

CITY OF WINSTON TRANSPORTATION SYSTEM PLAN

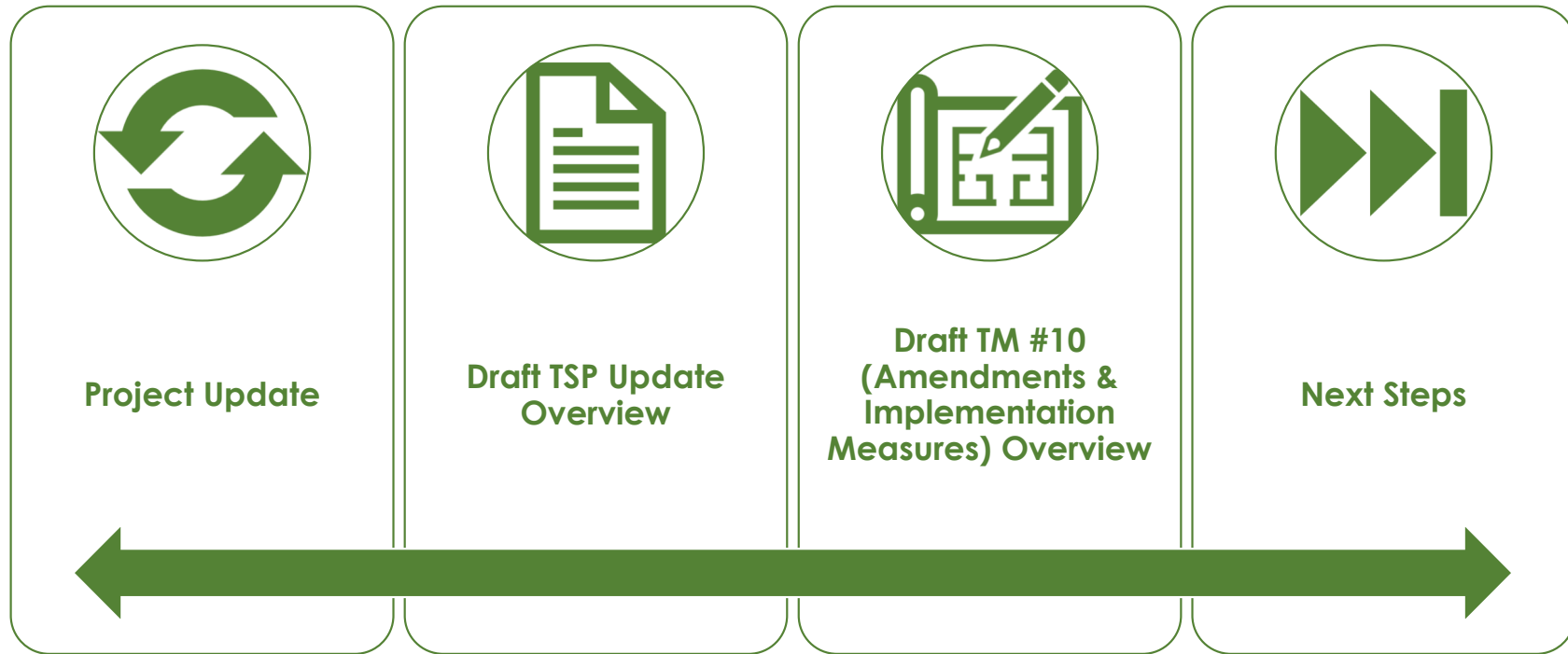
**Project Advisory Committee Meeting #4
March 29, 2023**



**K KITTELSON
& ASSOCIATES**



Meeting Agenda



Project Update



 **KITTELSON**
& ASSOCIATES



Project Update

Project Task	2021							2022											2023					
	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
1. Project Management	▶	☎	☎	☎		☎	☎	☎			☎		☎	☎	☎	☎	☎	☎	☎		☎	☎	☎	☎
2. Stakeholder & Public Involvement		PICP 🌐		👥 🗑️	OR#1 📄	OR#1 📄					👥				👥	👥 ☎ 🗑️	OR#2 📄					👥 ☎ 🗑️	OR#3 📄	
3. Document Review & Goals			TM#1/2 📄		TM#1/2 📄																			
4. Existing & Future Conditions			TM#3 📄	TM#3 📄							TM#4/5 📄	TM#4/5 📄												
5. Develop & Evaluate Solutions											TM#6 📄	TM#6 📄			TM#7 📄	TM#7 📄								
6. Preferred Solutions & Funding Program																		TM#8/9 📄	TM#8/9 📄					
7. Prepare City TSP																						TSP/TM#10 📄	TM#10 📄	
8. City Plan Adoption																							TSP 📄	👥

Kick-Off Meeting▶

PMT Meeting☎

Project Website🌐

PAC Meeting👥

Press Release☎

Outreach Milestone🗑️

Draft Deliverable📄

Final Deliverable📄

Coordination Meeting👥

Joint Work Session👥

Adoption Hearing👥

We Are Here



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Draft TSP Update Overview



Draft TSP Update Overview

Chapter 1: Introduction

A brief overview of the planning context for the TSP.

TSP Purpose



**Guiding Principles
& Context**



**Regional
Coordination &
Community
Engagement**



TSP Organization



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Draft TSP Update Overview

Plan Purpose



Identifies transportation facilities & services that support the Comprehensive Plan



Reflects a community approach to maintaining & improving the system to support all ages & abilities



Acts as a resource for future transportation & land use decision-making

Satisfies the state's requirements for a local transportation system plan



Draft TSP Update Overview

Plan Organization

Volume 1 – Primary Document

- Chapter 1: Introduction
- Chapter 2: Goals & Policies
- Chapter 3: Needs Assessment & Evaluation
- Chapter 4: Creating Multimodal Systems
- Chapter 5: Transportation Solutions
- Chapter 6: Transportation Funding
- Attachments: (1) Existing and Future Year Traffic Operations, (2) Project Prospectus Sheets, and (3) Cost Estimate Sheets



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Plan Organization

Volume 2 – Technical Appendices

- Appendix A: Plans, Policy and Code Review
- Appendix B: Community Transportation Framework
- Appendix C: Analysis Methodology
- Appendix D: Existing Transportation Conditions
- Appendix E: Future Transportation Conditions
- Appendix F: Funding for Transportation System Improvements
- Appendix G: Transportation System Improvements
- Appendix H: Preferred Solutions and Funding Program
- Appendix I: Amendments and Implementation Measures



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Chapter 2: Goals & Policies

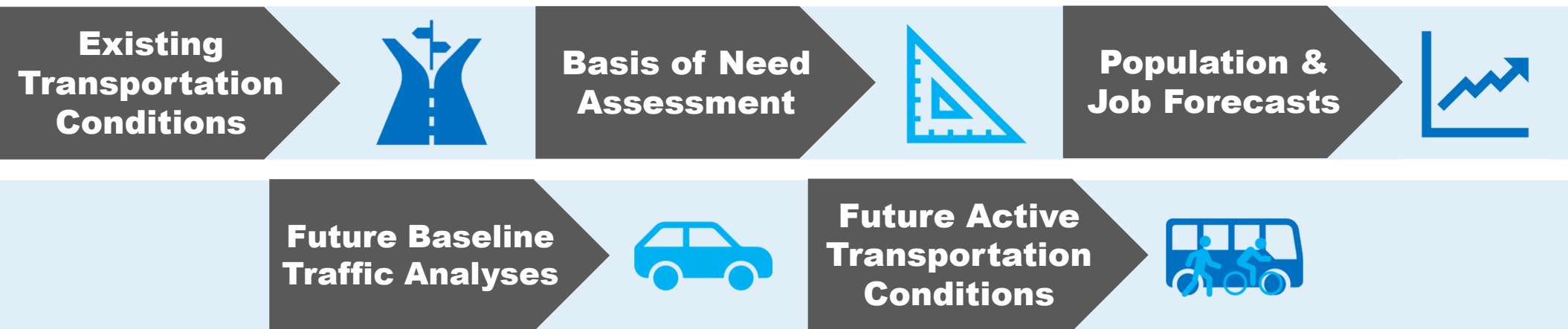
Goals and policies that express the City's long-range vision for the transportation system.



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Chapter 3: Needs Assessment & Evaluation

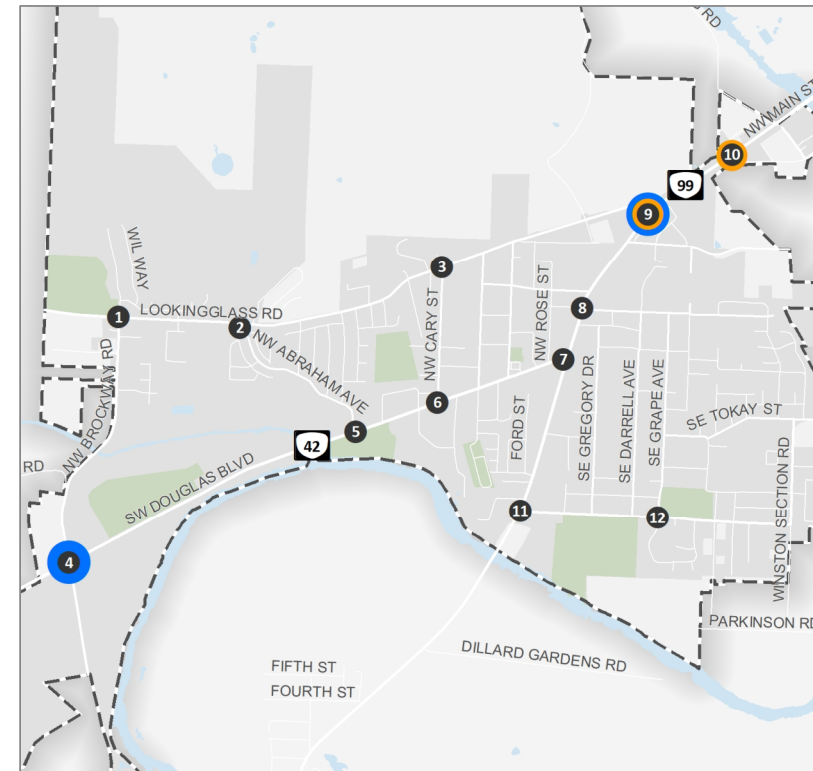
Transportation system deficiencies and needs and the collaborative process for developing the TSP's list of planned capital improvements and transportation programs.



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Intersection Needs

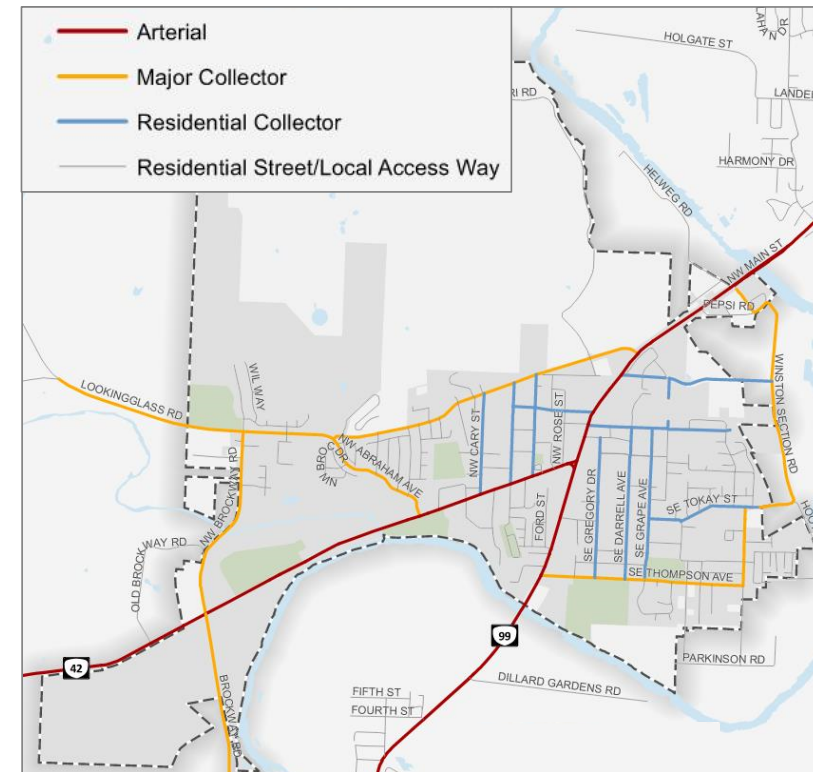
- OR 42 / Pepsi Road
 - **Exceeds side-street v/c threshold** and experiences long delay in 2045
- OR 42 / Lookingglass Road
 - **Exceeds side-street v/c threshold** and experiences long delay in 2045
 - Exhibits **excess turning movement crashes**
 - Community regularly expresses concerns
- OR 42 Brockway Road
 - **Exceeds 90th percentile crash rate**
 - Over 50% of crashes were angle / over 50% resulted in some level of injury



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Street Cross Section Needs

- Many collectors missing:
 - Sidewalks
 - Curb/gutter
 - Bike lanes
 - Centerline/edge line striping (in some cases)
- Abraham Avenue functions more as a Residential Collector
- Tokay Street classified as Major Collector at east end (near UGB)



Draft TSP Update Overview

Access Management Needs

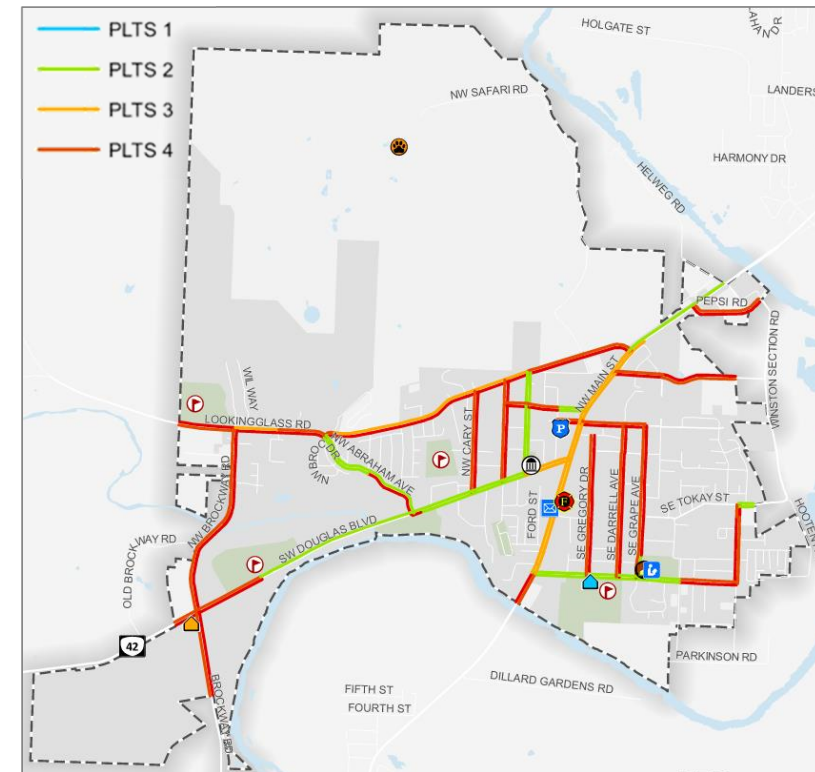
- Policy approach to **consolidating access along OR 42** as redevelopment occurs
- Currently no City access spacing standards



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Pedestrian Needs

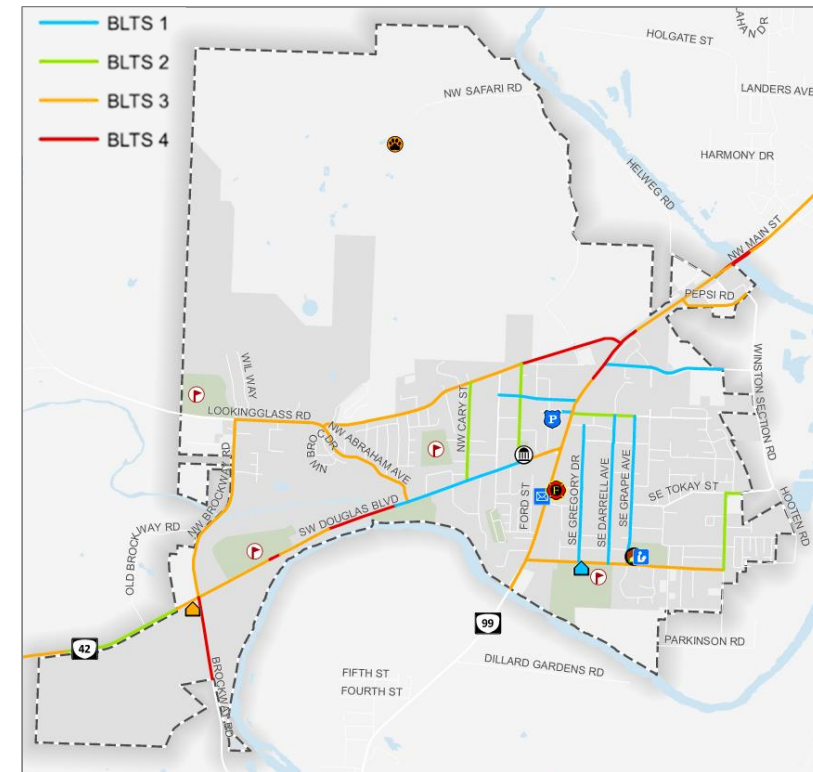
- Pedestrians likely experience **highest traffic stress** along most collector streets; primarily due to missing sidewalks
- OR 42 may be community barrier for walking, especially in areas with higher posted speeds



Draft TSP Update Overview

Bicycle Needs

- Bicyclists likely experience **highest traffic stress** along:
 - OR 42 / Main Street (OR 99)
 - Lookingglass Road
 - Abraham Avenue
 - Brockway Road
 - Thompson Avenue
- Due to lack of facilities / facility types, vehicular volumes / posted speeds, # of travel lanes, etc.
- OR 42 may also be community barrier for biking



Bridge Needs

-



Draft TSP Update Overview

Air, Rail, and Pipeline Needs

- No rail or air facilities within Winston UGB
- No deficiencies identified for pipelines



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Chapter 4: Creating Multimodal Systems

A summary of the key regulatory and system elements in the TSP that promote a multimodal system.

**Street
Jurisdiction &
Functional
Classification**



**Street
Improvement &
Access Spacing
Standards**



Freight System



Bridge System



**Air, Rail, &
Pipeline
System**



**Vehicle
Performance
Metrics**



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Street Jurisdiction

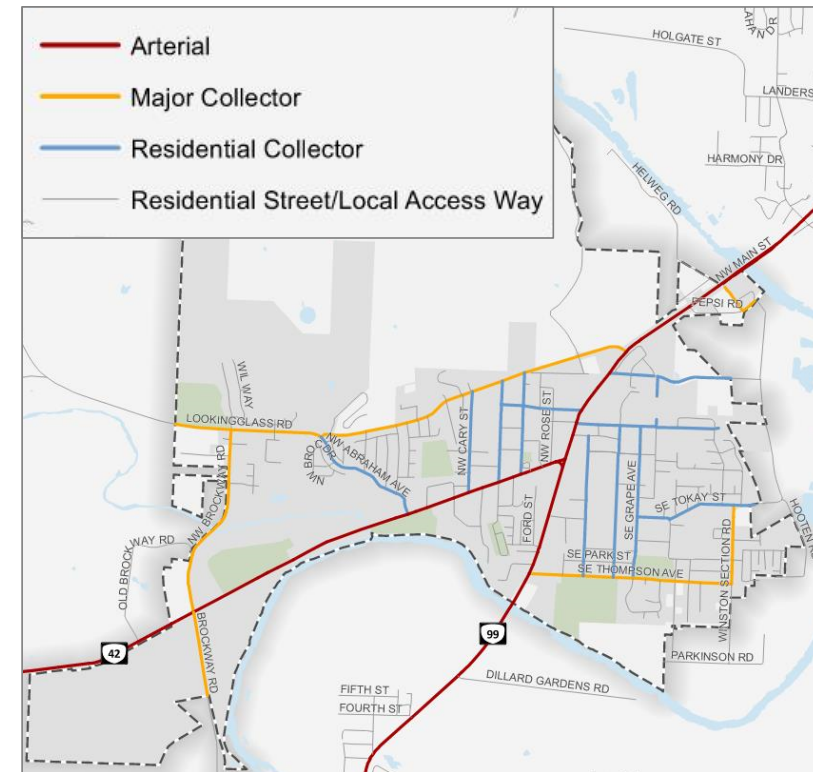
- [illegible]



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Street Functional Classification

- Establishes how each street should function (mobility vs. access)
- Abraham Avenue and east end of Tokay Street reclassified from **Major Collector** to **Residential Collector**
- Minimal cross-section differences:
 - Slightly narrower right-of-way width
 - Slightly narrower travel lane widths
- Need to align federal functional classifications



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City Street Improvement Standards

- Tied to street functional classifications – these enable the City to provide transportation facilities for all modes
- No changes to cross-section standards recommended through TSP Update
- Included in TSP by reference – housed in Municipal Code (more details presented later)



Draft TSP Update Overview

City Access Spacing Standards

- Tied to street functional classifications – these enable the City to require minimum access spacing of streets and intersections to promote safe operations
- New standards recommended for Municipal Code
 - **Arterial streets:** ODOT standards (OAR 734-051) for state facilities and Douglas County standards (County TSP) for County facilities.
 - **Collector streets:** 300 feet between intersections; 100 feet between driveways and intersections.
 - **Local streets:** 200 feet between intersections; 50 feet between driveways and intersections.
- Included in TSP by reference (more details presented later)



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City Vehicle Performance Metrics

- Establishes a vehicular delay threshold that is appropriate to the City
- In cases of new development, places responsibility on developers to fund transportation mitigation measures if their developments add enough traffic demand on the system to exceed the threshold
- New metrics recommended within TSP Update: **Level of Service E**



Draft TSP Update Overview

Chapter 5: Transportation Solutions

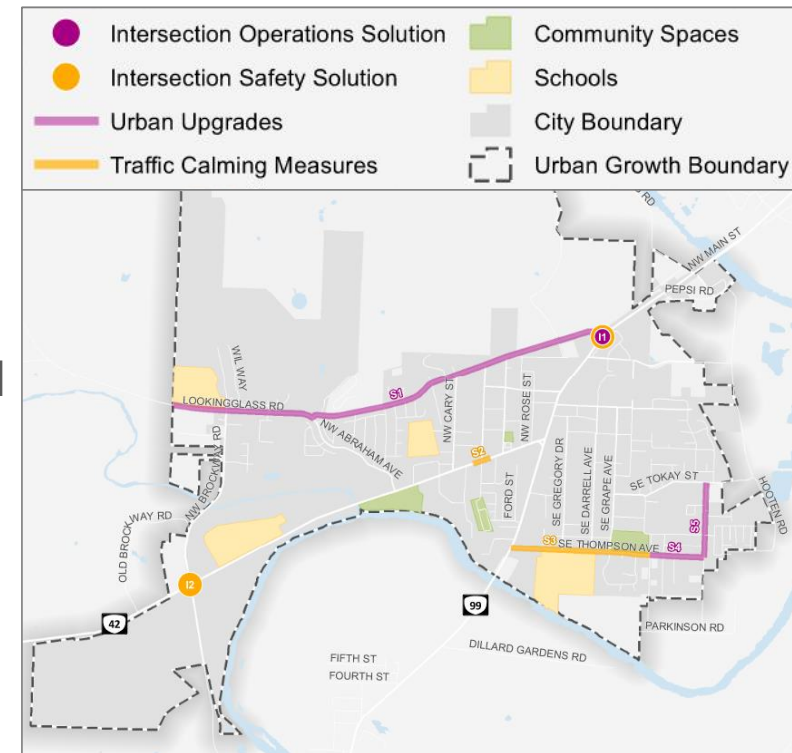
Descriptions of the recommended projects, policies, and programs to support the City's transportation needs over the next 20 years, and the estimated costs of implementing the recommended list of projects.



Draft TSP Update Overview

Intersection Projects

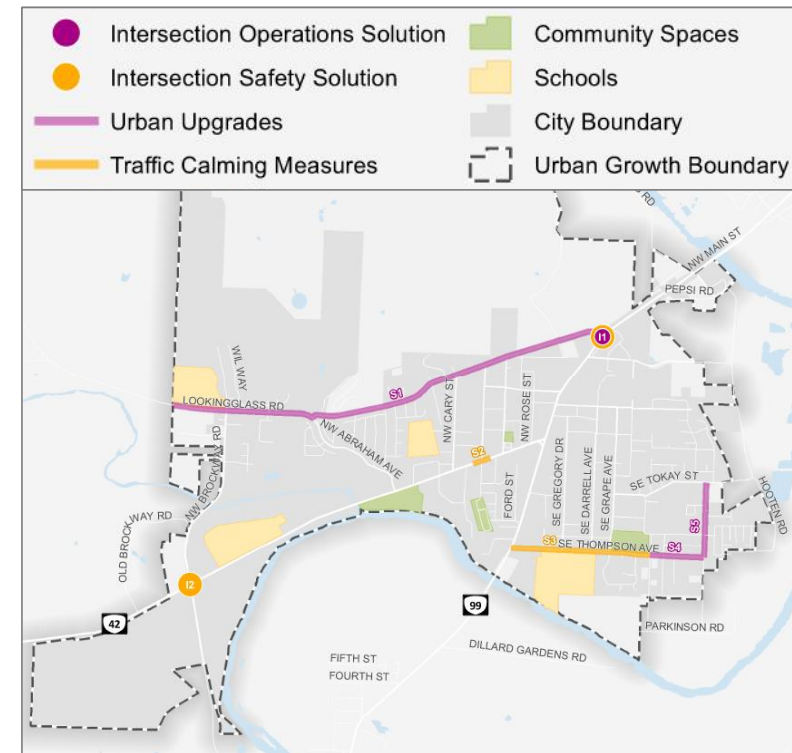
- **OR 42 / Lookingglass Road & Pepsi Road (I1)**
 - Detailed intersection study to identify appropriate modifications
 - Considers needs at OR 42 / Pepsi Road and OR 42 Expressway Plan recommendations
 - Could be included as part of Project S1
- **OR 42 / Brockway Road (I2)**
 - Ongoing roundabout evaluation by ODOT
 - Design funded by state



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Street Projects

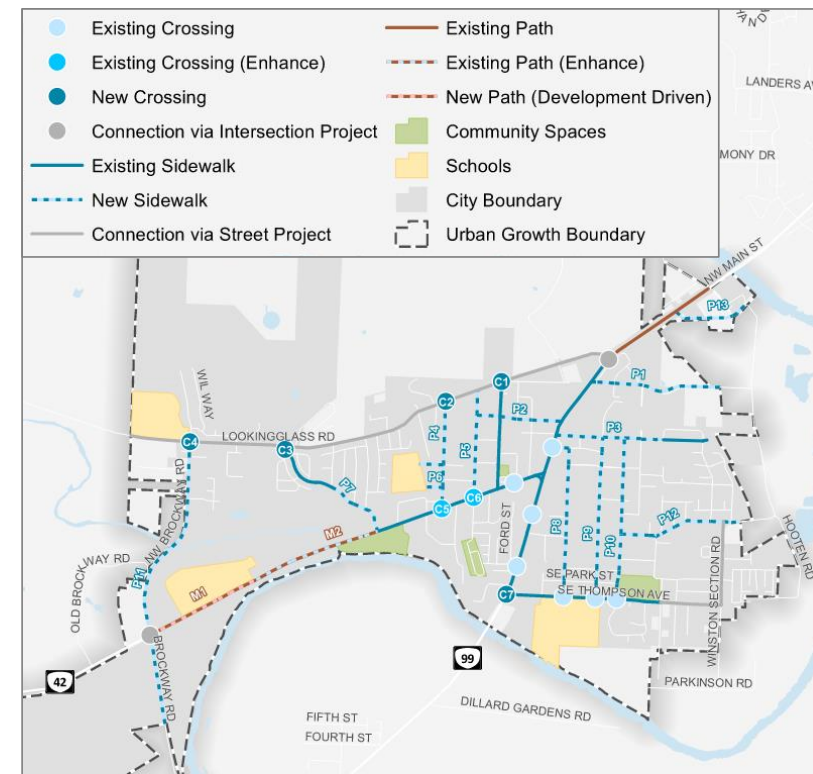
- **Lookingglass Road (\$1)**
 - Corridor study to identify feasible multimodal elements
 - \$150,000
- **OR 42 near NW Civil Bend Avenue (\$2)**
 - Speed feedback signs (north side)
 - \$10K
- **Thompson Avenue (\$3)**
 - Traffic calming measures
 - \$1.0-1.5M
- **Thompson Avenue (\$4) / Winston Road (\$5)**
 - Major Collector upgrades
 - \$2.4M / \$2.4M



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Priority Pedestrian Projects

- **Sidewalk gap infill**
 - Between neighborhoods / schools / parks / recreational areas / activity centers / transit stops / regional facilities
 - \$27.2M
- Arterial / collector **street crossings** & safety enhancements
 - \$1.0M
- **Shared-use pathways** along OR 42
 - \$1.9M

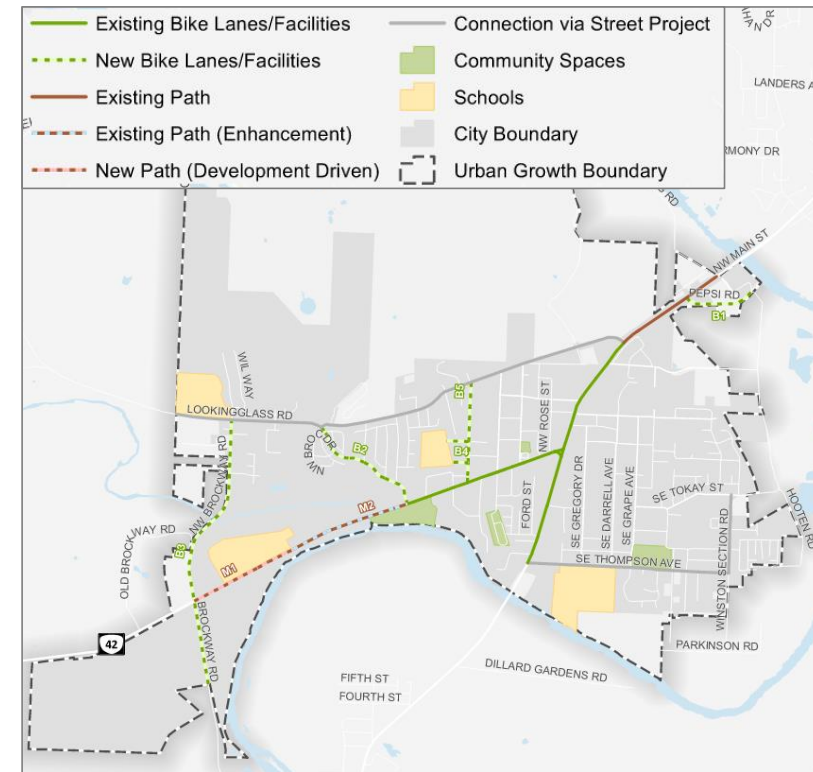


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Key Biking Route Projects

- More **complete network along primary routes** throughout city
- More **comfortable cycling environment** along key collectors
- **Connections between transit stops** and potential transit hub
- \$7.4M



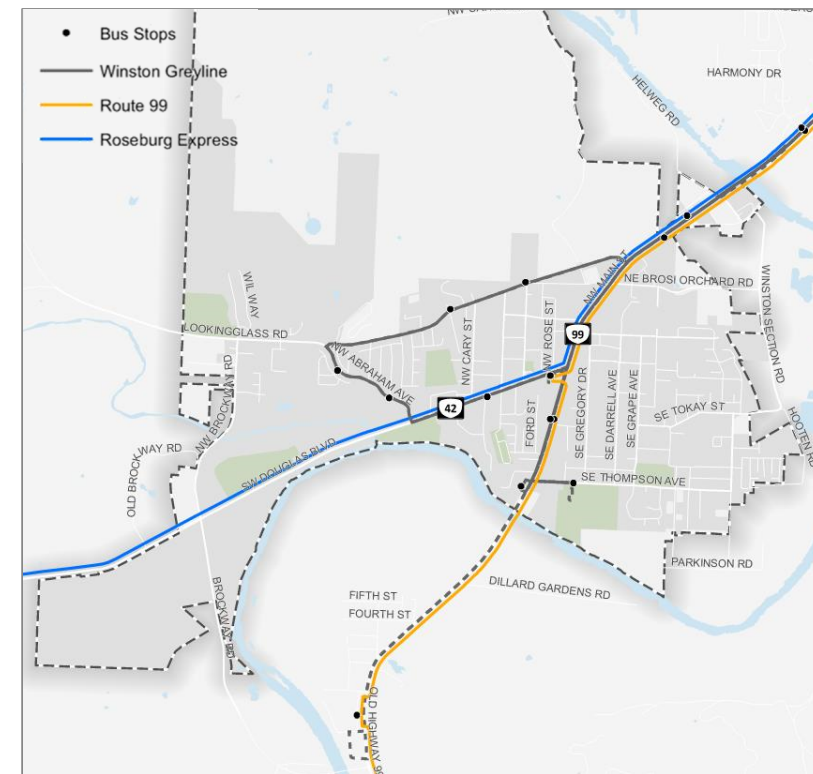
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Public Transportation Projects

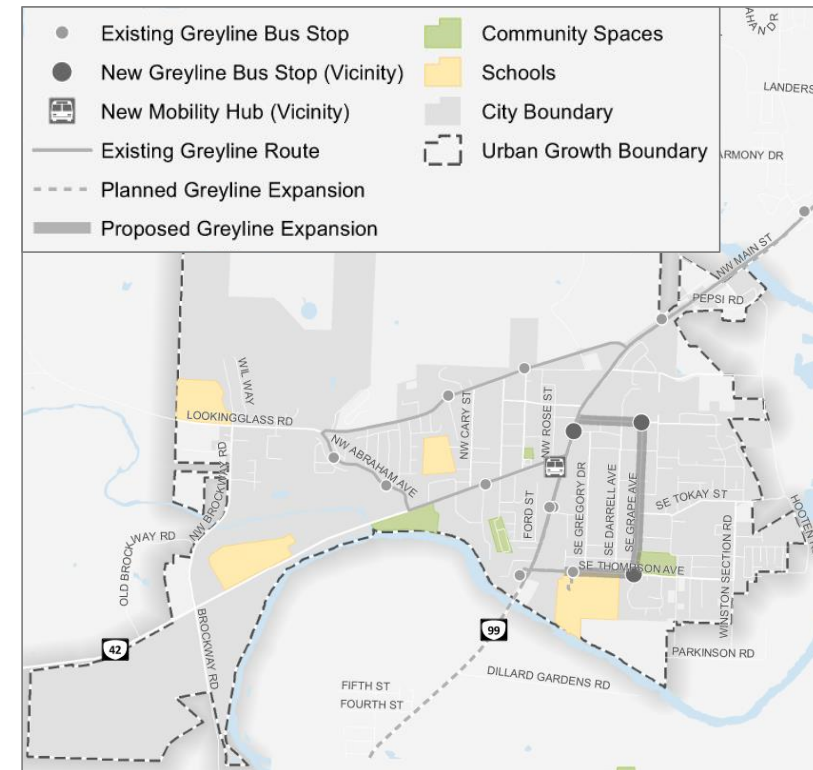
Umpqua Public Transit District (UPTD) 2022 Transit Master Plan

- Short-Term
 - Increased service hours / expanded service coverage for **Greyline**
 - Technology enhancements / bus stop improvements
- Mid-Term
 - Weekend service for **Greyline** / **Route 99**; enhanced service for **Roseburg Express**
 - Continued bus stop improvements
- Long-Term
 - Continued bus stop improvements
 - Increased service frequency for **Roseburg Express** / expanded demand-response service



Public Transportation Projects

- **Greyline** expansion east of highway with supporting bus stops
- Downtown **mobility hub** (possibly including Electric Vehicle charging)

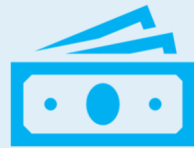


Draft TSP Update Overview

Chapter 6: Transportation Funding

A summary of transportation funding and implementation, including estimated revenue stream, a summary of the cost of 20-year needs, and potential funding sources, including potential partnerships for funding.

Street Funding



Project Costs & Funding Gap



Potential Funding Sources



Project Funding Program



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Past Street Funding Allocations

	2017	2018	2019	2020	2021
Total Resources	\$855,036	\$1,041,467	\$1,041,501	\$1,137,399	\$1,223,647
Total Expenditures	\$855,036	\$1,041,467	\$1,041,501	\$1,137,399	\$1,223,647
Personnel	\$258,246	\$245,268	\$276,133	\$293,874	\$321,720
Materials & Service	\$128,921	\$120,000	\$149,050	\$167,550	\$175,550
Capital Outlay	\$454,475	\$622,670	\$512,946	\$533,682	\$690,907
Transfers	\$6,754	\$40,249	\$35,092	\$19,783	\$27,000
Contingency	\$0	\$0	\$55,000	\$109,170	\$0
Debt Service	\$6,640	\$13,280	\$13,280	\$13,340	\$8,470
Net	\$0	\$0	\$0	\$0	\$0

**No additional street
fund revenues
available during life of
TSP to fund preferred
project list**



Draft TSP Update Overview

Project Costs & Funding Gap

Facility/Project Type	Total Cost (\$2022)
Intersections	To be determined
Streets	\$5.9M – \$6.4M
Sidewalks	\$27.2M
Paths	\$1.9M
Crossings	\$1.0M
Bike Lanes & Shared Roadway Treatments	\$7.4M
Greyline Route Expansion	To be determined
Mobility Hub	Varies
Studies	\$150K
Total	\$43.5 – \$44.0M

**City will need to partner
with other agencies /
private development
community / pursue
alternative funding sources**



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Likely Funding Sources

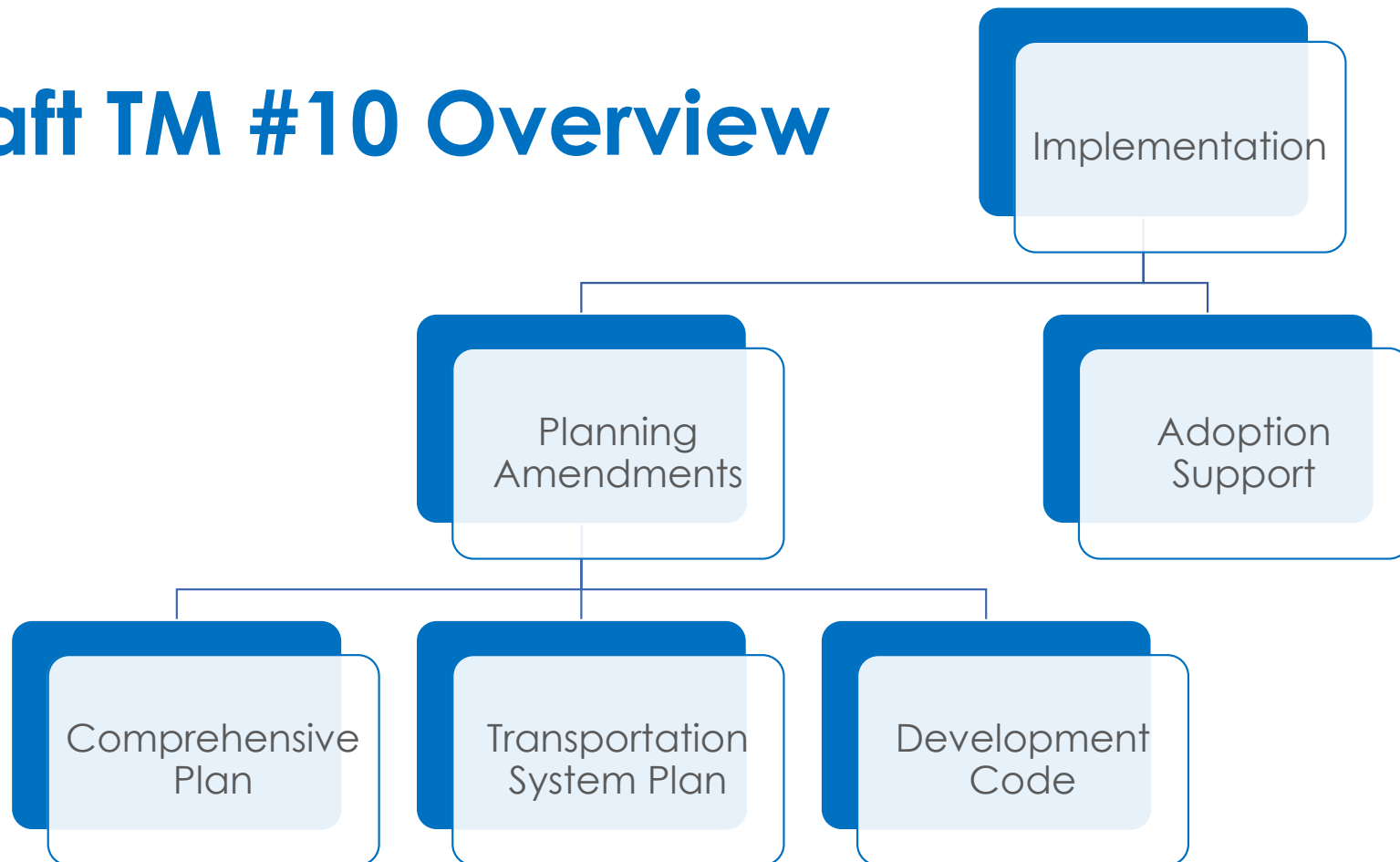
- Citywide
 - Street Utility Fees
 - System Development Charges (SDCs)
 - General Obligation Bonds
- Project Specific
 - Statewide Transportation Improvement Program (STIP)
 - Transportation and Growth Management (TGM) Grants
 - All Roads Transportation Safety (ARTS)
 - Safe Routes to School (SRTS)
 - Statewide Transportation Improvement Fund (STIF)
 - Community Paths Program
 - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 - Infrastructure Investment and Jobs Act (IIJA)
 - Rural Surface Transportation Grant Program



Draft TM #10 (Amendments & Implementation Measures) Overview



Draft TM #10 Overview



Draft TM #10 Planning Amendments

Comprehensive Plan

(Attachment A)

Ensures policy consistency in Transportation System chapter

New/updated findings

New policy statements based on project goals/objectives

Transportation System Plan

Replacement to 2003 TSP

Adopted to Comprehensive Plan by reference

Provides policy framework to base compliance-related requirements

Subdivision & Zoning Code Standards

(Attachment B)

Cul-de-sacs

Block size requirements

Access management standards

Transportation impact study

On-site circulation

Other (Authorization, TPR Consistency, & Conditions of Approval)



Draft TM #10 Subdivision & Zoning Code Standards

- Limited to certain situation and length
- Requires city approval
- Require accessway

Cul-de-sacs

- New blocks limited to 600 feet long
- Exceptions when in an industrial area

Block Size Requirements

- Distance requirements between new driveways and intersections
- Driveway consolidation requirements

Access Management Standards



Draft TM #10 Subdivision & Zoning Code Standards

- Traffic study or traffic letter required depending on thresholds
- Includes approval criteria and conditions of approval

Transportation Impact Study

- Pedestrian walkways between streets, buildings, and parking areas.

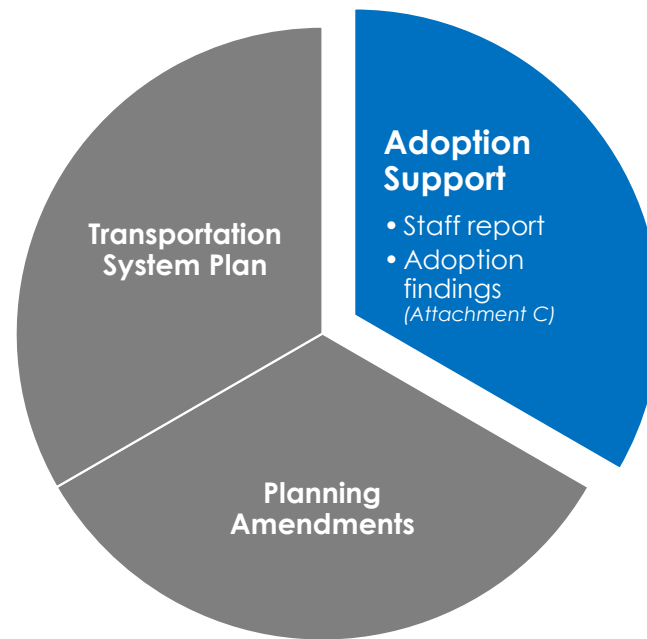
On-site Circulation

- Transportation improvements as permitted use
- Plan/code amendments must be consistent with TPR
- Allows City to require transportation improvements as condition of approval

Other



Draft TM #10 Adoption Support



▶▶ Next Steps



Next Steps

