

THURSDAY, FEBRUARY 18, 2021



# INDEPENDENCE TRANSPORTATION SYSTEM PLAN UPDATE

COMMUNITY ADVISORY COMMITTEE (CAC) MEETING #3



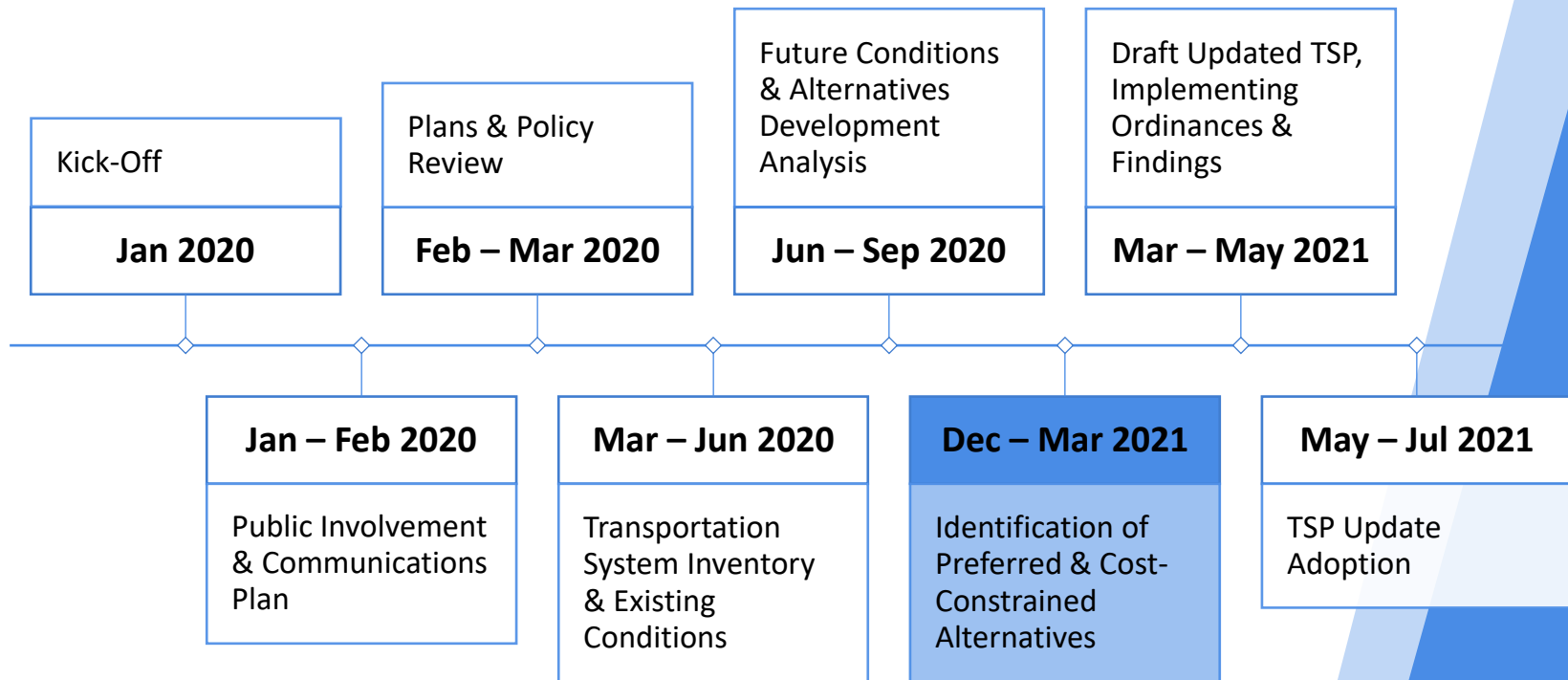
# AGENDA

- » Welcome and Introductions
- » Virtual Meeting Tips and Tricks
- » Overview of Project Status
- » TM#6: Preferred Alternatives
- » General Discussion
- » Next Steps



# PROJECT OVERVIEW

## SCHEDULE



# PROJECT OVERVIEW

## MAJOR TASKS & DELIVERABLES

### Complete:

- » TM#1: Plans and Policy Framework
- » TM#2: Goals, Objectives, & Evaluation Criteria
- » TM#3A: Existing Conditions Inventory
- » TM#3B: Existing Conditions Analysis
- » TM#4: Future Systems Conditions
- » TM#5: Alternatives Analysis and Funding Program

### Draft:

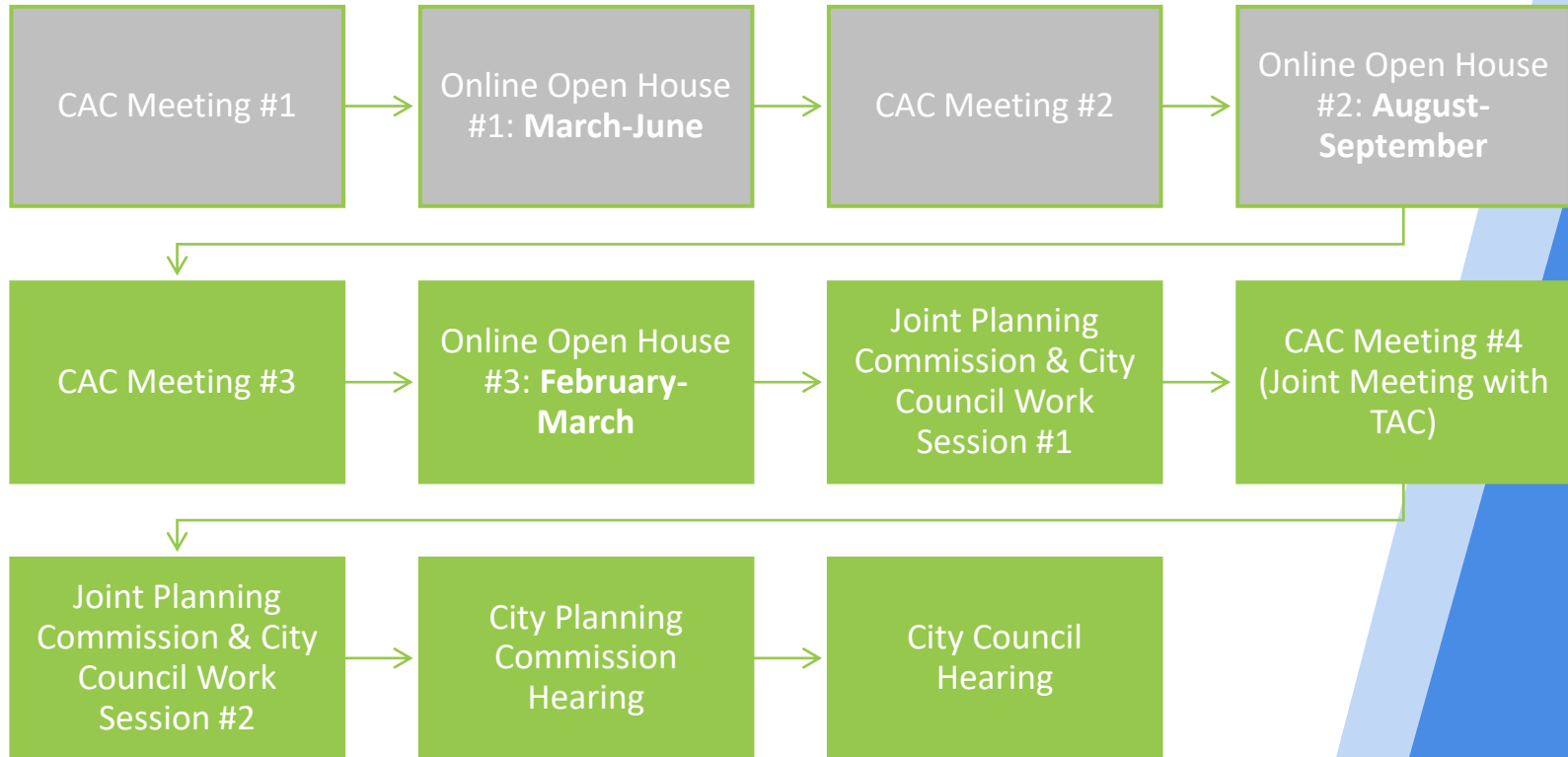
- » TM#6: Preferred Alternatives

### Moving Forward:

- » Draft Updated TSP & Implementing Ordinances
- » TSP Update Adoption



# MEETINGS & MILESTONES





# TECH MEMO #6

## PREFERRED ALTERNATIVES

# TECH MEMO #6

## PREFERRED ALTERNATIVES

- » Preferred Alternatives – Selection and Prioritization
- » Preferred and Cost Constrained Plans
- » Key Elements of Draft Tech Memo #6:
  - » Improving east-west and north-south connectivity
  - » Improving key connections
  - » Enhancing bicycle and pedestrian infrastructure on major streets
  - » Establishing a low-stress transportation network
  - » Improving access to transit and transit service



# TECH MEMO #6

## SELECTION OF THE PREFERRED ALTERNATIVES

- » Assessed the alternatives based on the goals and objectives of the TSP along with other considerations and applied scores
- » Obtained feedback from City staff, ODOT staff, and others on alternatives with similar scores
- » *Alternatives without alternatives were not scored*

Preliminary Screening									Total	Preferred Solution
Is it consistent with the community vision?	Does it provide smooth and safe traffic flow?	Does it increase nonmotorized trips?	Does it increase transit ridership?	Is it future focused?	Is it financially stable?	Are there minimal environmental impacts?	Are there minimal engineering challenges?	Is it preferred by the public based on completed outreach?		
Y	Y	N	N	N	N	Y	Y	N/A	4	✓
Y	N	N	N	N	Y	N	Y	Y	4	
Y	N	N	N	N	N	N	Y	Y	3	

# TECH MEMO #6

## PRIORITIZATION OF THE PREFERRED ALTERNATIVES

- » Evaluated the preferred alternatives based on the project evaluation criteria and applied scores
- » Prioritized the preferred alternatives within each section based on the scores and consideration of financial forecast
- » Developed tables of preferred alternatives with priorities and cost

Evaluation Criteria (-2 to +2 scoring)																										Evaluation Total	Priority		
Goal 1: Consistency with Community Vision						Goal 2: Smooth and Safe Traffic Flow						Goal 3: Increased Walking, Bicycling, Scooter, and Nonmotorized Trips						Goal 4: Increased Transit Ridership			Goal 5: Future Focused		Goal 6: Financial Stability						
Objective 1A: Connectivity	Objective 1B: Goals and Vision	Objective 1C: Natural Resources	Objective 1D: Neighborhood	Objective 1E: Development Impacts	Objective 1F: Plan Consistency	Objective 2A: Additional Routes	Objective 2B: Vehicle Mobility	Objective 2C: Vehicle Delay	Objective 2D: History of Safety Issues	Objective 2E: Freight/Rail Mobility	Objective 2F: Key Roadways	Objective 2G: Access for All	Objective 3A: Low Stress Network	Objective 3B: Non-motorized	Objective 3C: Non-motorized Gaps	Objective 3D: Non-motorized Safety	Objective 3E: Non-motorized Routes	Objective 4A: Frequent and Reliable	Objective 4B: Stop Access and Amenities	Objective 4C: Increased Frequency	Objective 5A: Innovative	Objective 5B: Flexibility	Objective 6A: Maximize Efficiency	Objective 6B: Leverage Existing System	Objective 6C: Partnerships	Objective 6D: Future Costs	Objective 6E: Achievable		
2	1	-1	-1	-1	1	2	2	1	0	0	0	2	2	2	2	0	2	0	0	0	0	0	1	1	0	0	0	18	Medium
2	1	-1	-1	-1	1	2	2	1	0	0	0	2	1	2	2	0	2	0	0	0	0	0	1	1	0	0	0	17	Low
2	1	-1	-1	-1	1	2	2	1	0	0	0	2	2	2	2	0	2	0	0	0	0	0	1	1	0	0	1	19	High

# TECH MEMO #6

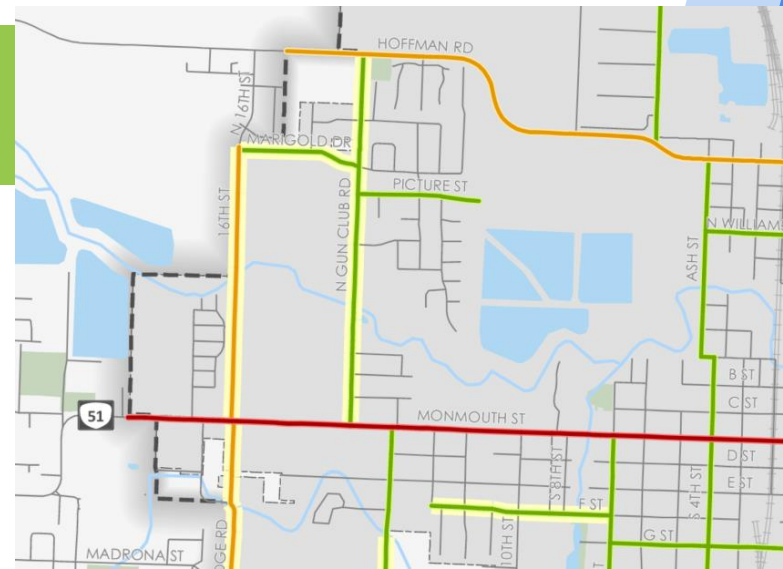
## PREFERRED AND COST CONSTRAINED PLANS

Project Type	High Priority	Medium Priority	Low Priority	Total
<b>Planned Transportation System</b>				
Roadway	\$5,295,000	\$9,875,000	\$19,365,000	\$34,535,000
Freight	\$0	\$0	\$0	\$0
Safety	\$130,000	\$285,000	\$535,000	\$950,000
Pedestrian	\$3,005,000	\$7,725,000	\$10,615,000	\$21,345,000
Bicycle	\$1,075,000	\$2,225,000	\$3,240,000	\$6,540,000
Transit	\$55,000	\$135,000	\$255,000	\$445,000
Rail	\$0	\$0	\$0	\$0
Safe Routes to School	\$0	\$0	\$0	\$0
Emerging Technology	\$0	\$0	\$0	\$0
Parking	\$0	\$0	\$50,000	\$50,000
TDM <sup>1</sup>	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$9,560,000</b>	<b>\$20,245,000</b>	<b>\$34,060,000</b>	<b>\$63,865,000</b>

# TECH MEMO #6

## IMPROVING CONNECTIVITY

- » **Functional Classification Plan Updates**
  - » Increase/Decrease
- » New Major Street (Collector and Arterial) Connections
- » New Local Street Connections
- » Freight and Farm Equipment Routes



# TECH MEMO #6

## IMPROVING CONNECTIVITY

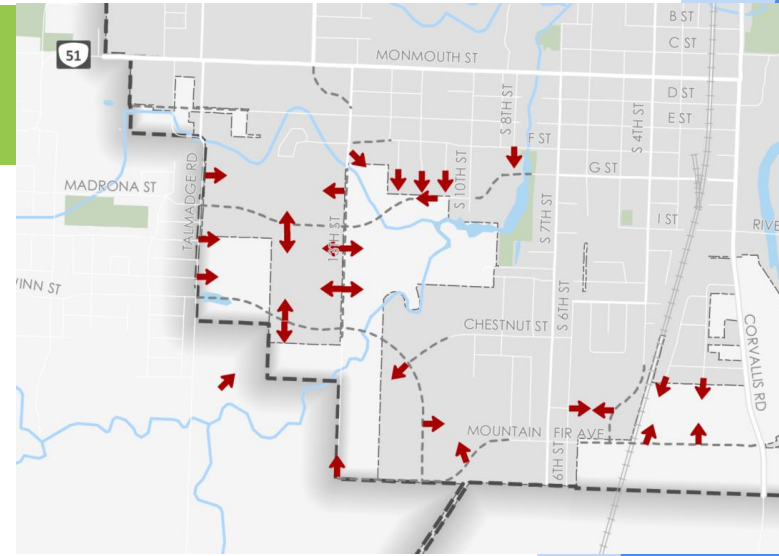
- » Functional Classification Plan Updates
- » **New Major Street (Collector and Arterial) Connections**
  - » Mountain Fir Dr
  - » E Stain
  - » Madrona St
  - » Chestnut St
  - » Gwinn St
  - » Others
- » New Local Street Connections
- » Freight and Farm Equipment Routes



# TECH MEMO #6

## IMPROVING CONNECTIVITY

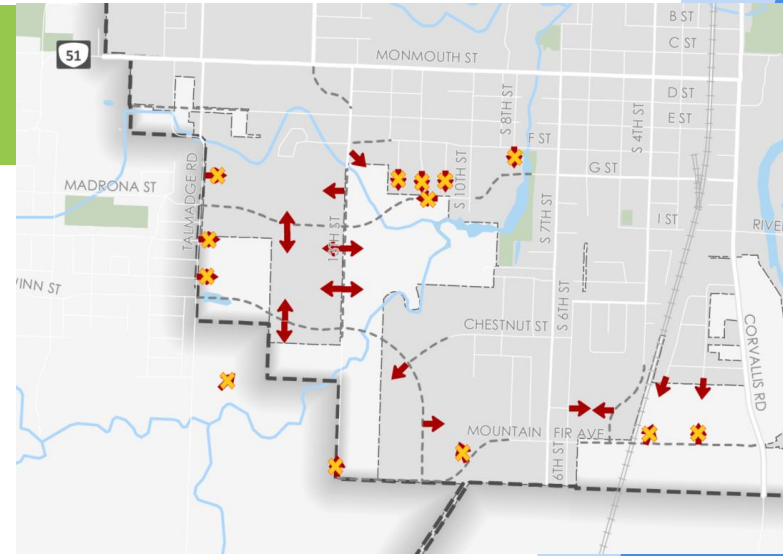
- » Functional Classification Plan Updates
- » New Major Street (Collector and Arterial) Connections
- » **New Local Street Connections**
- » Freight and Farm Equipment Routes



# TECH MEMO #6

## IMPROVING CONNECTIVITY

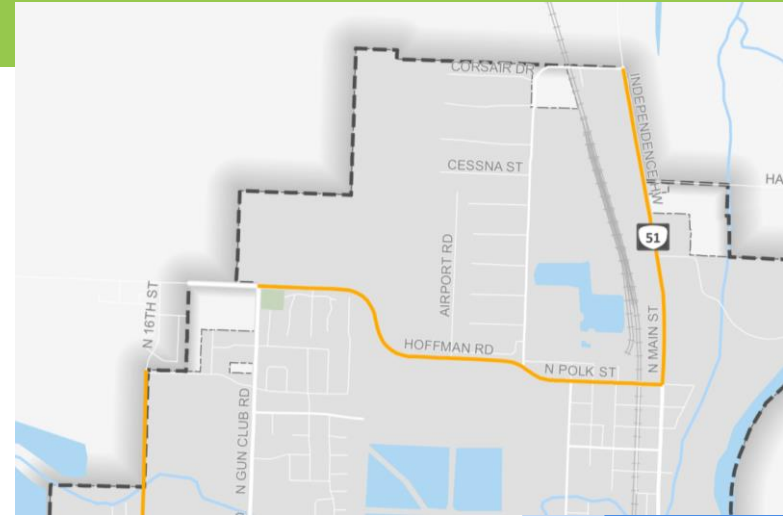
- » Functional Classification Plan Updates
- » New Major Street (Collector and Arterial) Connections
- » **New Local Street Connections**
- » Freight and Farm Equipment Routes



# TECH MEMO #6

## IMPROVING CONNECTIVITY

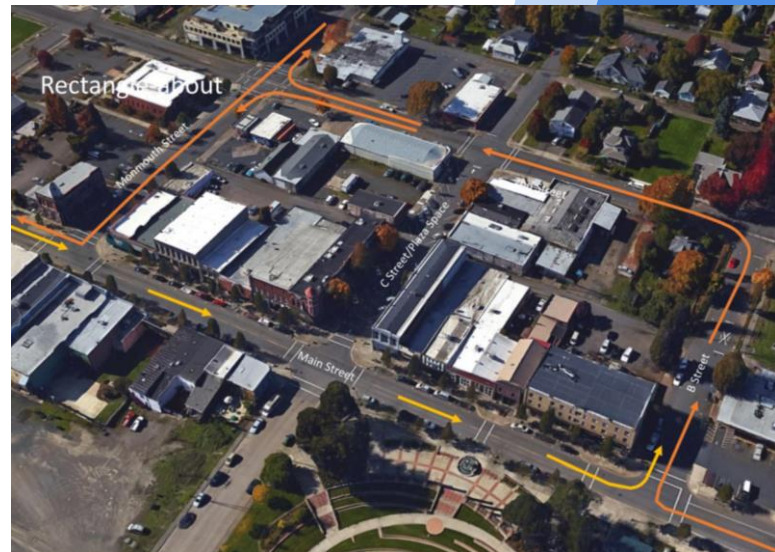
- » Functional Classification Plan Updates
- » New Major Street (Collector and Arterial) Connections
- » New Local Street Connections
- » **Freight and Farm Equipment Routes**
  - » OR 51-Main St    » 16<sup>th</sup> St
  - » Hoffman Rd       » Mountain Fir Dr
  - » Polk St            » Corvallis Rd



# TECH MEMO #6

## IMPROVING KEY CONNECTIONS

- » **OR 51-Main Street/  
OR 51-Monmouth Street**
  - » Eastbound left/right w/ signal
  - » Rectangleabout
- » OR 51-Main Street/  
Polk Street
- » Main Street/River Street
- » 4<sup>th</sup> Street – 7<sup>th</sup> Street/  
OR 51-Monmouth Street

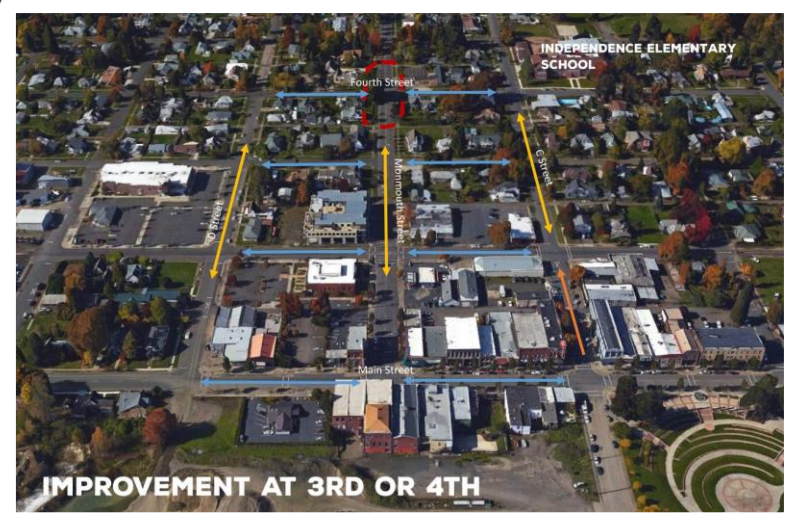




**ONE-WAY COUPLET (C STREET)**



**ONE-WAY COUPLET (C STREET)**



**IMPROVEMENT AT 3RD OR 4TH**



**SQUARE-ABOUT**



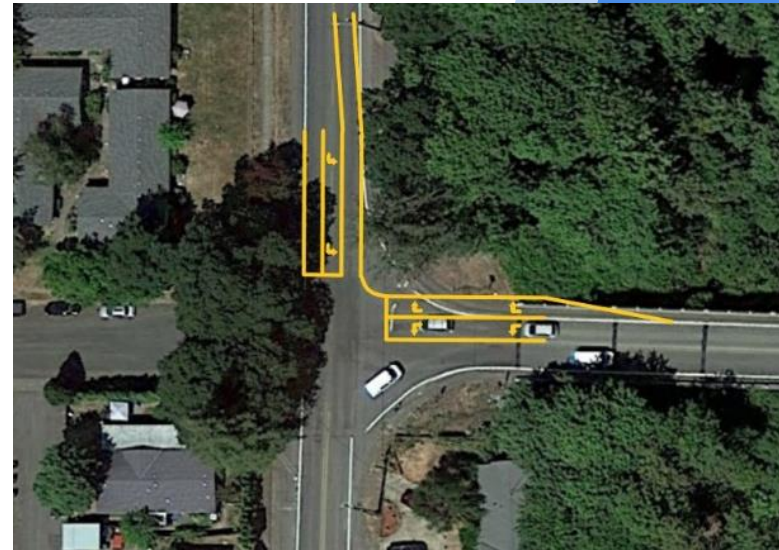
**RECTANGLE-ABOUT**



# TECH MEMO #6

## IMPROVING KEY CONNECTIONS

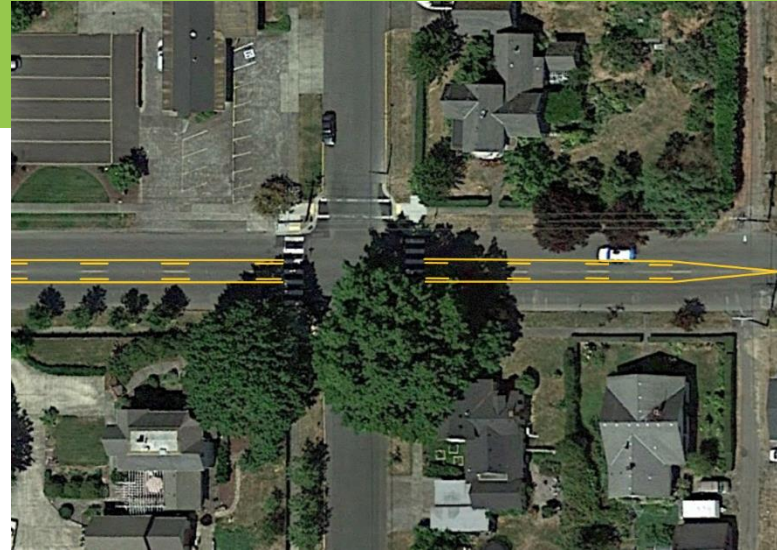
- » OR 51-Main Street/  
OR 51-Monmouth Street
- » **OR 51-Main Street/  
Polk Street**
  - » Eastbound Left w/ Signal
- » **Main Street/River Street**
  - » Southbound left
  - » Eastbound left with new bridge
- » 4<sup>th</sup> Street – 7<sup>th</sup> Street/  
OR 51-Monmouth Street



# TECH MEMO #6

## IMPROVING KEY CONNECTIONS

- » OR 51-Main Street/  
OR 51-Monmouth Street
- » OR 51-Main Street/  
Polk Street
- » Main Street/River Street
- » **4<sup>th</sup> Street – 7<sup>th</sup> Street/  
OR 51-Monmouth Street**
  - » Center two-way left-turn lane



# TECH MEMO #6

## ENHANCING BICYCLE AND PEDESTRIAN INFRASTRUCTURE ON MAJOR STREETS

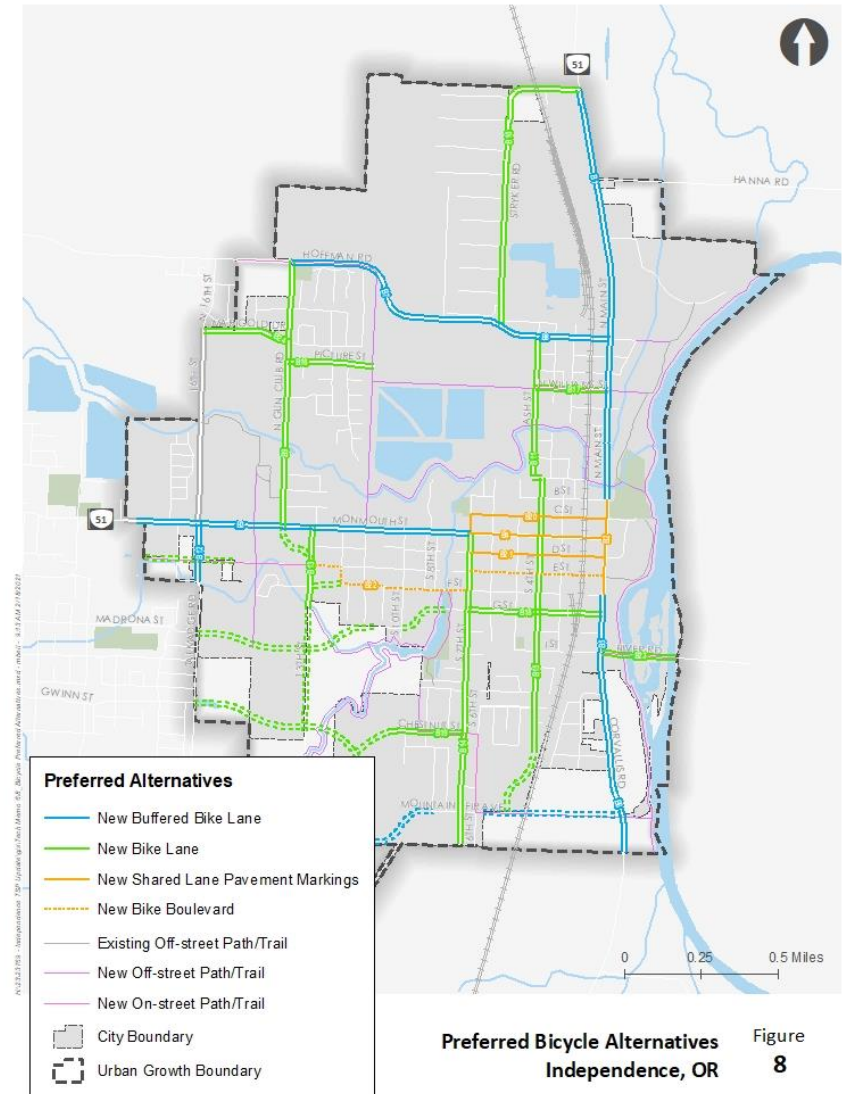
- » OR 51-Monmouth Street
- » OR 51-Main Street
- » Main Street-Corvallis Road
- » Hoffman Road-Polk Street
- » Others



# TECH MEMO #6

## ESTABLISHING LOW-STRESS TRANSPORTATION NETWORKS

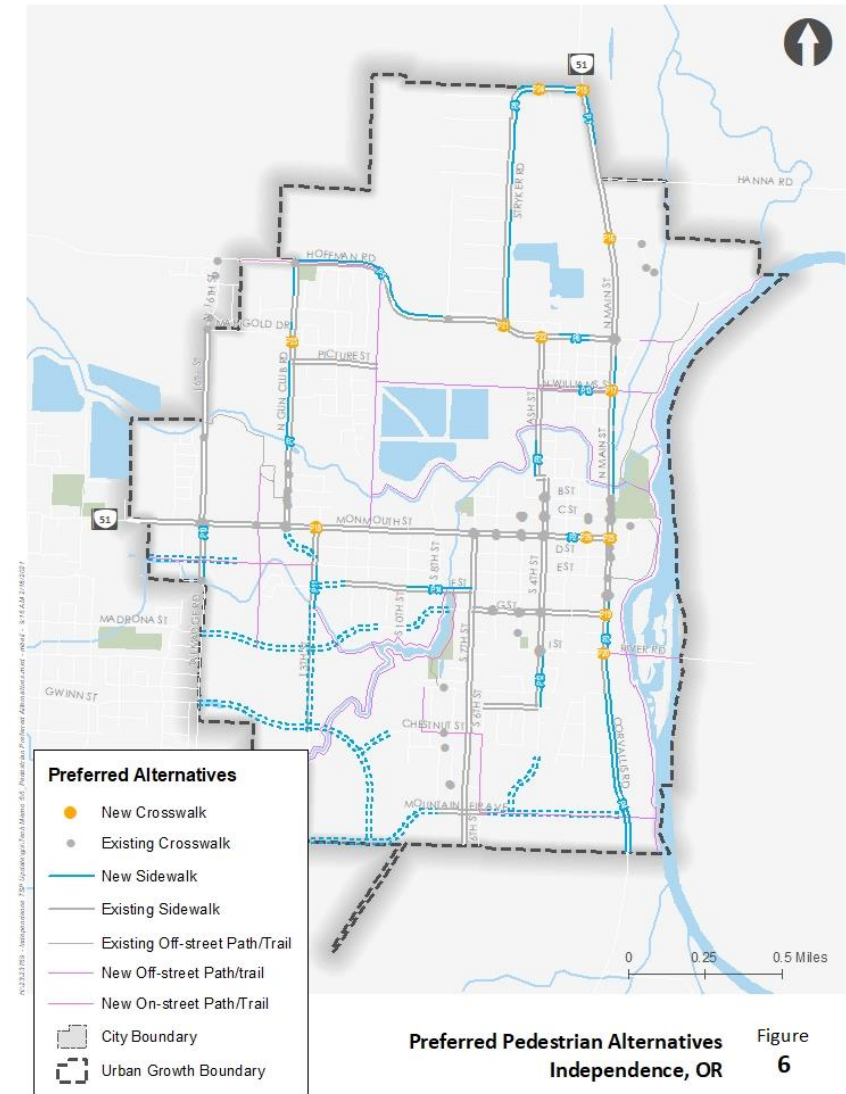
- » **New bike facilities**
  - » Buffered Bike Lanes
  - » Bike Lanes
  - » Shared Lanes
- » New pedestrian facilities
- » New shared-use paths/trails



# TECH MEMO #6

## ESTABLISHING LOW-STRESS TRANSPORTATION NETWORKS

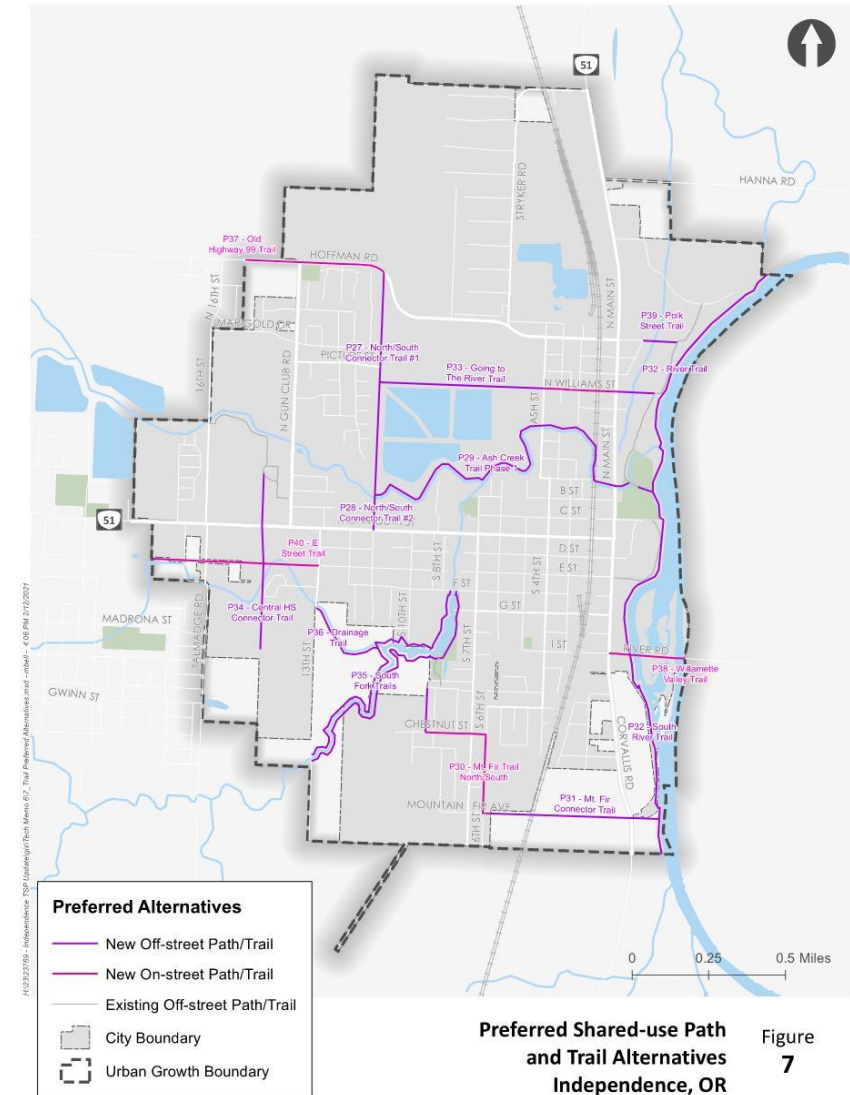
- » New bike facilities
- » **New pedestrian facilities**
  - » Crosswalks
  - » Sidewalks
- » New shared-use paths/trails



# TECH MEMO #6

## ESTABLISHING LOW-STRESS TRANSPORTATION NETWORKS

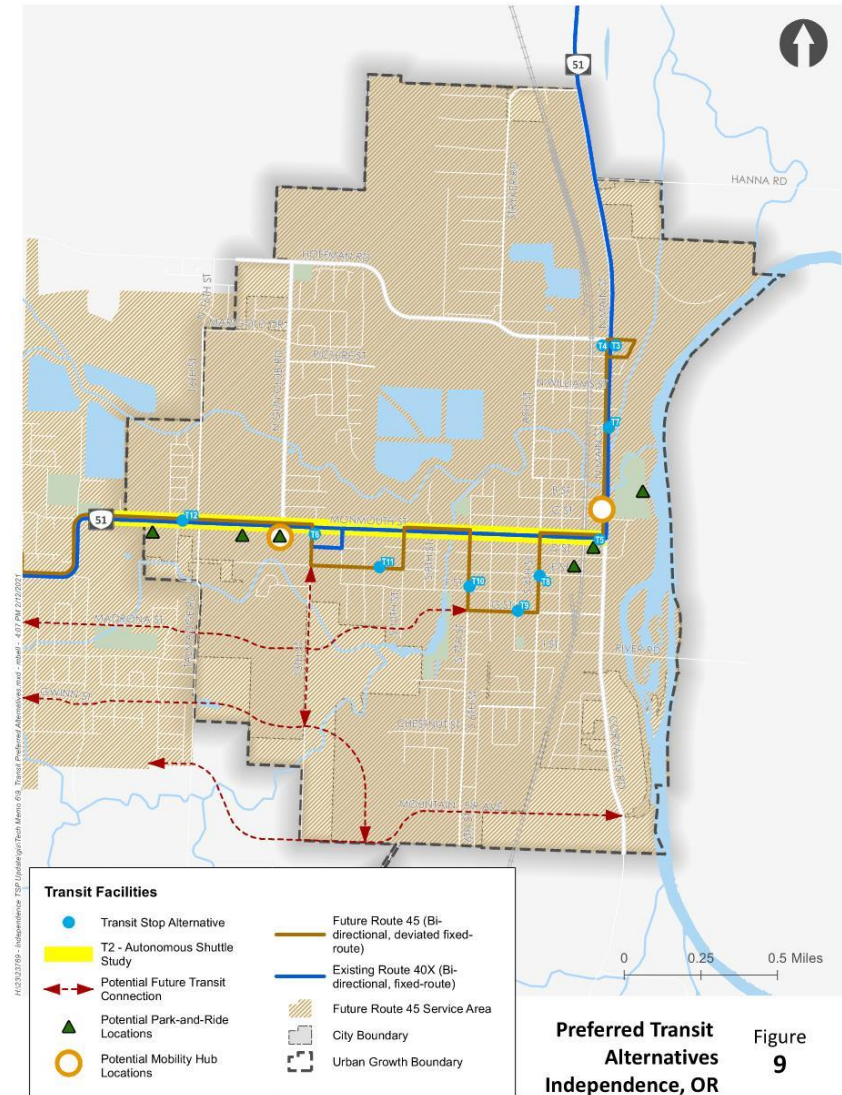
- » New bike facilities
- » New pedestrian facilities
- » New shared-use paths/trails



# TECH MEMO #6

## IMPROVING ACCESS TO TRANSIT AND TRANSIT SERVICE

- » Coordinate transit agencies to help implement service enhancements
- » Provide easy and safe walking and bicycling connections to stops
- » Provide amenities, such as shelters and benches
- » Encourage an appropriate mix and density of uses that support public transit
- » Provide and plan for park-and-ride locations



## TM#6: PREFERRED ALTERNATIVES

### » Feedback

- Do you agree with the preferred alternatives?
- Do you have another vision for Main, Monmouth, and/or other streets?
- Do you have any questions, comments, or concerns?





# GENERAL DISCUSSION

# NEXT STEPS



PROVIDE ADDITIONAL  
COMMENTS TO FRED BY  
NEXT FRIDAY, FEB 26<sup>TH</sup>



PARTICIPATE IN AND  
ADVERTISE ONLINE OPEN  
HOUSE #3, FEB 22<sup>ND</sup> TO  
MARCH 8<sup>TH</sup>



CAC MEETING #4 IN MAY  
(THURSDAY, MAY 11<sup>TH</sup>)

