



# 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

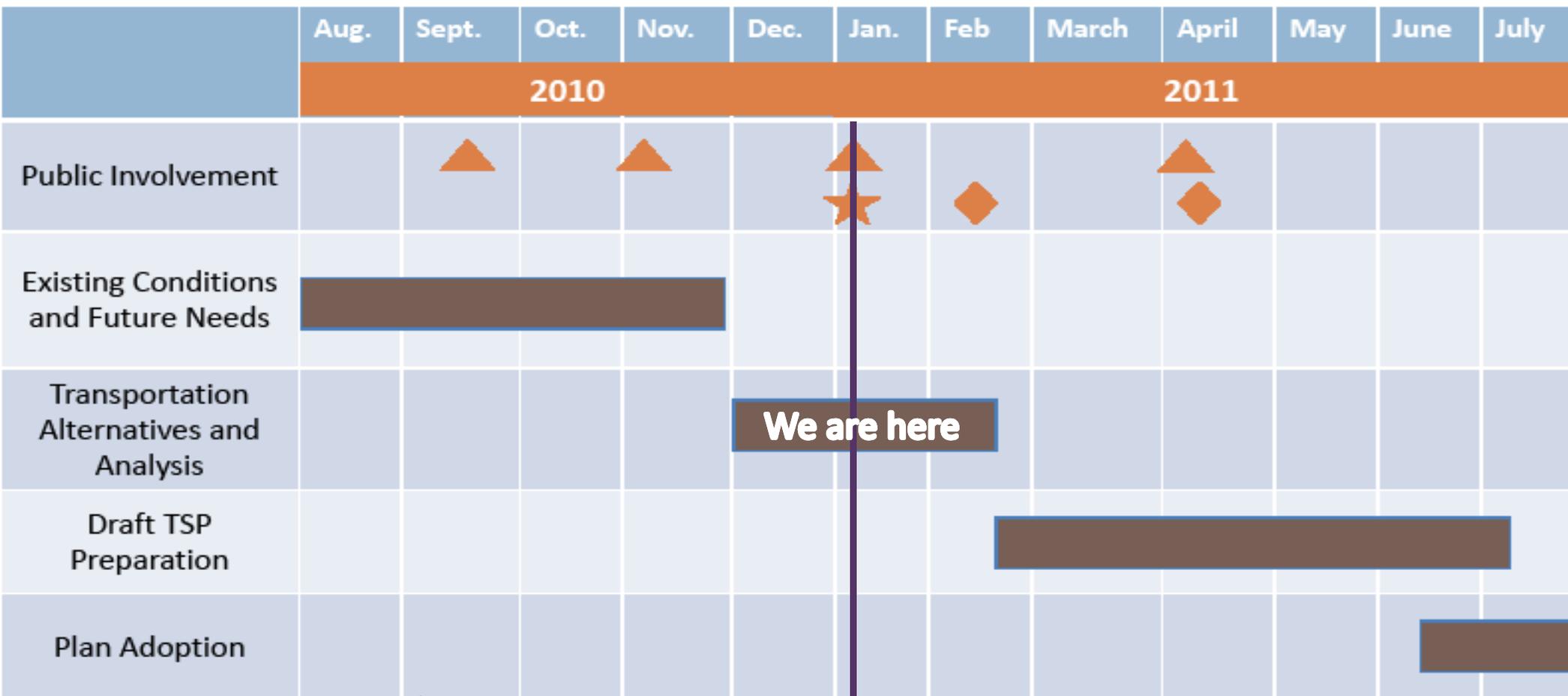


# Who is involved?

- 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*



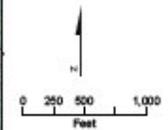
# Project Goals

- 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

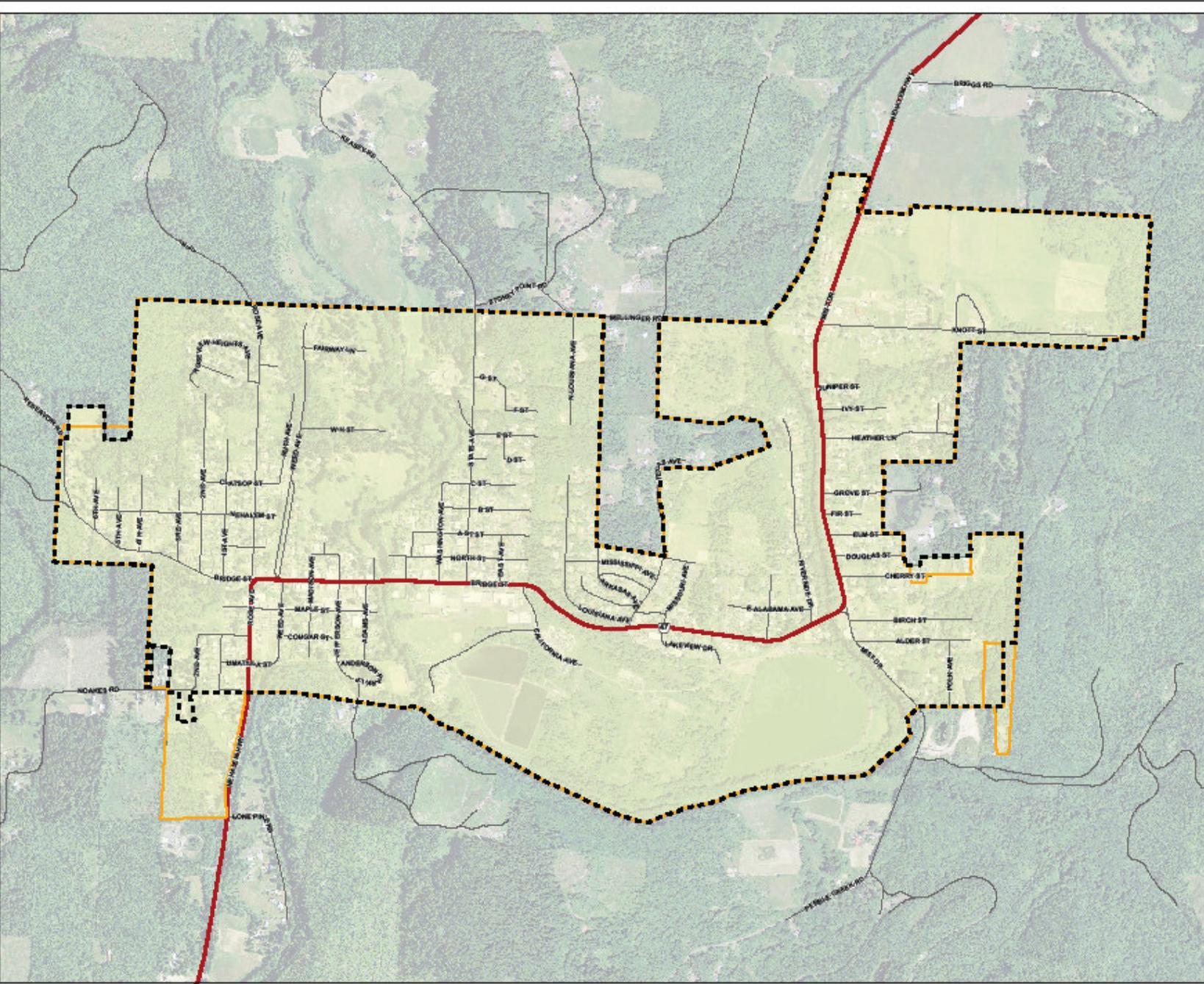
# Project Study Area



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



**Study Area**  
 Vernonia Transportation System Plan  
 City of Vernonia, Oregon

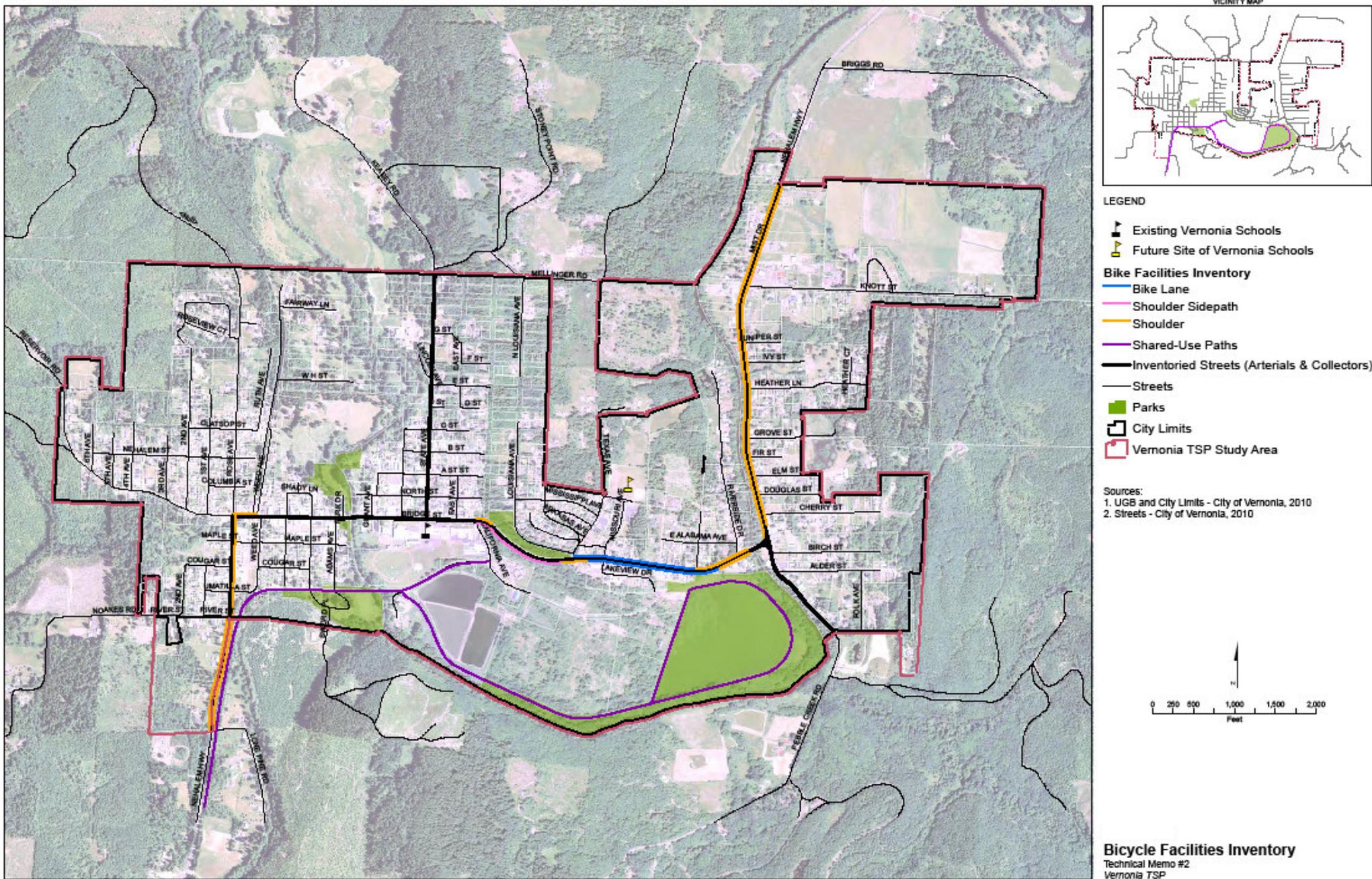




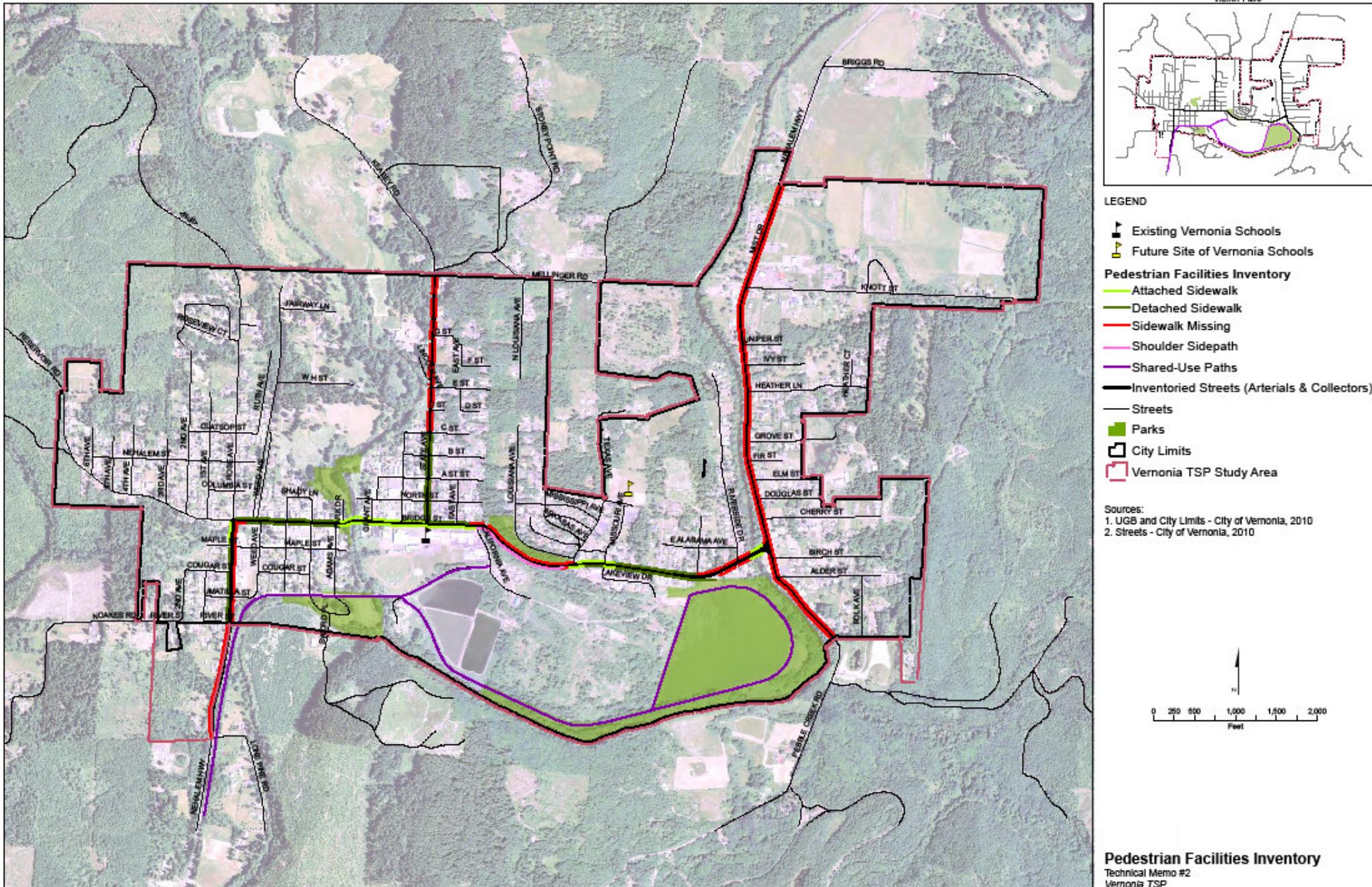
# Findings to Date

- 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

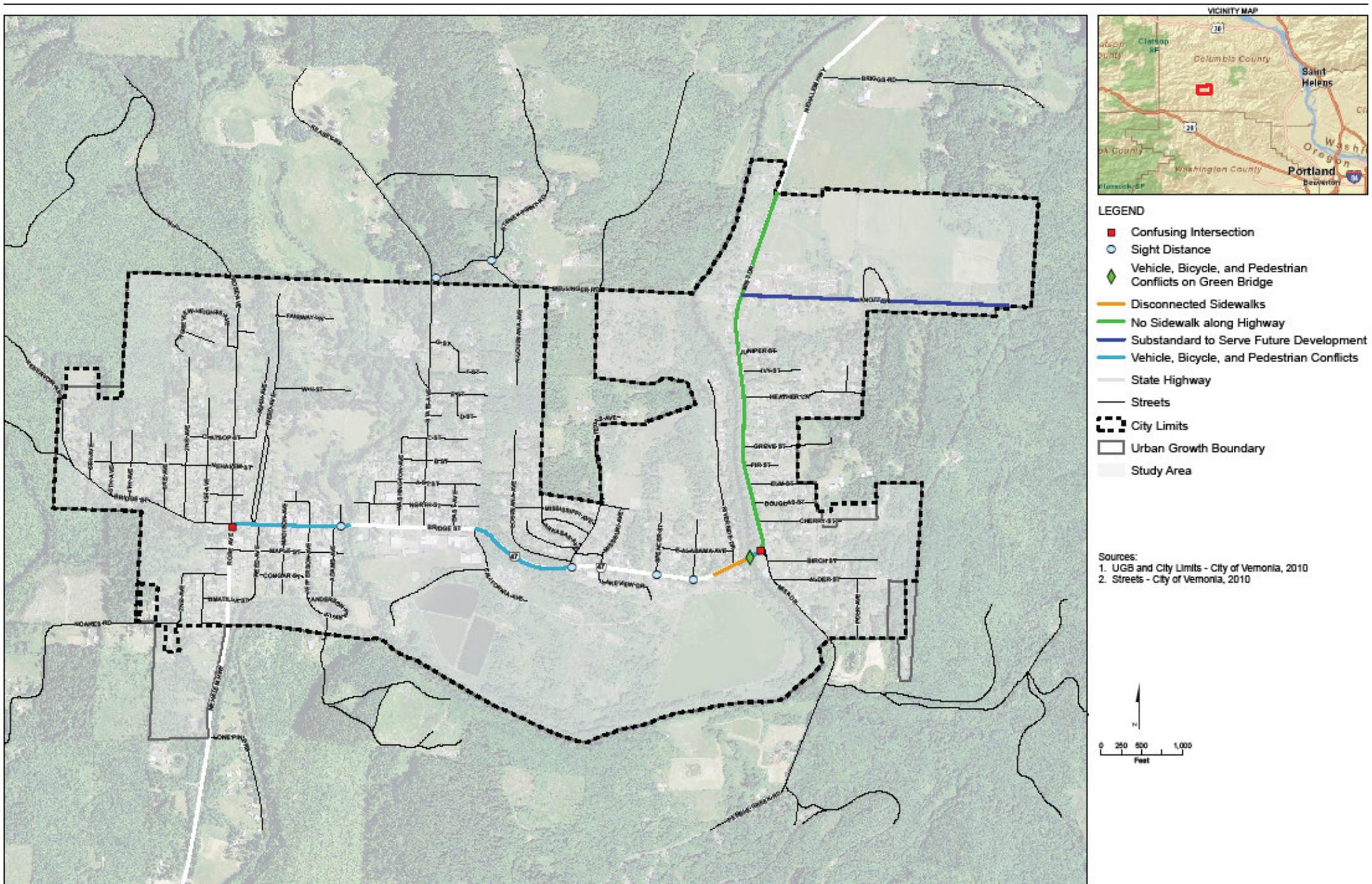
# Existing Bicycle Facilities



# Existing Pedestrian Facilities

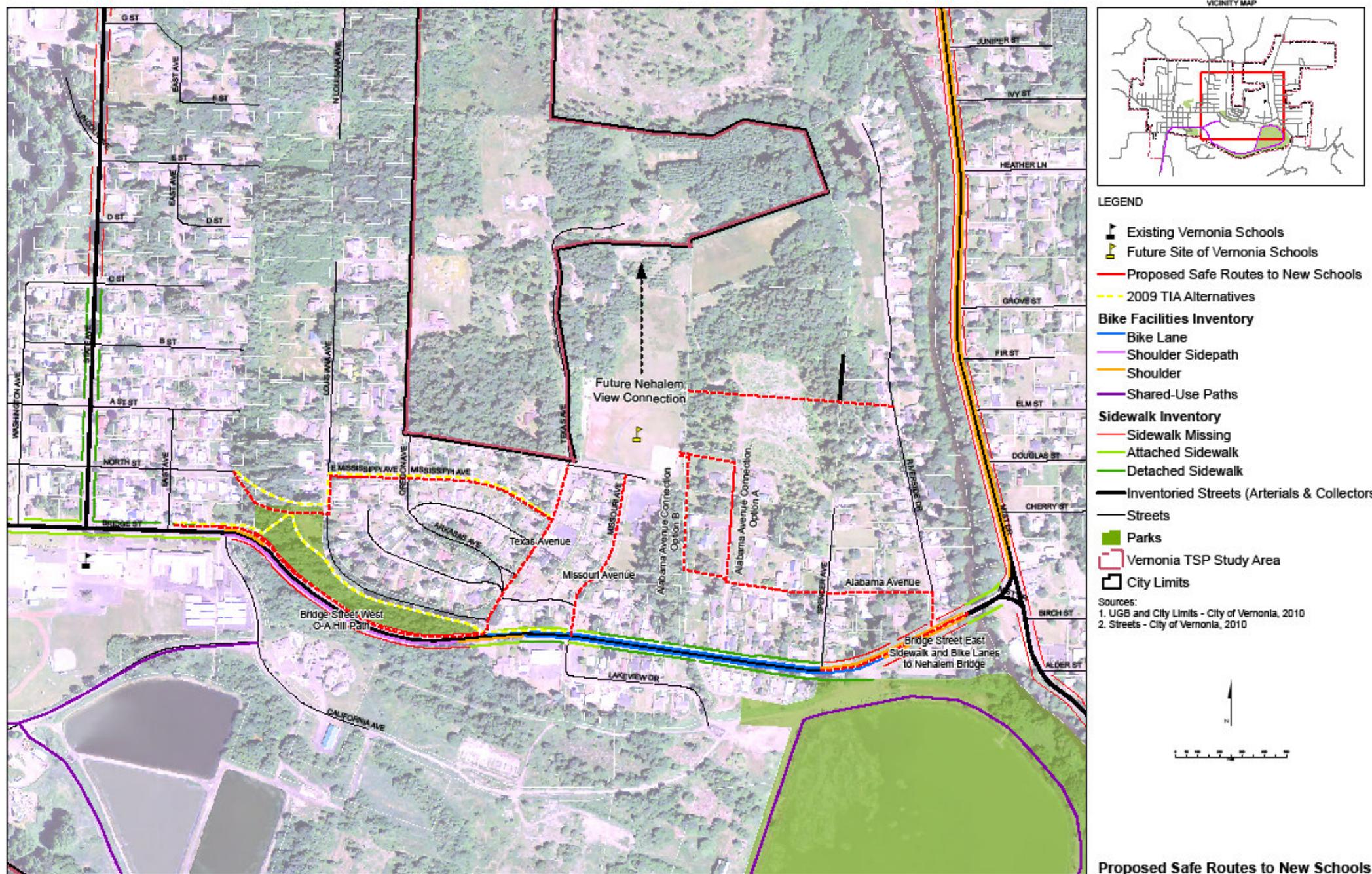


# Current Roadway Deficiencies





# 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.

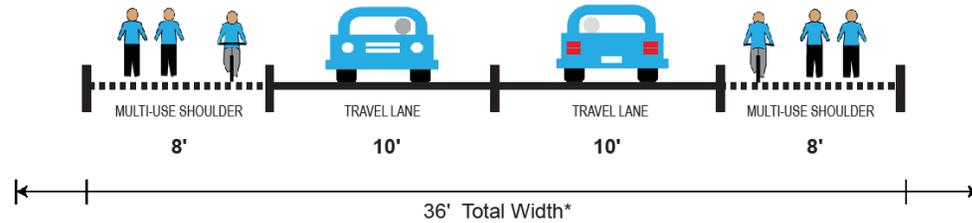


# Potential Roadway Cross-Sections

- 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

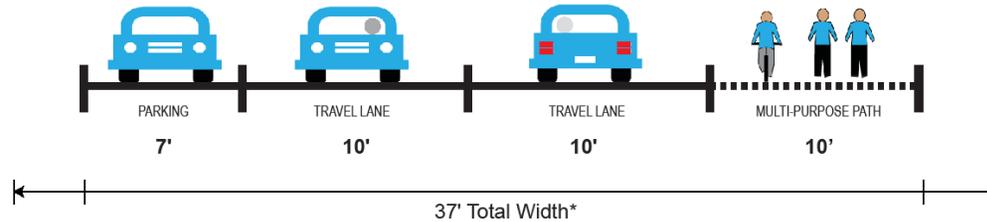
# Local Road Cross Section Alternatives

## OPTION 1: Two Lane with Shoulders



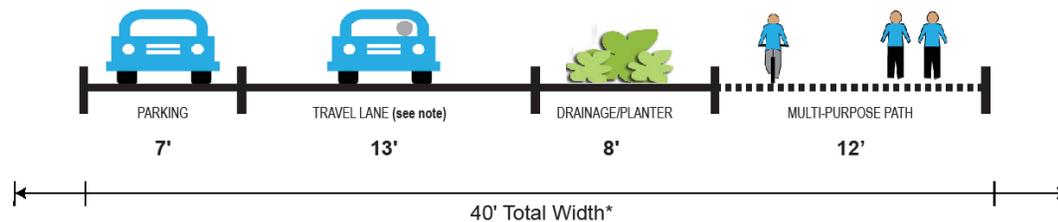
\* 6' extra room

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



\* 6' extra room

## OPTION 3: Narrow Street with Multi-Purpose Path



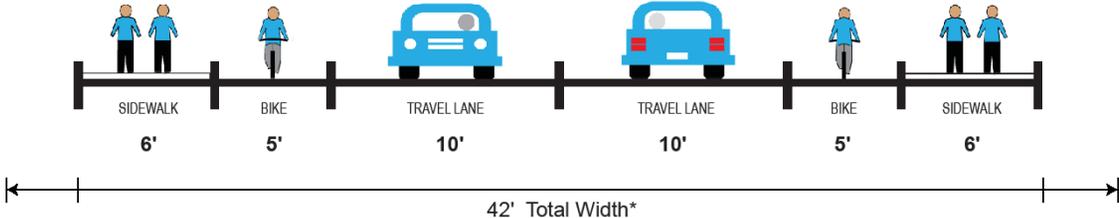
NOTE : Travel lane is too narrow for cars to pass side by side. Drivers will need to wait and pass each other when there are no cars in the parking lane.

\* 6' extra room

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

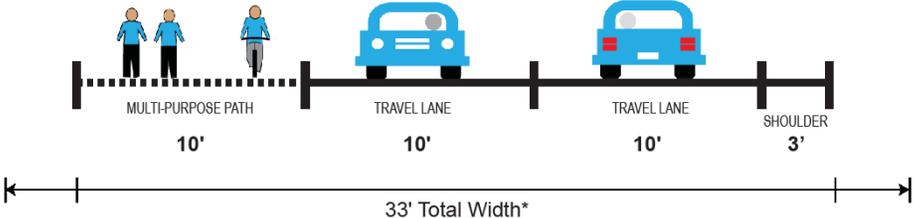
# Collector Road Cross Section Alternatives

## OPTION 1: Traditional Bike Lane/Curb



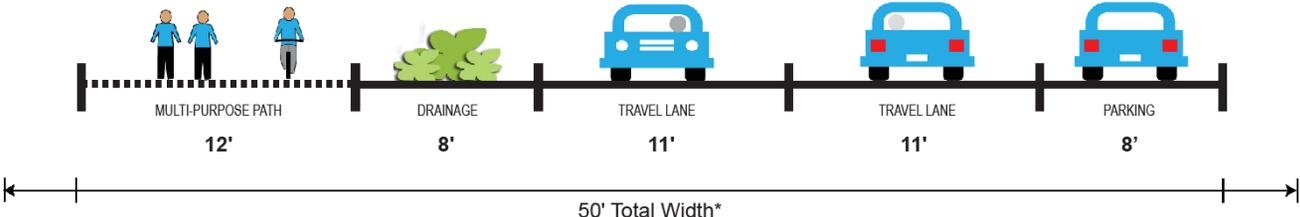
\* 6' extra room

## OPTION 2: Path on One Side with Curb



\* 6' extra room

## OPTION 3: Multi-use Path and Parking One Side



\* 6' extra room

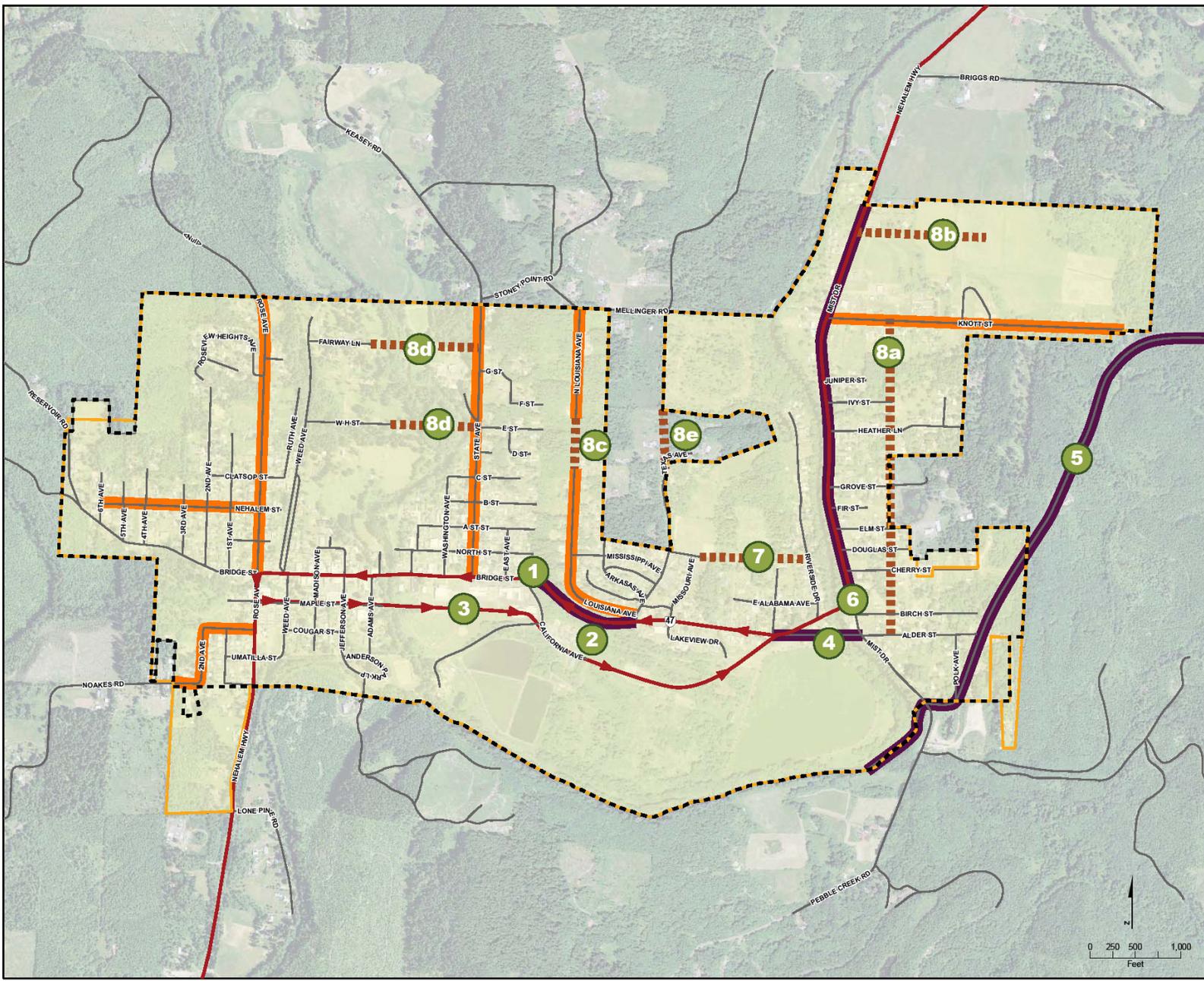
Collector roads include the following: Rose Avenue north of Bridge Street, Nehalem Street, State Avenue, Louisiana Avenue, Knott Street, and Cougar and 2<sup>nd</sup> Ave to Noakes Road.



# 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



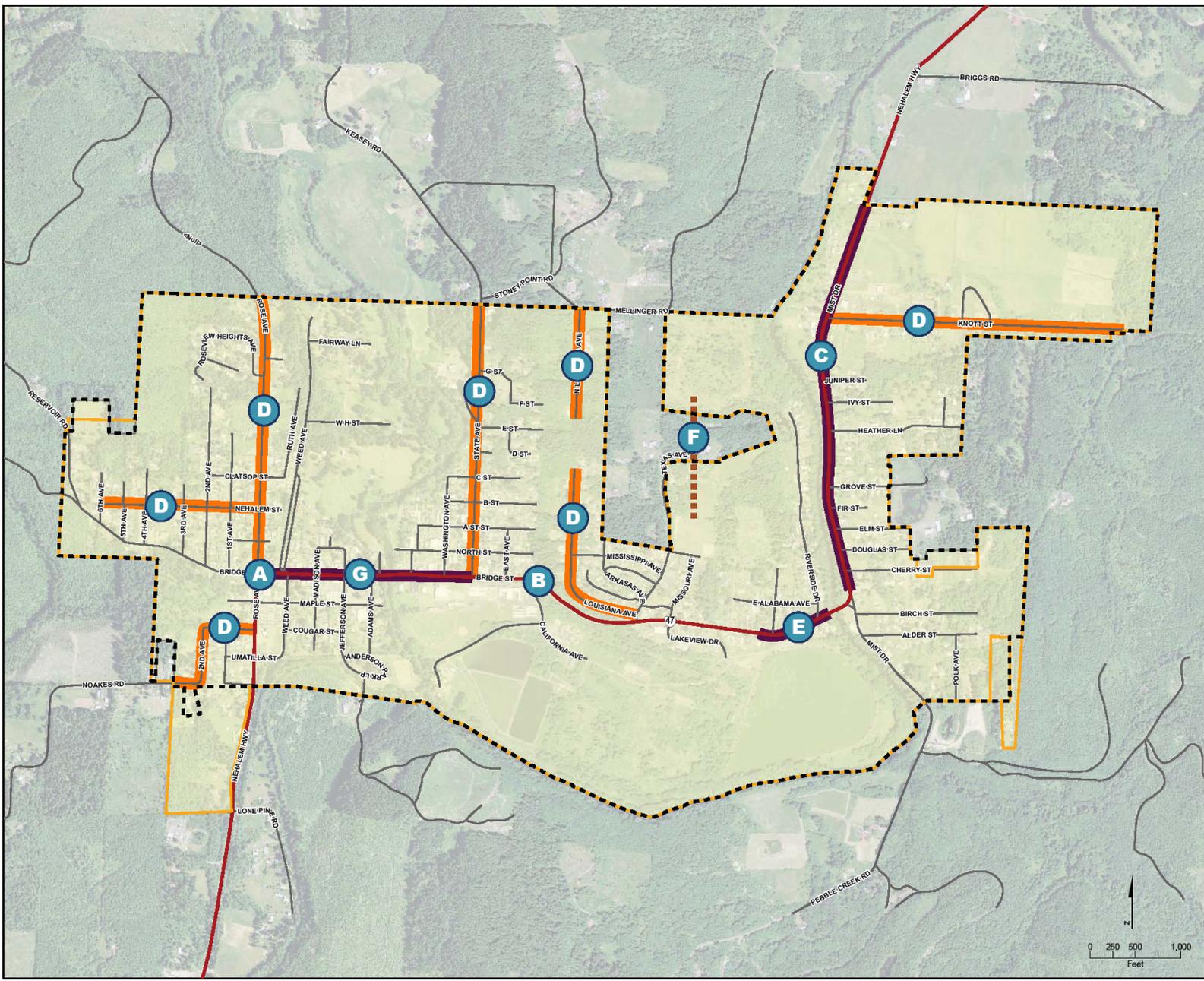
## LEGEND

- 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

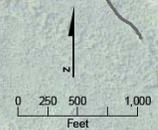
# Potential Low-Build Alternatives



## 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)