

SILVERTON TRANSPORTATION SYSTEM PLAN PROJECT ADVISORY COMMITTEE (PAC) MEETING #1 SUMMARY



Date: Thursday, June 30, 2016

Time: 6:00 PM to 7:30 PM

Location: City Council Chambers, 421 South Water Street, Silverton OR, 97381

Purpose: The purpose of this meeting is to provide an orientation to the TSP project, discuss project Goals and Objectives, and present highlights of Existing Conditions for transportation in Silverton.

1. Sign-in, Agenda Overview, and Introductions

Paul Eckley introduced Ray Delahanty from DKS Associates, the transportation planning consultant for the Silverton TSP Update project. Ray began introductions for the PAC, which included:

- Ray Delahanty, DKS Associates
- Jim Sears, City Councilor
- Naomi Zwerdling, ODOT
- Charles Baldwin, Silverton Bicycle Alliance
- Sarah Reiff, citizen
- Andy Bellando, Silver Falls School District
- Rich Piatkowski, Silverton Planning Commission
- Ron Harvard, Silverton Fire Department
- Jason Gottgetreu, Silverton Community Development Director
- Julia Ravitch, Marion County
- Paul Eckley, Silverton Public Works Director
- Jeff Fossholm, Silverton Police Chief
- Stacy Palmer, Silverton Chamber of Commerce

2. Project Orientation

Ray Delahanty gave an overview of transportation system planning. A transportation system plan (TSP) is required by the state Transportation Planning Rule (TPR) OAR 660-012-0015. It provides long range direction for development of transportation facilities and services for all modes, and ensures the planned systems are adequate to meet the needs of planned land uses.

A TSP must provide consistency with state and regional plans, establish an efficient network of arterials/collectors, develop standards for layout, spacing, and connectivity of local streets, protect facilities and

corridors for intended uses, provide public transportation services to meet basic needs, and develop a network of sidewalks and bikeways linking residential areas to activity centers, a finance program that is reasonably likely, and implementing code and ordinances.

Ray gave an overview of common elements of a TSP, which include Motor Vehicle Plan, Pedestrian Plan, Bicycle Plan, Transit Plan, Other Modal Plans (i.e.: Water, Air), Financing, and Implementing Codes and Ordinances. During discussion of each mode, PAC members were prompted to provide comment on issues they thought could be addressed in the TSP. These included:

- Making the pedestrian and bicycle network more complete. This probably means looking further than ¼ mile from key activity generators, particularly for schools.
- Ray clarified that there's a separate but parallel Safe Routes to School task happening as part of the TSP. Safe Routes to School will likely look at complete routes for students in each school's attendance area.

A set of goals, objectives, and evaluation criteria are used to develop and rank alternatives for each modal plan. Ray went over the public involvement process that includes the Project Advisory Committee (PAC), a project website, and public open houses.

3. Transportation Goals and Objectives

The following draft goals were presented to the PAC group, and an online instant poll was used to assess the group's relative support for each goal and to promote discussion of the draft goals and goal statements. The poll prompted PAC members to rate each goal from 1 (relatively unimportant) to 5 (very important). The polling results and discussion for each goal are as follows:

- **Goal 1: Livability (Average poll rating: 4.6).** This goal area scored the highest. In general the group saw a strong connection between livability, quality of life, and economic vibrancy.
- **Goal 2: Balanced System (Average poll rating: 3.5).** One PAC member pointed out that this goal area could be split into two goals: one focused on balancing the system among modes, and one focused on reducing reliance on the single-occupant vehicle. Another PAC member wanted to see the focus on system balance to be on fun and recreation rather than impacting motor vehicle mode split.
- **Goal 3: Safety (Average poll rating: 4.3).** The group rated the Safety goal area as having high importance. The group discussed appropriate measures for safety success, such as whether reducing crash rates below expected critical rates was sufficient, or whether a "vision zero" approach made sense.
- **Goal 4: Efficiency (Average poll rating: 3.9).**
- **Goal 5: Accessibility (Average poll rating: 4.1).**
- **Goal 6: Freight Movement (Average poll rating: 3.3).** PAC members mentioned that Christmas tree movement is important, and the existing freight route is not well-signed or intuitive.
- **Goal 7: Funding (Average poll rating: 4.4).** Funding was the group's second-highest scoring goal. The group feels that it's important to develop a list of projects that can be funded, and carefully prioritize the most important projects.

- **Goal 8: Consistency (Average poll rating: 3.9).**

4. Existing Conditions Review

Ray reviewed areas of the Existing Conditions memo that are new or significantly updated since the last TSP, including updated commuting patterns, crash analysis, motor vehicle operations, and analysis of the bicycle and pedestrian networks. The following are a sample of comments from PAC members:

- Motor vehicle operations at the Water Street/Main Street intersection tend to be made worse by the volume of pedestrian crossings, and the problem will likely worsen in the future. Ray confirmed that the existing TSP has a future signal project at this intersection, which would address the performance issue.
- Questions about the bicycle level of stress analysis: much of 1st Street (OR 214) north of downtown has a wide shoulder, so should perform better than LTS 4, and downtown bicycle operations (shared lane environment with motor vehicles) seems to rate too well (LTS 2).
- Be sure to include trails as part of the overall analysis of bicycle and pedestrian facilities as appropriate.

5. Next Steps

The next PAC meeting is not expected until fall of 2016. In the meantime, the consultant staff will be continuing work on future forecasting and future conditions.