

Independence Transportation System Plan (TSP) Update

Technical Advisory Committee (TAC) Meeting #1

Thursday, May 21, 2020 – 3:00 to 5:00 p.m.

Microsoft Team Meeting – [Online Conference Call Link](#)

Call-in Number: +1 971-277-2148; Conference ID: 152 181 921#

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Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Ramón Martínez, Kie Cottam, Robert Mason, Emmanuel Macías, Suzanne Dufner, Ted Stonecliffe, Dorothy Upton, Daniel Fricke, Kristie Gladhill, Russel Cooper, Fred Evander, Michael Duncan, Matt Bell, Molly McCormick

Meeting Purpose: The purpose of Technical Advisory Committee Meeting #1 was to provide an orientation to the project; outline major tasks completed; consider the draft project goals, objectives, and evaluation criteria presented in Draft Tech Memo #2; and review the existing conditions presented in Draft Tech Memo #3.

Summary:

1. Introductions/Roles and Responsibilities (All)
  - a. Does the county need to be involved since they have jurisdiction over a few roads in the UGB (i.e. River Road)?
    - i. The City reach out to Polk County and will try again.
2. TSP 101 (Matt Bell)
  - a. Is there a requirement for the maximum number of years between updates of a TSP in Oregon?
    - i. A TSP is intended to be a 20-year plan, but they are often updated before 20 years have passed. Depends on how the city grows, evolves, and develops.
3. Project Overview (Matt Bell)
  - a. Project schedule
    - i. Question: Will this schedule be revised considering the limited access to the process because of the COVID situation?
      1. The schedule will continue to be reviewed and updated as needed.
  - b. Meetings/Milestones and Major Tasks/Deliverables

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i. No questions.

4. Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria (Matt)

a. Review of Goal 1

i. The participants agree with the intent of the goal but have suggested edits:

1. Why does 1C not say "negative impacts" as 1D, 1E do? Although, "negative" is subjective language.

b. Review of Goal 2

i. The participants agree with the intent of the goal but have suggested edits:

1. Typo for "severe".

c. Review of Goal 3

i. The participants agree with the intent of the goal but have suggested edits:

1. Objective 3C – Consider changing the wording to say "Address locations with a history of ....".
2. Change "transit corridors" to "transit stops and corridors".

d. Review of Goal 4

i. The participants would like to see edits to the goal:

1. "Increase transit frequency and access" instead of "increase transit ridership" due to impacts with COVID and other trends around the country.
2. At the end of the day, the intent is to have transit be a more used mode in the city.
3. If it is a 20-year goal, the ridership objective could stay, but it is not likely to be achievable in the next 4-5 years.
4. As a 10- to 20-year goal, it probably makes sense to increase ridership, viability, attractiveness, and frequency during the long term. Transit use will continue to be important to people with limited vehicular options and/or a desire for them.

e. Review of Goal 5

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- i. The participants agree with the intent of the goal but have suggested edits:
    - 1. The heading is difficult to understand and doesn't fully describe what the goal is conveying.
    - 2. Potentially add access as part of the overall future advancements. Access for all populations is something to consider for any future endeavors.
  - f. Review of Goal 6
    - i. The participants agree with the intent of the goal and did not have any edits.
5. Draft Tech Memo #3A: Existing Conditions Inventory and Analysis (Molly, Matt Hastie)
- a. Roadway inventory
    - i. Comment: Confused that 13th Street is considered a collector even though it is a gravel road outside the city limits.
      - 1. The functional classification map will be updated to remove all "future" roadways for the existing conditions memo.
  - b. Public transportation inventory
    - i. Deviated route 45X is postponed, likely until September.
    - ii. Transit map comment: Indicate the current flex service area (within the city limits). Consider showing the route direction areas or add the text "runs in both directions" to the legend.
    - iii. Comment: Include information about the Western Oregon University Wolf Ride Program.
      - 1. The program is operated by students and funded through student fees.
      - 2. Popular stop requests include Legacy Oaks, the river front, the cinema, McDonald's plaza area, and Winco.
    - iv. Comment: do not mix private transportation (school bus routes, Wolf Ride, etc.) on the same map as public transportation.
      - 1. Keep this section focused on services for all members of the public . Address the other services in a separate section.
  - c. Pedestrian inventory

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- i. Comment: 4<sup>th</sup> street crossing does have a walking guard present before and after school.
  - ii. Comment: Not all existing marked crossings on Monmouth Street are approved.
    - 1. Marked crossings at the signals are the only approved ODOT locations.
    - 2. Partially due to changing policies where approval wasn't previously needed at crossing supporting school routes.
    - 3. Marianna Montez will be in contact with the City to work on this .
    - 4. There is a request for a marked crossing on the 1000 block of Monmouth street currently being worked on.
    - 5. In OTSDE, you can view SRTS infrastructure projects. Safe Routes to School Funded Infrastructure Projects 2018 – 2020: Gun Club and Hoffman Rd: Sidewalk, Ramp and Crossing Improvements.
  - iii. Comment: Although there are sidewalks shown crossing the railroad tracks in several locations, not all of them are ADA-compliant (i.e. NE Marsh Street). Verify these gap locations.
  - iv. Question: What is a "trail"? These seem to be paved multi-use paths, but there are more trails that are not on the map.
    - 1. Generally, a shared-use path is a finished facility, and a trail is not paved.
    - 2. Additional trail locations would include the fields on Deann Drive.
- d. Bicycle inventory
- i. Comment: The map is good at showing the discontinuity of facilities. The system isn't quite working yet as evidenced by the low volumes for flat community that has a nearby college.
    - 1. Comment: The low speeds on Main Street make it more comfortable for biking.
    - 2. Comment: The problem area for bikes more around the high school.
- e. Rail inventory
- i. Comment: The 2007 TSP proposes a southern arterial connecting to Mountain Fir, but it is difficult to gain another rail crossing. The previous idea was that there would be an elevated bridge.

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1. The railroad overpass is cost prohibitive due to soil conditions found during a geological report. The estimate was more than \$11 million for the overpass alone.
    - ii. Comment: The city is asking Monmouth Street to fulfill too many purposes. Consider G, E, and F Streets for collector classifications and more continuity.
  - f. Water inventory
    - i. Comment: There is recreational water transportation along the river, such as kayaking, which the City promotes.
  - g. Funding inventory
    - i. Question: Are the SDC's limited to how they can be used?
      1. SDCs are normally used for projects that increase capacity.
    - ii. Question: Do you normally show grants received, such as TGM, and other transportation discretionary grants? Or are these too unpredictable to show?
      1. These types of future funding opportunities will be discussed in the next project task.
  - h. Land use and population inventory
    - i. Question: How does this relate to the map of Monmouth (next door to the Southwest)?
      1. Monmouth, adjacent to Independence, is mostly developed.
      2. When the SW area was brought into the city, Monmouth residents were concerned about how that development would impact their transportation system.
    - ii. Independence has a high transportation index, likely due to the need to go outside the city for services.
  6. Draft Tech Memo #3B: Existing Conditions Analysis (Matt Bell)
    - a. Question: Why is there a study intersection outside of the UGB (Hoffman/16<sup>th</sup>)?
      - i. This was determined during project contracting.
    - b. Question: Are capital improvements included in #3B?

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- i. No, capital improvements will be considered in the future no-build analysis.
  - c. Comment: Do not agree with the traffic operations standards being met.
    - i. The analysis is a starting point for identifying issues, but the project team relies on the advisory committees and public outreach to fill in the on-the-ground knowledge that is lacking from limited data collection and analysis procedures.
  - d. Transit QMA comments:
    - i. The frequency and on-time reliability ranges shown are standards that would be used in urban areas. For this transit network, it is a more rural area. This is the most productive route of Cherriots Regional express routes, and in 2019, Route 40X was on-time 89%.
    - ii. Consider a separate criterion for ADA accessibility, such as landing pads, prohibiting parking adjacent to the bus stop, etc.
  - e. Bicycle Level of Traffic Stress comments:
    - i. Although the system is shown to be fairly low-stress, it is mostly due to low posted speeds. There are uncomfortable cycling characteristics that are not portrayed, such as gutters in the bike lane and grading.
  - f. Comment: Crash analysis is missing a fatal bike crash (ID 1,621,583 on 12/30/2015).
  - g. Discussion question: What other areas would you like to identify as safety concerns?
    - i. Hoffman/16<sup>th</sup> likely has similar crash trends as Hoffman/Gun Club.
    - ii. Monmouth/Gun Club: Near misses occur often.
    - iii. OR 51/Polk: High-density development on one side and markets on the other side of the ODOT facility. People constantly crossing.
      - 1. Deann Drive may be similar situation. This intersection is also not squared off.

## 7. Next Steps (Matt Bell)

- a. Please provide comments, questions, and edits to Fred by Friday, May 29<sup>th</sup>.

### Action Items:

- Update Objective 1C to “Minimize negative impacts...”
- Update Objective 2D to address typo – “severe”

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- Update Objective 3A to “transit stops and corridors”, not “transit corridors”
  - Update Objective 3C to “address locations with a history of...”
  - Consider updating Goal 4 to “Improve Access to Transit”
  - Update Objective 4A to refer to “transit stops and corridors”
  - Provide further clarification on Goal 5
  - Update functional classification map to remove all “future” roadways
  - Indicate that Route 45X is postponed due to COVID 19, likely until September
  - Transit map comments:
    - Indicate the current flex service area (within the city limits).
    - Consider showing the route direction areas or add the text "runs in both directions" to the legend.
  - Include information about the Western Oregon University Wolf Ride Program – WOLF is not a public service, so it should not be included with public service.
  - Differentiate between shared use paths and trails on maps
  - Add trails in the fields of Deann Drive – identify other trails as appropriate
  - Consider G, E, and F Streets for collector classifications and more continuity.
  - Indicate that there is recreational water transportation along the river, such as kayaking, which the city promotes
  - Reconsider the frequency and on-time reliability ranges for the transit QMA
  - Consider a separate criterion for ADA accessibility (e.g. landing pads)
  - Crash analysis appears to be missing a fatal bike crash
  - Consider including a summary of “other safety concerns”