



MEETING NOTES

Town of Lakeview TSP

Advisory Committee Meeting #1

Wednesday, November 18, 2020 – 2:00 to 4:00 p.m.

In-Person Location: Lakeview Council Chambers

Virtual Option: [Microsoft Teams Meeting](#) (Click link to join virtual meeting)

Call in Option: 971-277-2148

Conference ID: 845 911 808#

AGENDA

Time	Topic	Lead
2:00	Introductions	Devin Hearing (ODOT) Janine Cannon (Lakeview) Matt Kittelson (Kittelson)
2:10	What is a TSP? <ul style="list-style-type: none"> ▶ Current TSP ▶ Why are we updating now? 	Devin Hearing Janine Cannon Matt Kittelson
2:25	Background Information <ul style="list-style-type: none"> ▶ Plans & Policy Review ▶ Methodology Memo 	CJ Doxsee (Angelo Planning Group) Matt Kittelson
2:40	Goals & Objectives <ul style="list-style-type: none"> ▶ Review Draft Goals & Objectives ▶ Input from Advisory Committee 	Matt Kittelson/Miranda Barrus
3:00	Existing Conditions & Future Conditions <ul style="list-style-type: none"> ▶ Overview of key findings and needs ▶ Input from Advisory Committee 	Matt Kittelson/Miranda Barrus
3:45	Next Steps <ul style="list-style-type: none"> ▶ Ongoing Virtual Open House ▶ Comments from Advisory Committee on documents reviewed today by November 25th ▶ Project team to begin developing Solutions Analysis 	Matt Kittelson

ATTENDEES

Dennis Moral, Fire Chief; Thom Batty, Local Merchant & Biking Community Member; Jeff Marshall, Michele Parry, and Janine Cannon, Town of Lakeview; Chris Cheng, Theresa Conley, and Devin Hearing, ODOT; Darci Rudzinski, Angelo Planning Group; Matt Kittelson and Miranda Barrus, Kittelson & Associates

WHAT ARE DESIRED OUTCOMES OF THIS TSP UPDATE?

- ▶ Plan is useful and sets the city up for funding to support all modes
- ▶ Plan aligns with transit plans and helps leverage funding for transit projects
- ▶ Plan reimagines key intersections to help them operate safely
- ▶ Plan improves safety for active modes
- ▶ Plan includes good policy framework and development requirements that promote transportation improvements through development
- ▶ Plan improves the interaction between state highways and Town streets
- ▶ Plan identifies approach to address freight traffic on local streets (Missouri Avenue, Roberta Road, Kadmas Road)
- ▶ Plan identifies funding strategies for street maintenance
- ▶ Plan improves active transportation facilities and public transportation services

WHAT HAS CHANGED SINCE THE LAST TSP?

- ▶ Since the last TSP, foot and bicycle traffic has increased in the downtown area and to the north along US 395
- ▶ US 395 north of OR 140 is:
 - A growing safety concern due to vehicle to vehicle and vehicle to pedestrian/bicycle conflict
 - An employment area for those potentially without personal vehicles
 - The location of Cornerstone Minerals and other employment areas that serve heavy vehicles
- ▶ US 395/Industrial Lane (County facility) and US 395/J Street continue to be areas of safety concern
- ▶ Similar concerns from the previous TSP may surface in this update

GOALS & OBJECTIVES

- ▶ Funding is a primary concern and important goal of the Town
 - May need to consider other funding sources (e.g. tax levy or fuel tax)

EXISTING CONDITIONS

Freight

- ▶ No local freight route designations exist in the Town but some streets experience detours from heavy vehicles looking to avoid the state highway system.

Key Intersections/Roadways

- ▶ US 395/Industrial Lane: trucks swing wide into oncoming traffic on Industrial Lane (County facility) when turning off US 395
- ▶ Kadmas Road/US 395 will be impacted by new Red Rocks industry
 - Unclear about how truck traffic will travel – from the west and to the south?
- ▶ US 395/7th Street and US 395/9th are potentially critical intersections for emergency services
 - Hospital has private access onto S 9th
- ▶ US 395 north of OR 140 has a lot of activity and conflicts between traffic, businesses, and recreational access

Active Transportation

- ▶ Kittelson to evaluate marked crossings and crossing spacing based on the recent ODOT reference *Blueprint for Urban Design* through this TSP update
- ▶ Current Town policy states that sidewalks are the responsibility of homeowners and businessowners
 - The Town keeps its sidewalks operational, but all others fall on the private owners
 - Town struggles with street maintenance alone – sidewalk would be a luxury
 - Current code specifies that if new developments exceed \$10k, the developer is required to install sidewalks – limited resources make this ordinance hard to enforce
 - It would be helpful to make grant opportunities well known to Town citizens
- ▶ Current TSP may provide a prioritized sidewalk network to use as a basis for the update
- ▶ Should keep the schools engaged to understand walking/biking needs for students and conflicts with drop-off and pick-up times
 - Town to provide Open House commenting map to schools for feedback
- ▶ Senior Center offers rides for all those in need on a first-come, first-serve basis
- ▶ Public transportation pilot programs with state funding underway: service runs to Alturas and La Pine
 - General lack of public transportation service to other communities – no consistent, reliable way to connect outside of Lakeview without a personal vehicle
 - Sidewalks around the Senior Center are not great, but transit grants can be used to fund sidewalk improvements if there is a strong transit nexus, such as this planning process

Open Discussion

Town members are fairly new to this TSP update process and are looking for project team's guidance on how to best leverage the TSP for grant funding to implement improvements.

NEXT MEETING

Advisory Committee Meeting #2

Date: February 2021
Time: To Be Determined
Location: To Be Determined
Topic: Solutions Analysis