22500 Salamo Road
West Linn, Oregon 97068
http://westlinnoregon.gov

TRANSPORTATION ADVISORY BOARD MEETING Summary Notes

Wednesday, March 20, 2019

6:00 pm – West Linn City Hall – Bolton Conference Room

Members Present: Kim Bria, Mary Baumgardner, Andrew Mallory, Rich Faith, Mark Adams, Greg DiLoreto, Rachael Vidin
Staff Present: Lance Calvert, Erich Lais, Morgan Palmer
Guests in Attendance: Lacy Brown, Doug Gabbard

1. Call to Order and Introductions
Called to order by Andrew at 6:00pm

2. Review and approval of June 2018 Summary Notes
Rich motioned to approve, Mark seconded. Unanimous approval.

3. Business:
a) Election of 2019 Chair and Vice Chair
Nomination of Andrew by Mark, 2nd by Rich for Chair, Andrew nominated Rich for Vice Chair and 2nd by Mark, unanimous approval.

b) Discussion of 2019 Meeting Schedule
With a number of transportation projects in the works right now a monthly meeting would be helpful for staff and members for the 2019 year. Motion passed and all in favor to meet on the 4th Wednesday of each month for 2019.

c) Transportation SDC Update Presentation
Doug with FCS Group gave presentation on SDC update. There are 2 components for SDC's, the reimbursement fee and improvement fee. There are 2 factors contributing to the lower overall SDC's that were calculated which are less room for growth, and the reduced SDC eligible project list. Greg moves to recommend to council to approve new SDC, Rich seconded and unanimous approval.

d) Pedestrian Crossing Study Presentation
The City receives a number of requests for crosswalks, flashing beacons, speed bumps and other pedestrian crossings. There needs to be a consistent approach to approve and manage requests. DKS was hired to do a study to develop consistent pedestrian crossing treatments

which staff can use in order to make objective decisions about appropriate pedestrian treatments.

e) Safe Routes to Schools Presentation
The Transportation System Plan identifies goals around Safe Routes to Schools and the City identified improvements to Safe Routes as a high priority during the GO Bond project polling. Approximately $1 Million in GO Bond funds have been allocated for future improvements. DKS, the school district and the City are all involved in the project to identify these safe routes to 6 different schools within the City of West Linn. 59 projects were identified totally approximately $14 Million in improvements. The TAB passed a motion to suggest to the Council that the City move forward with creating an Action Plan in order to identify how to allocate the Go Bonds and identify the projects to move forward towards construction.

4. Capital Projects Update
None

5. Board/Discussion/Announcements
None

6. Public Comments
None

7. Adjournment
Motion to postpone items 4-6 to the next meeting. Motion to adjourn, seconded and unanimous approval.

West Linn Pedestrian Crossing Guidelines

Transportation Advisory Board Meeting

March 20, 2019

City of West Linn

40th DKS | SHAPING A SMARTER TRANSPORTATION EXPERIENCE™

Background

- What was the motivation for this project?
  - A need for consistency
    - Crossing locations
    - Treatment types
    - Implementation (Prioritization and funding allocation)
  - A need for a process to address citizen requests

Background

- How were the guidelines developed?
  - Based on national research and best practices
    - ODOT Pedestrian Bicycle Safety Implementation Plan, 2014
    - NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings, 2006
    - Guide to Improving Pedestrian Safety at Unsignalized Crossings, FHWA, 2017
    - Highway Safety Manual, AASHTO, 2010
    - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, ITE, 2010
    - City of Salem and City of Austin (TX) safer crossings programs

Pedestrian Crossing Guidelines

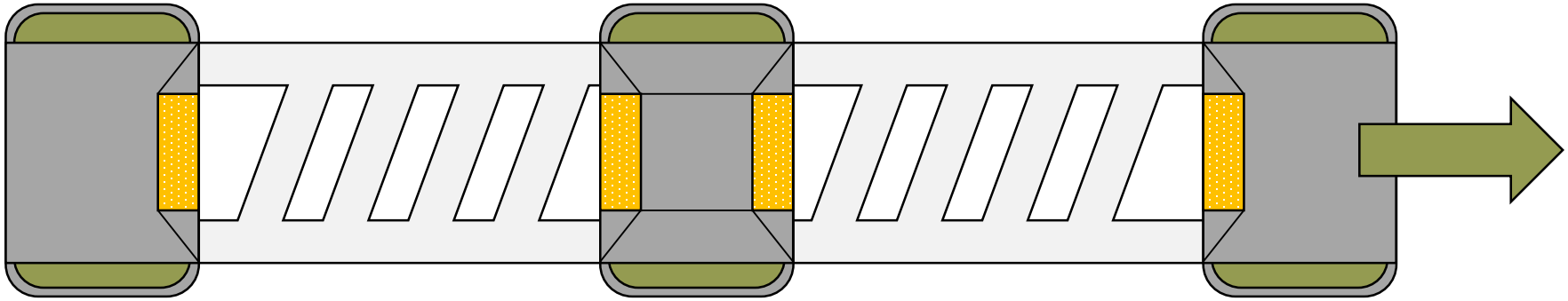
- What do the Guidelines consist of?
  - Documentation and tools to effectively and consistently:
    - Identify appropriate locations for crossings
    - Select appropriate crossing treatments
    - Prioritize implementation of crossings
  - Three tools for staff:
    - Pedestrian Crossing Guidelines
    - Pedestrian Crossing Treatment Toolbox
    - Pedestrian Crossing Evaluation and Prioritization Spreadsheet

Process Roadmap

1. Begin Study
- Staff identified concern
- Community request

3. Ensure location meets 3 or more **Pedestrian Crossing Warrant** criteria (Table 1)

5. Enter location data into **Ranking Spreadsheet** to score and prioritize



2. Collect Data
- Crash records
- Traffic speed and volume
- Pedestrian demand and nearby destinations

4. Utilize **Crossing Treatment Matrix** (Table 2) and **Pedestrian Crossing Toolbox** to identify best treatment

Moving Forward
- *Identify funding sources*
- *Perform any required analysis*
- *Develop implementation plan*

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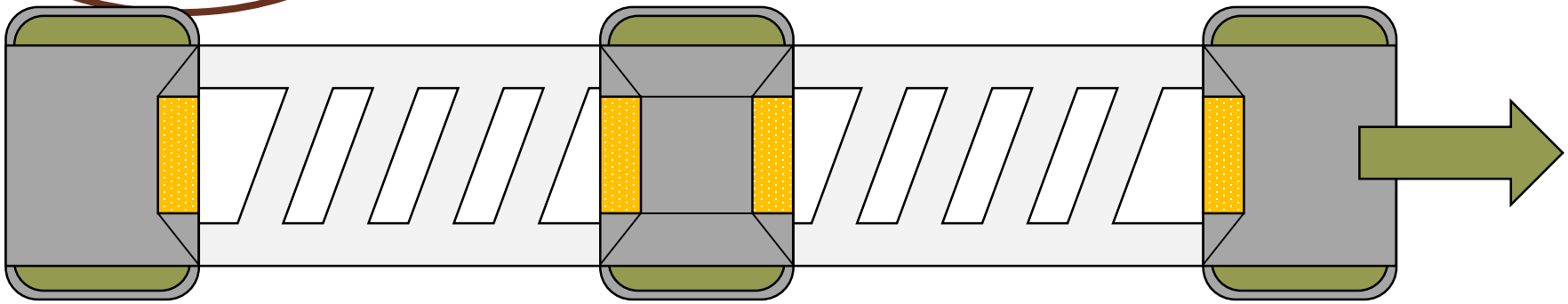

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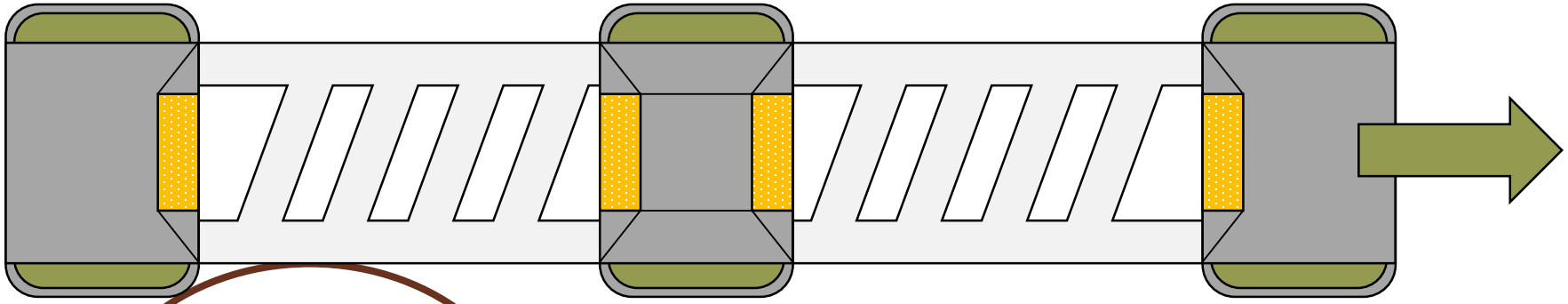

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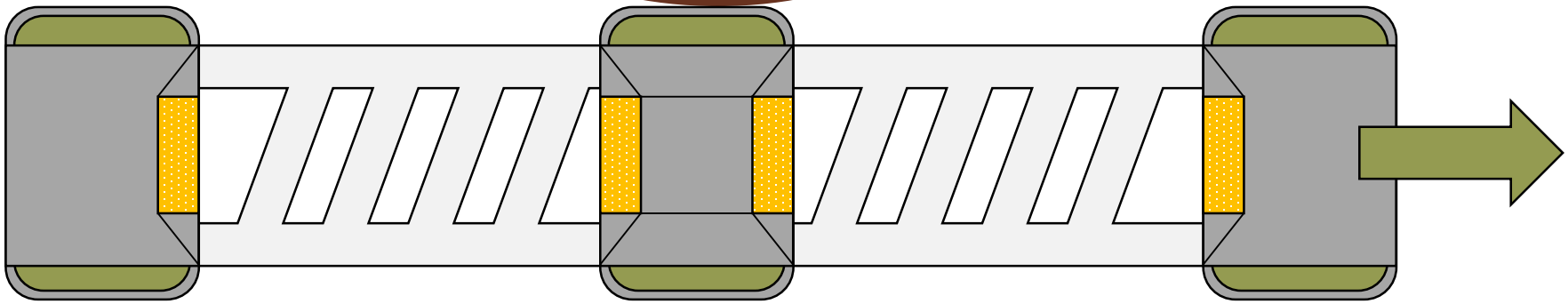

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Crossing Warrant Checklist

Criteria	No	Yes
One or more documented crash involving a pedestrian in the last three years		
Pedestrian crossing volume is greater than 14 pedestrians during a peak hour		
The posted speed on the roadway is 35 mph or higher		
The roadway has three or more through lanes **AND** the volume exceeds 10,000 (with a median) or 8,000 (without a median) vehicles per day		
The current spacing between desirable pedestrian crossings (without the crossing in question) is greater than 800 feet		
The crossing would serve a vulnerable population (school, senior center, community center, etc.)		
The crossing would connect two or more pedestrian generators/attractions		
The City has received three or more requests for crossing enhancements at this location		

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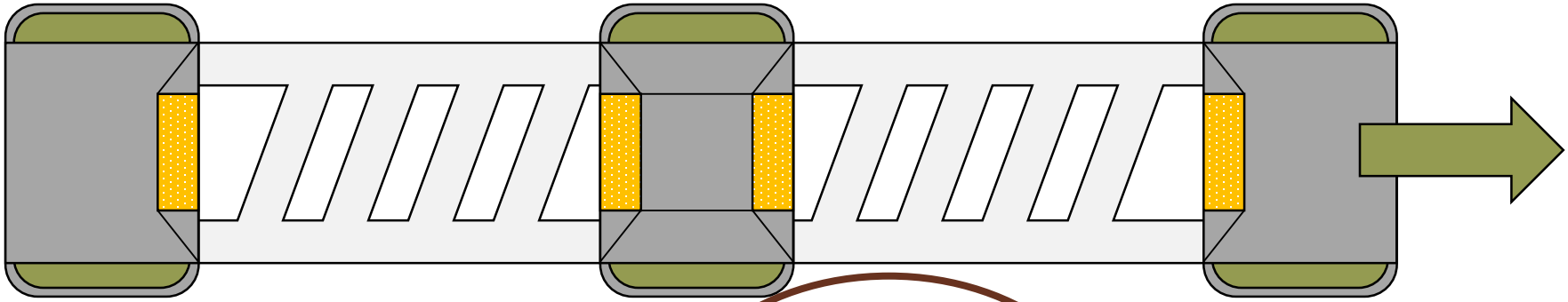

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Crossing Treatment Matrix

AADT	Posted Speed	Cross-section		
		2 lane	3 lane	≥ 4 lane
≤ 9,000	≤ 25 mph			
	≤ 35 mph			
	> 35 mph			
≤ 15,000	≤ 25 mph			
	≤ 35 mph			
	> 35 mph			
> 15,000	≤ 25 mph			
	≤ 35 mph			
	> 35 mph			

 *Increased Pedestrian Visibility = Crosswalk markings, signage, illumination*

 *Reduced Pedestrian Conflict Time = Curb extensions, pedestrian refuge islands*

 *Vehicle Control = RRFB, Pedestrian Signal, Traffic Signal*

Crossing Treatment Toolbox

Crosswalk Markings and Advanced Warning Signs

Source: ODOT CRF Appendix – BP11, 2018

What it is: A marked crosswalks use pavement markings to indicate optimal or preferred locations for pedestrians to cross and help designate right-of way for motorists to yield to pedestrians.

Example of Crosswalk Markings with Advanced Warning Signs (ODOT CRF Appendix)

Where to use:

- **Facility Type** – Intersections or mid-block
- **Crash Record Indicators** – Higher frequency of pedestrian crashes or vehicles crashes caused by pedestrians.
- **Diagnosis/Causality** – High demand for pedestrian crossing due to land use (schools, recreational, commercial) or transportation connections such as bus stops; lack of nearby marked crosswalks

Why it works: Crosswalks concentrate pedestrian crossings at locations and provide higher visibility, increasing driver awareness of pedestrian crossing.

Relevant Crash Data: Pedestrian crashes for all severity

Expected Crash Reduction (ODOT CRF Value): 15%

Constraints:

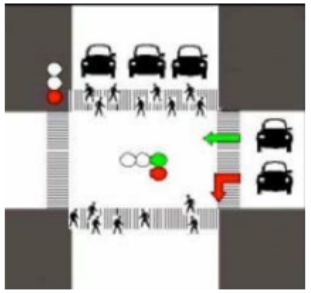
- Pedestrians prefer not to walk too far for a crossing, so crossings need to be convenient and locations chosen carefully
- Too many and unnecessary marked crosswalks on a segment of road has a high potential to result in driver complacency and reduced yielding compliance.

Marked crosswalks should not be used in isolation at high speed, high-volume, or wide cross-section locations.

Flashing Yellow Arrow Restrictions during Pedestrian Phase

Source: ODOT CRF Appendix – BP4, 2018

What it is: Suppressing or delaying a flashing yellow arrow, which indicates a permissive left turn phase, when a pedestrian has pressed the pedestrian pushbutton and the pedestrian phase is activated.



Example of Pedestrian Phase with Red Arrow (ODOT CRF Appendix)

Where to use:

- **Facility Type** – Signalized intersection
- **Crash Record Indicators** – Left turning vehicles failing to yield to pedestrian right of way
- **Diagnosis/Causality** – High volume of pedestrians crossing in conflict with left turning traffic or high frequency of left turning vehicles failing to yield to pedestrians during the flashing yellow arrow indication.

Why it works: Separation allows the pedestrian to cross the approach entirely before the flashing yellow arrow indication is displayed, thereby reducing potential vehicle to pedestrian conflicts.

Relevant Crash Data: Pedestrian crashes involving left-turning vehicles for all severity

Expected Crash Reduction (ODOT CRF Value): 37%

Constraints:

- Potential delay to left turning vehicles by implementing this countermeasure.
- Not all signal software will support thins programming
- Phasing requires pedestrian pushbuttons

This treatment is particularly effective at intersections with unique or skewed geometry that makes it more difficult for drivers to see approaching pedestrians.

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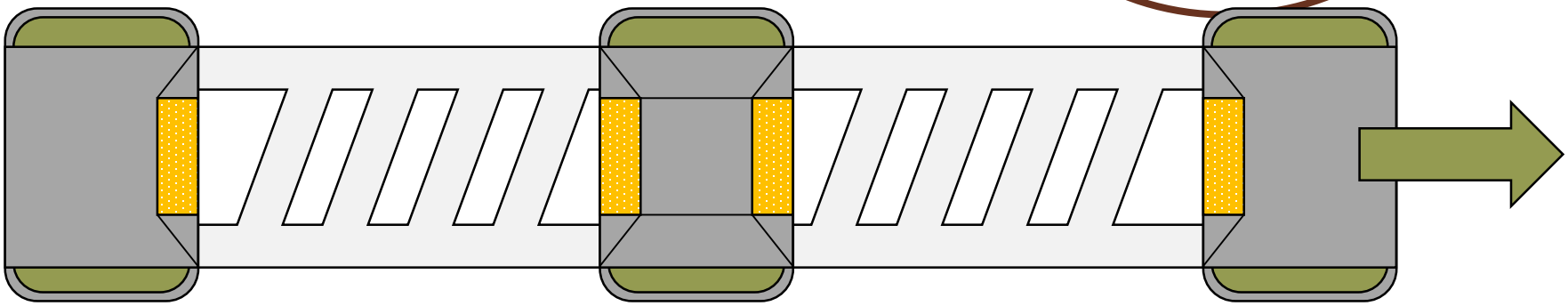

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Project Scoring

CITY OF WEST LINN
PUBLIC WORKS DEPARTMENT
Engineering Division
22500 Salamo Rd.
West Linn, OR 97068

Pedestrian Crossing Enhancement Audit and Rating

12/17/2018	Date
Street #1	Street Name
Street #1 Loc #1	Location
35	Posted Speed Limit (mph)
	85% Speed (mph) [blank if unknown]
10	Pedestrian Crossing Volume (Peak Hour)
80%	% crossing volume of children/elderly
15,000	Two-Way Vehicle ADT
12	Median Width (ft) [0 if none]
500	Distance to nearest marked crossing
2	Number of community requests for a crossing
5	# Collisions in 3 years
2	# Ped/Bike Collisions in 3 years
1	# of Accessible Schools, Parks, Community Centers, Senior Centers, and Transit Stops located within 1000'
1	# of Elementary or Middle Schools located within 1000'

91
SCORE

Table 1-1 Roadway Rating Criteria

Criteria	Score	Basis
Crash History	35	5 pts for each collision in a three year period within 1000' of the project area along the subject street segment and 5 more points for each pedestrian/bicycle collision
Pedestrian Crossing Volume	20	20 pts if speeds are greater than 35 mph and at least 14 pedestrians during the peak hour or speeds are less than 35 mph and at least 20 pedestrians during the peak hour (1/3 less ped if children/elderly)
Bi-Directional Daily Traffic Volume	20	20 pts if ADT is greater than 10,000 with a median or if ADT is greater than 8,000 without a median
Distance to closest marked crossing	0	20 pts if nearest marked crossing is further than 660'
Pedestrian Generators	6	3 pts for every school, park, community center, or church located within 1000' of the project area
Community Need	10	5 points for every unique community request for a crossing (max 30)
Total Points	91	

Project Prioritization

CITY OF WEST LINN

PUBLIC WORKS DEPARTMENT

Engineering Division

22500 Salamo Rd.

West Linn, OR 97068

Pedestrian Crossing Enhancement Project Ranking Summary

Crossing Improvement Location Evaluation Criteria – To Determine Locations for Providing Crossing Improvements

	Evaluation Criteria										Scoring and Ranking		Comments
	Collisions	Ped/Bike Collisions	Pedestrian Volume (Peak Hour)	% Children or Elderly	Roadway Speed	Traffic Volume	Closest Crossing (ft)	Nearby Destinations	Nearby Elem/Middle Schools	Community Requests			
Weighting Factor (points)	5	5	20	N/A	N/A	20	20	3	3	5	Score	Rank	
Sorting/Filtering Row													
Street #1 Loc #1	2	1	15	50%	31	6,000	1,000	3	5	4	99	1	
Street #1 Loc #2	5	2	10	80%	35	15,000	500	1	1	2	91	2	

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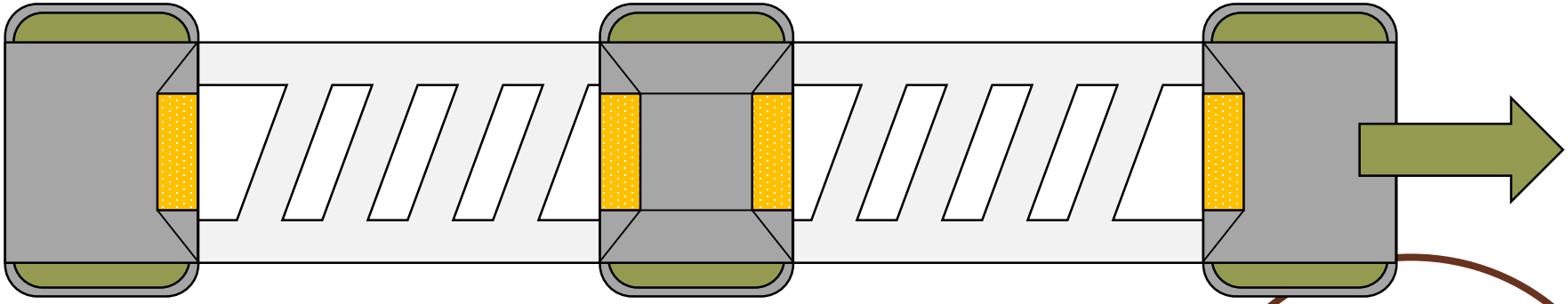

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Summary

- This project provides City staff with the tools needed to make consistent, effective decisions regarding pedestrian crossings.
- The tools can easily be updated to reflect the needs of the community and new research.
- The data-driven process allows for transparency; staff can provide updates on the status of a crossing request at any point in the process.

West Linn
Safe Routes to School

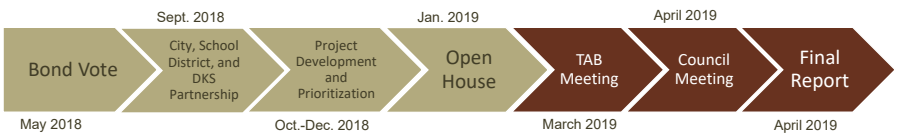
Transportation Advisory Board Meeting

March 20, 2019

SHAPING A SMARTER TRANSPORTATION EXPERIENCE™

Background

- Goals
  - Evaluate and update existing Safe Routes to School plans
  - Identify potential projects to improve the pedestrian network
  - Prioritize the projects for funding based on expected benefits
- Timeline

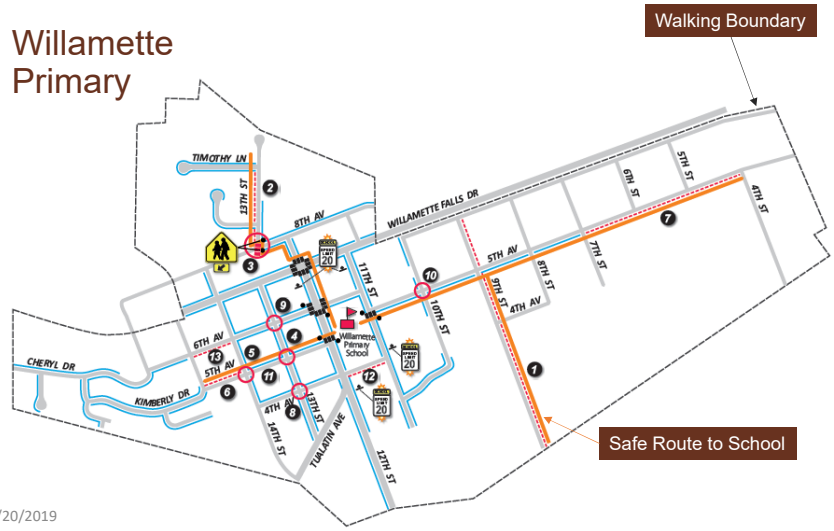


Background

- What is a Safe Route to School?
  - A safe walking and biking route to and from schools
  - Aims to make it safe, convenient, and fun for children to walk and bike to school
  - Defined only within the school walking boundary
- What is a Walking Boundary?
  - The subset of the enrollment zone in which students are **not** provided bus service
  - Typically ½ mile or 1-mile around an elementary school

Background

- Willamette Primary



Background

- What schools did we evaluate?

School	2018-2019 Enrollment
Bolton Primary	347
Cedaroak Park Primary	283
Rosemont Ridge Middle	735
Sunset Primary	343
Trillium Creek Primary	578
Willamette Primary	524
Total Enrollment	2,810

These projects will directly impact over 10% of the 26,000 people that reside in West Linn.

3/20/2019

Project List Development

- How did we identify projects?
  - Field visits to each school to identify needs
  - West Linn TSP
  - Feedback from the community
- Focus on creating a continuous pedestrian network
  - Sidewalk infill and repair
  - Accessible curb ramps
  - Enhanced pedestrian crossings
  - Signing and lighting

Field visit on 5th Avenue near Willamette Primary

3/20/2019

Project List Prioritization

- Each project was scored using the following criteria

Safety (max 3)	Accessibility (max 2)	Connectivity (max 2)	Proximity (max 1)	TSP Project (max 1)
0 - negligible change in safety 2 - provides more ped awareness 3 - reduces ped-vehicle conflict points	0 - does not improve accessibility 2 - improves accessibility	0 - does not improve connectivity 1 - improves connectivity on one possible route 2 - improves connectivity on only possible route	0 – serves small portion of the walking boundary 1 - serves large portion of the walking boundary	0 - no 1 - yes

- Scoring was used to prioritize projects for each school

Project List Refinement

- Preliminary project list was refined based on community feedback
  - Open House held at Trillium Creek Primary School on January 29, 2019.
  - 25-30attendees
  - Great feedback from the community, including
    - Overall support for the process and projects
    - Safety was ranked most important factor for prioritization
    - Concerns about crossing Highway 43
    - Concerns about crossing Santa Anita Drive
    - Concerns about projects fitting in with the aesthetic of the neighborhood

Current Project List

School	Number of Projects	Total Project Cost
Bolton Primary	9	$580,000
Cedaroak Park Primary	13	$6,730,000
Rosemont Ridge Middle	2	$50,000
Sunset Primary	17	$4,420,000
Trillium Creek Primary	4	$380,000
Willamette Primary	14	$2,200,000
Total	59	$14,360,000

Potential Funding Allocation

- How Far will $1M go?
  - One full project, one partial project based on prioritization scoring

Project Number	Prioritization Score	Description	Cost Estimate
C1	9.0	Sidewalk infill on north side of Cedar Oak Drive (Trillium Dr. to Highway 43)	$880,000
C2	9.0	Sidewalk infill on east side of Trillium Drive (Glen Terrace to Cedar Oak Dr.)	$470,000
B4	8.0	Sidewalk infill on south side of Perrin Street (Lewis St. to end of Perrin St.)	$100,000
S8	8.0	Sidewalk infill on west side of Sussex Street (Sunset Ave. to Oxford St.)	$440,000
W2	8.0	Sidewalk infill on west side of 13th Street (8th Ave. to Timothy Ln.)	$240,000

Potential Funding Allocation

- How Far will $1M go?
  - One high-priority project at each school

Project Number`	Prioritization Score	Description	Cost Estimate
B4	8.0	Install sidewalk on south side of Perrin Street (Lewis St. to end of Perrin St.)	$100,000
C2	8.0	Install sidewalk on east side of Trillium Drive (Glen Ter. To Cedar Oak Dr.)	$470,000
R1	5.0	Pedestrian crossing improvement at Salamo Road/Hoodview Avenue	$30,000
S1	7.0	Install sidewalk on Bittner Street (Long St. to Oxford St.)	$110,000
T1	6.0	Pedestrian crossing improvement at Hidden Springs Road/Suncrest Drive	$80,000
W2	8.0	Install sidewalk on west side of 13th Street (8th Ave to Timothy Ln.)	$240,000
		Total	$1,030,000

Potential Funding Allocation

- How Far will $1M go?
  - All 23 signing, striping, accessible curb ramps, and pedestrian crossing improvements (including RRFBs)

Project Number	Prioritization Score	Description	Cost Estimate
see below	Ranges from 3.0 - 6.0	Includes projects at all six schools	Ranges from $10K - $110K
		Total	$940,000

Includes the following projects: B1, B5, B6, B7, B8, B9, C4, C13, R1, R2, S3, S9, S17, T1, T2, T3, W3, W4, W5, W8, W9, W10, and W14.

Questions & Thoughts

- Are there any projects we missed?
- Are the prioritization criteria appropriate?
- How would you like to see the funding allocated?

City of West Linn

Transportation SDC Methodology

Doug Gabbard

March 20, 2019

FCS GROUP
Solutions-Oriented Consulting

Agenda

- **Background**
- **Calculation Summary**
- **Key Inputs**
  - Growth
  - Reimbursement Fee Cost Basis
  - Improvement Fee Cost Basis
- **Comparison**

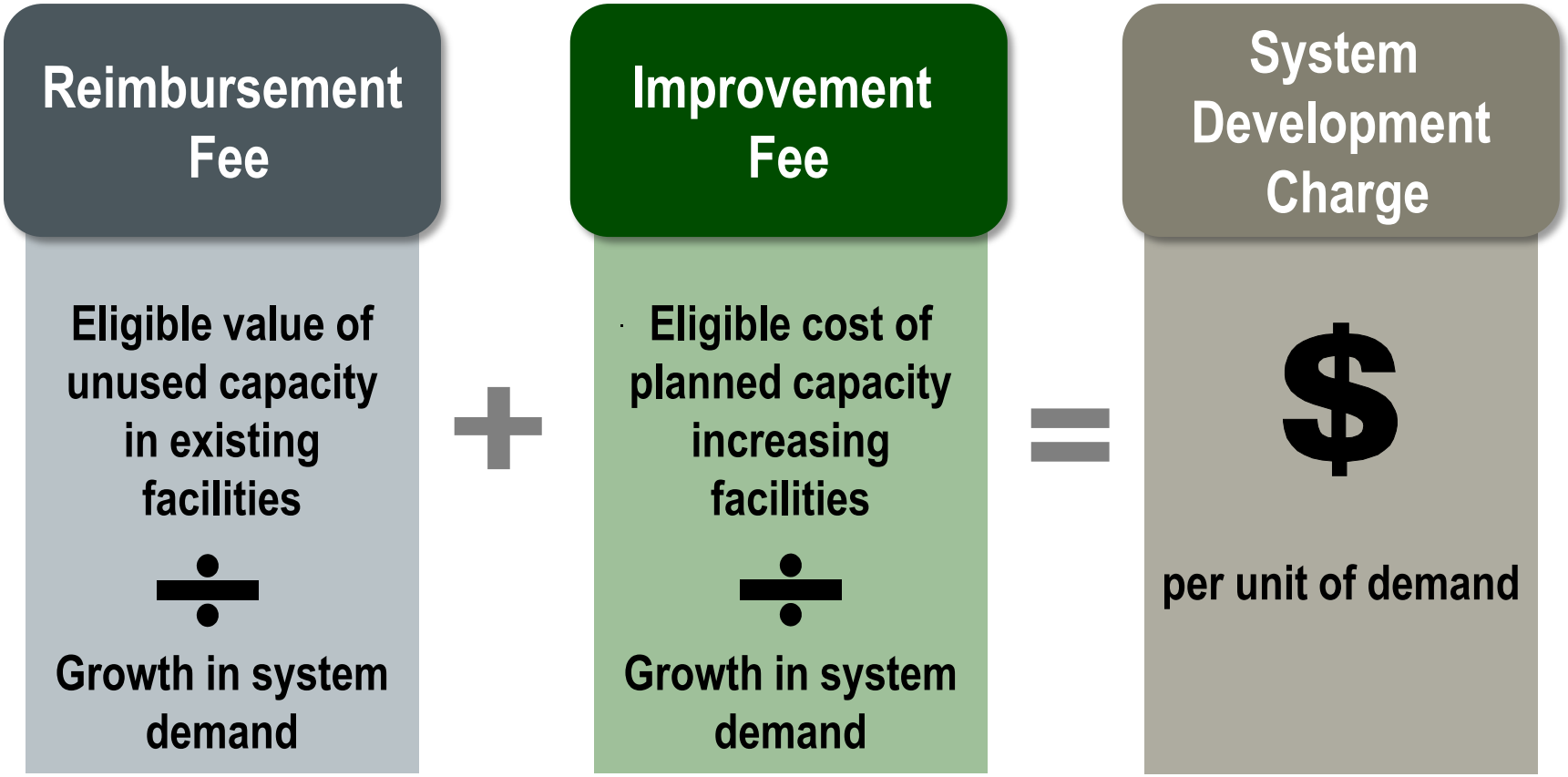
Key Characteristics of SDCs

- SDCs are one-time charges, not ongoing rates
- Properties which are already developed do not pay SDCs unless they "redevelop"
- SDCs are for capital only, in both their calculation and in their use
- SDCs include both future and existing cost components
- SDCs are for general facilities, not "local" facilities

Legal Framework for SDCs

ORS 223.297 - 314, known as *the SDC Act*, provides "a uniform framework for the imposition of system development charges by governmental units" and establishes "that the charges may be used only for capital improvements."

The SDC Calculation



Summary

Mode	Improvement Fee Components		Reimbursement Fee Components		Administrative Fee Component	Total
	Pedestrian / Bicycle Projects	Motor Vehicle Projects	Pedestrian / Bicycle SDC Expenditures	Motor Vehicle SDC Expenditures		
Eligible Costs	$7,492,908	$8,437,047	$91,389	$786,380	$500,000	$17,307,724
SDC Fund Balance	($556,084)	($1,024,862)	$0	$0	$0	($1,580,946)
Subtotal	$6,936,824	$7,412,185	$91,389	$786,380	$500,000	$15,726,778
ADPT	77,866					
Proposed SDC Per ADPT	**$89.09**	**$95.19**	**$1.17**	**$10.10**	**$6.42**	**$201.97**

Source: Previous Tables

SDC Applied

ITE Code	Name	Unit	Average Daily Vehicle Trips	Person Trip Factor	Person Trips	Percent Non-Pass-By Trips	Net Person Trips	Total SDC
110	General Light Industrial	1,000 SFGFA	4.5	1.68	7.6	100%	7.6	$1,541
210	Single-Family Detached Housing	Dwelling Units	9.3	1.68	15.7	100%	15.7	$3,165
710	General Office Building	1,000 SFGFA	7.4	1.68	11.9	100%	11.9	$2,412
820	Shopping Center	1,000 SFGLA	24.4	1.68	46.6	67%	31.1	$6,286

Source: ITE Trip Generation Manual, 10th Edition
Person trip conversion rate of 1.68 derived from 2009 U.S. National Household Transportation Survey findings

Abbreviations

SFGFA - square feet of gross floor area
SFGLA - square feet of gross leasable area

Growth

- **Growth is measured in average daily person trips**
  - Person trips include vehicle, bike, ped, and transit trips
  - Reflects multimodal project list
- **Growth based on 2016 West Linn Transportation System Plan**

Land Use	2015	2040	Change	Percent Change
Household-based Person Trips	152,289	181,082	28,794	18.9%
Employment-based Person Trips	98,337	147,409	49,073	49.9%
Total Person Trips	**250,625**	**328,492**	**77,866**	**31.1%**
New person trips as a % of future person trip			**23.7%**	

Source: 2016 West Linn Transportation System Plan

Reimbursement Fee Cost Basis

- **Reimbursement fee based on the cost of unused system capacity less grants and contributions**
- **Prior SDC-funded projects used to determine capacity**
  - Improvements funded with SDC expenditures assumed to achieve full capacity in 20 years

Year	Motor Vehicle Improvement Fee Expenditures	Bike/Ped Improvement Fee Expenditures	Available Capacity	Reimbursable Motor Vehicle Cost	Reimbursable Bike/Ped Cost
FY 2010	$5,028	$0	60.0%	$3,017	$0
FY 2011	$378	$245	65.0%	$245	$159
FY 2012	$93,040	$694	70.0%	$65,128	$486
FY 2013	$680	$279	75.0%	$510	$209
FY 2014	$95,041	$80	80.0%	$76,033	$64
FY 2015	$682,929	$13,150	85.0%	$580,490	$11,178
FY 2016	$58,730	$40,393	90.0%	$52,857	$36,354
FY 2017	$8,526	$45,199	95.0%	$8,100	$42,939
Totals	**$944,352**	**$100,040**		**$786,380**	**$91,389**

Source: City staff input

Note: Reimbursement and Improvement fee shares calculated based on percent which either makes up of total TSDC

Improvement Fee Cost Basis

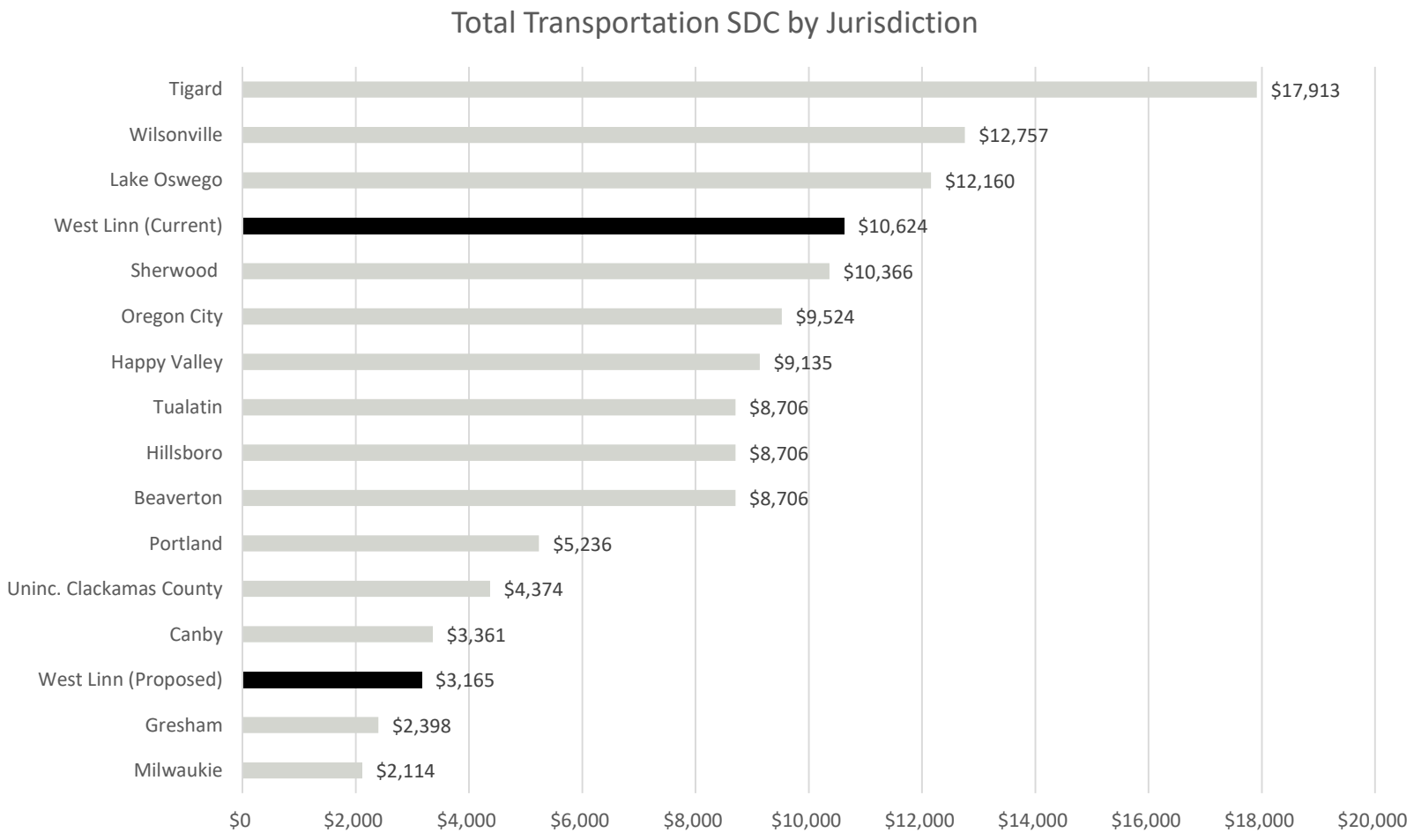
- **Projects allocated to improvement fee**
  - Most SDC-eligible projects serve current and future users proportionally, allocated by growth share
    - Growth share = 23.7%

Project Type	Local Cost in 2018	Growth Share	SDC-Eligible Cost
Pedestrian	$20,205,000	23.7%	$4,789,440
Bicycle	$11,405,000	23.7%	$2,703,468
Motor Vehicle	$33,593,000	23.7%	$7,962,963
Public Works Building	$2,000,000	23.7%	$474,085
Total	**$67,203,000**	**23.7%**	**$15,929,955**

Source: 2016 West Linn Transportation System Plan, 2018-2023 CIP, staff input

Note: Numbers may not appear to add due to rounding

SDC Comparison



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