

Project Advisory Committee (PAC) Materials

Four PAC meetings were held over the course of the Vernonia TSP Update process:

Meeting Number	Date	Purpose
1	September 16, 2010	Introduction to the process, project, TSP 101, review existing conditions technical work.
2	November 17, 2010	Confirm Project Goals, review existing and future conditions, gather feedback
3	February 16, 2011	Review potential projects, discuss street cross sections
4	April 20, 2011	Review Prioritization and project timeframe, review funding sources.

The following pages include materials, agendas, and summaries of the meetings described above.

CITY OF VERONIA
TRANSPORTATION PLAN UPDATE
PROJECT ADVISORY COMMITTEE (PAC)
MEETING ANNOUNCEMENT

Thursday September 16th, 2010

3 – 5:30 pm

Vernonia Learning Center

PAC: Randy Parrow, Don Wallace, Tim Bero, Jeff Burch, Jeff Harrington, Ken Cox, Janet Wright, Gary Fish (DLCD), WOE, Fire District, Mike Pihl, Scott Laird

Thank you for participating in this important city project. We expect to have four meetings between now and April. Please attend this kick-off meeting, meet the consultants and learn more about the project. If you have any questions, please call Carole Connell at 503-297-6660 or connellpc@comcast.net

AGENDA

- Introductions - previous experience in Vernonia.
- Summary of the Project → TSP 101? > Me. → goals & policies
- Role of the PAC
- Schedule → new version. → Larry.
- Transportation Issues
- Tour (optional)

Project Advisory Committee/Project Management Team Meeting #1: Vernonia Transportation System Plan Update

ATTENDEES: Dean Smith, Vernonia Fire Department
Sean Pickner, Vernonia GIS
Jeff Burch, Vernonia Public Works
Seth Brumley, ODOT
Gary Fish, DLCD
Jeff Harrington, City of Vernonia Engineer
Don Wallace, Vernonia Planning Commission
Carole Connell, City of Vernonia Contract Planner
Randy Parrow, Vernonia City Council
Mark Farmer, Western Oregon Electric CoOp
Janet Wright, Columbia County Transit Division
Larry Weymouth, CH2M HILL
Bill Haack, City of Vernonia
Terra Lingley, CH2M HILL
Mike Tresidder, Alta Planning + Design

COPIES: Seth Brumley, ODOT
Larry Weymouth, CH2M HILL

FROM: Terra Lingley, CH2M HILL

DATE: Thursday, September 16, 2010
3:00-5:30 p.m.
Vernonia Learning Center

Meeting Summary

Welcome and Introductions

Carole convened the meeting, thanked the Project Advisory Committee (PAC) members for volunteering, and started introductions.

Summary of the Project

Terra talked with the group about the purpose and intent of a Transportation System Plan in a "Transportation System Plan 101" presentation and specifically what the TSP update will mean for Vernonia. The presentation discussed goals and objectives of the Transportation Plan, the project's process and defined key terms.

The goals identified in the previous TSP include:

- Operation and Safety
- Transportation Alternatives
- Air Transportation
- Finance

Role of the PAC

Larry then talked about change management, and the role that the PAC will play in advising and guiding the process to make sure that the plan is consistent with the community's needs and desires. He asked for and received an endorsement of the project process from the PAC. He talked about the PAC's role in reviewing documents and providing comments to the Project team to make sure that they are accurate and reflect issues within the City. The City's website will be used for posting information about the project and project documents. E-mail is the primary way the project team will communicate with the PAC.

The group then went around the table and talked about what a successful TSP project would look like for them.

Bill said that this was the first step to initiate an update of all of the City's documents, and it was important to get this baseline data, so if there is another flood event, the City is in a better position to leverage insurance and disaster investments.

Don noted that a successful TSP update would be a document that is used, instead of sitting on a shelf at City Hall.

Janet indicated that a successful TSP is one that would allow for continued transit to be provided to the City.

Jeff Burch is interested in an updated document with more consistent roadway standards in one place.

Jeff Harrington said that a successful TSP would be realistic and consistent with adopted plans in the state and region.

Carole would like a document that creates realistic road standards for Vernonia and that require development to either pay-in for improvements, or make improvements themselves that would make it easy to implement and provide clear guidance for the City Planner.

Randy wanted a TSP that made it possible to maintain the transportation system and had affordable projects that could ultimately be built.

Mark is interested in an update that would be a real working document and provide timelines and potential funding sources that could be realistically implemented.

Discussion: Transportation Issues

The group then brainstormed existing transportation issues including areas of concern and "near misses" that won't necessarily show up in the traffic or safety data. These were grouped by topic below:

Congestion

- Rose and 6th Avenues will be future access to the northwest corner parcel that is partly within the UGB and partly without. The parcel may develop as single family homes
- The traffic impacts from Nehalem View subdivision (49 acres, 67 single family homes) could create congestion on the local access streets
- The School creates congestion, no matter where it is located
- How to manage congestion near the school
- Missouri and Bridge intersection – the fire department has concerns about potential traffic control and impact on response times if rigs are not able to turn onto Bridge Street
- Queuing on Bridge Street in front of the Fire Station
- The property owners could be 6 months to a year away from developing near the airport.

Safety Concerns

- When turning onto Bridge Street from a side street, the parked cars obstruct the sight distance and make it hard to turn onto the street safely
- Some community members drive golf carts on Bridge Street in town – safety issue because of log trucks and other heavy traffic
- Sometimes there are bicyclists riding erratically on Bridge Street, which is another safety issue
- At times motorcyclists visit town in groups, which cause congestion and safety concerns
- The traffic light where OR 47 turns right onto Bridge Street – visitors in the summer are not aware that they need to turn to follow the highway, and don't stop at the light like they should.
- There are sight distance issues for the Stoney Point and Keasey Roads near Mellinger
- The Hawkins Park pull-out onto Bridge street has below standard sight distance; it is dangerous to pull out onto Bridge
- There are a number of scooters and other alternative vehicles on city streets and OR 47

Transit

- There is a need for established stops in town, increasing the safety and accessibility, and also to allow vehicles to move out of the traffic flow and reduce traffic disruptions from the buses.

- Is there a possibility for a park and ride in town to allow riders to park and take the bus? The site of the old WOEC building could be one option, though it should not be paved because of flooding; questions about ADA requirements
- Bus shelters and identified stops would help transit riders know where to catch the bus

Bicycle and Pedestrian Issues

- Where will the kids cut through to school?
- There are trails up and down O-A Hill
- Will the CZ trail connect to Vernonia? Will it be by the lake?
- Bike and pedestrian safety from where the sidewalk ends on the west side of the Green Bridge to and along Mist Drive.
- Intersection of Rose Ave. and Bridge Street

Street and Intersection Design

- Are there problems with drainage on city streets? A need for stormwater management?
- Once the floodplain is established, how do you provide connectivity in the floodplain?
- One issue is that Knott Street was formerly a County road, now it is a City road. It is substandard, and could be impacted by the subdivision, once the parcel sells.
- Is there an alternate route to Green Bridge? McDonald Road and Pebble Creek Road?
- Airport access road – it is substandard to serve the future development, however, it is not within the Urban Growth Boundary (UGB).
- The triangle intersection near Green Bridge sees a lot of “near misses” for vehicle accidents – it is not clear and people are unsure of how to navigate that intersection.
- Is it possible to extend California Street through to the Lake? Would the extension be needed if the land is vacated because of the floodplain?
- In the letter street area in north-central Vernonia, there are topographical constraints – where is it possible to extend the streets?
- Knott is also the only access to the Light Industrial zoning access to the parcel northeast of the City, but won't develop until it sells.
- Is there an opportunity to create a new street to the light industrial parcel? Mark mentioned that they looked a bit at creating a Laurel Street.
- Does or should Alabama Avenue connect Locker Road to Missouri Avenue?

Other Issues

- There are few handicapped parking spaces on Bridge Street and elsewhere.

- How to integrate the schools into the community beyond the transportation system – how to make them the center of the community. Moving the schools could change the “feel” in town.
- What are some other impacts on O-A Hill from relocating the school?
- The City will own 60-70 vacant single family lots, as they buy flooded properties. Could these lots be future parking, sidewalk or bike path opportunities?
- There could be seismic issues with the two bridges in town – the Rock Creek Bridge and the Green Bridge.
- Are there any ODOT plans to replace the Green Bridge?
- There is an issue with siting dumpsters – potential City code to address?

Schedule

The project schedule was reviewed, and a simplified copy of the schedule was distributed that lists the project steps and approximate meeting dates. The Community Workshop will be focused on the Bike and Pedestrian Plan. The two Community Briefings are to share information and technical results and obtain feedback at key project milestones. Tentative dates for meetings were identified, recognizing that these may shift to accommodate holidays and other conflicts. PAC members were asked to notify project leaders of meeting conflicts. The schedule for meetings will be revised as the project progresses and meeting dates are determined.

Tour

Dean Smith, Jeff Harrington, Seth Brumley, Mike Tresidder, Carole Connell, Larry Weymouth, and Terra Lingley joined in a tour of Vernonia, pointing out specific problem areas to continue the discussion about City Transportation Issues.

The project team saw the sight distance issues at Hawkins Park, general turns onto Bridge from side streets downtown, and the unofficial trails up O-A Hill adjacent to the highway. At Riverside and Bridge, there is no connection for sidewalks; a trail could be needed from Riverside up to the school. Additionally, Locker Road is substandard, and there are sight distance issues with Spencer and Texas Avenue.

Next Steps

The PAC meeting summary will be sent out to the group to finalize, and there are a couple of action items for the team to follow up on:

- Seth will look into the seismic stability and bridge condition for the Green Bridge
- The team will verify if the previously discussed expected development is within the County or the UGB.
- Technical Memo #1 will build on goals and policies in the 1999 TSP, background information and documents such as the Comprehensive Plan, and issues and objectives identified in the statement of work. The goals and policies for this TSP update will need to be revisited with the group to see if they need to be amended.

Thanks and Adjourn

The group meeting adjourned approximately 4:45 p.m. which was followed by the city tour until 5:45 p.m.

PAC/PMT Meeting #2 Agenda

TO: Vernonia TSP Project Advisory Committee and Project Management Team

FROM: Terra Lingley, CH2M HILL

MEETING DATE: November 17, 2010

MEETING TIME: 3:00 p.m.

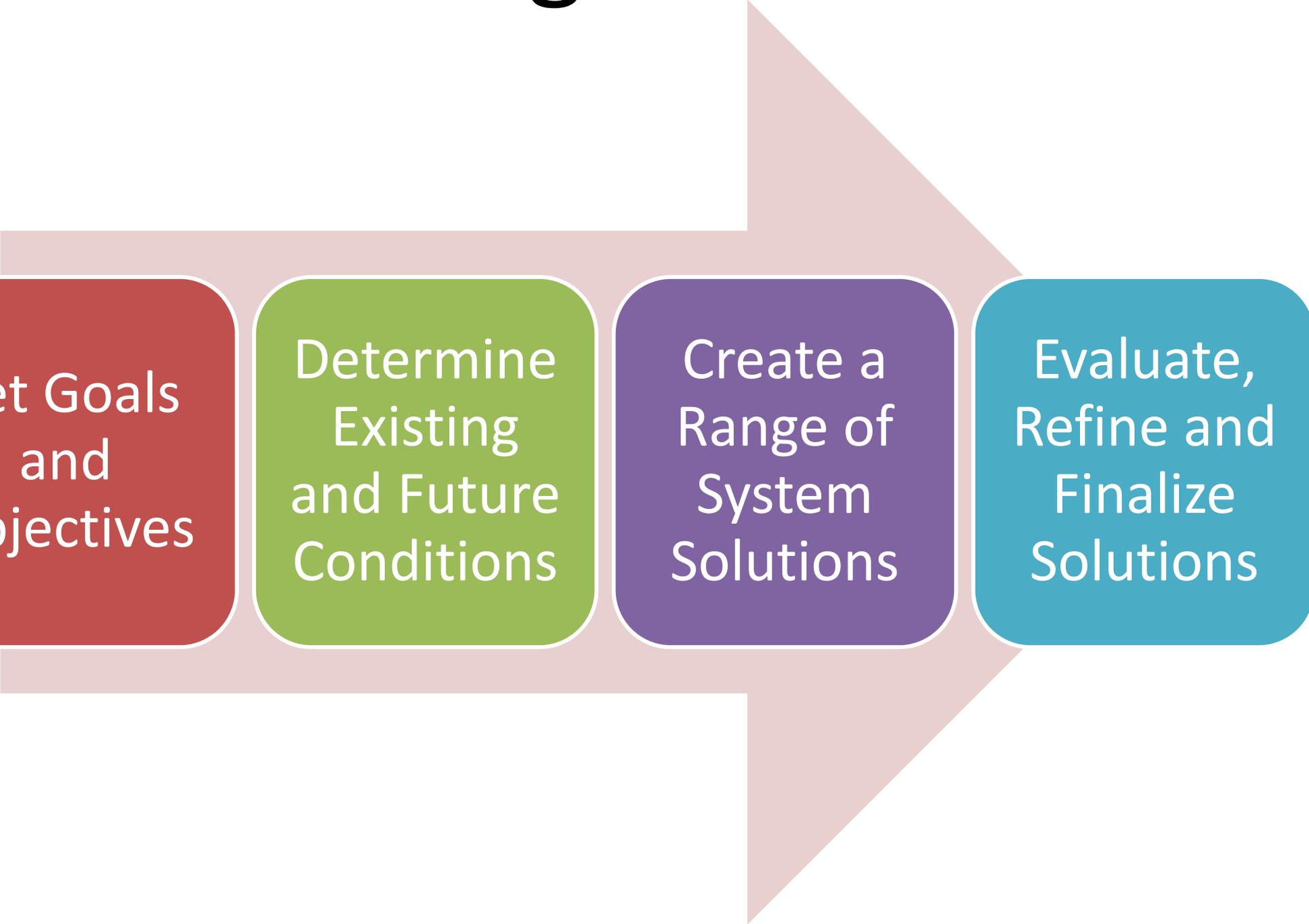
VENUE: Vernonia Learning Center

Meeting Purpose:

- Confirm Project Goals
- Review existing and future conditions, gather feedback

Time	Item	Action	Presenter
3:00 p.m.	Welcome <ul style="list-style-type: none"> • Introductions (any new participants) • Agenda review • Updated schedule 		Carole
3:05 p.m.	Review project goals presented at last meeting; verify and discuss	Discussion	Terra
3:20 p.m.	Review existing conditions, gather feedback	Discussion	Terra, Mike
3:50 p.m.	Review future conditions, gather feedback	Discussion	Terra, Larry
4:05 p.m.	Review Safe Routes to New Schools Report, gather feedback	Discussion	Mike
4:25 p.m.	Next steps <ul style="list-style-type: none"> • PAC/PMT meeting #3 in January • Community workshop in January - focused on bicycle and pedestrian needs, opportunity to gather feedback on existing and future conditions • Develop Transportation System Solutions 		Terra
4:30	Thanks and adjourn		Carole

Planning Process



Set Goals
and
Objectives

Determine
Existing
and Future
Conditions

Create a
Range of
System
Solutions

Evaluate,
Refine and
Finalize
Solutions

Project Advisory Committee/Project Management Team Meeting #2: Vernonia Transportation System Plan Update

ATTENDEES: Dean Smith, Vernonia Fire Department
Dan Brown, Columbia Action Team
Jeff Burch, Vernonia Public Works
Seth Brumley, ODOT
Don Wallace, Vernonia Planning Commission
Carole Connell, City of Vernonia Contract Planner
Randy Parrow, Vernonia City Council
Mark Farmer, Western Oregon Electric CoOp
Bill Haack, City of Vernonia
Larry Weymouth, CH2M HILL
Scott Laird, Bicycle and Pedestrian interests
Terra Lingley, CH2M HILL
Tim Bero, Vernonia Airport
Mike Tresidder, Alta Planning + Design

COPIES: Seth Brumley, ODOT
Larry Weymouth, CH2M HILL

FROM: Terra Lingley, CH2M HILL

DATE: Wednesday, November 17, 2010
3:00-4:30 p.m.
Vernonia Learning Center

Meeting Summary

Welcome and Introductions

Carole convened the meeting, went over the agenda, and started introductions.

Schedule Update

Larry talked with the group about the schedule changing, and members present received a copy of the updated schedule in their packet. The Community Workshop is tentatively scheduled for the second Thursday in January, and there is still some discussion about when the PAC/PMT meeting #3 will be held. It may be the same day, it may be later on.

Project Goals

Terra then walked through the general planning process, and talked about the importance of goals. Goals help the project team develop alternatives, and provide guidance throughout the planning process. The group then revised the goals from the 1999 TSP, editing them to be more specific about bicycles and pedestrians, and including the airport in a subheading. The project goals that were agreed on are:

- Operation and safety
 - Preserve and improve function, capacity and level of service and safety of the roadway system
- Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, but including transit, etc.
 - Maintain and look into expansion of airport facilities
 - Support Safe routes to schools programming and projects
- Finance
 - Sound fiscal approach to financing transportation system improvements

Review Existing Conditions

Terra went over the findings from the Existing Conditions Memo (Technical Memo #2 Existing Conditions and Needs). The handout in the packet summarizes the main points.

Land Use Inventory

- Most land in Vernonia is zoned residential
- There are some Buildable lands still available for development, mostly in residentially zoned areas, with some zoned light industrial
- There were approximately 560 jobs in Vernonia in 2008, and the main employers are the school district, government, a retreat and conference center, and WOEC.

Traffic Operations

- All 10 study area intersections operate within State and City standards
- There are currently no vehicle queues that exceed available storage capacity

Bicycle and Pedestrian Facilities

- There is a bike lane for approximately one third of a mile along OR 47 within the City Limits. The highway lacks shoulders through central Vernonia between O-A Hill and Rose Street due to topographical constraints and on-street parking
- Cyclists share the travel lane over Rock Creek and Nehalem River Bridges
- Most local streets could be considered shared roadways due to their low speeds and low traffic volumes

- There are some newly developed areas with sidewalks, though these are not always continuous
- Downtown and adjacent streets have a connected network of sidewalks with pedestrian amenities
- Maple Street, Cougar Street and Weed Avenue are lacking sidewalks near the downtown area
- O-A Hill is the main obstacle to east-west pedestrian movement within Vernonia – a sidepath along the south side of OR 47 is the only option for pedestrians
- There are very few sidewalks between O-A Hill and the Nehalem River
- Mist drive north of Bridge Street does not have any dedicated pedestrian facilities

Other Issues Brought up During Discussion

- Jeff and Bill asked about a local street condition inventory, similar to what was done for OR 47 in Technical Memo #2, and what was in the 1999 TSP. Seth mentioned that the 1999 TSP went above and beyond the information that is normally found in the TSP. Terra and Larry will provide some examples, and suggested that the best way to go about getting a street condition inventory would be to send people out to take photos of streets. Bill noted that the critical streets to have inventoried are the local streets between the two bridges and the tree streets to the east of Mist Drive/OR 47
- Bill also informed the group that the City has been negotiating with Parks and Recreation for the multi-modal path around the sewage lagoons and south of Lake Vernonia will be a permanent easement owned and maintained by the City.
- The group reiterated that the Green Bridge is a serious constraint for bicycles and pedestrian connectivity
- Carole asked that the Collector Streets be called out on all the maps, to make it easy to see where the facilities are, and the priority streets for the City
- Mark noted that with the construction of the WOEC areas, the sidewalks and other facilities on Cougar and Weed will be addressed. Bill will provide that information to the consultant team.
- Carole asked that the memo acknowledge that there are multiple standards for the streets, and that should be addressed. Terra noted that part of the solutions package will be a recommendation to revamp the street standards, which will address the issue of multiple standards. Any new standards will supplant the existing various standards. There was some discussion about whether the City would like to carry forward the urban/rural distinction for characterizing local streets, and if there will be a range of standards (curb, gutter, and sidewalks as opposed to natural drainage, etc.)
- Dan pointed out that on Figure 4a and 4b, very few of the accesses along OR 47 within Vernonia meet ODOT spacing standards. Terra mentioned that this was not unusual, many of the accesses in towns throughout Oregon do not meet ODOT standards. There

was some talk about using the standards when a new permit is issued, and using the standards as a tool for development along the highway.

Review Future Conditions

The future conditions memo (Technical Memo #4 Future Conditions and Needs) will be placed on the City's website for review. Terra went through the summary with the group:

Land Use Future Conditions

- With current zoning, Vernonia's buildable land supply will be adequate to meet both residential and industrial land needs through 2031. Available commercial buildable land is not sufficient to meet the projected demand.
- The alternative land use scenario would add 9 acres of commercial land to the DT commercial district. With these 9 acres, commercial land is more than adequate to meet all land needs through 2031. The 9 acres of commercial will be added at the western end of the existing downtown area, both east and west of OR 47.
- There was some discussion about whether the light industrial and general commercial zoning near the school was included in the buildable lands summary. The project team will verify, but since they are both in the floodplain, it is likely that those two parcels are not included in the buildable lands summary.

Traffic and Transportation

- All study intersections meet mobility standards for the 2031 afternoon peak hour
- One study area intersection, Bridge Street/Rose Avenue will experience vehicle queuing on the northbound right turn lane due to the large number of vehicles who make the right turn to follow the highway. The turning vehicles slow down, causing some minor queuing that extends further than the available space for the right turn.
- Several left turn lane warrants were met for eastbound and westbound left turn movements along Bridge Street. No right turn warrants were met
- Intersection of Rose Avenue/Bridge Street is confusing for visitors.

Safe Routes to New Schools

Mike summarized the findings from Technical Memo #5 (Safe Routes to New Schools). He reviewed the existing conditions for bicyclists and pedestrians, and noted that Vernonia has a high percentage of students that walk or cycle to school, and would like to see that high percentage continue with the siting of the new school. O-A Hill is the main obstacle for students to walk or bicycle, but the current mode split shows that they are willing to traverse the hill to walk to school, and many currently do just that. He summarized the Kittelson & Associates study on how students would access the new school, and provided recommendations on how to encourage the non-motorized mode share of students going to school.

The recommendations include providing non-motorized facilities along OR 47, Texas Avenue, Missouri Avenue, Alabama Avenue and Bridge street East.

Carole asked that the memo be updated to reflect those changes/improvements that were required by the city and that will occur as the development of the school site occurs. Carole will provide that information to the consultant team.

Next Steps

Terra talked about the next two meetings/events coming up: the Community Workshop and the PAC/PMT meeting #3. These will likely happen the second Thursday in January, with more information to follow as details are ironed out. The next steps for the Project team include developing transportation system solutions to address the goals and identified existing and future needs.

Please review the technical memos provided and the technical memo on the website and provide your comments by Monday, November 29th.

Project Title _____

Project Number _____

Author _____

Date / Time _____



Participants _____

Phone Meeting Site Visit Other _____

Vernonia PAC /PMT meeting #3
Attendees:

2/16/11

Terra Lingley, CH

Seth Brumby ODOT

Bill Hance Cor PAC / cer

Willow Buech City of Vern
Carrie Connell City

Scott Lains

Marilyn Nicks City of Vernonia

Dan Brown PC

Mike Trisidder Alta

Community Involvement Opportunities

There were three opportunities for the public to be involved in the TSP update process:

Meeting Name	Date	Purpose
Community Workshop	January 13, 2011	Share the project purpose and goals, solicit feedback on potential transportation improvements.
Community Briefing #1	February 16, 2011	Gather feedback on roadway projects and potential cross-sections. Discuss Safe Routes to School technical work
Community Briefing #2	April 20, 2011	Discuss Recommended projects and implementation and project priorities

The following pages include the meeting materials, presentations and summaries of the meetings described above.

City of Vernonia Transportation System Plan Update Community Workshop Plan

TO: City of Vernonia TSP Update Project Management Team
FROM: Terra Lingley, CH2M HILL
COPIES: Larry Weymouth, CH2M HILL
DATE: December 29, 2010

The City of Vernonia Transportation System Plan Update Project will host a Community Workshop on Thursday, January 13th, 2011 from 5:30-8:30 p.m. at the Vernonia Learning Center.

The purpose of this Community Workshop is to review the work done to date, discuss the goals of the bicycle and pedestrian plan and gather input on potential transportation alternatives.

Community Workshop Goals

- Allow community members to review the project
- Discuss potential bicycle and pedestrian facility improvements
- Gather input on the goals and objectives of the bicycle and pedestrian plan
- Review and gather input on suggestions for transportation system options

Public input will be collected through a written comment form, individual discussions with attendees, and comment boards displayed throughout the room.

Workshop format

The workshop format will allow attendees to comment on recommended projects and provide feedback to the City and project team.

One presentation will be given twice during the workshop, at 5:45 p.m. and 7:00 p.m. to inform attendees about the bicycle and pedestrian improvements. Attendees will have an opportunity to discuss the project with staff members after the presentation. The remainder of the open house time will be devoted to reviewing the existing conditions, potential improvements, and gathering input from attendees.

Community Workshop Timeline

5:30-5:45 p.m.	Welcome, time for attendees to sign in and get refreshments
5:45-6:00 p.m.	Presentation on bicycle and pedestrian improvements and programs
6:00-7:00 p.m.	Open House: attendees can circulate and view

- displays, talk to project team members individually
- 7:00-7:15 p.m. Presentation on bicycle and pedestrian improvements and programs
- 7:15-8:30 p.m. Open House, attendees can circulate and view displays, talk to project team individually

Workshop Advertising

In order to get the word out and make sure those who live and work in the project area attend, a variety of entities will spread information about the project.

To notify the public of the meeting the project team will:

Include a flier in the electric bill

The City will notify the Newspaper (Vernonia’s Voice – What about the Independent?)

Coordinate with the City to have the meeting on the website, and flier posted in public areas

Notify PAC members and ask them to bring a friend to the meeting

Displays/Materials:

Station 1: Sign-in and welcome	
<ul style="list-style-type: none"> - Welcome Poster - Sign in sheets - Purpose of Tonight’s Meeting 	
Station 2: Project Background	
<ul style="list-style-type: none"> - Project Background - Schedule - Study area map with streets, city limits, and UBG - Project goals - Who is involved? 	
Station 3: Existing Needs and deficiencies	
<ul style="list-style-type: none"> - Map with existing roadway needs and deficiencies - Map of existing bicycle facilities 	

- Map of existing pedestrian facilities	
Station 4: Recommended Projects	
<ul style="list-style-type: none"> - Bicycle and Pedestrian suggestions (multiple boards?) - Roadway suggestions - Potential street cross-sections 	
Station 5 Comments and refreshments	
<ul style="list-style-type: none"> - Next Steps - Comment forms - Flip charts around the room for attendees to add comments. 	

Staffing

Larry Weymouth - CH2M HILL

Terra Lingley - CH2M HILL

Seth Brumley - ODOT

Mike Tressider - Alta Planning + Design

Elliot Akwai-Scott - Alta Planning + Design

Bill Haack - City of Vernonia

Carole Connell - City of Vernonia Contract Planner



Welcome to the Vernonia Transportation System Plan Update Community Meeting

Please take a moment to:

- Sign in
- Provide feedback on existing conditions and potential transportation solutions
- Fill out a comment form



Tonight we will:

- Review existing transportation, bicycle, and pedestrian conditions
- Ask for your feedback on improvement ideas along OR 47 and throughout Vernonia
 - What do you like?
 - What other things should we consider?
- Discuss Bicycle and Pedestrian improvements

A brief presentation will be given at
5:45 and 7:00 p.m. on
Safe Routes to New Schools



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe Routes to new schools
 - Bicycle improvements
 - Pedestrian improvements
 - Safety improvements

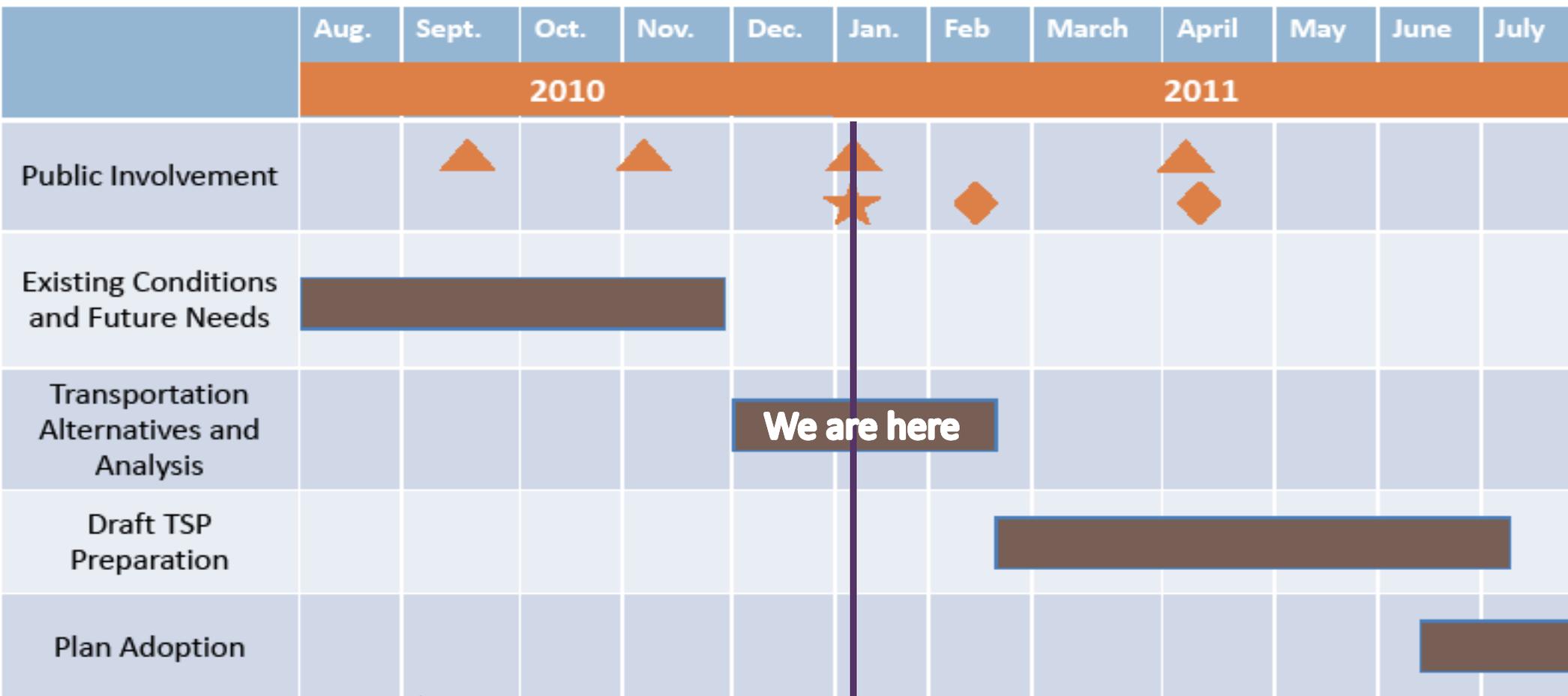


Who is involved?

- The City of Vernonia
- Oregon Department of Transportation
- Columbia County
- Oregon Department of Land Conservation and Development
- The Vernonia Community
- Planning consultants:
 - CH2M HILL
 - Alta Planning + Design

Schedule

Vernonia Transportation System Plan Update Schedule



▲ PAC and PMT Meeting ★ Community Workshop ◆ Community Briefing

As of November 2010



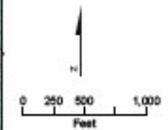
Project Goals

- Operation and Safety
 - Preserve and improve function, capacity, and level of service and safety of the roadway system
- Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Support Safe Routes to Schools programming and projects
 - Receive input on airport operations and expansion
- Finance
 - Sound fiscal approach to financing transportation system improvements

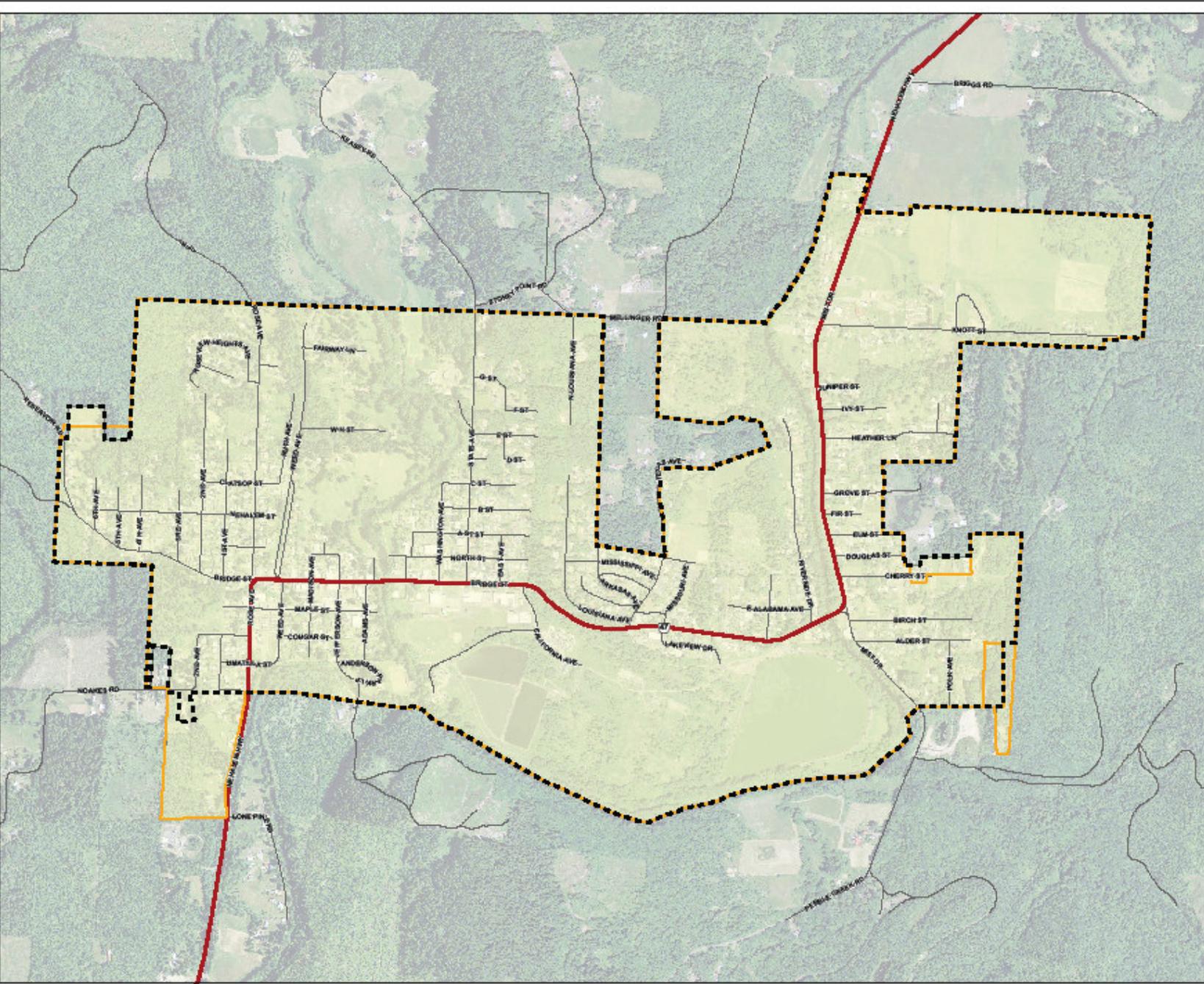
Project Study Area



- LEGEND**
- State Highway
 - Streets
 - - - City Limits
 - ▭ Urban Growth Boundary
 - ▭ Study Area



Study Area
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

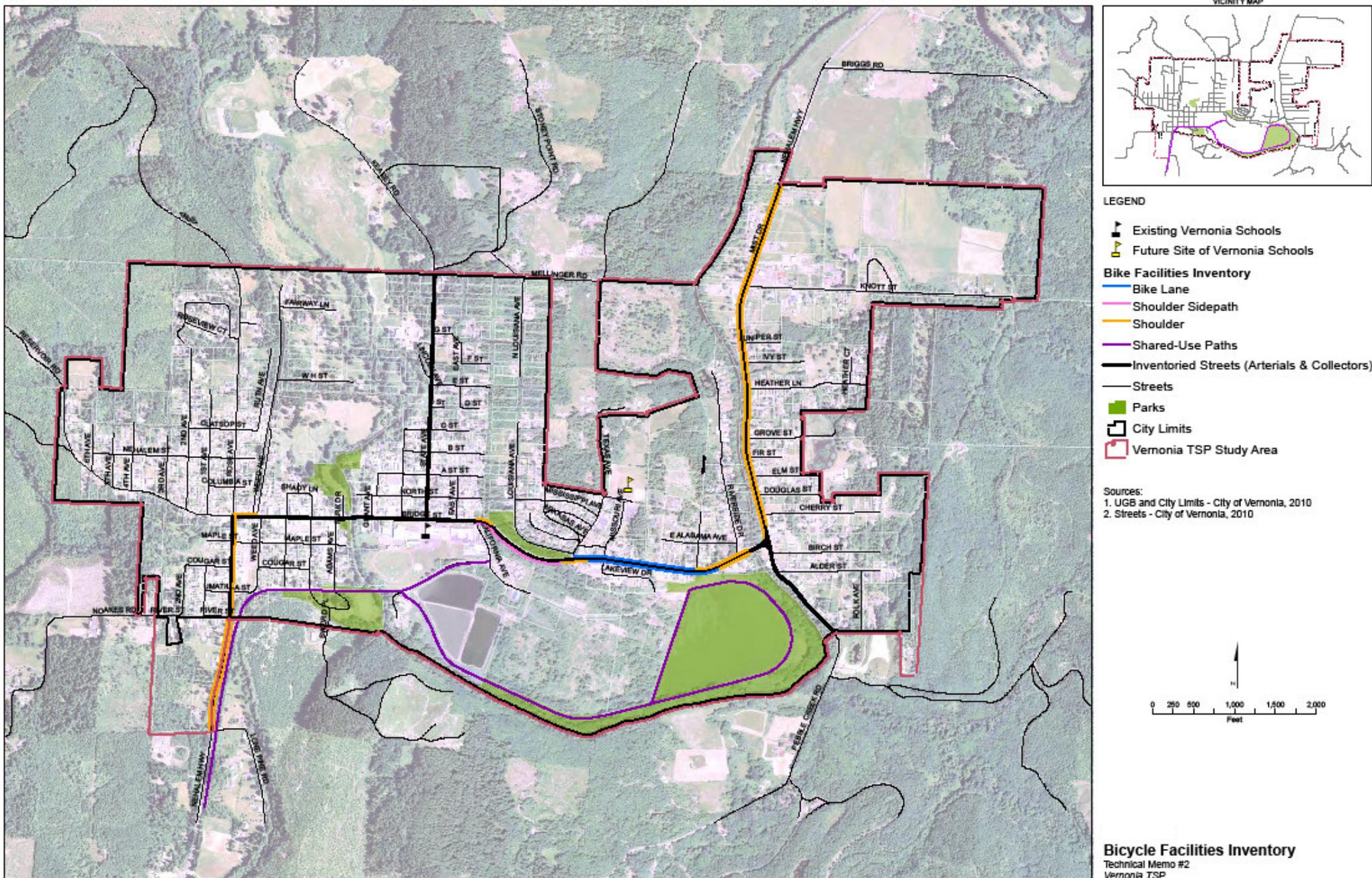




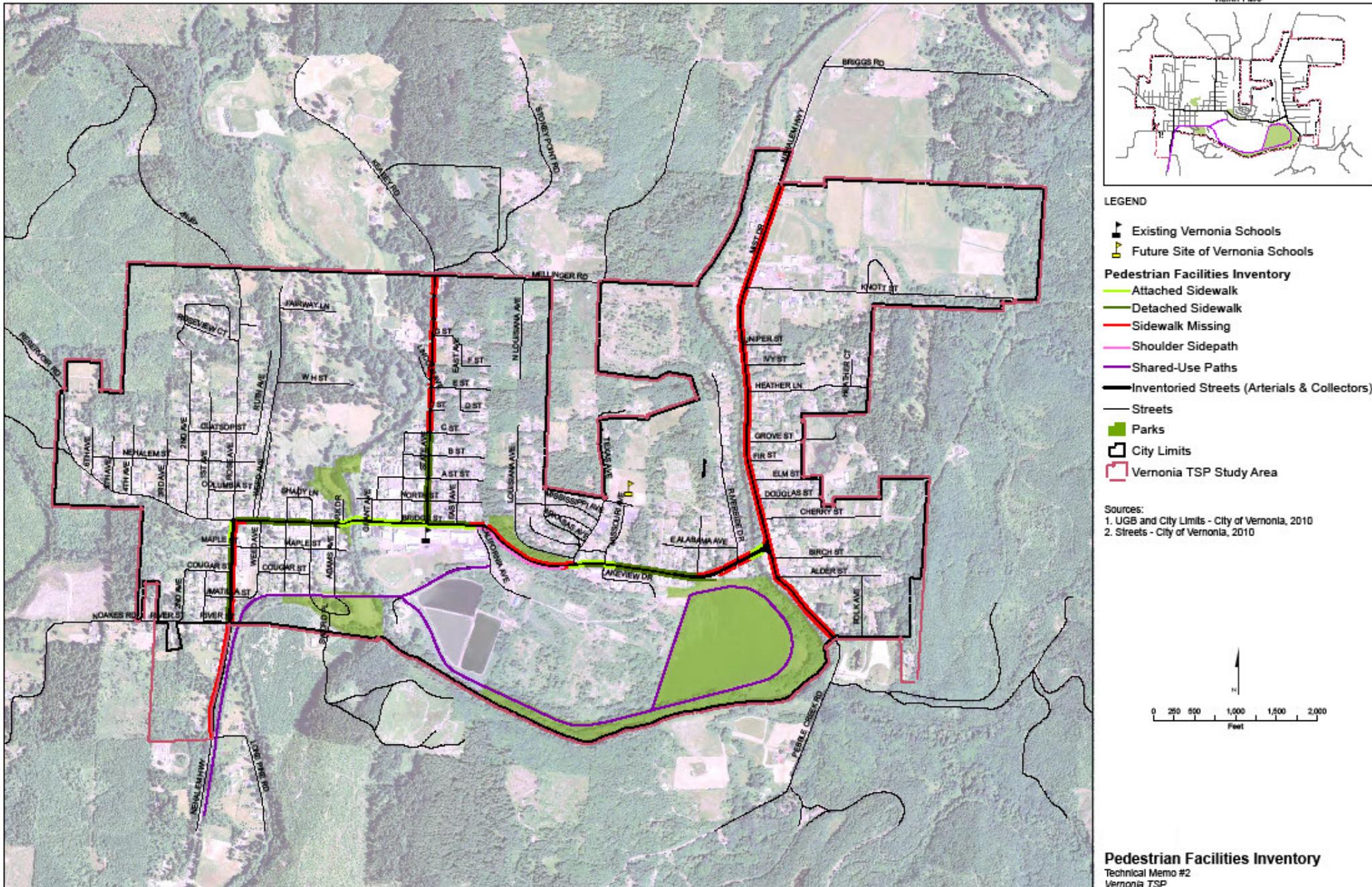
Findings to Date

- All study area intersections operate within State and City standards
- There are limited and disconnected sidewalks throughout Vernonia
- O-A Hill is an obstacle to east-west pedestrians within Vernonia
- There are only a few bicycle lanes along OR 47
- Cyclists share travel lanes over the Rock Creek and Nehalem River Bridges

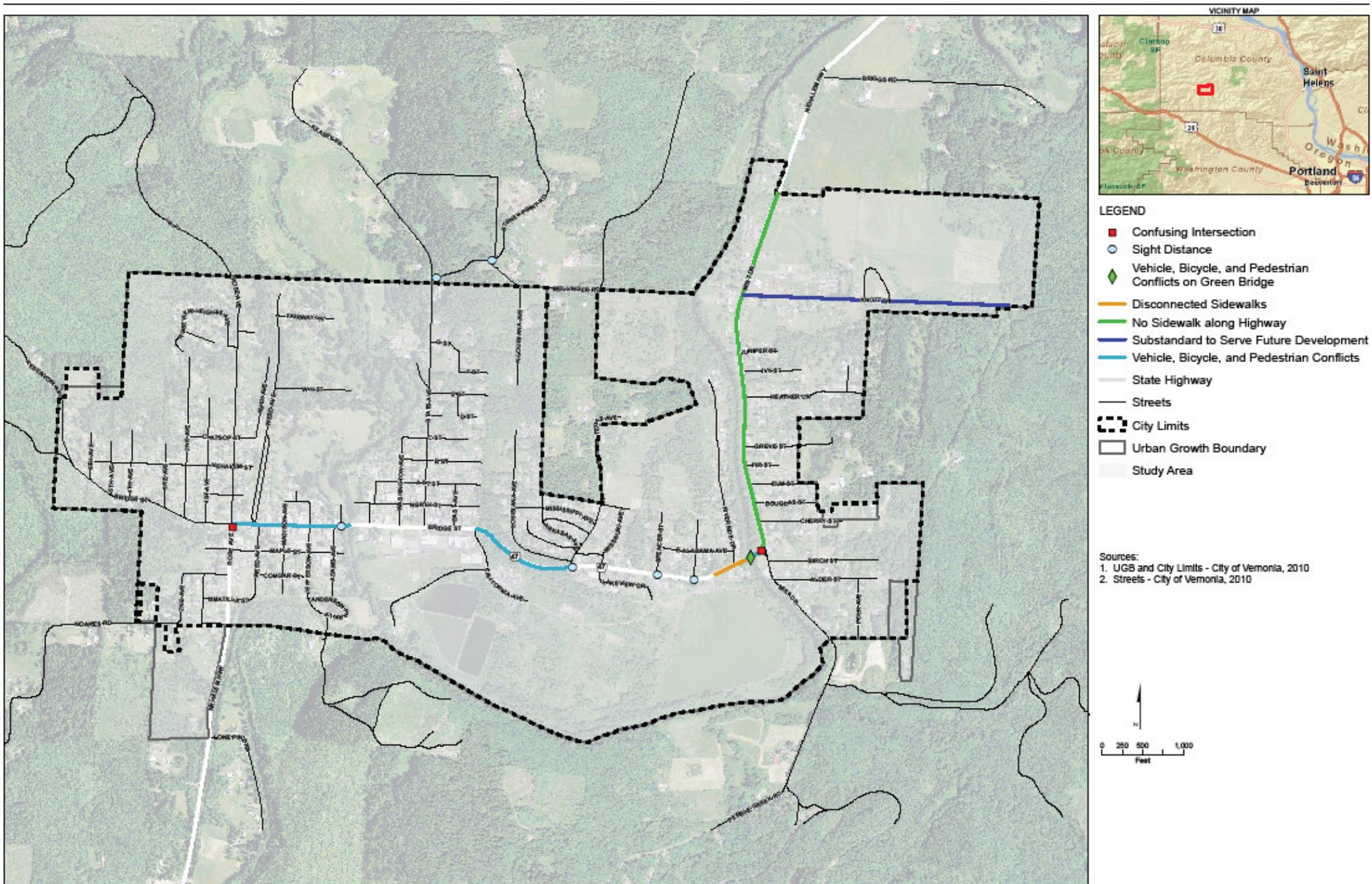
Existing Bicycle Facilities



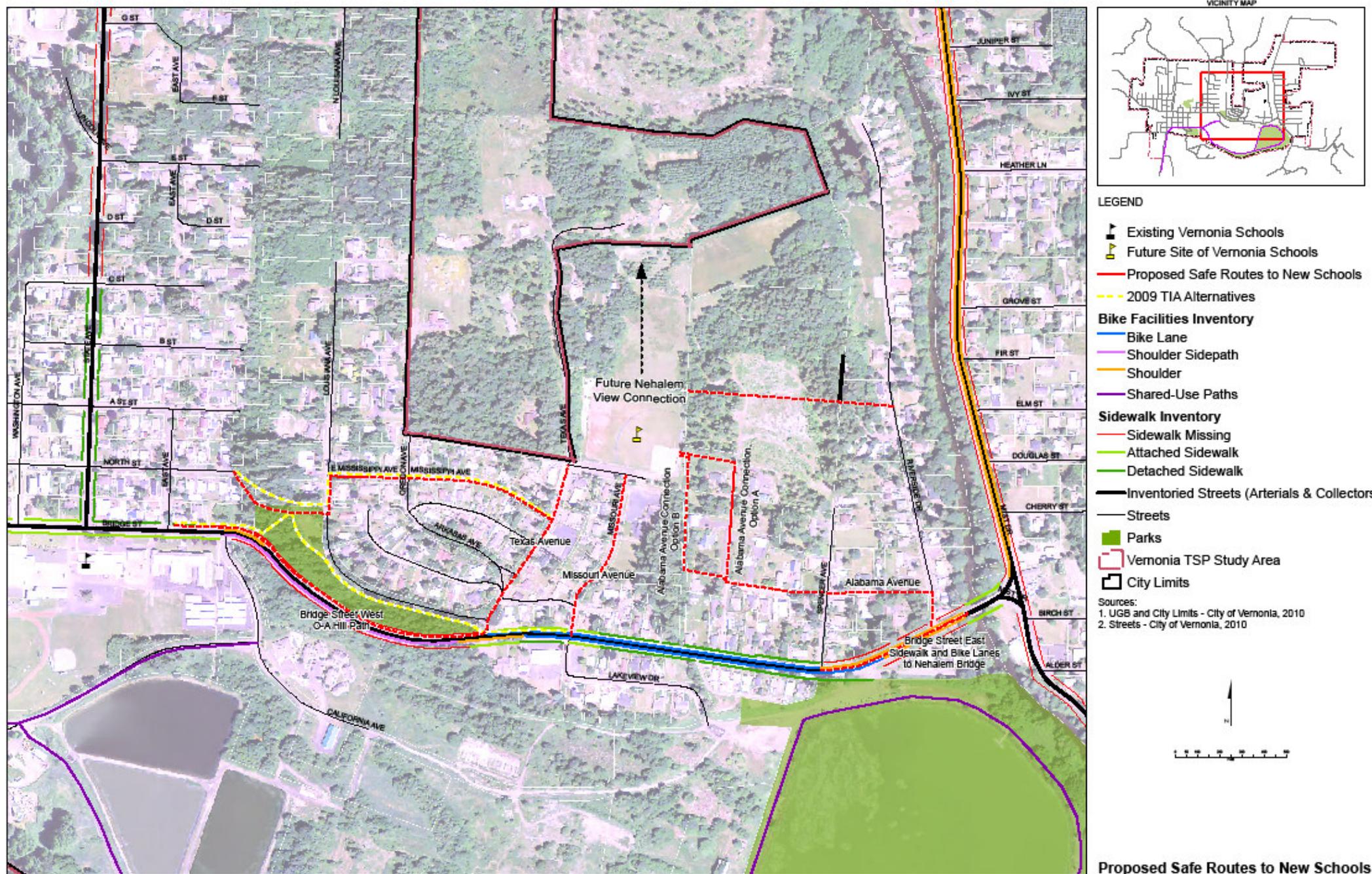
Existing Pedestrian Facilities



Current Roadway Deficiencies



Safe Routes to New Schools





Pedestrian and Bicycle Treatments

- The Project team will **update the City's TSP** to reflect bicycle and pedestrian treatments that could be used.
- Look at various treatments **found in other cities' toolkits** and tell us if you think they make sense for Vernonia.

Standard Bicycle and Pedestrian Treatments



Shared Use Paths

Provide a desirable facility separation from traffic particularly for novice riders, recreational trips, and cyclists. Paths generally provide new travel opportunities.



Wayfinding

Directional signage indicating locations of destinations and travel time/distance increases comfort with and accessibility to the pedestrian and bicycle systems.



Sidewalk Infill

Completing gaps improves pedestrian connectivity by providing a continuous, barrier-free walkway easily for all users



Curb Extensions

Reduce pedestrian crossing distance and improve motorists' visibility of pedestrians waiting to cross the street. Extensions can also serve as good locations for bike parking, benches, public art, and other features.



Marked Crosswalks

High-visibility markings located in areas with high pedestrian crossing volumes, near schools, and/or areas where awareness of pedestrian crossings may be poor.



Signed Routes

Designated bikeways with regularly placed signs indicate the route. Can include some wayfinding.



Bike Lanes

Marked lanes along a roadway designated for exclusive bicyclist use.



Curb Ramps Retrofits (ADA- compliant)

Retrofitting curb ramps to existing sidewalks improves the walking environment for mobility-impaired users. Curb ramps benefit pedestrians with strollers, delivery carts, and other "wheel" devices.

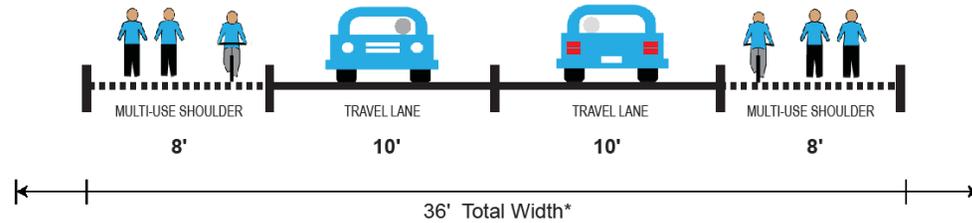


Potential Roadway Cross-Sections

- The TSP update will include street cross sections by classification
- Please take some stickers and place them next to the cross section alternative you prefer for **both** the local and collector street

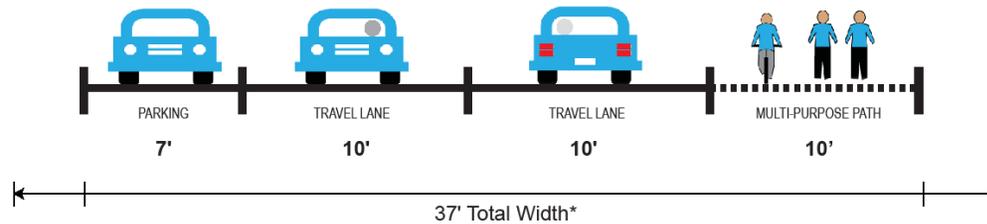
Local Road Cross Section Alternatives

OPTION 1: Two Lane with Shoulders



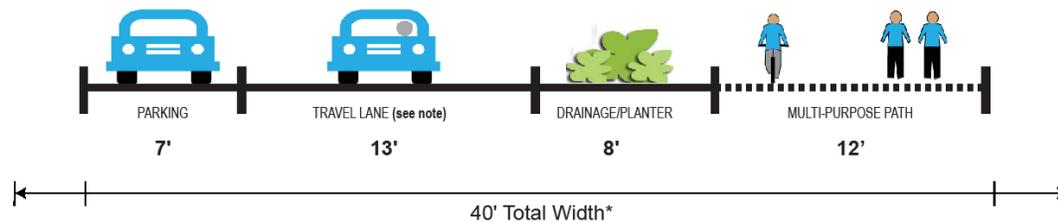
* 6' extra room

OPTION 2: Two Lane with Parking and Multi-Purpose Path



* 6' extra room

OPTION 3: Narrow Street with Multi-Purpose Path

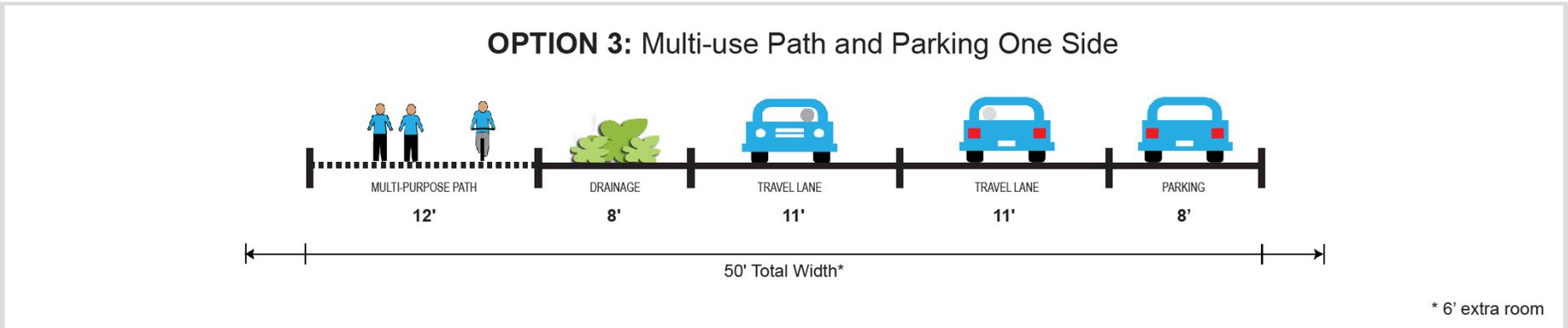
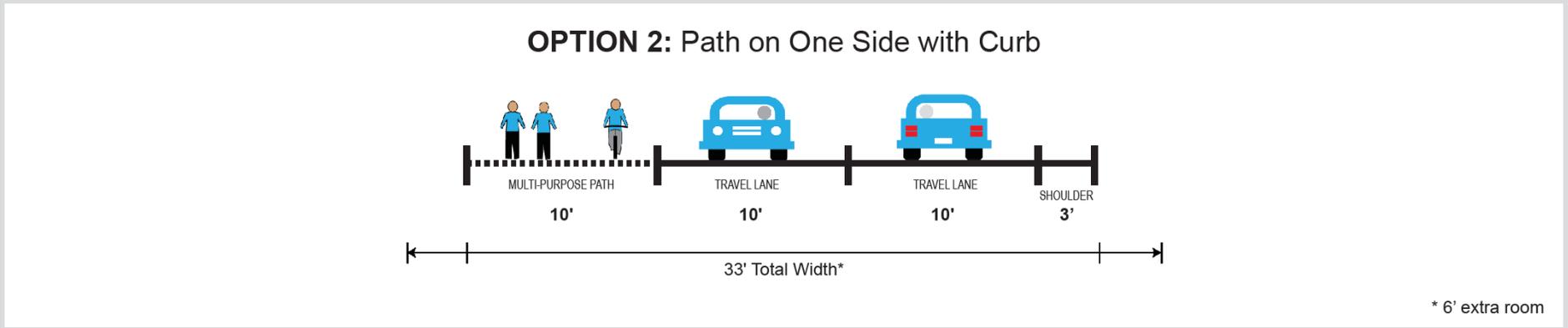
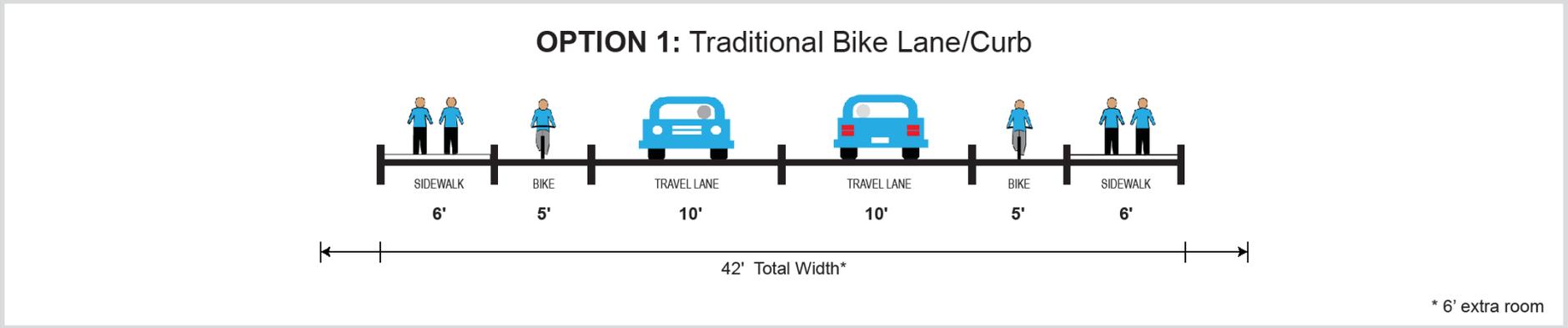


NOTE : Travel lane is too narrow for cars to pass side by side. Drivers will need to wait and pass each other when there are no cars in the parking lane.

* 6' extra room

Local roads include the “Tree Streets”, the “State Streets” (except Louisiana and State), and the numbered and lettered streets in Vernonia

Collector Road Cross Section Alternatives



Collector roads include the following: Rose Avenue north of Bridge Street, Nehalem Street, State Avenue, Louisiana Avenue, Knott Street, and Cougar and 2nd Ave to Noakes Road.



Potential Build Alternatives

- The project team brainstormed two groups of potential alternatives:
 - High-build, long-term alternatives
 - Low-Build, short-term alternatives
- Please take a look at the following two maps and let us know what you think

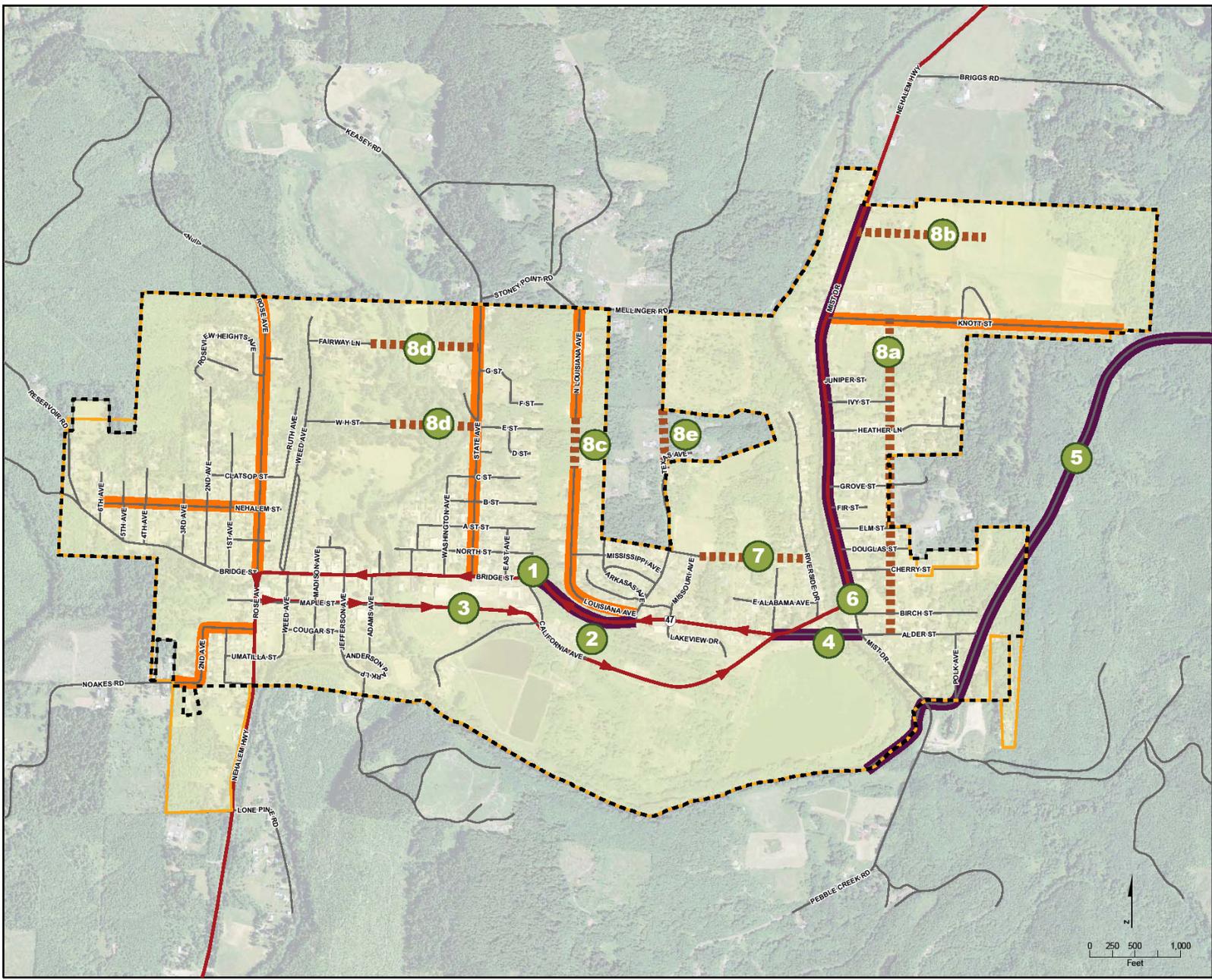
Potential High-Build Alternatives



LEGEND

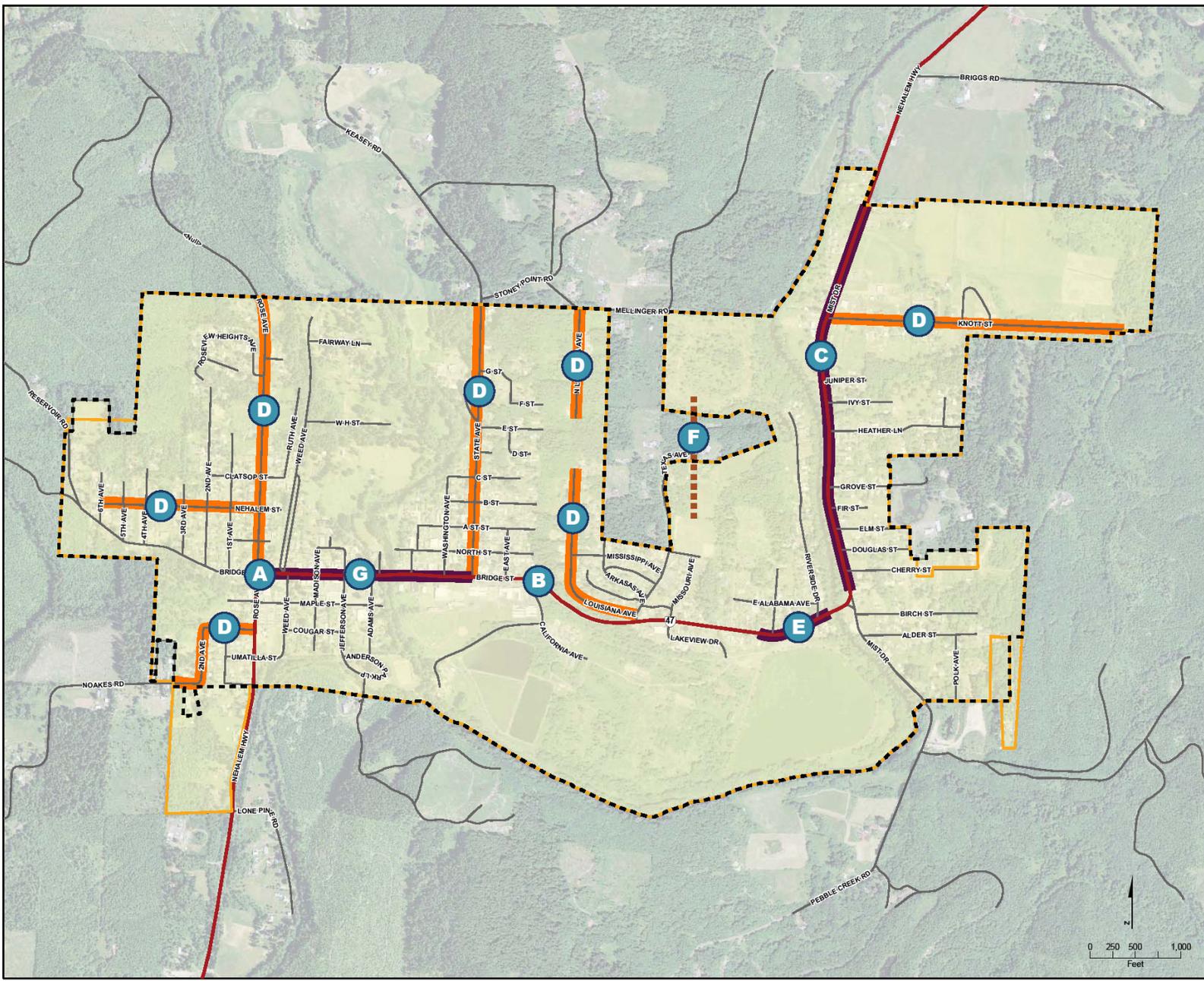
- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets
- Recommended Street Connections
(Location of streets connections are approximate and subject to design review process and environmental considerations)

- 1** Widen OR47; add bicycle/pedestrian path on both sides.
- 2** Shift OR47 to the south to make room for a bicycle/pedestrian path north of the highway.
- 3** Make OR47 a one-way couplet through Vernonia.
- 4** Realign Bridge Street to meet Mist Drive; keep the Green Bridge for bicycles and pedestrians.
- 5** Connect future Crown-Zellerbach Trail to the Banks-Vernonia Trail.
- 6** Reconfigure the Mist Drive/Bridge Street intersection.
- 7** Create a bicycle and pedestrian connection to the new school from Riverside Drive.
- 8** Potential connectivity improvements.



High-Build (Long Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

Potential Low-Build Alternatives



LEGEND

- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets

- A** Improve signage at OR47 and Rose Avenue.
- B** Improve pedestrian crossing at OR47 to access the side path on O-A Hill.
- C** Add sidewalk along OR47/Mist Drive (east side).
- D** Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
- E** Improve sight distance by clearing vegetation at intersections.
- F** Add bicycle and pedestrian connection between new schools and future Nehalem View development.
- G** Consider striping for no parking at corners in the downtown core to increase sight distance.

Low-Build (Short Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon



Next Steps

- Refine Transportation Alternatives based on feedback gathered tonight (January/February)
- Draft the Transportation System Plan Update document (February-April)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)



Welcome to the Vernonia
Transportation System Plan
Update
Community Meeting

Tonight we will:

- ▣ Review existing transportation, bicycle, and pedestrian conditions
- ▣ Discuss Potential Bicycle and Pedestrian improvements
- ▣ Discuss Potential Bicycle and Pedestrian Programs





Goals

- ▣ Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Identify appropriate new and improved non-motorized facilities
 - Support Safe Routes to Schools programming and projects



Existing Conditions - Transit

- ▣ Nehalem Valley Fixed Route
 - Vernonia City Hall (Stub Stewart, Staley's Junction, Willow Creek Station)
 - 6:15 am (returning 8:10 am)
 - 4:30 pm (returning 6:25 pm)
- ▣ West County Flex Route
 - Vernonia – St. Helens (Scappoose)
 - Tuesdays/Thursdays only
 - 8:30 am / 11:00 am / 2 pm

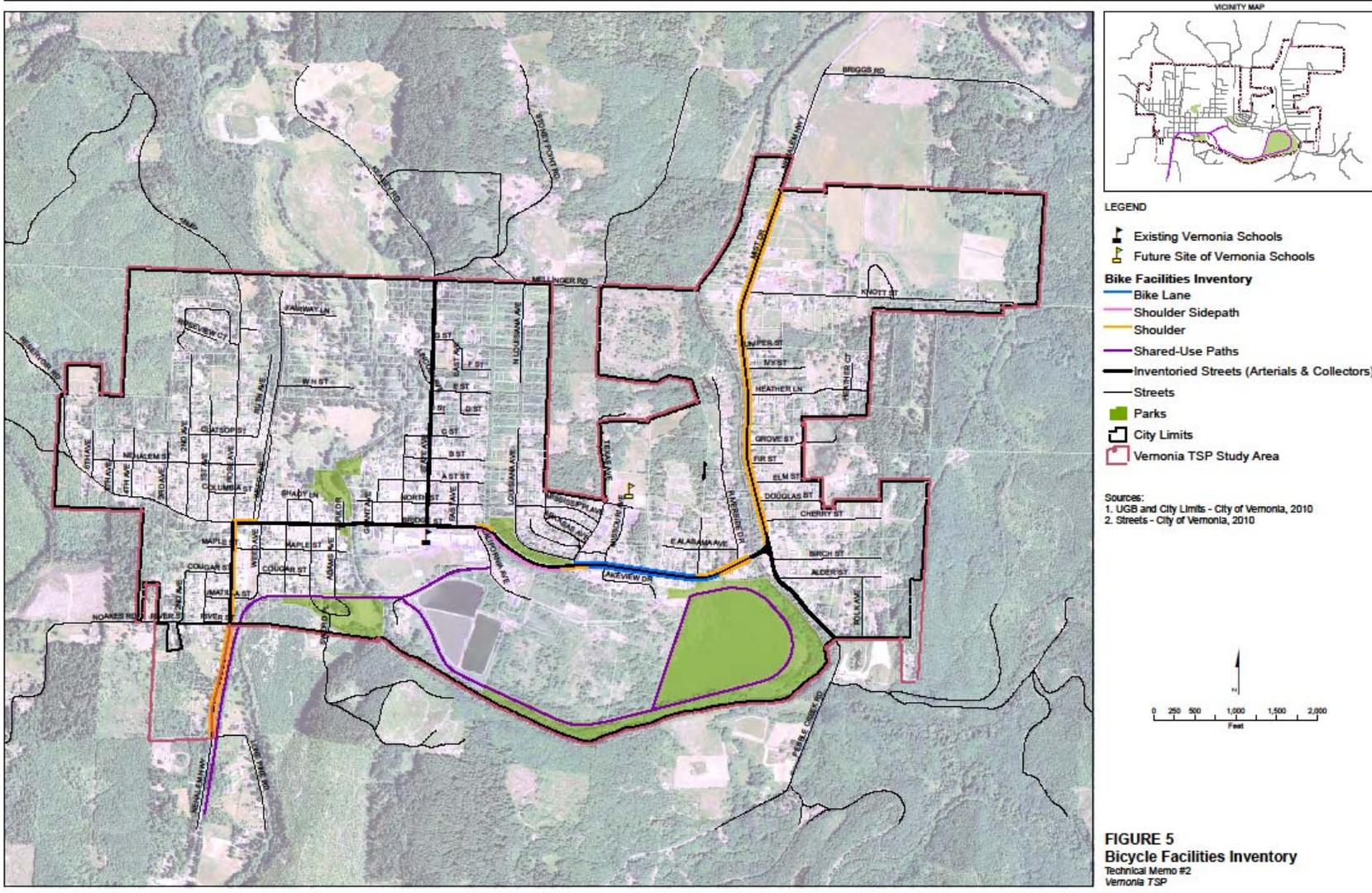


Existing Conditions - Bicycle

- ❑ There is a bike lane for approximately one third of a mile along OR 47 within the City Limits.
- ❑ The highway lacks shoulders through central Vernonia between O-A Hill and Rose Street due to topographical constraints and on-street parking
- ❑ Cyclists share the travel lane over Rock Creek and Nehalem River Bridges
- ❑ Most local streets could be considered shared roadways due to their low speeds and low traffic volumes



Existing Bicycle Facilities



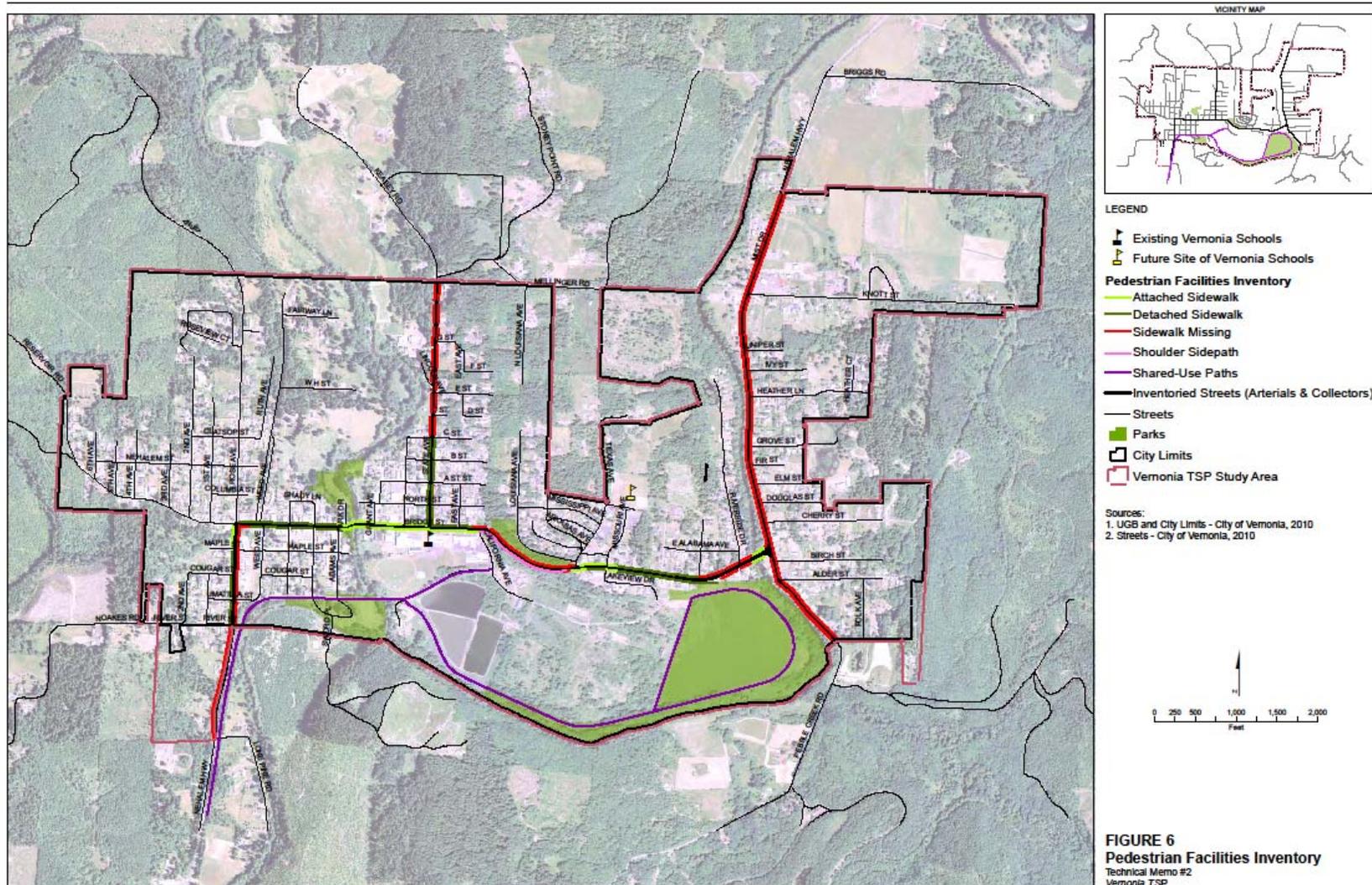
Existing Conditions - Pedestrian



- ❑ Downtown and adjacent streets have a connected network of sidewalks with pedestrian amenities.
- ❑ O-A Hill is the main obstacle to east-west pedestrian movement within Vernonia – a sidepath along the south side of OR 47 is the only option for pedestrians.
- ❑ There are very few sidewalks between O-A Hill and the Nehalem River.
- ❑ Mist drive north of Bridge Street does not have any dedicated pedestrian facilities.



Existing Pedestrian Facilities





Safe Routes to School

- ❑ Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the “Four Es.”
- ❑ **Education:** programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.
- ❑ **Encouragement:** programs that make it fun for kids to walk and bike. These programs may be challenges, incentive programs, regular events (e.g. “Walk and Bike Wednesdays”) or classroom activities.
- ❑ **Engineering:** physical projects that are built to improve walking and bicycling conditions.
- ❑ **Enforcement:** law enforcement strategies to improve driver behavior near schools.

Safe Routes to School - Benefits



- ▣ Increased physical fitness and cardiovascular health
- ▣ Increased ability to focus on school
- ▣ A sense of independence and confidence about their transportation and their neighborhood
- ▣ Improved air quality as fewer children are driven to school
- ▣ Decreased crashes and congestion as fewer children are driven to school
- ▣ More community involvement as parents, teachers and neighbors get involved and put "eyes on the street"
- ▣ Fewer discipline problems because children arrive "ready to learn"
- ▣ Fewer private cars arriving to drop off and pick up children
- ▣ Opportunities to integrate walking, bicycling and transportation topics into curriculum (e.g. "Walk & Bike Across America," mapping lessons, graphs and charts of distance walked or biked)

Safe Routes to School - Education

- ▣ Bicycle Rodeos



Safe Routes to School - Education

- ▣ Classrooms Lessons and Activities



Safe Routes to School - Encouragement

- ▣ Walk and Bike to School
Day/Week/Month



Safe Routes to School - Encouragement

- ▣ Friendly Walking/Biking Competitions (Incentive Programs)



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 Being an "A" funded by the San Bruno Air Quality Management District and
 participating in the San Bruno Air Quality Management District's
 Department Management Agency and the County of San Bruno's
 Department Management Agency

Parent's signature _____

How to Play Frequent Rider Miles

1. Write the date at the beginning of each week.
2. Every day you walk or bike to or from school put a \checkmark in the box for that day of the week.
3. Every day you walk, bike, carpool* or take the bus put a slash / in the box for that day of the week.
4. Thus if you walk, bike, carpool, or take the bus both ways you'll put an **X** in the box for that day of the week.
5. When you have **20** points, have your card checked for your reward and get your name in the raffle to win a new Trek bicycle and other prizes.
6. Continue to use your card, follow steps 1-5 again for more rewards and chances to win valuable prizes.
7. Keep filling in your card until the end of the contest.
8. Be sure to have your parent's signature on your card.

*A carpool is two or more families sharing a ride to school

Frequent Rider Miles

20 points to win!

- = 1 point traveling to school
 = 1 point traveling from school = 2 points traveling both ways

Start Date M T W Th F

I (circle one or more) walk, bike, carpool, or take the bus to school.

TOTAL POINTS _____

Frequent Rider Miles sponsored by **TREK**
TREKBIKES.COM

Safe Routes to School - Encouragement

- ▣ Back to School Blitz



Safe Routes to School - Encouragement

- ▣ Stop and Walk



Safe Routes to School - Encouragement

▣ Walking School Buses



Safe Routes to School - Encouragement

▣ Bike Trains





Safer Routes to New School Site – Existing Conditions

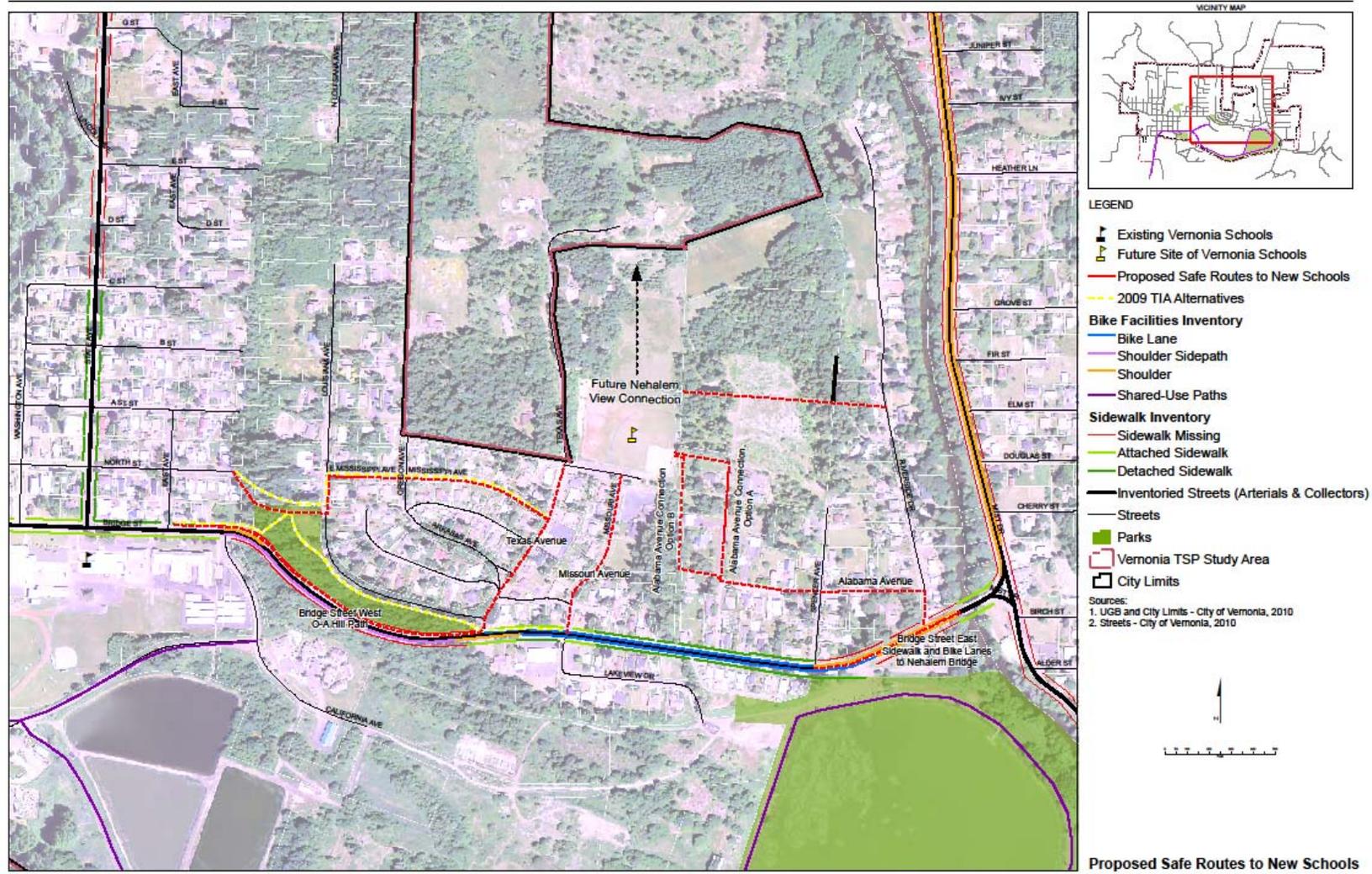
- ❑ Access to the Missouri Avenue site from the east is challenged by missing sidewalks on Bridge Street (OR 47) east of Spencer Avenue, and a lack of bike lanes and ADA accessibility on the Nehalem River Bridge.
- ❑ The existing bicycle and pedestrian path on the southern shoulder of Bridge Street (OR 47) in the vicinity of O-A Hill is substandard, providing an obstacle to access to the Missouri Avenue site from the west.
- ❑ There are no existing sidewalks in the immediate neighborhood around the Missouri Avenue site.



Safer Routes to New School Site

- ▣ Half (50%) of students inside the Vernonia city limits currently walk or bike to school.
- ▣ Because students living west of O-A Hill represent over 70% of students who currently walk to school, an improved bicycle and pedestrian access across O-A Hill is essential to mitigate impacts on walking and bicycling that may be caused by the relocation of the schools site.

Existing and Potential Bicycle & Pedestrian Facilities





Thank You

Comment Form

Vernonia Transportation System Plan Update Community Workshop – January 13, 2011

Welcome! Tonight’s meeting is designed to:

1. Communicate the project purpose and goals
2. Solicit feedback on potential multimodal transportation improvements throughout Vernonia and along OR 47

Name: _____ Affiliation (if applicable): _____

Address: _____ City/State/Zip: _____

Email: _____

How did you hear about this meeting?

- Newspaper Project Flier Project Website Word of Mouth Other

(please describe): _____

Please tell us a little about yourself:

Do you live in: Vernonia? Elsewhere in Columbia County?

Other? _____

We’ve presented project deficiencies and needs tonight. Are there additional transportation needs or deficiencies that you see in Vernonia?

We’ve presented concepts for consideration to improve transportation along OR 47 and throughout the City of Vernonia: What do you think about these alternatives? Do you have any other suggestions for alternatives to consider?

(1) Safe Routes to New Schools:

(2) Pedestrian and Bicycle Treatments:

(3) Local road cross sections:

(4) Collector road cross sections:

(5) Potential High Build Alternatives:

(6) Potential Low Build Alternatives:

Please add any other comments here:

Thank you for your feedback. Please fill out this comment form and give it to a staff member, put it in the comment box, or mail to:

Carole Connell, City of Vernonia,
1001 Bridge Street
Vernonia, OR 97064

Comments requested by Friday, January 21, 2011.

Vernonia Transportation System Plan Update

Community Workshop Summary

Thursday, January 13, 2011
5:30-8:30 p.m.
Vernonia Learning Center

This document provides a summary of the Vernonia Transportation System Plan Update Community Workshop held January 13th at the Vernonia Learning Center. The purpose of this open house was to review the work done to date, discuss the goals of the bicycle and pedestrian plan, and gather input on potential transportation alternatives. Approximately 10 people attended the meeting.

The format of the open house included a presentation at 5:45 followed by a question and answer period, and then an informal open house format for the remainder of the meeting (a second presentation was scheduled, but was given informally to one individual who did not attend the earlier presentation).

The Open House displays were organized into five areas:

- ***Welcome and sign in*** - a staff person at this station explained the format of the open house and distributed an informational handout describing the project background and draft recommendations.
- ***Project Overview*** - boards at this station included a project overview, goals, study area, project schedule, and who is involved.
- ***Key Findings*** - this station contained an overview display board describing current and future conditions and deficiencies within the City of Vernonia.
- ***Draft Recommendations*** - this station contained two boards showing potential street cross sections for both local and collector streets, and two boards for low and high-build alternatives. Community members were asked to vote via a sticker on the street cross section they preferred.
- ***Next Steps*** - this station described how comments from the public would be incorporated in the plan, and how the recommendations would be refined.

Presentation with Question and Answer

Mike Tresidder from Alta Planning and Design described potential safe routes to school programs and routes in a 15 minute presentation at 5:45. The presentation described existing bicycle and pedestrian conditions, potential bicycle and pedestrian improvements, and potential bicycle and pedestrian programs. Attendees had the opportunity to ask

questions following the presentation. The following paragraphs summarize questions heard from the audience.

One attendee asked about the potential for upgrading the Green Bridge, since it was identified as a pedestrian and bicycle choke point.

Currently the Green Bridge is not included in the Statewide Transportation Improvement Program (STIP), and the bridge itself is not considered to be deficient.

Another attendee asked about the opportunity to provide a link between the existing schools and the new schools, through the wetland and parkland that will be constructed on the old school site.

This led to a discussion about using California Avenue as a walking and biking route off of OR 47.

There was concern about the impact of increased traffic near the new school.

If more students walk or bike to the new school site, or participate in some of the programs that Mike discussed during his presentation, traffic to the new schools could be reduced.

A suggestion during the presentation was to reduce the speed limit on Mist to Knott. Currently it is 45 mph.

Road Cross-section Options

Of the people who attended the meeting, four placed voting stickers next to Option 2: two lane with parking and multi-purpose path, and three placed stickers by Option 3: Narrow street with multi-purpose path. Additionally, two notes were placed on the board; one suggested looking at local and collector right of way to help determine the best options for cross-sections. The second note commented that the path on option 2: two lanes with parking and multi-purpose path would need a curb or other separation.

For the collector road cross sections, four people like Option 2: Path on one side with curb, and three liked option 3: multi-use path and parking one side. Notes on Option 2 include: good alternative for California Avenue. Not great for any collectors because of speed and lack of safety on path. The second note says ODOT will require separation/buffer? It should be noted that there will be a curb between the path and the travel lane, and ODOT does not have jurisdiction on Collector Streets.

One note near Option 3 notes that speed is an issue on Rose (though the speed limit is 25 mph).

Safe Routes to New Schools

The board displaying potential routes to the new schools had a number of comments added to it during the meeting. These comments include:

- Possible separate bike/pedestrian bridge indicated near the existing Green Bridge
- Realign California Avenue to improve sight distance (connect to the east?)

- Stop and Walk at old school site? Using existing sidepath on Bridge Street. Stop and walks are areas where parents drop off school children, who then walk the remaining distance to school.
- Near O-A Hill, the following comment was added: Watershed Council, PCC Landscape Collaboration with School District on O-A Hill
- A couple of comments to staff members regarding the street cross sections included the need to provide a minimum and maximum cross section for both types of streets to fit in with the character of the neighborhoods, etc.
- Carole, the City Planner noted that most local road right of way is approximately 60 feet, and the local cross sections presented do not reflect this.

Potential High-Build Alternatives

The following comments were added to the potential high-build alternatives map:

- At the intersection of Rose and Bridge Street - insert a raised median and increased signage to indicate that the highway continues to the right. Channelize the intersection.
- At the intersection of Stoney Point Road and Keasey Road - Address the vertical curve.
- Near the alleyway between Mississippi Avenue and Arkansas Avenue, a note to continue the pedestrian path up O-A Hill along the alley - more direct for students
- Regarding connecting the C-Z trail to the Banks-Vernonia Trail:
 - The grade between where the C-Z trail comes into Vernonia and the connection to Knott Street (where the trail currently is meant to end) is very steep, with approximately a 15% slope in places.
 - The preferred route for the C-Z trail and the Banks-Vernonia trail is how it is shown on the high-build figure.
 - A secondary option is for the trail to come down Knott Street a bit and then south to the UGB limits
 - The river crossing is going to be a large barrier near the Nehalem River, and there are concerns with the constrained pedestrian and bicycle facilities on the Green Bridge.

Comment Form Responses

A comment form was given to attendees. Three people filled out the comment form and handed them in at the open house. One attendee is a full-time Vernonia resident, one was representing a Vernonia Resident, and the third person lives elsewhere in Columbia County. Most had heard of the meeting via the utility bill mailings or newspapers.

The following section summarizes comments from comment sheets submitted at the meeting, and conversations with meeting attendees.

In response to the question about additional transportation needs or deficiencies, the two responses included concern with the connectivity of the Banks-Vernonia Trail to the Scappoose-Vernonia Trailhead at the upper end of Knott Street. The other response is the ability for elderly to access places of business on Bridge Street via private car.

One commenter liked the trail connection shown on the high-build concept connecting the Banks-Vernonia trail to the future C-Z trail, citing the clear separation of pedestrians and bicyclists from cars and trucks along the highway.

Another commenter liked the idea of extending sidewalks along Bridge Street to Riverside Drive, and expressed concerns about conflicts between vehicles and pedestrians at the entrance into Lake Vernonia. With the relocation of the schools, the existing conflicts would increase.

Additional comments from the comment form included:

- Expand focus beyond “Safe routes to school” to include pedestrian and bicyclist tourism potential
- The biggest challenge is the cost of projects and the ability to find funding.



Welcome to the Vernonia Transportation System Plan Update Community Briefing

Please take a moment to:

- Sign in
- Provide feedback on transportation solutions
- Fill out a comment form



Tonight we will:

- Ask for your feedback on potential projects along OR 47 and throughout Vernonia
 - What do you like?
 - What don't you like?
- Discuss Safe Routes to New Schools

A brief presentation will be given at 5:30 and 6:30 p.m. on the project



Potential Roadway Cross-Sections

- The TSP update will include street cross sections by classification
- Please take some stickers and place them next to the cross section alternative you prefer for the local, collector, and arterial streets

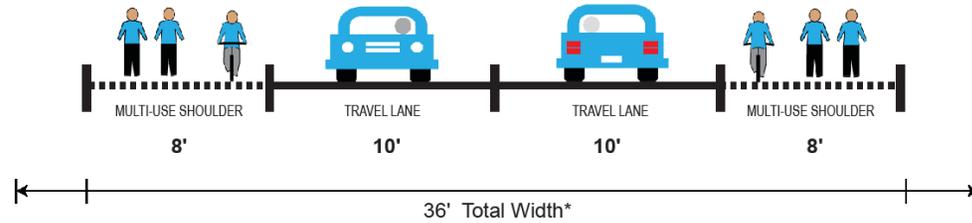


Next Steps

- Draft the Transportation System Plan Update document (February-April)
- Community Briefing #2 – Present an overview of the Draft TSP Update (April)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)

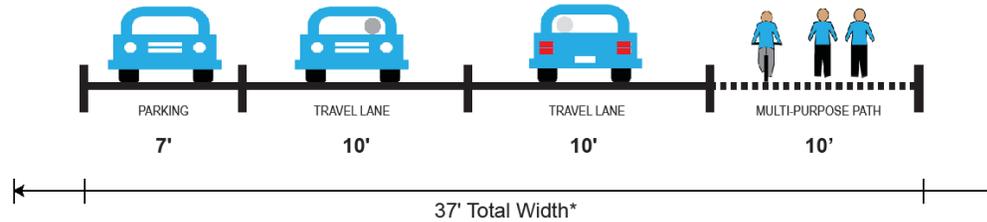
Local Road Cross Section Alternatives

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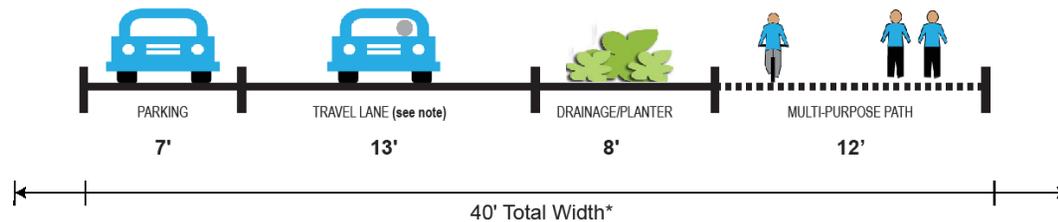
* 6' extra room

OPTION 2: Two Lane with Parking and Multi-Purpose Path



* 6' extra room

OPTION 3: Narrow Street with Multi-Purpose Path



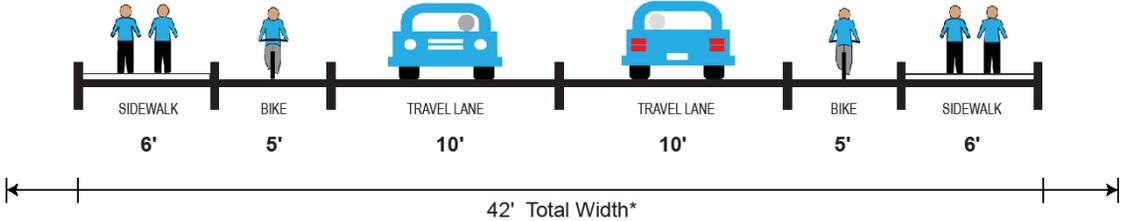
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* 6' extra room

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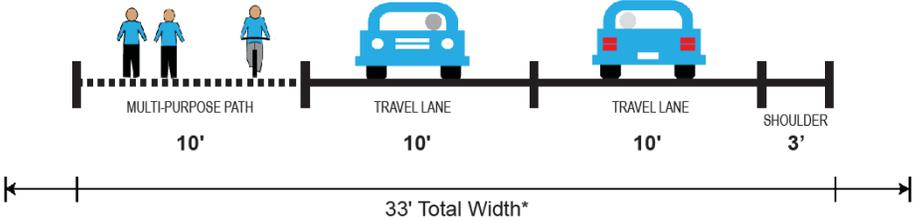
Collector Road Cross Section Alternatives

OPTION 1: Traditional Bike Lane/Curb



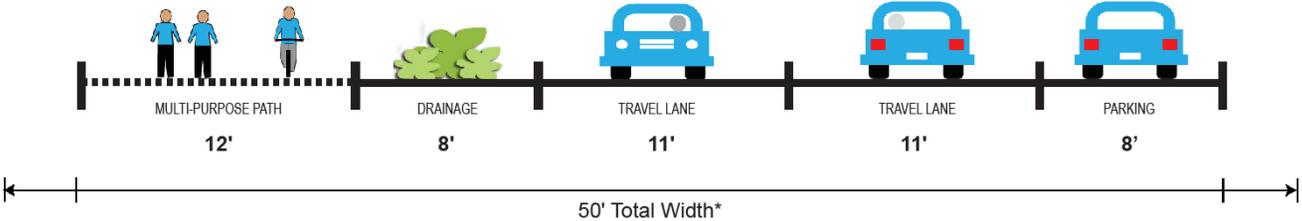
* 6' extra room

OPTION 2: Path on One Side with Curb



* 6' extra room

OPTION 3: Multi-use Path and Parking One Side

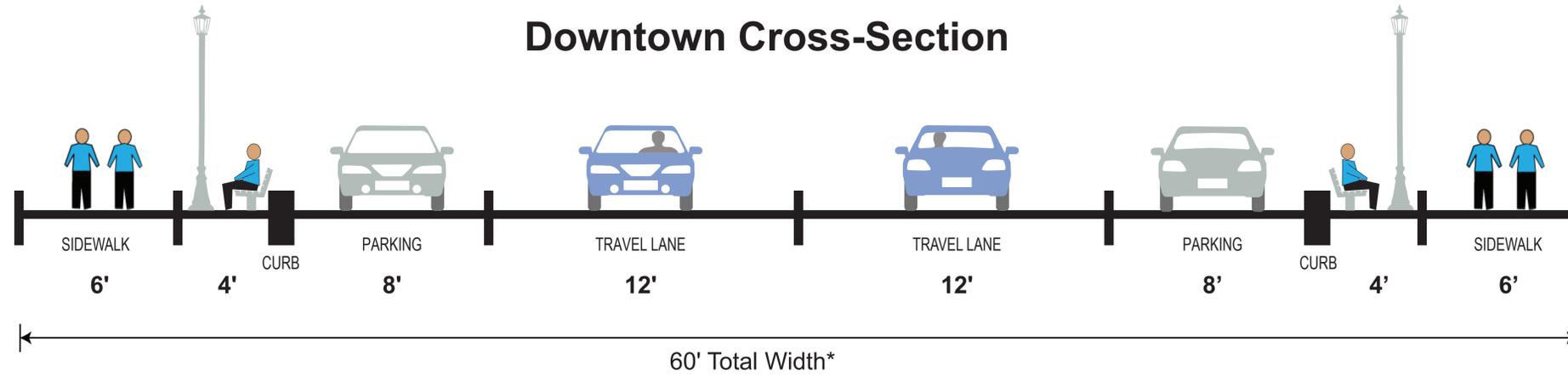


* 6' extra room

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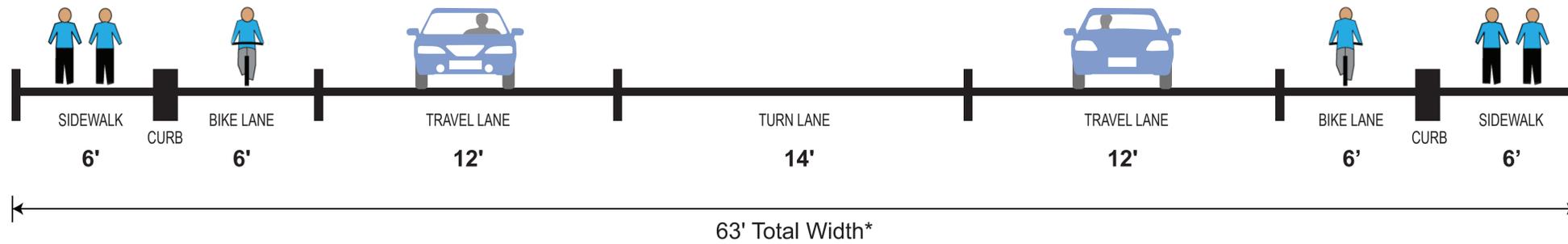
OR47 (Arterial Road) Range of Cross-Sections

Downtown Cross-Section



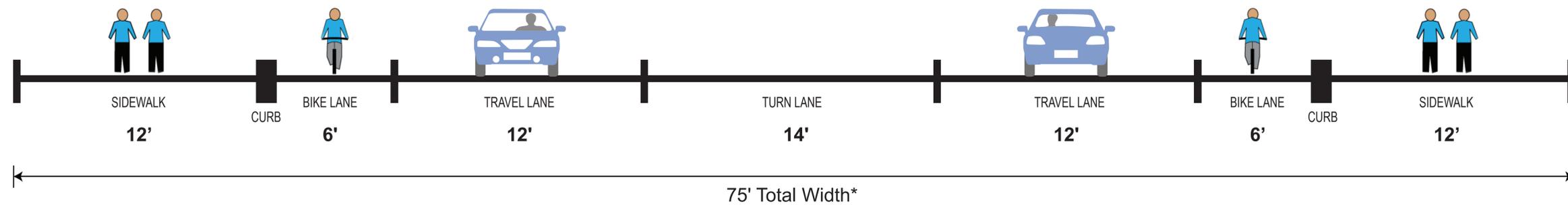
* 1' for curb

Minimum Cross-Section

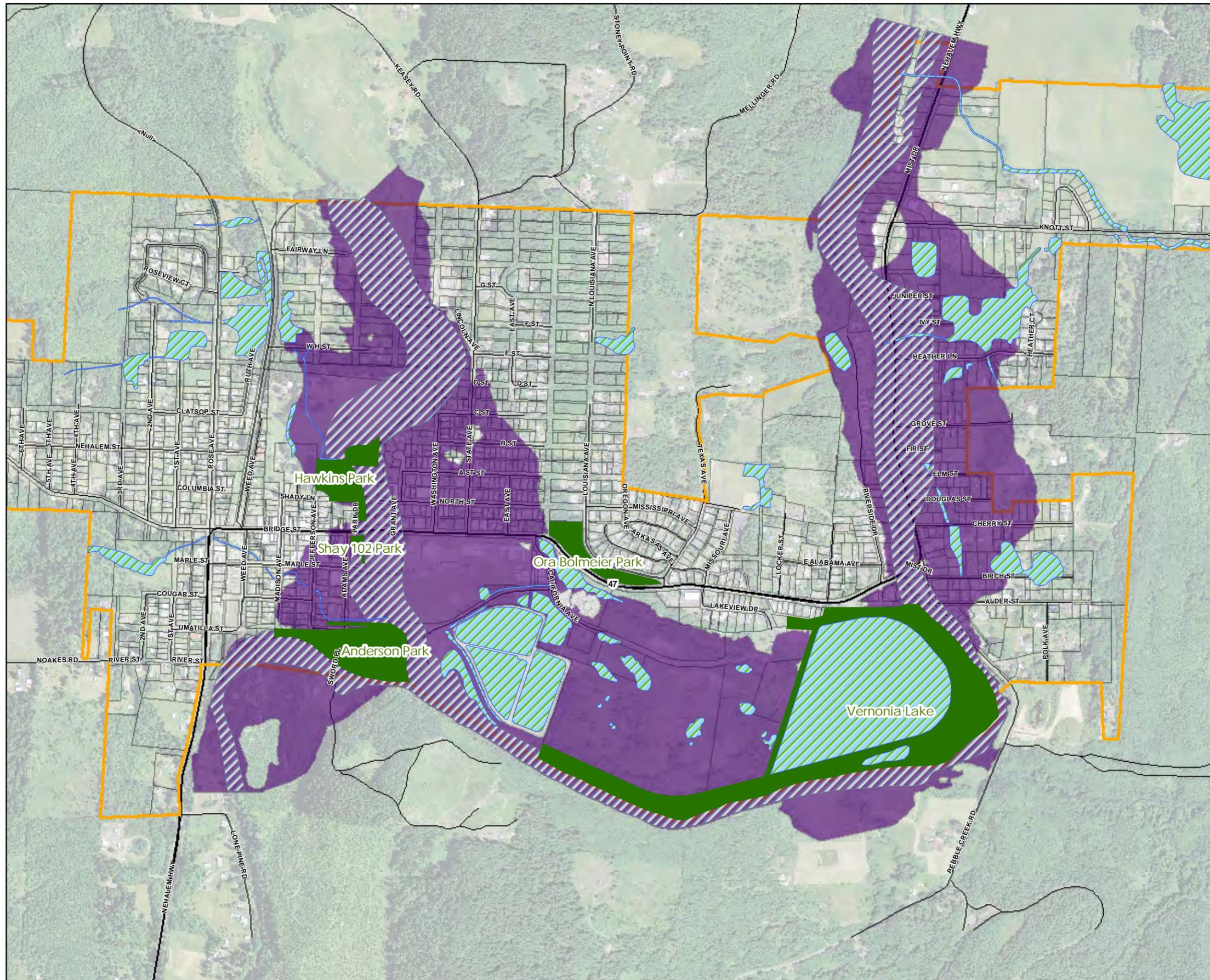


* 1' for curb

Maximum Cross-Section

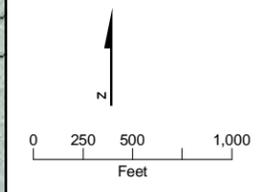


* 1' for curb

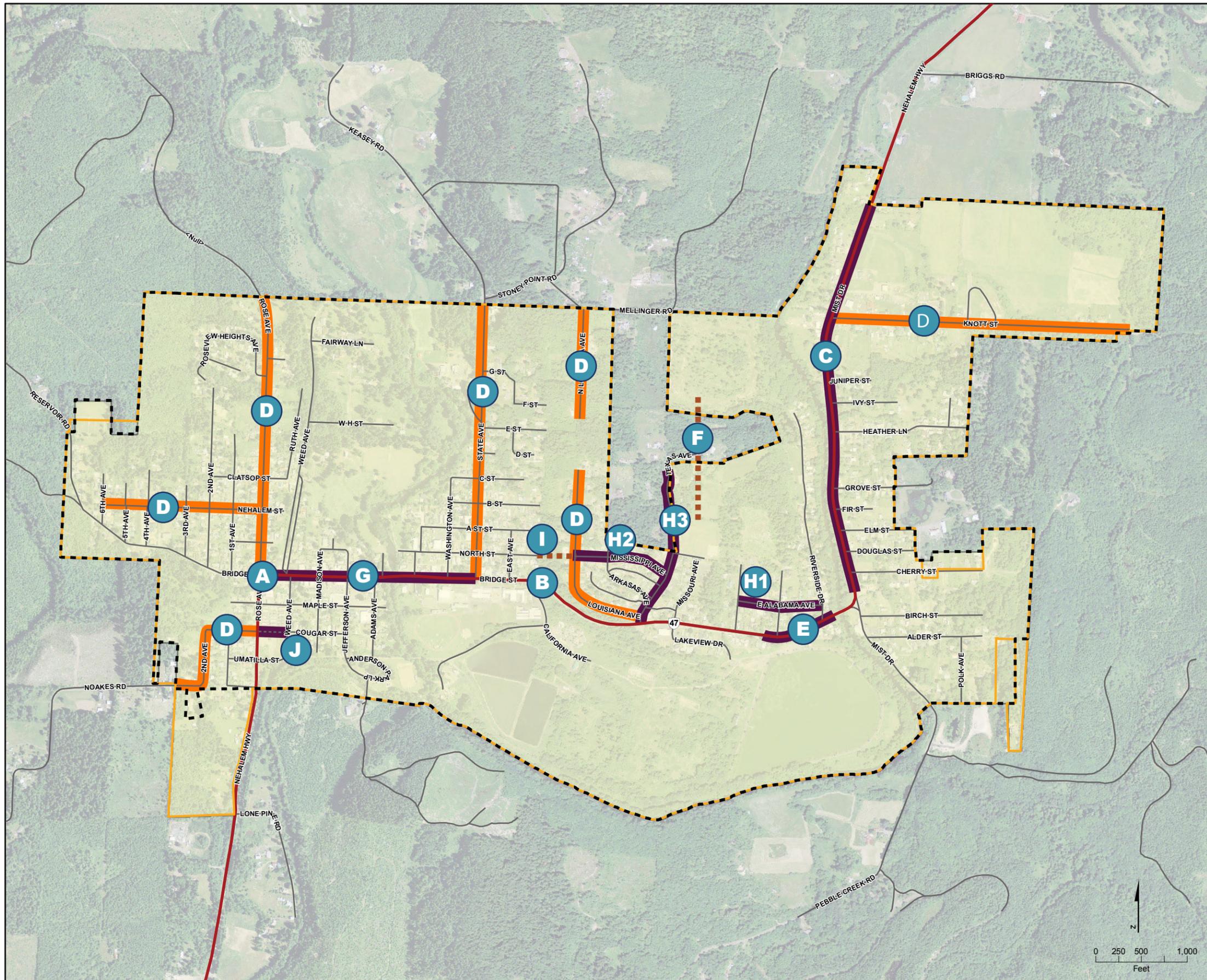


LEGEND

- Study Area
- LocalWetlandsInventory2001
- Parks
- State Highway
- Streets
- 100 year Floodway
- 100 Year Inundated
- LocalWetlandsInventory2001



Goal 5 Resources
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

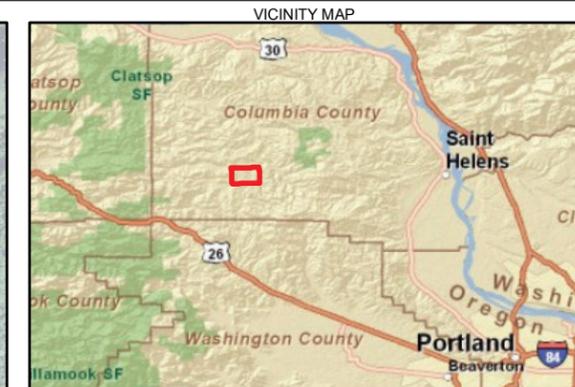
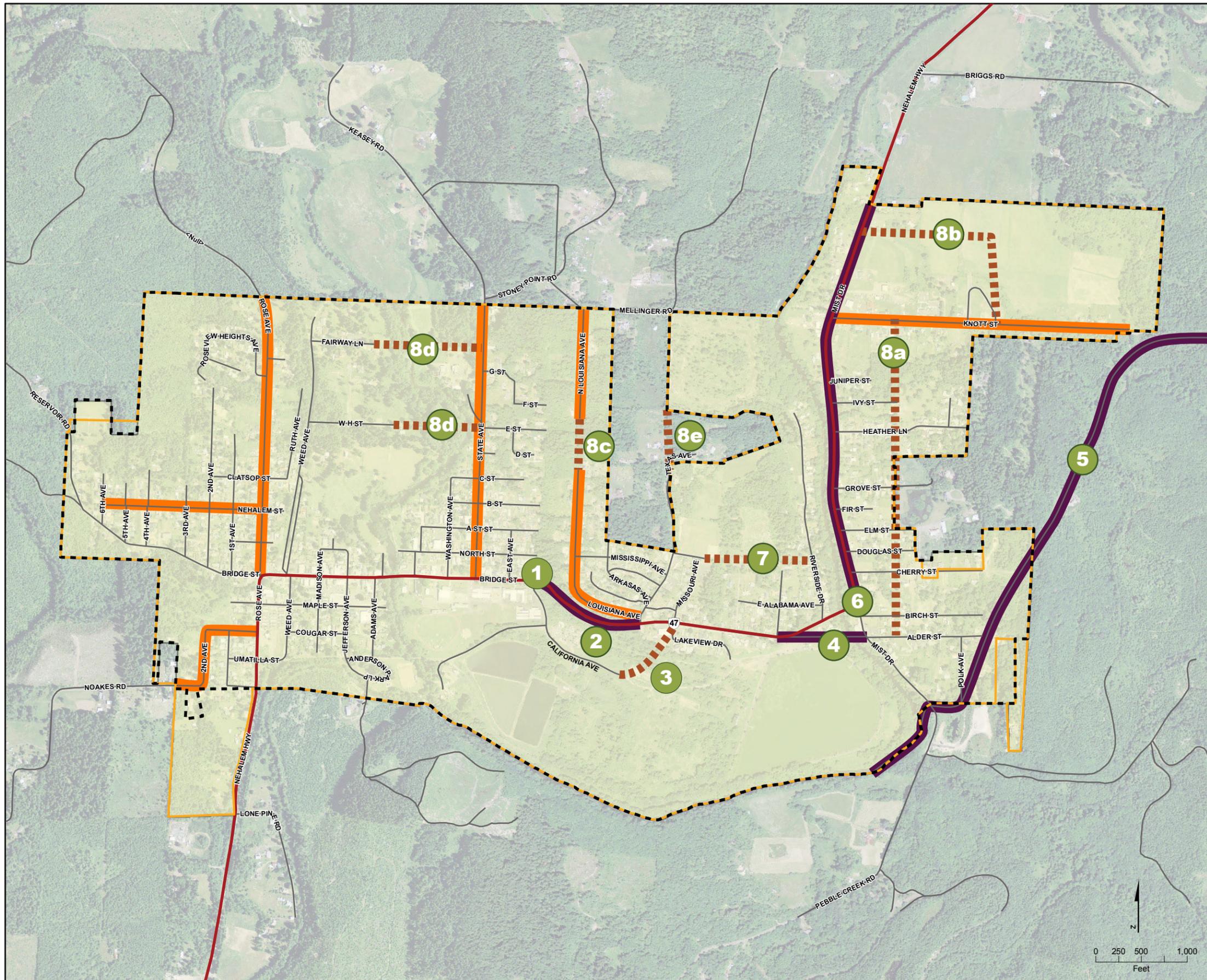


LEGEND

- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets

- A** Improve signage at OR47 and Rose Avenue.
- B** Improve pedestrian crossing at OR47 to access the side path on O-A Hill.
- C** Add sidewalk along OR47/Mist Drive (east side).
- D** Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
- E** Improve sight distance by clearing vegetation at intersections.
- F** Add bicycle and pedestrian connection between new schools and future Nehalem View development.
- G** Consider striping for no parking at corners in the downtown core to increase sight distance.
- H** Safe routes to school connection improvements (on Alabama Avenue, Mississippi Avenue, and Texax Avenue)
- I** Soft-surface trail improvements up O-A Hill
- J** Extend Cougar East of Rose Avenue as a collector street

Low-Build (Short Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon



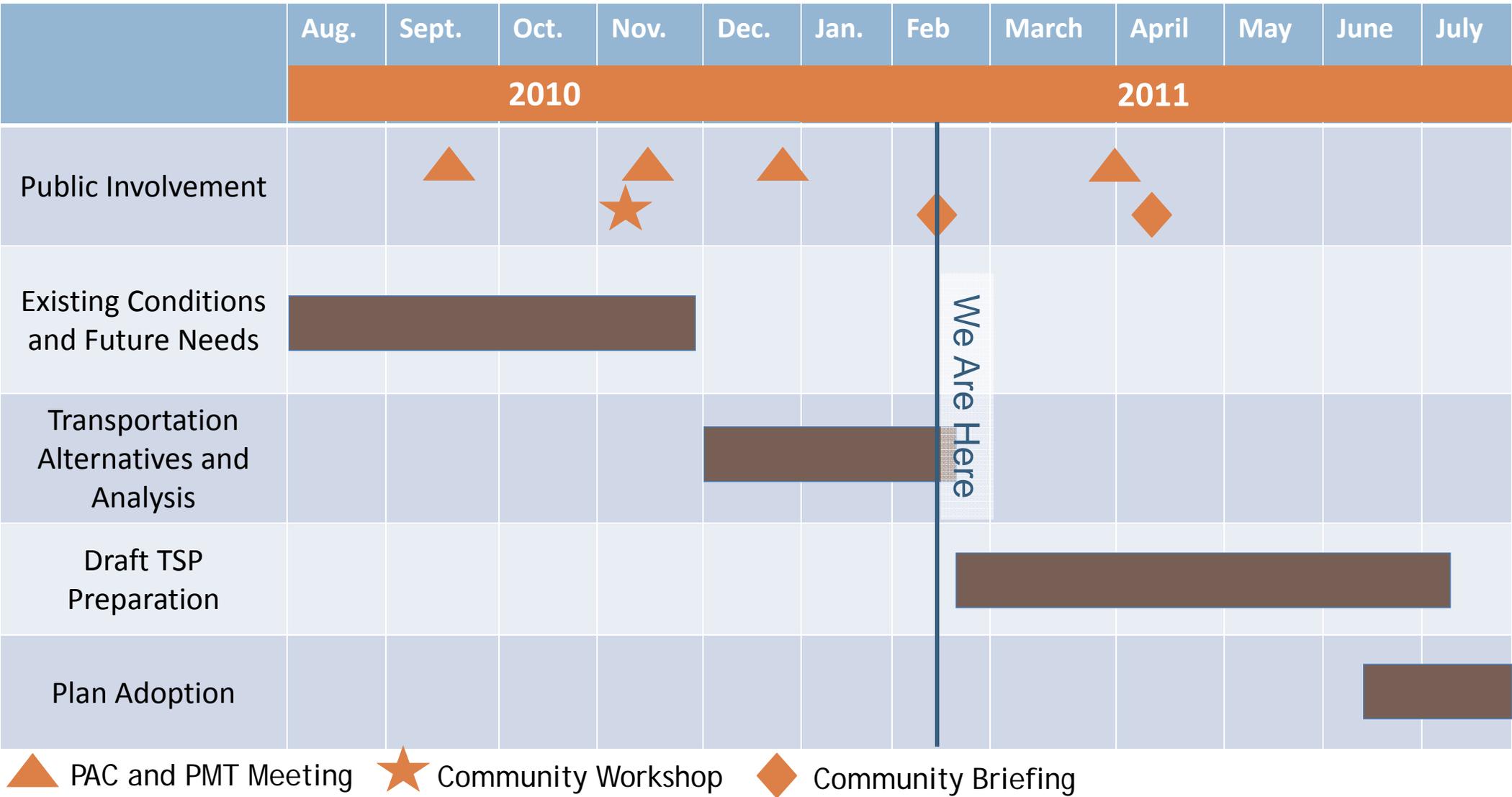
LEGEND

- State Highway
 - Streets
 - City Limits
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 - Study Area
 - Collector Streets
 - Recommended Street Connections
- 1 Widen OR47; add bicycle/pedestrian path on both sides.
 - 2 Shift OR47 to the south to make room for a bicycle/pedestrian path north of the highway.
 - 3 California Avenue to connect to Missouri Avenue
 - 4 Realign Bridge Street to meet Mist Drive; keep the Green Bridge for bicycles and pedestrians. Build missing sidewalks along Bridge Street.
 - 5 Connect future Crown-Zellerbach Trail to the Banks-Vernonia Trail.
 - 6 Reconfigure the Mist Drive/Bridge Street intersection.
 - 7 Create a bicycle and pedestrian connection to the new school from Riverside Drive.
 - 8 Potential connectivity improvements.

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations

High-Build (Long Term) Options
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

Vernonia Transportation System Plan Update Schedule





Vernonia Transportation System Plan Update Community Briefing #2

Tonight we will:

- Present recommended projects to improve the Transportation System in Vernonia
- Talk about implementation and project priorities



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe Routes to new schools
 - Bicycle improvements
 - Pedestrian Improvements
 - Safety improvements



Who is involved?

- The City of Vernonia
- Oregon Department of Transportation
- Columbia County
- Oregon Department of Land Conservation and Development
- The Vernonia Community
- Planning consultants:
 - CH2M HILL
 - Alta Planning + Design

Schedule

Vernonia Transportation System Plan Update Schedule





Project Goals

- Operation and Safety
 - Preserve and improve function, capacity, and level of service and safety of the roadway system
- Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Support Safe Routes to Schools programming and projects
 - Receive input on airport operations and expansion
- Finance
 - Sound fiscal approach to financing transportation system improvements



Findings to Date

- All study area intersections operate within State and City standards
- There are limited and disconnected sidewalks throughout Vernonia
- O-A Hill is an obstacle to east-west pedestrians within Vernonia
- There are only a few bicycle lanes along OR 47
- Cyclists share travel lanes over the Rock Creek and Nehalem River Bridges



Functional Classification

- Different roadway classifications serve different trip purposes.
- Functional Classifications guide appropriate roadway standards
- There are three types of roadways in Vernonia: Local, Collector and Arterial

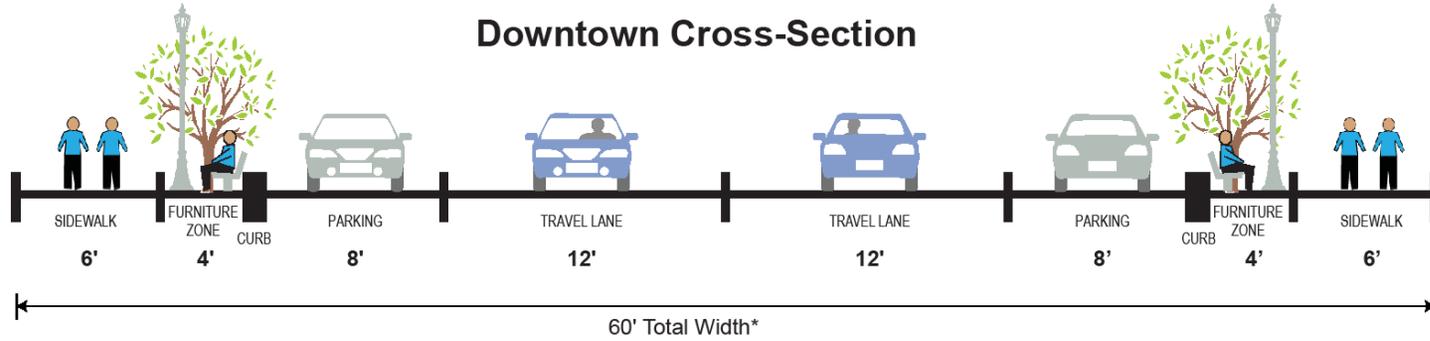


Recommended Roadway Cross-Sections

- The City has a variety of available right-of-way widths
- The recommended cross-sections provide a range of options based on available room

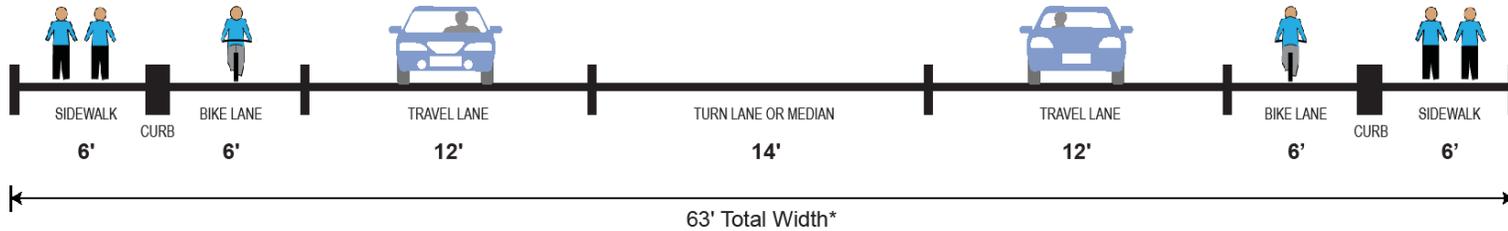
OR47 (Arterial Road) Range of Cross-Sections

Downtown Cross-Section



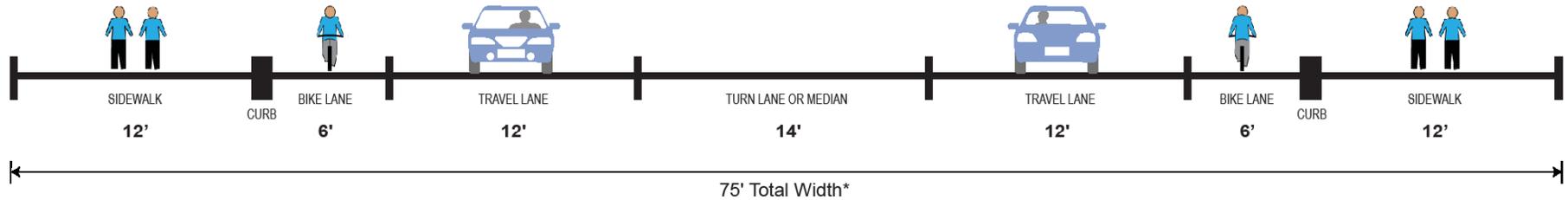
* 1' for curb

Minimum Cross-Section



* 1' for curb

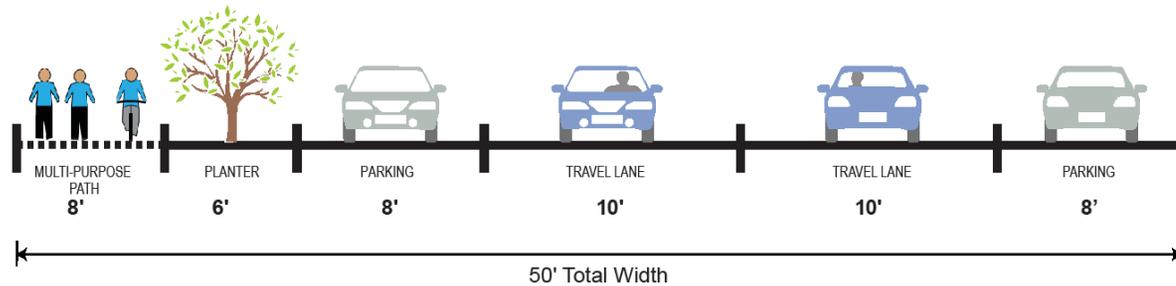
Maximum Cross-Section



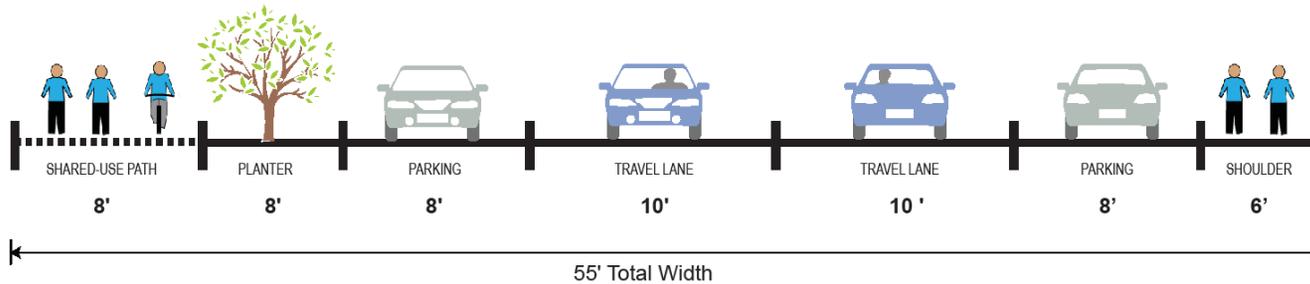
* 1' for curb

Range of Collector Road Cross-Sections

Minimum Cross-Section: Shared-Use Path on One Side



Maximum Cross-Section: Pedestrian Facilities and Parking on Both Sides

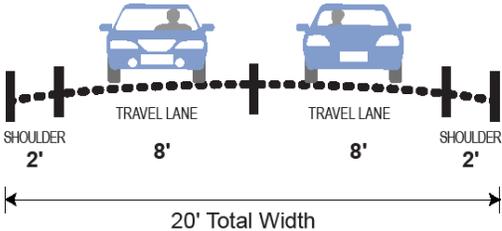


Collector Streets are:

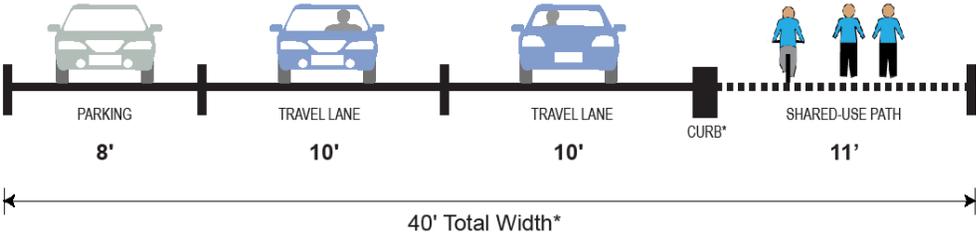
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- Nehalem St (West of Rose Ave), 50' ROW
- State Ave, 50' ROW
- Louisiana Ave (South Segment), 50' ROW
- Louisiana Ave (North Segment), 60' ROW
- Knott St, 60' ROW
- Cougar St (West of Rose Ave), 60' ROW

Range of Local Road Cross-Sections

Minimum Cross-Section: Gravel



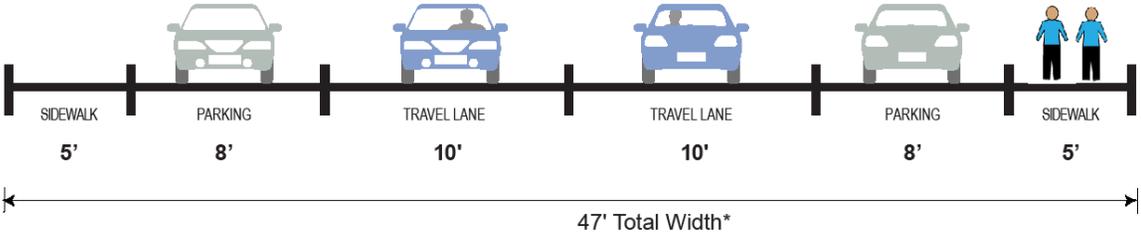
Intermediate Cross-Section: Shared Use Path with Curb, Parking One Side



* 1' for curb

NOTE:
On local streets, bicycles are assumed to be able to share the travel lane or the shared-use path.

Maximum Cross-Section: Sidewalk and Parking Both Sides

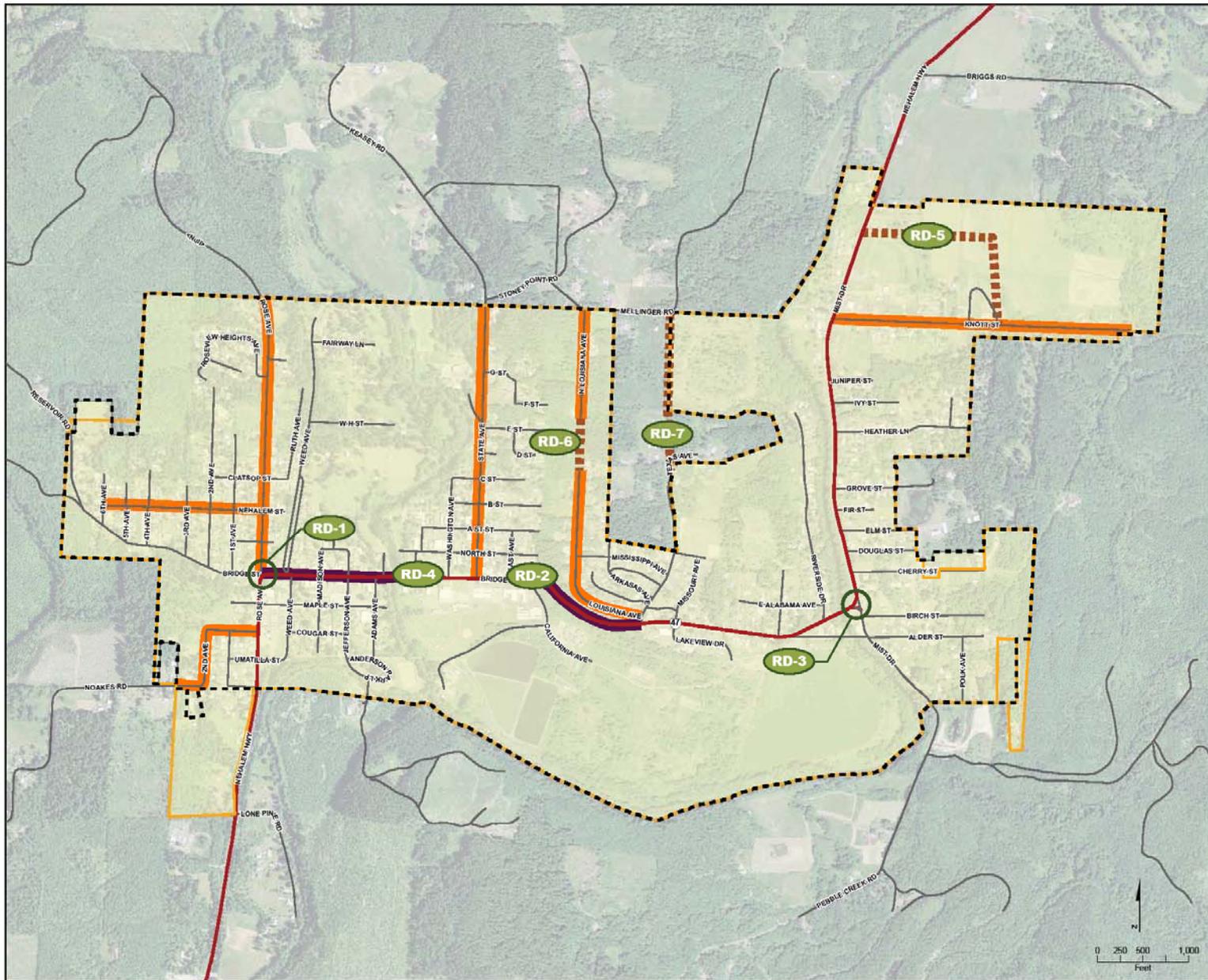


* Also an option for a wide path and planter on one side



Project Recommendations

- To fit the structure of the Existing TSP, the recommendations were split into two categories:
 - Roadway Recommendations
 - Bicycle and Pedestrian Recommendations

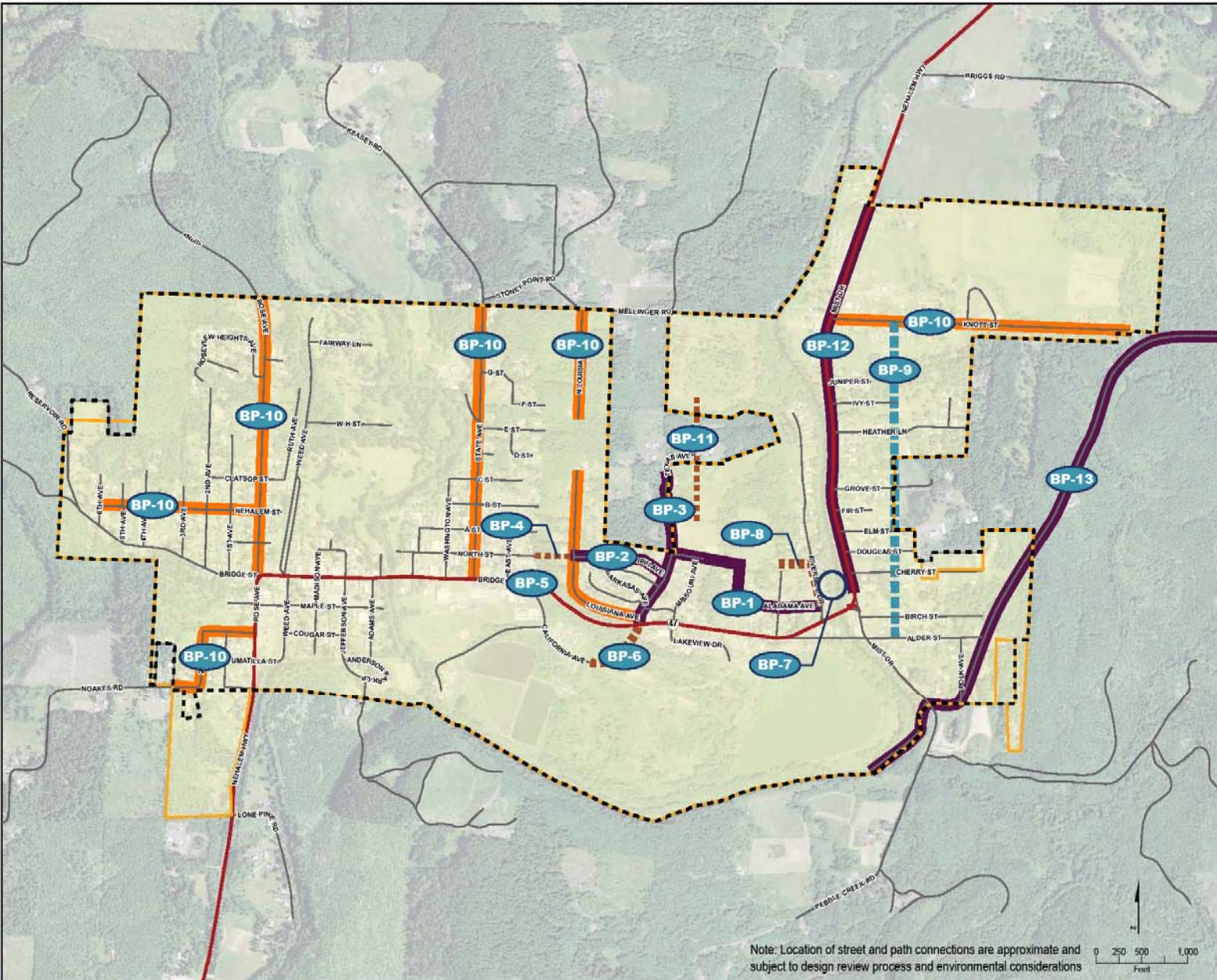


LEGEND

- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets
- Recommended Street Connections
- RD-1** Improve signage at OR47 and Rose Avenue
- RD-2** Widen OR47; add bicycle/pedestrian path on both sides
- RD-3** Reconfigure the Mist Drive/Bridge Street intersection
- RD-4** Restrict parking at corners on OR47
- RD-5** East-West road connection north of Knott Street
- RD-6** Connect Louisiana Avenue
- RD-7** Extend Texas Avenue to Mellinger Road

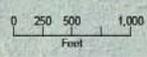
Note: Location of street and path connections are approximate and subject to design review process and environmental considerations

Roadway Projects
 Vernonia Transportation System Plan
 City of Vernonia, Oregon



- LEGEND**
- State Highway
 - Streets
 - City Limits
 - Urban Growth Boundary
 - Study Area
 - Collector Streets
 - Recommended Bicycle and Pedestrian Path Connections
 - Linear Park/Trail Through City-Owned Properties
- BP-1 Safe routes to school connection – Alabama Ave.
 - BP-2 Safe routes to school connection – Mississippi Ave.
 - BP-3 Safe routes to school connection – Texas Ave.
 - BP-4 Soft-surface trail improvements up O-A Hill. Exact location to be determined.
 - BP-5 Improve pedestrian crossing at OR47 to access the side path on O-A Hill. Exact location to be determined.
 - BP-6 Pedestrian and bicycle connection between California and Missouri Avenues.
 - BP-7 Dedicated bicycle/pedestrian bridge over the Nehalem River.
 - BP-8 Bicycle/pedestrian connection – new schools to Riverside Drive.
 - BP-9 Linear north-south trail connecting the “Tree Streets”.
 - BP-10 Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
 - BP-11 Add bicycle and pedestrian connection between new schools and future Nehalem View development. Exact location to be determined.
 - BP-12 Add sidewalk along OR47/Mist Drive (east side).
 - BP-13 Connect future Crown-Zellerbach Trail to Banks-Vernonia Trail.

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations



Bicycle and Pedestrian Projects
 Vermonia Transportation System Plan
 City of Vermonia, Oregon

Action Plan – Roadway Projects

	Improvement	Cost Estimate (2011 \$)	Timeframe
RD - 1	Improve signage at OR 47 and Rose Avenue	\$10,000	Short
RD – 2	Widen OR 47, add bicycle and pedestrian path on both sides	\$8,463,000	Medium
RD – 3	Reconfigure the Mist Drive/Bridge Street intersection	\$369,000	Medium
RD – 4	Bridge Street signing and Striping, potential bioswales, concrete bumps or curb bulb-out extensions. There are a total of 7 corners in the downtown core that would be eligible for this treatment.	\$13,000-\$15,000 each corner	Medium
RD – 5	Add an east-west local street north of Knott Street to provide additional access to the light industrial parcel east of Mist Drive/OR 47	\$2,647,000	Long
RD – 6	Connect the north and south sections of Louisiana Avenue	\$358,000	Long
RD – 7	Connect Texas Avenue to Mellinger Road at the north of the City's UGB	\$1,445,000	Long

Action Plan – Bicycle and Pedestrian Projects

	Project	Cost Estimate	Time Frame
BP -1	Safe Routes to School Connection – Alabama Avenue	\$150,000	Short
BP -2	Safe Routes to School Connection – Mississippi Avenue	\$110,000	Short
BP -3	Safe Routes to School Connection – Texas Avenue	\$80,000	Short
BP -4	Soft-Surface Trail Improvements up O-A Hill	\$60,000	Short
BP -5	Improve Pedestrian Crossing on OR 47/Bridge Street to Access O-A Hill Sidepath	\$50,000	Short
BP -6	Pedestrian and Bicycle Connection between California Avenue and Missouri Avenue	\$450,000	Medium
BP -7	Create a bicycle/pedestrian bridge over the Nehalem River in the vicinity of Alabama Avenue.	\$1,689,000	Medium
BP -8	Create a Bicycle/Pedestrian Connection to the New Schools from Riverside Drive	\$230,000	Medium
BP -9	Add a pedestrian/bicycle trail north-south east of Mist Drive/OR 47 to connect the “tree streets”	\$452,000	Medium
BP -10	Construct Sidewalks and Bicycle Facilities on Collector Streets	\$5,480,000	Medium/Long
BP -11	Bicycle/Pedestrian Connection From Vernonia Schools to Nehalem View Development	\$210,000	Medium/Long
BP -12	Construct Sidewalk Along OR 47/Mist Drive	\$750,000	Long
BP -13	Connect Future Crown-Zellerbach Trail to Banks-Vernonia Trail	\$1,710,000	Long



Funding Options

There are a variety of funding options to help fund the TSP projects:

- ODOT
 - Transportation Enhancement
 - Bicycle and Pedestrian Program
 - Operations (Signs and illumination)
 - Highway Safety Improvement Program
 - Modernization Program
- Other State sources
 - Community Development Block Grant
 - State Parks Recreational Trails Grant
 - Urban Trails Fund
 - Land and Water Conservation Fund
- Local Sources
 - Local Improvement District (LID)
 - Developer Contributions
 - Street Improvement Bond



Next Steps

- Incorporate comments from Community Briefing #2 and PAC and PMT meeting (April)
- Planning Commission and City Council Worksession (May)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)

Comment Form

Vernonia Transportation System Plan Update Community Briefing - April 20, 2011

Welcome! Tonight's meeting is designed to:

1. Provide information on the implementation of projects for the Vernonia TSP update
2. Solicit feedback on priorities, time frame, and implementation of TSP update projects

Name: _____ Affiliation (if applicable): _____

Address: _____ City/State/Zip: _____

Email: _____

How did you hear about this meeting?

- Newspaper Project Flier Project Website Word of Mouth Other

(Please describe): _____

Please tell us a little about yourself:

Do you live in: Vernonia? Elsewhere in Columbia County?

Other? _____

We've presented projects to improve transportation along OR 47 and throughout the City of Vernonia: What do you think about these projects?

1. Roadway Projects (RD -1 through RD - 7)

2. Bicycle and Pedestrian Projects (BP -1 through BP - 13)

3. Collector road cross sections:

4. Arterial road cross sections:

5. High Build Alternatives:

6. Low Build Alternatives:

Please add any other comments here:

Thank you for your feedback. Please fill out this comment form and give it to a staff member, put it in the comment box, or mail to:

Carole Connell, City of Vernonia,
1001 Bridge Street
Vernonia, OR 97064

Comments requested by Friday, April 29, 2011.

Planning Commission and City Council Worksessions

To ensure that the Planning Commission and City Council were up to date on the TSP update throughout the process, there were two worksessions to describe the TSP update and the potential changes to the City's Comprehensive Plan and Zoning Ordinance.

Date	Purpose
March 3, 2011	Worksession #1: Discuss potential projects, and Safe Routes to Schools Recommendations
May 5, 2011	Worksession #2: Present recommended prioritized projects, identify funding sources, and draft amendments to the City's land use regulations, review draft implementation ordinance for adoption

Included below are the presentation given at both City Council and Planning Commission worksessions.



Vernonia Transportation System Plan Update City Council and Planning Commission Worksession

Tonight we will:

- Present potential projects to improve the Transportation System in Vernonia
- Present Safe Routes to Schools Recommendations



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe Routes to new schools
 - Bicycle improvements
 - Pedestrian Improvements
 - Safety improvements



Who is involved?

- The City of Vernonia
- Oregon Department of Transportation
- Columbia County
- Oregon Department of Land Conservation and Development
- The Vernonia Community
- Planning consultants:
 - CH2M HILL
 - Alta Planning + Design

Schedule

Vernonia Transportation System Plan Update Schedule





Project Goals

- Operation and Safety
 - Preserve and improve function, capacity, and level of service and safety of the roadway system
- Transportation Alternatives
 - Support use of other modes, especially bicycles and pedestrians, including transit
 - Support Safe Routes to Schools programming and projects
 - Receive input on airport operations and expansion
- Finance
 - Sound fiscal approach to financing transportation system improvements



Findings to Date

- All study area intersections operate within State and City standards
- There are limited and disconnected sidewalks throughout Vernonia
- O-A Hill is an obstacle to east-west pedestrians within Vernonia
- There are only a few bicycle lanes along OR 47
- Cyclists share travel lanes over the Rock Creek and Nehalem River Bridges

Safe Routes to New Schools



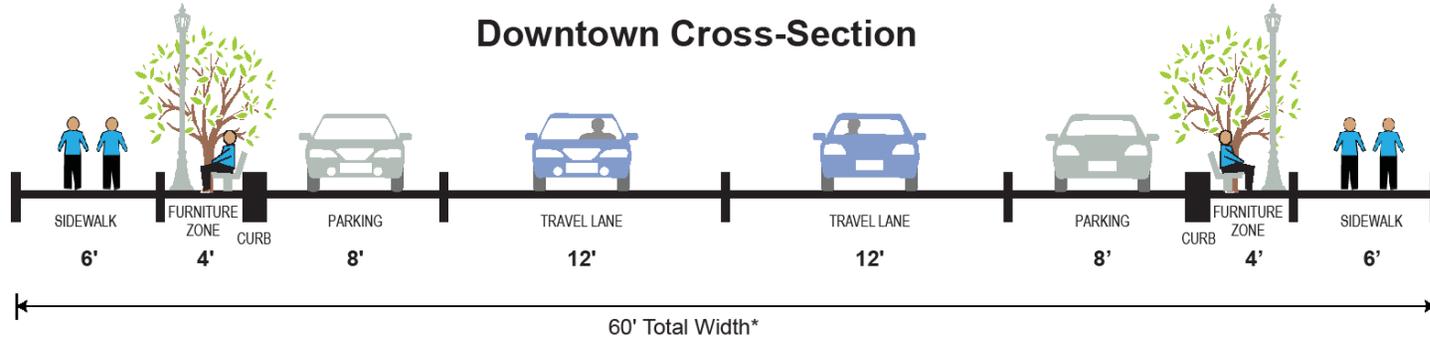


Potential Roadway Cross-Sections

- The City has a variety of available right-of-way widths
- The potential cross-sections provide a range of options based on available room

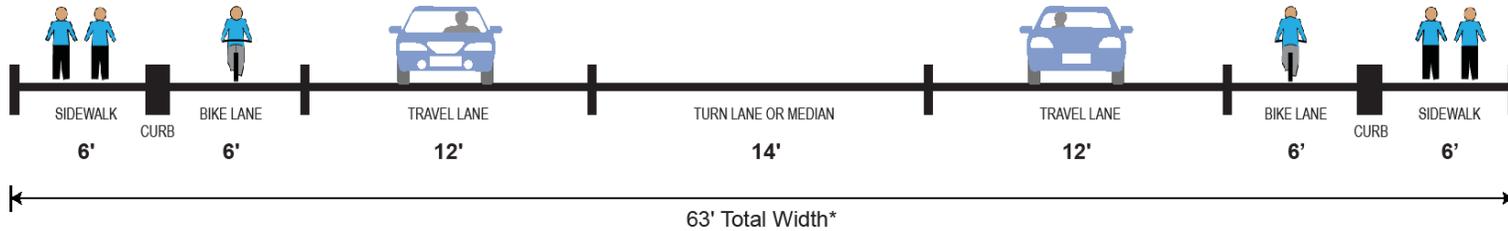
OR47 (Arterial Road) Range of Cross-Sections

Downtown Cross-Section



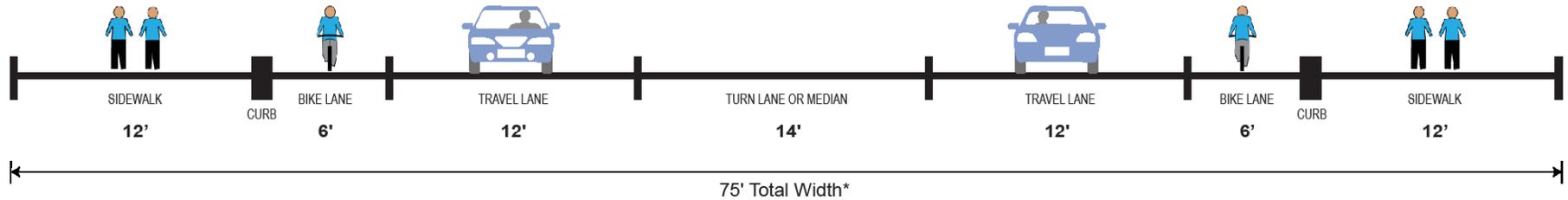
* 1' for curb

Minimum Cross-Section



* 1' for curb

Maximum Cross-Section



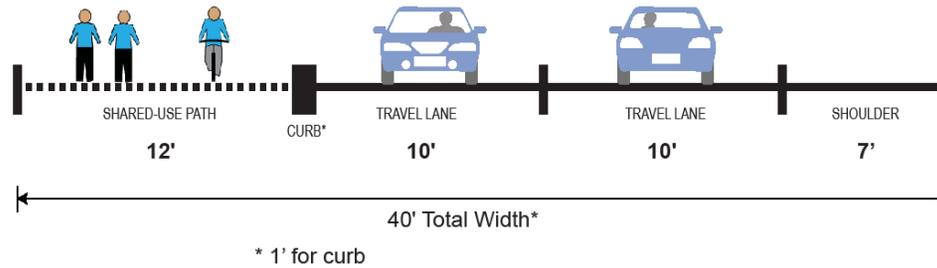
* 1' for curb

Range of Collector Road Cross-Sections

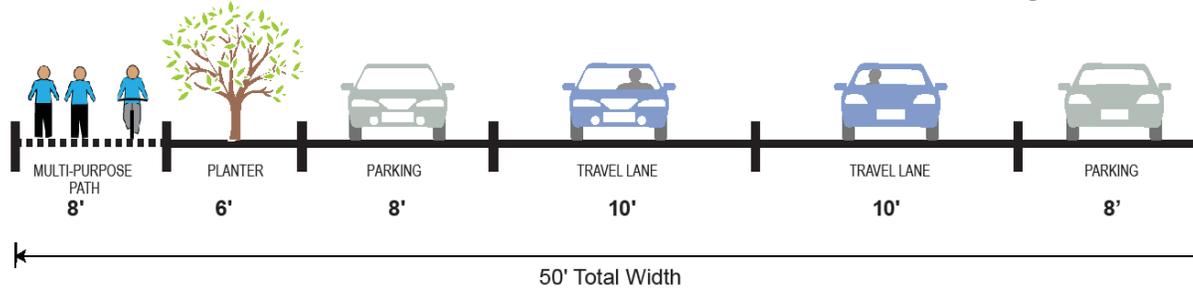
Collector Streets are:

- Rose Ave (North of Bridge St), 75' ROW
- Nehalem St (West of Rose Ave), 50' ROW
- State Ave, 50' ROW
- Louisiana Ave, 50' ROW
- Knott St, 40' ROW
- Cougar St (West of Rose Ave), 60' ROW

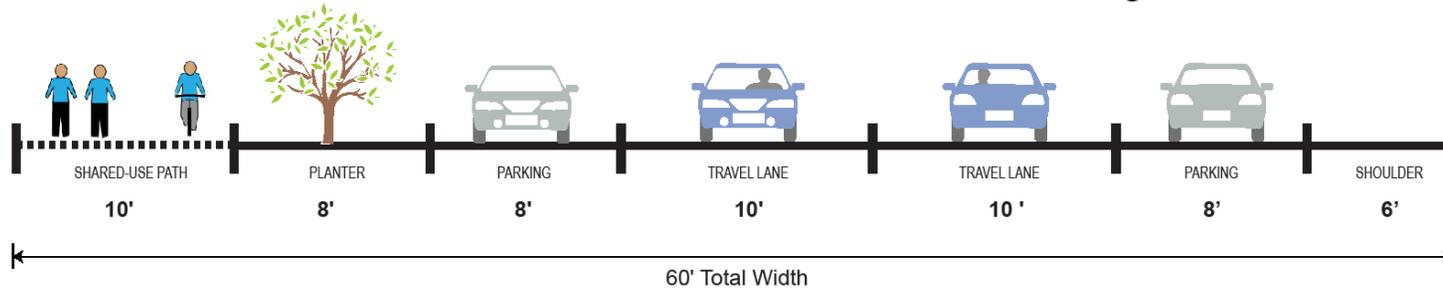
Minimum Cross-Section: Shared-Use Path on One Side with Curb



Intermediate Cross-Section: Shared-Use Path and Parking One Side

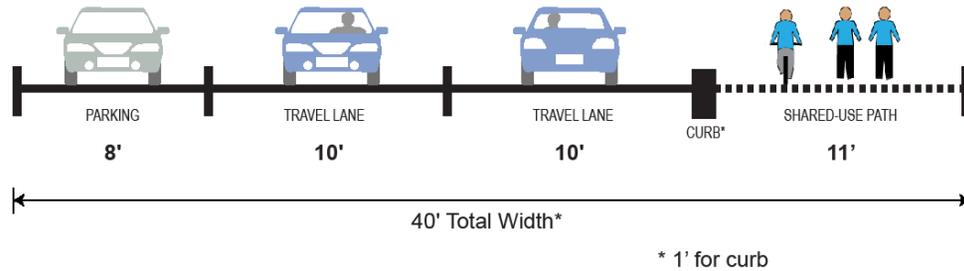


Maximum Cross-Section: Shared-Use Path and Parking One Side



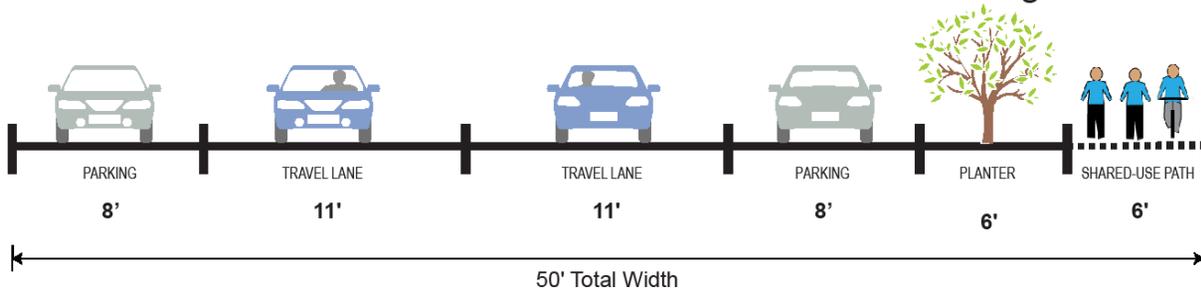
Range of Local Road Cross-Sections

Minimum Cross-Section: Shared Use Path with Curb, Parking One Side



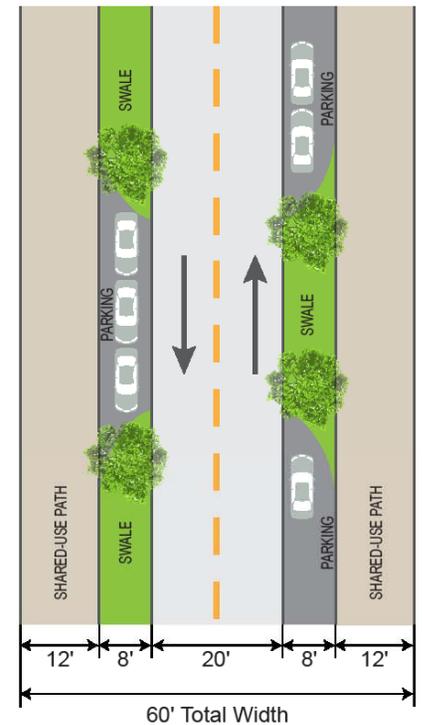
NOTE:
On local streets, bicycles are assumed to be able to share the travel lane or the shared-use path.

Intermediate Cross-Section: Shared-Use Path and Parking Both Sides

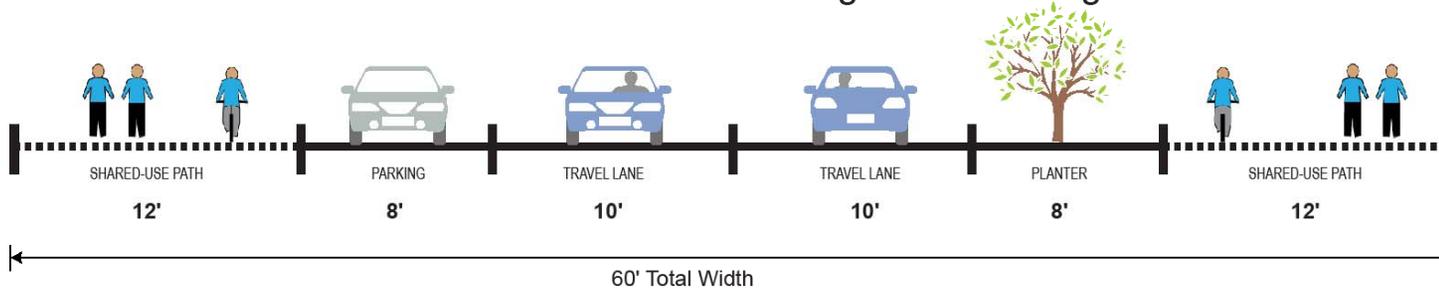


NOTE:
Could also be a meandering swale/parking (see 60' width option)

Maximum Cross-Section Aerial View



Maximum Cross-Section: Meandering Swale/Parking Alternative

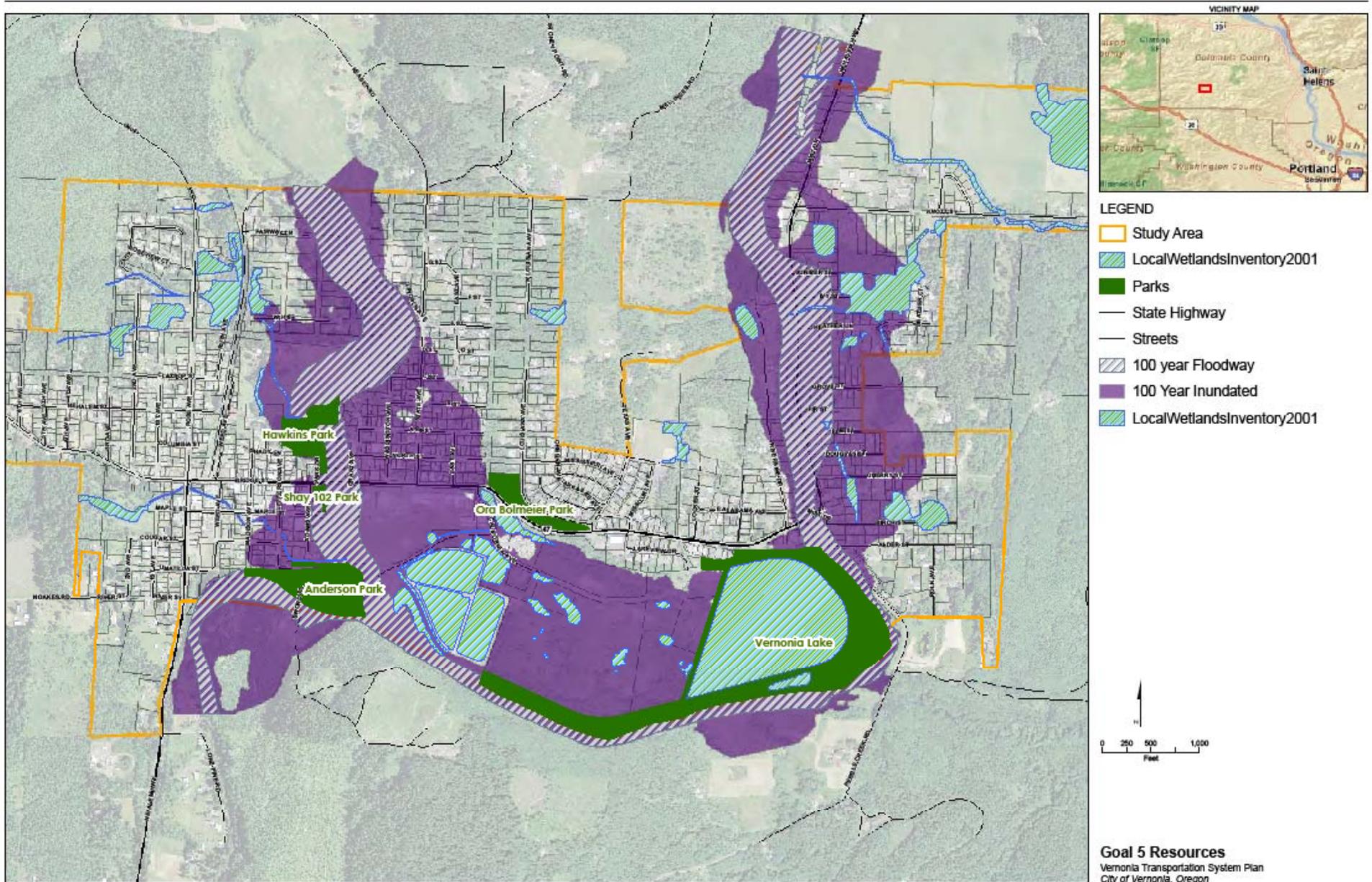




Potential Build Alternatives

- The project team brainstormed two groups of potential alternatives:
 - High-build, long-term alternatives
 - Low-Build, short-term alternatives

Environmental Constraints





High Build Alternatives

Discussion and planning-
level cost estimates



1. Widen OR 47, add Bicycle/pedestrian path on both sides

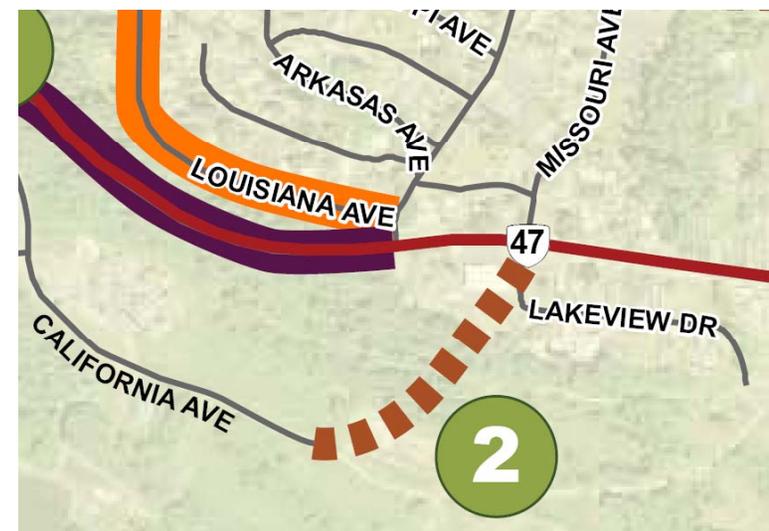


- The existing path is narrow, and only on one side.
- Need to upgrade the highway retaining wall
- Cost estimate: \$8,831,000



2. Pedestrian and bicycle connection between California and Missouri Avenues

- Off-highway bicycle and pedestrian route to the new schools site
- Difference in grade between California and Missouri
- Floodplain and wetlands
- Cost estimate: \$450,000





3. Add a dedicated bicycle/pedestrian bridge over the Nehalem River

- Would allow students who live near Mist Drive to cross the river to get to school
- Connect to bicycle and pedestrian path to link to school
- Exact location to be determined
- Cost Estimate: \$1,689,000



4. Connect the future Crown-Zellerbach Trail to the Banks-Vernonia Trail

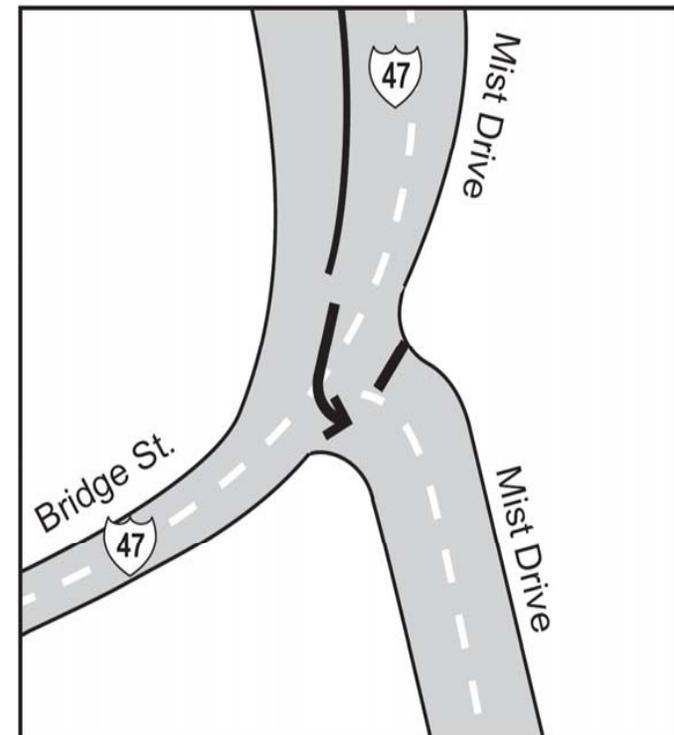
- Would provide a continuous trail connection through Vernonia
- Would require a bridge over Nehalem River
- Property and easement issues through private land
- Floodplain and wetlands
- Cost estimate: \$1,710,000





5. Reconfigure the Mist Drive/Bridge Street Intersection

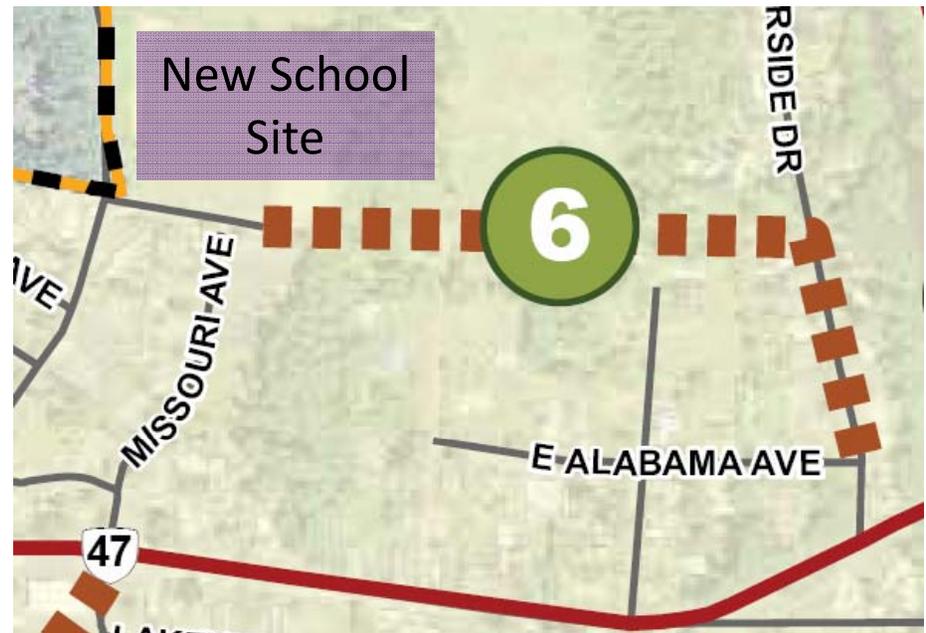
- Would “T” up the south leg of Mist Drive
- Would require some widening of the highway north of the intersection
- Floodway and floodplain issues
- Cost estimate: \$369,000





6. Create Bicycle and Pedestrian connection to school from Riverside Drive

- Would connect the new schools to Riverside Drive – allowing students to avoid OR 47
- Potential wetlands impacts
- Cost estimate: \$220,000





7. Potential Connectivity Improvements

- There is currently limited connectivity in Vernonia
- Provide options for emergency vehicles, reduce reliance on the highway
- Most have wetlands and floodplain issues.

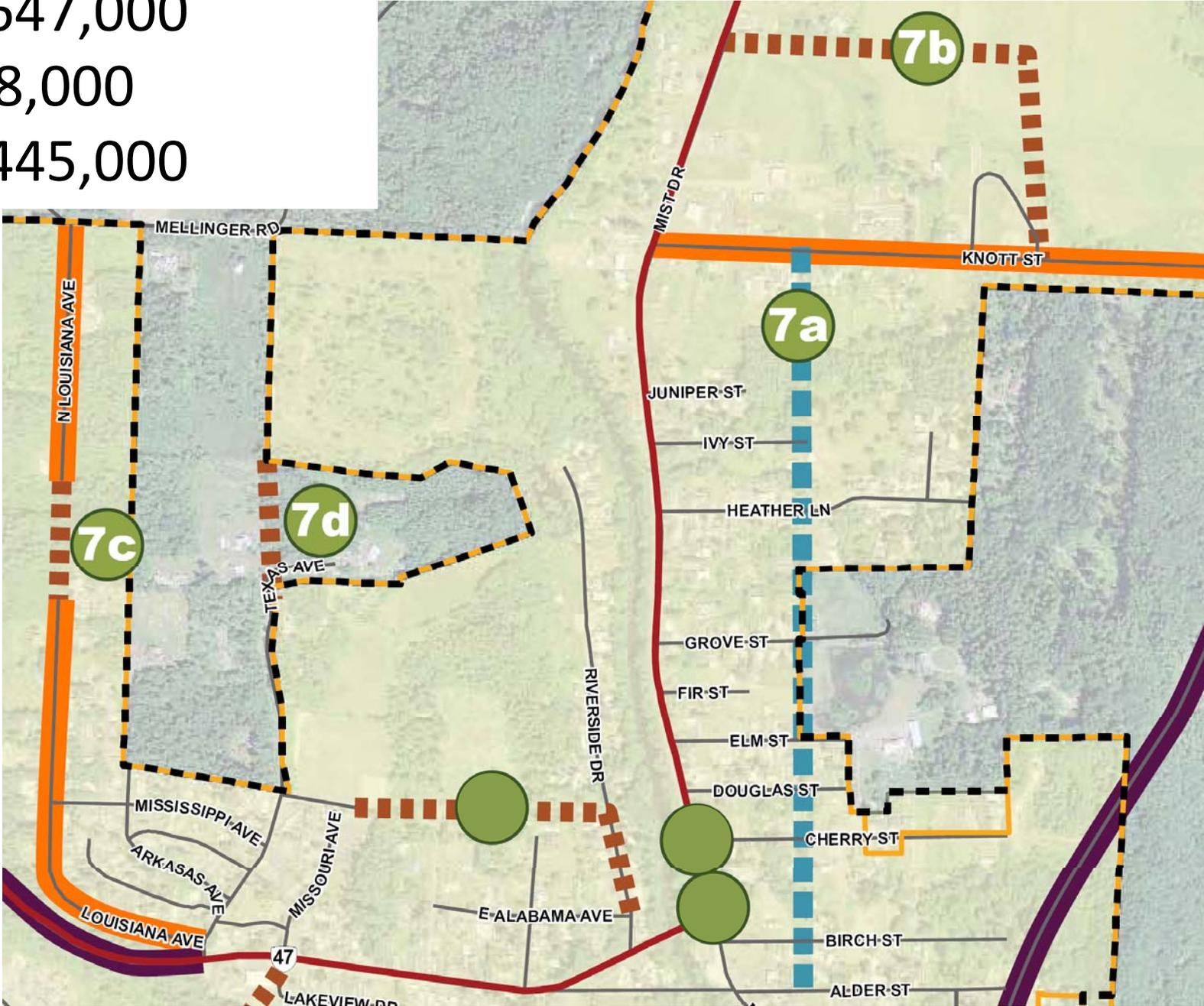
Cost Estimates:

7a - \$452,000

7b - \$2,647,000

7c - \$358,000

7d - \$1,445,000





8. Potential Transit Improvements – Park and Ride Facility

- Could use existing facilities, potentially the new park space where the current schools are located
- Would formalize the bus stops in town
- Based on demand and available funds
- No cost estimate provided, as it is expected that existing facilities will be used



Low Build Alternatives

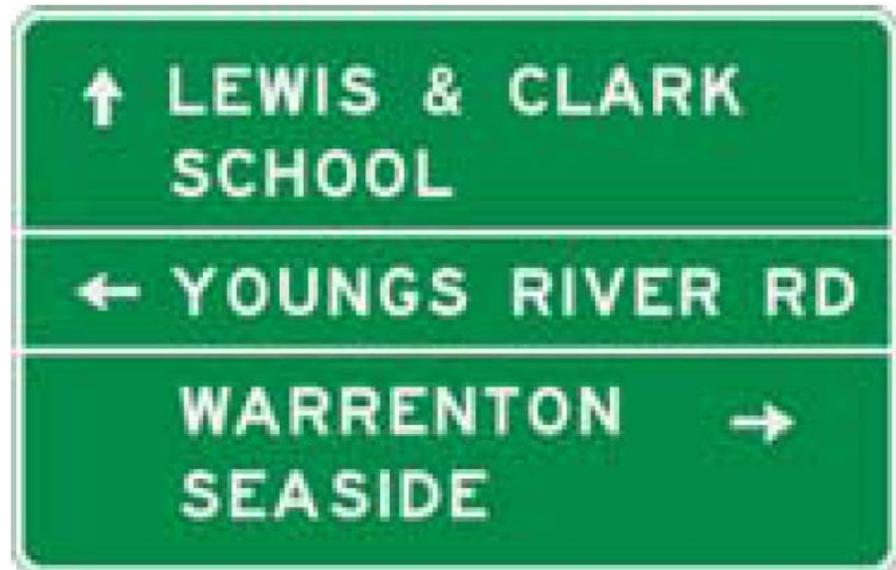
Discussion and planning-
level cost estimates



A. Improve Signage at OR 47 and Rose Avenue

- Reduce confusion for visitors
- Lower cost option to adding any facilities
- Cost estimate: \$10,000

Signage example





B. Improve Pedestrian Crossing at Bridge Street west of O-A Hill

- Would allow bicyclists and pedestrians an identified place to cross to access the sidepath on OR 47
- Would connect existing sidewalks
- Cost estimate: \$50,000



C. Construct sidewalk along OR 47/Mist Drive

- This project would construct a sidewalk on the east side of the highway
- Would provide a pedestrian connection to the Green Bridge for those east of the highway.
- Less of a priority if the linear trail through the tree streets is constructed
- Floodway and floodplain issues
- Cost estimate: \$750,000



D. Add and Connect Sidewalks, and Add Bicycle Facilities on Connectors

- **Collector Streets are:**
 - Knott Street
 - Louisiana Avenue
 - State Avenue
 - Rose Avenue north of Bridge Street
 - Nehalem Street west of Rose Avenue
 - Cougar Street and 2nd Avenue west of Rose Avenue
- **Cost estimate total: \$5,480,000**



E. Add Bicycle and Pedestrian Connection between Schools and Nehalem View Development

- Would connect the new schools with anticipated residential development
- Off-street path would allow students to avoid the highway
- Cost estimate: \$210,000





F. Consider Striping, Curb Bulb-outs, and/or Bioswales for No Parking at Corners

- Parked cars currently create sight distance issues
- Would limit parking at street corners along the highway.

- Cost
Estimate:
\$13,000-
\$15,000
per
corner, 11
corners
assumed



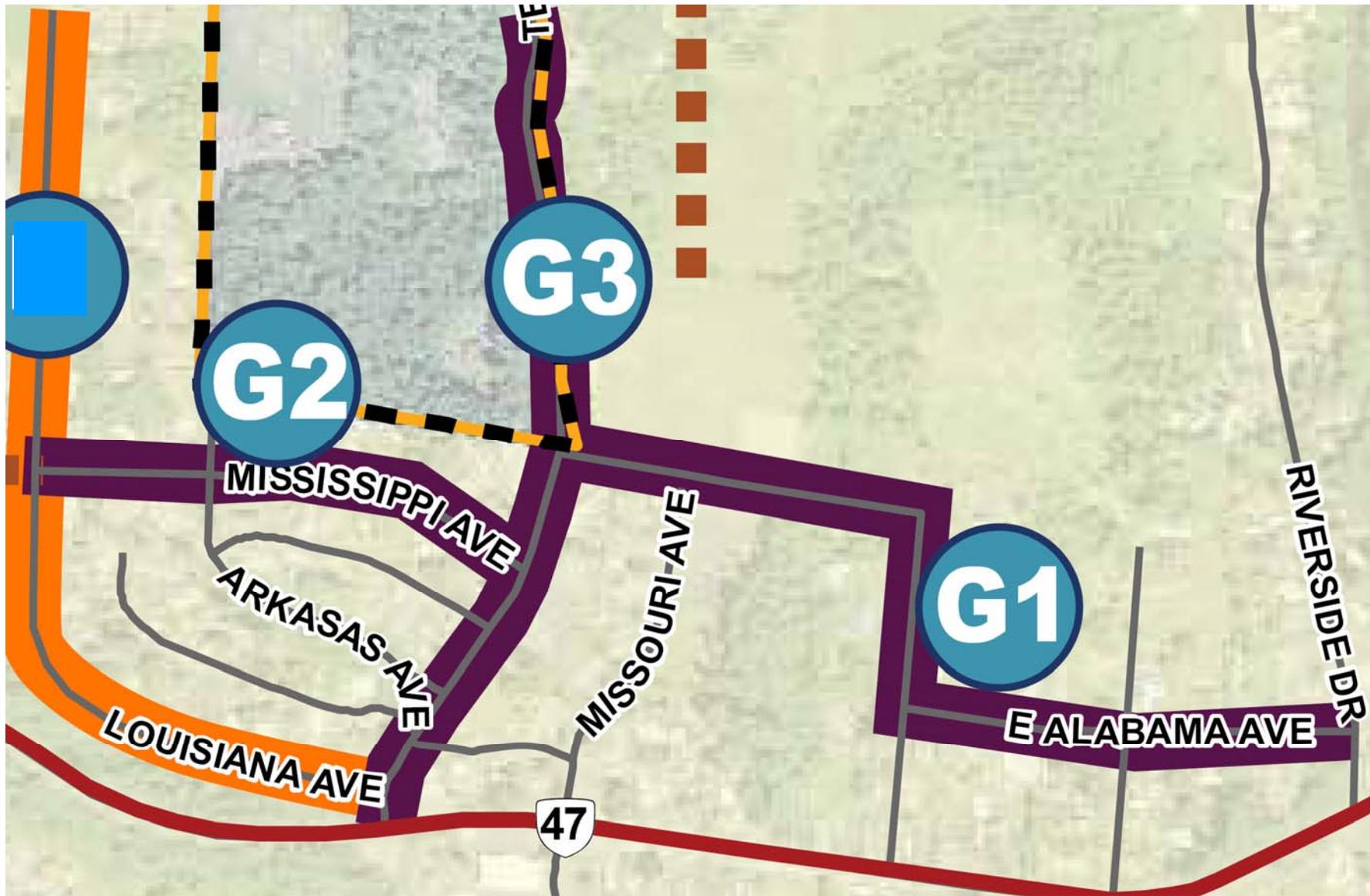


G. Safe Routes to School Improvements

- Would upgrade bicycle and pedestrian facilities on Alabama, Mississippi, and Texas Avenues
- Would add 6 foot sidewalks on one side

Cost Estimates:

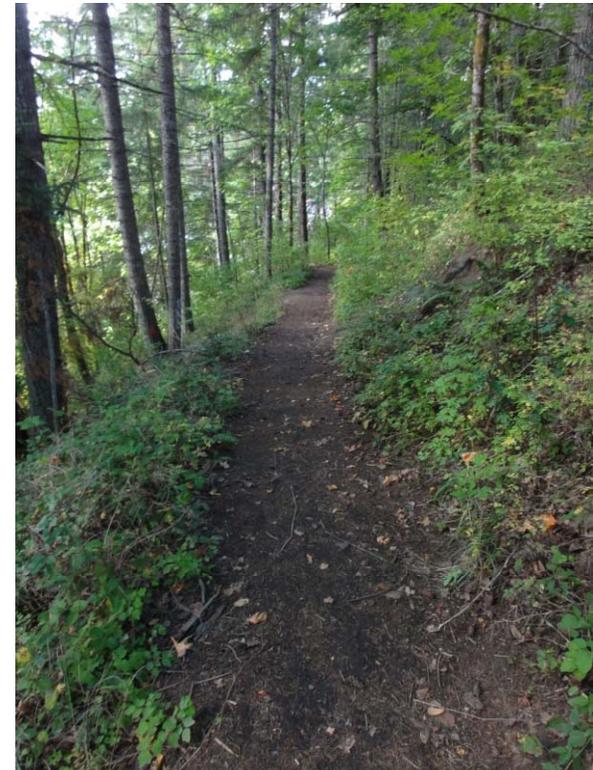
- G1 Alabama Avenue - \$150,000
- G2 Mississippi Avenue - \$110,000
- G3 Texas Avenue - \$80,000





H. Soft-surface Trail up O-A Hill

- Would formalize the paths on the west side of O-A Hill
- Would mitigate erosion issues, and consolidate existing paths into a single-track
- Cost Estimate: \$55,000





I. Extend Collector Street Designation on Cougar east of OR 47

- This would require Cougar Street to meet the future Collector Street standards
- Would make Cougar a collector from 2nd Avenue to Jefferson Street.
- Cost Estimate: Free!



Next Steps

- Draft the Transportation System Plan Update document (February-April)
- Community Briefing #2 – Present an overview of the Draft TSP Update (April)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)



Questions?



Vernonia Transportation System Plan Update Planning Commission and City Council Worksession #2

Tonight we will:

- Present recommended and prioritized projects to improve the City's transportation system
- Identify funding sources and present draft amendments to the City's land use regulations
- Review draft implementation ordinance for adoption



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe routes to new schools
 - Bike-pedestrian improvements
 - Safety improvements
 - Street connectivity

Project Schedule

Vernonia Transportation System Plan Update Schedule



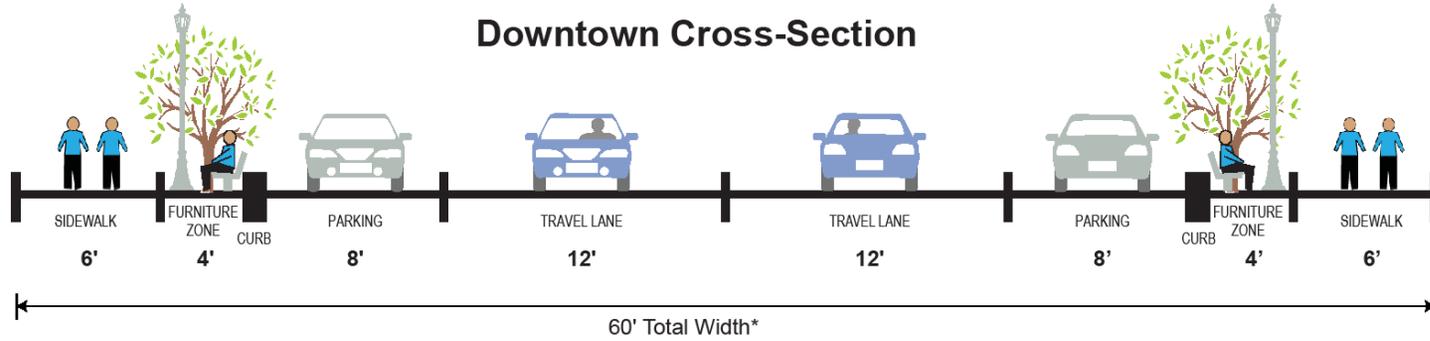


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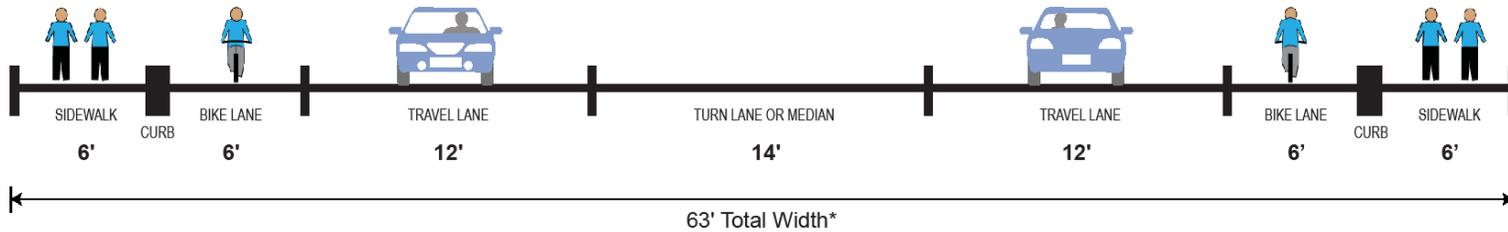
OR47 (Arterial Road) Range of Cross-Sections

Downtown Cross-Section



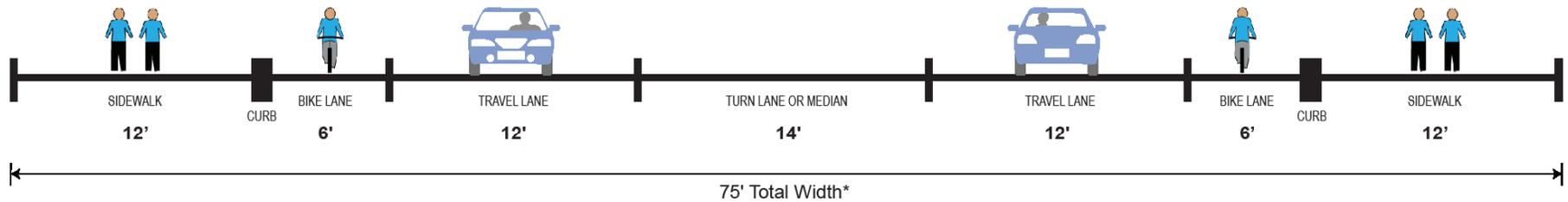
* 1' for curb

Minimum Cross-Section



* 1' for curb

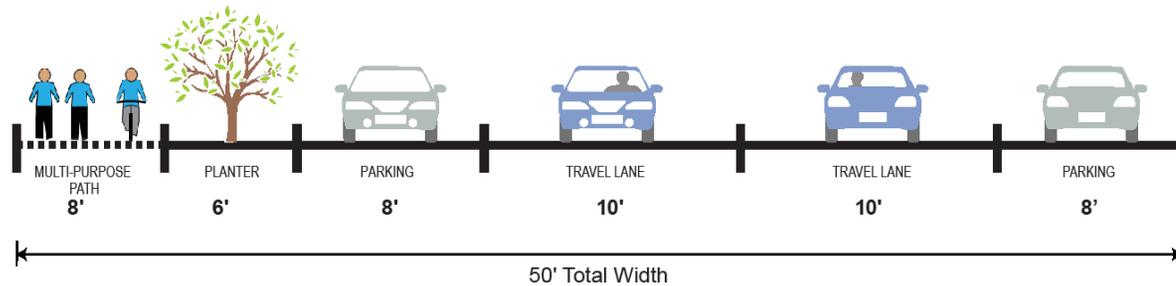
Maximum Cross-Section



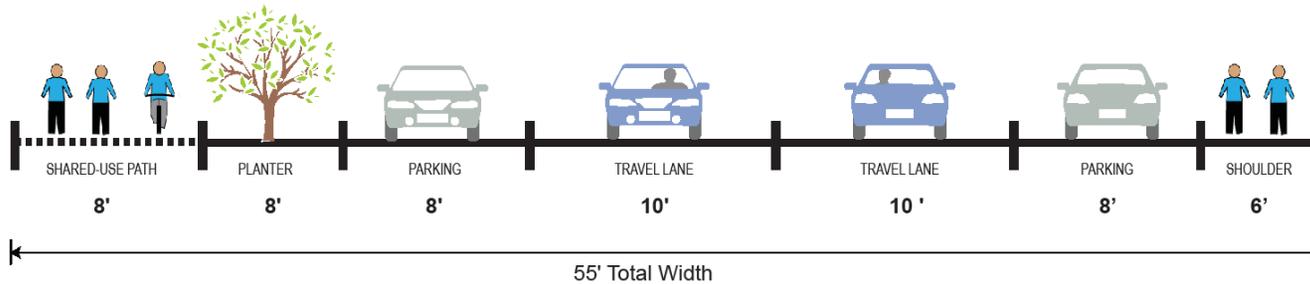
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Range of Collector Road Cross-Sections

Minimum Cross-Section: Shared-Use Path on One Side



Maximum Cross-Section: Pedestrian Facilities and Parking on Both Sides

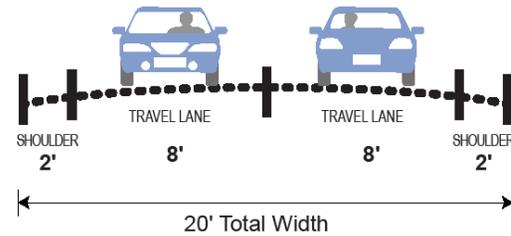


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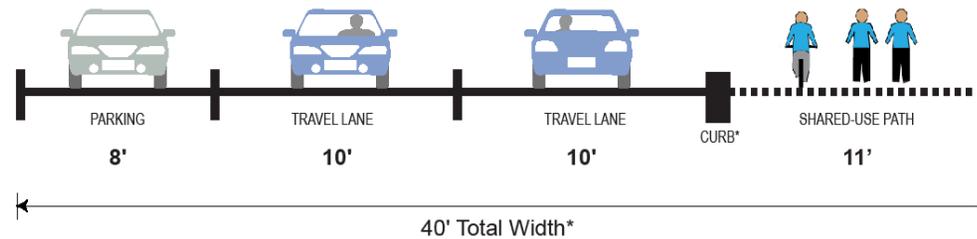
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- Louisiana Ave (North Segment), 60' ROW
- Knott St, 60' ROW
- Cougar St (West of Rose Ave), 60' ROW

Range of Local Road Cross-Sections

Minimum Cross-Section: Gravel



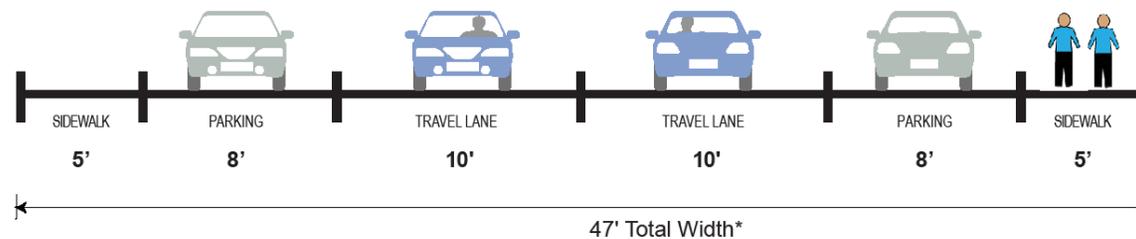
Intermediate Cross-Section: Shared Use Path with Curb, Parking One Side



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NOTE:
On local streets, bicycles are assumed to be able to share the travel lane or the shared-use path.

Maximum Cross-Section: Sidewalk and Parking Both Sides

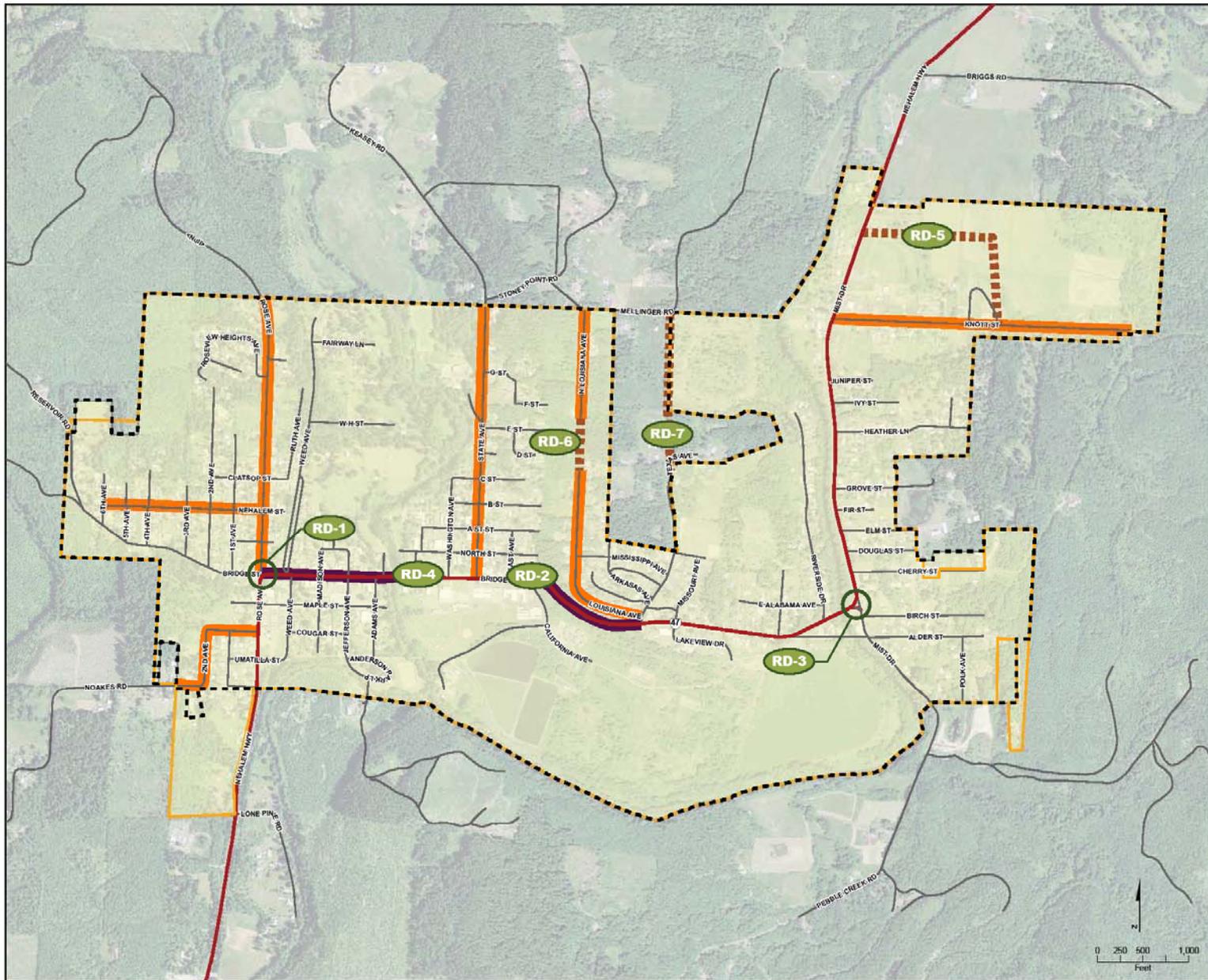


* Also an option for a wide path and planter on one side



Project Recommendations

- To fit the structure of the Existing TSP, the improvements recommendations were split into two categories:
 - Roadway Recommendations
 - Bicycle and Pedestrian Recommendations



LEGEND

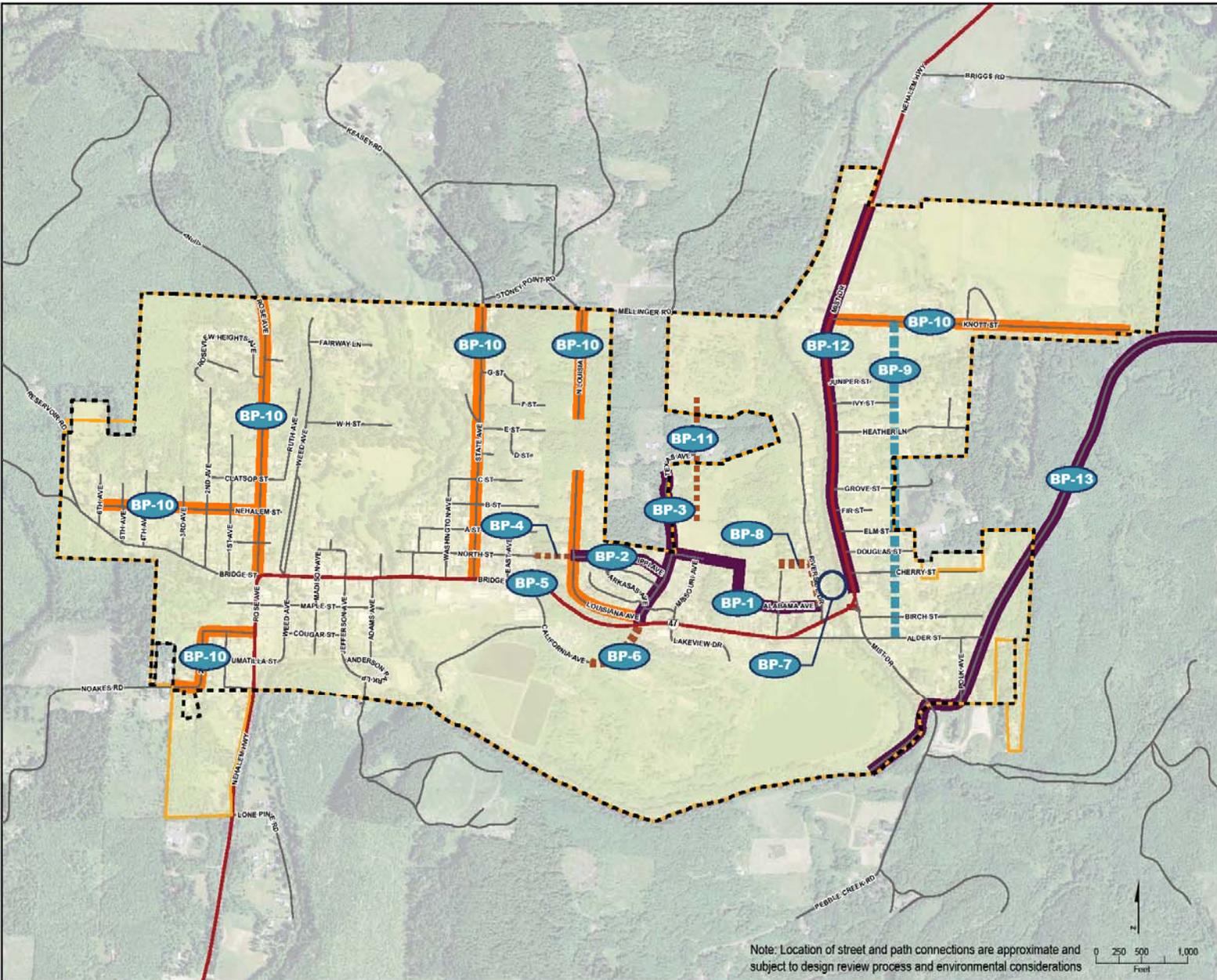
- State Highway
- Streets
- City Limits
- Urban Growth Boundary
- Study Area
- Collector Streets
- Recommended Street Connections
- RD-1** Improve signage at OR47 and Rose Avenue
- RD-2** Widen OR47; add bicycle/pedestrian path on both sides
- RD-3** Reconfigure the Mist Drive/Bridge Street intersection
- RD-4** Restrict parking at corners on OR47
- RD-5** East-West road connection north of Knott Street
- RD-6** Connect Louisiana Avenue
- RD-7** Extend Texas Avenue to Mellinger Road

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations

Roadway Projects
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

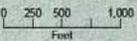
Action Plan – Roadway Projects

	Improvement	Cost Estimate (2011 \$)	Timeframe
RD - 1	Improve signage at OR 47 and Rose Avenue	\$10,000	Short
RD – 2	Widen OR 47, add bicycle and pedestrian path on both sides	\$8,463,000	Medium
RD – 3	Reconfigure the Mist Drive/Bridge Street intersection	\$369,000	Medium
RD – 4	Bridge Street signing and Striping, potential bioswales, concrete bumps or curb bulb-out extensions. There are a total of 7 corners in the downtown core that would be eligible for this treatment.	\$13,000-\$15,000 each corner	Short
RD – 5	Add an east-west local street north of Knott Street to provide additional access to the light industrial parcel east of Mist Drive/OR 47	\$2,647,000	Long
RD – 6	Connect the north and south sections of Louisiana Avenue	\$358,000	Medium
RD – 7	Connect Texas Avenue to Mellinger Road at the north of the City's UGB	\$1,445,000	Long



- LEGEND**
- State Highway
 - Streets
 - City Limits
 - Urban Growth Boundary
 - Study Area
 - Collector Streets
 - Recommended Bicycle and Pedestrian Path Connections
 - Linear Park/Trail Through City-Owned Properties
- BP-1 Safe routes to school connection – Alabama Ave.
 - BP-2 Safe routes to school connection – Mississippi Ave.
 - BP-3 Safe routes to school connection – Texas Ave.
 - BP-4 Soft-surface trail improvements up O-A Hill. Exact location to be determined.
 - BP-5 Improve pedestrian crossing at OR47 to access the side path on O-A Hill. Exact location to be determined.
 - BP-6 Pedestrian and bicycle connection between California and Missouri Avenues.
 - BP-7 Dedicated bicycle/pedestrian bridge over the Nehalem River.
 - BP-8 Bicycle/pedestrian connection – new schools to Riverside Drive.
 - BP-9 Linear north-south trail connecting the “Tree Streets”.
 - BP-10 Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
 - BP-11 Add bicycle and pedestrian connection between new schools and future Nehalem View development. Exact location to be determined.
 - BP-12 Add sidewalk along OR47/Mist Drive (east side).
 - BP-13 Connect future Crown-Zellerbach Trail to Banks-Vernonia Trail.

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations



Bicycle and Pedestrian Projects
 Vermonia Transportation System Plan
 City of Vermonia, Oregon

Action Plan – Bicycle and Pedestrian Projects

	Project	Cost Estimate	Time Frame
BP -1	Safe Routes to School Connection – Alabama Avenue	\$150,000	Short
BP -2	Safe Routes to School Connection – Mississippi Avenue	\$110,000	Short
BP -3	Safe Routes to School Connection – Texas Avenue	\$80,000	Short
BP -4	Soft-Surface Trail Improvements up O-A Hill	\$60,000	Short
BP -5	Improve Pedestrian Crossing on OR 47/Bridge Street to Access O-A Hill Sidepath	\$50,000	Short
BP -6	Pedestrian and Bicycle Connection between California Avenue and Missouri Avenue	\$450,000	Medium
BP -7	Create a bicycle/pedestrian bridge over the Nehalem River in the vicinity of Alabama Avenue.	\$1,689,000	Medium
BP -8	Create a Bicycle/Pedestrian Connection to the New Schools from Riverside Drive	\$230,000	Medium
BP -9	Add a pedestrian/bicycle trail north-south east of Mist Drive/OR 47 to connect the “tree streets”	\$452,000	Short/Medium
BP -10	Construct Sidewalks and Bicycle Facilities on Collector Streets	\$5,480,000	Medium/Long
BP -11	Bicycle/Pedestrian Connection From Vernonia Schools to Nehalem View Development	\$210,000	Medium/Long
BP -12	Construct Sidewalk Along OR 47/Mist Drive	\$750,000	Long
BP -13	Connect Future Crown-Zellerbach Trail to Banks-Vernonia Trail	\$1,710,000	Long



Existing Funding and Revenue Sources

- Federal & State Hwy Funds distributed by ODOT & ACTs chosen by the OTC and included in the STIP
- ODOT Small City Allotments
- FEMA
- Vernonia Street Improvement Bond (\$470K 2001-2011)
- Vernonia System Development Charges (SDC)



Potential Local Revenue Sources

- Increase Transportation SDCs and Developer Fees
- Institute Park SCDs
- Create Local Improvement Districts (LIDs)
- Install parking meters, collect fines
- Issue Revenue and General Obligation Bonds
- Institute Street Utility Fees
- Local Option Levies



State of Oregon Transportation Funding Programs

- ODOT STIP (State and Federal funds)
 - Transportation Enhancement
 - Bicycle and Pedestrian Program
 - Operations (Signs and illumination)
 - Highway Safety Improvement Program
 - Modernization Program
- Other State of Oregon sources
 - Community Development Block Grant
 - State Parks Recreational Trails Grant
 - Urban Trails Fund
 - Land and Water Conservation Fund



TSP Implementation

- The TPR (OAR 660 Division 12) implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on automobile travel.
- TPR Section 660-012-0045(1) requires that *“each local government shall amend its land use regulations to implement the TSP.”*



Code and Comp Plan Amendments

- Recommended changes are based on a Reviewed City Zoning Ordinances and the Comprehensive Plan for consistency with the TPR.
- TM #7 indicates recommended changes by underlining of new/revised text and ~~strikethrough~~ of deleted text.



Next Steps

- Project team will revise the draft TSP Update based upon comments from tonight's work session.
- Project team will deliver electronic files of the final TSP Update.
- Planning Commission and City Council will hold hearings, and vote on adoption.
- City Council may consider funding and revenue options.