

PAC Meeting #3

Oakridge TSP (22477)

May 9th, 2019 (3:00-5:00 PM)

Willamette Activity Center, 47674 School Street, Oakridge, OR

Meeting Summary

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
- Loren Hogue, Oakridge Planning
- Rick Weirholt, Oakridge Economic Development
- Becky Taylor, Lane County
- Charles Nichols, Parks & Community Services
- George Custer, UBRA
- Rick Zylstra, City of Oakridge
- David Helton, ODOT – TGM
- Jenna Berman, ODOT – Active Transportation
- Kathy Houston, Mayor
- Jacki Gulzynski, Kittelson & Associates (Consultant)
- Ashleigh Ludwig, Kittelson & Associates (Consultant)

The following sections summarize the key discussion and questions related to each topic of the meeting. The presentation slides are provided as an attachment.

- **Tech Memo #5 & 6 Overview & Discussion**
 - **Functional classification system**
 - Comment: major collectors are seeing increased traffic
 - Comment: constant repairs is an issue. The city budget needs to reflect this need through a maintenance program
 - Street system – Freight
 - Question: Would the removal of free right turn prohibit trucks from turn?
 - Response: It would be design feature to accommodate
 - Comment: Concerns about freight route in front of school
 - Comment: FR4 should be greater Oakridge area, not just city limits
 - Response: Recommend discussion with ODOT on the local freight route
 - Question: Why are we proposing a weigh station project? What is the benefit?
 - Response: Safety – overloaded trucks
 - Response: Should be lower priority
 - How would highway 58 trucks get here – would there be a commercial vehicle on highway enforcing the turn off to industrial park to reach the weigh station?
 - Response: Weigh station feasibility study will look at details including the location of the weigh station.
 - Comment: The existing weigh station needs updates. With one truck on, there's not much space for queuing without blocking highway.
 - Comment: City would like to be able to charge a toll for trucks going in/out of the industrial park
 - **Roadway/paving projects**
 - Question: Can we look at bulb outs on the corners of 1st Street? Could that be mentioned as a possible design feature, would also help with intersection sight distance?
 - Response: Safe Routes to School funding likes bulb outs.
 - Question: What about locating additional parking?
 - Response: This is important to look at with this project. Seems like a lot more vehicles are parking on that road now.
 - Concern: needs to take into consideration
 - Response: we could look at formalizing side streets to provide parking
 - Comment: Consider signing “free public parking” in areas with public lots so people know to use it (city hall/library too)

- Question: Is there any benefit to keeping E 2nd Street open to pedestrians and bicycles?
- Comment: Would need to widen Westoak Road
- Comment: E 3rd Street has bad sight distance on a hill too but it has direct access to people's houses
 - Comment: Not safe to make a right hand turn here
- **Safety projects**
 - Comment: The county might be able to help pay for an improvement at Westoak/high Prairie
 - Comment: Lane county has 8 speed feedback signs for county roads, but interested in helping the city if needed (group discount or other support)
 - Comment: The city could consider mountable curb extensions at 1st/Crestview for large trucks
- **Pedestrian projects**
 - Question: SU2- fish hatchery road -would a path require widening the road?
 - Response: no, the path would be separated
 - Comment: ADA ramps compliance should be high priority
 - Question: Could P-10 be combined with P-2?
 - Response: No, these are separate projects and locations
 - Comment: The city should repave Jasper Drive from Beech to east
 - Comment: There is also Jasper Loop – a lot of people use that as short cut to get around school bus, they speed through there. It is a safety concern for pedestrians (road has potholes). Sidewalks are needed here
 - Comment: Jasper Loop should be prioritized before Jasper Drive dead-end
 - Question: Would repaving projects include sidewalks?
 - Response: No
 - Comment: Fish hatchery and Westoak shared use paths are on one side, not both
 - Question: Was there a reason P-3 doesn't go to Thatcher instead of River Road? Should go to Thatcher on the south side (partial exist).
 - Response: Agreed
 - Question: Cost estimates have changed for enhanced pedestrian crossings. Does someone at ODOT review these?
 - Comment: ADA has ramped up so cost estimates have gone up
- **Bicycle projects**
 - Comment: Commercial Street – from face of curb to railroad belongs to the railroad and can't be widen south
 - Comment: Railroad was concerned when they explored widening for a path before

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- Question: B-7 (Bike Hub) are there any recommendations on location?
 - Comment: Banner Park may be a good one – public parking as well, central location
 - Comment: B-3 – bike lanes on 1st Street runs across front of high school. If you don't have parking there, creates a mess when high school have events. The city needs parking here too
 - Comment: The high school has a small lot
 - Comment: It is my understanding that 1st Street has been built up layer by layer, so houses south of the street have water issue with runoff (no storm drains on that side of the street) Could that be addressed through paving or design of road?
 - **Transit and Rail**
 - Comment: There has been a lot of work on feasibility of Amtrak that is documented in the CTAA report
 - Comment: Westfir just had to extend arms to come down so they don't blow horn
 - Comment: More concerned with trains that sit there and idle
 - Comment: Signal bridge is due to go in near commercial/union – it could be their signal bridge as well, if we coordinate with them
 - **Highway 58 Discussion**
 - Comment: Ashland is not a freight route
 - Comment: There is a concern that truckers would bypass Oakridge completely
 - Question: Is there ability to look at modeling travel time for the community?
 - Question: There is a large business coming in on Highway 58 on the west end of time to strip mine. Estimate 85 gravel trucks per day. How would that impact the data?
 - Question: Is there data on La Pine on truck traffic data? Something we can check with ODOT?
 - Response: From the active transportation ODOT staff this has seen La Pine as a positive impact
 - Question: Can we get information from LaPine business owners to see how it was perceived?
 - Response: Can look into this from ODOT
 - Comment: The whole highway would be a multi million dollar project. Would need substantial grant funding
 - Response: ODOT would be a funding partner. This doesn't have to be a "vision" project based on potential ODOT funding including bike/ped and FLAP funding
 - Comment: When doing maintenance paving project like ODOT is looking at in Oakridge, they will look at the TSP for other potential projects such as a street reconfiguration

- Comment: There may be an ODOT paving project in the STIP coming soon
- Comment: There are big divots on OR 58 and there are concerns about the impact on traffic on plumbing and utilities
 - Response: ODOT would want to coordinate to improve utilities under the street. A study would have to be done to see who would pay for this.
 - Comment: Most of the utilities are in the “slow” lanes
 - Comment: It would be up to the city to decide if they want to carry this forward
- Comment: All of the examples shown in the presentation had existing curb and sidewalks but Oakridge does not. The pilot project could have a perception issue where people only think there is a construction project.
 - Response: Ashland did it with temporary striping
 - Comment: Public is concerned about beautification on OR 58
- Question: Does the paving project mean a street reconfiguration is GOING to happen?
 - Response: No, ODOT will look at the TSP. If it’s not in the TSP ODOT would just repave
 - Comment: The FLAP grant is an opportunity (Oregon has the most FLAP funding in the country). There is a safety component that does not require a local match. Oakridge is a prime location for FLAP funding
 - Question: How does this apply to sidewalks?
 - Response: ODOT standards requires sidewalks and bike lanes when they reconstruct a street. Repaving does not require this. The TSP calls for sidewalks regardless but repaving doesn’t require this.
 - Response: The reconfiguration would give the space to build sidewalk without infringing on most access/businesses

Tentative Date for Next Meeting:

PAC Meeting #4 & Public Meeting #3

Tuesday, July 16th, 2019

PAC Meeting 3:00-5:00pm

Public Meeting: 6:00-7:30pm

Location: Willamette Activity Center

Topic: Updates to Recommendations; Code Amendments

Attachment:

Advisory Committee Meeting #3 Presentation Slides



Project Advisory Committee (PAC) Meeting #3
May 9th, 2019
3:00pm-5:00pm

**CITY OF OAKRIDGE
TRANSPORTATION
SYSTEM PLAN**

KITTELSON & ASSOCIATES

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MEETING AGENDA

- Project Schedule Update
- Draft TSP Recommendations
 - Draft Tech Memo #5 & #6
- Highway 58 Draft Recommendations
- Funding Options
- Gather Feedback on Proposed Solutions & Priority
- Next Steps



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PROJECT OVERVIEW

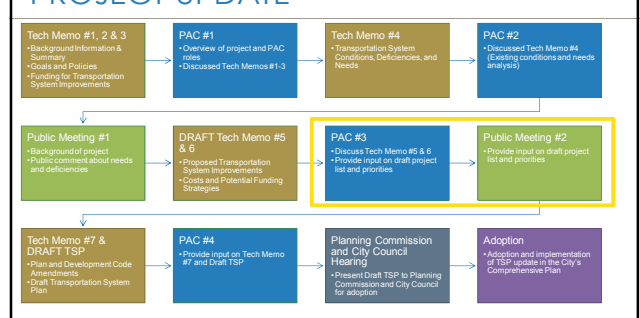
- Purpose
 - To guide the management and development of transportation facilities within the City of Oakridge
 - To provide and encourage a safe, convenient, and economic transportation system

We Are Here

Project Tasks	2018	2019														
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	
Public Meetings																
Project Advisory Committee Meetings																
Background Summary & Methodology																
Goals & Objectives																
Transportation System Conditions, Deficiencies, and Needs																
Nature Conditions Analysis & Alternatives Development																
Funding Strategies																
Plan & Development Code Amendments																
Draft TSP																
Adoption																

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PROJECT UPDATE



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    graph LR
      TM1[Tech Memo #1, 2 & 3] --> PAC1[PAC #1]
      PAC1 --> TM4[Tech Memo #4]
      TM4 --> PAC2[PAC #2]
      PAC2 --> PM1[Public Meeting #1]
      PAC2 --> PAC3[PAC #3]
      PAC3 --> PM2[Public Meeting #2]
      PM1 --> TM5[DRAFT Tech Memo #5 & 6]
      PAC3 --> TM5
      TM5 --> PAC4[PAC #4]
      PAC4 --> TM7[Tech Memo #7 & DRAFT TSP]
      PAC4 --> PC[Planning Commission and City Council Hearing]
      TM7 --> PC
      PC --> AD[Adoption]
      TM7 --> AD
  
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PUBLIC MEETING #1 OVERVIEW

- Approximately 20 community members attended
- Over 70 public comments recorded
- Reference document (Public Open House #1 Meeting Summary)
- Key Feedback:
 - Concerns with pedestrian and bicycle safety
 - OR 58 safety (discussion later)

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TECH MEMO #5 & 6 OVERVIEW

Proposed Transportation System Improvements & Prioritization

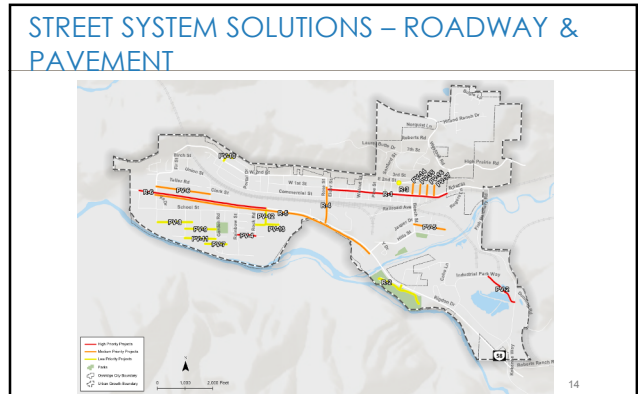
- Street System Solutions
- Safety Solutions
- Pedestrian System
- Bicycle System
- Transit, Rail, & Air System
- OR 58 Improvements

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STREET SYSTEM SOLUTIONS – ROADWAY & PAVEMENT

ID	Project Name	Priority	ID	Project Name	Priority
R-1	E 1st Street Uptown Corridor Refinement	High	PV-16	Douglas Street	Medium
R-6	OR 58 Street Reconfiguration Pilot Project	High	PV-17	Elm Street	Medium
PV-1	City street paving program	High	R-2	Green-waters Park Illumination	Low
PV-2	Industrial Park Way	High	R-3	E 2nd Street Road Closure	Low
PV-4	Berry Street	High	PV-3	Osprey Park parking lot	Low
R-4	Crestview Street Cross section and Multimodal Improvements	Medium	PV-7	Beaver Lane/Beaver Street	Low
R-5	OR 58 Illumination	Medium	PV-8	Hansen Street	Low
PV-5	Jasper Drive	Medium	PV-9	Cline Street	Low
PV-6	Paddock Lane	Medium	PV-10	Portal Drive	Low
PV-14	Beech Street	Medium	PV-11	Riverview Street	Low
PV-15	Cherry Street	Medium	PV-12	Jones Road	Low
			PV-13	Elgin Avenue	Low
			R-7	Long Term OR 58 Street Reconfiguration Project	Vision

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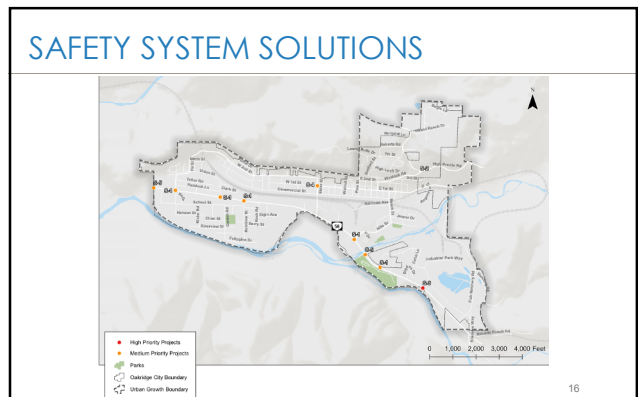


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SAFETY SYSTEM SOLUTIONS

ID	Project Name	Priority
S-3	Intersection safety improvement at OR 58/Industrial Park Way	High
S-1	Systemic safety intersection improvements on OR 58	Medium
S-4	Intersection safety improvement at Crestview Street/E 1st Street	Medium
S-5	Speed feedback signs entering Oakridge (east and west)	Medium
S-2	Intersection safety improvement at High Prairie Road/West oak Road	Vision

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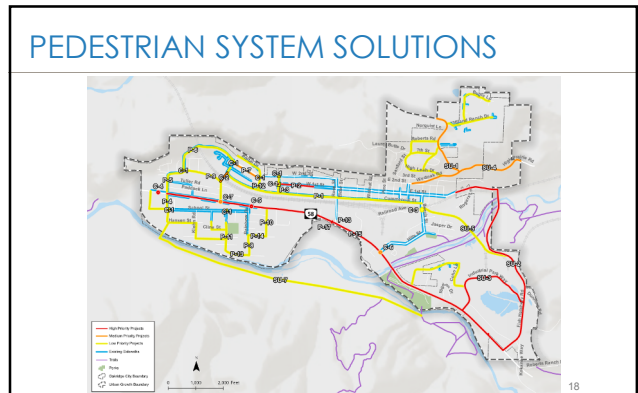


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PEDESTRIAN SYSTEM SOLUTIONS

ID	Project Name	Priority	ID	Project Name	Priority
P-2	W 1st Street sidewalk	High	P-1	Commercial Street sidewalk	Low
P-3	OR 58 sidewalks	High	P-3	Poplar Street sidewalk	Low
P-9	Traffic Signal Pedestrian Improvement at Crestview/OR 58	High	P-4	River Road sidewalk	Low
C-4	OR 58/River Road-Thatcher Lane Pedestrian Safety Improvement	High	P-5	W 2nd Street sidewalk	Low
C-5	OR 58/Rainbow Road Pedestrian Safety Improvement	High	P-6	W 2nd Street sidewalk improvement	Low
SU-2	Fish Hatchery Road Multiuse Path	High	P-8	Local street sidewalk program	Low
SU-3	Industrial Park Way Multiuse Path	High	C-1	Marked Pedestrian Crossings	Low
P-7	W 2nd Street sidewalk	Medium	SU-5	Industrial Park Rails to Trails	Low
P-10	Sidewalk and Pedestrian Ramp Program	Medium	SU-7	West Oakridge Trail Bridge Feasibility Study	Low
C-2	Feasibility study for grade separated railroad crossing at Union Street and Commercial Street	Medium	SU-8	Union Street Multiuse Path	Low
C-6	OR 58/Hill Street Pedestrian Safety Improvement	Medium	SU-9	Garden Road, Fairglen Drive, Rainbow Street Multiuse Path	Low
C-7	OR 58/Union Street Pedestrian Safety Improvement	Medium	SU-6	Salmon Creek Trail Bridge Feasibility Study	Vision
SU-1	West oak Road Multiuse Path	Low			
SU-4	High Prairie Road Multiuse Path	Low			

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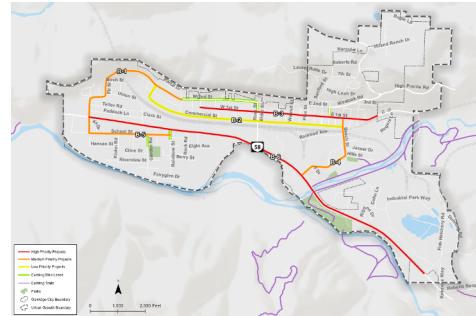
BICYCLE SYSTEM SOLUTIONS

ID	Project Name	Priority
B-3	E 1st Street bicycle lanes	High
B-6	OR 58 bicycle lanes	High
B-7	Bicycle support hub	High
B-8	Citywide bicycle signage program	High
B-1	W 2nd Street bicycle lanes	Medium
B-4	Hills Street/Beech Street bicycle lanes	Medium
B-5	School Street and Rivers Road bicycle lanes	Medium
B-2	Commercial Street bicycle lanes	Low
B-9	Trail connection study	Low



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BICYCLE SYSTEM SOLUTIONS



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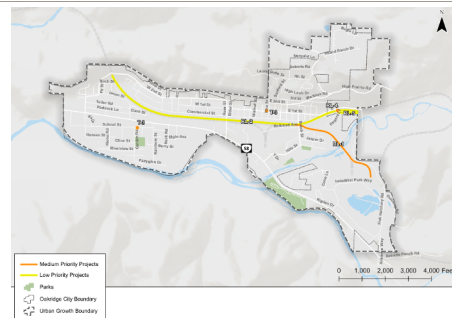
TRANSIT & RAIL SYSTEM SOLUTIONS

ID	Project Name	Priority
T-1	Community Dial-A-Ride	High
T-3	Feasibility study to improve existing Diamond Express LTD route	Medium
RL-1	Maintenance of private rail spur	Medium
RL-4	Rogers Lane crossing upgrade	Medium
A-1	Protect and maintain the Oakridge State Airport	Medium
T-2	Feasibility study for fixed route service within Oakridge	Low
T-4	Transit community outreach	Low
RL-2	Conduct a quiet zone study	Low
RL-3	Conduct an Amtrak passenger rail study	Low
RL-5	Swank Lane roadway upgrade	Low



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TRANSIT & RAIL SYSTEM SOLUTIONS



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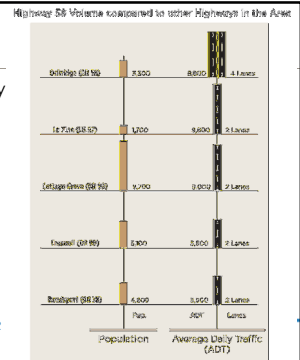
HIGHWAY 58



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HIGHWAY 58 – HISTORY

- Oakridge Pedestrian Safety Study (2016)
 - Recommended street reconfiguration based on safety, operations, mobility, and accessibility
- TSP Tech Memo #4 Results
 - Speed:
 - Recorded speeds 5-6mph above posted speed in City limits
 - Crash Data:
 - 3 Pedestrian/bicycle related crashes
 - 44% of Citywide crashes occurred on OR 58
 - Operations
 - Based on analysis, intersections on OR 58 operate well below capacity now and through 2040




Highway 58 operates well below capacity through 2040

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HIGHWAY 58 – PUBLIC OPEN HOUSE COMMENTS

- Top Concerns
 - Lack of sidewalks and bicycle lanes
 - Limited pedestrian highway crossings
 - Vehicles are traveling too fast





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STREET RECONFIGURATION

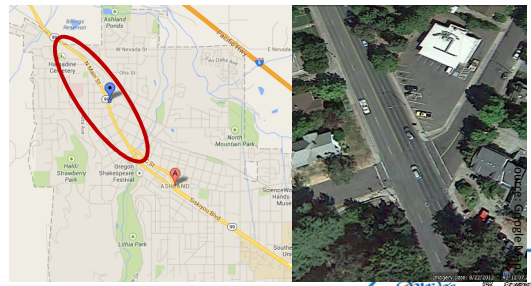

- What is it?
 - A reduction of travel lanes while converting excess pavement to bicycle lanes, parking, and/or pedestrian facilities.
- What are the benefits?
 - Improve traffic flow
 - Reduced vehicle speeds
 - Reduced number of crashes
 - Multimodal accommodations
- Typical Concerns
 - Ability to turn onto highway
 - Congestion

Example

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STREET RECONFIGURATION – ASHLAND, OR CASE STUDY

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NORTH MAIN STREET CONVERSION

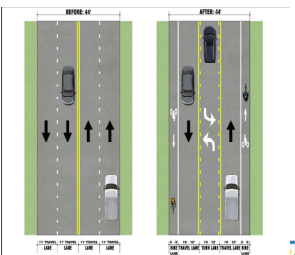


Project Details <ul style="list-style-type: none"> ▪ State Highway ▪ Posted Speed 25 mph ▪ Commercial with Residential ▪ 17,500 ADT 	Conversion Elements <ul style="list-style-type: none"> ▪ 4 lanes restriped to 2 lanes with two-way center turn lane ▪ Bike Lanes and Sharrows ▪ Signal Improvements
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NORTH MAIN STREET CONVERSION



Before

After



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NORTH MAIN STREET – ASHLAND, OREGON




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RESULTS OF THE NORTH MAIN STREET RECONFIGURATION

- 2 crashes in year 1, down from 12/year average
- 85th percentile speeds reduced from 32 mph to 30 mph
- Bicyclists increases are modest but include a larger diversity of the population
- No increase in travel time (and some improvement), this is likely due to removal of left-turns from through lanes
- The City Council voted to keep the road diet after the trial period.

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COMMON CHALLENGES WITH PROPOSED STREET RECONFIGURATION PROJECTS

Some members of the public may initially have a negative "Gut Reaction"

Narrowing East Blvd. is no improvement

In a town known for its crowded roads, terrible cross-town streets and a supposed lack of money for improvement, we continue to spend freely to make our roads even more inaccessible and hostile for motor vehicles.

The city council's decision to narrow heavily traveled, almost entirely commercial East Boulevard from four lanes to two, East Boulevard is one of the few convenient east-west routes near uptown without actually being uptown.

Where did traffic engineers in Charlotte get their training?
James E. THORNTON
Charlotte

The Observer Forum

Only pedestrians like changes to street

My head must've been in the sand, but I just heard about plans to make East Boulevard a two-lane street.

If the goal is to bring pedestrians to the streets, that may actually work – since they can no longer drive on East.

Charlotte

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COMMON CHALLENGES WITH PROPOSED STREET RECONFIGURATION PROJECTS

...but negative perceptions can be overcome



From: Jim Hock [mailto:jim@origindevelopment.net]
 Sent: Thursday, July 13, 2006 4:51 PM
 To: Szymanski, Doreen
 Cc: pat.mamford@wacovia.com
 Subject: East Blvd. Kudos

Just wanted to let you know how well I think the East Blvd. conversion is going. I travel that road probably 6 times per day at various hours, and it seems the pedestrian islands and lane reduction has helped things tremendously on the street. Today I saw 2 ladies, in skirts and high heels, crossing the street while they talked, arriving at the middle island, and then continuing to cross. There is NO way that they would've been able to cross in high heels before. If they'd tried, it would've been a mad dash, not a leisurely walk while conversing.

The traffic has slowed considerably, but it still flows fine. I've gotten stuck behind a bus a couple of times and grumbled I couldn't pass. But when I see someone in a truck for one side to stop heavy machinery and allow all

If the goal was to slow down traffic, improve pedestrian safety and quality of life, while allowing traffic to flow smoothly, you've succeeded!

Thanks again,
 Jim

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SUCCESSFUL STREET RECONFIGURATIONS FOURTH PLAIN BOULEVARD – VANCOUVER, WA – \$1.2 M

Project Facts	Road Diet Elements	Results
<ul style="list-style-type: none"> Principal Arterial 12,000 ADT Posted Speed 30 mph Residential with Commercial 1.0 mile in length 	<ul style="list-style-type: none"> Two-lanes with two-way center turn lane Bike lanes ADA ramps Underground utility work 	<ul style="list-style-type: none"> Decreased crashes by 52% Decreased vehicle speeds by 18% No queues blocking access to driveways or streets Improved bicycle conditions No traffic diversion impacts Economic growth in adjacent and nearby businesses Easier to cross street Street feels safer to residents




Source: City of Vancouver

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SUCCESSFUL STREET RECONFIGURATIONS BAXTER STREET – ATHENS, GA BOULEVARD – \$190K

Project Facts	Road Diet Elements	Results
<ul style="list-style-type: none"> State Highway 12,000 ADT Posted Speed 45 mph Commercial with Residential 1.1 miles in length 	<ul style="list-style-type: none"> Two-lanes w/ two-way center turn lane Bike lanes Signal modifications 	<ul style="list-style-type: none"> Decreased total crashes by 53% Decreased crashes at unsignalized intersections 60% Decreased rear-end crashes by 45% No significant changes to traffic volumes Easier to cross street Slower vehicle speeds Perceived street number of lanes and width "just right"




Source: Google Street View

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SUCCESSFUL STREET RECONFIGURATIONS U.S. 18 – CLEAR LAKE, IA – \$105K

Project Facts	Road Diet Elements	Results
<ul style="list-style-type: none"> State Highway 12,000 ADT Posted Speed 45 mph Commercial w/Residential 1.1 miles in length 	<ul style="list-style-type: none"> Interim project restriped to two lanes with two-way center turn lane Shoulders Temporary Signal 	<ul style="list-style-type: none"> Decreased total crashes by 65% Decreased aggressive speeding by 52% Decreased vehicles over speed limit by 32% Adequate traffic operations and mobility More uniform traffic speeds closer to speed limit



Source: Michael Reinke

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HIGHWAY 58 – STREET RECONFIGURATION PILOT PROJECT

- ~6 month pilot project would include:
 - Temporary reconfiguration between Thatcher Road and Jones Road
 - Use of traffic barrels and temporary striping
 - Monitor and Solicit Feedback through Pilot Process



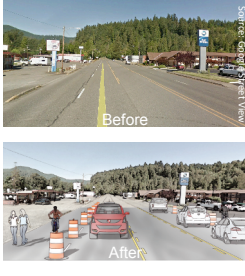
Pilot Project CONCEPTUAL RENDERING

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POTENTIAL STREET RECONFIGURATION OR 58 – OAKRIDGE, OR

Project Facts	Potential Road Diet Elements	Potential Benefits
<ul style="list-style-type: none"> State Highway 9,000 ADT in 2040 Posted Speed 35-45 mph Commercial w/ Residential 3 miles in length 	<ul style="list-style-type: none"> Pilot project with temporary striping and traffic barrels Two-lanes w/ two-way center turn lane Bike lanes Sidewalks Signal Modification 	<ul style="list-style-type: none"> Decreased crashes Decreased speeding Adequate traffic operations and mobility More uniform traffic speeds closer to speed limit Pedestrian and bicycle accommodations



Source: Oregon Street View

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HIGHWAY 58 – STREET RECONFIGURATION POTENTIAL LONG TERM

- A long term street reconfiguration would only be **implemented AFTER a successful pilot project**
- Potentially restripe 5-lane section to 3-lanes with buffered bike lanes and separated sidewalks
- Potentially restripe 4-lane section to 3-lanes with buffered bike lanes and curb tight sidewalks

5-lane to 3 lane 4-lane to 3 lane 43

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CURRENT FUNDING

- Since 2013, the City has incurred approx. **\$10,000** in deficits each year simply to maintain existing roadways.

Additional funding sources will be needed to fund improvements 44

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SUMMARY OF TSP PROJECT COSTS

Cost Summaries by Priority and Project Type

Project Type	High Priority	Medium Priority	Low Priority	Total
Street System	\$509,000	\$1,225,000	\$921,000	\$2,655,000
Safety	\$2,000	\$26,000	N/A	\$28,000
Pedestrian System	\$3,061,000	\$1,373,000	\$9,703,000	\$14,137,000
Bicycle	\$894,000	\$2,256,000	\$124,000	\$3,274,000
Transit: Rail, & Air	\$100,000	\$80,000	\$1,229,000	\$1,419,000
Implementation	\$70,000	N/A	N/A	\$70,000
Total	\$4,363,000	\$11,977,000	\$4,970,000	\$21,583,000

To implement the proposed TSP projects, the City would need to develop alternative funding sources to raise approximately \$1 million per year in transportation revenue.

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POTENTIAL FUNDING SOURCES

- List located in TM 6 Table 14 & 15
- Identify and apply for federal/state grants
 - Often requires a local match
- Public/Private sponsorships
 - Marketing opportunities throughout City
- Local Taxes and User Fees
 - Local fuel tax
 - SDC fees
 - Local bond measures
 - Street utility fees/street maintenance fees

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POTENTIAL FUNDING SOURCE EXAMPLE

- **Local fuel tax**
 - If the City increased it's fuel tax by \$0.05 it could generate ~\$100,000/year
 - This could be used as a 10% match for a federal or state grant to generate funds for a \$1 million project!

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NEXT STEPS

- Provide Input on Tech Memo #5 & #6
 - Turn in comments today,
 - Send comments to Rick Zylstra by Thursday, May 16th rickzylstra@ci.oakridge.or.us
- Public Open House TONIGHT! (6:00-7:30pm @ Willamette Activity Center)
 - Encourage Friends and Family to attend!
- Next PAC Meeting:
 - Tentatively planned for July 18th
 - Location: TBD
 - Will review Tech Memo #7: Proposed Transportation System Improvements & the DRAFT Transportation System Plan

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PUBLIC OPEN HOUSE – OVERVIEW

- **Station 1:**
Overview
- **Station 2:** Project
List and
Prioritization
- **Station 3:** Highway
58
- **Station 4:** Funding



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