

PAC Meeting #1

Oakridge TSP (22477)

November 1, 2018 (3:00-5:00 PM)

Greenwaters Park, 48362 Highway 58, Oakridge, OR

Attendees:

- Benjamin Beamer, GOATS
- Bobbie Whitney, Senior & Disability Services
- Robeart Chrisman, City of Oakridge Public Works
- Jim Walker, Citizen
- Kevin Martin, Oakridge Police
- Rustie Ackland, Chamber of Commerce, Banner Bank
- Rita Doland, Oakridge School District
- Loren Hogue, Oakridge Planning
- Rick Weirholt, Oakridge Economic Development
- Becky Taylor, Lane County
- Andy Vobora, Travel Lane County
- Rick Zylstra, City of Oakridge
- David Helton, ODOT – TGM
- Darci Rudzinski, Angelo Planning (Consultant)
- Jacki Gulzynski, Kittelson & Associates (Consultant)
- Ashleigh Ludwig, Kittelson & Associates (Consultant)

Introductions:

Attendees were asked how they would define success for this project. Responses included:

- Safety – reduce speeds without more officers
- Co-adoption with Lane County – work together to serve both county and city
- Reduce speeds along highway
- Improve multimodal infrastructure in the city. Improve connections
- More bike/ped accessibility and safe routes to school
- Transportation for disabled
- Adoption by city council
- Address congestion on OR 58
- ADA sidewalks near school

Project Overview:

Ashleigh provided an overview of the TSP project. Discussion included:

- The TSP document provides opportunities for funding sources and plans.
- The TSP grant is provided by ODOT, but the Plan is the City's document. ODOT is looking to the local community to say how they want the City's transportation system managed. This includes OR 58. State law requires a look at all transportation modes (including pipeline, water, and air). The airport can be included in the TSP even though it is outside of the city limits. The plan will have a set of policies, list of projects, and a set of facility standards, among other elements. The TSP is an opportunity for the City – the City has the power to support and adopt. The document creates opportunities for future improvements. Projects need to be identified in the TSP to be eligible for future funding.
- Is this process (the TSP project) part of changing the highway?
 - Response: OR 58 is included in the Plan and will be evaluated, but the TSP will include more than just the highway.
- The TSP will look out to 2040. Analysis will consider traffic volume forecasts to account for future growth potential.
- The City has discussed using OR 58 as a primary route to Crater Lake. Could the Plan support that?
 - Response: The City can adopt policies in the TSP to consider making OR 58 a scenic byway.
- The PAC's role includes providing comments on draft materials and items discussed at PAC meetings. All comments from the PAC should be provided to Rick (the City's project manager), who will then consolidate comments for the consultant.

Background Information Summary and Feedback:

Darci provided an overview of the background summary memo (Draft Memo #1)

- The TSP will reflect on current plans and provide updates (it will not start from scratch). The TSP becomes a primary component of the City's comprehensive plan. The development code will be updated, including access, connectivity, parking, multimodal facilities, etc. The consultant team would like the PAC to check relevancy of the documents reviewed in the background information summary memorandum.

Project Goals & Objectives and Feedback:

Jacki provided an overview of the goals and policies memo (Draft Memo #2).

- Goals and policies in the draft memo are based on the 2000 TSP and updated based on changes that have occurred since then. Some policy changes that have occurred in last 10 years include: increased multimodal perspective, consideration of public health, and safe routes to school elements.

- Question: The City completed a Plan like this 17 years ago. What was done with that Plan?
 - Response (from Rick): Several roads have been built from the old TSP. A lot of road repairs were completed. The plan justified the funding for these projects. It also helps with defining what the road will look like.
- Question: Goal 1 – Economic Development – Does the City own the airport? (Response: No.) And the land around the airport? (Response: This land is private land.) Is it feasible to have that as a goal (airport ownership), even if the City has no control of the airport or land around the airport?
 - Response: Yes, because it is an asset within the City’s reach. The City can benefit from it (i.e. through building a longer runway to support bigger planes). Including this in the TSP helps the City plan for it over the course of the future and obtain land when it becomes available.
 - Rick: The comp plan, zoning, and last TSP all included the airport. Since it was in other plans, we should still try to help direct it with the TSP update.
 - Comment: People love that they can fly here (tourism aspect).
 - Policies in an adopted document will support the airport if they are looking for funding or support for future needs.
- Roads completed or improved in recent years include: Rose to 2nd St, 2nd St to Portland, Ash St, Cochane, Teller, Crestview, etc. since 2003.
- Question: Can we add discussion of electric vehicle charging station; self-driving cars; biking destination. Is there enough emphasis on these items to bring them to the table or deal with them? Would anyone like to see more emphasis to these items? The TSP should discuss cleaner air; fossil fuel conservation; social consideration of the nation; etc. Discussion included:
 - Comment: Including these technology changes is a good idea. Metro areas are expanding closer to Oakridge, so more people will be pushed to Oakridge. Technology is changing faster in metro areas. We should be looking ahead to these topics.
 - Electric car charging station is a real issue. Oakridge has two stations now.
- Comment: The economic development group discusses roadways, streets, and the lack of them. You need decent transportation for companies to bring workers here. It all affects the ability to attract people – roads don’t support future systems. Where will employees live and how will they get to work? Companies have not been impressed with town – roads will impact economic development.
 - Comment: The problem now is there are not local jobs so people are driving streets but have to go to Eugene to work.
 - Comment: Housing is an issue – teachers drive in from other cities.
 - Comment: Two large subdivision are completely developed – 100 buildable lots here in the city that could be built on. Opportunity is there, need to attract jobs.
- Question: Goal 2 – reduce reliance on the state highway system for making local trips. Can you explain this statement?
 - Response: Providing a connected system so that you don’t have to use the highway to make your trip across town (provide other streets that give you the option to do so).

- Comment: Economic development (transit, related to tourism or commuting). The City does have the Diamond Express but would like discussions to expand/enhance transit in the future. (Response: Transit is covered under another goal.)
- Discussion: Several policies could fit under multiple goals. Are there policies that should be moved to other goals?
- Question: Under economic development – in order to become part of LTD, it requires 7/10 of 1% payroll tax. So, what does that number look like for Oakridge?
 - Response from Andy (from LTD): LTD is looking at a couple things for expansion. They have authority to expand unilaterally, but they want the request to come from the community. The community would request the service, then there would be an analysis of what the payroll funds would be. (Would there be enough payroll to fund the service? Possibly not) They were trying to increase rural services in the past, but they are not really interested in that anymore. Money may not be there to cover the service.
 - Comment: The analysis needs to happen.
 - Comment: There is money for rural areas now, this is the time to be putting proposals before them.
 - Comment: They are cutting back Diamond express service, but they shouldn't be doing that because the money is coming from the state (intercity) funds. It doesn't really help their budget (one perspective). STF funding – the City get before them for the first cycle of funding.
 - Comment: Based on local experience riding Diamond Express, the quality of service, experience, etc. is not comparable to LTD.
 - Response: So, a more direct policy for improving transit service should be added to the memo – likely under economic development (workers and tourism)
 - Comment: (from Travel Lane County) There is a huge tourism potential here. Transit is relevant.
 - Comment: Majority of riders are working in Eugene, so they are paying the tax and this is critical to get employees to Eugene.
 - Comment: Seniors and people with disabilities is an issue with the area. Ride source will cover up to 65 if on Medicare, once on Medicaid – there's not many options. Many seniors come in looking for help to get to/from doctors in Eugene/Springfield. Taking a bus is difficult – takes so much time. Would like to address some of this in streets and with getting back and forth to Eugene/Springfield. They need more covered areas to wait for transit as well. This needs an additional policy under Goal 3: Mobility for All.
 - Comment: As a bus rider, it is difficult to ride from Oakridge to Eugene downtown before you could get off (union issue)
 - Comment: Oakridge needs intra-city access for seniors to get around the city (to get to the WAC, or senior center).
- Comment from Darci: Transportation trends have changed over the past 20 years. This is why updating the policies is critical.
- Comment from Rick: Transportation is one of the largest hidden costs for rural communities.

Project Funding and Discussion:

Ashleigh provided an overview of the funding memo (Memo #3).

- Comment: Is it common for the City to update everything associated with roadway (utilities, overlay, etc) when an improvement is made?
 - Response from Rick – Yes, but it is necessary to the vitality of the roadway.
- Comment from David: Include the Forest Land Access Program (FLAP) as a potential funding source in the memo. FLAP provides funds for areas within close proximities to forest lands.
 - Comment from Rick: The City has applied twice for signage and wayfinding projects through FLAP and was denied both times.
- Comment from David: ODOT wanted the consultant to produce this memo early on to get idea of funding reality. It is the city's choice of when to apply for funds and for what. The TSP Update process will develop a set of projects based on future potential revenue sources. There may be two wish lists – practical (based on funding availability) and aspirational projects (those that will require the City to seek grant funding).
 - Comment from Rick: The at-grade crossing at Union and Commercial is an aspirational project but one the City may continue to seek.
 - Comment: A heat map (Strava data) shows that informal crossing. Users (of Strava) are typically not from community, but the data shows that people are using the crossing.
- Comment from Rick: We need to seek aspirational goals.
 - Comment encouraging the City to expand possibilities for improvements. Identify the need first and then flush out alternatives.
- Comment: Fatalities have occurred at the rail tunnel (several).
- Response to a question: HSIP funds are distributed through ODOT ARTS program.
- Comment from Rick: The City Council will be discussing CMAQ funding at the next meeting.
- Comment: The current infrastructures is not in place to encourage students to bike and walk to school.
 - Comment: We need City and schools highly involved in improvements early on.
 - Comment: Safe Routes to School (SRTS) grant program does typically require local match.
- Question was posed to the group: How would citizens of Oakridge react to charges and fees to fund these projects?
 - Comment: It depends on what the charges are, but it should be worthy of conversation.
 - Comment: The city will have to decide where to get the money for these projects.
- Comment: The \$10,000 deficit could be reduced by increasing local fuel tax by half a cent.
- Comment: If we (Oakridge) had a truck stop, it could generate more money from fuel tax.
- Comment from David: Truck parking is a need based on new regulations. Rest areas are overcrowded. Trucks are stopping on the side of highways. Could Oakridge be a place for truck drivers to rest? This could increase the awareness of Oakridge and economic vitality. The City has talked about potential reduction of lanes on OR 58. Could possibly include truck parking on highway or leverage economic opportunity.

- Comment: Could consider staging areas for side by sides.
- Comment: There is an effort by the industrial park for truck accommodations.
- Comment: The economic development group has talked about a truck stop. Narrowing OR 58 was a difficult conversation with Economic Development Group. This is a hot topic for businesses on highway.
- Comment: Can ODOT move a weigh station closer to Oakridge? That could be a way to get trucks to stop.
 - Comment from David: This will be brought up with freight and mobility group.
- Comment: Trucks traveling through Fish Hatchery Road may have issues turning. May require additional intersection improvements to accommodate trucks.

Methodology Memo:

Ashleigh provided a brief overview of the methodology memo. It is primarily intended to summarize analysis procedures and assumptions for ODOT's review.

Additional Discussion:

- What are the most important challenges?
 - Comment: Bike access on OR 58 and through the uptown core. If biking is a big part of community, we need to accommodate.
 - Comment: There is a difference between urban cyclists and riding on a highway like that in Oakridge.
- Comment: There were a lot of good ideas that might not be a part of the project. How are they getting captured?
 - Response: These are captured in meeting notes. A lot of topics brought up today will be carried forward through the process.
- Comment: The Greenwaters area is a dark area. Consider holding the next meeting in an area in the City. Potential for churches, museum, or auditorium.
 - Response from Rick: We will look into different meeting locations for January 10th
- Comment: Excited that the County is involved. If the County has any contributions or projections, it would be much appreciated to guide the process.
 - Response from Rick: The County is integral especially connection between Westfir and Oakridge.

Next Meeting:

PAC Meeting #2 & Public Meeting #1

January 10th, 2019

PAC Meeting 3:00-5:00 pm

Public Meeting: 6:00-7:30 pm

Location for both meetings: Oakridge Museum – 48238 E 1st Street, Oakridge, OR 97463

Topic: Transportation System Conditions, Deficiencies, and Needs

10 OREGON DEPARTMENT OF TRANSPORTATION

Oakridge
Mountain Biking Capital of the Northwest

Public Advisory Committee (PAC) Meeting #1
November 1st, 2018
3:00pm-5:00pm

**CITY OF OAKRIDGE
TRANSPORTATION
SYSTEM PLAN**

Image source: Wikimedia Commons, Jszyr64

KITTELSON & ASSOCIATES **A PG**

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MEETING AGENDA

- Introductions
- Project Overview
- Background Information Summary (Tech Memo #1)
- Project Goals & Objectives (Tech Memo #2)
- Funding (Tech Memo #3)
- Methodology Memo
- Discussion: Transportation Issues
- Next Steps

Oakridge
Mountain Biking Capital of the Northwest

Oregon Department of Transportation

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INTRODUCTIONS

- Your background
- Your interests in relation to the project/area
- How do you define success for this TSP?



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ADVISORY COMMITTEE MEMBERS

- Kevin Gobelman – City Council
- Loren Hogue – City Planning Commission
- Becky Taylor – Lane County
- Patrick Wingard – Department of Land Conservation and Development
- Rita Doland – Oakridge School District
- Mike Hansen – Fire and Emergency Service
- Kevin Martin – Police
- Robeart Chrisman – Public Works
- Bob Sollish – Local Business Representative
- Andy Vobora – East Lane County Bicycle Tourism Studio
- George Custer – Uptown Business Revitalization Association
- Ben Beamer – Greater Oakridge Area Trail Stewards
- Rick Wiemnolt – Oakridge Economic Development Advisory Committee
- Rustie Ackland – Oakridge/Westfir Chamber of Commerce
- Jim Walker – Citizen
- Bobbie Whitney – Citizen
- Jenna Berman-Oregon Department of Transportation



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PROJECT OVERVIEW

- Project Purpose and Need
- Project Study Area/Background
- Project Schedule
- PAC Roles & Responsibilities



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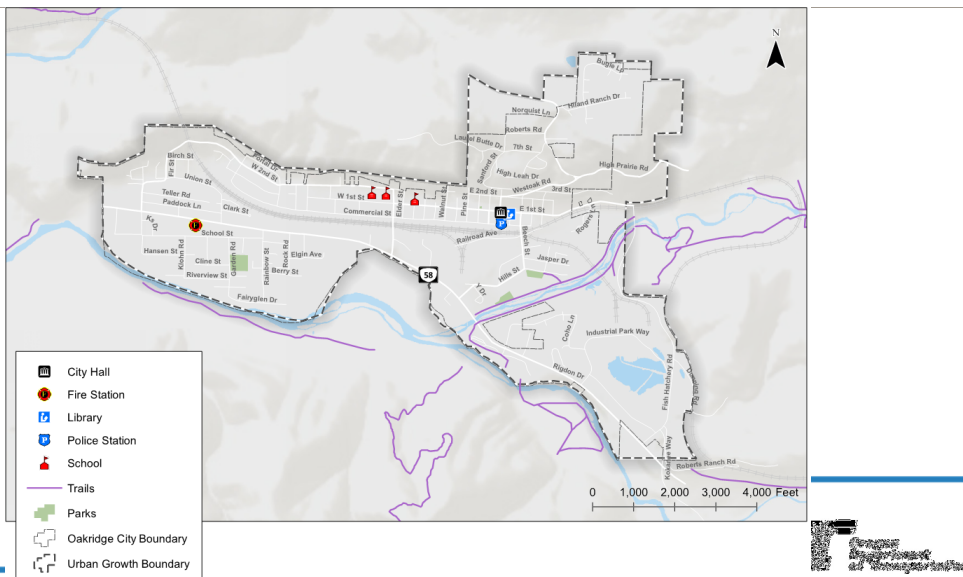
PROJECT PURPOSE AND NEED

- Purpose
 - To guide the management and development of transportation facilities within the City of Oakridge
 - To provide and encourage a safe, convenient, and economic transportation system



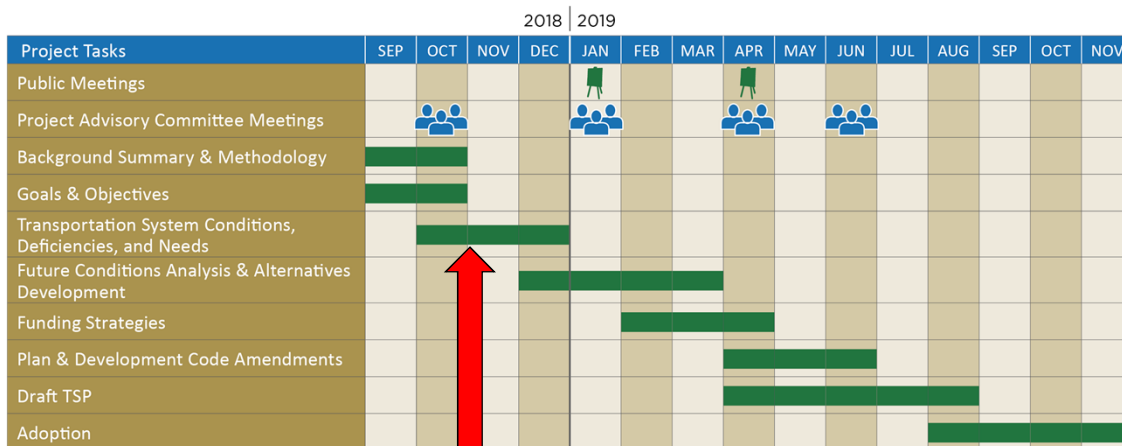
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PROJECT STUDY AREA



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PROJECT SCHEDULE



We Are Here



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ROLES AND RESPONSIBILITIES

- Project Advisory Committee
 - Review draft memoranda prior to PAC meetings
 - Attend and actively contribute input to PAC meetings
 - Attendance at public workshops is highly recommended
 - Represent community interests
- Consultant Team
 - Facilitate PAC meetings
 - Provide draft reports to the PAC with adequate time for review prior to meetings
 - Consult with ODOT on technical analysis methodology
 - Attend and facilitate Public Workshops
 - Provide final reports, incorporating comments from the PAC and public



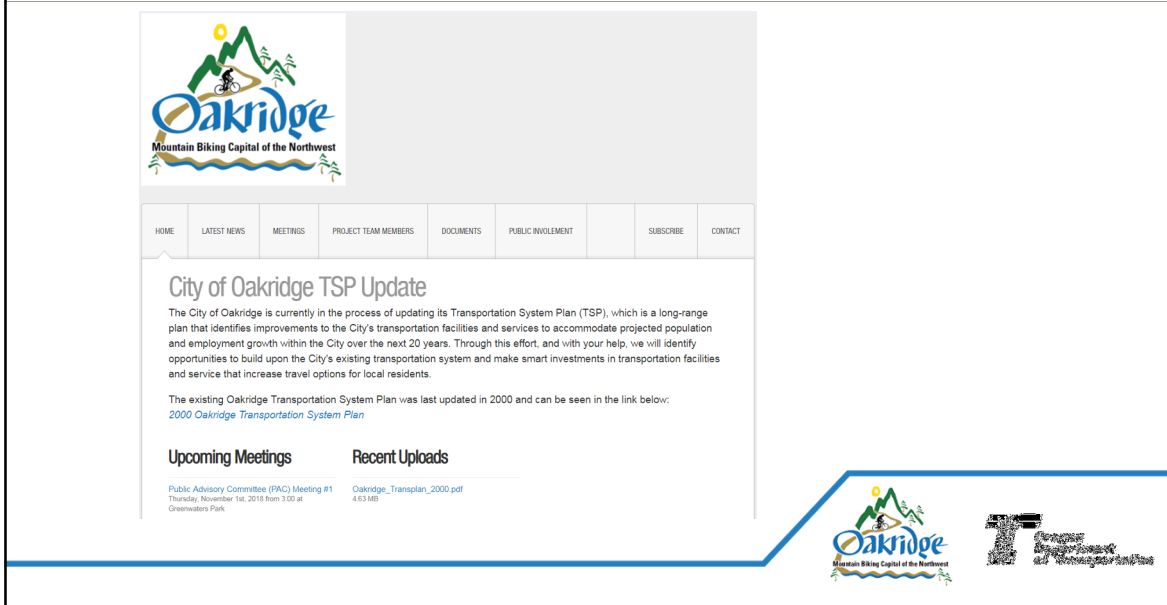
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REVIEW PROCESS

Week	Mon	Tues	Wed	Thu	Fri
1				Consultant provides draft materials to PMT	
2				PMT provides comments on the draft materials to Consultant	
3	Consultant provides revised draft materials to PM for distribution			PAC Meeting Consultant provides overview of draft materials and leads discussion on key issues and decisions	
4					PAC members provide written comments to City
5				City provides consultant with consolidated comments from PAC members	
6				Consultant provides written summary of PAC Meeting Consultant delivers final memoranda to the City/ODOT	

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PROJECT WEBSITE – OAKRIDGETSP.COM



City of Oakridge TSP Update

The City of Oakridge is currently in the process of updating its Transportation System Plan (TSP), which is a long-range plan that identifies improvements to the City's transportation facilities and services to accommodate projected population and employment growth within the City over the next 20 years. Through this effort, and with your help, we will identify opportunities to build upon the City's existing transportation system and make smart investments in transportation facilities and service that increase travel options for local residents.

The existing Oakridge Transportation System Plan was last updated in 2000 and can be seen in the link below:
[2000 Oakridge Transportation System Plan](#)

Upcoming Meetings

Public Advisory Committee (PAC) Meeting #1
 Thursday, November 1st, 2018 from 3:00 at
 Greenwaters Park

Recent Uploads

Oakridge_Transplan_2000.pdf
 4.63 MB

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BACKGROUND INFORMATION SUMMARY

- Policy Framework and Regulatory Review
 - State Documents
 - Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, etc.
 - Regional Plans
 - Lane County TSP, Highway 58 Refinement Plan
 - City Documents
 - Parks Master Plan, Pedestrian Safety Study, Code and Land Use Ordinance, etc.

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FEEDBACK – BACKGROUND INFO

- Policy Framework and Regulatory Review
 - Open Discussion and Questions
 - *Was the project relevance captured correctly?*
 - *Are there any other projects or relevant policy directions from documents not included?*
 - *Questions, comments, concerns?*



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DRAFT TSP GOALS & OBJECTIVES

- Economic Development
- Transportation System Characteristics
- Mobility for All
- Transportation and Land Use Planning
- Plan Implementation
- Safety



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DRAFT TSP GOALS & OBJECTIVES

- Economic Development
 - Plan a transportation system that supports existing industry and encourages economic development in the City.
- Transportation System Characteristics
 - Provide a transportation system that balances transportation services for the safety, convenience, efficiency, and livability of all users.



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DRAFT TSP GOALS & OBJECTIVES

- Mobility for All
 - Provide a transportation system with facilities and services that meet mobility needs of all potential users.
- Transportation and Land Use Planning
 - Integrate transportation and land use planning to maximize the benefits of transportation.



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DRAFT TSP GOALS & OBJECTIVES

- Plan Implementation
 - Develop the community's transportation system through implementation of the transportation system plan.
- Safety
 - Provide a transportation system that promotes the safety of current and future travel modes for all users.



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FEEDBACK – GOALS AND OBJECTIVES

- *Do these goals and objectives capture the community values?*
- *Is anything missing?*
- *Should anything be modified or removed?*



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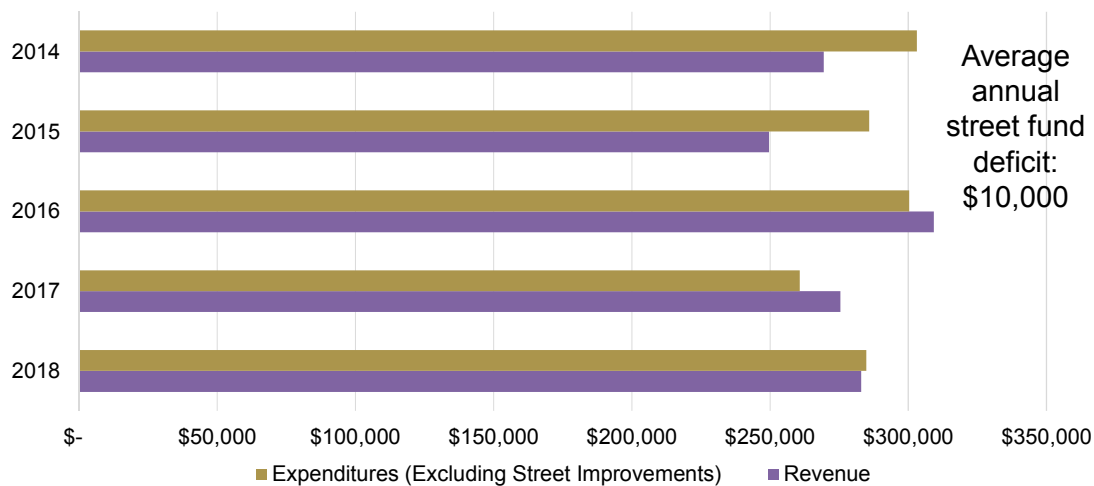
DRAFT - FUNDING

- Revenue/Expenditures summary
- Current funding sources
- Potential funding sources



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TRANSPORTATION REVENUE AND EXPENDITURES



Additional funding sources will be needed to fund improvements

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Federal Funding Source	Currently Used?
FAST ACT	
Surface Transportation Program/ Surface Transportation Block Grant	
Congestion Mitigation and Air Quality (CMAQ)	
Highway Safety Improvement Program	
State Funding Source	Currently Used?
State Highway Fund	✓
Keep Oregon Moving (HB 2017)	✓
All Roads Transportation Safety	
Connect Oregon	
Statewide Transportation Improvement Program	
Safe Routes to School	

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County Funding Source	Currently Used?
Lane County Road Fund	
Urban Growth Management Agreement	
Economic Development Assistance Program	
Payroll Tax	
Local Funding Source	Currently Used?
Local Fuel Tax	✓
System Development Charges (SDC)	
Economic and Local Improvement Districts	
Urban Renewal Districts/Tax Increment Financing	
General Fund (GF) Revenues	
Local Bond Measures	
Street Utility Fees/Road Maintenance Fee	
Optional Tax	
User Fees	
Private Developers	

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FEEDBACK – FUNDING

- *Is anything missing?*
- *What funding sources seem like potential options for Oakridge moving forward at this point?*



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DRAFT – METHODOLOGY MEMO



304 SW UPTER TERRACE DR. SUITE 404
BEND, OR 97702
531-312-8300

MEMORANDUM

Date: October 23, 2018 Project #: 22477
 To: Rick Zylstra (City of Oakridge)
 Louis Gomez (City of Oakridge)
 David Helton (Oregon Department of Transportation)
 From: Ashleigh Ludwig, PE, Marc Butarac, PE and Jacki Gulczynski (Kittelson & Associates, Inc.)
 Project: City of Oakridge Transportation System Plan Update
 Subject: Transportation Analysis Methodology and Assumptions Memorandum

MEMORANDUM OVERVIEW

This memorandum documents the methodology and assumptions that will be used to complete the existing and future transportation conditions and alternative analyses for the City of Oakridge Transportation System Plan (TSP) update. The methodology and assumptions included in this memorandum are based on guidance provided in the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines (Reference 1), the ODOT Analysis Procedures Manual (APM – Reference 2), and direction provided by the City of Oakridge and ODOT staff. The methodology and assumptions described in this memorandum will be used to help identify potential gaps and deficiencies in the transportation system, including:

- ▶ Traffic operations at the study intersections under existing and future traffic conditions.
- ▶ Traffic safety at the study intersections and along study area roadways.
- ▶ Gaps and deficiencies in the bicycle and pedestrian network.
- ▶ Gaps and deficiencies in the transit service (service frequency, hours, coverage, etc.), and
- ▶ Gaps and deficiencies in other travel modes.

This information will serve as a baseline for identifying a comprehensive list of needs (gaps and deficiencies) to be addressed as part of the TSP update. It will also serve as a baseline for identifying and evaluating potential solutions to address the needs and to develop a prioritized list of improvements for the TSP update.



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DISCUSSION

- What are the most important transportation challenges facing Oakridge?



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NEXT STEPS

- Provide Input on Tech Memo #1, #2, & #3
 - Turn in comments today,
 - Send comments to Rick Zylstra by Thursday, November 8th
rickzylstra@ci.oakridge.or.us
- Next PAC Meeting:
 - January 10th 3:00 – 5:00 PM
 - Location: Greenwaters Park
 - Public open house to follow from 6:00-7:30 PM
 - Will review Tech Memo #4
- Questions?
 - Ashleigh Ludwig (aludwig@kittelson.com)
 - Jacki Gulczynski (jgulczynski@kittelson.com)
 - Rick Zylstra (rickzylstra@ci.oakridge.or.us)
 - David Helton (David.I.Helton@odot.state.or.us)



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