

# Project Advisory Committee (PAC) Materials

Four PAC meetings were held over the course of the Vernonia TSP Update process:

Meeting Number	Date	Purpose
1	September 16, 2010	Introduction to the process, project, TSP 101, review existing conditions technical work.
2	November 17, 2010	Confirm Project Goals, review existing and future conditions, gather feedback
3	February 16, 2011	Review potential projects, discuss street cross sections
4	April 20, 2011	Review Prioritization and project timeframe, review funding sources.

The following pages include materials, agendas, and summaries of the meetings described above.

CITY OF VERONIA  
TRANSPORTATION PLAN UPDATE  
PROJECT ADVISORY COMMITTEE (PAC)  
MEETING ANNOUNCEMENT

Thursday September 16<sup>th</sup>, 2010

3 – 5:30 pm

Vernonia Learning Center

PAC: Randy Parrow, Don Wallace, Tim Bero, Jeff Burch, Jeff Harrington, Ken Cox, Janet Wright, Gary Fish (DLCD), WOE, Fire District, Mike Pihl, Scott Laird

Thank you for participating in this important city project. We expect to have four meetings between now and April. Please attend this kick-off meeting, meet the consultants and learn more about the project. If you have any questions, please call Carole Connell at 503-297-6660 or [connellpc@comcast.net](mailto:connellpc@comcast.net)

AGENDA

- Introductions - previous experience in Vernonia.
- Summary of the Project → TSP 101? > Me. → goals & policies
- Role of the PAC
- Schedule → new version. → Larry.
- Transportation Issues
- Tour (optional)

# Project Advisory Committee/Project Management Team Meeting #1: Vernonia Transportation System Plan Update

ATTENDEES: Dean Smith, Vernonia Fire Department  
Sean Pickner, Vernonia GIS  
Jeff Burch, Vernonia Public Works  
Seth Brumley, ODOT  
Gary Fish, DLCD  
Jeff Harrington, City of Vernonia Engineer  
Don Wallace, Vernonia Planning Commission  
Carole Connell, City of Vernonia Contract Planner  
Randy Parrow, Vernonia City Council  
Mark Farmer, Western Oregon Electric CoOp  
Janet Wright, Columbia County Transit Division  
Larry Weymouth, CH2M HILL  
Bill Haack, City of Vernonia  
Terra Lingley, CH2M HILL  
Mike Tresidder, Alta Planning + Design

COPIES: Seth Brumley, ODOT  
Larry Weymouth, CH2M HILL

FROM: Terra Lingley, CH2M HILL

DATE: Thursday, September 16, 2010  
3:00-5:30 p.m.  
Vernonia Learning Center

## Meeting Summary

### Welcome and Introductions

Carole convened the meeting, thanked the Project Advisory Committee (PAC) members for volunteering, and started introductions.

### Summary of the Project

Terra talked with the group about the purpose and intent of a Transportation System Plan in a "Transportation System Plan 101" presentation and specifically what the TSP update will mean for Vernonia. The presentation discussed goals and objectives of the Transportation Plan, the project's process and defined key terms.

The goals identified in the previous TSP include:

- Operation and Safety
- Transportation Alternatives
- Air Transportation
- Finance

### Role of the PAC

Larry then talked about change management, and the role that the PAC will play in advising and guiding the process to make sure that the plan is consistent with the community's needs and desires. He asked for and received an endorsement of the project process from the PAC. He talked about the PAC's role in reviewing documents and providing comments to the Project team to make sure that they are accurate and reflect issues within the City. The City's website will be used for posting information about the project and project documents. E-mail is the primary way the project team will communicate with the PAC.

The group then went around the table and talked about what a successful TSP project would look like for them.

Bill said that this was the first step to initiate an update of all of the City's documents, and it was important to get this baseline data, so if there is another flood event, the City is in a better position to leverage insurance and disaster investments.

Don noted that a successful TSP update would be a document that is used, instead of sitting on a shelf at City Hall.

Janet indicated that a successful TSP is one that would allow for continued transit to be provided to the City.

Jeff Burch is interested in an updated document with more consistent roadway standards in one place.

Jeff Harrington said that a successful TSP would be realistic and consistent with adopted plans in the state and region.

Carole would like a document that creates realistic road standards for Vernonia and that require development to either pay-in for improvements, or make improvements themselves that would make it easy to implement and provide clear guidance for the City Planner.

Randy wanted a TSP that made it possible to maintain the transportation system and had affordable projects that could ultimately be built.

Mark is interested in an update that would be a real working document and provide timelines and potential funding sources that could be realistically implemented.

### Discussion: Transportation Issues

The group then brainstormed existing transportation issues including areas of concern and "near misses" that won't necessarily show up in the traffic or safety data. These were grouped by topic below:

### *Congestion*

- Rose and 6<sup>th</sup> Avenues will be future access to the northwest corner parcel that is partly within the UGB and partly without. The parcel may develop as single family homes
- The traffic impacts from Nehalem View subdivision (49 acres, 67 single family homes) could create congestion on the local access streets
- The School creates congestion, no matter where it is located
- How to manage congestion near the school
- Missouri and Bridge intersection – the fire department has concerns about potential traffic control and impact on response times if rigs are not able to turn onto Bridge Street
- Queuing on Bridge Street in front of the Fire Station
- The property owners could be 6 months to a year away from developing near the airport.

### *Safety Concerns*

- When turning onto Bridge Street from a side street, the parked cars obstruct the sight distance and make it hard to turn onto the street safely
- Some community members drive golf carts on Bridge Street in town – safety issue because of log trucks and other heavy traffic
- Sometimes there are bicyclists riding erratically on Bridge Street, which is another safety issue
- At times motorcyclists visit town in groups, which cause congestion and safety concerns
- The traffic light where OR 47 turns right onto Bridge Street – visitors in the summer are not aware that they need to turn to follow the highway, and don't stop at the light like they should.
- There are sight distance issues for the Stoney Point and Keasey Roads near Mellinger
- The Hawkins Park pull-out onto Bridge street has below standard sight distance; it is dangerous to pull out onto Bridge
- There are a number of scooters and other alternative vehicles on city streets and OR 47

### *Transit*

- There is a need for established stops in town, increasing the safety and accessibility, and also to allow vehicles to move out of the traffic flow and reduce traffic disruptions from the buses.

- Is there a possibility for a park and ride in town to allow riders to park and take the bus? The site of the old WOEC building could be one option, though it should not be paved because of flooding; questions about ADA requirements
- Bus shelters and identified stops would help transit riders know where to catch the bus

### *Bicycle and Pedestrian Issues*

- Where will the kids cut through to school?
- There are trails up and down O-A Hill
- Will the CZ trail connect to Vernonia? Will it be by the lake?
- Bike and pedestrian safety from where the sidewalk ends on the west side of the Green Bridge to and along Mist Drive.
- Intersection of Rose Ave. and Bridge Street

### *Street and Intersection Design*

- Are there problems with drainage on city streets? A need for stormwater management?
- Once the floodplain is established, how do you provide connectivity in the floodplain?
- One issue is that Knott Street was formerly a County road, now it is a City road. It is substandard, and could be impacted by the subdivision, once the parcel sells.
- Is there an alternate route to Green Bridge? McDonald Road and Pebble Creek Road?
- Airport access road – it is substandard to serve the future development, however, it is not within the Urban Growth Boundary (UGB).
- The triangle intersection near Green Bridge sees a lot of “near misses” for vehicle accidents – it is not clear and people are unsure of how to navigate that intersection.
- Is it possible to extend California Street through to the Lake? Would the extension be needed if the land is vacated because of the floodplain?
- In the letter street area in north-central Vernonia, there are topographical constraints – where is it possible to extend the streets?
- Knott is also the only access to the Light Industrial zoning access to the parcel northeast of the City, but won't develop until it sells.
- Is there an opportunity to create a new street to the light industrial parcel? Mark mentioned that they looked a bit at creating a Laurel Street.
- Does or should Alabama Avenue connect Locker Road to Missouri Avenue?

### *Other Issues*

- There are few handicapped parking spaces on Bridge Street and elsewhere.

- How to integrate the schools into the community beyond the transportation system – how to make them the center of the community. Moving the schools could change the “feel” in town.
- What are some other impacts on O-A Hill from relocating the school?
- The City will own 60-70 vacant single family lots, as they buy flooded properties. Could these lots be future parking, sidewalk or bike path opportunities?
- There could be seismic issues with the two bridges in town – the Rock Creek Bridge and the Green Bridge.
- Are there any ODOT plans to replace the Green Bridge?
- There is an issue with siting dumpsters – potential City code to address?

### Schedule

The project schedule was reviewed, and a simplified copy of the schedule was distributed that lists the project steps and approximate meeting dates. The Community Workshop will be focused on the Bike and Pedestrian Plan. The two Community Briefings are to share information and technical results and obtain feedback at key project milestones. Tentative dates for meetings were identified, recognizing that these may shift to accommodate holidays and other conflicts. PAC members were asked to notify project leaders of meeting conflicts. The schedule for meetings will be revised as the project progresses and meeting dates are determined.

### Tour

Dean Smith, Jeff Harrington, Seth Brumley, Mike Tresidder, Carole Connell, Larry Weymouth, and Terra Lingley joined in a tour of Vernonia, pointing out specific problem areas to continue the discussion about City Transportation Issues.

The project team saw the sight distance issues at Hawkins Park, general turns onto Bridge from side streets downtown, and the unofficial trails up O-A Hill adjacent to the highway. At Riverside and Bridge, there is no connection for sidewalks; a trail could be needed from Riverside up to the school. Additionally, Locker Road is substandard, and there are sight distance issues with Spencer and Texas Avenue.

### Next Steps

The PAC meeting summary will be sent out to the group to finalize, and there are a couple of action items for the team to follow up on:

- Seth will look into the seismic stability and bridge condition for the Green Bridge
- The team will verify if the previously discussed expected development is within the County or the UGB.
- Technical Memo #1 will build on goals and policies in the 1999 TSP, background information and documents such as the Comprehensive Plan, and issues and objectives identified in the statement of work. The goals and policies for this TSP update will need to be revisited with the group to see if they need to be amended.

## **Thanks and Adjourn**

The group meeting adjourned approximately 4:45 p.m. which was followed by the city tour until 5:45 p.m.



## PAC/PMT Meeting #2 Agenda

TO: Vernonia TSP Project Advisory Committee and Project Management Team

FROM: Terra Lingley, CH2M HILL

MEETING DATE: November 17, 2010

MEETING TIME: 3:00 p.m.

VENUE: Vernonia Learning Center

### Meeting Purpose:

- Confirm Project Goals
- Review existing and future conditions, gather feedback

Time	Item	Action	Presenter
3:00 p.m.	Welcome <ul style="list-style-type: none"> <li>• Introductions (any new participants)</li> <li>• Agenda review</li> <li>• Updated schedule</li> </ul>		Carole
3:05 p.m.	Review project goals presented at last meeting; verify and discuss	Discussion	Terra
3:20 p.m.	Review existing conditions, gather feedback	Discussion	Terra, Mike
3:50 p.m.	Review future conditions, gather feedback	Discussion	Terra, Larry
4:05 p.m.	Review Safe Routes to New Schools Report, gather feedback	Discussion	Mike
4:25 p.m.	Next steps <ul style="list-style-type: none"> <li>• PAC/PMT meeting #3 in January</li> <li>• Community workshop in January - focused on bicycle and pedestrian needs, opportunity to gather feedback on existing and future conditions</li> <li>• Develop Transportation System Solutions</li> </ul>		Terra
4:30	Thanks and adjourn		Carole

# Planning Process



Set Goals  
and  
Objectives

Determine  
Existing  
and Future  
Conditions

Create a  
Range of  
System  
Solutions

Evaluate,  
Refine and  
Finalize  
Solutions

# Project Advisory Committee/Project Management Team Meeting #2: Vernonia Transportation System Plan Update

ATTENDEES: Dean Smith, Vernonia Fire Department  
Dan Brown, Columbia Action Team  
Jeff Burch, Vernonia Public Works  
Seth Brumley, ODOT  
Don Wallace, Vernonia Planning Commission  
Carole Connell, City of Vernonia Contract Planner  
Randy Parrow, Vernonia City Council  
Mark Farmer, Western Oregon Electric CoOp  
Bill Haack, City of Vernonia  
Larry Weymouth, CH2M HILL  
Scott Laird, Bicycle and Pedestrian interests  
Terra Lingley, CH2M HILL  
Tim Bero, Vernonia Airport  
Mike Tresidder, Alta Planning + Design

COPIES: Seth Brumley, ODOT  
Larry Weymouth, CH2M HILL

FROM: Terra Lingley, CH2M HILL

DATE: Wednesday, November 17, 2010  
3:00-4:30 p.m.  
Vernonia Learning Center

## Meeting Summary

### Welcome and Introductions

Carole convened the meeting, went over the agenda, and started introductions.

### Schedule Update

Larry talked with the group about the schedule changing, and members present received a copy of the updated schedule in their packet. The Community Workshop is tentatively scheduled for the second Thursday in January, and there is still some discussion about when the PAC/PMT meeting #3 will be held. It may be the same day, it may be later on.

## Project Goals

Terra then walked through the general planning process, and talked about the importance of goals. Goals help the project team develop alternatives, and provide guidance throughout the planning process. The group then revised the goals from the 1999 TSP, editing them to be more specific about bicycles and pedestrians, and including the airport in a subheading. The project goals that were agreed on are:

- Operation and safety
  - Preserve and improve function, capacity and level of service and safety of the roadway system
- Transportation Alternatives
  - Support use of other modes, especially bicycles and pedestrians, but including transit, etc.
  - Maintain and look into expansion of airport facilities
  - Support Safe routes to schools programming and projects
- Finance
  - Sound fiscal approach to financing transportation system improvements

## Review Existing Conditions

Terra went over the findings from the Existing Conditions Memo (Technical Memo #2 Existing Conditions and Needs). The handout in the packet summarizes the main points.

### *Land Use Inventory*

- Most land in Vernonia is zoned residential
- There are some Buildable lands still available for development, mostly in residentially zoned areas, with some zoned light industrial
- There were approximately 560 jobs in Vernonia in 2008, and the main employers are the school district, government, a retreat and conference center, and WOEC.

### *Traffic Operations*

- All 10 study area intersections operate within State and City standards
- There are currently no vehicle queues that exceed available storage capacity

### *Bicycle and Pedestrian Facilities*

- There is a bike lane for approximately one third of a mile along OR 47 within the City Limits. The highway lacks shoulders through central Vernonia between O-A Hill and Rose Street due to topographical constraints and on-street parking
- Cyclists share the travel lane over Rock Creek and Nehalem River Bridges
- Most local streets could be considered shared roadways due to their low speeds and low traffic volumes

- There are some newly developed areas with sidewalks, though these are not always continuous
- Downtown and adjacent streets have a connected network of sidewalks with pedestrian amenities
- Maple Street, Cougar Street and Weed Avenue are lacking sidewalks near the downtown area
- O-A Hill is the main obstacle to east-west pedestrian movement within Vernonia – a sidepath along the south side of OR 47 is the only option for pedestrians
- There are very few sidewalks between O-A Hill and the Nehalem River
- Mist drive north of Bridge Street does not have any dedicated pedestrian facilities

#### *Other Issues Brought up During Discussion*

- Jeff and Bill asked about a local street condition inventory, similar to what was done for OR 47 in Technical Memo #2, and what was in the 1999 TSP. Seth mentioned that the 1999 TSP went above and beyond the information that is normally found in the TSP. Terra and Larry will provide some examples, and suggested that the best way to go about getting a street condition inventory would be to send people out to take photos of streets. Bill noted that the critical streets to have inventoried are the local streets between the two bridges and the tree streets to the east of Mist Drive/OR 47
- Bill also informed the group that the City has been negotiating with Parks and Recreation for the multi-modal path around the sewage lagoons and south of Lake Vernonia will be a permanent easement owned and maintained by the City.
- The group reiterated that the Green Bridge is a serious constraint for bicycles and pedestrian connectivity
- Carole asked that the Collector Streets be called out on all the maps, to make it easy to see where the facilities are, and the priority streets for the City
- Mark noted that with the construction of the WOEC areas, the sidewalks and other facilities on Cougar and Weed will be addressed. Bill will provide that information to the consultant team.
- Carole asked that the memo acknowledge that there are multiple standards for the streets, and that should be addressed. Terra noted that part of the solutions package will be a recommendation to revamp the street standards, which will address the issue of multiple standards. Any new standards will supplant the existing various standards. There was some discussion about whether the City would like to carry forward the urban/rural distinction for characterizing local streets, and if there will be a range of standards (curb, gutter, and sidewalks as opposed to natural drainage, etc.)
- Dan pointed out that on Figure 4a and 4b, very few of the accesses along OR 47 within Vernonia meet ODOT spacing standards. Terra mentioned that this was not unusual, many of the accesses in towns throughout Oregon do not meet ODOT standards. There

was some talk about using the standards when a new permit is issued, and using the standards as a tool for development along the highway.

## Review Future Conditions

The future conditions memo (Technical Memo #4 Future Conditions and Needs) will be placed on the City's website for review. Terra went through the summary with the group:

### *Land Use Future Conditions*

- With current zoning, Vernonia's buildable land supply will be adequate to meet both residential and industrial land needs through 2031. Available commercial buildable land is not sufficient to meet the projected demand.
- The alternative land use scenario would add 9 acres of commercial land to the DT commercial district. With these 9 acres, commercial land is more than adequate to meet all land needs through 2031. The 9 acres of commercial will be added at the western end of the existing downtown area, both east and west of OR 47.
- There was some discussion about whether the light industrial and general commercial zoning near the school was included in the buildable lands summary. The project team will verify, but since they are both in the floodplain, it is likely that those two parcels are not included in the buildable lands summary.

### *Traffic and Transportation*

- All study intersections meet mobility standards for the 2031 afternoon peak hour
- One study area intersection, Bridge Street/Rose Avenue will experience vehicle queuing on the northbound right turn lane due to the large number of vehicles who make the right turn to follow the highway. The turning vehicles slow down, causing some minor queuing that extends further than the available space for the right turn.
- Several left turn lane warrants were met for eastbound and westbound left turn movements along Bridge Street. No right turn warrants were met
- Intersection of Rose Avenue/Bridge Street is confusing for visitors.

## Safe Routes to New Schools

Mike summarized the findings from Technical Memo #5 (Safe Routes to New Schools). He reviewed the existing conditions for bicyclists and pedestrians, and noted that Vernonia has a high percentage of students that walk or cycle to school, and would like to see that high percentage continue with the siting of the new school. O-A Hill is the main obstacle for students to walk or bicycle, but the current mode split shows that they are willing to traverse the hill to walk to school, and many currently do just that. He summarized the Kittelson & Associates study on how students would access the new school, and provided recommendations on how to encourage the non-motorized mode share of students going to school.

The recommendations include providing non-motorized facilities along OR 47, Texas Avenue, Missouri Avenue, Alabama Avenue and Bridge street East.

Carole asked that the memo be updated to reflect those changes/improvements that were required by the city and that will occur as the development of the school site occurs. Carole will provide that information to the consultant team.

## **Next Steps**

Terra talked about the next two meetings/events coming up: the Community Workshop and the PAC/PMT meeting #3. These will likely happen the second Thursday in January, with more information to follow as details are ironed out. The next steps for the Project team include developing transportation system solutions to address the goals and identified existing and future needs.

Please review the technical memos provided and the technical memo on the website and provide your comments by Monday, November 29<sup>th</sup>.

Project Title

Project Number



Author

Date / Time

Participants

Phone  Meeting  Site Visit  Other

Vernonia PAC /PMT meeting #3  
Attendees:

2/16/11

Terra Lingley, CH

Seth Brumby ODOT

Bill Hance Cor PAC/cor

Willow Buech City of Vern  
Carrie Connell City

Scott Lains

Marilyn Nicks City of Vernonia

Dan Brown PC

Mike Trisidder Alta



# Community Involvement Opportunities

There were three opportunities for the public to be involved in the TSP update process:

Meeting Name	Date	Purpose
Community Workshop	January 13, 2011	Share the project purpose and goals, solicit feedback on potential transportation improvements.
Community Briefing #1	February 16, 2011	Gather feedback on roadway projects and potential cross-sections. Discuss Safe Routes to School technical work
Community Briefing #2	April 20, 2011	Discuss Recommended projects and implementation and project priorities

The following pages include the meeting materials, presentations and summaries of the meetings described above.

# Planning Commission and City Council Worksessions

To ensure that the Planning Commission and City Council were up to date on the TSP update throughout the process, there were two worksessions to describe the TSP update and the potential changes to the City's Comprehensive Plan and Zoning Ordinance.

Date	Purpose
March 3, 2011	Worksession #1: Discuss potential projects, and Safe Routes to Schools Recommendations
May 5, 2011	Worksession #2: Present recommended prioritized projects, identify funding sources, and draft amendments to the City's land use regulations, review draft implementation ordinance for adoption

Included below are the presentation given at both City Council and Planning Commission worksessions.