

Independence Transportation System Plan (TSP) Update

Community Advisory Committee (CAC) Meeting #3

Thursday, February 18, 2021 – 6:00 to 8:00 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: Kate Schwarzler, Tom Takacs, Fred Evander, Michael Duncan, Matt Bell, Molly McCormick

Meeting Purpose: The purpose of Community Advisory Committee (CAC) Meeting #3 was to review and receive feedback on the preferred alternatives in Draft Tech Memo #6. Due to the small group in attendance and the participants all scheduled for the upcoming Planning Commission/City County work session, the prepared presentation was not covered. Instead, the meeting was an open discussion around questions from the participants.

Summary:

1. Comment – There are both classification changes and access spacing standards. If the streets don't meet those spacing standards when their classification is changed, would driveways be cut off? Assuming that parking may be lost on some of the facilities?
 - a. Existing accesses would not be removed but spacing standards would be upheld for future development.
 - b. Some classification changes are just codifying how the City has considered a road previously (Marigold and Mountain Fir are examples of this).
 - c. The code already allows for some of the changing contexts. For example, collectors with lower traffic volumes are not required to provide a bike lane.
 - i. This can add a lot of complications when the roadway does meet the traffic volume target. It is more difficult to add a bike lane after the public has become used to the on-street parking.
2. Comment – Main Street/River Road would be all-way stop-controlled or a signal?
 - a. The current preferred alternative is all-way stop-controlled, but the team will be looking further into feasibility of a signal.

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- b. People speed northbound through the intersection. All-way stop-control could help with that safety issue.
 3. Comment – Would ODOT not be supportive of all-way stop-control at 4th Street?
 - a. East-west volumes are so high that that control type might not work operationally.
 - b. There are potential safety concerns if there is non-compliance on OR 51.
 - c. If had the footprint, a traffic circle may be more realistic. Potentially a mini roundabout.
 4. Comment - Glenwood Springs tried to implement the landscape strips idea and didn't embrace it.
 5. Comment - On-street parking on Monmouth Street is not very well utilized. Seems like people don't want to park on a busy street like that. The City is likely to hear the least amount of uproar for parking removal on Monmouth Street.
 6. Next Steps (Matt)
 - a. Provide additional comments to Fred by Friday, February 26th.
 - b. Participate in Online Open House #3, Feb 22nd through March 8th with access through the project website (www.independencetsp.com).
 - c. CAC Meeting #4 will be in May (Thursday, May 11th).