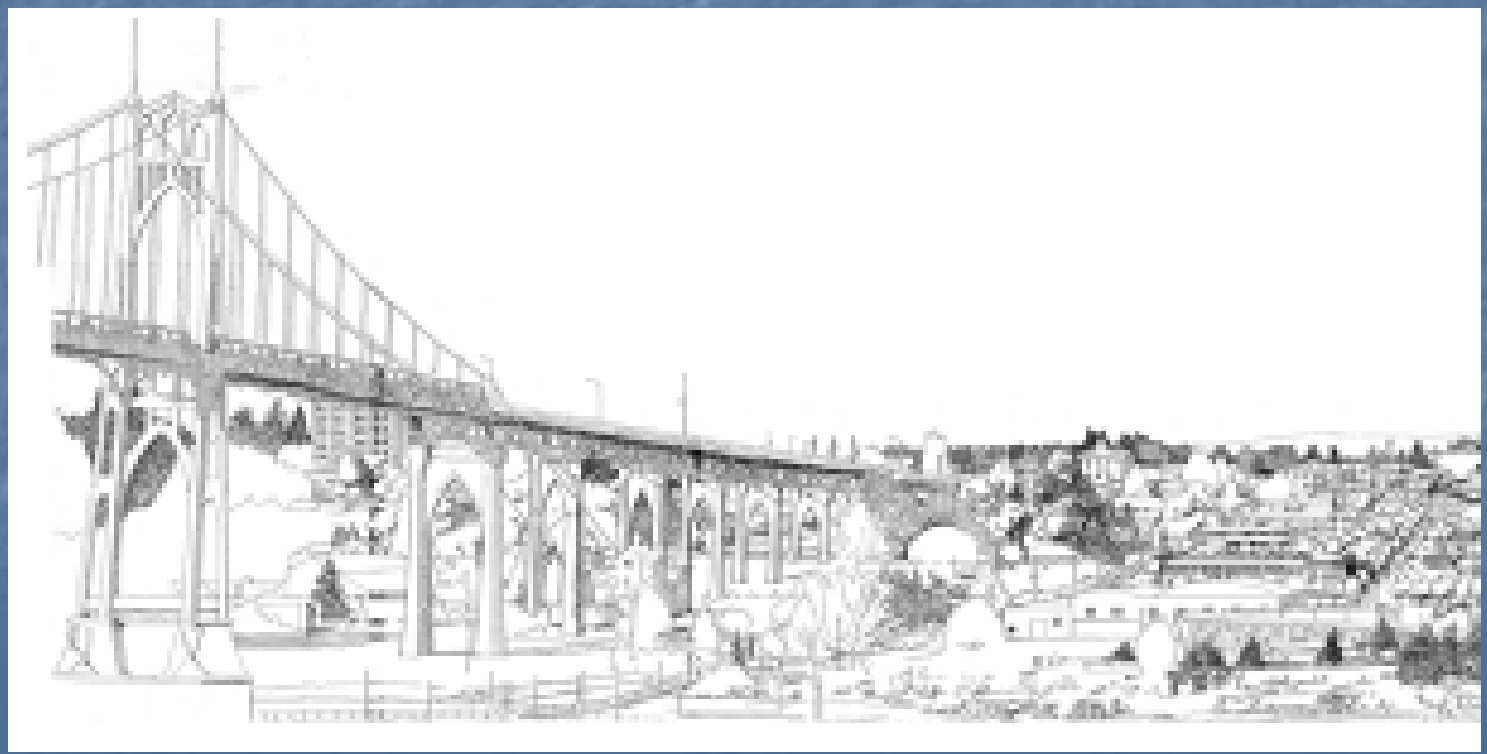
St Johns MTIP Project

Citizens Advisory Committee

Meeting #1
July 18, 2007



St Johns MTIP Project

Metropolitan Transportation Improvement Program (MTIP)

Grant amount: **$2,155,000**

Project consists of two elements:

- **St Johns Truck Strategy**
- **St Johns/ Lombard Plan**

St Johns MTIP Project

St Johns Truck Strategy

- Columbia Corridor Study
- Adopted by City Council in 2001
- Objectives: identify ways to improve freight mobility on the designed freight routes & ways to eliminate or reduce non-local truck traffic on non-freight routes

Assumptions:

- Cannot restrict freight access to St Johns Bridge
- Ultimate solution is a new bridge
- Because the bridge is a long-term proposal, study focus is on near-term improvements

St Johns MTIP Project

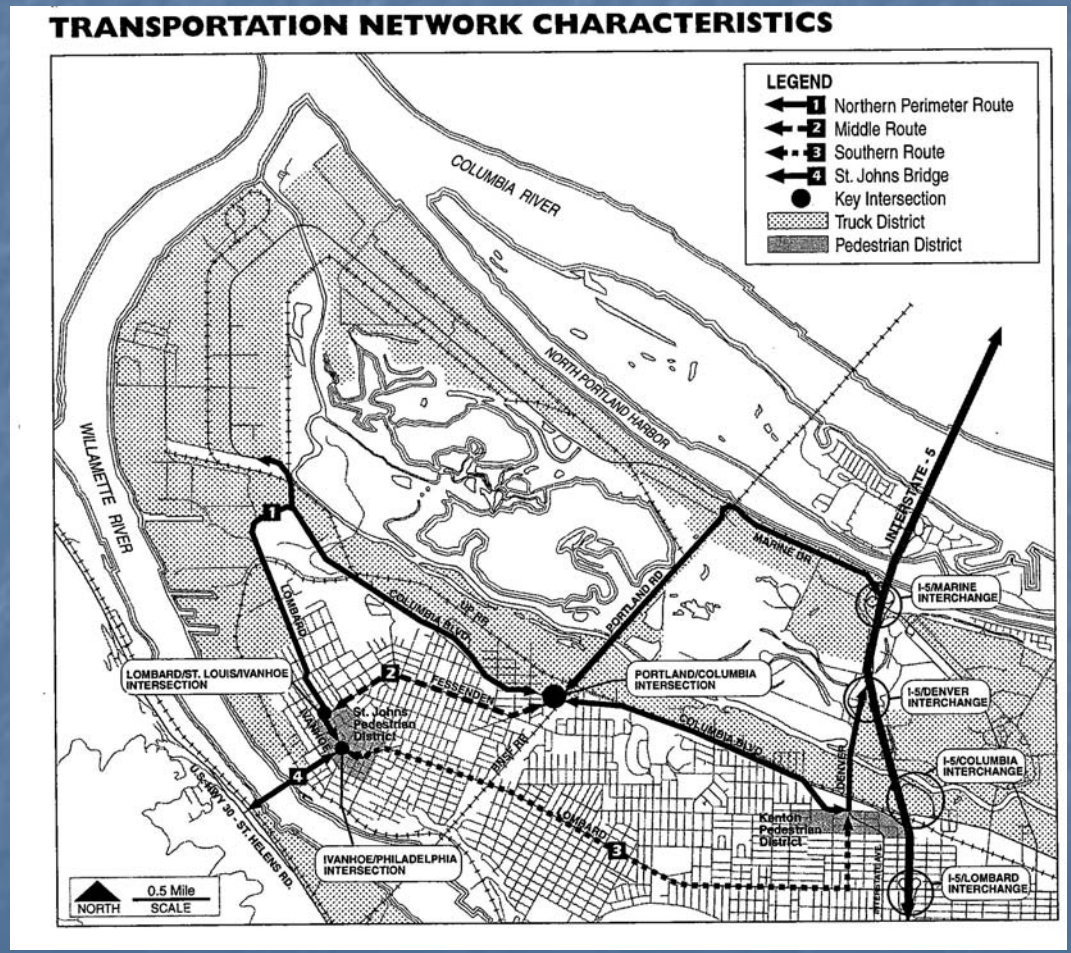
St Johns Truck Strategy

Findings
Several impediments to efficient freight mobility on designated freight route.

- Overall length compared to Fessenden
- Burgard Bridge
- Burgard St
- Ivanhoe/ St Louis/ Lombard intersections

Significant cut-through freight traffic on Fessenden

Significant impacts to town center pedestrian district



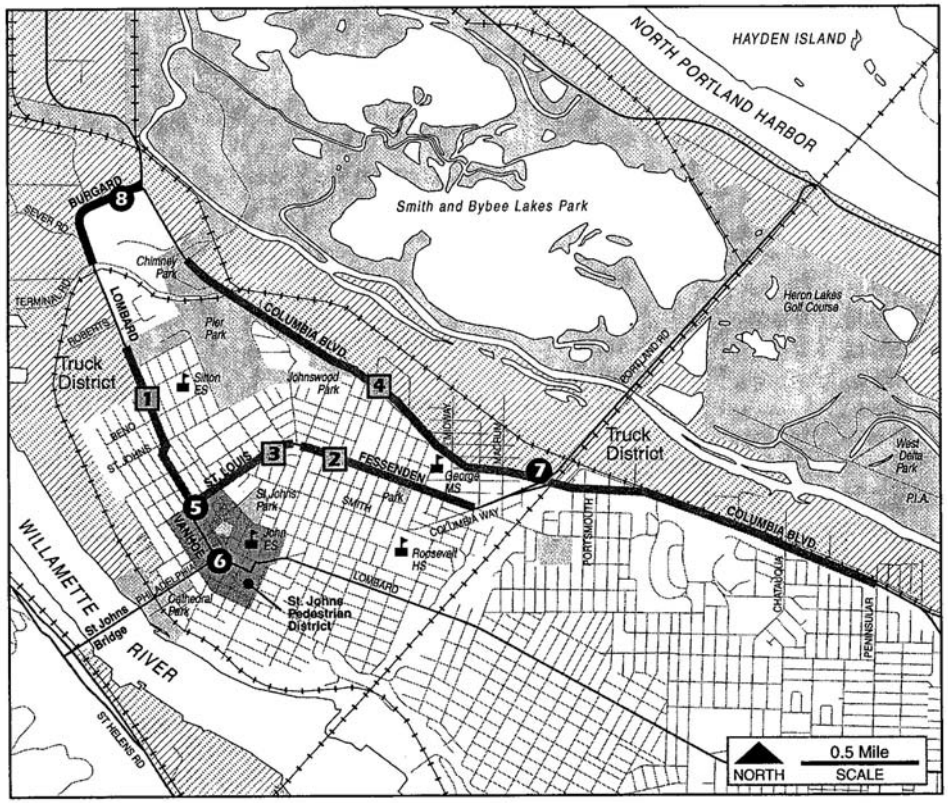
St Johns MTIP Project

St Johns Truck Strategy

Recommended Strategy

- Package of 'carrots and sticks' projects
- 4 truck improvement projects
- 4 traffic calming projects

FIGURE 1
RECOMMENDED PROJECTS MAP

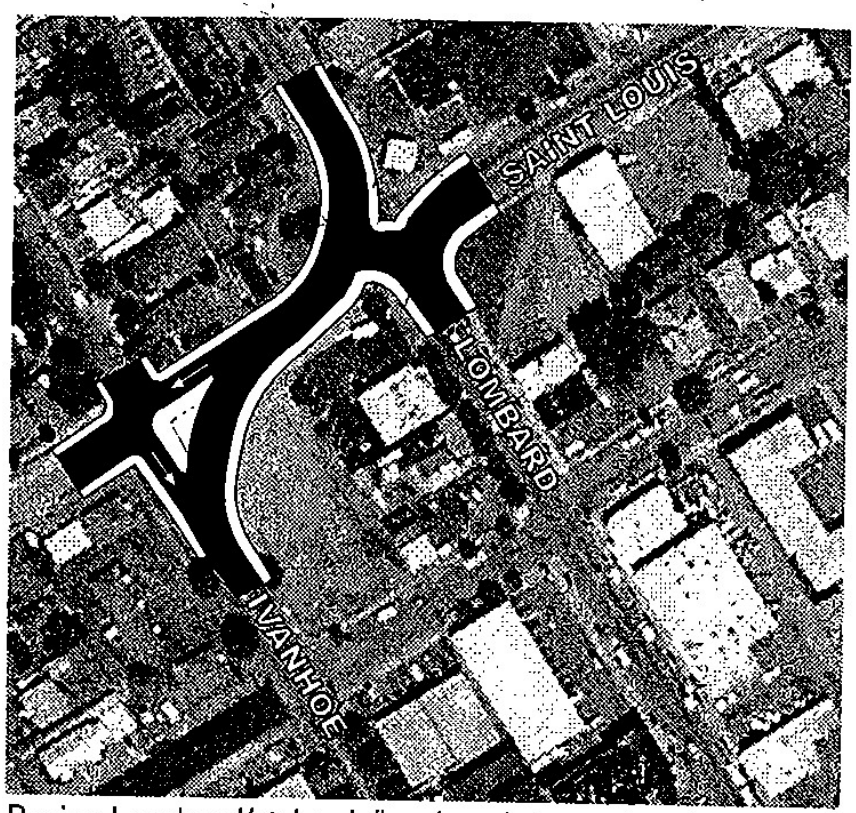


St Johns MTIP Project

St Johns Truck Strategy

Truck Street Improvements
TSI Area No. 1
St Louis/ Lombard intersection

- New signal system- coordinate with signal at Philadelphia/ Ivanhoe
- Smooth transition from Lombard to Ivanhoe (ROW acquisition)
- Create new impediment for WB trucks on Fessenden(?)



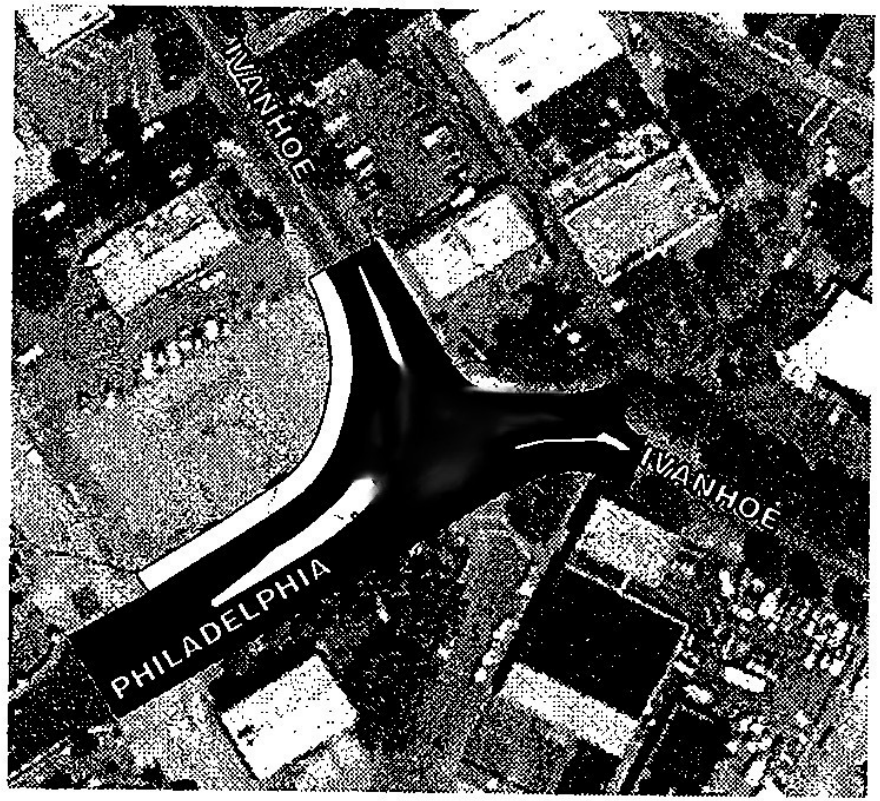
Resign Lombard/st. Louis/Ivanhoe intersection for truck and pedestrian movement (21/22)

St Johns MTIP Project

St Johns Truck Strategy

Truck Street Improvements
TSI Area No. 2
Philadelphia/ Ivanhoe intersection

- New signal system- coordinate with signal at St Louis/ Lombard
- Turn radius at NW corner (ROW acquisition)
- Channelize turn movements (?)



Redesign Philadelphia/Ivanhoe to improve truck movement. (23)

St Johns MTIP Project

St Johns Truck Strategy

Current Funding:

OTIA: Burgard Bridge replacement

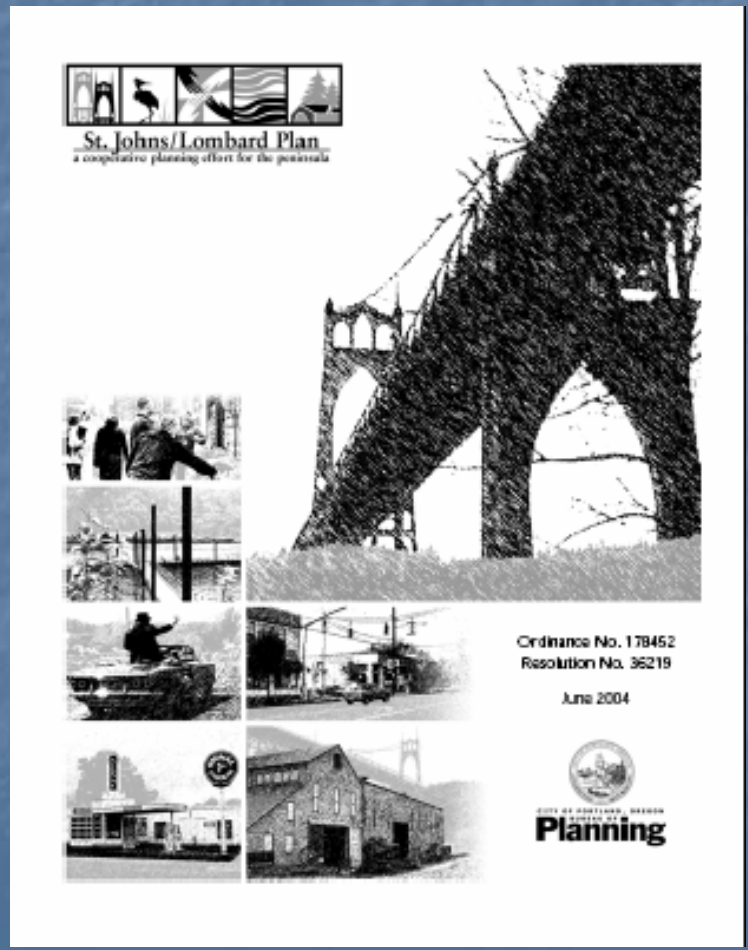
MTIP: Columbia Way (TSI #3) planning

MTIP: Burgard St (TSI #4) failed

St Johns MTIP Project

St Johns/ Lombard Plan

- 'Town center' designation
- Developed 2001-2004, adopted by City Council
- Primary goal: support revitalization of commercial core while preserving small town character
- Major transportation issues
  - system capacity
  - pedestrian crossing safety
  - multi-modal access to waterfront area



St Johns MTIP Project

St Johns/ Lombard Plan

Urban Development Concept

St Johns MTIP Project

St Johns/ Lombard Plan

Main Town center transportation improvements

- Assumes truck issues addressed via implementation of St Johns Truck Strategy
- Realignment of Lombard/ Richmond and Lombard/ Burlington intersections
- Street connectivity- master street plan
- **Enhance quality of pedestrian district- improved pedestrian crossing safety**

St Johns MTIP Project

St Johns/ Lombard Plan

Pedestrian Crossing Improvements

New signal at Ivanhoe/ Richmond intersection

Issue: need to meet signal warrants for approval by ODOT

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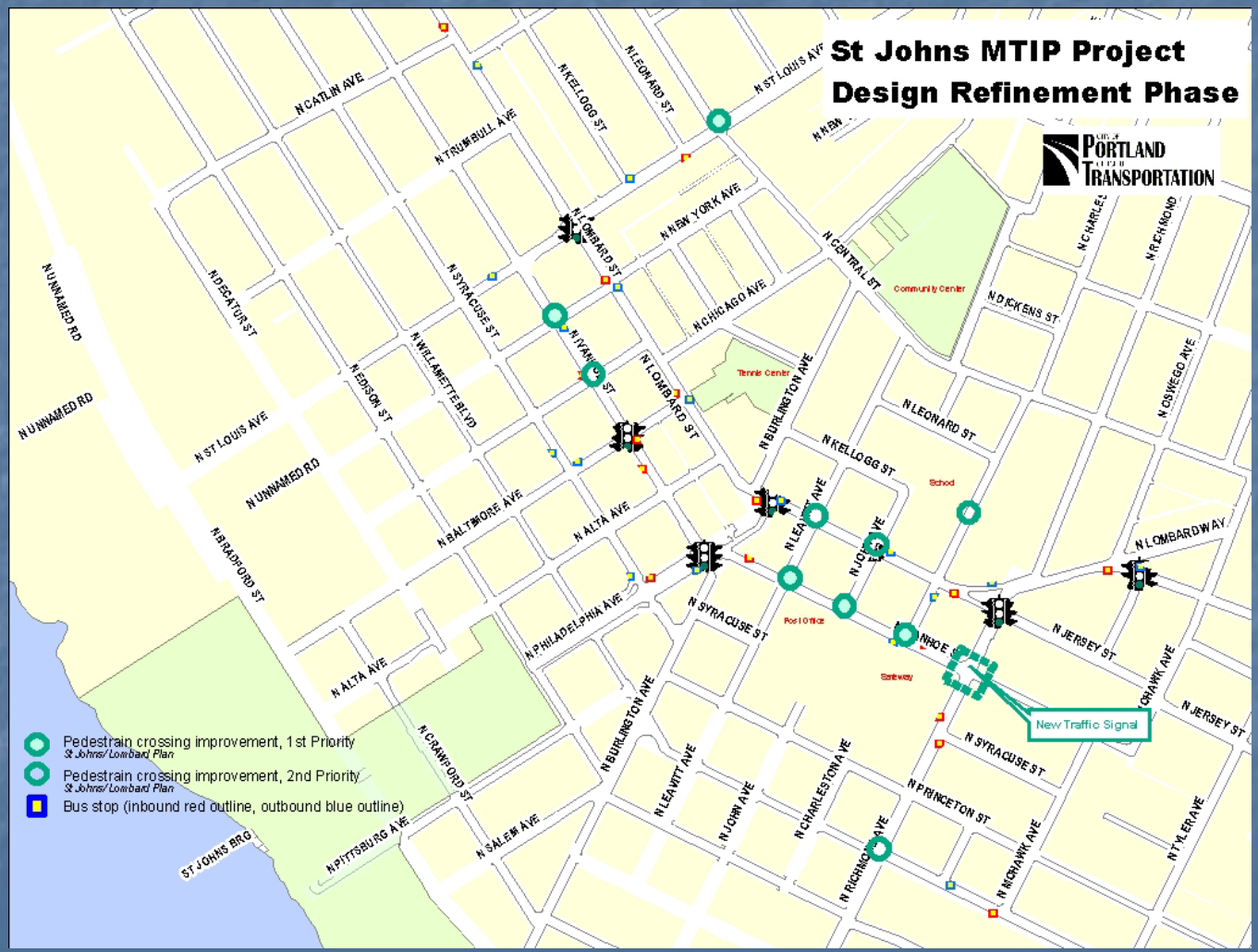
St Johns/ Lombard Plan

Pedestrian Crossing Improvements

Plan identifies '1st priority' and 2nd priority locations for improvement



St Johns/ Lombard Plan

Pedestrian Crossing Improvements Design Guidelines

- *Involve local neighborhood and business associations, adjacent property owners, and surrounding community into design process.*
- *Design improvements that improve pedestrian safety and enhance access to commercial destinations and transit service.*
- *Design improvements that directly support the urban development concept's land use vision and objectives.*
- *Design improvements that minimize impacts to **traffic flow, turn movements and on-street parking.***
- *If curb extensions are proposed at transit stops, bus zones (no curb extensions) should be placed at the following stop to reduce impacts to traffic flow.*

St Johns MTIP Project

St Johns/ Lombard Plan

Action Item TC 6
Freight Strategy

Truck access to the St Johns Bridge- short term: support implementation of the entire St Johns Truck Strategy. The improvements should control vehicle speeds consistent with the posted speed limit and ensure adequate signage to control trucks near the Reno/ Lombard pedestrian crossing. Evaluate potential for special surface treatments and signage to direct freight to appropriate routes. Ensure the completion of St Johns Truck Strategy projects to improve freight capacity (TCI 1 and 2 and improvements to the Burgard Bridge) on the designated Lombard/Burgard/ Columbia Blvd freight route to handle volume and physical loads before implementing traffic calming and safety elements (TC/S 2 and 3) of the St Johns Truck Strategy.

St Johns MTIP Project

St Johns/ Lombard Plan

Action Item MS 19
Over-Dimensional Freight

Until the Freight Master Plan is adopted, accommodate over-dimensional freight needs in design of improvements to Lombard, including height requirements, curb-to-curb dimensions, planting plans, median locations, light fixture placement, street signs, and turning radius as part of the engineering process.

MTIP Project

Three main phases

1. Design Refinement: Summer- Fall '07
2. Design Engineering: Programmed: Oct '07/ approximately 1 year (?)
3. Construction: Programmed Oct '08/ approximately 4 months (?)

Purpose of Design Refinement Phase

Refine the design concepts from the St Johns Truck Strategy and St Johns/ Lombard Plan to:

- Ensure compatibility
- Address any design related issues raised by the community
- Ensure a more efficient design engineering phase.

St Johns MTIP Project

MTIP Project/ Design Refinement Phase

Scope of Work

- *Design concepts from both plans are the starting points for moving forward- process will not revisit underlying recommendations and policies contained in each plan.*
- Using the design concepts, identify specific design related issues to address through further design refinement.
- Identify resources needed to address issues
- Analyze information and propose design options for consideration
- Develop and implement a public involvement process to allow for adequate public comment on both design issues and options.
- Select preferred design to forward to the design engineering phase

St Johns MTIP Project

MTIP Project/ Design Refinement Phase

Known Community Design Issues

Pedestrian Crossing element:

- Importance of Richmond/Ivanhoe signalization/ solving pedestrian safety issue
- Curb extensions: minimize on-street parking lose
- Curb extensions: demonstrate no or minimal traffic capacity lose (transit)
- Better community awareness of why curb extensions and how they work

Truck Strategy element:

- Truck speeds: do not increase
- Truck delay: do decrease
- Mitigate impacts to the pedestrian district (crossing safety, aesthetics, etc.)

St Johns MTIP Project

MTIP Project/ Design Refinement Phase

MTIP Funding/ Budget

MTIP Grant	$1,934,000
City match	$221,000
Total	**$2,155,000**

Preliminary Budget (2002 MTIP application)

Construction	$963,600
Design Engineering	$366,832
Const management	$183,362
ROW acquisition	$82,400
Contingency	$558,800
Total	**$2,155,000**

St Johns MTIP Project

MTIP Project/ Design Refinement Phase

MTIP Budget estimate assumptions

Traffic signals	3
Curb extensions	19
Traffic islands	4
Crosswalks	23
Street trees	25
Curb & sidewalk	600 ft

Changes that will impact the budget:

- Stormwater Management- green street design elements
- Higher federal overhead rates