

Independence Transportation System Plan (TSP) Update

Technical Advisory Committee (TAC) Meeting #3

Thursday, February 18, 2021 – 3:00 to 5:00 p.m.

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

Call-in Number: +1 971-277-2148; Conference ID: 237 918 954#

Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Robert Mason, Ted Stonecliffe, Daniel Fricke, Kristie Gladhill, Fred Evander, Michael Duncan, Matt Bell, Molly McCormick, Janelle Shanahan, Liz Pongratz, Dorothy Upton, and Arielle Ferber

Meeting Purpose: The purpose of Technical Advisory Committee (TAC) Meeting #3 was to review and receive feedback on the preferred alternatives in Draft Tech Memo #6.

Summary:

1. Welcome and Introductions (All)
2. Overview of Project Status (Matt)
 - a. Provided an update on project schedule, meetings/milestones, and major tasks/deliverables.
3. Draft Tech Memo #6: Preferred Alternatives (Matt)
 - a. Key pieces of feedback already provided:
 - i. Reorganize the memo with the cost summary at the end.
 - ii. Add considerations for different funding sources or agencies.
 - b. Functional classification
 - i. Comment – It is unclear if ODOT would support alternative freight routes. Terminology may not be supported.
 - ii. Liz from Monmouth will verify the city's stance on 16th Street classifications, especially with the school accesses.

1. 16th Street/Talmadge Road connects further south to Stapleton Road. A similar connection south is unlikely for 13th Street/Collins Road with the need to cross over Ash Creek.
- c. Major street connections
- i. If 4th Street was to become a more prominent north-south connection, how can we improve the intersection at Monmouth Street and other locations on the roadway to best achieve this?
 1. The jog at A street is a deterrent, especially for larger vehicles. It also feels and looks more like a residential street, which does not necessarily invite through routes.
 2. If a traffic signal is explored, it would have to meet warrants.
- d. Freight/farm equipment routes
- i. Not recommending to fully restrict heavy vehicles from OR 51. This would be the preferred alternative route that does not travel through downtown.
 - ii. Comment: But the term “truck route” or “freight route” has implications for restricting access. Need to verify terminology.
- e. Main Street/Monmouth Street intersection
- i. Comment: What is the v/c if this intersection is signalized?
 1. It is below its target with future 2040 volumes when signalized.
 2. Queuing would continue to be an issue but not exasperated.
 - ii. Comment: Enhancing the existing street network would be best. This option has less downtown implications and encourages vehicle trips that do not travel through Main/Monmouth.
 - iii. Comment: People like downtown the way it is. Want to accommodate more traffic but not change the feel of the area too much.
 - iv. When the southern arterial is added, it lessens the demand at Main/Monmouth with new future trips likely traveling to/from the SW area via the new roadway.
- f. Comment: For the OR 51/Polk Street intersection, the project should allow for traffic control modification that could be a traffic signal or a roundabout.
- g. Main Street/River Road
- i. The near-term alternative provides a southbound left-turn lane and the long-term alternative provides a westbound left-turn lane.
 - ii. Comment: Assume the long-term wouldn't happen until the bridge is replaced.

1. There is no indication of the bridge being replaced any time soon. It is structurally efficient but functionally obsolete without pedestrian/bicycle facilities.
- iii. Comment: The City is not interested in waiting until the bridge can be replaced.
1. Pre-covid, the bridge would have queues past the length of the bridge every day.
 2. Comment: Did you look at how a signal would operate to handle the queues? Heavy lefts might help meet signal warrants. Different time of day plans could help with queuing.
 3. Comment: Since the roundabout came off the table due to right-of-way (ROW) but replacement of the bridge would be far more expensive, review the roundabout again.
 4. Comment: Is there space to move the westbound stop bar closer to the intersection to create a short right-turn lane?
 - a. There would need to be space for a southbound left-turning truck.
 5. Comment: Another option would be free-running westbound right-turn and southbound movements.
 - a. The northbound stop would build up queues.
 - b. Potential for the free westbound right-turn movement to create a queue at Main Street/Monmouth Street.
- h. Monmouth Street
- i. The public has expressed that they don't want to widen the roadway further.
 - ii. Comment – Since this is not a review reduction route, another option is a two-way left-turn lane (TWLTL) with raised islands.
 1. Helps to minimize potential for people using the middle lane as an acceleration/deceleration lane for blocks at a time.
 2. Creates more of a boulevard-type feel.
 3. What does it take to provide these medians?
 - a. Analysis is needed to show the impacts at the specific locations. Need to be exact with placements and have a plan that can be brought to ODOT to say what they think they can support. Place the median carefully to not get into access management needs.
 - b. Do not assume every island would be a ped crossing.

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- c. Sweet Home is an example location where medians were added to the downtown core.
 - iii. Comment – Could the medians be used as a pedestrian crossing locations?
 - 1. Potentially at a location like 5th Street that is more local and connects into the elementary school. Seems low volume as well.
 - 2. This may be a way to provide crossings west of Ash Creek, which people have been asking for.
 - iv. Comment: Should lane widths be reduced to provide bike separation? Or is a raised concrete bike facility feasible?
 - 1. The pavement width is 44 feet west of Ash Creek and 36 feet east.
 - 2. The driveway impacts of a raised facility would increase cost. It wouldn't impact vehicle lane widths but would impact how cars cross the raised facility as they go in and out of the driveways.
 - v. Comment: For the bike system between 7th Street and Main Street, the parallel bicycle routes on C and D Streets would not likely need to remove parking.
 - i. Pedestrian system
 - i. Comment – Enhanced pedestrian crossings can be anything from paint to raised median and devices. Make sure to set proper expectations so that the public does not think each location would be provided at the highest level of separation.
 - 1. Prefer terminology like “pedestrian improvements” instead of “enhanced pedestrian crossings”.
 - j. Trails
 - i. Need to include the west portion of Ash Creek Trail and some of the trail options in the south.
 - k. Transit
 - i. Remove the autonomous shuttle alternative.
 - 1. Current pilot projects in the state are requiring a full separated facility.
 - ii. Update Route 45 to running.
 - l. Comment: Is there a way to limit the truck usage of the bridge?
 - i. The River Road bridge will be weight restricted to 27 ton in the near-term.
4. Next Steps (Matt)
- a. Provide additional comments to Fred by Friday, February 26th.

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- b. Participate in Online Open House #3, Feb 22nd through March 8th with access through the project website (www.independencetsp.com).
 - c. TAC Meeting #4 will be in May (Thursday, May 11th).

Action Items:

- Reorganize the memo with the cost summary at the end.
- Add considerations for different funding sources or agencies.
- Work with ODOT to verify if a local freight route designation would be supported.
- Work with Monmouth to verify the city's stance on 16th Street classifications, especially with the school accesses.
- For the OR 51/Polk Street intersection, the project should allow for traffic control modification that could be a traffic signal or a roundabout.
- Further explore Main Street/River Road options:
 - Review signal warrants with the heavy left turn movement. If met, how does a traffic signal handle the queues?
 - Review a roundabout alternative.
- Update to "pedestrian improvements".
- Need to include the west portion of Ash Creek Trail and some of the trail options in the south.
- Remove the autonomous shuttle alternative.
- Update Route 45 to running instead of "future".