

Independence Transportation System Plan (TSP) Update

Technical Advisory Committee (TAC) Meeting #2

Thursday, August 20, 2020 – 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#

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Meeting Organizer: Matt Bell, Consultant Project Manager

Meeting Attendees: Kie Cottam, Robert Mason, Mike Cook, Ted Stonecliffe, Dorothy Upton, Daniel Fricke, Kristie Gladhill, Fred Evander, Michael Duncan, Matt Bell, Molly McCormick, Matt Hastie, Janelle Shanahan, Katie Brown, and Russell Cooper

Meeting Purpose: The purpose of Technical Advisory Committee (TAC) 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.

Summary:

1. Welcome and Introductions (All)
2. Overview of Project Status (Matt Bell)
  - a. Provided an update on 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. The population growth estimates are based on information obtained from Portland State University's Population Research Center. The distribution of population growth relies on the vacant and developable space within Independence.
    - ii. Comment: Do the population estimates include considerations for Western Oregon University and Monmouth?
      1. The estimates are just for people living in Independence. Impacts due to growth outside of Independence are covered in future traffic volume development with forecasting trips that start or end outside the city.

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- iii. Comment: Is there a lot of growth projected in TAZ 2? ODOT hears a lot about that area and about what transportation improvements people want to see.
    - 1. Yes, there is growth in households and employment forecast in TAZ 2 based on buildable land and land use zoning.
  - b. Intersection operations analysis
    - i. Comment: Shouldn't intersection 12 (Hoffman Road/Gun Club Road) be failing?
      - 1. The County TSP shows this intersection as failing and as its highest volume intersection. Kittelson to verify and compare.
      - 2. The city is also interested in a project at this intersection. Kie to share the contacts for further information.
  - c. Transit analysis
    - i. Route 45 locations bus stop locations have changed slightly, specially on E Street. Ted to provide further information.
    - ii. When discussing Route 45, use the term "planned future route" to establish it as set and not a potential alternative.
    - iii. For ADA accessibility metric, concrete landing pad should be added.
  - d. Pedestrian Level of Traffic Stress (PLTS) analysis
    - i. The PLTS is not related to volumes and no planned improvements will impact it for the future no-build system. Therefore, there is no change from the existing conditions. There are still a number of gaps and deficiencies in the pedestrian network.
  - e. Bike Level of Traffic Stress (BLTS) analysis
    - i. Since completing the existing conditions analysis, the ODOT methodology changed to include traffic volumes. Tech Memo #4 shows the new analysis output for the system, including several gaps and deficiencies.
  - f. Should any other deficiencies be reviewed or considered for development of transportation system alternatives?
    - i. Comment: Are we looking at traffic flow and vehicle trips at intersections only or also intersection safety conditions? If we are wanting to look at intersections for safety, add OR 51 at Deanne Drive.

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- g. Do you have any questions, comments, or concerns about the content?
    - i. From Tech Memos #3 and #4, it is clear that the city needs to do a better job serving bikes. We want this community to be a bikeable community.
    - ii. For 7<sup>th</sup> Street, it is BLTS 3 but there is a trail nearby. Is there potential to use the trail as a separate facility?
    - iii. The lack of a bike route to Monmouth is a clear deficiency.
      - 1. Ash Creek Trail was the first plan for an east-west connection to Monmouth. The community was behind this at the time but haven't gotten a lot of traction yet.
      - 2. Monmouth still has strong interest in an east-west multi-use path connection from WOU to the Willamette River through Independence.
    - iv. Also interested in a connection to the Willamette Valley Trail. The bridge is a clear gap to create that connection.
    - v. The trail system should be reflected in the bike system map. The City has put a lot of effort into the trails.
    - vi. Tech Memo #4 is the future no build system. Tech Memo #6 (based off of alternatives from Tech Memo #5) will show the ideal future system to work towards.
  - 4. Draft Tech Memo #5: Alternatives Analysis and Funding Program (Matt Bell)
    - a. Major street connectivity
      - i. Comment: Should an east-west connection be explored for G Street to Madrona Street instead of the E Street/F Street connection?
        - 1. E Street will have environmental impacts.
        - 2. What if traded G street crossing for I street and extended I through?
          - a. More difficult crossing of Ash Creek
        - 3. There could be improvements to the Main Street/River Road intersection with a G Street east-west connection.
          - a. If a roundabout is constructed at Main Street/G Street, turning movements restrictions could be made at River Road since the roundabout would provide a U-turn option.

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ii. Comment for Monmouth: Is Gwinn Street the major east-west collector?

1. Yes. Agree with the connections as shown, including the south arterial.

iii. Comment: is the Picture Street extension feasible at all?

1. The alignment shown would have to shift to the north, maybe 200 yards along the lagoons, due to about \$5M of infrastructure. The closer to Hoffman Road, the less helpful of a connection.
2. A pedestrian/bike connection is more feasible, could potentially occur with minimal change to what is on the ground now.
3. The group does not see a need to provide further connectivity to the north between the lagoons and Hoffman Road.

b. Intersection operations

i. Comment: Should further consideration of a couplet be explored to alleviate delay at Main Street/Monmouth Street? There was a one-block couplet project in the 2007 TSP.

1. A couplet could extend to 4<sup>th</sup> Street, although proximity to the school is a potential issue.
2. If don't like the idea of using C Street, what about D Street?
  - a. This would take drivers out of direction with the primary turning movements.

ii. Comment: Is there an example of a roundabout going around the downtown?

1. Yes, it is a one-block couplet. Considerations for parking, alleys, and driveways are important for that kind of configuration.

iii. Comment: Although traffic operations is important, it is the center of downtown and is key for pedestrians and walkability. A signal may not be the best option when considering pedestrians and the loss of the curb extensions.

1. It is worth considering that pedestrians are normally familiar with signals and would get dedicated time for crossing.

c. Access management

i. Comment: Note that state highway access spacing needs to meet ODOT's standards.

d. Bicycle connectivity

- i. Comment: provide explanation of the “ROW” note.

e. Transit

- i. Comment: There have been ADA ramp improvements in the last few months.

1. Kie or ODOT can share information on locations.

- ii. Comment: there should be future connection considerations provided in the south portion of town, especially with the discussion of better connections on streets like G and/or I.

f. Freight

- i. Comment: 16<sup>th</sup> Street has schools along it, experiencing high traffic volumes during drop off and pick up.

g. Rail

- i. Quiet zone considerations will be added based on comments from the City Council meeting.

5. Next Steps (Matt)

- a. Provide additional feedback by August 28<sup>th</sup>.
- b. Online Open House #2 – Open August 24<sup>th</sup> through September 7<sup>th</sup> 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:

- Verify traffic operations at the Hoffman Road/Gun Club Road intersection and compare the volumes and results to the County TSP – Coordinate w/ Kie on County Contacts.
- Update Route 45 bus stop locations – Coordinate with Ted on locations.
- Add concrete landing pad to evaluation criteria for transit facilities.
- Review traffic safety at OR 51/Deanne Drive.
- Consider shared-use paths and trails as alternatives to on-street bike lanes.
- Consider connection to WOU, the Willamette River, the OR 99E Trail, and the Willamette Valley Trail.

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- Include shared-use paths and trails on pedestrian and bicycle maps.
  - Consider an east-west connection between G Street and Madrona Street.
  - Consider a roundabout at G Street/Main Street to address traffic operations at Corvallis Road/River Road.
  - Change the Picture Street extension to a pedestrian/bicycle connection.
  - Consider a couplet in the downtown area to address operations at Monmouth Street/Main Street.
  - Note that state highway access spacing needs to meet ODOT standards.
  - Explain “ROW” in bicycle hand-out/appendix materials. Also identify other areas where ROW may be impacted by alternatives.
  - Consider additional transit connections on G and/or I Streets.
  - Reconsider 16<sup>th</sup> Street as designated freight route – all local schools are located along 16<sup>th</sup>.
  - Add improvements to the rail alternatives necessary to achieve a quiet zone.