

West Linn TSP Update

Citizen Advisory Committee (CAC) Meeting #1 - Summary Notes

Thursday, January 8th, 2015 - 6:00 to 8:00 p.m.

West Linn City hall - 22500 Salamo Rd, West Linn, OR 97068

Meeting Organizer: Zach Pelz, City Project Manager

Meeting Purpose: Introduction of project, overview of work completed to date and to obtain input on key outcomes and existing conditions and needs.

1. Welcome and Introductions:

- Zach Pelz, City of West Linn provided information regarding Council's future discussion to possibly add up to 8 additional members to the committee. At this meeting members of the Transportation Advisory Board (TAB) were present and will continue to have a primary role as the process moves forward. TAB typically meets once a month (last Wednesday of the month); this schedule was requested to change in order for members to assist with the Transportation System Plan (TSP) update. These members have agreed to adjust their regularly scheduled meetings to accommodate serving as the Citizen Advisory Committee for the TSP update. The TSP update is a state mandated update that serves the purpose of forecasting transportation needs of the City over a 25 year period and includes prioritizing needs and costs related to long-range transportation needs. The City's transportation plan must align with the Regional Plan as well.

2. Project Overview

a. Scope and Schedule

TSP is the transportation element of the City's Comprehensive plan and it was last updated in 2008. With the current plan update the City is trying to build upon the existing work completed since 2008. There are multiple components to the TSP including on and off-street transportation needs. There will not be funding available for everything so another component of the TSP update will be prioritizing needs as they apply to the broader, long-range vision of the City. There have been 5 technical memos thus far as this project has some constraints with ODOT funding which needs to be spent by the end of the fiscal year (June 30th). It is a goal to have a draft updated by the end of June. After the draft, there will be additional time to review and take the plan through the adoption process. There are four City staff members involved on the Project Management team and those members are Chris Kerr, John Boyd, Zach Pelz, and Lance Calvert. There is also a consultant team from Kittleson & Associates assisting with the project and a Technical Committee composed of representatives from ODOT, Tri-Met and surrounding communities. Local plans must be consistent with Regional Plans and locally we must find a way to establish policies that align with Regional policy.

b. Public Involvement Process

Meetings are publicly posted and members of Citizen Advisory Committees are prohibited from meeting in private to discuss public matters that may later be recommended to City Council or the City for adoption. Public Meetings must be posted in public areas and held within public buildings. Training is scheduled soon for new members which outlines rules for participation in Citizen Advisory Groups.

c. CAC Role

The CAC will provide assistance and guidance throughout the process and there may be things that will need to be voted on such as prioritizing projects for the financially constrained plan. In the end, it is the goal for this group to be able to make a recommendation of adopting the updated TSP.

3. Overview of Technical Memorandums 1-4

a. Memo 1 - Policy Framework

i. Key Information

- It is important to ensure as the City moves through the plan that we continue to honor previously adopted policies and to ensure that local policies are consistent with State and Regional policies. Safety is a big policy within the Comprehensive plan, and includes improved safety for all modes of transportation, increase access to public transportation, streets designed with not only vehicles in mind but access to public transportation and bike/ped access. The City will continue to focus on the functionality and access to I-205, limit improvements to HWY 43 to focus only operational/maintenance improvements and not to improve the capacity of HWY 43.

b. Memo 2 - Transportation Changes Since 2008 and Special Interest Topics

i. Highlight projects that have been completed

- Based on the limited amount of developable land and recent economic crisis there has been little land development since the TSP update of 2008. There have been some projects such as Trillium Creek Primary and the new Police Station completed as well as some smaller land partitions and subdivisions. Regionally, the Arch Bridge was rehabilitated which has changed some traffic flow on I-205. There has been progress on projects identified in the 2008 plan. Thirty-two capital projects have been completed and 80% of those have been completed as part of land development and include mostly sidewalk infill and street improvements. 18 of those projects were identified through the TSP.

ii. Special Interest Topics

- The Arch Bridge Town Center project includes a conceptual plan for the Arch Bridge area directly across from Oregon City. The 10th St. corridor has been examined and the City has agreed to begin a parking management plan in the Willamette Falls Historic area which began early last year. The City worked with a small group of residents and business owners for that project. Through field studies it was determined that parking issues were primarily a result of special

events in the area which are frequent. By identifying the “low hanging fruit” options, business owners that own larger parking lots and are not open during the evening have begun to allow parking after hours and/or weekends. Employers in the area have also encouraged employees not to use prime parking spots in the area. Overall promotion of carpooling, transit use and better bike and pedestrian access will have a long term impact on total vehicles on the road. Our current TSP uses vehicle levels of service and volume levels to capacity as means for all projects to be evaluated. This is a vehicle driven way of measuring performance. The City would like to broaden focus and performance metrics to include all modes of transportation and not just vehicle transportation.

c. Memo 3 - Key Outcomes and Performance Measures

i. City's Key Outcomes

- Transportation revenue state-wide is going down as density is increase, so there needs to be increased efficiency in use of funds and infrastructure. In order to do that the Regional Transportation Plan requires that the City develop a tool to measure progress towards the goals that it sets for itself. The City has been able to identify 4 key goals (with regards to transportation) which are referenced in Table 5 of the memo and include safety, mobility, access & environment, equity, and maintenance. The question of whether these goals are reflective of the policies that the City as in mind in their long-term vision and goal 12 of the Comprehensive Plan is something for the CAC to consider and address as this process continues. The targets that are developed under each goal are developed with the resources of the City in mind. There are limitations to the type of data collected and evaluation measures that can be applied that will be realistic for City staff to manage with current staffing levels and available funding resources.

ii. Performance Monitoring

- Under each goal there is are individual targets with measurable components including baselines, measures, definition of success, current projects that advance projects, monitoring plans and current benchmarks in order to provide data for evaluation.

d. Memo 4 - Forecast Funding

i. Key Information

- Existing sources of transportation revenue and what we predict will be available in the future including forecasted expenditures. Revenue comes from four main sources which are: gas tax/vehicle licensing, street fees, franchise fees, and system development charges (SDC's). The gas tax/licensing fees and street fees are currently the largest source of funds and system development charges trail behind. These are predicted to change in the future as there is less land to develop and therefore less SDC fees will be received. The total expected revenue and expense through 2040 is forecasted to be at about \$40,000,000. This is the forecasted amount of money that will be available over 25 years to address transportation needs. Potential grants were not figured into this dollar amount

and does not include regional funds either. The available funds are based on traditional and consistent source of funding (the four main sources previously stated).

ii. The amount of funding has significant impact on the TSP update as the City will need to prioritize capital needs based on forecasted available funding. During the 2008 TSP update the City identified approximately \$130,000,000 worth of needed capital improvements.

4. Existing Conditions - Memo 5/TSP Chapter 3

a. Key information

- This memo is crafted to be an update to Chapter 3 of the TSP and sets the baseline of long-term transportation needs including comparing future transportation conditions, evaluating alternatives, and identifying potential solutions and improvements for the City's transportation system.

b. How this will be used to identify needs

- Chapter 3 provides information on existing transportation conditions including pedestrian, bicycle, transit, motor vehicle, and other travel modes. For example, examining this data provides the opportunity to review not only the current condition of infrastructure but connectivity between these modes of transportation as well. The street classification system provides information about most traveled routes and these routes are generally a main area of focus due to higher use. Examination of intersections and traffic volumes provides data needed to identify if there is an increase in need for more signaled intersections. Inventory of sidewalks and bike lanes provides information regarding gaps in pedestrian access. Examining safety data (including 5 years of crash data at identified intersections) can shed light on critical improvement areas as well. Data regarding density of populations in need of access due to low-income status, disabilities, age, etc. are also considered.

c. Transportation Needs Map Exercise

5. Next Steps

a. Comments due 1/09/2015 to Zach

- i. Memo 3 - Do you have comments on proposed key outcomes or measures?
- ii. Memo 5 - Do you have any corrections or comments on the existing inventory and conditions?

b. Meetings

- i. City Council Project Introduction 01/12/2015
- ii. Planning Commission Project Introduction - 02/04/2015 & 02/18/2015
- iii. CAC Meeting #2 - 03/03/2015
- iv. Community Meeting #1 - 03/13/2015