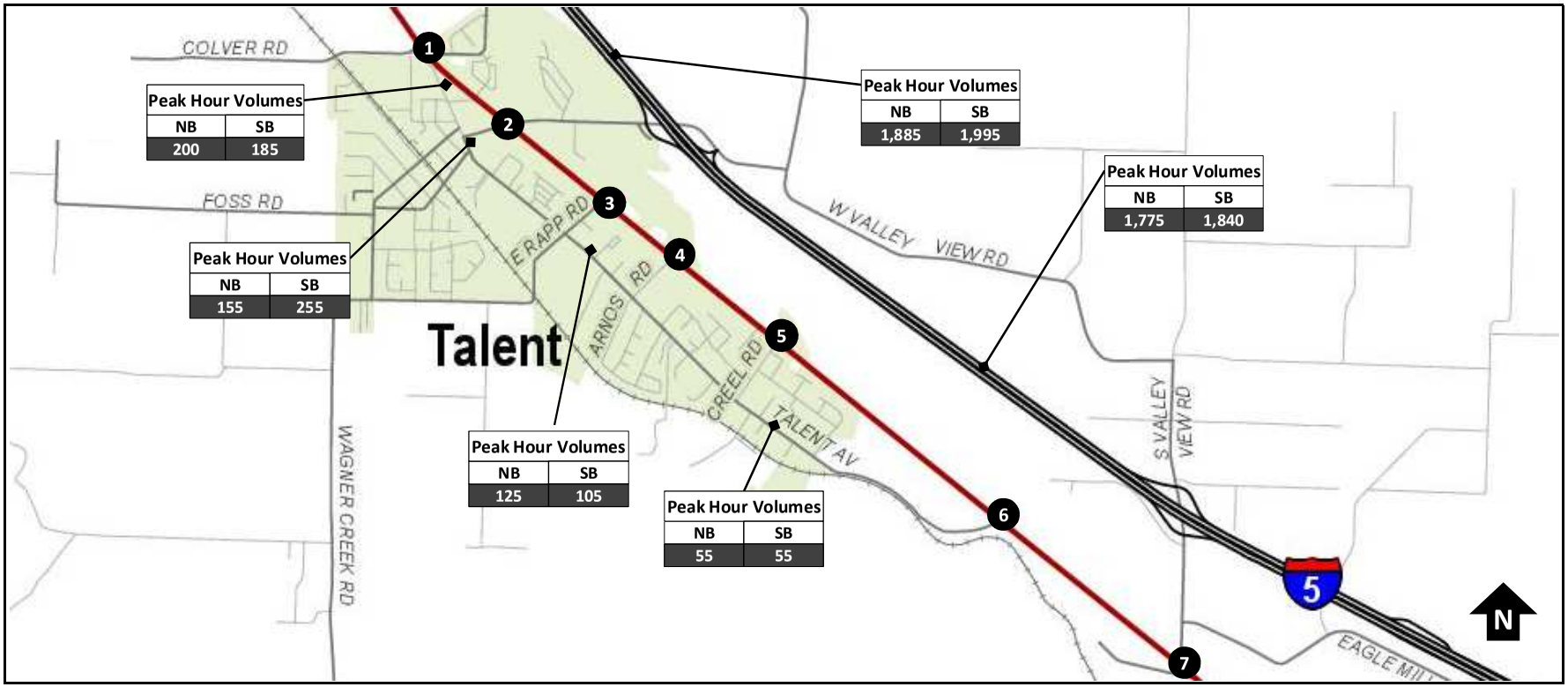
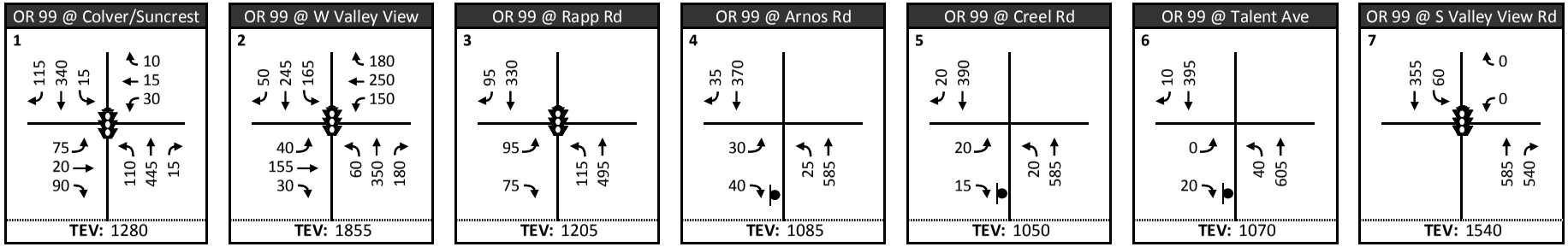




OR 99 Corridor Plan - Road Diet Analysis

Legend

PM Peak Hour Volume

TEV: Total Entering Volume

→ Turning Movement

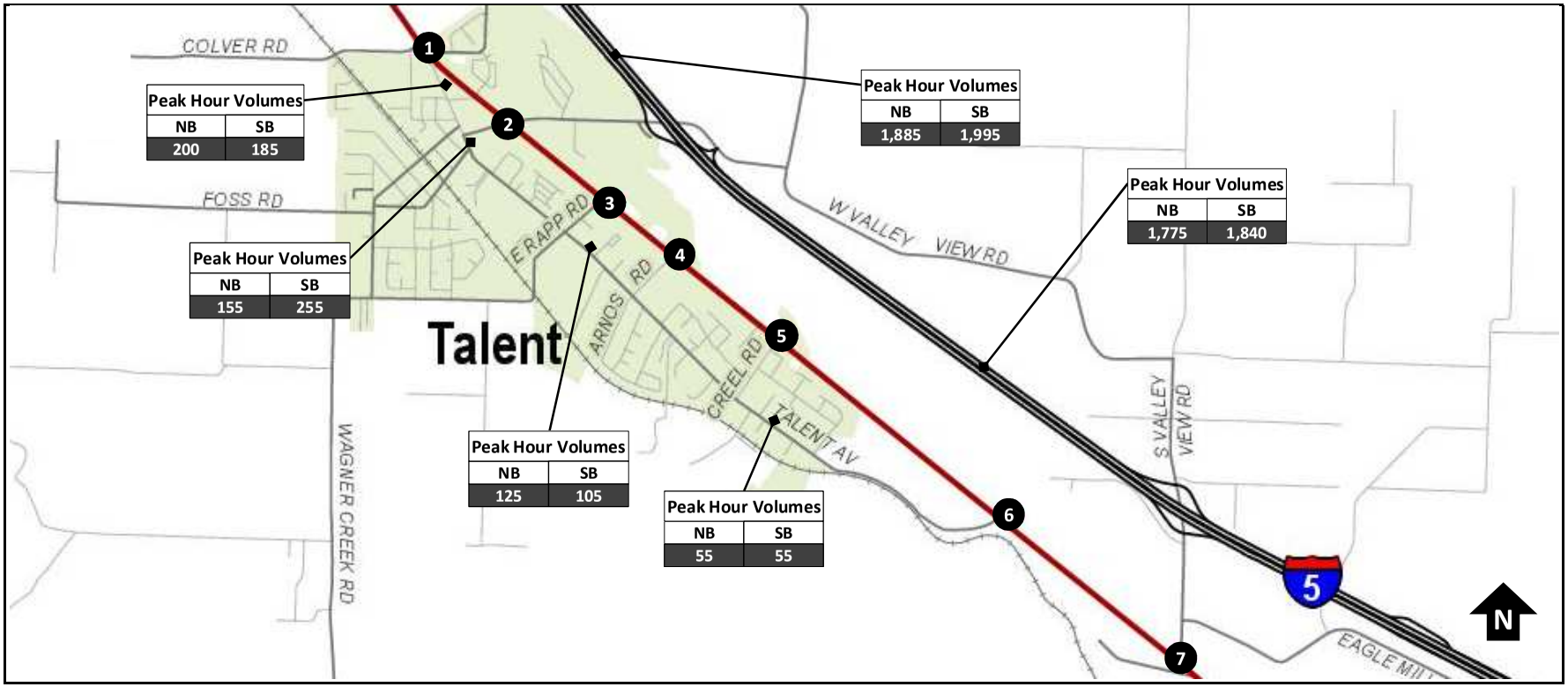
Signalized Intersection

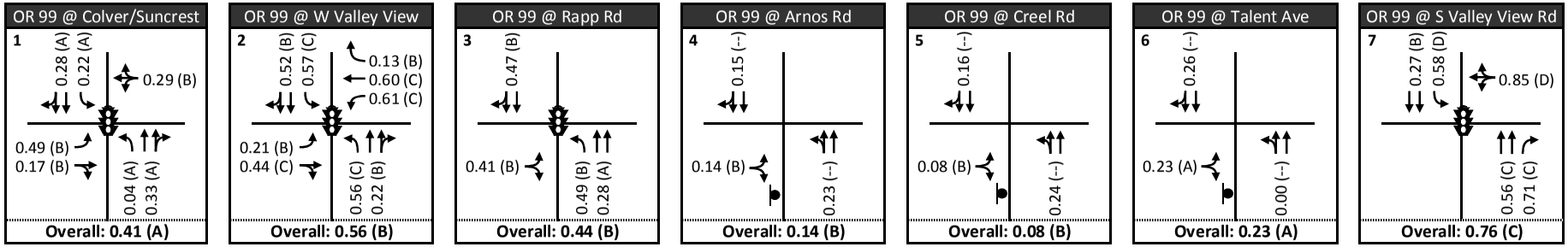
STOP Controlled Approach

**Diagrams show OR 99 as the north and south legs of the study intersections throughout*

Figure 1

Existing (2010) Volumes
PM Peak Hour





OR 99 Corridor Plan - Road Diet Analysis

Legend

Lane Configuration

0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity ratio (Level of Service)

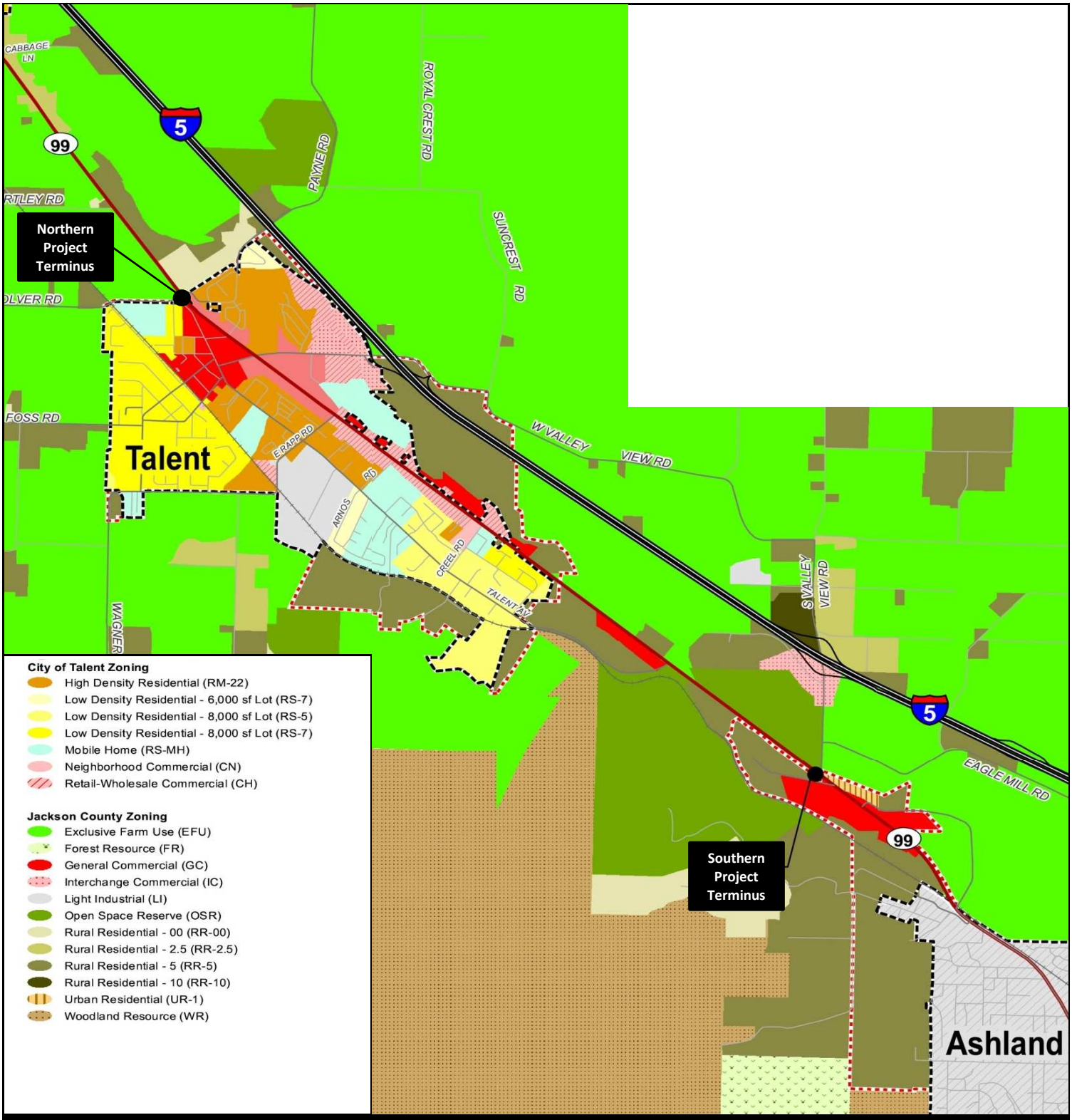
(--) LOS only reported for stopped or yielding movement

Signalized Intersection

STOP Controlled Approach

Figure 2

Existing (2010) Operations and Parallel Route Link Volumes PM Peak Hour



OR 99 Corridor Plan - Road Diet Analysis

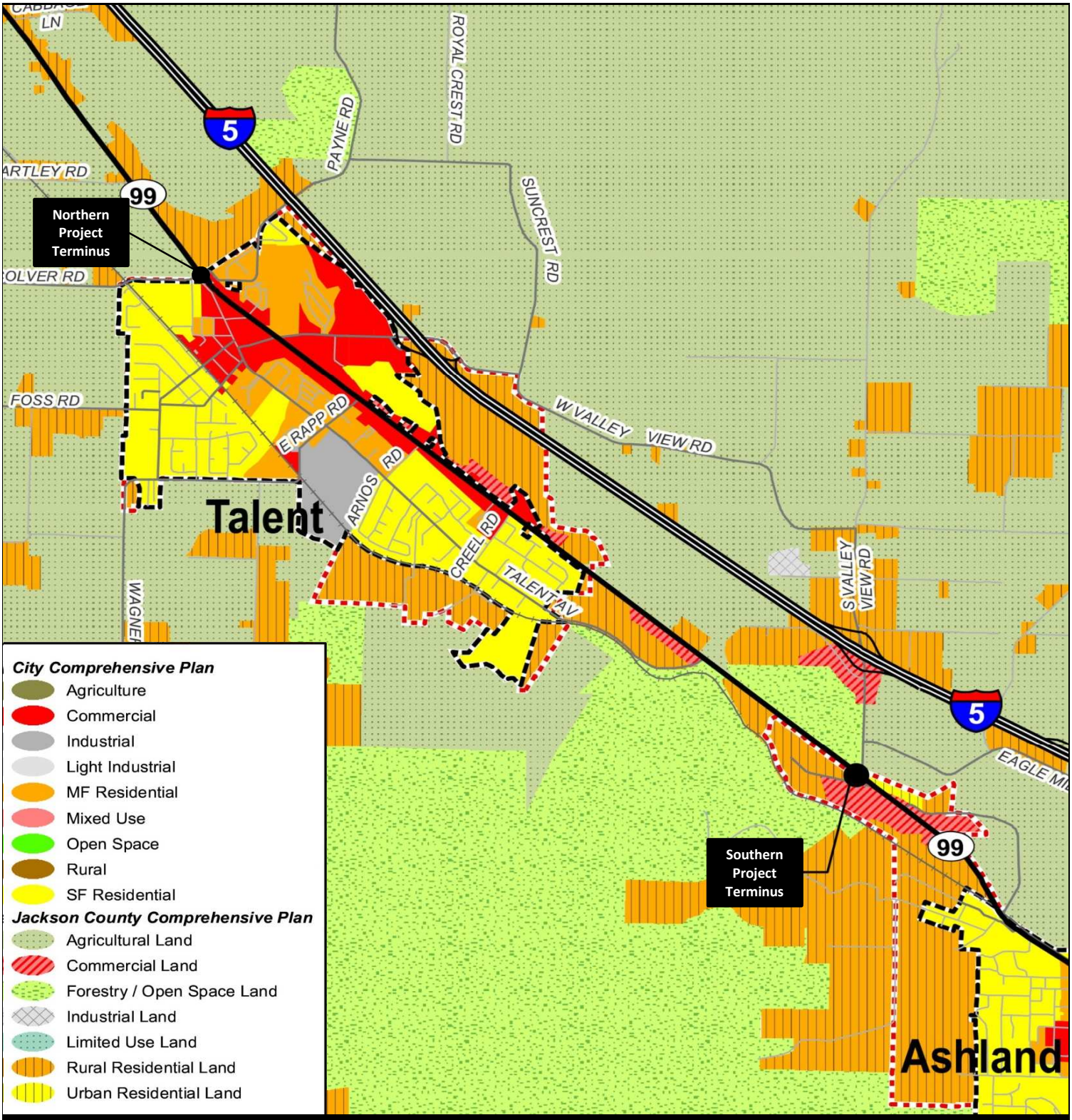
City Boundary
Urban Growth Boundary

0 3,000
Feet

Figure 3

Zoning

Source: Jackson County



OR 99 Corridor Plan - Road Diet Analysis

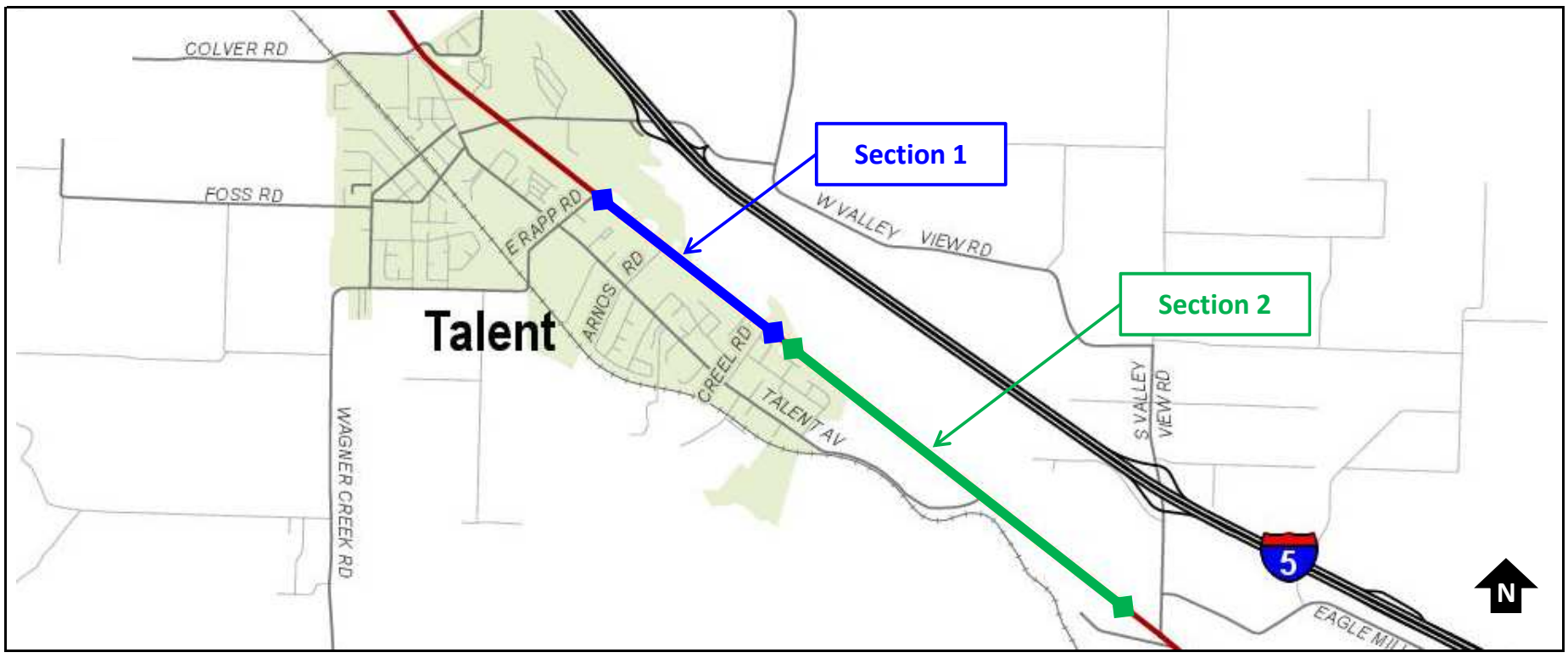
City Boundary
Urban Growth Boundary

0 3,000
Feet

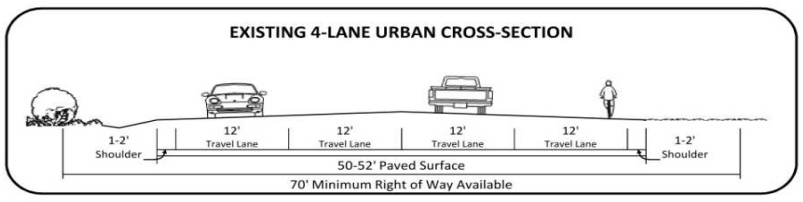
Figure 4

Comprehensive Plan

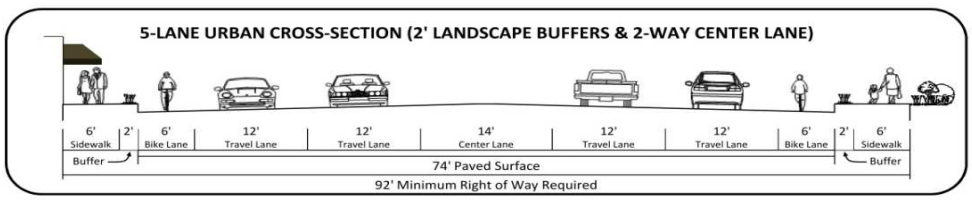
Source: Jackson County

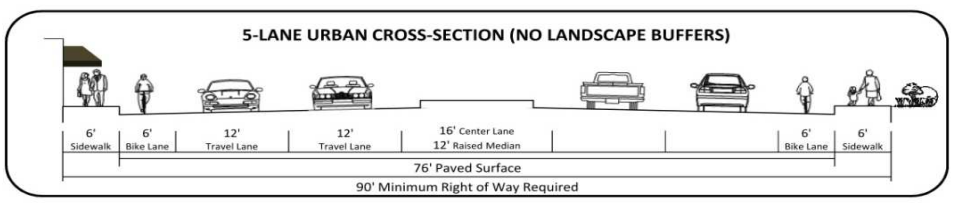


Section 1 - South of Rapp Rd to South of Creel Rd

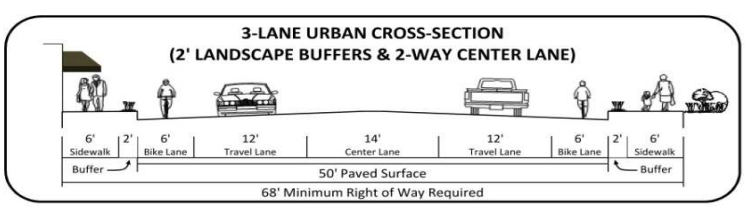


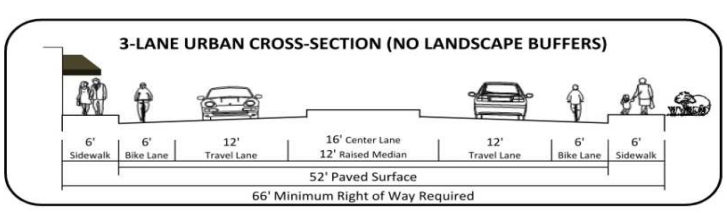
Existing Cross-Section



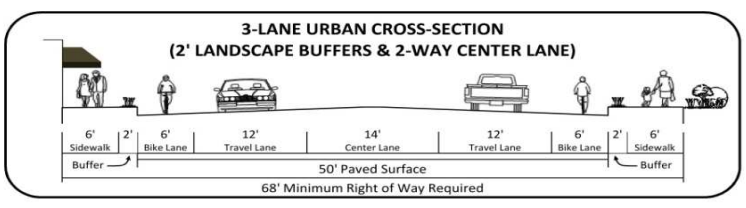


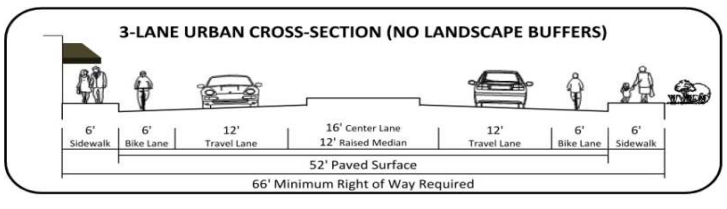
Baseline: 5-Lane Cross-Section Concepts (STIP Project)





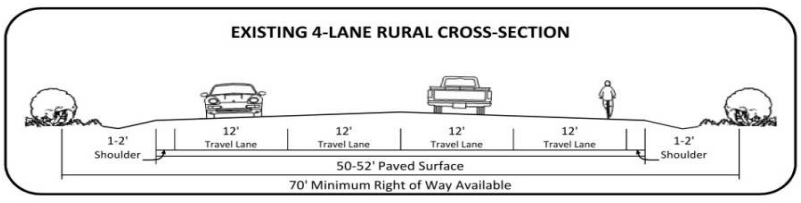
Road Diet Scenario 1: 3-Lane Cross-Section Concepts



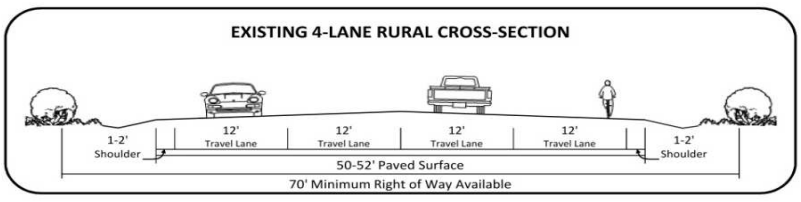


Road Diet Scenario 2: 3-Lane Cross-Section Concepts

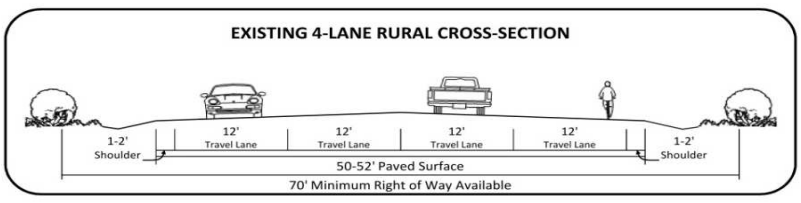
Section 2 - South of Creel Rd to North of S. Valley View Rd



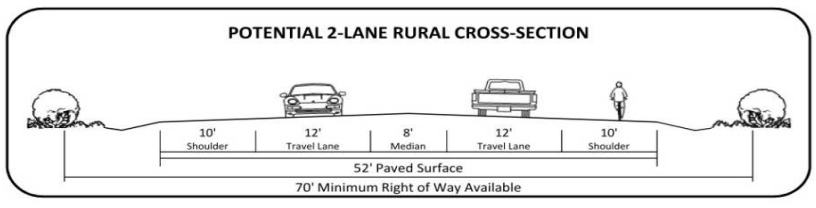
Existing Cross-Section

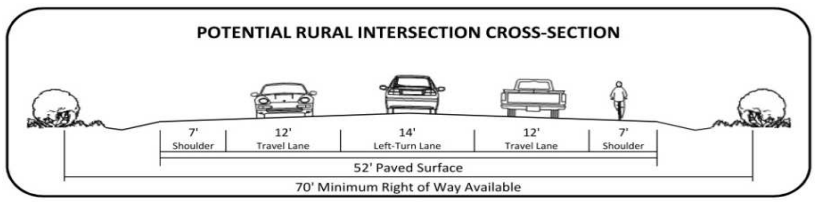


Baseline: 4-Lane Cross-Section (Same as Existing)



Road Diet Scenario 1: 4-Lane Cross-Section (Same as Existing)



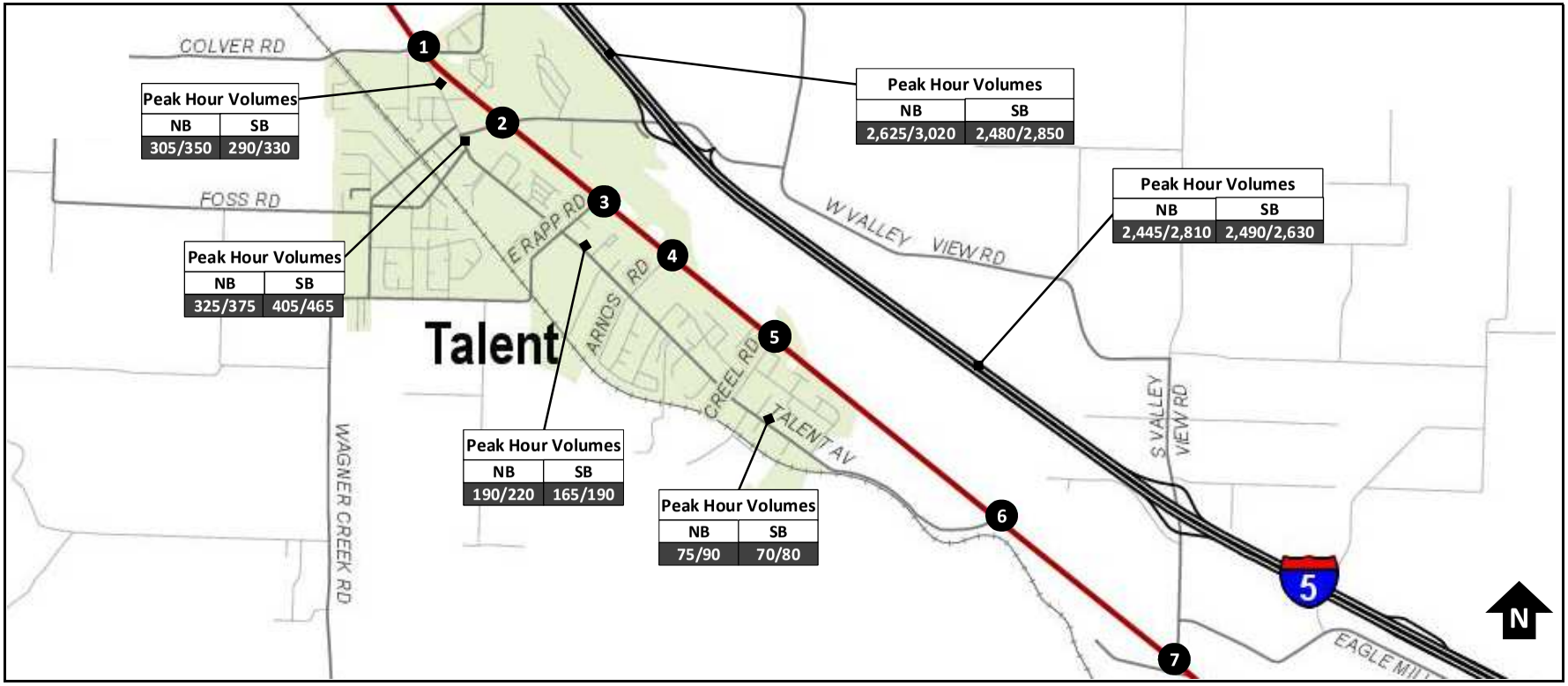


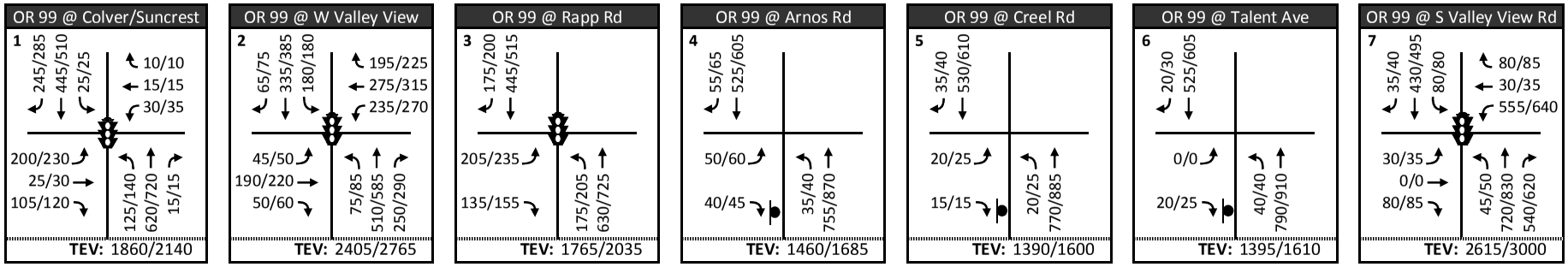
Road Diet Scenario 2: 3-Lane Cross-Section Concepts

OR 99 Corridor Plan - Road Diet Analysis

Figure 5

Existing and Potential Cross-Section Concepts





OR 99 Corridor Plan - Road Diet Analysis

Legend

Baseline/Baseline+15% PM Peak Hour Volume

TEV: Baseline/Baseline+15% Total Entering Volume

→ Turning Movement

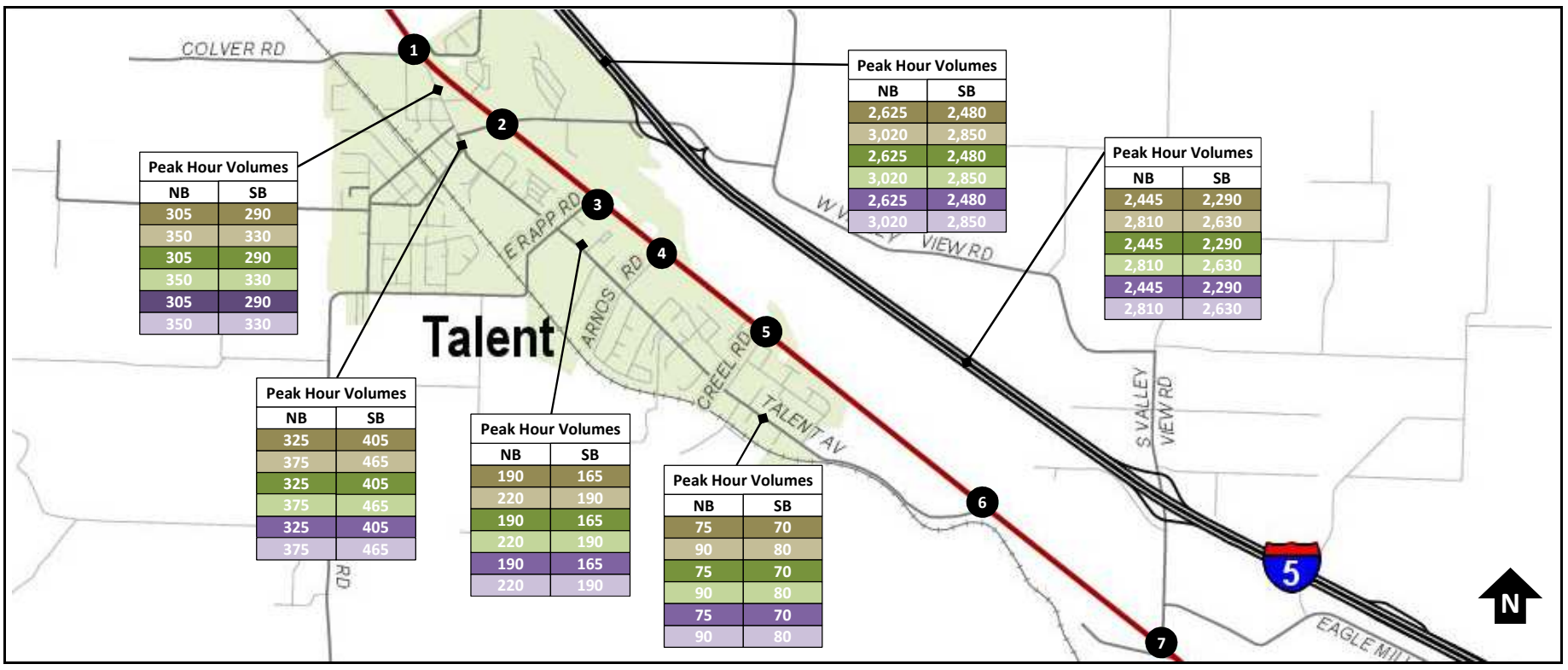
Signalized Intersection

STOP Controlled Approach

**Diagrams show OR 99 as the north and south legs of the study intersections throughout*

Figure 6

Future Baseline (2034) Volumes
PM Peak Hour



Baseline

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.57 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.80 (C)
3 OR 99 @ Rapp Rd	Overall: 0.67 (B)
4 OR 99 @ Arnos Rd	Overall: 0.29 (C)
5 OR 99 @ Creel Rd	Overall: 0.11 (B)
6 OR 99 @ Talent Ave	Overall: 0.04 (B)
7 OR 99 @ S Valley View Rd	Overall: 0.87 (D)

Baseline +15% Sensitivity

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.63 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.93 (C)
3 OR 99 @ Rapp Rd	Overall: 0.76 (B)
4 OR 99 @ Arnos Rd	Overall: 0.39 (C)
5 OR 99 @ Creel Rd	Overall: 0.18 (B)
6 OR 99 @ Talent Ave	Overall: 0.03 (B)
7 OR 99 @ S Valley View Rd	Overall: 1.01 (D)

Road Diet (RD) Scenario 1

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.57 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.80 (C)
3 OR 99 @ Rapp Rd	Overall: 0.67 (B)
4 OR 99 @ Arnos Rd	Overall: 0.22 (C)
5 OR 99 @ Creel Rd	Overall: 0.09 (B)
6 OR 99 @ Talent Ave	Overall: 0.04 (B)
7 OR 99 @ S Valley View Rd	Overall: 0.87 (D)

RD Scenario 1 +15% Sensitivity

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.63 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.93 (C)
3 OR 99 @ Rapp Rd	Overall: 0.76 (C)
4 OR 99 @ Arnos Rd	Overall: 0.26 (C)
5 OR 99 @ Creel Rd	Overall: 0.14 (C)
6 OR 99 @ Talent Ave	Overall: 0.03 (B)
7 OR 99 @ S Valley View Rd	Overall: 1.00 (E)

Road Diet (RD) Scenario 2

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.57 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.80 (C)
3 OR 99 @ Rapp Rd	Overall: 0.67 (B)
4 OR 99 @ Arnos Rd	Overall: 0.22 (C)
5 OR 99 @ Creel Rd	Overall: 0.09 (B)
6 OR 99 @ Talent Ave	Overall: 0.05 (B)
7 OR 99 @ S Valley View Rd	Overall: 0.87 (D)

RD Scenario 2 +15% Sensitivity

Intersection	Overall
1 OR 99 @ Colver/Suncrest	Overall: 0.63 (B)
2 OR 99 @ W Valley View Rd	Overall: 0.93 (C)
3 OR 99 @ Rapp Rd	Overall: 0.76 (C)
4 OR 99 @ Arnos Rd	Overall: 0.26 (C)
5 OR 99 @ Creel Rd	Overall: 0.14 (C)
6 OR 99 @ Talent Ave	Overall: 0.04 (C)
7 OR 99 @ S Valley View Rd	Overall: 1.00 (E)

OR 99 Corridor Plan - Road Diet Analysis

Legend

Lane Configuration

0.01 (A) Lane Group V/C (LOS)
Volume-to-Capacity ratio (Level of Service)

(--) LOS only reported for stopped or yielding movement

Signalized Intersection

STOP Controlled Approach

**Diagrams show OR 99 as the north and south legs of the study intersections throughout*

Figure 7

Future (2034) OR 99 Operations and Parallel Route Link Volumes PM Peak Hour