



Vernonia Transportation System Plan Update City Council and Planning Commission Worksession

Tonight we will:

- Present potential projects to improve the Transportation System in Vernonia
- Present Safe Routes to Schools Recommendations



Project Background

- This Transportation System Plan (TSP) Update will add recent information to the City's 1999 TSP
- This is a long-term (20 year) plan to identify:
 - Safe Routes to new schools
 - Bicycle improvements
 - Pedestrian Improvements
 - Safety improvements



Who is involved?

- The City of Vernonia
- Oregon Department of Transportation
- Columbia County
- Oregon Department of Land Conservation and Development
- The Vernonia Community
- Planning consultants:
 - CH2M HILL
 - Alta Planning + Design

Schedule

Vernonia Transportation System Plan Update Schedule





Project Goals

- 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, including transit
 - Support Safe Routes to Schools programming and projects
 - Receive input on airport operations and expansion
- Finance
 - Sound fiscal approach to financing transportation system improvements



Findings to Date

- All study area intersections operate within State and City standards
- There are limited and disconnected sidewalks throughout Vernonia
- O-A Hill is an obstacle to east-west pedestrians within Vernonia
- There are only a few bicycle lanes along OR 47
- Cyclists share travel lanes over the Rock Creek and Nehalem River Bridges

Safe Routes to New Schools



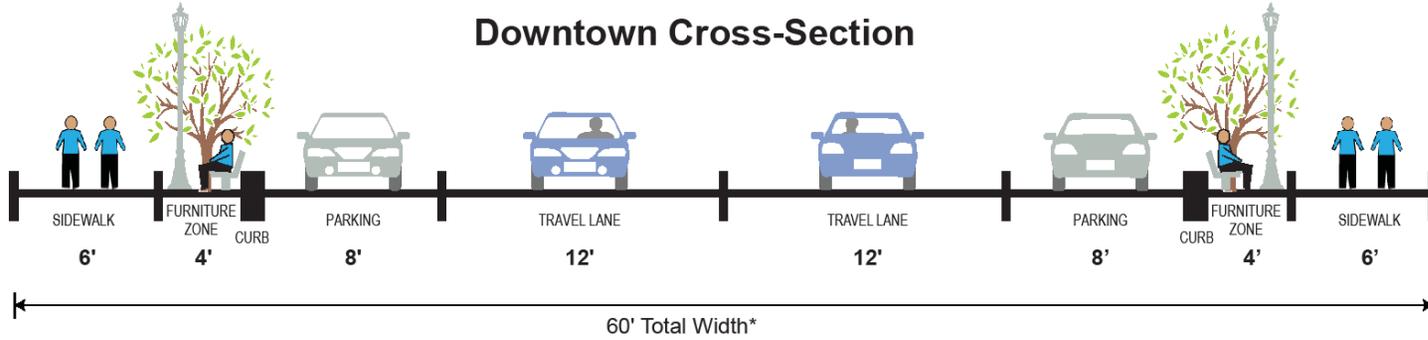


Potential Roadway Cross-Sections

- The City has a variety of available right-of-way widths
- The potential cross-sections provide a range of options based on available room

OR47 (Arterial Road) Range of Cross-Sections

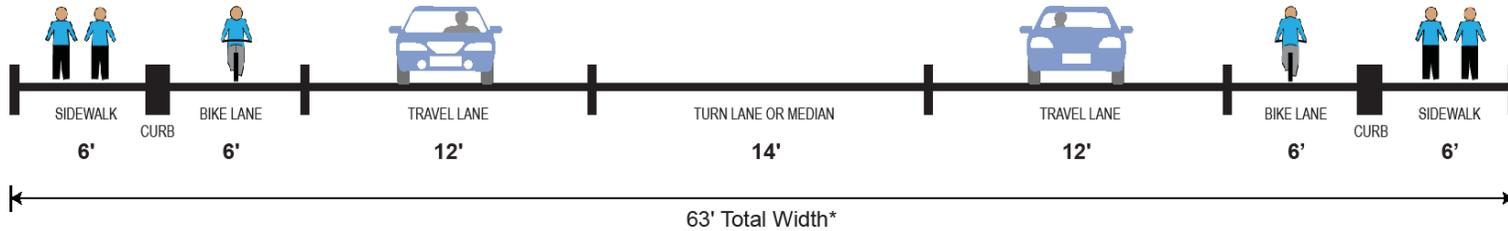
Downtown Cross-Section



60' Total Width*

* 1' for curb

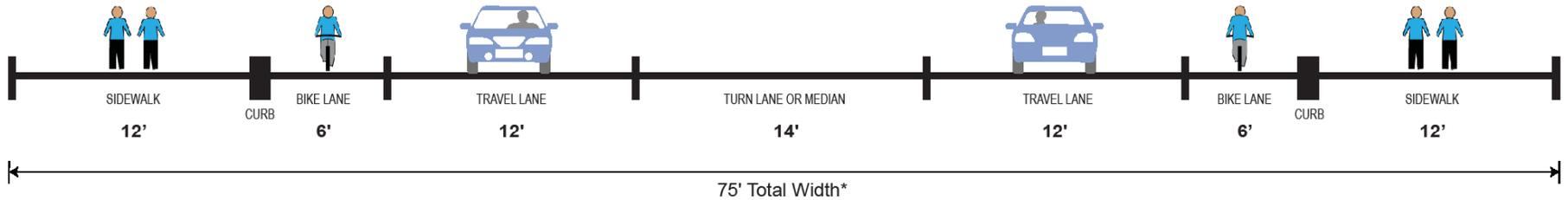
Minimum Cross-Section



63' Total Width*

* 1' for curb

Maximum Cross-Section



75' Total Width*

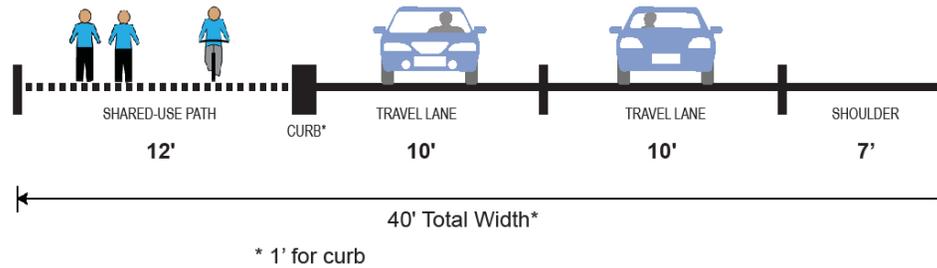
* 1' for curb

Range of Collector Road Cross-Sections

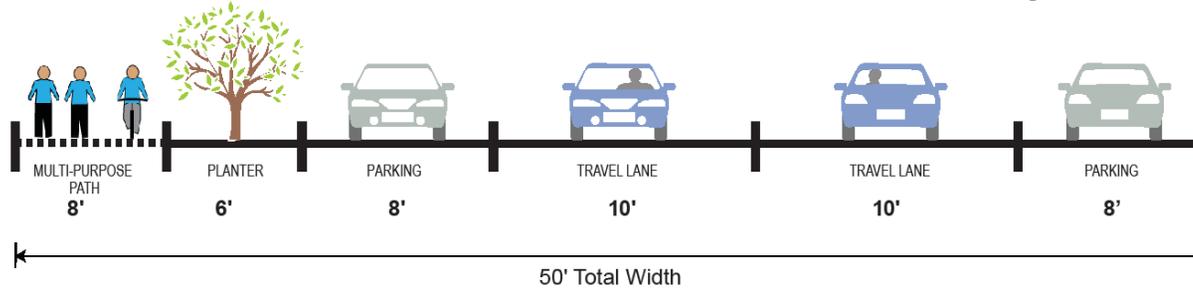
Collector Streets are:

- Rose Ave (North of Bridge St), 75' ROW
- Nehalem St (West of Rose Ave), 50' ROW
- State Ave, 50' ROW
- Louisiana Ave, 50' ROW
- Knott St, 40' ROW
- Cougar St (West of Rose Ave), 60' ROW

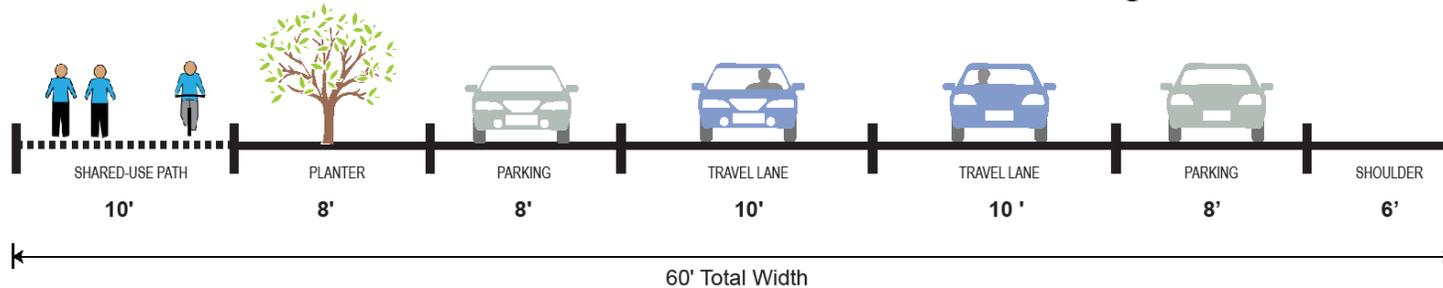
Minimum Cross-Section: Shared-Use Path on One Side with Curb



Intermediate Cross-Section: Shared-Use Path and Parking One Side

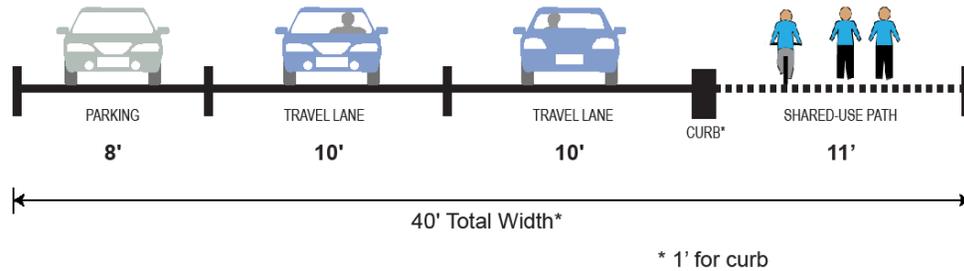


Maximum Cross-Section: Shared-Use Path and Parking One Side



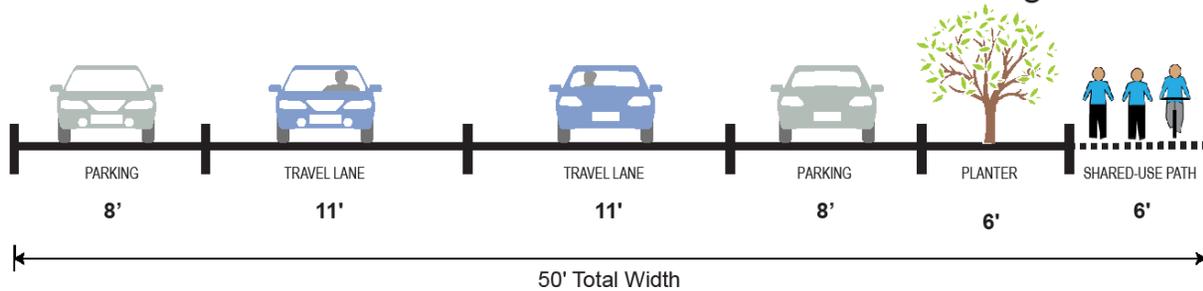
Range of Local Road Cross-Sections

Minimum Cross-Section: Shared Use Path with Curb, Parking One Side



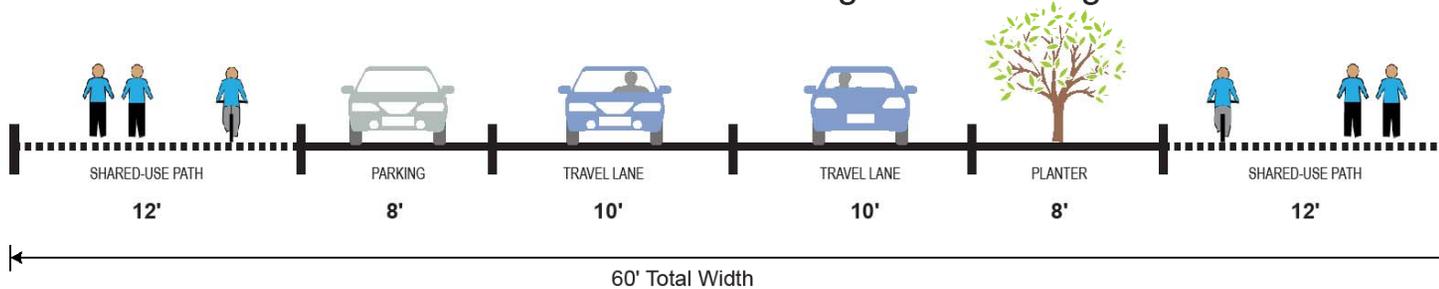
NOTE:
On local streets, bicycles are assumed to be able to share the travel lane or the shared-use path.

Intermediate Cross-Section: Shared-Use Path and Parking Both Sides

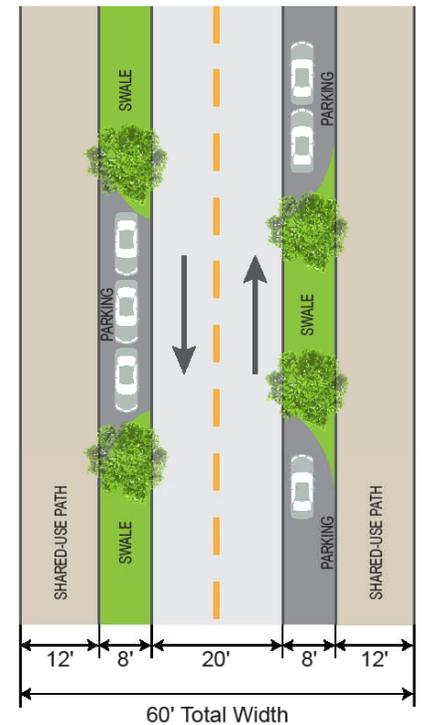


NOTE:
Could also be a meandering swale/parking (see 60' width option)

Maximum Cross-Section: Meandering Swale/Parking Alternative



Maximum Cross-Section Aerial View

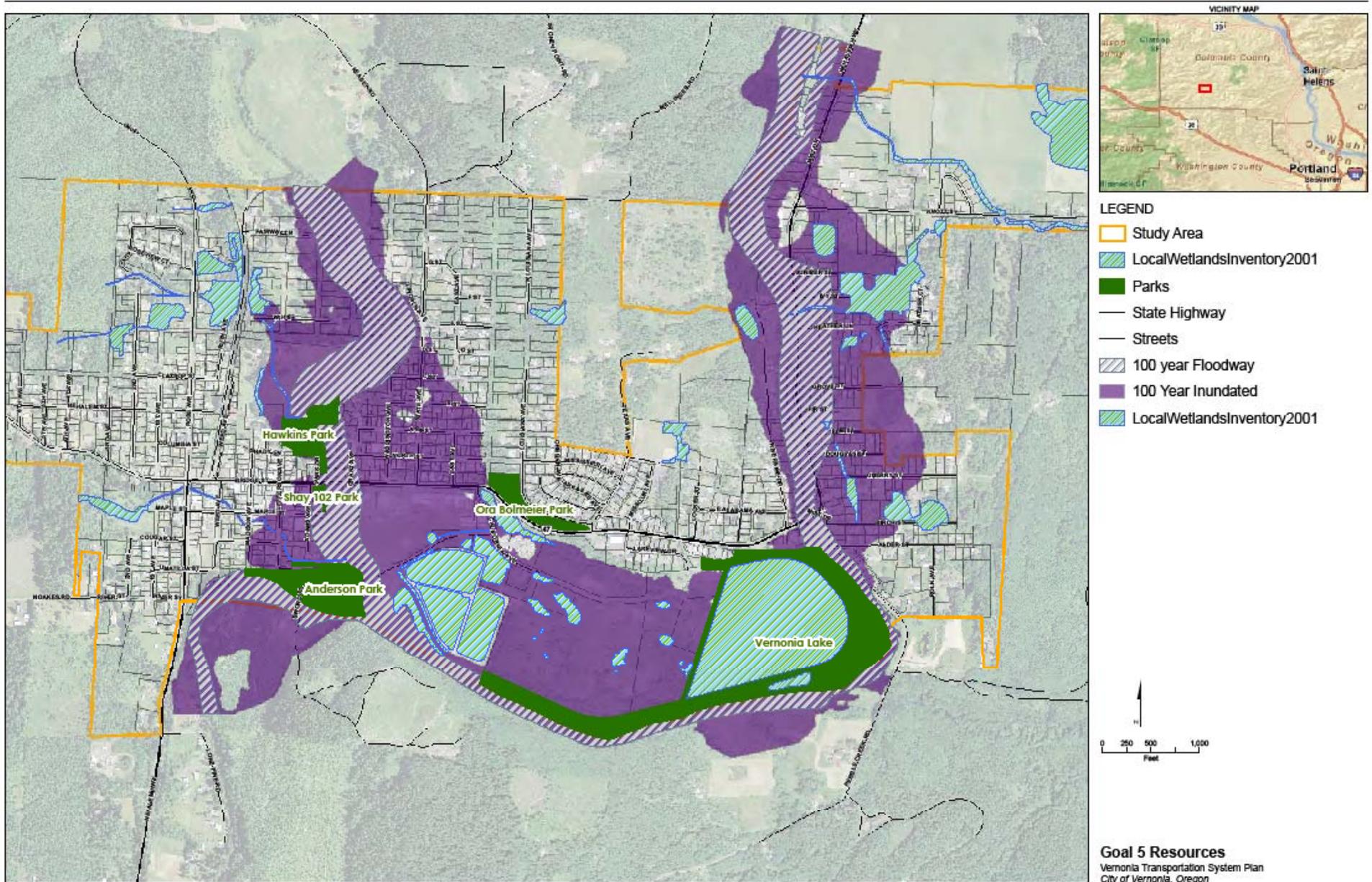




Potential Build Alternatives

- The project team brainstormed two groups of potential alternatives:
 - High-build, long-term alternatives
 - Low-Build, short-term alternatives

Environmental Constraints





High Build Alternatives

Discussion and planning-
level cost estimates



1. Widen OR 47, add Bicycle/pedestrian path on both sides



- The existing path is narrow, and only on one side.
- Need to upgrade the highway retaining wall
- Cost estimate: \$8,831,000



2. Pedestrian and bicycle connection between California and Missouri Avenues

- Off-highway bicycle and pedestrian route to the new schools site
- Difference in grade between California and Missouri
- Floodplain and wetlands
- Cost estimate: \$450,000





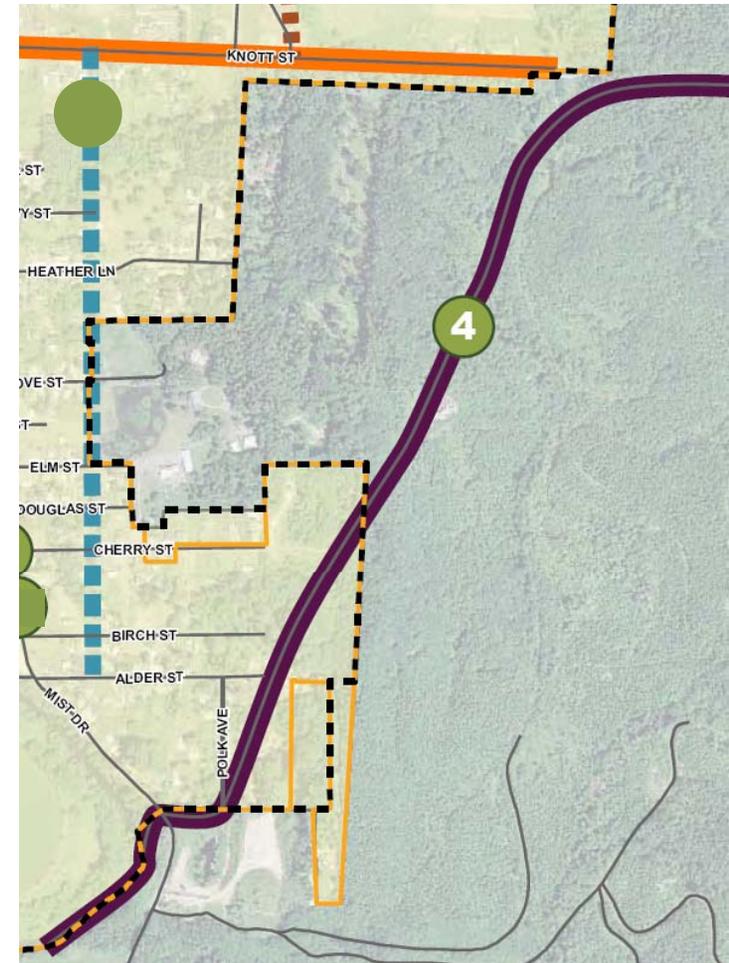
3. Add a dedicated bicycle/pedestrian bridge over the Nehalem River

- Would allow students who live near Mist Drive to cross the river to get to school
- Connect to bicycle and pedestrian path to link to school
- Exact location to be determined
- Cost Estimate: \$1,689,000



4. Connect the future Crown-Zellerbach Trail to the Banks-Vernonia Trail

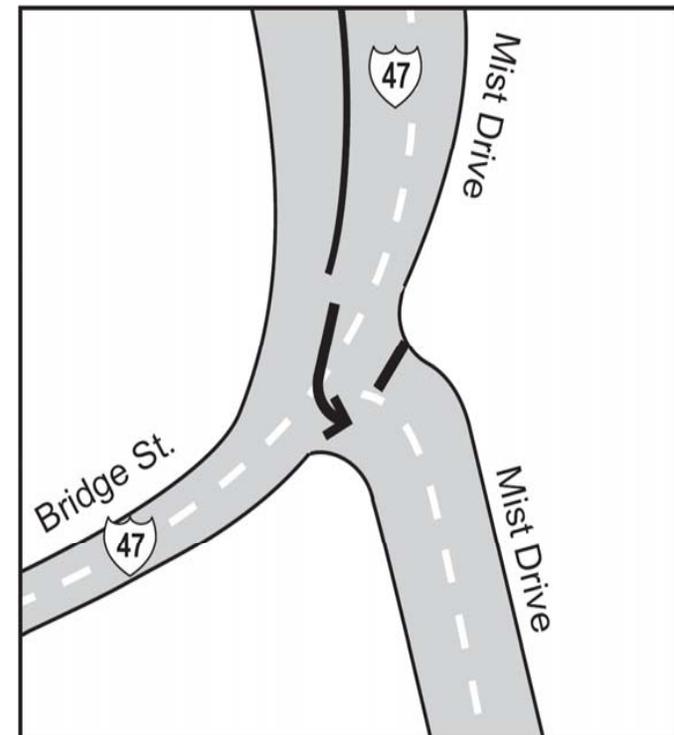
- Would provide a continuous trail connection through Vernonia
- Would require a bridge over Nehalem River
- Property and easement issues through private land
- Floodplain and wetlands
- Cost estimate: \$1,710,000





5. Reconfigure the Mist Drive/Bridge Street Intersection

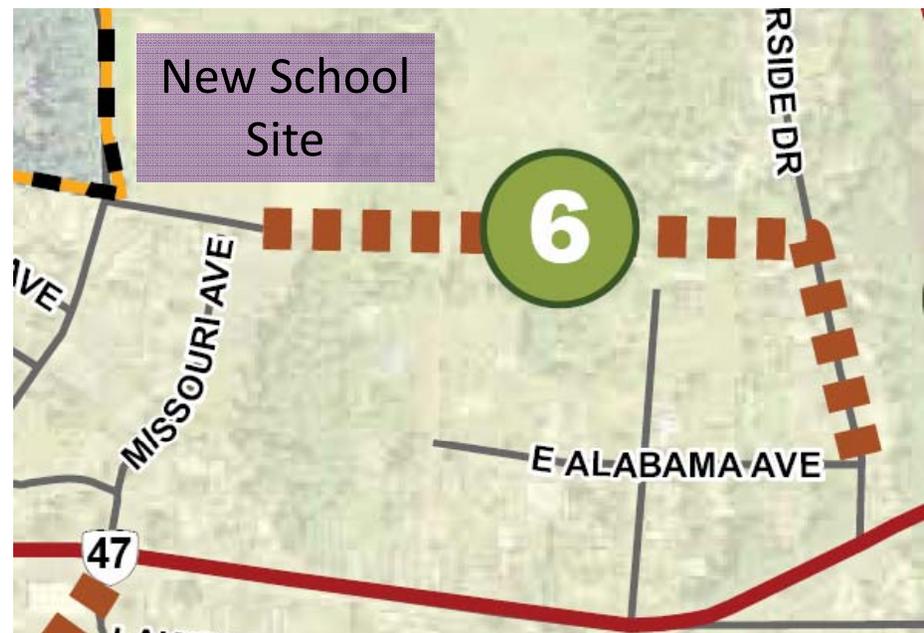
- Would “T” up the south leg of Mist Drive
- Would require some widening of the highway north of the intersection
- Floodway and floodplain issues
- Cost estimate: \$369,000





6. Create Bicycle and Pedestrian connection to school from Riverside Drive

- Would connect the new schools to Riverside Drive – allowing students to avoid OR 47
- Potential wetlands impacts
- Cost estimate: \$220,000





7. Potential Connectivity Improvements

- There is currently limited connectivity in Vernonia
- Provide options for emergency vehicles, reduce reliance on the highway
- Most have wetlands and floodplain issues.

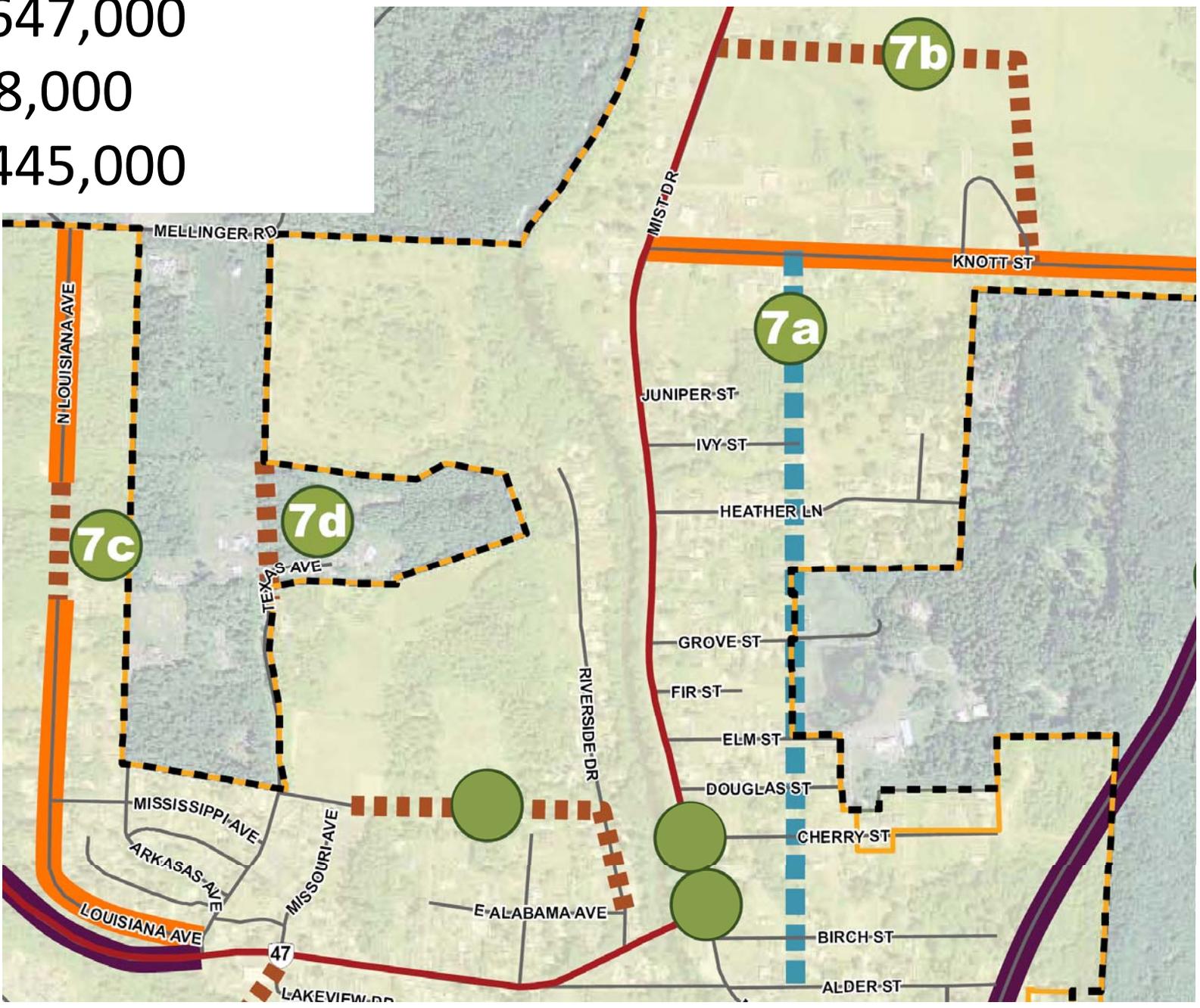
Cost Estimates:

7a - \$452,000

7b - \$2,647,000

7c - \$358,000

7d - \$1,445,000





8. Potential Transit Improvements – Park and Ride Facility

- Could use existing facilities, potentially the new park space where the current schools are located
- Would formalize the bus stops in town
- Based on demand and available funds
- No cost estimate provided, as it is expected that existing facilities will be used



Low Build Alternatives

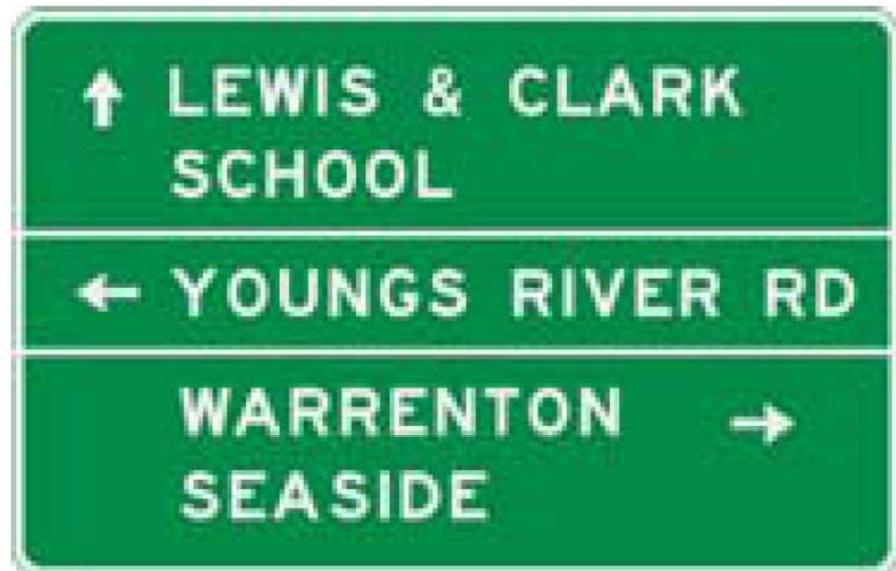
Discussion and planning-
level cost estimates



A. Improve Signage at OR 47 and Rose Avenue

- Reduce confusion for visitors
- Lower cost option to adding any facilities
- Cost estimate: \$10,000

Signage example





B. Improve Pedestrian Crossing at Bridge Street west of O-A Hill

- Would allow bicyclists and pedestrians an identified place to cross to access the sidepath on OR 47
- Would connect existing sidewalks
- Cost estimate: \$50,000



C. Construct sidewalk along OR 47/Mist Drive

- This project would construct a sidewalk on the east side of the highway
- Would provide a pedestrian connection to the Green Bridge for those east of the highway.
- Less of a priority if the linear trail through the tree streets is constructed
- Floodway and floodplain issues
- Cost estimate: \$750,000



D. Add and Connect Sidewalks, and Add Bicycle Facilities on Connectors

- **Collector Streets are:**
 - Knott Street
 - Louisiana Avenue
 - State Avenue
 - Rose Avenue north of Bridge Street
 - Nehalem Street west of Rose Avenue
 - Cougar Street and 2nd Avenue west of Rose Avenue
- **Cost estimate total: \$5,480,000**



E. Add Bicycle and Pedestrian Connection between Schools and Nehalem View Development

- Would connect the new schools with anticipated residential development
- Off-street path would allow students to avoid the highway
- Cost estimate: \$210,000





F. Consider Striping, Curb Bulb-outs, and/or Bioswales for No Parking at Corners

- Parked cars currently create sight distance issues
- Would limit parking at street corners along the highway.

■ Cost
Estimate:
\$13,000-
\$15,000
per
corner, 11
corners
assumed



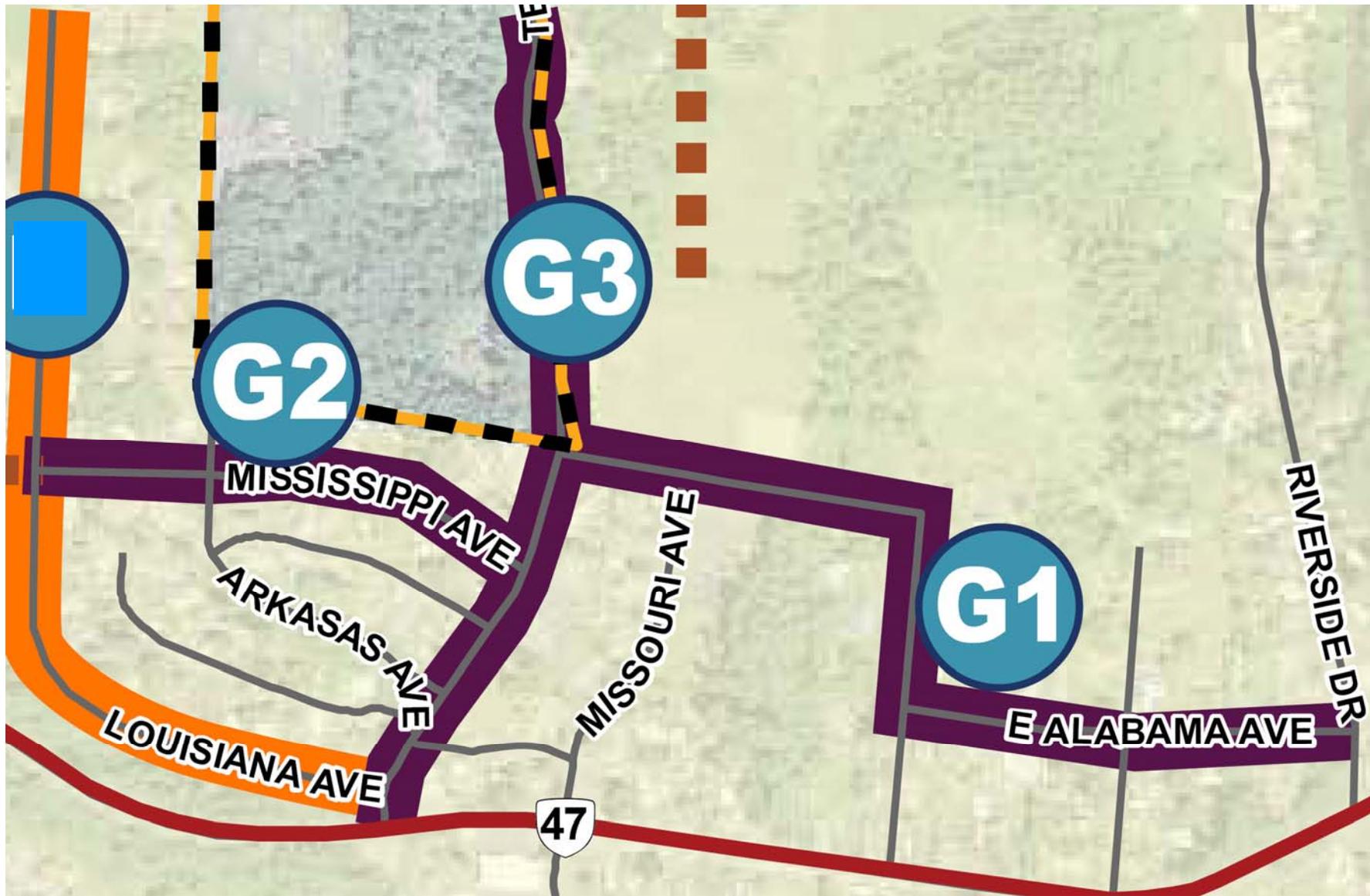


G. Safe Routes to School Improvements

- Would upgrade bicycle and pedestrian facilities on Alabama, Mississippi, and Texas Avenues
- Would add 6 foot sidewalks on one side

Cost Estimates:

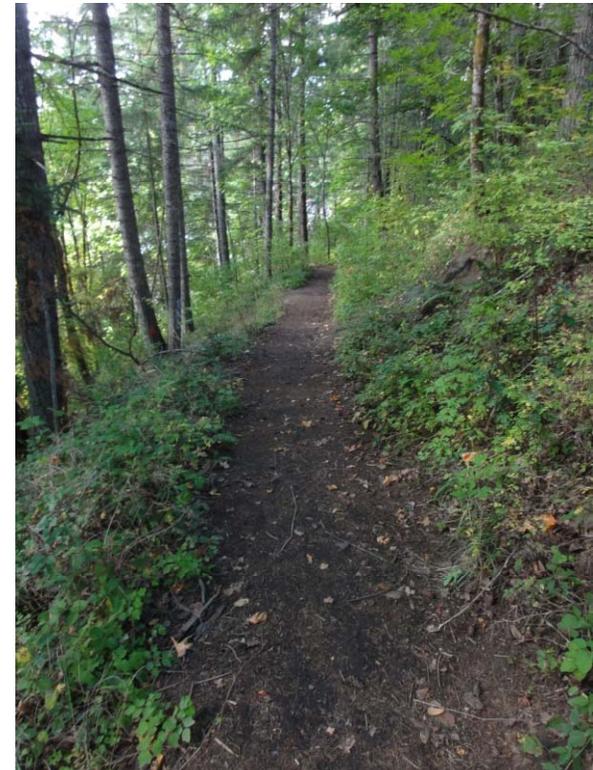
- G1 Alabama Avenue - \$150,000
- G2 Mississippi Avenue - \$110,000
- G3 Texas Avenue - \$80,000





H. Soft-surface Trail up O-A Hill

- Would formalize the paths on the west side of O-A Hill
- Would mitigate erosion issues, and consolidate existing paths into a single-track
- Cost Estimate: \$55,000





I. Extend Collector Street Designation on Cougar east of OR 47

- This would require Cougar Street to meet the future Collector Street standards
- Would make Cougar a collector from 2nd Avenue to Jefferson Street.
- Cost Estimate: Free!



Next Steps

- Draft the Transportation System Plan Update document (February-April)
- Community Briefing #2 – Present an overview of the Draft TSP Update (April)
- Planning Commission and City Council will review the draft plan and vote on adoption (June/July)



Questions?