



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, January 26, 2022

5:30pm - 7:30pm Public Meeting Session

Teams Meeting: [Click here to join the meeting](#)

Phone: +1 (469)-949-9300 Phone Conference ID: 972 438 750#

- I. Introductions / Agenda Review – *Chair, Robin Mayall, 5 min.*
- II. General Public Comment, **10 min.**
- III. Legislative update – *Alex Cuyler, 20 min. (**no attachments**)*
Lane County Intergovernmental Relations Manager will provide a legislative update.
- IV. Review Year-End 2021 Report and discuss 2022 work plan – *Sasha Vartanian, 10 min. (**attachments included**)*
Provide feedback to staff on the Year-End 2021 Report and discuss items to add to the work plan for 2022.
- V. Nominations / Appointments for 2022 Chair and Vice Chair, and LaneACT representative – *Sasha Vartanian, 10 min. (**no attachments**)*
- VI. 30th Avenue Active Transportation Plan Update – *Becky Taylor, 20 min. (**attachments included**)*
Staff will provide a summary of the current design concepts and share details about the upcoming community outreach.
- VII. Traffic Calming Pilot Project Update – *Mike Soliwoda, 20 min. (**attachments included**)*
Staff will provide a summary of their analysis to select the first traffic calming pilot study and seek feedback from TrAC members.
- VIII. Other Updates – *All, 10 min.*
 - Liaison reports (LaneACT, London Road Safety Corridor, Safe Lane Coalition)
 - Info share

Additional attachments:

- TrAC 12 Month Calendar



Lane County Transportation Advisory Committee (TrAC) Year-End Report: 2021

Overview

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2021 Accomplishments

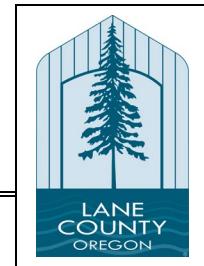
- Reviewed, commented and conducted a public hearing (July 28, 2021) on the Lundy Elementary School Safe Routes to School Project
 - Conducted a public hearing on the staff recommendation
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- Provided input around project priorities and evaluation criteria, reviewed, commented, and conducted a public hearing (September 22, 2021) on the Lane County Road and Bridge Projects to be incorporated into the Lane County Capital Improvement Plan FY 2022/2023-2026/2027
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- Drafted, reviewed, and made a recommendation to the Board of County Commissioners to prioritize Metropolitan Planning Organization funding on projects that achieve jurisdictional transfers (November 17, 2021)
- Members served as liaisons and support the work of three groups and provided status updates to the larger TrAC:
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- Continued education for committee members
 - TrAC members received presentations and provided input on the following topics:
 - Lane County's Transportation System Plan implementation status
 - Lane County's Toward Zero Death Policy and related efforts
 - Transportation Safety Implementation Equity Analysis
 - Lane County Bicycle Master Plan
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Memorandum Date: January 11, 2022
Meeting Date: January 26, 2022



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Becky Taylor, Senior Transportation Planner

AGENDA ITEM: **30th Avenue Active Transportation Plan (ATP)**

I. ACTION

Staff will provide an introduction to the 30th Avenue ATP and request the TrAC identify between one and three members to attend a virtual public meeting on February 16, 2022 from 4:00 to 5:00 PM or from 5:00 to 6:00 PM.

II. BACKGROUND

An ATP is being developed for 30th Avenue between Agate Street in Eugene and McVay Highway at I-5. The need for this plan was identified in Lane County's Transportation System Plan which was adopted in 2017. At that time, 30th Avenue was listed on Lane County's Top 12 Safety Roads which identifies roads with the most fatal and severe-injury collisions; further, 30th Avenue had the most bicycle and pedestrian crashes. Since 30th Avenue generally meets applicable rural design standards, a planning effort was recommended to more precisely evaluate the problem and identify solutions as part of a community-involvement process. The plan is expected to develop context-sensitive, concept-level designs that improve conditions for people walking and biking. The planning effort is being funded by the Central Lane Metropolitan Planning Organization.

III. RECOMMENDATION / NEXT STEPS

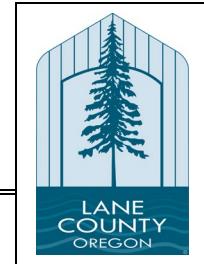
The TrAC is encouraged to confirm in advance which members will be attending to ensure: a quorum of the TrAC is not met at the 30th Avenue ATP public meeting to reduce concerns about public meeting laws; and that the next TrAC update on the 30th Avenue ATP may include impressions from the attending TrAC members. Design concepts recommended by the 30th Avenue ATP are anticipated to be available fall 2022 at which time the TrAC would hold a public hearing and make a recommendation to the Board of County Commissioners.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor, Senior Transportation Planner, at 541-682-6932 or becky.taylor@lanecountyor.gov

V. ATTACHMENTS

None



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Mike Soliwoda, Senior Associate Engineer

AGENDA ITEM: Traffic Calming Program – Evaluation and Recommendations for Pilot Project

I. ACTION

For the January 26 TrAC meeting, staff will be recommending a traffic calming pilot project. In addition, staff will be presenting the evaluation and scoring criteria used to prioritize streets eligible for traffic calming countermeasures. Based on staff recommendations, the TrAC will be asked to comment on the evaluation and scoring methods and the proposed pilot project. This will be necessary for finalizing the selection of the pilot project and providing a formal recommendation to the Board of County Commissioners.

II. BACKGROUND

On September 25, 2019 Staff requested TrAC feedback on a proposed traffic calming program, including the application process, approval criteria, and funding considerations. Staff presented the proposed application process, including eligibility criteria and application screening. Staff also shared information about recent citizen requests for speed cushions and roadway data being used to shape the new program and identify the best candidate for a pilot project.

In addition to the September 2019 meeting, staff informally recommended Howard Avenue serve as the County's Traffic Calming pilot project. However, at the time of the recommendation, funding had not been identified for implementation. Since that time, Howard Avenue has been withdrawn from the process and a need for a new pilot project was deemed necessary. The City of Eugene has developed a Safe Routes to School Infrastructure project on Howard Avenue and it made sense to identify a street without additional safety investments planned.

In order to find a recommendation for a new pilot project staff has refined the data used for selecting a pilot project and has developed criteria and scoring methods for the prioritization of requests. These methods were used to evaluate streets that have citizen requests and that meet the basic criteria for the Traffic Calming Program. Nine elements and associated scoring criteria were developed in an attempt to equitably analyze each street. The criteria are as follows:

- Average Daily Traffic
- Speed Exceedance
- Crashes

- School Proximity
- Park Proximity
- Pedestrian Routes and Refuge
- Pavement Conditions
- Alternative Routes
- Project Length

Each criteria was given points, individual streets were scored, points were tallied and a prioritization ranking was created.

Funding for the new pilot project has been allocated from road fund dollars in the Lane County Capital Improvement Plan. These funds include \$100,000 for the construction of speed calming countermeasures in Fiscal Year 2023/2024.

III. RECOMMENDATION / NEXT STEPS

The proposed methodology for the road prioritization was modeled after numerous traffic calming programs around the nation. Staff intends to implement this criteria for the selection of the pilot project and for prioritization of traffic calming projects in the future. Staff seeks the input of the TrAC on this approach.

IV. ATTACHMENTS

Traffic Calming Program Summary

Street Prioritization Scoring

Sample Scoring Sheet



Lane County Traffic Calming Program

DRAFT 9/11/19

Purpose:

Lane County continually strives to reduce fatal and severe-injury collisions and to improve the quality of life of its residents. Speeding traffic is especially hazardous in residential areas where more people of all ages and abilities are walking and wheeling to engage with their neighborhood. The purpose of this program is to provide a venue for the public to request traffic calming in their neighborhoods.

Traffic calming is the overall term used for enhancements made to roads in order to slow speeds for motor vehicles, discourage non-local motor vehicle traffic, reduce traffic crash frequency and severity, and increase the safety and perception of safety for non-motorized users of the road. There is a wide variety of physical measures to calm traffic, such as pavement markings, curb extensions, and raised crosswalks. Other tools to reduce vehicle speeds include enforcement and speed feedback signs.

Scope:

In response to neighborhood complaints about speeding, Lane County will use as many traffic calming tools as practical. The focus of the following procedures is for the public to request speed cushions (also referred to as, but are markedly different from, speed humps, speed bumps, and speed tables) on their neighborhood roads. These are asphalt mounds placed on roadways for the purpose of slowing traffic. Unlike speed bumps which are typically found in parking lots and jar motorists regardless of speed, speed humps and speed cushions have a more gradual slope, forcing motorists to slow down. To reduce impediments to emergency vehicles, speed cushions have wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger vehicle speeds. The following procedures are intended to ensure neighborhood support and appropriate use of speed cushions on a road prior to installation.



Speed Cushions: North Park Avenue, Eugene

Eligibility Criteria:

Staff will screen applications and collect data as necessary to ensure consistency with the following eligibility criteria. These criteria are essential to ensuring public safety. If the following conditions are not met and speed cushions are not feasible, staff will consider other measures to respond to citizen complaints about speeding, such as deploying speed feedback signs.

- Lower-Volume Roads
 - The road must not be classified as an arterial
 - Traffic volumes are between 600 (minimum) and 3,500 (maximum) average daily vehicle trips
- Lower-Speed Roads
 - The posted or statutory speed is no greater than 25 mph (typical of a residential area)
 - More than half of the vehicles are measured as driving above 25 mph
 - The 85th percentile speeds are greater than 5 mph over the posted or statutory speed

Process: Public Requests for Speed Cushions

1. Consult staff prior to submitting an application to discuss the application process and eligibility criteria.
2. Obtain neighborhood support by collecting signatures from at least 25% of property owners and/or residents abutting the affected roadway (see attached petition form). The applicant is also encouraged to present their proposal to the acknowledged neighborhood association at one of their regular meetings.
3. Submit completed application form (see attached application form), including the petition referenced above.
4. Receive confirmation from staff that eligibility criteria (above) have been met. This step may take a couple of weeks for staff to collect traffic data. If the criteria are not met, staff will consider using other traffic calming tools, such as speed feedback signs. If the criteria are met, the application will continue the following process.
5. Staff will refer the application to the affected emergency response providers, city officials, schools, and neighborhood association for comment. These comments may influence the design and location of the speed cushions. The neighborhood association may request a discussion at one of their regular meetings with staff and the applicant.
6. Staff will develop an implementation plan, showing the conceptual plans and location of the speed cushions, in consideration of any comments received and in accordance with engineering judgement. The implementation plan will also include a budget and schedule, taking into consideration available funding and resources.
7. The staff-recommended implementation plan will be presented to the Lane County

Transportation Advisory Committee (TrAC) at one of their public meetings. The TrAC typically meets on the third Wednesday evening of every other month. The TrAC meetings are open to the public and public comments are welcome at the beginning of every meeting. The TrAC will make a recommendation on the proposal which will be forwarded to the County Engineer.

8. The County Engineer makes the final decision on the project and design details. Please note that while the design may be approved, funding constraints may result in delayed implementation.
9. The applicant and other interested parties will be notified of the TrAC meeting (see #6, above) at least two weeks in advance and the final decision (see #7, above).

<u>Criteria</u>	<u>Points</u>
Average Daily Traffic (ADT):	
500-1000	2
1001-2000	4
2000-more	6
Speed Exceedence (85th Percentile):	
5-7 mph above posted	2
8-10 mph above posted	4
More than 10 mph above posted	6
Crashes:	
1	2
2	4
3	6
More than 3	8
Schools:	
Over 1/2 mile	2
Between 1/4 and 1/2 mile	4
Within 1/4 mile	6
Parks:	
Over 1/2 mile	2
Between 1/4 and 1/2 mile	4
Within 1/4 mile	6
Pedestrian Routes:	
Sidewalks or paved shoulders both sides	1
Sidewalks or paved shoulders one side	2
No sidewalks or paved shoulders	3
Payment Condition (PCI):	
PCI less than 55	1
PCI 55-71	2
PCI 71-100	3
Alternative Routes:	
0.0 to 0.1 Mile	1
0.1 Mile to 0.2 Mile	2
0.2 Mile to 0.3 Mile	3
0.3 Mile and Greater (or None)	4
Project Length:	
3/4 Mile and Greater	1
1/2 Mile to 3/4 Mile	2
1/4 Mile to 1/2 Mile	3
1/4 Mile	4
Maximum Total Points:	100

Average Daily Traffic (ADT):

Average Daily Traffic (ADT) counts are evaluated for each street to indicate the traffic volumes impacting each corridor. Higher volume roads score higher.

Speed Exceedance (85th Percentile):

Speed exceedance data gathered from speed studies and speed feedback signs are evaluated. The 85th percentile speed, the speed at or below which 85 percent of the motorists drive, was used for this criterial. The higher the 85th percentile speeds are above the posted speed limit the higher score.

Crashes:

Crash history for each street are evaluated based on data from accident reports. While not all crashes are speed related for this analysis, total crash incidents for each corridor are important to evaluate overall safety. Higher crash incidents score higher.

School Proximity:

Proximity of each street to schools are evaluated to indicate the potential interaction risk of speeding vehicles with students, walking, biking or crossing routes to school. The closer the evaluated street is to a school, the higher the score.

Park Proximity:

Proximity of each street to parks are evaluated to indicate the potential interaction risk of speeding vehicles with pedestrians, walking, biking or crossing routes to parks. The closer the evaluated street is to a park, the higher the score.

Pedestrian Access:

Streets are evaluated for existing pedestrian routes. This criteria for this evaluation is based on whether or not a corridor has sidewalks or paved shoulders. Sidewalks and paved shoulders provide separation between pedestrians and vehicles. Corridors where no pedestrian refuge exist score higher.

Pavement Conditions:

Pavement conditions for the purpose of this evaluation are based on Pavement Condition Index ratings. These ratings indicate the distresses observed during condition inspections and are based on ASTM criteria. The PCI of a pavement section helps establish its rate of deterioration and identify future major rehabilitation needs.

Streets with lower PCI indexes score lower. Streets with lower PCI indexes will require sooner pavement repairs that would either include an overlay or inlay of new asphalt. Any traffic calming measures installed on streets with low PCI ratings have the potential of being removed for repaving activities.

Alternative Route (Cut Through):

Routing of vehicles to adjacent lower volume roads potentially transfers the speeding concerns to similar corridors. The farther the vehicle has to travel to an alternative route or higher classification road, the higher the score.

Project Length:

Corridor length increases the cost of traffic calming projects. Smaller street lengths thus score higher.

Road Name: LYNNBROOK DRIVE
M.P. Start: 0
M.P. End: 0.61

ADT:	1600
ADT Score:	4
85th Percentile Speed:	32.1
Exceedence of 85th Percetile Speed:	7.1
85th Percentile Speed Exceedence Score:	2
Crashes:	3
Crash Score:	6
Schools:	Awbrey Park Elementary (Between 1/4 mile and 1/2 mile)
Distanace to School Score:	4
Parks:	Filbert Meadows (Within 1/4 mile)
Parks Score:	6
Pedestrian Routes:	Sidewalks Both Sides
Pedestrian Routes Score:	1
Pavment Conditions:	PCI 84
Pavment Conditions Score:	3
Alternative Route:	Irving Dr (0.57 Mile)
Aternative Route Score:	4
Project Length:	3220LF/0.61 Mile
Project Length Score:	2
Total Prioritization Score	32





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Tentative 12-Month Calendar & Agenda Items

January 26, 2022 <ul style="list-style-type: none">• Nominations / Appointments: 2022 Chair / Vice Chair LaneACT representative• 2021 Year-End Report / 2021 Next Steps• Legislative update• 30th Avenue Corridor Plan update• Traffic Calming Pilot	March 23, 2022 <ul style="list-style-type: none">• 30th Avenue Corridor Plan update• MPO Project Funding Requests update	May 25, 2022 <ul style="list-style-type: none">• CIP update
July 27, 2022 <ul style="list-style-type: none">• CIP/Budget update	September 28, 2022 <ul style="list-style-type: none">• Public Hearing: FY22-FY26 Capital Improvement Program	November 16, 2022 <ul style="list-style-type: none">• Public Hearing: 30th Avenue Corridor Plan Design Concept recommendation
January 25, 2023 <ul style="list-style-type: none">• Nominations / Appointments: 2022 Chair / Vice Chair LaneACT representative• 2021 Year-End Report / 2021 Next Steps• CIP/Budget update	March 22, 2023 <ul style="list-style-type: none">•	May 24, 2023 <ul style="list-style-type: none">•
Road Tour – TBD		