

Welcome

Moore Park to Downtown Klamath Falls Corridor Plan

October 21, 2015



WELCOME!

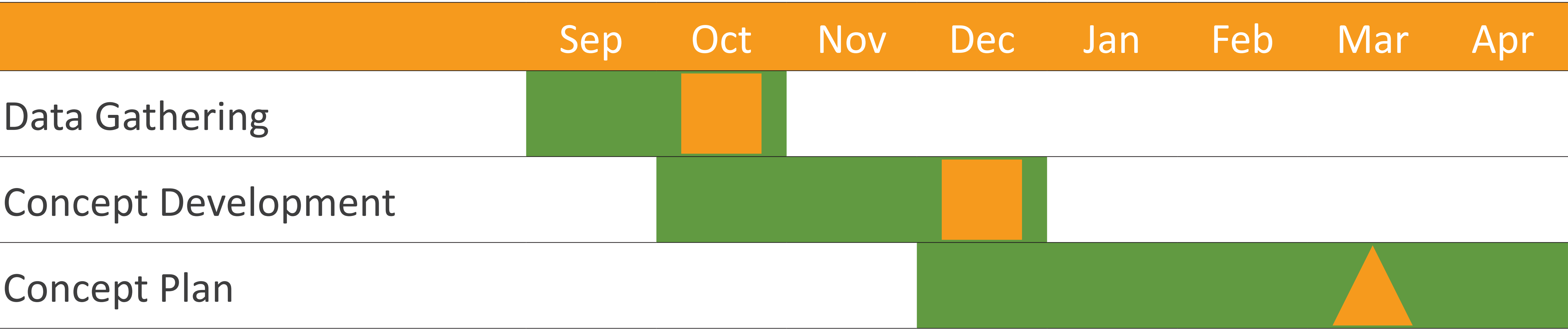
The Moore Park to Downtown Klamath Falls Plan will allow people to comfortably move along the corridor, whether they are walking, bicycling, or driving.

The concept design is being developed in coordination with the Klamath Falls Urban Trail Plan and can provide an important link in the Klamath Falls walking and bicycling network.

Study Area



Project Schedule



 - Public Open House  - Adoption Hearings



Project Background

Why this Route?

- Outcome from a Healthy Klamath project mapping out health indicators and cost of health care
- Connects two popular areas: downtown Klamath Falls and Moore Park and the neighborhoods and businesses in between
 - Also provides a critical link between OIT and these locations



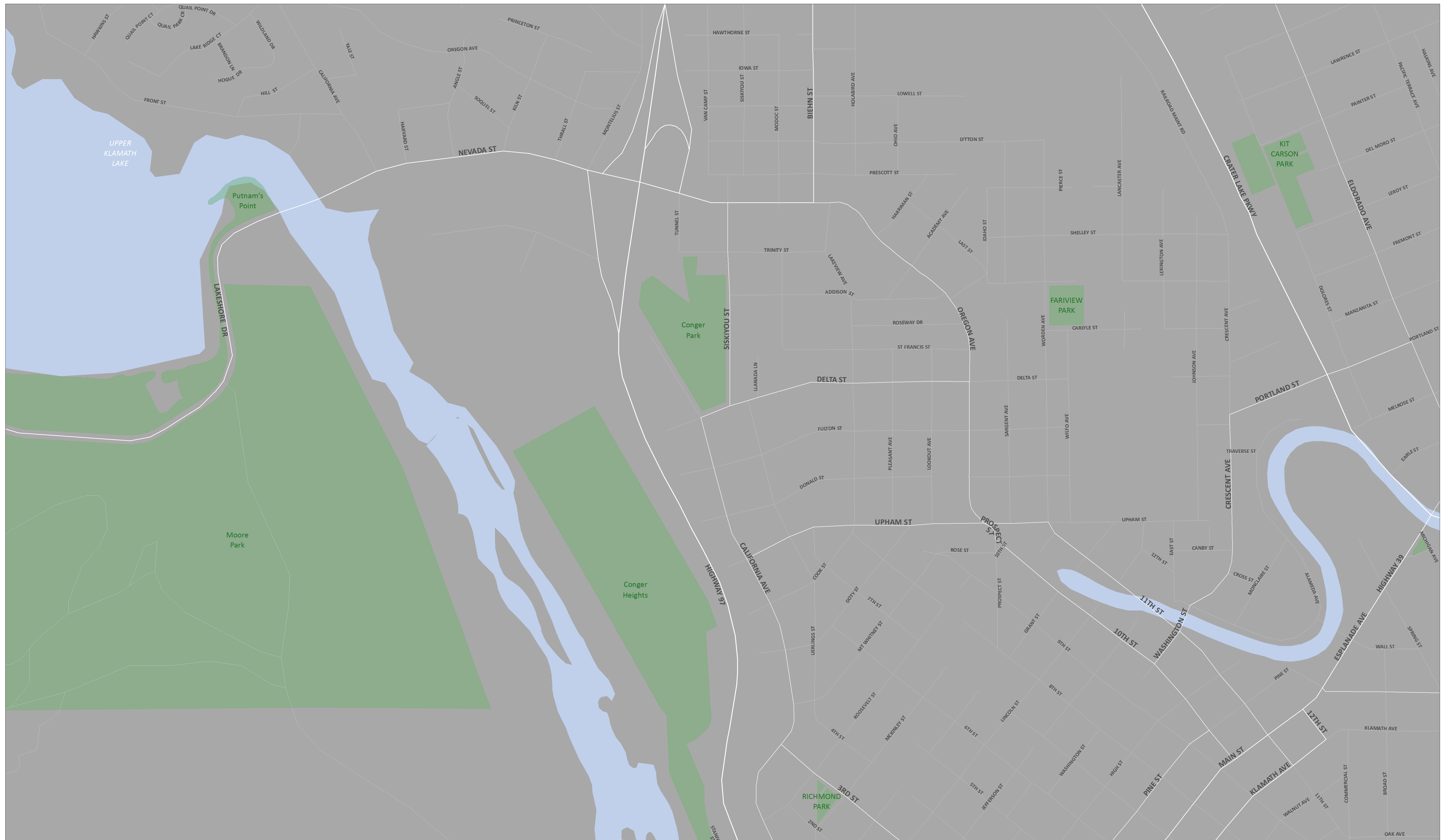
Matt Dodson, City Councilman, and Bruce Beeson, Executive Director of IYS, show off their protected bike lane demonstration project

Potential Benefits of a Protected Bike Lane

- Fewer crashes
- Bicycling route comfortable for a wide range of people from young to old
- Lower the speed of people driving
- Increased physical activity
- Increased economic activity and property values

Where Do You Live/Work?

Place a dot on the map where you live and/or work



Existing Speeds and Volumes



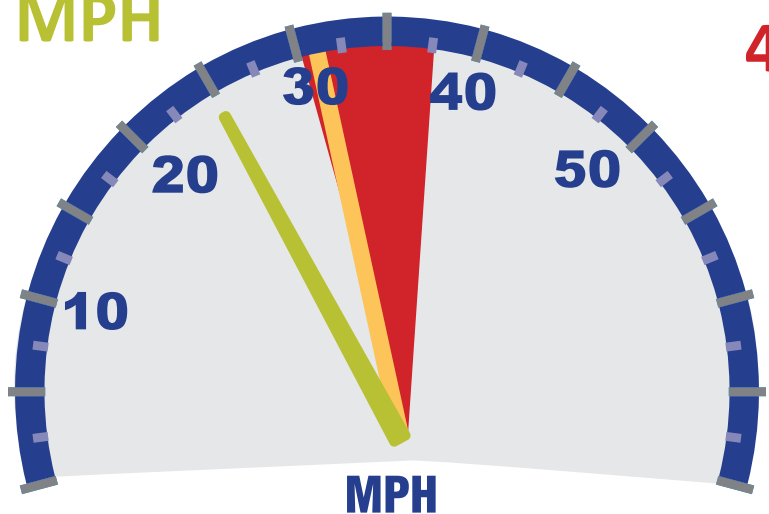
NEVADA STREET

OREGON AVENUE

N 11TH STREET

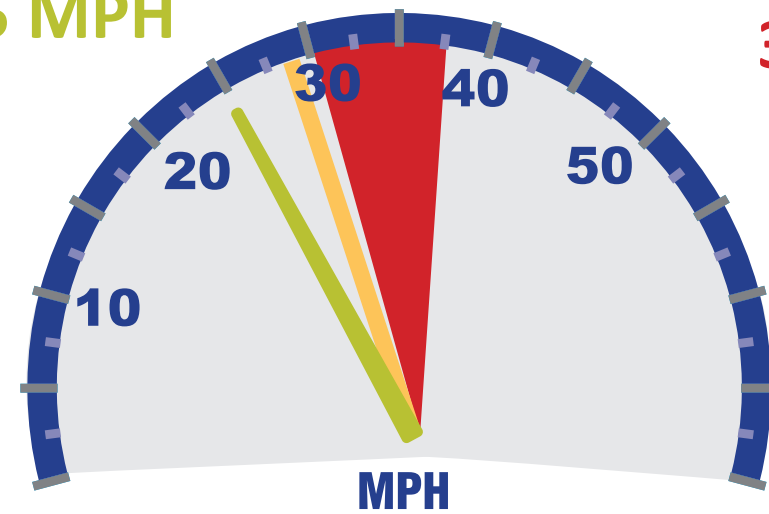
N 9TH STREET

Average Speed
Speed Limit 25 MPH
32 MPH Drivers driving between 31-35 MPH 42%



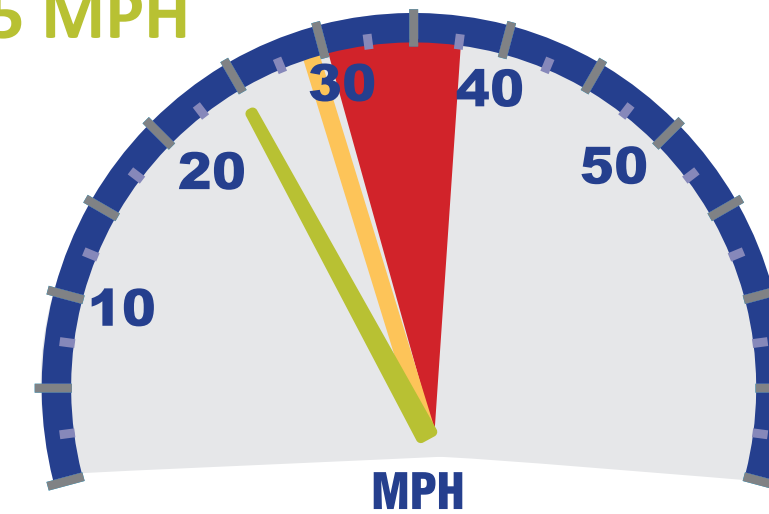
Nevada Street

Average Speed
Speed Limit 25 MPH
28 MPH Drivers driving between 31-35 MPH 31%



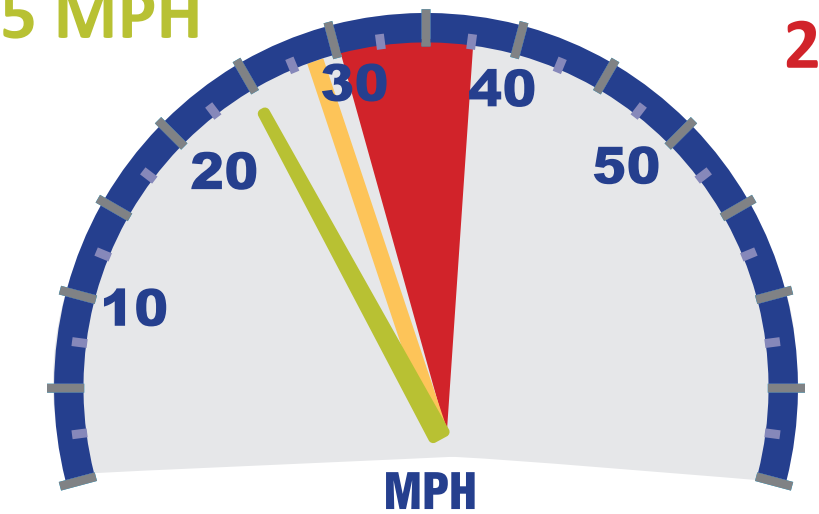
Oregon Avenue

Average Speed
Speed Limit 25 MPH
29 MPH Drivers driving between 31-35 MPH 37%




11th Street

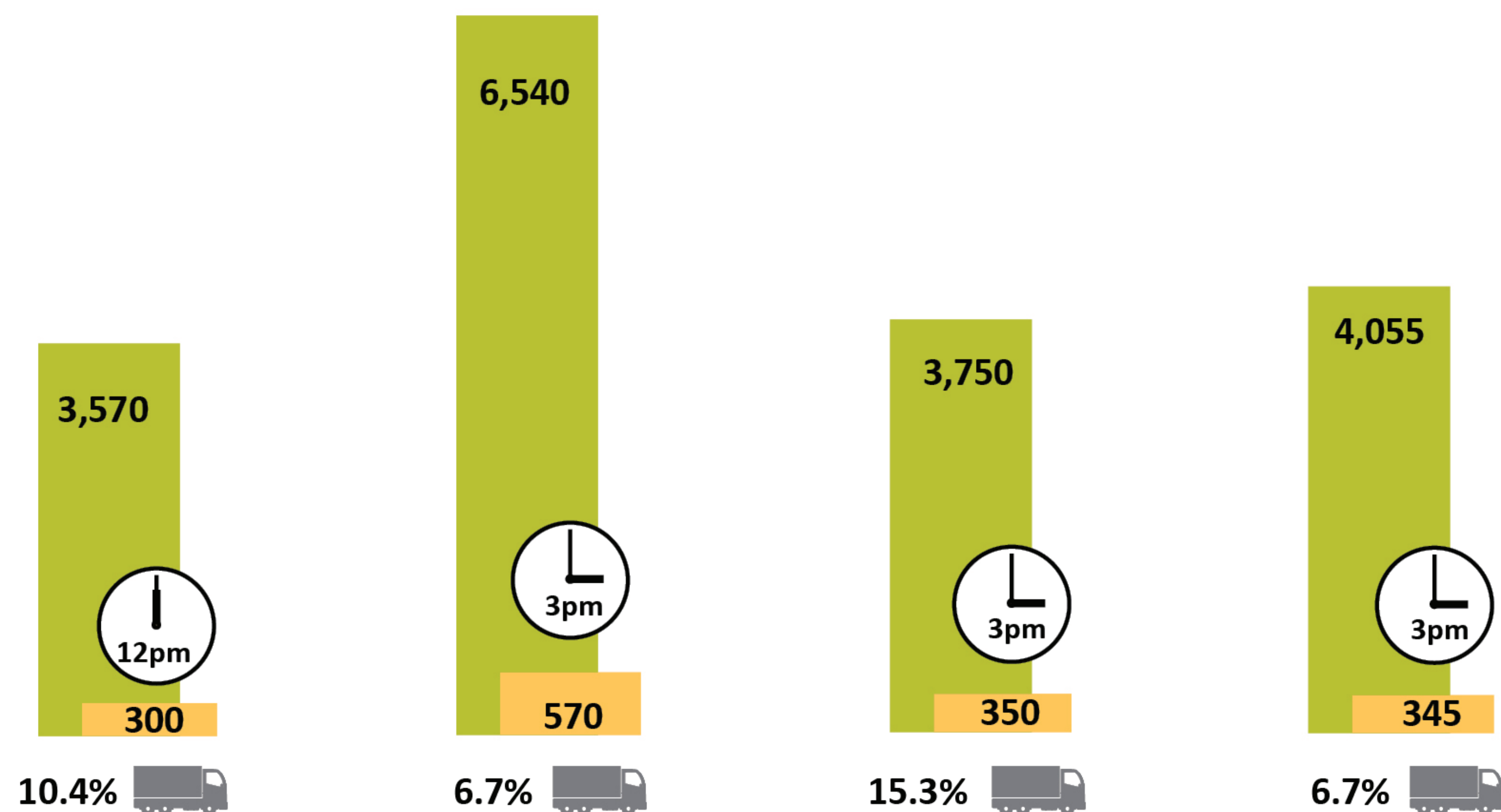
Average Speed
Speed Limit 25 MPH
28 MPH Drivers driving between 31-35 MPH 27%



9th Street

TRAFFIC VOLUMES (# OF VEHICLES)

- Daily Traffic
- Peak Hour Traffic
-  Heavy Vehicles



Types of Bike Treatments

BIKE LANE



ADVANTAGES

- Improves safety and comfort by increasing the visibility and awareness of cyclists
- Provides an exclusive space for bicyclists
- Requires less width than other options

CHALLENGES

- May not be comfortable for some people on the study roadways unless motor vehicle speeds are reduced
- Motorists may illegally park in bike lane
- No physical barrier

BUFFERED BIKE LANE



ADVANTAGES

- Higher level of comfort than bike lanes
- Attractive to a wider spectrum of people than regular bike lanes

CHALLENGES

- Motorists may illegally park in bike lane
- No physical barrier

1-WAY PROTECTED BIKE LANE



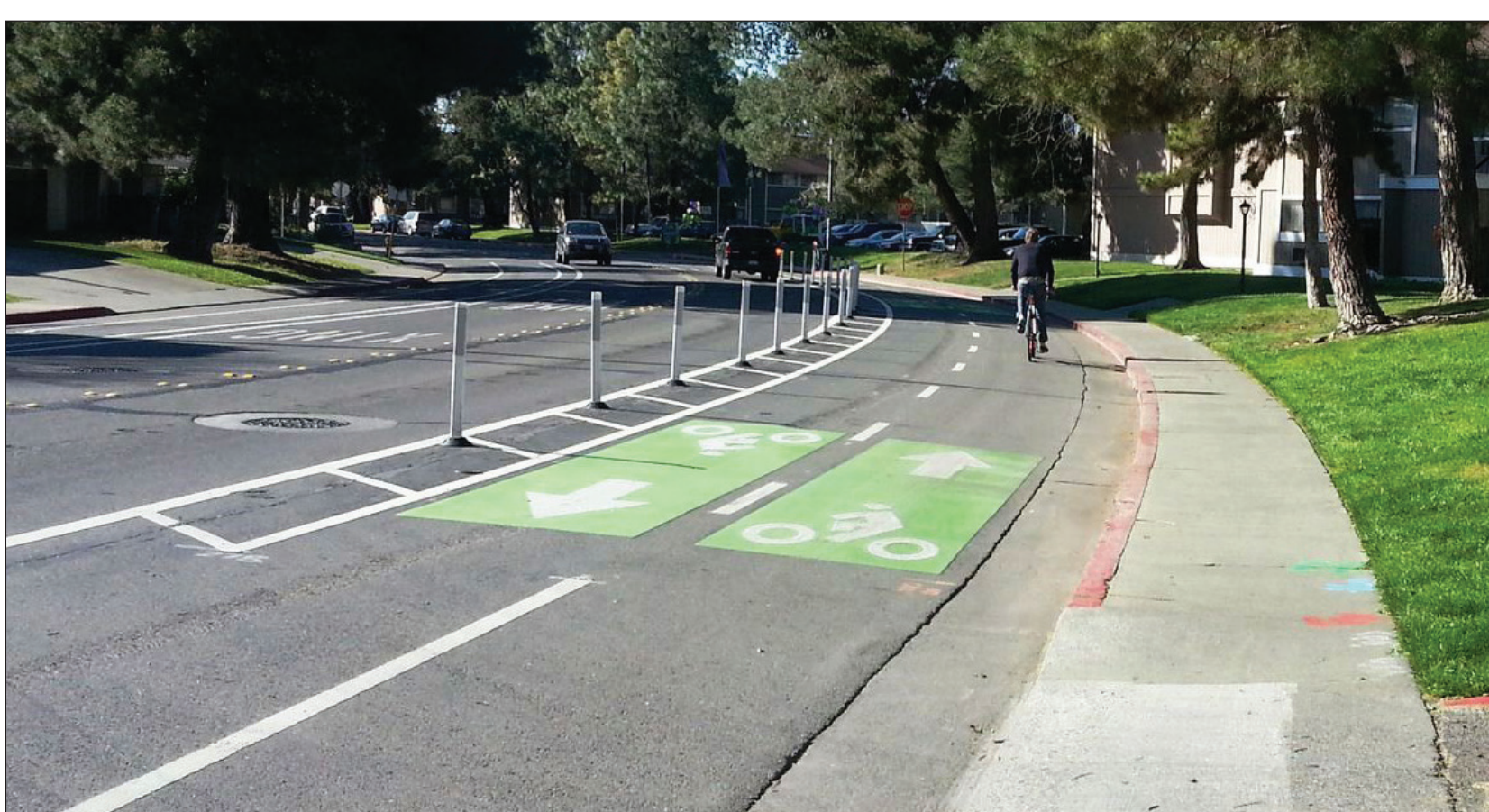
ADVANTAGES

- Higher level of comfort than bike lanes & buffered bike lanes due to physical separation
- Attractive to a wider spectrum of people than regular & buffered bike lanes

CHALLENGES

- More expensive than a regular or buffered bike lane
- Requires more space than a regular or buffered bike lane
- Maintenance (e.g. street sweeping, snow plowing) can be difficult

2-WAY PROTECTED BIKE LANE



ADVANTAGES

- Higher level of comfort than bike lanes & buffered bike lanes
- Attractive to a wider spectrum of people than regular & buffered bike lanes
- Requires less space than two one-way protected bike lanes

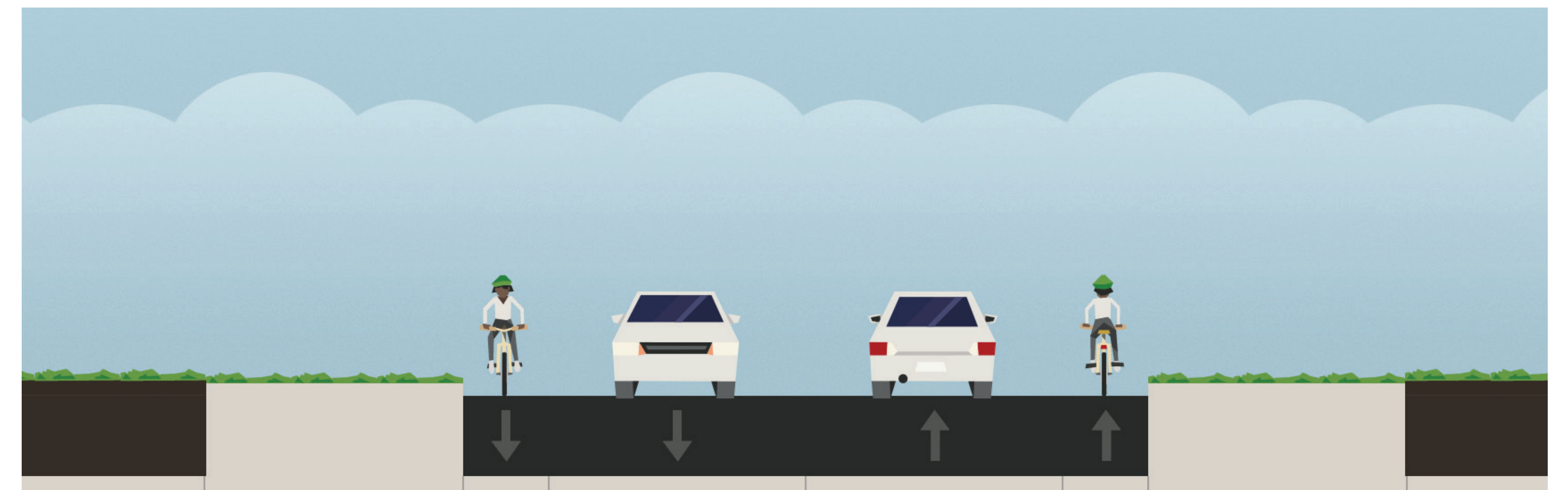
CHALLENGES

- Potential conflicts at intersections & driveways due to “wrong way” riding in the two-way lane
- More expensive than a regular or buffered bike lane
- Requires more space than a regular or buffered bike lane
- Maintenance (e.g. street sweeping, snow plowing) can be difficult

Alternatives - Nevada Street



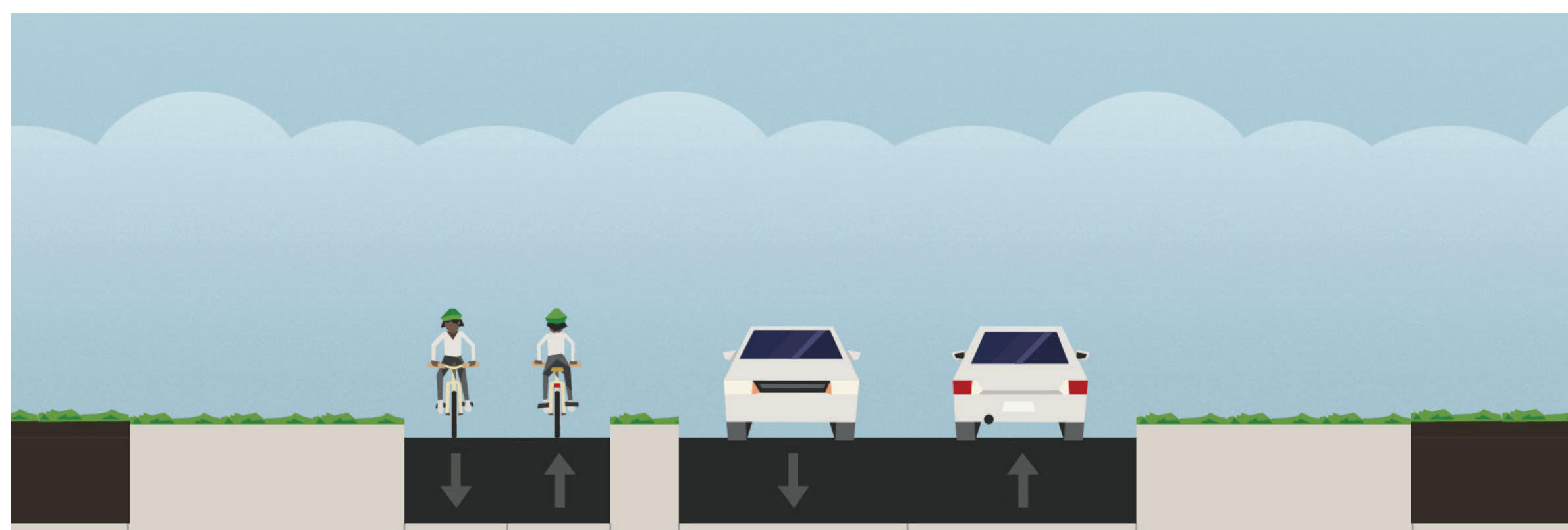
Existing



- Two-way street with two vehicle travel lanes
- Narrow bicycle lanes
- No sidewalks

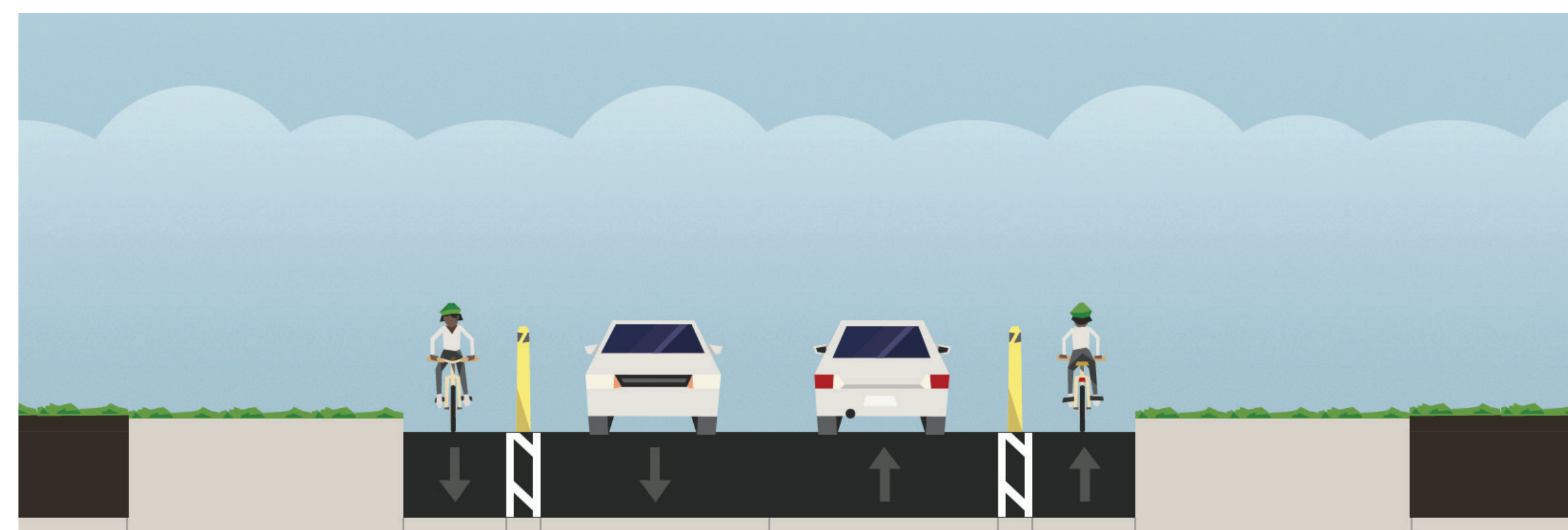
*All options shown below are preliminary and we welcome your suggestions for additional options

Design Option 1



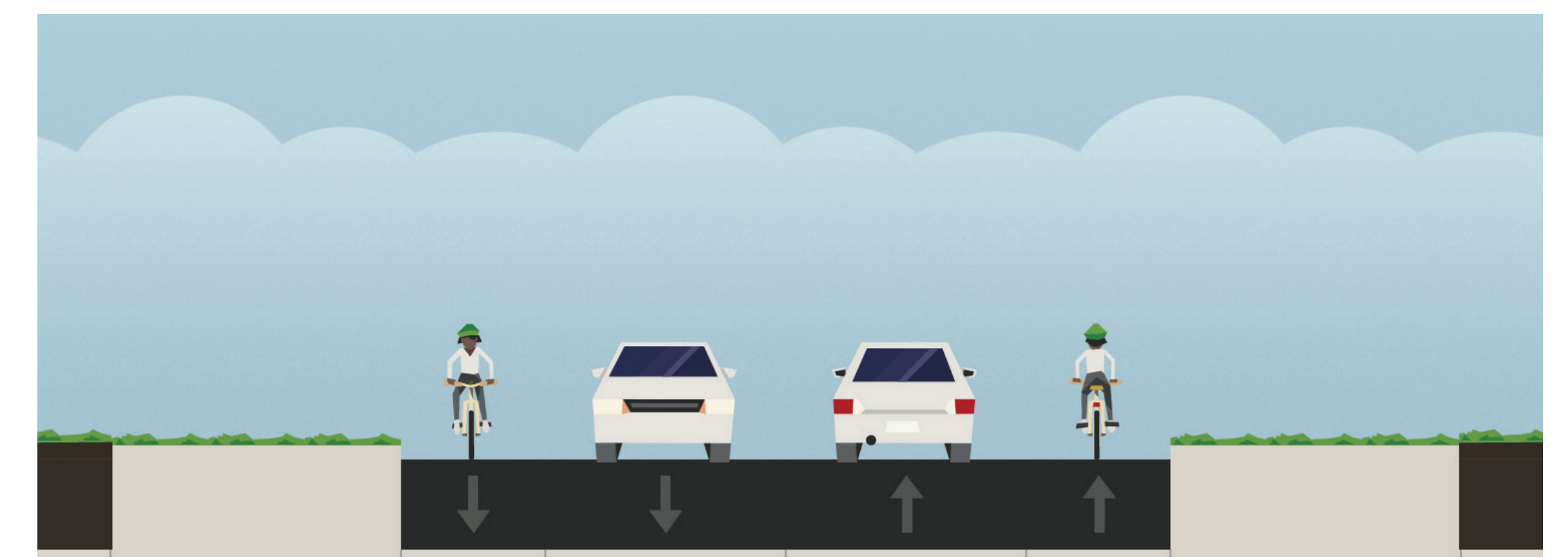
- Replaces bike lanes with a two-way protected bicycle lane
- Narrows vehicle travel lanes

Design Option 2



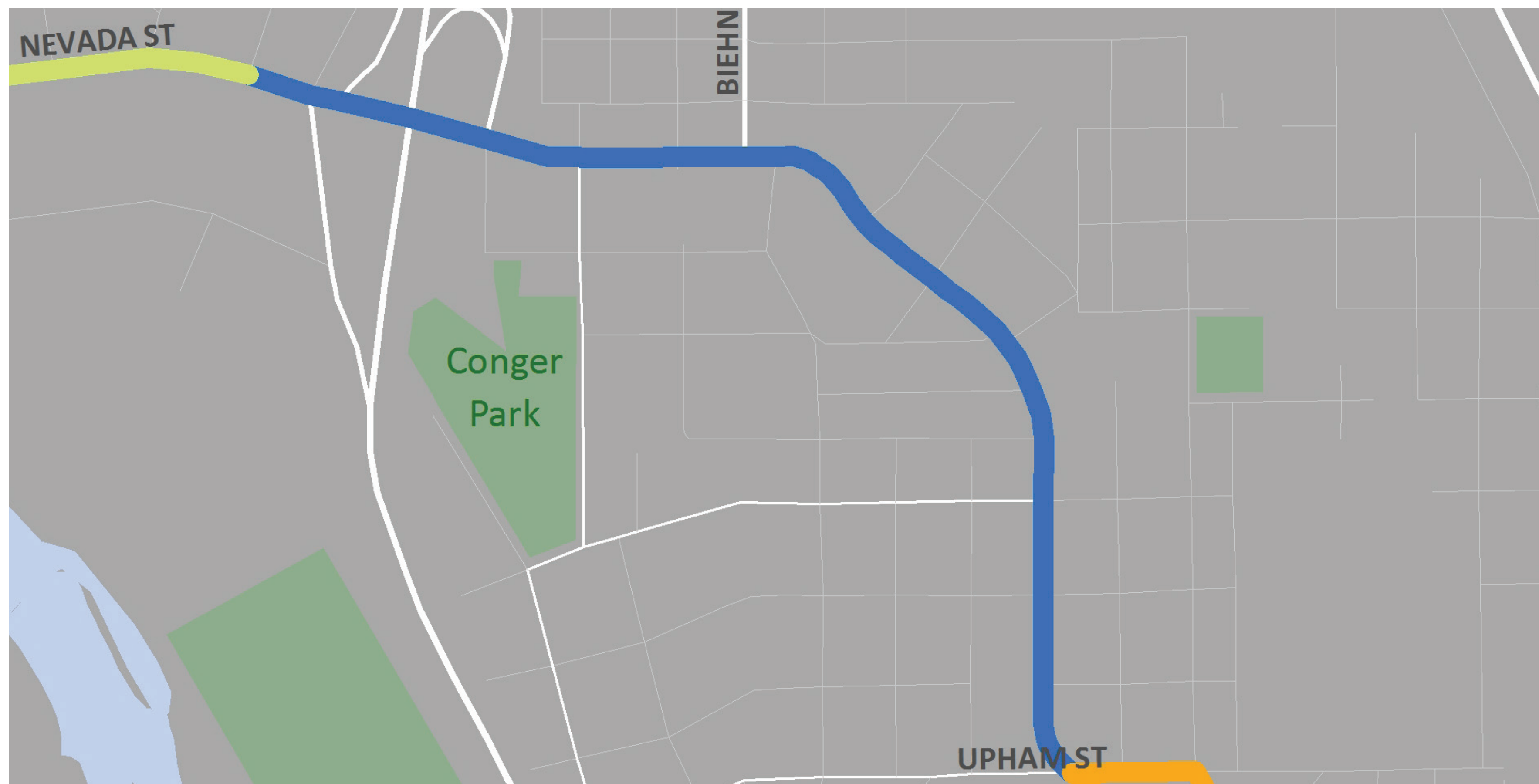
- Adds barrier to provide protected bicycle lanes
- Narrows vehicle travel lanes

Design Option 3

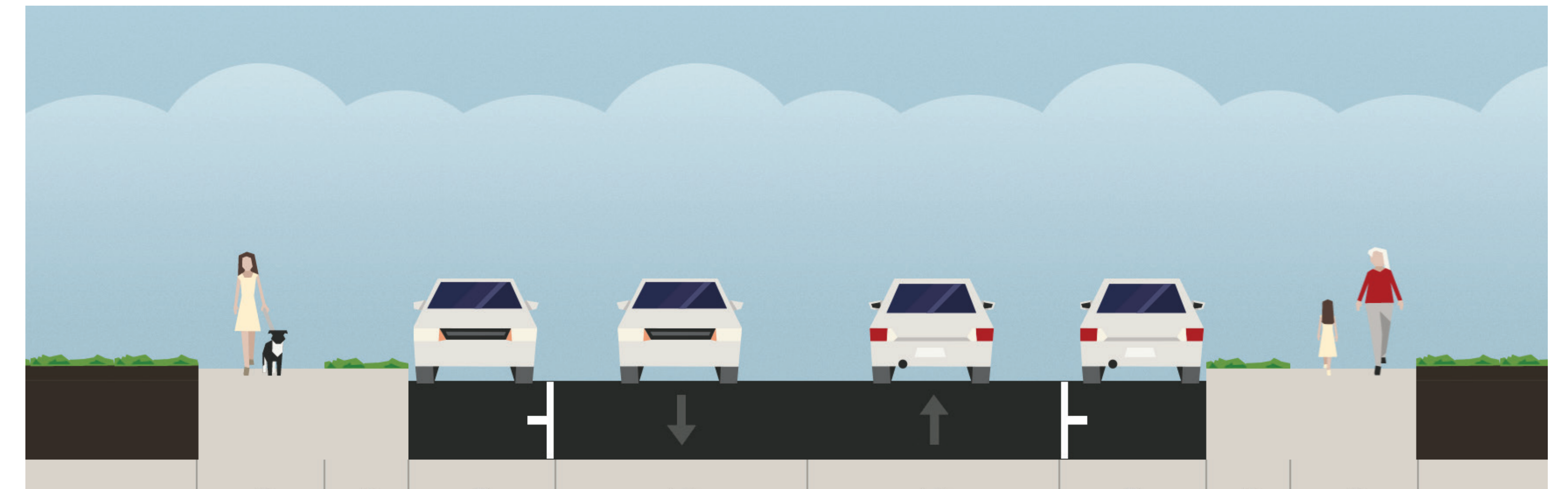


- Widens existing standard bicycle lanes
- Narrows vehicle travel lanes

Alternatives - Oregon Ave



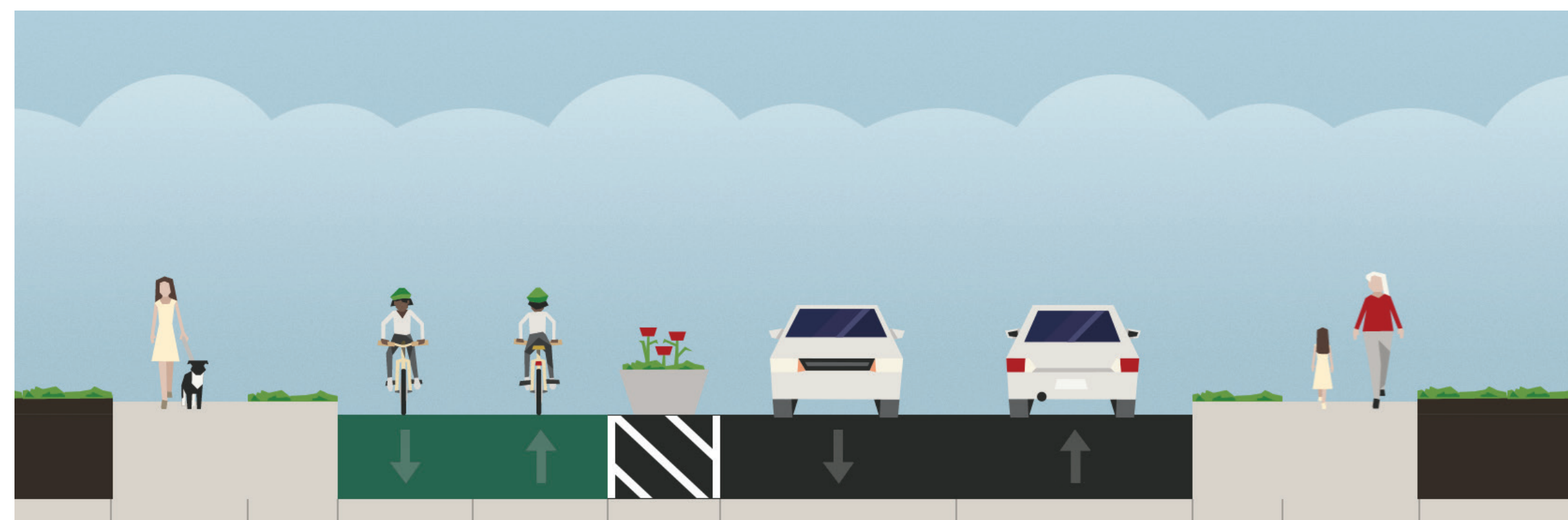
Existing



- Two-way street with two vehicle travel lanes
- On-street parking allowed on both sides of street
- No bicycle lanes

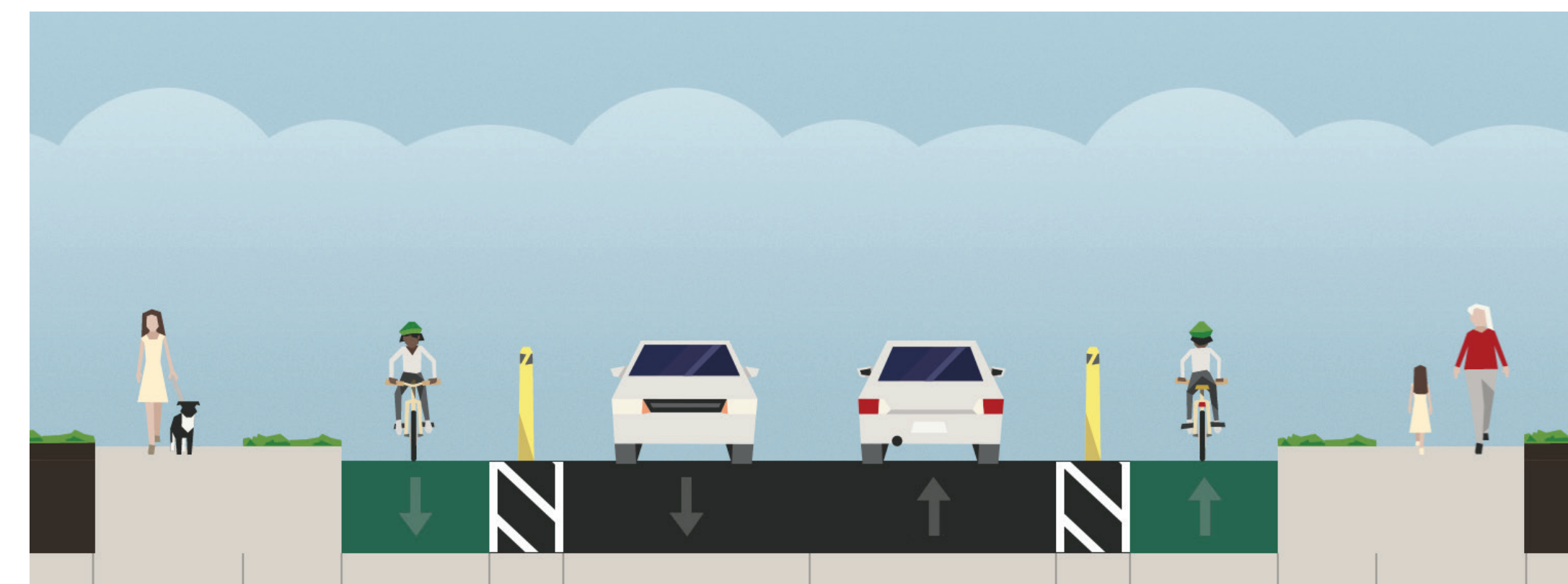
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Design Option 1



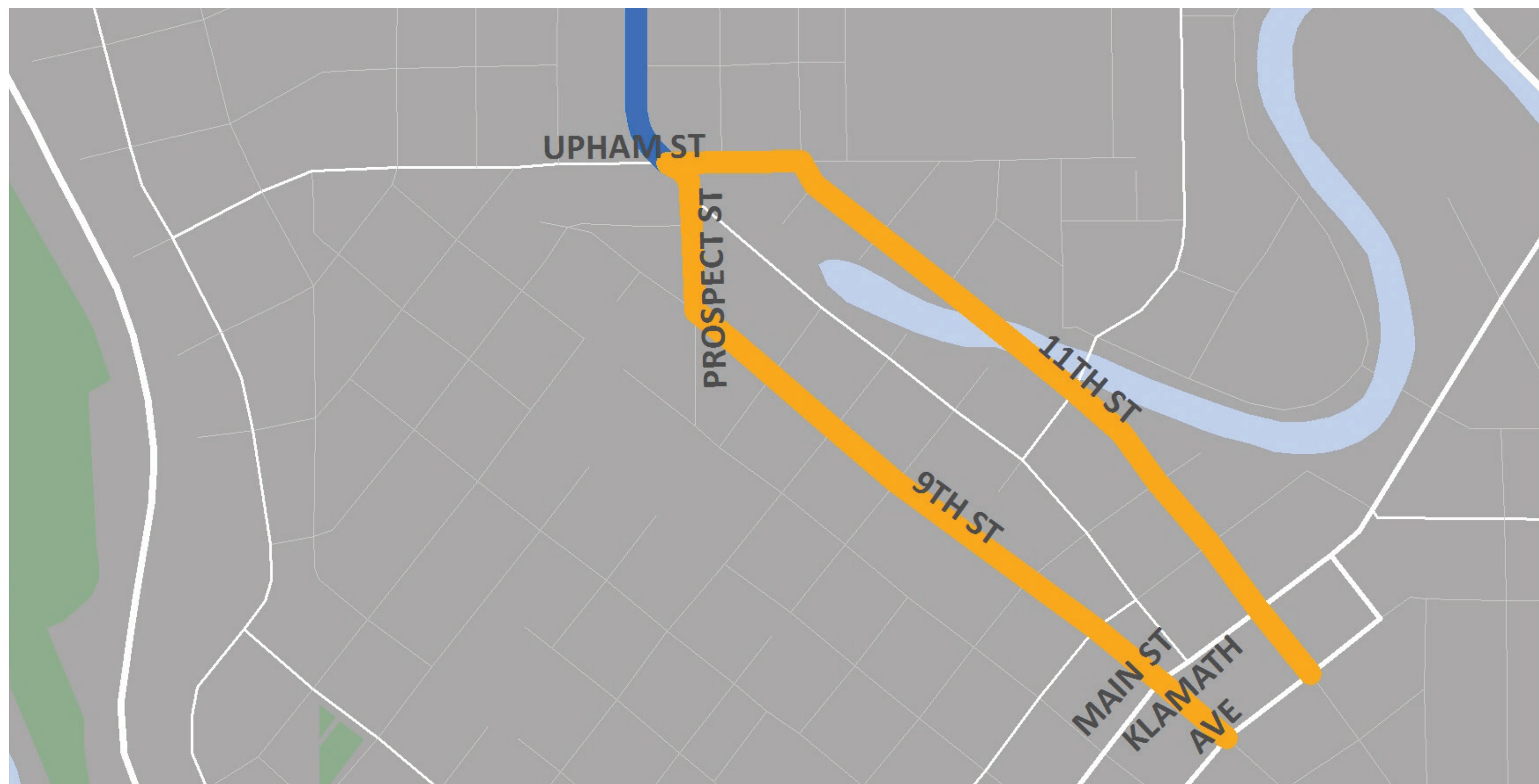
- Removes on-street parking on both sides of the street
- Adds a two-way protected bicycle lane and planters

Design Option 2



- Removes on-street parking on both sides of the street
- Adds one-way protected bicycle lanes on each side of the street

Alternatives - 9th and 11th Streets

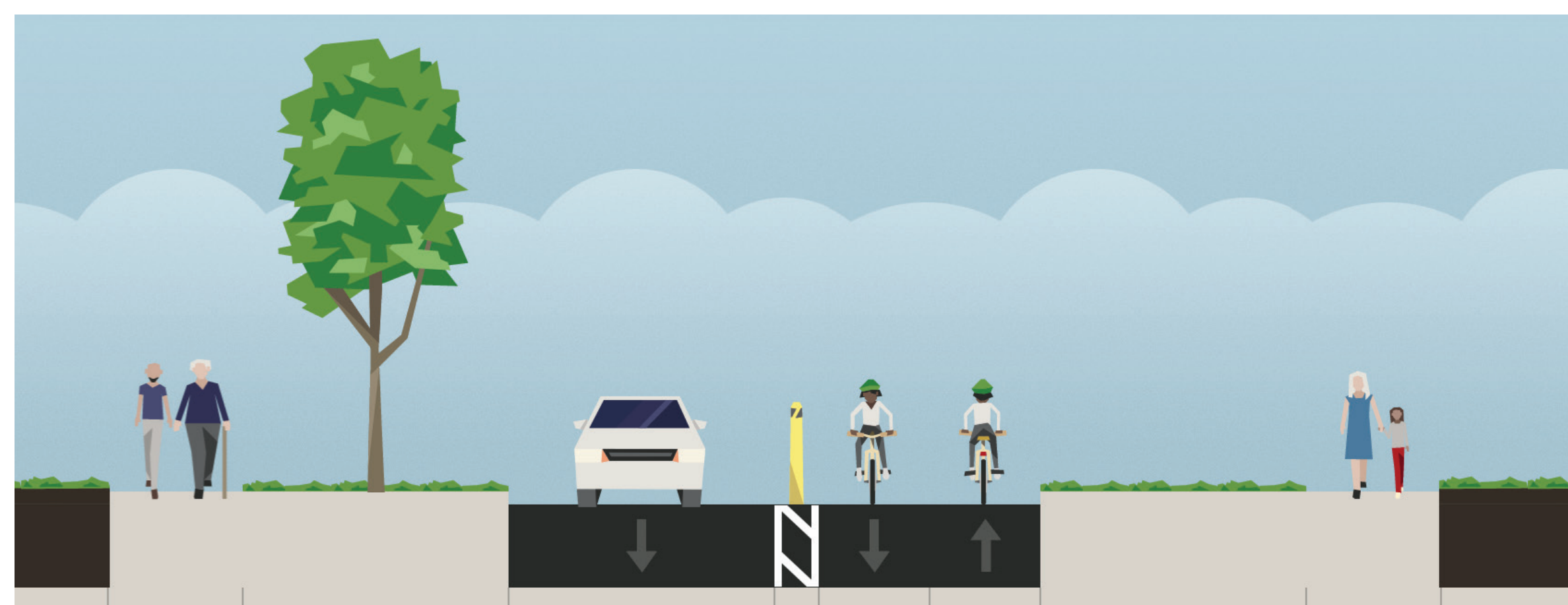


Existing



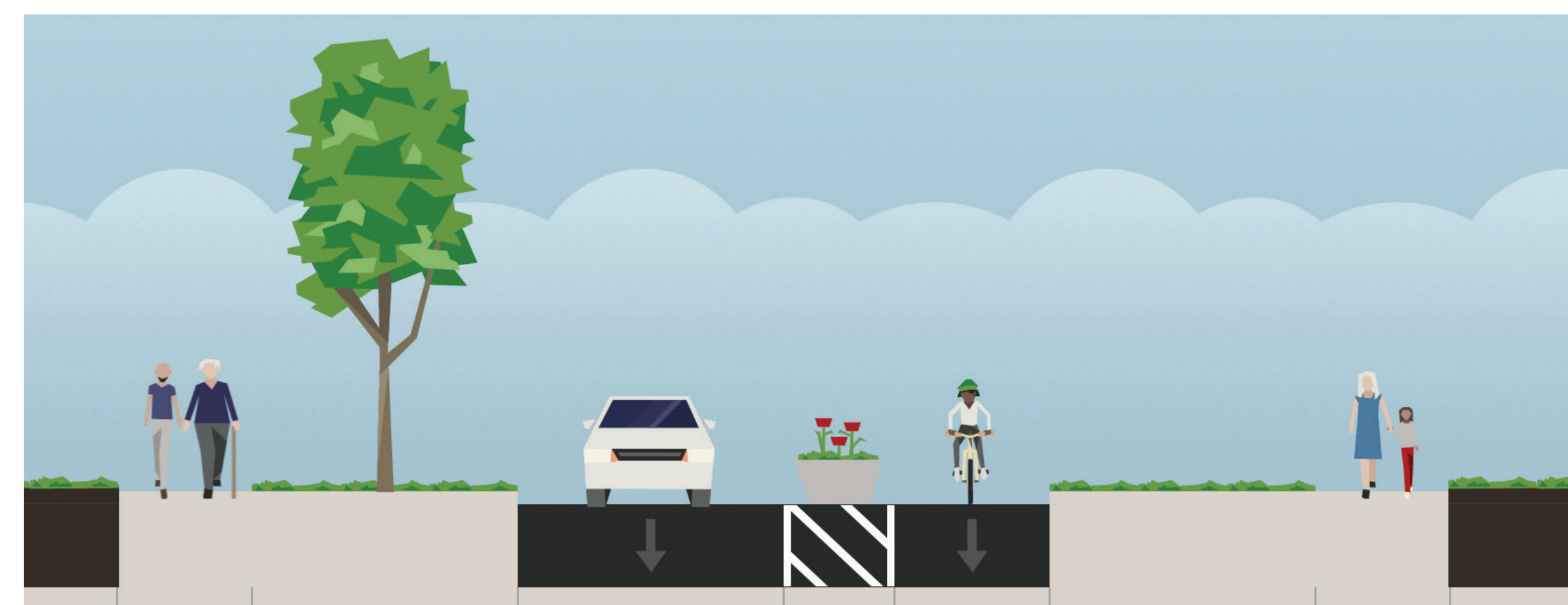
*Options shown below are preliminary and we welcome your suggestions for additional options

Design Option 1



- Would be applied to either 9th, 11th, or both
- Removes one vehicle travel lane
- Adds a two-way protected bicycle lane

Design Option 2



- Would be applied to both 9th and 11th
- Removes one vehicle travel lane
- Adds a protected bicycle lane and planters