



**CITY OF SILVERTON – TRANSPORTATION ADVISORY COMMITTEE
REGULAR MEETING
Zoom Web Conference Platform**

Monday, May 13, 2024 – 5:30 PM

Americans with Disabilities Act – The City of Silverton intends to comply with the A.D.A. The meeting location is accessible to individuals needing special accommodations such as a sign language interpreter, headphones, or other special accommodations for the hearing impaired. To participate, please contact the City at 503-874-2216 at least 48 hours prior to the meeting.

A copy of the full packet is available on the City's website at <https://silverton.or.us/meetings>. Please submit written comments to morozco@silverton.or.us by 3:00 p.m. on Monday, May 13, 2024. Comments received will be shared with the Transportation Advisory Committee and included in the record.

AGENDA

- I. OPENING CEREMONIES – Call to Order & Roll Call**
- II. APPROVAL OF MINTUES – January 29, 2024**
- III. PUBLIC COMMENT- Items not on the agenda**
- IV. DISCUSSION/ACTION ITEMS**
 - 4.1 Vision for Committee Role**
 - 4.2 TSP Project List**
 - 4.3 Westfield St., C St., and McClaine St. Study**
 - 4.4 Hwy 214/Hobart**
 - 4.5 FY 2024-25 Budget Update**
- V. COMMITTEE COMMUNICATIONS**
- VI. ADJOURNMENT**

CITY OF SILVERTON
Transportation Advisory Committee

5:35 P.M.

January 29, 2024

I. ROLL CALL:

Present	Absent	
<u> X </u>	<u> </u>	Chairman Jess Miller
<u> X </u>	<u> </u>	Betty Layne
<u> X </u>	<u> </u>	Dodie Brockamp
<u> </u>	<u> </u>	Ryan Skaife
<u> </u>	<u> X </u>	Steven Anderson
<u> X </u>	<u> </u>	Mariya Frost
<u> </u>	<u> X </u>	Carl Krigbaum

STAFF PRESENT:

City Manager, Cory Misley

II. APPROVAL OF MINUTES:

Member Layne asked for clarification on public comment corrections, regarding the spelling of Darrel Smith. Member Layne asked for correction on the misspelling of Cherriots [Transit Service]. Member Brockamp motioned to accept corrections to October 23, 2023. Member Layne seconded. Motion passed.

III. PUBLIC COMMENT:

Darrel Smith informed the committee his friend's father was injured in a hit & run in town. This inspired Mr. Smith to ask: "Is there being made available to this committee or audience a regular police report, with statistics about how many pedestrians, bicycle accidents, and injuries occurring, as a result of the current transportation system?" Mr. Smith mentioned after reviewing the Transportation Plan one thing that came to his attention is the focus of priorities, and the safety of the citizens. Mr. Smith feels that a police report will be a good start to address the existing traffic situation, and safety to prioritize locations in town where accidents occur. Chairman Miller responded this is something he would like to have available to the committee and council. This document is not consistently regularly published. City Manager Cory Misley mentioned he can discuss this during the City Council goal-setting session.

IV. DISCUSSTION/ACTION ITEMS:

4.1 20 Is Plenty Campaign

City Manager Cory Misley shared with the committee, council, and community member comments that were brought to his attention during the first couple of weeks as the new City Manager.

1
2 City Manager Cory Misley offered a short-term strategy to help reduce the number of close calls
3 leading to accidents in town. One idea was to lower the speed on roads the city has jurisdiction
4 over, like local residential streets. Reducing local residential streets to 20 mph. Most of the
5 current local residential streets are currently 25 mph. State legislature changed the ORS to allow
6 local jurisdictions to make this change without going through the state. Several jurisdictions have
7 made this change within the last couple of years. Public awareness and outreach campaign 20 Is
8 Plenty has become --- and gained some momentum. City Manager Cory Misley would like 20 Is
9 Plenty to be discussed amongst the committee members and provide a recommendation to City
10 Council.

11
12 **Questions for City Manager Misley:**

13
14 Member Layne and City Manager Cory Misley discussed the *close calls* referring to vehicle
15 accidents in the city limits, and the importance of statistical data to support the speed limit
16 alteration.

17
18 City Manager Cory Misley asked all committee members to state how long they have been in
19 Silverton, and their experience and expectations for the committee.

20
21 Member Frost gave her opinion on the 20 Is Plenty proposal. Member Frost thinks it's important
22 to gather all statistics prior to making the 5-mph change, and thinks it will be worth researching
23 and recommend to the City Council.

24
25 Member Brockamp likes the idea of the 20 is Plenty. Member Brockamp would like to raise
26 public awareness for pedestrians' safety.

27
28 Chairman Miller shared his personal role on the committee and updated the committee with the
29 goals mandated by Mayor Freilinger and City Council. Chairman Miller supports the idea of the
30 20 is Plenty with additional data gathered.

31
32 Committee members agreed with additional statistics and maps would help support the idea of
33 the 20 is Plenty and implementation in the City of Silverton. City Manager Cory Misley will
34 discuss with City Council 20 is Plenty and committee members thought on the 20 is Plenty idea.

35
36 **4.2 City Council Goal Setting for FY 2024-2025**

37
38 City Manager Cory Misley shared, City Council drafted goals for the fiscal year, and would like
39 for the City to build a relationship with ODOT and County to determine the focus of
40 transportation needs in the Silverton.

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42 The committee discussed meeting every other month due to staff time and agreed next meeting
43 will be on March 11, 2024.

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45 Member Anderson recommended to bring recommendations and solutions on transportation
46 issues to City Council

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V. COMMITTEE COMMUNICATIONS:

Member Anderson commented on a Facebook post school yield sign missing located on pine st. would like to know who maintenance the rd. City or County.
Cory will check into

Member Frost would like all meetings to offer a hybrid option for the public to attend, and use social media more to promote sub committees, to receive additional public feedback on committee ideas, and discussions.

Member Frost would like to discuss the prioritization on the Mobility hub project. City Manger Cory Misley gave a brief overview of the potential process if the City moves forwards with the project.

VI. ADJOURNMENT: The meeting was adjourned at 7:20 pm.

/s/ Melinda Orozco,
Public Works Administration Assistant

Pedestrian Rank	Completed in Bold	Project	Start	Stop
2	SW-30	Sidewalk Infill on James Street	Jefferson Street	C Street
2	SW-03	Sidewalk Infill on South Water Street	Peach Street	City limits
5	SW-28	Sidewalk Infill on Western Avenue	Grant Streets	James Street
5	SW-31	Sidewalk Infill and Repair on Robinson Street	Mill Street	Mark Twain Elementary
5	EC-08	Pedestrian Crossing Enhancements and Sidewalk Connections	1st Street/Jefferson Street	
7	SW-11	Sidewalk Infill on Jefferson Street	Mill Street	James Street
7	SW-34	Sidewalk Infill on Grant Street	Western Avenue	High School Driveway
8	SW-12	Sidewalk Infill on C Street	James Streets	N Water Street
9	EC-10	Pedestrian Crossing Enhancements (RRFB)	James Street/C Street	
10	SW-33	Sidewalk Infill on Bartlett Street, Norway Street	Church Street	Oak Street
11	SW-21	Sidewalk Infill on 2nd Street	Whittier Street	Hobart Street
13	SW-04	Sidewalk Infill on Main Street	3rd Street	Steelhammer Road
13	SW-18	Sidewalk Infill on Keene Avenue	Eureka Avenue	Coolidge Street
17	SW-16	Sidewalk Infill on James Street	Florida Drive	City limits
17	SW-10	Sidewalk Infill on 1st Street	Hobart Streets	Existing section
17	SW-05	Sidewalk Infill on C Street	McClaine Street	James Street
17	SW-29	Sidewalk Infill on Brown Street	Water Street	480' North of Water
19	EC-18	Install Curb Ramps for Existing Crosswalk	Brown Street/Schlador Street	
19	SW-17	Sidewalk Infill on Steelhammer Road	Oak Street	City limits
20	SW-02	Sidewalk Infill on Pine Street	Grant Street	City limits
21	EC-21	Install Crosswalk	East Leg of Mill Street/Robinson Street	
23	SW-32	Sidewalk Infill on Church Street	Bartlett St	North to Dead End
23	EC-19	Install Curb Ramps for Existing Crosswalk	NW Corner of Mill Street/Robinson Street	
25	EC-24	Install Street Lighting	Western Avenue (entire segment)	
25	EC-11	Pedestrian Crossing Enhancements	Oak Street/Church Street	
28	SW-13	Sidewalk Infill on McClaine Street	Craig Street	Phelpe Street
28	SW-01	Sidewalk Infill on Oak Street	Steelhammer Rd	City limits
28	EC-22	Install Crosswalk	South Leg of Western Avenue/Grant Street	
29	EC-15	Install Median Refuge Island to Reduce Crossing Distance	Water Street/Lewis Street	
31	EC-23	Install Crossing Warning Signs and Pavement Markings	Grant Street/Florida Street	
31	EC-09	Pedestrian Crossing Enhancements and Sight Distance Improvements	Oak Street/Mill Street	
32	SW-14	Sidewalk Infill on James Street	C Street nw	N Water Street
33	SW-19	Sidewalk Infill on Ike Mooney Road	South Water Street	Existing section
37	EC-02	Pedestrian Crossing Enhancements	South leg of Water Street/High Street	
37	SW-07	Sidewalk Infill on Westfield Street	Main Streets	Existing section
37	EC-06	Pedestrian Crossing Enhancements	1st Street/Bow Tie Lane	
37	EC-17	Improve Lighting at Existing Crossing	Water Street/Jersey Street	
41	EC-04	Pedestrian Crossing Enhancements	North leg of 1st Street/A Street	
41	EC-03	Pedestrian Crossing Enhancements	North/South legs of 1st Street/B Street	
41	EC-01	Pedestrian Crossing Enhancements	South leg of Water Street/Park Street	
41	SW-08	Sidewalk Infill on North Water Street	James Streets	C Street
44	SW-06	Sidewalk Infill on C Street	Front Street	2nd Street
44	EC-20	Install Curb Ramps for Existing Crosswalk	NW and SE Corners of Robinson Street/Church Street	
44	EC-07	Pedestrian Crossing Enhancements	Water Street/Wesley Street	
45	SW-26	Sidewalk Infill on Hobart Street	1st Street	Monitor Road
48	SW-24	Sidewalk Infill on Eureka Avenue	Main Streets	south City limits
48	SW-27	Sidewalk Infill on Kromminga Drive	Pine Street	High School
48	EC-05	Pedestrian Crossing Enhancements	North leg of Water Street/A Street	
50	EC-13	Pedestrian Crossing Enhancements	S Water Street/Peach	
50	SW-09	Sidewalk Infill on Oak Street	Mill Street	Steelhammer Road
52	SW-15	Sidewalk Infill on West Main Street	Westfield Street	City limits
52	SW-23	Sidewalk Infill on Fiske Street	Main Street	Charles Avenue
56	EC-14	Close Crosswalk	West Leg of 1st Street/Lewis Street	
56	SW-22	Sidewalk Infill on North Water Street	C Street	A Street
56	SW-20	Sidewalk Infill on Ike Mooney Road	Existing section	City limits
56	EC-12	Pedestrian Crossing Enhancements	S Water Street/Adams	
57	SW-25	Sidewalk Infill on Monitor Road	Hobart Streets	Oak Street
58	EC-16	Pedestrian Crossing Enhancements	Midblock (one side) 1st Street between Park Street and A Street	

Bicycle Rank	Completed in Bold	Project	Start	Stop
1	BP-34	Bicycle Boulevard with Traffic Calming on 2nd Street and Diverters at B Street	Jefferson Street	Jersey Street
2	BP-16	Bicycle Lanes on James Avenue	Hobart Road	C Street
3	BP-04	Bicycle Lanes on South Water Street	Lewis Street	Pioneer Drive
4	BP-15	Bicycle Lanes on McClaine Street	C Street	Main Street
5	BP-19	Bicycle Lanes on Main Street*	3rd Street	Steelhammer Road
6	BP-03	Bicycle Lanes on North Water Street	James Street	C Street
7	BP-07	Bicycle Lanes on Oak Streetn	Norway Street	Steelhammer Road
8	BP-28	Two-Way Raised Cycle Path on Westfield Street	Robert Frost Elementary	Center Street
9	BP-32	Bicycle Route Signing (shared facilities) and Bicycle Parking	Downtown Silverton	
10	BP-05	Bicycle Lanes on Silverton road	West City Limits	Existing sections
13	BP-25	Bicycle Lanes on 2nd Street, Koons St	Oak Street	S Water Street
13	BP-23	Bicycle Lanes on James Street	McClaine Street	C Street
13	BP-12	Bicycle Lanes on Main Street	Westfield Street	Water Street
14	BP-26	Bicycle Lanes on Church St, Kent St, Ames St, Reserve St	Robinson Street	Tillicum Street
15	BP-33	Bicycle Route Signing (shared facility)	Brown Street	
17	BP-01	Bicycle Lanes on 1st Street	Hobart Road	B Street
17	BP-06	Bicycle Lanes on Pine Street	West City Limits	James Ave
18	BP-02	Bicycle Lanes on Oak Streets	Steelhammer	East City Limits
19	BP-13	Bicycle Lanes on Oak Street3	3rd Street	Church Street
21	BP-18	Bicycle Lanes on Hobart Road	James Street	Monitor Road
21	BP-20	Bicycle Lanes on Kromminga Dr, Western St, Jefferson St	Pine Street	Mill Street
22	BP-27	Bicycle Lanes on Ike Mooney Rd, Sun Valley Dr, Frontier St, Pioneer Dr	S Water Street	OS-15 Alignment
23	BP-09	Bicycle Lanes on Ike Mooney Road	Pioneer Drive	East City Limits
25	BP-21	Bicycle Lanes on Grant St, Water St, James St, Silver St, Alder Ave, Brook St, Wil	Western Street	Fossilholm Road
25	BP-11	Bicycle Lanes on Steelhammer Road	Oak Street	Evans Valley Road
27	BP-14	Bicycle Lanes on Pioneer Drive	South Water Street	Ike Mooney Road
27	BP-22	Bicycle Lanes on Peach St, Madison St, Cowing St, Coolidge St	S Water Street	Main Street
28	BP-24	Bicycle Lanes on Center Street	Westfield Street	Ross Avenue
31	BP-31	Regional Bikeway Connectionmt	Silverton City Limits	Mt. Angel
31	BP-30	Regional Bikeway Connectionsa	Silverton City Limits	Salem
31	BP-29	Regional Bikeway Connectionst	Silverton City Limits	Stayton
32	BP-08	Bicycle Lanes on Eureka Avenue	Main Street	South City Limits
33	BP-17	Bicycle Lanes on Monitor Road	Oak Street	Hobart Road
34	BP-10	Bicycle Lanes on Evans Valley Road	Steelhammer Road	East City Limits

Off-Street Rank	Completed in Bold	Project	Start	Stop
1	OS-09	Off-Street path #6 (2nd Street)	Hobart Road	Oak Street
2	OS-03	Off-Street path #2 (Creek trail)	C Street	Silver Falls Library
3	OS-15	Off-Street Path Connection #10 (rail alignment)	Monson Road	Hobart Road
4	OS-07	Off-Street path #4	Existing rail line alignment	Church Street extension
5	OS-04	Pedestrian Bridgec	Cowing Street	
6	OS-19	Off-Street Path Connection #14	Mill Street	Sage Street
7	OS-16	Off-Street Path Connection #11	Westfield Street	Connection #9 Alignment
9	OS-17	Off-Street Path Connection #12	Coolidge Street	Anderson Drive
9	OS-22	Off-Street Path Connection #18	Oak Street	Connection #14 Alignment
10	OS-18	Off-Street Path Connection #13	Mallard Street	Sage Street
12	OS-11	Off-Street path #8	Lincoln Street	east side of Webb Lake
12	OS-20	Off-Street Path Connection #15	Pioneer Drive	Main Street
14	OS-01	Off-Street path #1	Charles Avenue	Peach Street
14	OS-05	Pedestrian Stainway Connection	Coolidge Park	Anderson Drive
16	OS-21	Off-Street Path Connection #16	Eastview Lane	Connection #15 Alignment
16	OS-14	Off-Street Path Connection #9	Pettit Reservoir	Silverton Road
18	OS-10	Off-Street path #7	Jefferson Street	Eska Way
18	OS-23	Off-Street Path Connection #17	Pine Street	Monson Road
19	OS-02	Pedestrian Bridgep	Peach Street	
20	OS-08	Off-Street path #5	Eska Way	Existing Church Street alignment
21	OS-12	Salamander Footbridge Connection	Coolidge McClaine Park	
22	OS-06	Off-Street path #3	C Street	Off-Street Connection #10 Alignment

Motor Vehicle Completed in Bold				
Rank	Number	Project	Start	Stop
1	MV-03	Install a Roundabout or Traffic Signal	1st Street	Jefferson Street
2	MV-08	Improve Sight Distance and Crossing Safety	Oak Street	Mill Street
4	MV-10	Add Southbound Right Turn Lane, Prohibit Southbound Left Turn	McClaine Street	C Street
4	MV-22	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment	Highway 213	Monitor Road
6	MV-17	Eastside North-South Connector #4	Monitor Road/Oak Street	Pioneer Drive
6	MV-02	Install a Roundabout or Traffic Signal	1st Street	Hobart Road
7	MV-20	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment	Highway 213	Steelhamer Road
8	MV-06	Install a Traffic Signal	Main Street	McClaine Street
9	MV-12	Install a Traffic Signal and add Southbound Right Turn Lane	Main Street	Water Street
11	MV-13	Install a Traffic Signal and add Eastbound Left Turn Lane	Main Street	1st Street
11	MV-07	Install Center Two-Way Left-Turn Lane (TWLTL) on C Street	Silver Creek Bridge	James Street
12	MV-14	Install a Traffic Signal	Oak Street	Water Street
13	MV-15	Westside North-South Connector #2	Silverton Road	Main Street
14	MV-23	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment	Highway 214	Pioneer Drive
16	MV-05	Install a Roundabout	Westfield Street	Main Street
16	MV-16	Westside North-South Connector #3	Main Street	South Water Street
18	MV-21	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment	Pioneer Drive	Evans Valley Road
18	MV-19	Install a Traffic Signal	Oak Street	1st Street
19	MV-11	Close East Leg of Intersection	1st Street	C Street
20	MV-04	Bridge Crossing over Silver Creek	Water Street	Brook Street
23	MV-01	Install a Roundabout or Traffic Signal	James Street	Pine Street
23	MV-24	Restrict Turning Movements on Northbound and Southbound Approaches	Silverton Road	Fossholm Road
23	MV-09	Disconnect Fossholm Road from McClaine Street, extend Industrial Way to Monson Road, and apply tra	McClaine Street	Fossholm Road
24	MV-18	Bridge Crossing over Silver Creek Connector #6	High Street	

Transit		
Rank	Name	Description
1	Commuter Connector	Develop a commuter transit connection to Salem. Install a transit stop downtown. Provide service enhancements to the existing dial-a-ride services, including
2	Enhance Dial-a-Ride	increased hours of operation and ease of scheduling
3	Local Fixed Route Tra	Conduct feasibility study for the implementation of fixed-route transit service
4	Park-and-Ride Lot	Develop a park-and-ride facility on the west side of Silverton
		Develop a park-and-ride facility on the east side of Silverton (in the industrial area between Mill Street and Monitor Road) and provide transit service (bus
5	Park-and-Ride Lot and	stops, shelters, lighting, etc.)

Rail				
Rank	Number	Project	Start	Stop
1	RR-03	Rail/Highway Grade Crossing Improvements	1st Street	Jefferson Street
2	RR-04	Rail/Highway Grade Crossing Improvements	James Street	C Street
3	RR-02	Rail/Highway Grade Crossing Improvements on Hobart Road	1st Street	Hobart Road
4	RR-01	Address RR Crossing Safety/Ops Issues	McClaine Street	Fossholm Road

Avg Order by Mode	AvgScore	Number	Project
1	16634	MV-03	Install a Roundabout or Traffic Signal1jeff
2	15146	SW-30	Sidewalk Infill on James Street
2	14955	SW-03	Sidewalk Infill on South Water Street
5	14765	SW-28	Sidewalk Infill on Western Avenue
5	14574	SW-31	Sidewalk Infill and Repair on Robinson Street
5	14384	EC-08	Pedestrian Crossing Enhancements and Sidewalk Connections
2	14222	MV-08	Improve Sight Distance and Crossing Safety
7	14193	SW-11	Sidewalk Infill on Jefferson Street
1	14162	RR-03	Rail/Highway Grade Crossing Improvements1jeff
7	14002	SW-34	Sidewalk Infill on Grant Street
1	13985	BP-34	Bicycle Boulevard with Traffic Calming on 2nd Street and Diverters at B Street
4	13896	MV-10	Add Southbound Right Turn Lane, Prohibit Southbound Left Turn
2	13824	BP-16	Bicycle Lanes on James Avenue
8	13812	SW-12	Sidewalk Infill on C Street
3	13662	BP-04	Bicycle Lanes on South Water Street
9	13621	EC-10	Pedestrian Crossing Enhancements (RRFB)
4	13570	MV-22	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment213mon
1	13568	OS-09	Off-Street path #6 (2nd Street)
4	13501	BP-15	Bicycle Lanes on McClaine Street
10	13431	SW-33	Sidewalk Infill on Bartlett Street, Norway Street
5	13340	BP-19	Bicycle Lanes on Main Street*
1	13309	T	Commuter Connection to Salem
6	13244	MV-17	Eastside North-South Connector #4
11	13240	SW-21	Sidewalk Infill on 2nd Street
2	13230	OS-03	Off-Street path #2 (Creek trail)
6	13179	BP-03	Bicycle Lanes on North Water Street
13	13049	SW-04	Sidewalk Infill on Main Street
7	13017	BP-07	Bicycle Lanes on Oak Streetn
6	12918	MV-02	Install a Roundabout or Traffic Signal1stHo
3	12891	OS-15	Off-Street Path Connection #10 (rail alignment)
13	12859	SW-18	Sidewalk Infill on Keene Avenue
8	12856	BP-28	Two-Way Raised Cycle Path on Westfield Street
9	12695	BP-32	Bicycle Route Signing (shared facilities) and Bicycle Parking
17	12668	SW-16	Sidewalk Infill on James Street
7	12592	MV-20	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment213steel
4	12553	OS-07	Off-Street path #4
10	12533	BP-05	Bicycle Lanes on Silverton road
17	12478	SW-10	Sidewalk Infill on 1st Street
2	12457	T	Enhance Dial-a-Ride services
13	12372	BP-25	Bicycle Lanes on 2nd Street, Koons St
17	12287	SW-05	Sidewalk Infill on C Street
8	12266	MV-06	Install a Traffic SignalMainMc
5	12214	OS-04	Pedestrian Bridgec
13	12211	BP-23	Bicycle Lanes on James Street
17	12096	SW-29	Sidewalk Infill on Brown Street
13	12049	BP-12	Bicycle Lanes on Main Street
9	11940	MV-12	Install a Traffic Signal and add Southbound Right Turn Lane
19	11906	EC-18	Install Curb Ramps for Existing Crosswalk
14	11888	BP-26	Bicycle Lanes on Church St, Kent St, Ames St, Reserve St

6	11876 OS-19	Off-Street Path Connection #14
15	11727 BP-33	Bicycle Route Signing (shared facility)
19	11715 SW-17	Sidewalk Infill on Steelhammer Road
2	11657 RR-04	Rail/Highway Grade Crossing ImprovementsJamC
11	11614 MV-13	Install a Traffic Signal and add Eastbound Left Turn Lane
3	11605 T	Local Fixed Route Transit Feasibility Study
17	11566 BP-01	Bicycle Lanes on 1st Street
7	11538 OS-16	Off-Street Path Connection #11
20	11525 SW-02	Sidewalk Infill on Pine Street
17	11404 BP-06	Bicycle Lanes on Pine Street
21	11334 EC-21	Install Crosswalk
11	11288 MV-07	Install Center Two-Way Left-Turn Lane (TWLTL) on C Street
18	11243 BP-02	Bicycle Lanes on Oak Streets
9	11199 OS-17	Off-Street Path Connection #12
23	11143 SW-32	Sidewalk Infill on Church Street
19	11082 BP-13	Bicycle Lanes on Oak Street3
12	10962 MV-14	Install a Traffic Signaloakwa
23	10953 EC-19	Install Curb Ramps for Existing Crosswalk
21	10920 BP-18	Bicycle Lanes on Hobart Road
9	10861 OS-22	Off-Street Path Connection #18
25	10762 EC-24	Install Street Lighting
21	10759 BP-20	Bicycle Lanes on Kromminga Dr, Western St, Jefferson St
4	10753 T	Park-and-Ride Lot
13	10636 MV-15	Westside North-South Connector #2
22	10598 BP-27	Bicycle Lanes on Ike Mooney Rd, Sun Valley Dr, Frontier St, Pioneer Dr
25	10572 EC-11	Pedestrian Crossing Enhancements
10	10522 OS-18	Off-Street Path Connection #13
23	10436 BP-09	Bicycle Lanes on Ike Mooney Road
28	10381 SW-13	Sidewalk Infill on McClaine Street
14	10310 MV-23	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatment214pi
25	10275 BP-21	Bicycle Lanes on Grant St, Water St, James St, Silver St, Alder Ave, Brook St, Wilson St, Short St
28	10190 SW-01	Sidewalk Infill on Oak Street
12	10184 OS-11	Off-Street path #8
25	10114 BP-11	Bicycle Lanes on Steelhammer Road
28	10000 EC-22	Install Crosswalk
16	9984 MV-05	Install a Roundaboutwesmain
27	9953 BP-14	Bicycle Lanes on Pioneer Drive
5	9901 T	Park-and-Ride Lot and Increased Transit Service
12	9846 OS-20	Off-Street Path Connection #15
29	9809 EC-15	Install Median Refuge Island to Reduce Crossing Distance
27	9791 BP-22	Bicycle Lanes on Peach St, Madison St, Cowing St, Coolidge St
16	9658 MV-16	Westside North-South Connector #3
28	9630 BP-24	Bicycle Lanes on Center Street
31	9619 EC-23	Install Crossing Warning Signs and Pavement Markings
14	9507 OS-01	Off-Street path #1
31	9469 BP-31	Regional Bikeway Connectionmt
31	9428 EC-09	Pedestrian Crossing Enhancements and Sight Distance Improvements
18	9332 MV-21	Install a Roundabout, Landscaped Median, or other Calming/Gateway Treatmentpion
31	9307 BP-30	Regional Bikeway Connectionsa

32	9237 SW-14	Sidewalk Infill on James Street
14	9169 OS-05	Pedestrian Stairway Connection
3	9152 RR-02	Rail/Highway Grade Crossing Improvements on Hobart Road
31	9146 BP-29	Regional Bikeway Connectionst
33	9047 SW-19	Sidewalk Infill on Ike Mooney Road
18	9006 MV-19	Install a Traffic Signalok1
32	8985 BP-08	Bicycle Lanes on Eureka Avenue
37	8856 EC-02	Pedestrian Crossing Enhancements
16	8830 OS-21	Off-Street Path Connection #16
33	8823 BP-17	Bicycle Lanes on Monitor Road
19	8680 MV-11	Close East Leg of Intersection
37	8666 SW-07	Sidewalk Infill on Westfield Street
34	8662 BP-10	Bicycle Lanes on Evans Valley Road
16	8492 OS-14	Off-Street Path Connection #9
37	8475 EC-06	Pedestrian Crossing Enhancements
20	8354 MV-04	Bridge Crossing over Silver Creek
37	8284 EC-17	Improve Lighting at Existing Crossing
18	8154 OS-10	Off-Street path #7
41	8094 EC-04	Pedestrian Crossing Enhancements
23	8028 MV-01	Install a Roundabout or Traffic Signaljampi
41	7903 EC-03	Pedestrian Crossing Enhancements
18	7815 OS-23	Off-Street Path Connection #17
41	7713 EC-01	Pedestrian Crossing Enhancements
23	7702 MV-24	Restrict Turning Movements on Northbound and Southbound Approaches
41	7522 SW-08	Sidewalk Infill on North Water Street
19	7477 OS-02	Pedestrian Bridgep
23	7376 MV-09	Disconnect Fossholm Road from McClaine St, ext Industrial Way to Monson Road, traffic calming on Brook Street
44	7331 SW-06	Sidewalk Infill on C Street
44	7141 EC-20	Install Curb Ramps for Existing Crosswalk
20	7138 OS-08	Off-Street path #5
24	7050 MV-18	Bridge Crossing over Silver Creek Connector #6
44	6950 EC-07	Pedestrian Crossing Enhancements
21	6800 OS-12	Salamander Footbridge Connection
45	6760 SW-26	Sidewalk Infill on Hobart Street
4	6647 RR-01	Address RR Crossing Safety/Ops Issues
48	6569 SW-24	Sidewalk Infill on Eureka Avenue
22	6462 OS-06	Off-Street path #3
48	6378 SW-27	Sidewalk Infill on Kromminga Drive
48	6188 EC-05	Pedestrian Crossing Enhancements
50	5997 EC-13	Pedestrian Crossing Enhancements
50	5807 SW-09	Sidewalk Infill on Oak Street
52	5616 SW-15	Sidewalk Infill on West Main Street
52	5425 SW-23	Sidewalk Infill on Fiske Street
56	5235 EC-14	Close Crosswalk
56	5044 SW-22	Sidewalk Infill on North Water Street
56	4854 SW-20	Sidewalk Infill on Ike Mooney Road
56	4663 EC-12	Pedestrian Crossing Enhancements
57	4472 SW-25	Sidewalk Infill on Monitor Road
58	4282 EC-16	Pedestrian Crossing Enhancements



SIGNAL OPERATIONS EVALUATION

DATE: November 16, 2021

TO: Lani Radtke, PE | Marion County
Janelle Shanahan, PE | Marion County

FROM: Scott Mansur PE, PTOE | DKS
Rochelle Starrett, PE | DKS

SUBJECT: Marion County On-Call: Silverton McClaine Street/Westfield Street/C Street Signal Operations Evaluation P21210-002

PROJECT BACKGROUND

The McClaine Street/Westfield Street/C Street traffic signal currently includes four, standard three-lane approaches with a dedicated left turn lane and shared through/right turn lane for each approach. The City of Silverton requested that Marion County consider modifying the southbound approach to include a dedicated right turn lane, due to the high southbound right turn volume at this intersection, and a shared left and through lane. This modification would also require modifying the northbound approach to the same lane configuration to provide desired lane alignment through the intersection. Since concurrent, protected left turn phases cannot be used with the proposed shared through/left turn lanes, the proposed geometric modifications would also require split phasing for the northbound and southbound approaches. This memorandum evaluates the intersection operations at the McClaine Street/Westfield Street/C Street traffic signal for both the existing and modified intersection geometry and traffic signal phasing to assess the potential benefits or impacts resulting from this change. The modified intersection geometry will also be evaluated for its geometric feasibility.

DATA COLLECTION

Intersection turning movement counts were collected for the McClaine Street/Westfield Street/C Street intersection on October 14, 2021, between 7-9 AM and 4-6 PM. These counts were collected on a day when school was in session and traffic volumes have returned to the new normal,

therefore, no volume adjustments were applied¹. Historical counts from November 19, 2015 were utilized from the Silverton Transportation System Plan (TSP) to conduct a pre-pandemic sensitivity evaluation when volumes were slightly higher at the intersection. The most recent signal timings for this intersection were also obtained from ODOT.

PROPOSED SIGNAL PHASING MODIFICATIONS

Modifying the northbound and southbound approaches to include a right turn only lane and a shared through/left turn lane (seen in Figure 1) will require revised signal phasing to accommodate the new traffic patterns. Today, the signal operates using a standard 8-phase operation which includes protected/permitted left turn phases on all approaches.

Since concurrent, protected left turn phases cannot be used with the proposed shared through/left turn lane, split phasing was the only phasing option for the northbound and southbound approaches. Split phasing allows the northbound and southbound traffic approaches to run independently from one another. Split phasing is often less efficient than traditional permissive or protective/permissive phasing where traffic and pedestrian phases can be served simultaneously.

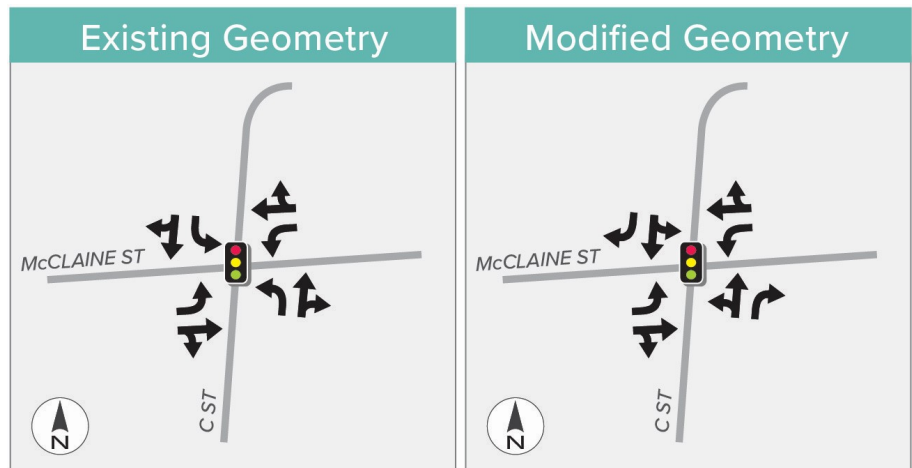


FIGURE 1: MODIFIED GEOMETRY FOR INTERSECTION

OPERATIONS ANALYSIS

The intersection operations at the McClaine Street/Westfield Street/C Street intersection were evaluated using the Synchro analysis software. This analysis was based on the most recent traffic counts and signal timings for this location. Intersection operations were reported using the most current HCM 6th edition.

A comparison of the AM and PM intersection operations for both the existing geometry and modified geometry with updated signal timings is summarized below in Table 1. Modifying the geometry to include a right turn only lane with a shared through/left turn lane and revising the signal timings to include split phasing for northbound/southbound traffic slightly increases the

¹ Traffic monitoring reports released by ODOT indicate that statewide traffic volumes returned to pre-COVID levels in July 2021. https://www.oregon.gov/odot/Data/Documents/ODOT_TrafficReport_July_9_2021.pdf

delay experienced by vehicles at this intersection during both the AM and PM peak hours. The impact to vehicle operations is more significant for the AM peak hour when delay will increase by 8 seconds and the intersection v/c ratio will also increase relative to the existing conditions. However, this intersection is still expected to meet the Marion County and the City of Silverton’s operating standards.

TABLE 1: AM AND PM OPERATIONS ANALYSIS AT MCCLAIN STREET/WESTFIELD STREET/C STREET

PEAK HOUR	OPERATING STANDARD	EXISTING V/C RATIO	EXISTING LOS	EXISTING DELAY	MODIFIED V/C RATIO	MODIFIED LOS	MODIFIED DELAY
AM	v/c ≤ 0.85 & LOS D	0.62	B	16.6	0.69	C	24.8
PM	v/c ≤ 0.85 & LOS D	0.63	B	17.1	0.63	C	20.9

SENSITIVITY ANALYSIS

The total entering volume during the PM peak hour was approximately 300 vehicles lower in 2021 compared to the 2015 count collected for the Silverton TSP. The westbound through movement had the largest decrease in volume between 2015 and 2021; approximately 100 fewer vehicles were recorded for this movement in 2021. Figure 2 compares the 2015 and 2021 PM peak traffic counts.

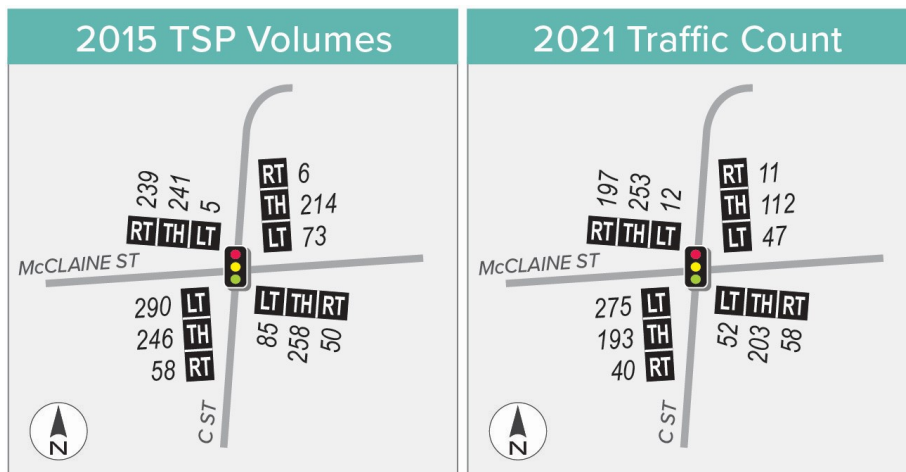


FIGURE 2: COMPARISON OF 2015 TSP VOLUMES AND 2021 PM PEAK TRAFFIC COUNT

be met.

A sensitivity analysis based on the 2015 TSP volumes was conducted to understand how higher volumes may impact intersection operations with the modified intersection geometry. Table 2 compares the intersection operations using the 2021 count data and 2015 TSP volumes. With the TSP volume assumptions, intersection delay will increase; however, the operating standards will still

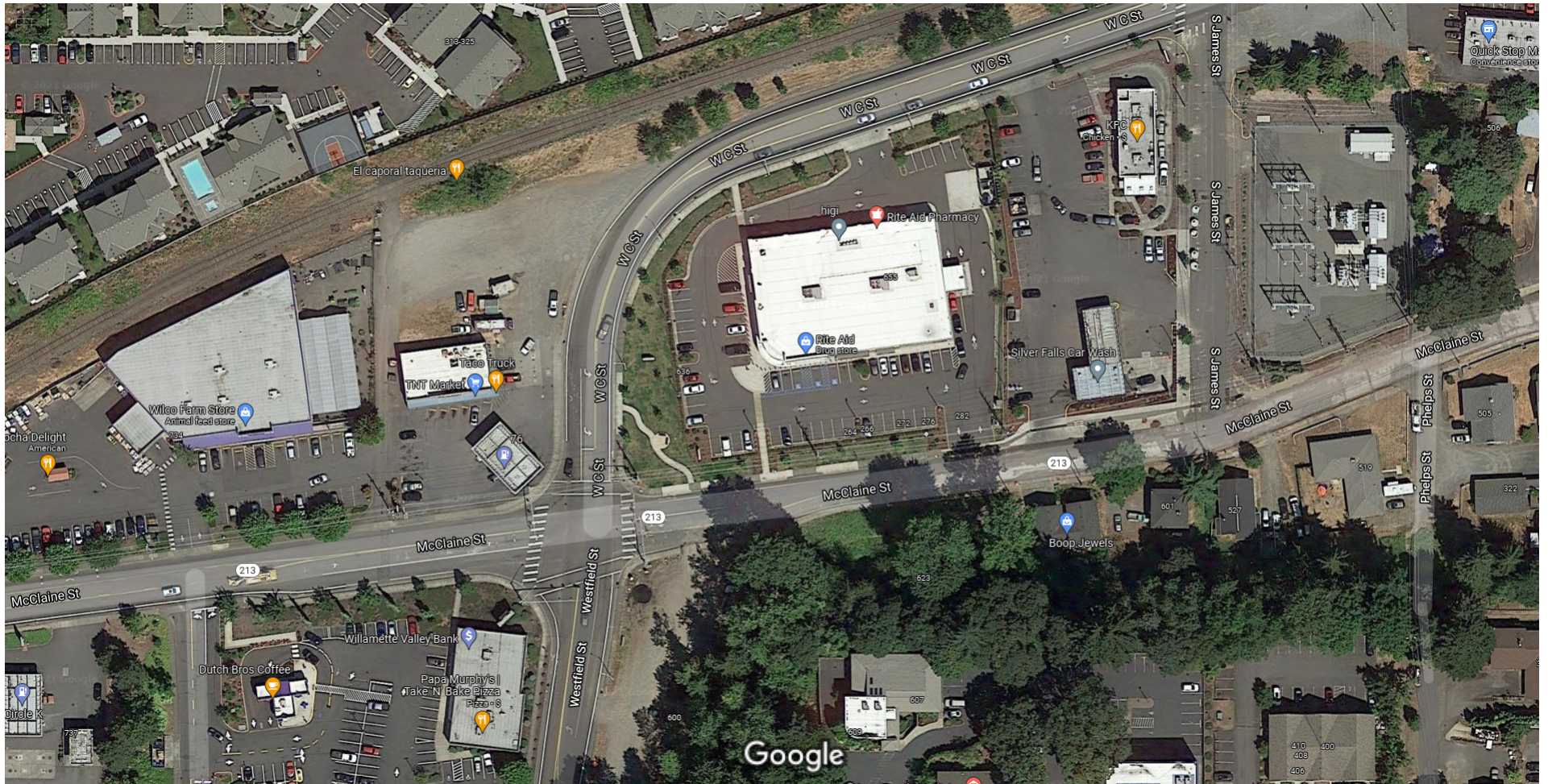
TABLE 2: 2015 TSP PM OPERATIONS SENSITIVITY EVALUATION AT MCCLAINE STREET/WESTFIELD STREET/C STREET

ANALYSIS SCENARIO	OPERATING STANDARD	EXISTING V/C RATIO	EXISTING LOS	EXISTING DELAY	MODIFIED V/C RATIO	MODIFIED LOS	MODIFIED DELAY
2021 COUNT	v/c ≤ 0.85 & LOS D	0.63	B	17.1	0.63	C	20.9
2015 TSP VOLUMES	v/c ≤ 0.85 & LOS D	0.80	C	25.3	0.80	C	30.4

RECOMMENDATIONS

Modifying the northbound/southbound approaches at the McClaine Street/Westfield Street/C Street intersection to include a separate right turn and shared through/left turn lane will slightly degrade the overall intersection operations. Therefore, DKS does not recommend the County and City move forward with this project considering the cost that would be required to design and construct the striping, signing and signal modifications.

Please let us know if you have any further questions.



From: SALYER Amanda <Amanda.SALYER@odot.oregon.gov>

Sent: Friday, January 12, 2024 2:08 PM

To: HENSON Anna <Anna.HENSON@odot.oregon.gov>; BLAIR Keith P <Keith.P.BLAIR@odot.oregon.gov>

Subject: RE: HWY 214 & Hobart Road NE

Anna,

Yes, this intersection was added to our potential ARTS hotspot projects list a couple years ago after it became a SPIS site in 2019 SPIS (which was released and investigated in the calendar year 2021). **We have a roundabout listed as the potential solution/project but we haven't done any feasibility analysis to determine if this solution is operationally appropriate, yet (see third paragraph).** However, we did still evaluate a roundabout at this location as a potential ARTS hotspot project for the 27-30 STIP (the first round of ARTS development after it became a top SPIS site). We didn't apply for it as it was well below the 300% ARTS funding line for prioritization, meaning, other potential ARTS hotspot project locations in the region have a benefit/cost significantly higher than this intersection.

For additional context on likelihood of funding a potential ARTS hotspot project at this intersection in the near future - at our current ARTS funding levels, we can only reasonably expect to fund 1-2 higher cost hotspot location projects each STIP cycle and the hotspot locations currently getting the highest priority are averaging 1 fatal or serious injury crash per year. This intersection specifically had 1 serious injury crash in 5 years, between 2017-2021 (the 27-30 ARTS program crash qualifying years).

The Silverton TSP (2020) lists a roundabout or signal as a long term recommended project at the location. Additionally, from past conversations with Marion County staff, they have requested that we consider a roundabout as a long term solution. At one point (6-7 years ago), Marion County staff were hoping a potential development would end up building it. About two months ago (during ARTS 27-30 program development), Keith, Arielle and I came up with a list of hotspot locations within the Region to collect counts and complete traffic analysis for a handful of potential ARTS hotspot projects (in anticipation for the next round of ARTS development in 2 years) and **this intersection is on that list to complete in 2025**. The anticipated work is only for operational feasibility analysis and not the full Intersection Control Evaluation (ICE) process since we have to charge this work to our Traffic Unit indirect budget EA. We don't anticipate having the indirect budget available for the full ICE process for any potential ARTS project locations considering our current indirect budget funding constraints.

In short, yes, it's on our radar as a potential ARTS project but not sure the likelihood of it being funded anytime soon through ARTS and we haven't done any operational feasibility analysis yet but have a goal to complete this in 2025. I hope this information helps!

Amanda Salyer, P.E.

Region 2 Traffic Investigations Engineer

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