STAYTON TSP UPDATE

JOINT WORK SESSION #1
PLANNING COMMISSION AND CITY COUNCIL
Meeting Goals

- Introduce Project
- Discuss Progress To Date
- Solicit Feedback
- Review Next Steps
Project Introduction and Background

TSPs help agencies establish a safe, convenient transportation network

Focus areas for the new update include:
- Accurate growth projections
- Consideration of current economic conditions
- Active transportation
- Implementable project list
- Alignment with other planning documents, such as 2013 Stayton comprehensive plan

Stayton TSP was last updated in 2004 and overestimated future growth
# Project Schedule

<table>
<thead>
<tr>
<th>Month</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>M</td>
<td>J</td>
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<tr>
<td>1. Project Management</td>
<td></td>
<td></td>
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<tr>
<td>2. Plans and Policy Review</td>
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<tr>
<td>3. Existing and Future Conditions</td>
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<td>4. System Alternatives</td>
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<td>5. TSP Preparation and Implementation Ordinance</td>
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- **Advisory Committee Meetings**
- **Open House**
- **Joint Work Session**

**INTRO**  **PROGRESS**  **FEEDBACK**  **NEXT STEPS**

We are here
TM1 – Plan & Policy Review

• Policy Framework and Code Review

• State Documents
  – Oregon Transportation Plan, Oregon Highway Plan, Oregon Bicycle and Pedestrian Plan, etc.

• Regional Plans
  – Sublimity Interchange Area Management Plan (IAMP), Marion County Rural Transportation Plan (RTSP)

• City Documents
  – Parks and Recreation Master Plan, Public Works Design Standards, Land Use and Development Code, etc.
TM2 – Goals, Objectives, & Evaluation Criteria

Goals and objectives guide TSP update development.

Evaluation criteria help set policies and identify preferred alternatives

Memo Outline:

- Background
- Existing Goals
- Proposed Goals & Objectives
- Evaluation Criteria
Existing and Proposed Goals

2004 TSP Goals
1. Mobility
2. Efficiency
3. Safety
4. Equity
5. Environmental
6. Alternative Modes of Transportation
7. Multi-jurisdiction Coordination
8. Roadway Functional Classification
9. Truck Routes
10. Transportation Financing

Proposed TSP Update Goals
1. Mobility and Efficiency
2. Safety
3. Equity
4. Environmental
5. Multi-Jurisdiction Coordination
6. Strategic Transportation Financing
7. Health
8. Land Use and Transportation Integration
9. Community and Economic Vitality
TM3 – Existing and Future Conditions

Motor Vehicle System
- Traffic operations and safety

Pedestrian System
- Qualitative level of service analysis

Bicycle System
- Qualitative level of service analysis

Public Transportation System
- Description of gaps and deficiencies
Existing Bicycle Facilities
Stayton, Oregon

Figure 5

Coordinate System: NAD 1983 HARN StatePlane Oregon North FIPS 3601 Feet Intll

Kittelton & Associates
Cherriot Bus Routes

Cherriot Bus Stops
Park & Ride
City Boundary
Urban Growth Boundary

Existing Transit Facilities
Stayton, Oregon

Figure 6

Cherriot Route 30X from Salem to Gates runs four times per weekday in both directions on the route shown. Buses do not operate on holidays or weekends.
Existing Traffic Operations

- Analyzed 22 study intersections
- Weekday PM peak hour analysis
  - (Reasonable worst-case scenario)
- All study intersections meet applicable mobility standards
- All signalized intersections provide enough queueing storage length
New trip assignments generated and distributed through network

911 total new trips in PM peak hour by 2040

Population and employment forecasts from Portland State University

Average population growth rate of <1% per year
- 646 total new households by 2040

Average employment growth rate of 1.5% per year
- 1,074 total new jobs by 2040

Growth assigned to transportation analysis zones (TAZs)

2040 Growth Assumptions

Population and employment forecasts from Portland State University

Average population growth rate of <1% per year
- 646 total new households by 2040

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- 1,074 total new jobs by 2040

Growth assigned to transportation analysis zones (TAZs)

New trip assignments generated and distributed through network

911 total new trips in PM peak hour by 2040
2040 Traffic Operations

- Added new trips to existing conditions to determined future conditions
- All study intersections projected to meet applicable mobility standards
- All signalized intersections projected to provide enough queueing storage length
Traffic Safety Analysis

High Crash Rate Intersections
Open House #1

- In-person and online open house
- Reference document: Open House 1 Summary
- Key feedback:
  - Pedestrian system needs to be improved with sidewalks and crosswalks
  - Participants recommended other safety and motor vehicle improvements
Draft Tech Memo #4 – System Alternatives

- Defines system needs
- Proposes alternatives to address needs
- Evaluates alternatives
- Provides costs and funding outlook
Bicycle Project Alternatives
## Project Alternatives - Intersections

1 – Golf Club Road / Shaff Road

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Scenario</th>
<th>Delay</th>
<th>Level of Service</th>
<th>Cost Estimate</th>
<th>Evaluation Score</th>
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Project Alternatives - Intersections

1B - Roundabout

Golf Club Road

Shaff Road
## Project Alternatives - Intersections

### 2 – Stayton Road / Wilco Road

<table>
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Project Alternatives - Intersections

2B - All-Way Stop with Reconfiguration

- Stayton Road
- Jetters Way
- Wilco Road
- Washington Street
- Ida Street
Project Alternatives - Intersections

2C – Roundabout
Project Alternatives - Intersections

3 – Golf Lane Realignment

<table>
<thead>
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<th>Alternative</th>
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<tr>
<td>3A – No-build</td>
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<td>3B – Realign Golf Lane to Whitney Signal</td>
<td>$3M-$5M</td>
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INTRO     PROGRESS     FEEDBACK     NEXT STEPS
# Project Alternatives - Intersections

4 – Sixth Avenue/Jefferson and Washington Streets

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<th>Cost Estimate</th>
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<td>4B – Approach Restrictions</td>
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<td>4C – All-Way Stop Control</td>
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Project Alternatives - Intersections

4C – All-Way Stop Control

Jefferson Street
Sixth Avenue
Washington Street
## Project Alternatives - Intersections

5 – Tenth Avenue/Stayton Road and Jefferson Street

<table>
<thead>
<tr>
<th>Alternative</th>
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<th>Level of Service</th>
<th>Cost Estimate</th>
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<td><strong>5B – Mini-Roundabout</strong></td>
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<td>$500K - $1M</td>
<td>+7</td>
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<td>+6</td>
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Project Alternatives - Intersections

5B – Mini-Roundabout
Project Alternatives - Safety

- Protected left-turns at N First Avenue / Washington Street (potential City project)

- Signalize Cascade Highway SE / OR 22 WB Ramps (potential ODOT project)

- Restrict Left-Turns onto OR 22 at Fern Ridge Road and Old Mehama Road (potential ODOT project)
Policy Alternatives

Functional Classification Map Update
Policy Alternatives

Street Cross-Sections

- Arterial with Center Turn-Lane
- Arterial without Center Turn-Lane
- Collector with Center Turn-Lane
Policy Alternatives

Street Cross-Sections

Collector

Neighborhood Collector

Local Street
Policy Alternatives

• Street Cross-Section Proposed Updates from 2004 Stayton TSP:
  – Cascade Highway to remain three lanes (not five)
  – Golf Club Road to remain three lanes (not five)
  – Remove standard of 5-lanes at major intersections
Policy Alternatives

Future Street Plan
Open House #2

- In-person and online open house
- Reference document: Open House 2 Summary
- Key feedback:
  - Support for roundabout alternatives only if they can accommodate farm vehicles
  - Continued support for safety and ped/bike projects
Funding Overview

• Revenue Sources:
  – State gas tax
  – ODOT surface transportation program
  – City street maintenance fee
  – System development charges
  – Local gas tax (new)
Funding

- Depending on the portion of gas taxes that go towards street improvements and capital projects, different levels of funding will be available:

<table>
<thead>
<tr>
<th>Percentage of Gas Tax Going Towards Street Improvements and Capital Projects</th>
<th>FY 19-20</th>
<th>5-Year</th>
<th>10-Year</th>
<th>20-Year</th>
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<tr>
<td>42% (High-Funding Scenario)</td>
<td>$550,398</td>
<td>$3,284,403</td>
<td>$6,667,350</td>
<td>$14,297,943</td>
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<td>0% (Low-Funding Scenario)</td>
<td>$223,000</td>
<td>$1,615,000</td>
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<td>$6,683,000</td>
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Next Steps

1. Provide any additional comments to Lance by February 15th
2. Consultant team to address all comments and incorporate into draft TSP
3. Advisory committee meetings to discuss draft TSP in March
4. Joint work session #2 to discuss draft TSP in April
Open Discussion and Questions