



Vernonia Transportation System Plan Update Planning Commission and City Council Worksession #2

Tonight we will:

- Present recommended and prioritized projects to improve the City's transportation system
- Identify funding sources and present draft amendments to the City's land use regulations
- Review draft implementation ordinance for adoption



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
 - Bike-pedestrian improvements
 - Safety improvements
 - Street connectivity

Project Schedule

Vernonia Transportation System Plan Update Schedule



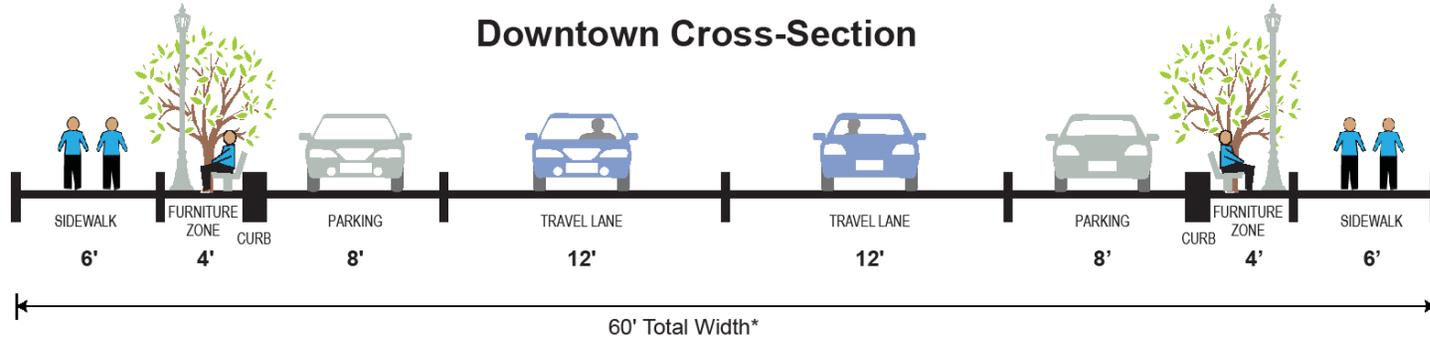


Recommended Roadway Cross-Sections

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

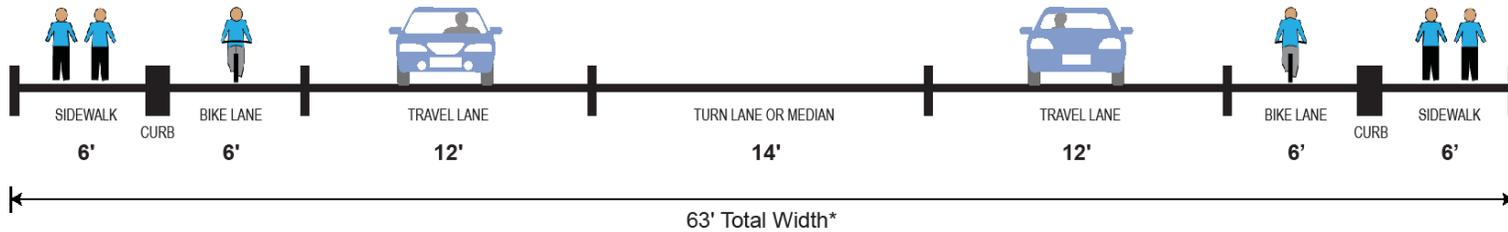
OR47 (Arterial Road) Range of Cross-Sections

Downtown Cross-Section



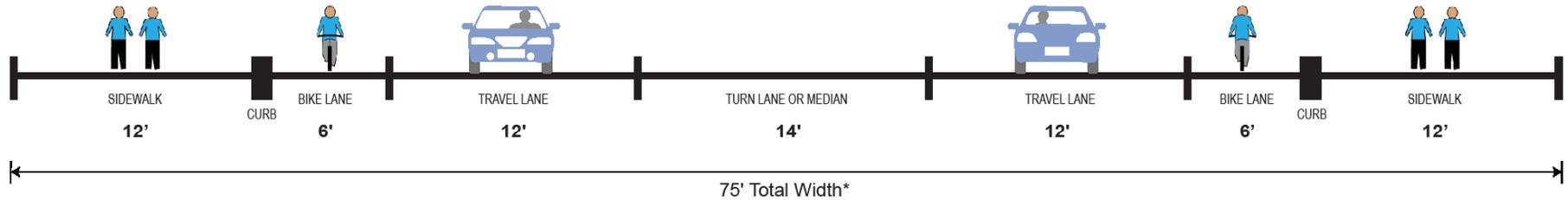
* 1' for curb

Minimum Cross-Section



* 1' for curb

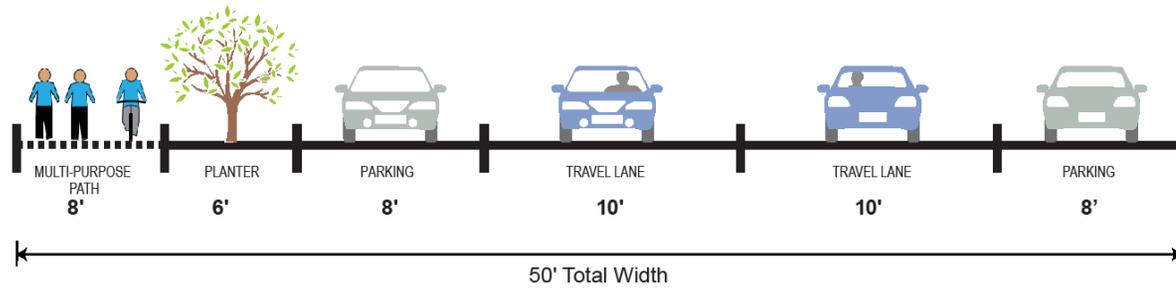
Maximum Cross-Section



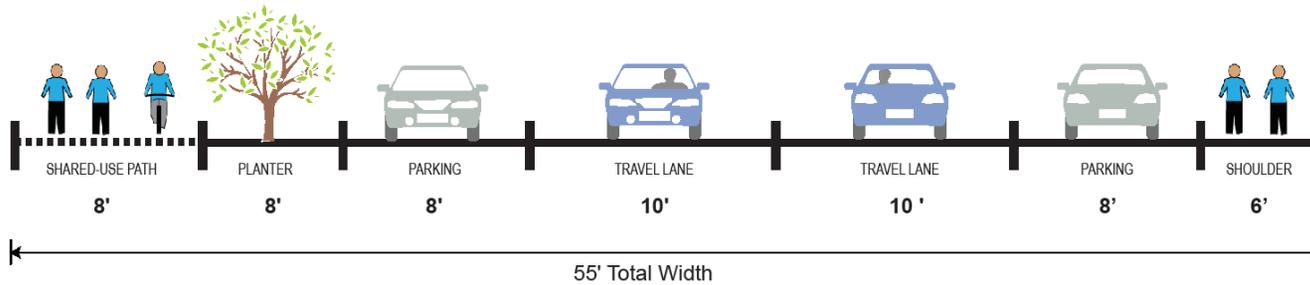
* 1' for curb

Range of Collector Road Cross-Sections

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



Maximum Cross-Section: Pedestrian Facilities and Parking on Both Sides

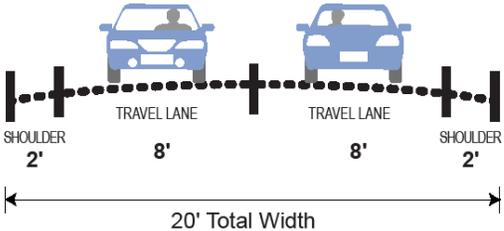


Collector Streets are:

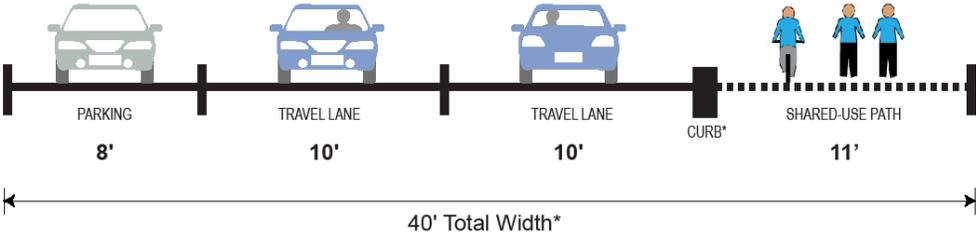
- Rose Ave (North of Bridge St), 75' ROW
- Nehalem St (West of Rose Ave), 50' ROW
- State Ave, 50' ROW
- Louisiana Ave (South Segment), 50' ROW
- Louisiana Ave (North Segment), 60' ROW
- Knott St, 60' ROW
- Cougar St (West of Rose Ave), 60' ROW

Range of Local Road Cross-Sections

Minimum Cross-Section: Gravel



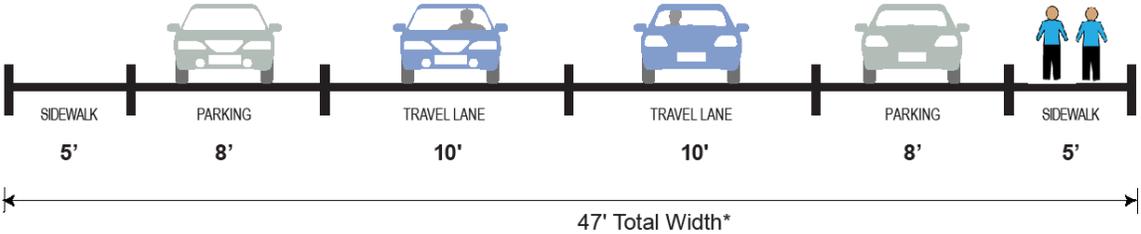
Intermediate Cross-Section: Shared Use Path with Curb, Parking One Side



* 1' for curb

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

Maximum Cross-Section: Sidewalk and Parking Both Sides

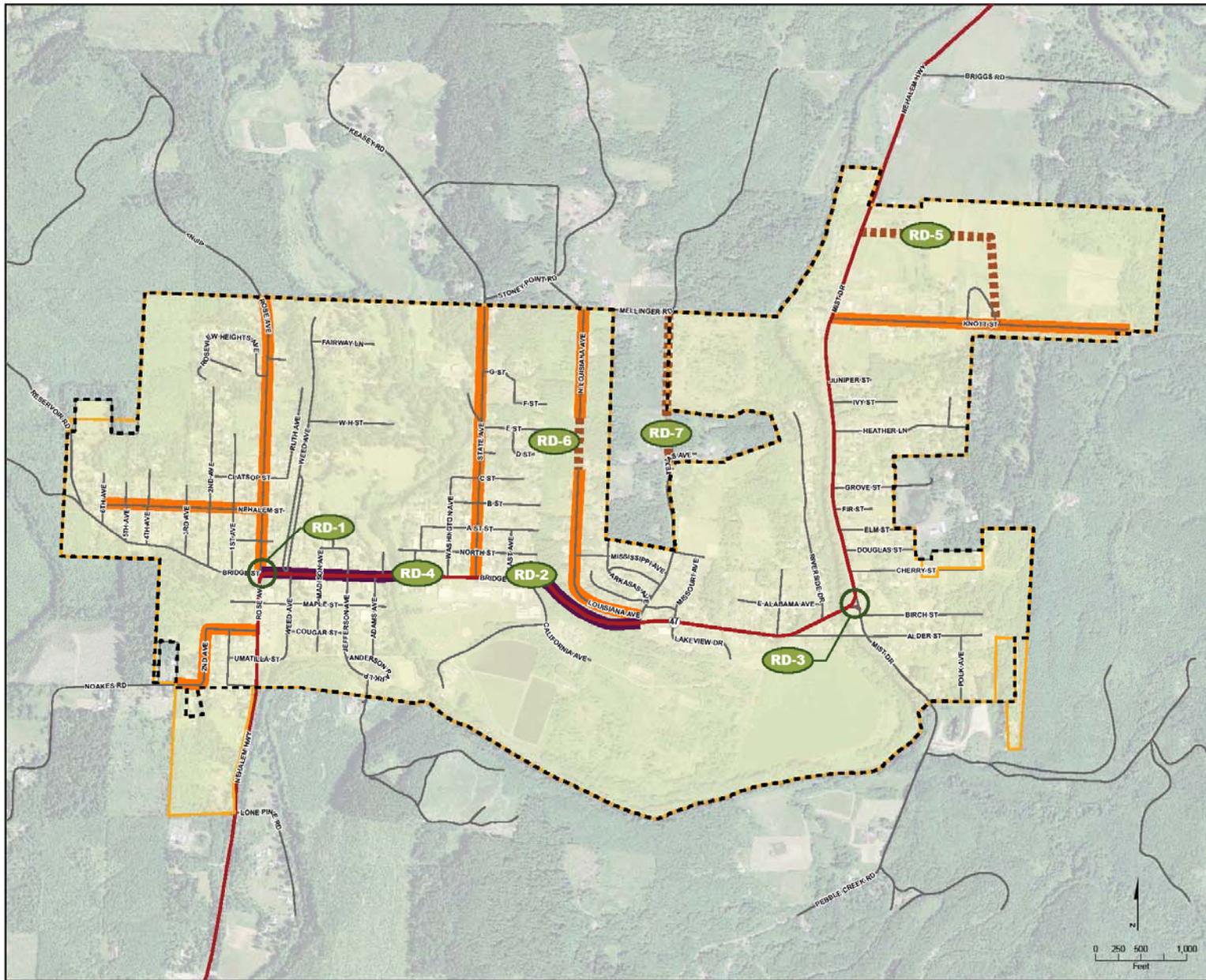


* Also an option for a wide path and planter on one side



Project Recommendations

- To fit the structure of the Existing TSP, the improvements recommendations were split into two categories:
 - Roadway Recommendations
 - Bicycle and Pedestrian Recommendations



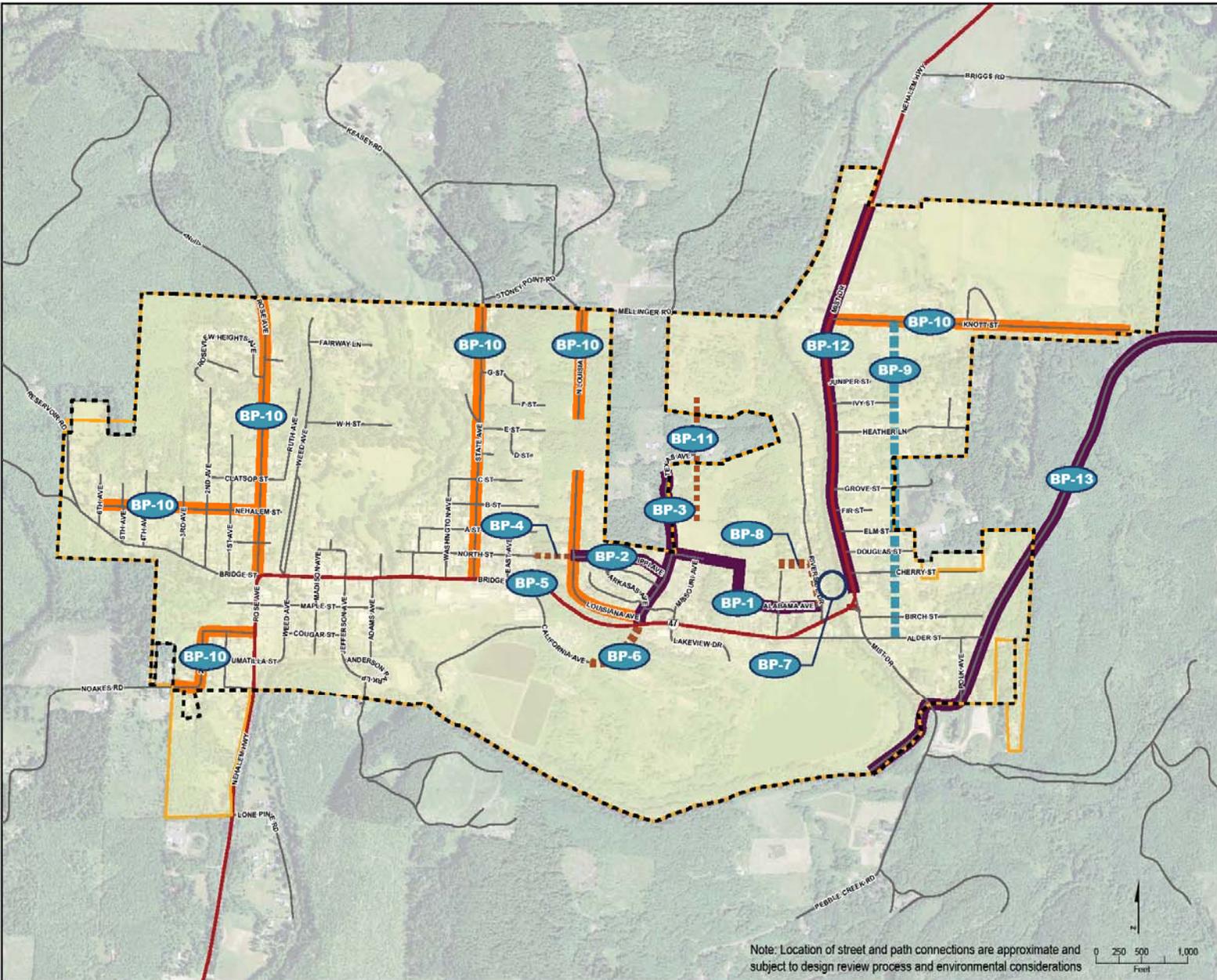
- LEGEND**
- State Highway
 - Streets
 - City Limits
 - Urban Growth Boundary
 - Study Area
 - Collector Streets
 - Recommended Street Connections
 - RD-1 Improve signage at OR47 and Rose Avenue
 - RD-2 Widen OR47; add bicycle/pedestrian path on both sides
 - RD-3 Reconfigure the Mist Drive/Bridge Street intersection
 - RD-4 Restrict parking at corners on OR47
 - RD-5 East-West road connection north of Knott Street
 - RD-6 Connect Louisiana Avenue
 - RD-7 Extend Texas Avenue to Mellinger Road

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations

Roadway Projects
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

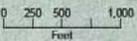
Action Plan – Roadway Projects

	Improvement	Cost Estimate (2011 \$)	Timeframe
RD - 1	Improve signage at OR 47 and Rose Avenue	\$10,000	Short
RD – 2	Widen OR 47, add bicycle and pedestrian path on both sides	\$8,463,000	Medium
RD – 3	Reconfigure the Mist Drive/Bridge Street intersection	\$369,000	Medium
RD – 4	Bridge Street signing and Striping, potential bioswales, concrete bumps or curb bulb-out extensions. There are a total of 7 corners in the downtown core that would be eligible for this treatment.	\$13,000-\$15,000 each corner	Short
RD – 5	Add an east-west local street north of Knott Street to provide additional access to the light industrial parcel east of Mist Drive/OR 47	\$2,647,000	Long
RD – 6	Connect the north and south sections of Louisiana Avenue	\$358,000	Medium
RD – 7	Connect Texas Avenue to Mellinger Road at the north of the City's UGB	\$1,445,000	Long



- LEGEND**
- State Highway
 - Streets
 - City Limits
 - Urban Growth Boundary
 - Study Area
 - Collector Streets
 - Recommended Bicycle and Pedestrian Path Connections
 - Linear Park/Trail Through City-Owned Properties
- BP-1 Safe routes to school connection – Alabama Ave.
 - BP-2 Safe routes to school connection – Mississippi Ave.
 - BP-3 Safe routes to school connection – Texas Ave.
 - BP-4 Soft-surface trail improvements up O-A Hill. Exact location to be determined.
 - BP-5 Improve pedestrian crossing at OR47 to access the side path on O-A Hill. Exact location to be determined.
 - BP-6 Pedestrian and bicycle connection between California and Missouri Avenues.
 - BP-7 Dedicated bicycle/pedestrian bridge over the Nehalem River.
 - BP-8 Bicycle/pedestrian connection – new schools to Riverside Drive.
 - BP-9 Linear north-south trail connecting the “Tree Streets”.
 - BP-10 Add sidewalks or connect existing sidewalks along collector streets. Add bicycle facilities or shared lane markings.
 - BP-11 Add bicycle and pedestrian connection between new schools and future Nehalem View development. Exact location to be determined.
 - BP-12 Add sidewalk along OR47/Mist Drive (east side).
 - BP-13 Connect future Crown-Zellerbach Trail to Banks-Vernonia Trail.

Note: Location of street and path connections are approximate and subject to design review process and environmental considerations



Bicycle and Pedestrian Projects
 Vernonia Transportation System Plan
 City of Vernonia, Oregon

Action Plan – Bicycle and Pedestrian Projects

	Project	Cost Estimate	Time Frame
BP -1	Safe Routes to School Connection – Alabama Avenue	\$150,000	Short
BP -2	Safe Routes to School Connection – Mississippi Avenue	\$110,000	Short
BP -3	Safe Routes to School Connection – Texas Avenue	\$80,000	Short
BP -4	Soft-Surface Trail Improvements up O-A Hill	\$60,000	Short
BP -5	Improve Pedestrian Crossing on OR 47/Bridge Street to Access O-A Hill Sidepath	\$50,000	Short
BP -6	Pedestrian and Bicycle Connection between California Avenue and Missouri Avenue	\$450,000	Medium
BP -7	Create a bicycle/pedestrian bridge over the Nehalem River in the vicinity of Alabama Avenue.	\$1,689,000	Medium
BP -8	Create a Bicycle/Pedestrian Connection to the New Schools from Riverside Drive	\$230,000	Medium
BP -9	Add a pedestrian/bicycle trail north-south east of Mist Drive/OR 47 to connect the “tree streets”	\$452,000	Short/Medium
BP -10	Construct Sidewalks and Bicycle Facilities on Collector Streets	\$5,480,000	Medium/Long
BP -11	Bicycle/Pedestrian Connection From Vernonia Schools to Nehalem View Development	\$210,000	Medium/Long
BP -12	Construct Sidewalk Along OR 47/Mist Drive	\$750,000	Long
BP -13	Connect Future Crown-Zellerbach Trail to Banks-Vernonia Trail	\$1,710,000	Long



Existing Funding and Revenue Sources

- Federal & State Hwy Funds distributed by ODOT & ACTs chosen by the OTC and included in the STIP
- ODOT Small City Allotments
- FEMA
- Vernonia Street Improvement Bond (\$470K 2001-2011)
- Vernonia System Development Charges (SDC)



Potential Local Revenue Sources

- Increase Transportation SDCs and Developer Fees
- Institute Park SCDs
- Create Local Improvement Districts (LIDs)
- Install parking meters, collect fines
- Issue Revenue and General Obligation Bonds
- Institute Street Utility Fees
- Local Option Levies



State of Oregon Transportation Funding Programs

- ODOT STIP (State and Federal funds)
 - Transportation Enhancement
 - Bicycle and Pedestrian Program
 - Operations (Signs and illumination)
 - Highway Safety Improvement Program
 - Modernization Program
- Other State of Oregon sources
 - Community Development Block Grant
 - State Parks Recreational Trails Grant
 - Urban Trails Fund
 - Land and Water Conservation Fund



TSP Implementation

- The TPR (OAR 660 Division 12) implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on automobile travel.
- TPR Section 660-012-0045(1) requires that *“each local government shall amend its land use regulations to implement the TSP.”*



Code and Comp Plan Amendments

- Recommended changes are based on a Reviewed City Zoning Ordinances and the Comprehensive Plan for consistency with the TPR.
- TM #7 indicates recommended changes by underlining of new/revised text and ~~strikethrough~~ of deleted text.



Next Steps

- Project team will revise the draft TSP Update based upon comments from tonight's work session.
- Project team will deliver electronic files of the final TSP Update.
- Planning Commission and City Council will hold hearings, and vote on adoption.
- City Council may consider funding and revenue options.