



MEETING NOTES



Date: June 24, 2020 Project #: 24113
To: Devin Hearing, ODOT Region 4
Jeremy Morris, Klamath County

From: Ashleigh Ludwig, AICP, PE, Jacki Gulczynski, Quinn Wallace
Project: Klamath County TSP Update
Subject: PAC Meeting #2 Notes

The second Public Advisory Committee (PAC) meeting for the Klamath County TSP Update was held virtually on June 11th, 2020 from 3 to 5pm. Attendees signed into the meeting online and participated using audio and camera. Attendees were able to view prepared slides and were asked to provide their feedback on the Draft Existing and Future Conditions Inventory and Analysis technical memorandum (tech memo) #3, which PAC members received prior to the meeting. These documents and a recording of PAC Meeting #2 are available online at the project website.¹

Kittelison & Associates, Inc. (Kittelison) was tasked with facilitating the meeting. The purpose of the meeting was to provide PAC members with an overview of key analysis findings and needs and to hear their initial feedback on the findings and needs.

ATTENDEES

PAC Meeting #2 participants and the agency or interest that they represent are provided below:

- ▶ Mark Barrett (ODOT Region 4 Traffic Manager)
- ▶ Chris Cheng (ODOT Region 4 Active Transportation Planner)
- ▶ Dave Hirsch (ODOT Region 4 Traffic Operations Engineer)
- ▶ Ron Woita (Local Business Representative – Sky Lakes Medical Center)
- ▶ Devin Hearing (ODOT Regional Planner/APM)
- ▶ Theresa Conley (ODOT Regional Transit Coordinator)
- ▶ Michael Zarosinski (Klamath County Road Department Representative)
- ▶ Joe Wall (City of Klamath Falls City Planner)
- ▶ Jarod Johnson (ODOT Area Manager)
- ▶ John Barsalou (Klamath Falls Airport)
- ▶ Chrys Dawes (Klamath Falls Schools District)
- ▶ Sandra Fox (Oregon Institute of Technology)
- ▶ Drew Honzel (Klamath Trails Alliance)

¹ The project website is updated regularly at this address: <http://klamathcountytsp.com/>



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- ▶ Rachel Zakem (Central Oregon Intergovernmental Council Representative)
- ▶ Mark Willrett (City of Klamath Falls Public Works Representative)

MEETING AGENDA

The meeting provided an overview of the following items:

1. Virtual Meeting Etiquette Reminder
2. Project Overview
3. Existing and Future Conditions Inventory and Analysis (Tech Memo #3)
4. Next Steps

The notes of each agenda item are detailed in the following sections.

1. Virtual Meeting Etiquette Reminder

Ashleigh Ludwig (Kittelton) reminded meeting attendees to use the chat function to ask their questions and to mute themselves unless speaking. Meeting attendees used the chat function as the “sign in” sheet and were informed that the meeting was being recorded.

2. Project Overview

Ashleigh Ludwig (Kittelton) briefly described the purpose, schedule, and next steps of the TSP.

- ▶ The purpose of the TSP is to guide management and development of transportation facilities within Klamath County, to provide and encourage a safe, convenient, and economic transportation system.
- ▶ The TSP documents a 20-year vision for County. The horizon year for analysis is 2040.
- ▶ The study area includes all County roads outside of the UGBs.
- ▶ There is no additional analysis of County roads needed within the UGBs, and the Klamath Falls Urban Area TSP (2012) will be amended to capture County's plans and cost estimates for County roads only, based on projects the County has already identified for County roads within the UGB (and will remove projects the County has completed within this area).
- ▶ After PAC Meeting #1, the Project Team decided to postpone Public Open House #1 to August.
- ▶ Final Tech Memo #3, Solutions Analysis and Funding Program (Tech Memo #4), and Preferred Plan (Tech Memo #5) will precede the Draft Updated TSP. The Final Updated TSP will be adopted by City Council.

Additional details of the project overview are provided in the PAC Meeting #1 Notes delivered on May 3, 2020.

3. Existing and Future Conditions Inventory and Analysis (Tech Memo #3)

Ashleigh Ludwig (Kittelton), CJ Doxsee (Angelo Planning Group), Jacki Gulczynski (Kittelton), and Quinn Wallace (Kittelton) presented on key findings and needs driven by the analysis in the Existing and Future Conditions Inventory and Analysis (Tech Memo #3). PAC members were invited to give their feedback via a Google Form, an online comment map, and in live discussions.

Ashleigh Ludwig (Kittelton) provided an overview of the purpose of Tech Memo #3.

- ▶ The purpose of Tech Memo #3 is to identify the existing and future transportation deficiencies, gaps, and issues. Findings and needs are based on data analysis, and input from members of the PAC will supplement data analysis and help the project team identify key issues.
 - Needs identified in Tech Memo #3 will be used to develop the draft solutions in Tech Memo #4.



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CJ Doxsee (Angelo Planning Group) described the funding inventory, population trends, and land use trends and sought input from PAC members.

- ▶ Most funds are used for operating and maintaining the County's existing transportation system.
- ▶ Revenues from the Motor Vehicle Apportionment are expected to substantially decrease. The anticipated revenue loss is about \$600,000.
- ▶ The County has a population of approximately 67,000. Average annual growth rates are between 0.2% and 0.4%.
- ▶ Large portions of undeveloped (non-resource use) lands are in the southern areas of the County, including in areas southwest and southeast of Klamath Falls, as well as in Eastern Klamath County near Sprague River Road.

Jacki Gulczynski (Kittelton) detailed the roadway system inventory and operations and asked to gather feedback from PAC members, particularly regarding freight routes and truck traffic.

- ▶ Roadway jurisdiction determines cross-section requirements and maintenance responsibility.
- ▶ Roadways are classified based on their primary function, and cross-section standards are based on this classification.
- ▶ Currently, there are no County-designated freight routes. Passing lanes are limited on US97 south of Klamath Falls, OR39, and OR140 east of Klamath Falls.
- ▶ All study intersections meet standards in existing and future conditions.

Comments and questions from PAC members regarding freight routes:

- US97 S southbound going into California: We see patients with trauma here who are involved in crashes when passing due to limited visibility. This may be an appropriate location for passing lanes.
- Collectors in rural areas carry agricultural equipment for farm to market connections. *Would it be appropriate to designate roads used for agriculture as freight routes?*
- *Do RVs fall within the freight designation?* There are many RVs seen near Lakeview, so this could be an appropriate location for passing lanes.
- ODOT has been considering passing lanes in several locations, including at Spring Creek Hill north of Chiloquin, extensions of passing lanes north of the OR58 junction and south of Klamath Falls.
- It may not make sense to designate County arterials and collectors as freight routes due to seasonal fluctuations in volumes.
- ODOT had a high-level plan of making US97 four lanes about 20 years ago, but the cost was prohibitive. The approach now is to prioritize areas for passing lanes and reduce the time to implement them.
- *Does OR66 west of Klamath Falls meet a freight need?* This state facility is currently not designated as such, but there is industrial land use in this area. This roadway is weight restricted past Keno.
- On the north end of West Side Road, this is often used for agriculture equipment in farm to market connections, and it is a detour when crashes occur on US97 (northbound). *Could this be designated as an alternate freight route to US97?*

Comments from PAC members regarding pavement conditions:

- The County's roadway maintenance team continues to research different methods and materials for pavement.

Quinn Wallace (Kittelton) provided an overview of the crash data analysis and the bicycle and pedestrian system and asked for feedback, such as to identify any missing locations where PAC members perceived a safety concern.



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- ▶ There were 2,217 reported crashes in Klamath County outside of the urban growth boundaries (UGBs) from 2013 to 2017.
 - Of the reported crashes, 149 (7%) resulted in a fatality or severe injury.
- ▶ The County's Transportation Safety Action Plan (TSAP) is ongoing and has a different study area than the TSP. The TSAP memo will be available on the TSP project website within two weeks.
- ▶ Based on the TSP and TSAP findings, there were about 15 potential locations for safety projects identified.
- ▶ Throughout the County, roadways have limited shoulder widths and carry high speed traffic. Multi-use paths, sidewalks, and crossings are currently lacking in unincorporated areas, near schools, and adjacent to transit stops.
 - Communities such as Keno may benefit from additional dedicated sidewalks or separated path facilities.
 - The OC&E Woods Line State Trail crossings with roadways currently lack striping.
- ▶ A Bicycle Level of Traffic Stress (LTS) analysis was conducted on the TSP's 18 study segments.
 - One segment, Clover Creek Road, received an LTS score of 4.

Comments from PAC members regarding crash data analysis:

- Add the pedestrian bridge for the OR140 & OCE&E Woods Line Trail crossing that was identified in the STIP.
- There are segments that the County did not receive ATS grant funding for, and the County will send these locations to the rest of the project team.
- Several intersections were identified in the previous TSP as locations with safety concerns: US97 & Locus Road, US97 & Shady Pine Road, US97 & Algoma Road (south).
- Other intersections with observed safety concerns are: OR39 & OR140 (south), OR39 at Henley Schools, and OR62 & US97.

Comments from PAC members regarding biking and walking in Klamath County:

- Old Fort Road has no paved shoulders, high traffic speeds, and hills. This road presents safety concerns for bicyclists, but it is a very popular bike route.
- Lakeshore Drive is often used as a longer bike route; however, Lakeshore Drive has narrow shoulders and presents a safety concern for people biking and walking due to the highway ramps that provide limited space for bicyclists and pedestrians.
- The OR62 & US97 junction is part of an adventure cycling tour route and should be added to the TSP map of existing bicycle and pedestrian facilities and routes.
- On OR66 traveling toward Keno, the roadway narrows without shoulders. These conditions continue on the east side of Keno for two to three miles.

Ashleigh Ludwig (Kittelton) described Klamath County's multimodal system inventory and analysis and also sought feedback from PAC members.

- ▶ There are four public transportation service providers in Klamath County: Basin Transit, Quail Trail Public Transit, Amtrak Thruway, and Oregon POINT.
 - Basin Transit plans to expand service to Keno, Malin, Merrill, Bonanza, Running Y, Beatty, and Bly.
- ▶ There are no connected public transit services between La Pine and Klamath Falls, and there is solo reliance on Amtrak's Thruway Bus Service in North Klamath County. Existing bus routes and services are not well coordinated.
- ▶ Three freight rail lines run through Klamath County, and the Amtrak Station is located in Chemult.
 - 152 of the 170 (89%) of rail crossings in the County are at-grade. Most crossings are passive.



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- ▶ There are 308 total bridges in Klamath County outside of the UGBs, including 205 County-owned bridges.
- ▶ Three County bridges have sufficiency ratings below 50.

4. Next Steps

Ashleigh Ludwig (Kittelson) provided the next steps of the TSP:

- ▶ PAC members are invited to provide input on Tech Memo #3 by Friday, June 19th.
- ▶ PAC Meeting #3 will be held August 20, 2020.
- ▶ The first public Open House will be held on the same day as PAC Meeting #3.

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