

PHILOMATH TSP – Citizen Advisory Committee (CAC)
Meeting #3 Notes
Tuesday, June 6, 2017
6:00 PM – 8:00 PM
Philomath City Hall, 980 Applegate St., Philomath, OR 97370

Present:

Citizen Members: Sonlla Heern, Ron Hartz, Lauri Lehman, Van Hunsaker

City Staff: Chris Workman - City Manager

Consultants: John Bosket, Ben Chaney - DKS Associates

Public: Barbara Hartz, Michael Sprouse

I. Sign-in, Agenda Overview, and Introductions:

Chris welcomed everyone and thanked them for coming out to the meeting and continuing to volunteer their time to help the project succeed. The group introduced themselves and their representative organizations/interests.

John introduced the agenda for the meeting, which will focus on a review and discussion of Draft Technical Memorandum #9 – Transportation Solutions and Standards.

II. Project Status:

John Bosket shared the updated project schedule, which is currently in the “Evaluate” phase of the project. There are Technical and Citizen Advisory Committee meetings today, and then a second public Open House will be held on June 15th from 5:00 PM to 6:30 PM at City Hall [location later changed to Philomath City Park to coincide with the summer music series]. There were great discussions at the last Open House, and the team is looking forward to another good event.

After those events are completed and comments have been discussed with the City, we’ll move to the Draft TSP document production with adoption hearings beginning in winter and finished by spring.

The key item the project team is looking for feedback on is the projects, especially missing projects and high and low priority items that will inform the financially-constrained list recommendations.

III. Draft Technical Memorandum #9 – Transportation Solutions and Standards:

Overview of changes to City transportation-related standards and management practices

DKS reviewed the major changes to the standards and management practices including roadway functional classifications, local truck routes, typical street cross sections, and requirements for access management, local street connectivity, transportation demand management, traffic impact assessment, Intelligent Transportation Systems (ITS), mobility standards, and neighborhood traffic management solutions.

Roadway functional classifications were adjusted to be better aligned with naming conventions used by the federal functional classification system, which reduces potential roadblocks to federal funding. The biggest change to individual roads on the map involved matching classifications to intended use, including changes to 19th Street, West Hills Road, Applegate, 13th Street, Industrial Way, Pioneer Street, and College Street. The CAC asked why Southwood Drive, 30th Street, and Pioneer west of 9th Street were not considered Collectors? DKS explained that the streets still operate like local streets and generally they want to avoid changing the classification of local streets where possible. The CAC agreed no changes were needed.

The major changes to the Truck Routes include adding 13th Street and the future alignment for Industrial Way. DKS explained that 19th Street was removed from the list because of the School and because of a bad grade problem at the Highway intersection. The City commented that as new roads are built in the area, Grant Street and Lincoln Street will likely be changed to cul-de-sacs to limit access on 13th Street.

Typical street cross sections were discussed, noting that Benton County policy is to apply City standards to County facilities within the Urban Growth Boundary (UGB). The CAC suggested that "Preferred vs. Minimum" phrasing is not good for developers, who would always go for the minimum standards, and should be revisited. DKS clarified that the text says that the only way off the Preferred standards is if the Public Works Director approves it. The CAC asked if Major Collectors always need parking; DKS replied that it is an optional portion. DKS will confirm with City staff that the parking language reflects City desires. The City commented that on local roads the landscaping strip is moved to outside the sidewalk, which allows for easier maintenance.

The Access Management section had minimal discussion.

The Local Connectivity section had limited discussion. The City commented that DKS should remove the recommendation for Adelaide Drive going north just west of 7th Street, as there is steep grade there.

The Transportation Demand Management section had minimal discussion.

The Traffic Impact Assessment section had minimal discussion.

There were no comments on the ITS and Mobility Standards sections.

DKS gave an overview of the Neighborhood Traffic Management Solutions section of the memo, explaining that it is a guide and not requirements. It has gone through fire department review.

Project list discussion, including changes and priorities.

John gave an overview of the project development process and resulting list, which was developed from this group, the TAC, and the various public involvement methods. From the CAC we're looking for help identifying high and low priority projects. Although the primary funding source was identified in the memo, it does not imply a funding commitment. The ratings included in the project list are intended as a helpful guide, not a pre-made decision. DKS led the discussion following the grouping in the memo, which separated Active Transportation, Safety Improvements, Connectivity and Congestion, and Transit projects.

The CAC inquired about the source for the cost estimates, and DKS explained that some were adjusted from previous planning efforts while others were developed at a "planning

level” of detail for this project. A member of the public in attendance specifically suggested that the cost for the Westbrook Park Sidewalk was too high and should be closer to \$10,000.

Active Transportation Projects:

- The CAC asked why bike lanes and sidewalks are needed for new streets, as this raises the price of building the street. DKS replied that there is a State requirement for new collectors and arterials to have bike lanes and sidewalks. For existing streets, some places it is easier to provide a shared use path.
- Generally, DKS and the City emphasized that high standards are needed to make sure that quality infrastructure will be built, because the citizens will ultimately want that and it will be more cost-effective to construct it that way now.
- The CAC asked what is a regional bike hub, and where it would be located. DKS replied that it would include local wayfinding, secure bike parking, bike repair info, water, and other rest-stop type amenities. It would likely be located close to the bike path and Downtown. DKS gave an example in the city of Estacada, and the CAC agreed it would be nice to include an example in the memo.
- The CAC commented that removing parking for the College Street and Applegate Street bike lanes might be a tough sell, especially near the school, asking if there are options for adding new parking in the area. After discussion, the CAC was more comfortable with one-side parking removal, as proposed for the projects.
- DKS explained that on the edge of the UGB, street improvements would only be “half-street” improvements. Because of this, the TAC had discussed the option of recommending a shared-use path instead of a half-street improvement. The CAC discussed it and prefers a shared-use path with separation from the roadway.
- The CAC discussed options for allowing shared-use paths in other situations instead of sidewalks and bike lanes. The City suggested something similar to the discretion currently given to the Public Works Director for industrial areas near wetlands.
- The CAC suggested that improvements to 16th Street south of Applegate Street would be welcomed, perhaps through a cost-sharing or Local Improvement District setup. The CAC recommended a sidewalk improvement project here as a priority.
- The CAC prioritized: SUP-3, Cr-2/BL-1, SUP-4, Up-8 and Up-6 (as a shared-use path), SW-4 (sidewalks on Cedar Street and 17th Street), SW-5/BL-2.
- The CAC suggested a glossary table on the maps that explains the label abbreviations.
- The City commented that the Parks Plan for SUP-4 and SUP-7 has them as one connected loop that follows the water, and that this would be good to reflect in the TSP.

Safety Improvement Projects:

- The CAC prioritized: Cr-1, Int-1, Int-2, Li-1 (including 14th Street and a sight distance evaluation), and a new project for street lighting on 12th Street.
- The CAC suggested a new project for a new pedestrian crossing of eastbound US20/OR34 between 14th and 15th Street serving the Dale Collins Park path. The project team later determined that the location (in the couplet curve) does not have adequate sight distance for a safe crossing.
- The CAC discussed ITS-1, expressing support for a speed feedback sign rather than a “bikes on the road” sign. The CAC also suggested that a small stand-alone project to widen the shoulders on the hill only be included in the project list so that it could be

prioritized and funded separately from the larger road improvement project. The discussion also included transverse rumble strips and the fact that animals cross in that location frequently.

Connectivity and Congestion Projects:

- DKS explained that this is mostly new roads, and there is not much to discuss here as details will be highly development-dependent.
- DKS mentioned obtaining a traffic signal warrant at 26th Street will be very dependent on how development and connectivity are implemented.
- The CAC discussed the Clemens Mill Road Extension. Topics included the challenges of going north over the railroad, DLCD exceptions, and the general alignment. DKS explained that the project is held over from the prior TSP, and that the realignment increases that likelihood of meeting a signal warrant at 26th Street. The CAC expressed concern that this project would increase the cost of development. The CAC requested that the TSP be very clear that the road is dependent on development, and that the alignment is conceptual.
- DKS highlighted the school vehicle circulation study, based on public input. The CAC likes this study as a priority.
- The CAC supports widening the highway between Philomath and Corvallis as a priority.
- The CAC supports UP-9 as a priority project.
- The CAC discussed cost estimates. The City explained that the estimates become more precise as they get closer to reality, and this is one of the reasons that it is good to have a “tier 2” list of priorities outside the financially constrained list.

Transit Projects:

- DKS highlighted projects including expansion of transit service hours and days, recommendations to adjust the transit route to match new growth areas, and a marketing/outreach free-pass-day program.
- The CAC supports all of the projects on the Transit list, although less support for the improved bus stop amenities.
- The CAC and project team acknowledged that changes to the service and funding are currently being considered by the City Council.
- Project TR-4 may be funded through the Council of Governments, which would mean it does not need to be included in the financially constrained list.

The CAC and project team briefly discussed County projects, agreeing that it would be good to indicate priorities (Up-7 and Up-4) for County projects even if they do not ultimately go on the financially constrained list. It was also mentioned that the County has a new STIP project to stripe bike lanes on Chapel Drive (19th to Bellfountain), and that considering this the City project here may not be a priority if the same needs are met with the County project.

IV. Next Steps/Adjourn:

As noted earlier, the second Open House is on June 15th from 5:00 PM to 6:30 PM at City Hall [location later changed to Philomath City Park to coincide with the summer music series]. CAC members and friends are encouraged to come. After that, we'll move to the Draft TSP document production with adoption hearings beginning in winter and finished by spring.