
Independence Transportation System Plan (TSP) Update

Community Advisory Committee (CAC) Meeting #2

Thursday, August 20, 2020 – 6:00 to 8:00 p.m.

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

Call-in Number: +1 971-277-2148; Conference ID: 306 404 827#

Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Brennan S Burbank, Rich Clark, Sally Coen, Harvey Cummings, Kate Schwarzler, Tom Takacs, Fred Evander, Michael Duncan, Matt Bell, Molly McCormick, and Matt Hastie

Meeting Purpose: The purpose of Community Advisory Committee (CAC) Meeting #2 was to review and receive feedback on the future baseline transportation conditions in Draft Tech Memo #4 and potential alternatives in Draft Tech Memo #5.

Agenda:

1. Welcome and Introductions (All)
2. Overview of Project Status (Matt Bell)
 - a. Provided an update on the project schedule, meetings/milestones, and major tasks/deliverables.
3. Draft Tech Memo #4: Future Systems Conditions (Matt Hastie and Matt Bell)
 - a. Population and employment forecast
 - i. Comment: 96% of growth will be in SW Independence?
 1. It is a large percentage but not quite that high. 90% in S/SW Independence and 10% elsewhere.
 - ii. Harvey will provide wetlands/density comments but do not expect a big shift.
 - b. Comment: BLTS is correlated with traffic volumes?
 - i. Yes, the updated ODOT analysis uses traffic volumes. One exception is at crossings, which are not included in this system-wide analysis.
4. Draft Tech Memo #5: Alternatives Analysis and Funding Program (Matt Bell)

a. Intersection alternatives

- i. Comment: Would a roundabout at OR 51/Polk Street have ROW impacts?
 1. Yes, it is likely to have ROW impacts, especially with the set back of the Greystone Apartments.
- ii. If the two-way left-turn lane is extended east on Monmouth, it would use some of the cross-section width that might otherwise be used for a bike lane.
- iii. Comment: If industrial site to the north of Hoffman Road/Gun Club Road develops, would want it to take access at the intersection.
 1. Speed might be part of the issue at this location. A traffic calming approach might be good, such as a roundabout.
 2. Kittelson to add to alternatives as a “traffic control device location” to capture the potential for modification control due to undeveloped land.
- iv. Comment: What is the impact of roundabouts on pedestrian/bike traffic?
 1. Modern roundabouts are designed to serve pedestrian/bike traffic.
- v. Comment: Moving large farm equipment within the city is becoming more difficult.
 1. Include freight and farm equipment routes in development code to ensure those facilities do not get narrower in the future.
 2. Harvey to share the exact routes farmers are using in the city.

b. Pedestrian connectivity

- i. Comment: What does reconstruct mean?
 1. Can mean a variety of things. The city standard is generally efficient to create comfortable facilities, therefore reconstruction would establish that sidewalk width for existing substandard locations.
- ii. Comment: How do you get a more comfortable facility on a street such as Monmouth?
 1. ODOT Highway Design Manual would have shown 8-foot sidewalks for a facility like this, but the new ODOT design document (Blueprint for Urban Design) uses context as the driving force behind facility widths.

2. Suggest making the E and F Street connections to downtown friendly to bikes/pedestrians to decrease pedestrian use on the more stressful Monmouth facility.
3. An improvement of the bike facility (buffered or wider) would also improve the comfort of pedestrians since it created more space between the sidewalk and travel lanes.
4. Monmouth is 44-foot curb-to-curb. It is unlikely to get a buffered bike lane on Monmouth. Therefore, need to enhance parallel routes.

c. Bicycle connectivity

- i. Comment: A nice benefit of making E and F Streets friendly to shared use is providing improved access to Inspiration Garden and shared used pathways along the south fork of Ash Creek. F Street also ties into Central Plaza.

d. Rail

- i. It would take some significant improvements and equipment upgrades at existing crossings to create a quiet zone.

e. Local street connectivity

- i. The main purpose of this map is to ensure the City can get connections when land is developed.
 1. Comment: It would be nice to have something similar for the essential pedestrian network (including trails) to ensure non-vehicle connections.

5. General Discussion (All)

a. Key issues include:

- i. Conflicting needs at Main/Monmouth.
- ii. Making Monmouth more pedestrian friendly or providing other east-west connections. Consider C, D, E, and F Streets.
- iii. Polk/OR 51.
- iv. How to take a plan (like the Ash Creek Trail) and actually construct?
 1. Might need to consider potential alternative strategies for this connection.

2. Are there other ways to get to Monmouth? And downtown?

- b. Comment: Downtown parking is an issue, what are we going to do about that?
 - i. More limitations to encourage turn over to support downtown businesses.
 - ii. Encourage employees to park in a designated area off the street and leave on-street parking for customers and visitors.
 - iii. It is important to keep in mind how the alternatives overlap. Some of the alternatives would already impact parking (left turns and other).
6. Next Steps (Matt Bell)
- a. Provide additional feedback by August 28th.
 - b. Online Open House #2 – Open August 24th through September 7th with access through the project website (<http://www.independencetsp.com/>).
 - c. Project next steps include Draft Tech Memo #6: Preferred Alternatives, TAC/CAC Meetings #3, and Open House #3.

Action Items:

- Consider wetland/density information for SW Independence – Coordinate with Harvey Cummings on data.
- Identify which alternatives have potential right-of-way impacts.
- Consider impacts of TWLTL on on-street bike lanes.
- Consider traffic control alternatives for the Hoffman Road/Gun Club Road intersection.
- Include “Farm Equipment” in description of need for local freight routes.
- Consider changes to freight route designations to accommodate farm equipment – Coordinate with Harvey Cummings on freight route information.
- Consider improvements to E and F Streets to decrease pedestrian/bicycle use of Monmouth.
- Consider a pedestrian network map, similar to the local street connectivity map.