

PAC Meeting #2

Oakridge TSP (22477)

January 10, 2019 (3:00-5:00 PM)

Greenwaters Park, 48362 Highway 58, Oakridge, OR

Meeting Summary

Attendees

- Bob Stolle, ODOT Rail
- Benjamin Beamer, GOATS
- Bobbie Whitney, Senior & Disability Services
- Robeart Chrisman, City of Oakridge Public Works
- Jim Walker, Citizen
- Kevin Martin, Oakridge Police
- Bob Sollish, Business Representative
- 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
- Charles Nichols, Parks & Community Services
- George Custer, UBRA
- Rick Zylstra, City of Oakridge
- David Helton, ODOT – TGM
- Jenna Berman, ODOT – Active Transportation
- Marc Butorac, Kittelson & Associates (Consultant)
- Jacki Gulzynski, Kittelson & Associates (Consultant)
- Ashleigh Ludwig, Kittelson & Associates (Consultant)

Kittelison will subscribe those who signed in at meeting to the website, if not already subscribed, so that you receive project updates.

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

- **Introductions**
- **Project Overview**
 - Question: Will the public meeting be documented?
 - Yes, a summary of written comments received will be provided.
- **Tech Memo #4 Overview & Discussion: Transportation System Conditions, Deficiencies, and Needs**
 - Study Area
 - Kittelson to add dates/census source to demographic maps
 - Roadway System Inventory
 - Roadway jurisdiction:
 - Question: Some of the private roads make sense to keep private but in the southwest part of town, there are some street segments that appear to be extensions of the street grid – are there instances of private roads that ought to be public? And would it make a difference?
 - Response: A lot of these are likely cul-de-sacs that came about from subdividing properties. But it's worth taking a look at.
 - Response (Rick): I agree. Most sit on private property. But there is one that was vacated in 1980s (Fairy Glen Dr).
 - Comment: So it is likely we leave it as is without a compelling reason.
 - Functional classification
 - Question consultant team asked group: *What changes would you make to the functional classification map? What do you want the system to look like as growth occurs?*
 - Question: Would you have to widen the road today if you upgraded the functional classification?
 - Response: No, but when you do a roadway improvement project, you will have to look at new cross section and build to that standard.
 - Discussion: Fish Hatchery Road – why is that local? Some attendees would classify that as a major collector.
 - Response: If there is a mining operation – Fish Hatchery Road would be heavily used by rock trucks. It's already heavily used by trucks.

- Response (Rick): If it does get raised, then if it does get improved it would be improved to a higher standard.
- Question: Is Fish Hatchery Road a designated truck route?
 - Response: There are no designated truck routes, other than the highway, in the City.
- Question: So trucks can keep using Hills St?
 - Response: Yes, unless an alternate route is designated. Even if an alternate route is designated, Hills Street can then be restricted only to through truck traffic only. Trucks are allowed to travel on a road, if that road is the direct route to their final destination.
- Comment (Rick): Roads to raise or lower:
 - W 2nd St – Make it an arterial all the way to Commercial St.
 - Hills St and Beech St – Provide access to north side of railroad tracks.
 - Rock Road – Already has heavy truck traffic, should be upgraded.
- Comment: Long term concern for Hiland Ranch development – If it develops, it enters on the crest of a hill. If that traffic increases significantly, it will be a concern (even though Hiland Ranch Dr is private).
- Comment: Coho Lane to Southeast is a developable area, it's going to be a feeder onto the highway.
- Freight Routes
 - Comment: Highway is designated freight route (only one) – and a reduction review route Need truck routes designated if you want to restrict cut through traffic, but can't limit access to destinations.
 - Comment (Rick): Need to designate truck routes as through routes and access routes.
 - Question: Hills St and Beech St are used by trucks but its to access their destination. How does that limit us? Suggestions for where we would like them to go?
 - Response: Look at Willamette Way as being an option for Railroad to access the tracks (behind sportsman).
 - Comment (Rick): Historically it was a through route. The piece behind sportsman was a through route.

- Comment: The TSP would call for improvement of Willamette Way so you can restrict them, but Railroad drive is a private drive so it would be challenging. They are accessing destination, so we can't restrict them.
- Comment: When there was more logging, signs directed trucks to use Fish Hatchery Road.
- Comment: Signs still up to keep trucks off 1st St, Crestview St, etc. but they still have to travel 1st St to Oak St.
- Roadway Inventory Needs
 - Question consultant team asked group: *Do you agree with the needs? Is anything missing?*
 - Comment:: I saw triple trailer come down Highway 58 recently.
 - Response: There are limited options on truck stops.
 - Response: There is a need for truck parking. Because of regulation changes. ODOT has a study going on right now looking at the need for truck stops. The study won't be done in time to inform whether there are needs on Highway 58. Weed, California has put in municipal truck parking area.
 - Question: Does Oakridge want to help accommodate this need by providing an area for trucks to park? Could take a lot of different forms. Does the local community think this is a need? Is there local desire to pursue this as an idea?
 - Response: This could help put Oakridge on the map and also facilitate economic development.
 - Question: How long ago did Highway 58 become a truck route?
 - Response: OHP (Oregon Highway Plan) dates from the 1990s. This plan had designated truck routes of statewide significance, and highway 58 was one of those.
 - Question: When was Highway 58 built?
 - Response: It was basically a wagon trail. As Oakridge developed, they built the town accordingly. So, there's limited access.
 - Question: Last meeting, we talked about parallel parking on highway, and follow up on possibility of moving weigh station?
 - Response: David will follow up with motor carrier.
 - Question: Will exhaust increase/make air quality issue worse? Does truck exhaust fit PM 2.5 designation?

- Comment (Rick): We need bike/ped connections from the northeast area to town. There is potential development up there and the main road there is owned by the County.
 - Response: Maybe this group can find a different route from the northwest part of town if the County isn't willing to add sidewalks or bike lanes on the main road.
 - Response: The county can explore what they would like on Westoak.
 - Response: This could help bicyclists and SRTS.
- Intersection and Street Operations
 - Looked at study intersections. Group agreed that speeding is an issue on the highway. The summer is the worst when people are trying to pass each other through town.
- Historic Crash Data Analysis
 - Question consultant team asked group: *Are there intersections or locations in the City not reflected in the data?*
 - Response: Union St to Highway 58 – lot of people and kids on bikes, scooters, that come down that road. There is a steep hill coming into Highway 58.
 - Response: Highway 58 as it enters industrial park way – was identified in last TSP for a turn lane.
 - Response: Westoak/High Prairie – 3-way intersection with stop sign with odd location.
 - Response: Industrial park way entrance – people agree this is bad. Some people avoid the intersection and go to Fish Hatchery Road. The turn lane is at the end of the passing lane.
 - Response: Hills St trying to get onto Highway 58 is challenging. When there are trucks sitting in parking lot, you can't see west or east. So, you must creep out into the intersection not see past tractor trailers to turn either way.
 - Comment: Police don't think there is much they can do.
 - Response: E 1st St – parking uptown by the city hall has you parking head first. It is difficult to back out.
 - Comment: Same problem with the north-south roads in that area – you must pull out into travel lane to get a good view.

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- Comment (Rick): That road came up in community service dept too – some discussions included a bike lane and parallel parking. A downside is that we would lose about 1/3 of parking that is available. If there was discussion about another municipal parking lot in the area, it might help offset the need. (it gets full in the area)
 - Comment: Elderly have trouble parallel parking too.
 - Comment: Last crash data survey done in 1988 to 1998 – crashes back then are pretty similar to now.
 - Alternative Transportation Analysis
 - Bicycle and Pedestrian Discussion
 - Comment: A route that we see children taking to school – they cross railroad tracks near commercial/union and to get to highway 58 corridor.
 - Comment: There needs to be pedestrian bridge to get them across railroad tracks.
 - Comment: People crossing near the tunnel by union on W 2nd St as well.
 - Question: Will a pedestrian bridge fix the problem? It needs to be convenient.
 - Response: Some people would like to fence the railroad.
 - Response: Some places where pedestrian bridges have been put in – they didn't think about taking bicycles up there. Also need to meet ADA requirements.
 - Comment: This relates to concern/high volume of people using Union St/Highway 58.
 - Response: An elevated crossing is desired. Otherwise, if you add a crossing you, try to remove one too.
 - Response: Railroad is the main party that would have concern.
 - An elevated crossing to get kids off the tracks is likely an easy crossing to get kids off tracks (easy sell).
 - Question: Who would be responsible for fencing to get kids off the rail?
 - Response: Would depend on who's ROW – it would be on railroad property. Would need their permission
 - Comment: Fencing would keep kids off track but would not help the bike/ped connectivity.
 - Comment: Need to make it safer for them to get across.

- Comment: People like and use the path along the railroad – don't want it all completely fenced off.
 - Comment: The railroad bisects the town – school on north, commercial on south, so connectivity will always be a concern.
 - Comment: Grade separated crossings have two major issues – height and price. The price would be in the ballpark range of \$2.5M depending on the grades.
- Question: Is there an opportunity to enhance current crossings and funnel people there?
- Question (Rick): Is it possible to open an at grade crossing at Union St/Commercial St? Historically it was open.
 - Response: It would be difficult. Likely to get push back from railroad. Even ODOT's directive is to reduce crossings in the state. And make existing crossings safe and closing crossings.
 - Question: Isn't a gated crossing better than illegal?
 - Response: Most communities either move and enhance a crossing Oakridge has one at grade crossing at Beech St. Rodgers Ln is private and Fish Hatchery Rd and Dunning Rd are county crossings.
 - Response: Railroad will see it all the same (City or County ownership) for negotiating for fewer crossings.
 - Response: At grade crossings would require discussion about signals too.
 - Response: Even strava data shows crossings at Union St/Commercial St.
- Question: People use Westoak Road to bike between Oakridge and Westfir – seems like a roundabout way. Is there a need for bike/ped connection between Westfir and Oakridge? (using tunnel route but over the terrain)? Not sure what terrain looks like.
 - Response: Its really steep. City has looked in on it.
 - Response: It was also looked in trail plan
- Comment: La Duke Road shows as trail, but not really a trail.
- Question: Could you complete connection between La Duke Road and Greenwaters (this exists) and add a bridge on the southwest side of town? This is forest service data.

- Response: Never known a trail to be there. Oakridge sand and gravel owns the other crossing – if they would agree, that would be an alternative.
- Transit Discussion
 - Question: What are transit needs/barriers?
 - Comment (Rick): We need to know what price it would need to be to bring to LTD – 7% or 7/10%?? That number needs to go out to businesses for them to decide and determine if they are willing to pay it to get a real true LTD service. CMAQ is making it challenging for the City to use those funds to increase service. But that's not the same as LTD service. You have to pay twice on the current system if going to Eugene and diamond express does not accept student passes.
 - Comment: The city is very concerned about budget. To upgrade the bus, you need money.
 - Question: 7 % vs 0.7% is a big question and how that applies to employee's payroll – it's a payroll tax. Is that employees based on Oregon or nationwide to a company that currently operates in Oregon?
 - Response: It would be any business in LTD area.
 - Response: Opens up economic opportunity – people commuting to/from.
 - Comment: Transit is missing the service on the southside of town. The city has a private, volunteer ride-share program that offers medical transportation for over age 65 workweek only. There is also a veterans program. The low income citizens have a hard time traveling in town.
 - Response: The VA pays for mileage – to whoever drives car.
 - Response: That not the case for everyone. You have to qualify for that service.
 - Comment: For tourism – make sure capacity for bikes is included if you want to attract those folks – bike trailer.
 - Comment: Important for inner city transit (within Oakridge). Wheel chair residents take wheelchair across town
- Rail & Air
 - Question: How hard is it to get a quiet zone for the rail?

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- Question: If a business moves into industrial park and wants to use rail, would that be an issue with rail – would the rail stop for a business in the industrial park if they tried to use it?
 - Response: yes likely possible, would need to talk to Union Pacific. It's a volume question – is it worth it for the railroad? And how much do they have to invest to use it? The spur is privately owned.
 - Response: Rick W looked into this – his company was expected 8-12 cars per month. Railroad was willing to pick up cars from private track system and move them. The issue was traffic. Most important thing for industrial park is to not lose the rail head in case some company needs it in the future. Biggest issue was upgrade to the rail head.
 - Response: If continued service to industrial park is desired, the plan should identify the need to maintain the spur and connection as a policy in the plan (maybe assess the condition).
 - Comment: There has been desire for an Amtrak stop. If that is still a desire, we want to hear it from the community. This would help facilitate the process.
 - Response: The Amtrak would have no effect on the OIP. It would require a pocket track.
 - Bridge, Marine, and Pipeline System
 - Topic was briefly touched on. The consultant team asked the Advisory Committee to refer to Tech Memo #4 for more information.
 - **Highway 58 Discussion:**
 - Data Overview
 - Review of Previous Studies
 - One by one participation – everyone was asked their opinions on a lane conversion and why they do or don't support the idea as of today. Below is a summary of the responses:
 - Concerns about narrowing. The highway is the hardest part of the town to navigate. Concern about decreasing safety.
 - The highway is a designated truck route, the truck speeds is a concern. It would be a congestion problem. Trucks stop on medians sometimes and narrowing would only make the congestion problem worse.
 - It used to be a two-lane road. A lot of parking was taken by making a four-lane. This is dangerous and makes a safety problem. A lane

conversion allows bikes and vehicles to back into a safer lane. If US 97 is a three lane, why can't Oakridge?

- In favor of a lane conversion. Speeding through town is an issue. People are using Oakridge as a passing lane. Good for business, biking, connectivity, and safety.
- I understand benefits of lane conversion. I think the 4-3 lane is good but 5-3 I am not sure about. Need to talk about sidewalks. Will have to discuss with business owners. Sidewalks will take away parking and access. Need to take count during peak time.
 - Response: Counts were taken during the summer.
- I like the bike lanes particularly on the east side of the city. There are no safe way to get there on a bike today. There needs to be a way to get there safely.
- I have lot of concern about sidewalk on the highway. The southside of Ray's has a cliff. Bike lanes would be good through town. During bicycle events there are bikes on the road, and it is dangerous. Need sidewalks as well.
- If the city wants to invest in tourism and we are looking 40 years in the future, are there going to be a lot of vehicles on the highway? I think it would be great to have it all.
- Looking at a safety perspective, separating bikes and pedestrians is good. It will slow people down.
- City spent a long time to get 5-lanes, why are we abandoning?
- I agree about the safety benefit, but sidewalks would take away business access. I would like to see more ideas for this problem.
- I like the 5-3 conversion. We should look at more signals as well.
- I like the passing lane in Oakridge. This makes it attractive to go through. A lane conversion would be like making to town like Sisters. People may take another route to bypass Oakridge.
- It is not just about bike lanes. A lane conversion would be a benefit to add center turn lane to 4 lanes. People get impatient with 5 lanes. It increases safety for drivers, not just cyclists. Locals might feel more comfortable, not just tourists.
- When Oakridge made the highway 4-5 lanes they made it a passing lane. Its not just tourists that walk and bike in town. There are locals who don't have a spot to get from A to B. LaPine is a great comparison. I wouldn't mind seeing 3-4 signals to slow people down.
- What does the federal government have to say? It would be really easy to bypass Oakridge if need be.

- I see it both ways. The lane conversion would give an option for walkers, bikes. On the traffic enforcement side, it will slow people down. It would take in town merging away.
- Been here 25 years I have seen the city change the road. With 4 lanes I can pull out but on Memorial Day weekend there is no place to pull out.
- Question: Can we look at a concept of the existing ROW?
 - Response: Yes, that will be presented at the next meeting.
- Response to Committee: If you get a chance in the next 5 months, look at Ashland. They converted from 5 to 3 lanes. One of the things they did is a pilot project. Went 50/50 to full support. Not to say it works here but look around.

Action Items:

- Advisory Committee:
 - Provide comments to Tech Memo #4 and complete the comment cards. Email the project team or deliver to City Hall by January 18th.
- Kittelson:
 - Update Tech Memo #4 with comments and needs identified by the Advisory Committee.
- ODOT:
 - David will follow up with motor carrier about potential to move the weigh station in or near Oakridge.

Tentative Date for Next Meeting:

PAC Meeting #3 & Public Meeting #2

Thursday, May 9th, 2019

PAC Meeting 3:00-5:00pm

Public Meeting: 6:00-8:00pm

Location: TBD

Topic: Alternatives Development & Funding Strategies

Attachment:

Advisory Committee Meeting #2 Presentation Slides

Public Open House #1
January 10th, 2019
6:00pm-7:30pm

**CITY OF OAKRIDGE
TRANSPORTATION
SYSTEM PLAN**

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MEETING AGENDA

- Project Overview
- Project Schedule
- Open House Overview
 - Station 1: Project Overview
 - Station 2: Existing & Future Conditions
 - Station 3: Highway 58
- Next Steps

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WHAT IS A TSP?

- Document to outline project, policies, and programs to improve the transportation system over the next 20 years
 - Constructing new roads/modifying existing
 - Pedestrian/bicycle infrastructure improvements
 - Modifying transit service
 - Modifying road/access standards
 - Identify funding strategies

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PROJECT OVERVIEW

- Project Purpose and Need
- Project Study Area/Background
- Project Schedule

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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

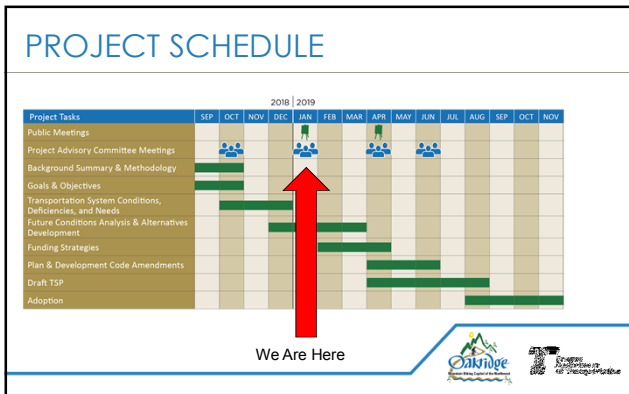
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PROJECT STUDY AREA

Activity Centers

- City Hall
- Fire Department
- Park
- School
- Airport
- Health Clinic
- Police Department
- Cultural & Community Centers

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- ### ADVISORY COMMITTEE MEMBERS
- Kevin Gobelman – City Council
 - Loren Hague – 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
 - Robbeart Chrisman – Public Works
 - Bob Sollah – 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 Wiennolt – 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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OPEN HOUSE STATIONS

- **Station #1** – Overview
- **Station #2** – Existing and Future Conditions
- **Station #3** – Highway 58

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STATION #1 - OVERVIEW

- What is a TSP?
- Study Area – *Where do you live?*
- Project Goals
- Funding Context

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STATION #2 – EXISTING & FUTURE CONDITIONS

- Traffic Operations
- Roadway System
- Historic Crash Data
- Pedestrian and Bicycle System
- Transit and Rail System



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HANDOUT INSTRUCTIONS

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STATION #3 – HIGHWAY 58

- Speed and Volume Data
- Existing Conditions
 - Pedestrian & Bicycle Inventory
 - Crash History
- Previously Developed Concepts

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HANDOUT INSTRUCTIONS

City of Oakridge
Transportation System Plan



Public Open House on January 10, 2019

Do you think there is a speeding issue on Highway 58?

What are the highest priority needs on Highway 58?

Please print your name and address on the back of this page for contact purposes if you have any comments.


Your Name: _____ Phone: _____ Email: _____

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NEXT STEPS

- Submit Comment forms
 - Turn in comments today
 - Send comments to Rick Zylstra by Thursday, January 17th
rickzylstra@ci.oakridge.or.us
- Next Public Open House
 - Tentatively planned for Thursday, May 9th
 - Will review:
 - Tech Memo #5: Proposed Transportation System Improvements
 - Tech Memo #6: Funding Plan
- Visit our website!
OAKRIDGETSP.COM
 - Provide comments and stay updated on news and upcoming events



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