The Transportation Growth Management (TGM) Program is a partnership between ODOT and the Oregon Dept. of Land Conservation & Development.

TGM supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create economically viable, vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.
Agenda

1) Review Project Goals and Process
2) Present Downtown Circulation Refinement Plan
3) Discussion
Project Goals

- Explore the pros and cons of restoring two-way traffic to portions of the downtown area
- Simplify circulation and parking to improve desirability of the downtown as an activity/shopping destination
- Identify specific recommendations for improving the pedestrian environment of the area
- Improve access to the area for alternate modes of transportation, including bicycle and transit
- Identify specific action items which will further the long term goals of the circulation plan and can be implemented during the bridge restoration period
### Process & Schedule

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Prepare Site Vicinity and Base Maps</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Reconnaissance</td>
<td>&amp;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Site Visit and Photographs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Key Participant Meetings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Public Workshop #1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Key Agency and ODOT Mtg. #1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Study</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Update Transportation Volume Data</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Baseline Volumes Memorandum</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Develop Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Key Agency and ODOT Meeting #2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Revise Alternatives and Presentation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Key Participant Meeting #2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Public Workshop #2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recommendations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Preferred Alternative/Refinement Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) ODOT Technical Review</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Revise Preferred Alternative/Refinement Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Joint City Council and Planning Commission Work Session</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **December 1st**
Three primary areas of concern emerged from public discussion during the workshop. These areas of concern were:

- Provision of adequate visitor parking
- Facilitation of easy local circulation
- Support for strong businesses in the downtown

The following details specific comments received in each area of concern:

**Parking**

- Provide parking through public use of surface lots
- Parking study needs to be implemented
- Railroad could be closed to northbound traffic at Hwy 99, possibly allowing for additional parking on Railroad between Hwy 99 and 6th Street
- The parking study said that we don’t have a parking problem, that we have a parking management problem; with proper management we can actually increase the number of spaces
- Nervous about thinking about a parking structure; this is a long-term solution and could be a boondoggle if the Court House moves or downtown retail shifts north; we need to deal with circulation first
- We need to identify a parking structure location now so that when the time comes we are ready
- Railroad location is probably best (for a parking structure), but site on McLoughlin is good because it is already partly a parking lot
- We need to have a strategy for acquiring land for a parking structure
- Until we figure out HCT (High Capacity Transit) the parking structure location can’t be decided
- Decision about seeking anchor tenant(s) is tied to dealing with parking structure location
- Maybe look at not reserving parking along the Courthouse at night
- Open up blue permit spaces to public use after hours and on weekends
- Coordinate with private lot owners to make lots available during evenings and weekends

**Circulation**

- Is there a reason you aren’t looking at side streets?
- Side streets are critical to creating easy circulation and getting people into town.
- Look at 7th and 9th Streets between Main and Railroad
- Alleys are an opportunity for pedestrian circulation and another level of retail frontages
- How is two-way traffic going to fix things?
- Seems reasonable to just do two-way, why not just go ahead?
- One-way circulation was implemented in 1983 to get more parking
- Downtown is easy to get through, but it’s hard to stop here
- Should our city be designed for commuters or shoppers? We should be making things easy for the people who actually stop here.
- What is the time frame for improvements to circulation?
- Really like the idea of closing Railroad at Hwy 99!
- Concerned about left turns off of the bridge on to Main Street
- The intersection of 7th and Main is critical
- Can a great Main Street accommodate regional traffic? Should it?
- Bridge laterals should be available to deliveries in the early morning and pedestrian only the rest of the time
- 6th at McLoughlin is ok to stay one-way.
- Need to make for safer left turns from McLoughlin into downtown; define routes into downtown from McLoughlin
- What about making 6th Street a parking lot/driveway between McLoughlin and Main Street?
- Getting out from 6th to go north on McLoughlin is currently pretty easy except for conflict with cars coming in
- The Courthouse will be there for awhile, traffic around it should flow well

**Downtown Businesses**

- What percentage of downtown has to be retail?
- Two-way infrastructure would address many of the retail concerns
- Critical factor in bridge closure marketing campaign is addressing the perception of a loss of parking
- Marketing strategy for retaining businesses is going to be critical—street improvements would also be a problem for local businesses

**Other**

- How do you prioritize what to do first? Two-way streets? Anchor tenant?
- Did you look at the potential for closure of the Mill?
- ODOT pays for the study, but who pays for implementation of the solutions?
- What about expanding Farmer’s Market to Railroad between Hwy 99 and 6th Street?
Top Three Comments

1. Develop a strategy for curbside and off-street parking
2. Facilitate easy local circulation and access to Main Street
3. Strengthen health of downtown businesses
Process & Schedule

1. Information Assembly
   1) Prepare Site Vicinity and Base Maps

2. Reconnaissance
   1) Site Visit and Photographs
   2) Key Participant Meetings
   3) Public Workshop #1
   4) Key Agency and ODOTMtg. #1

Transportation Study
   1) Update Transportation Volume Data
   2) Baseline Volumes Memorandum

3. Alternatives
   1) Develop Alternatives
   2) Key Agency and ODOTMeeting #2
   3) Revise Alternatives and Presentation
   4) Key Participant Meeting #2
   5) Public Workshop #2

4. Recommendations
   1) Preferred Alternative/Refinement Plan
   2) ODOTTechnical Review
   3) Revise Preferred Alternative/Refinement Plan
   4) Joint City Council and Planning Commission Work Session

November - December 2009

December 1st

August 18, 2010
No Buses or Trucks
Right-Turns on/off bridge

Reroute Trucks and Buses Along 7th Street, Railroad Street and 6th Street

Convert Main Street to Two-Way and Narrow Lanes to 10'

Widen Sidewalks to 12'

Shared Lanes

Essential Plan Elements
## Process & Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>2009</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Assembly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Prepare Site Vicinity and Base Maps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reconnaissance</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Site Visit and Photographs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Key Stakeholder Meetings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Public Workshop #1-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Key Agency and ODOTMtg. #1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Study</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Update Transportation Volume Data</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Baseline Volumes Memorandum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternatives</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Develop Alternatives</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) Key Agency and ODOTMeeting #2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Revise Alternatives and Presentation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Key Participant Meeting #2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5) Public Workshop #2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recommendations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1) Preferred Alternative/Refinement Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2) ODOTTechnical Review</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3) Revise Preferred Alternative/Refinement Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4) Joint City Council and Planning Commission Work Session</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Reroute Trucks and Buses Along 7th Street, Railroad Street, and 6th Streets

Convert Main Street to Two-Way (New Northbound Lane 6th to 9th)

Maximize Parallel Parking on Main Street

Tabled Intersections

No Buses or Trucks Right-Turns on/off bridge

Shared Lanes

Essential Plan Elements
**Process & Schedule**

1. **Information Assembly**
   1) Prepare Site Vicinity and Base Maps

2. **Reconnaissance**
   1) Site Visit and Photographs
   2) Key Stakeholder Meetings
   3) Public Workshop #1
   4) Key Agency and ODOT Mtg. #1

3. **Transportation Study**
   1) Update Transportation Volume Data
   2) Baseline Volumes Memorandum

4. **Alternatives**
   1) Develop Alternatives
   2) Key Agency and ODOT Meeting #2
   3) Revise Alternatives and Presentation
   4) Key Stakeholder Meeting #2
   5) Public Workshop #2

5. **Recommendations**
   1) Preferred Alternative/Refinement Plan
   2) ODOT Technical Review
   3) Revise Preferred Alternative/Refinement Plan
   4) Joint City Council and Planning Commission Work Session

---

**Timeline**

- **Information Assembly**
  - November 2009

- **Reconnaissance**
  - December 1st

- **Transportation Study**
  - September 8

- **Alternatives**
  - September 23

- **Recommendations**
  - September 23
Identify Impacts of Left Turns on Traffic Delay and Test Traffic Control Strategies

Identify Viability of Rerouting Trucks

Additional Technical Analysis
Process & Schedule

1. Information Assembly
   1) Prepare Site Vicinity and Base Maps

2. Reconnaissance
   1) Site Visit and Photographs
   2) Key Stakeholder Meetings
   3) Public Workshop #1-
   4) Key Agency and ODOT Mtg. #1

3. Transportation Study
   1) Update Transportation Volume Data
   2) Baseline Volumes Memorandum

4. Alternatives
   1) Develop Alternatives
   2) Key Agency and ODOT Meeting #2
   3) Revise Alternatives and Presentation
   4) Key Stakeholder Meeting #2
   5) Public Workshop #2

5. Recommendations
   1) Preferred Alternative/Refinement Plan
   2) ODOT Technical Review
   3) Revise Preferred Alternative/Refinement Plan
   4) Joint City Council and Planning Commission Work Session
   5) City Commission Hearing

Timeline:
- November 2009
- December 2009
- January 2010
- February 2010
- March 2010
- April 2010
- May 2010
- June 2010
- July 2010
- August 2010
- September 2010
- October 2010
Downtown Circulation Issues

1. Downtown Retail Success
2. Main Street Bus and Trolley Service
3. Vehicle Turning Movements at Main and 7th
4. Downtown Bicycle Accessibility
5. Other Considerations
6. Bridge Restoration Period “Critical Path” Next Steps
Downtown Circulation Issues

1. Downtown Retail Success - Improve Main Street drive-by traffic and visibility
Retail Recipe for Success

The Right Retail Configuration

Good
Fair
Poor

Retail Main Street

Convenient Auto Access
Attractive Retail Presentation

Shopper Friendly Parking
High Quality Pedestrian Environment
Teufel Village- Average Daily Traffic

1,000 Average Daily Trips

Main Street
N Mississippi Ave- Average Daily Traffic

5,000 Average Daily Trips
Solutions

1. Two-Way Main Street
Two-Way Main Street Throughout
Benefits of Two-Way Streets

- Increases drive-by exposure to businesses
- Encourages Downtown to be a “destination” versus a thoroughfare
- Eliminates out of direction travel and improves access to businesses and parking
- Traffic speeds tend to be slower than on one-way streets
Two Way Analysis

1. Two-Way Traffic is Feasible on Main Street Today
   - Expect Congestion at Main Street and 7th Street
   - All other intersections would work well

2. Two-Way Traffic in 2035 Meets Standards
   - Except at Main and 7th Street
Two-Way Main Street- Average Daily Traffic

Good Traffic Volumes
(5,000 - 15,000 ADT)

Two-Way ADT (2010)
Two-Way ADT (2035)

Poor Traffic Volumes
(Under 5,000/Over 15,000)

Congested Intersection - 2035
Downtown Circulation Issues

1. Downtown Retail Success-
   - Improve Main Street drive-by traffic and visibility
   - Provide adequate sidewalks and safe crossing
Retail Recipe for Success

The Right Retail Configuration

Convenient Auto Access

Attractive Retail Presentation

Retail Main Street

Shopper Friendly Parking

High Quality Pedestrian Environment

CRANDALL ARAMBULA PC
Street Design Priorities

<table>
<thead>
<tr>
<th>Method One</th>
<th>Method Two</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Cars &amp; Trucks</td>
<td>1) Pedestrians</td>
</tr>
<tr>
<td>2) Bicycles</td>
<td>2) Bicycles</td>
</tr>
<tr>
<td>3) Pedestrians</td>
<td>3) Cars &amp; Trucks</td>
</tr>
</tbody>
</table>

Investors are attracted to pedestrian friendly streets.
Street Furniture Zone - 4’ min.

Pedestrian and Café Seating Zone - 8’ min.

Ideal Main Street - 12’ Wide Sidewalks
Pedestrian Zone - 6’
(No Café Seating)

Main Street - Existing 10’ Wide Sidewalks

Furniture Zone - 4’
Widen sidewalks to 12'

Reduce travel lane width to 10'

Timing and Cost?

12' 8' 10' 10' 8' 12'

36' Curb to Curb

60' Right of Way

Two-Way Main Street

Main Street - Widened Sidewalks
Solutions

1. Two-Way Main Street

2. Enhance Pedestrian Environment at Intersections
Enhanced Intersections

- “Table” intersections
- Curb extensions
- Minimize corner radius to reduce pedestrian crossing distance
Continuous Sidewalk Through Intersection

Tabled Intersection
No Curb

Tabled Intersection
Curb Extensions

Enhanced Intersection
Curb Extensions

Reduce Crossing Distance
Minimize Corner Turning Radius to Reduce Crossing Distance
Bridge - Parallel Streets

- Eliminate Vehicle Access to and From Main Street
- Widen Sidewalks Both Sides of Bridge
- Provide Limited Access to Parking
Limit Auto Access

Pedestrian Improvements

Bridge - Parallel Streets
Downtown Circulation Issues

1. Downtown Retail Success-
   - Improve Main Street drive-by traffic and visibility
   - Provide adequate sidewalks and safe crossing
   - Maintain curbside & provide off-street parking
Retail Recipe for Success
CRANDALL ARAMBULA PC

The Right Retail Configuration

- Main Street
  - Convenient Auto Access
  - Attractive Retail Presentation
  - Shopper Friendly Parking
  - High Quality Pedestrian Environment

Good
Fair
Poor
60' Deep Retail

- Retail Area: 96,000 SF
- Convenient Parking: 180 Spaces
- Parking Demand: 480 Spaces
- Parking Shortage: 300 Spaces

35% Solution
Solutions

1. Two-Way Main Street
2. Enhance Pedestrian Environment at Intersections
3. Preserve and Enhance Curbside and Off-Street Parking
Curbside Parking Options

“No Net Loss” Main Street Curbside Parking
- Parking loss from 7th Street to 9th Street
- Maximize curbside parking on other block faces
Curbside Parallel Parking Throughout - Gain 2 Space

Main Street Curbside Parking

Bridge Restoration Area
Curbside Parking Options

“No Net Loss” Main Street Curbside Parking
- Parking loss from 7th Street to 9th Street
- Maximize curbside parking on other block faces

Maximize off-street public/private parking facilities
Downtown Circulation Issues

1. Downtown Retail Success-
   - Improve Main Street drive-by traffic and visibility
   - Maintain curbside & provide off-street parking
   - Provide adequate sidewalks and safe crossing

2. Main Street Bus and Trolley Service-
   - Existing bus pullouts = lost curbside parking

3. Vehicle Turning Movements at Main and 7th
   - Large vehicle turn movements impact parking
   - Left turns from the bridge cause delays
Truck - Southbound Turning Movements

Unacceptable

Unacceptable
Truck - Northbound Turning Movements
Solutions

1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. Modify or Restrict Turn Movements at the Bridge and 7th Street
Main and 7th/Bridge Analysis

- **Large Vehicle Turn Movements Impact on Street Parking and Sidewalks**
  - Restrict right turns for trucks and buses
  - Reroute trucks and buses

- **Expect Major Vehicle Queues on the Bridge Approach**
  - Restrict left turns during peak hours
  - Allow left turn movements during non-peak hours
  - Install variable signal heads and signage
Restrict Turns From the Bridge and 7th to Main Street

Restricted Existing Mobility Route
No Left Turns All Vehicles

No Right Turns for Bus and Truck

Two Way Traffic
Solutions

1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. Modify or Restrict Turn Movements at the Bridge and 7th Street
5. Reroute Trucks
6th St
Reverse Direction (One-Way Westbound)

7th St
Two-Way Traffic (Main St to Railroad St)

Railroad St
Two-Way Traffic (6th to 7th)

Modify Corners for Truck Turns

Reroute Trucks
Downtown Circulation Issues

1. Downtown Retail Success-
   - Improve Main Street drive-by traffic and visibility
   - Provide adequate sidewalks and safe crossing
   - Maintain curbside & provide off-street parking

2. Main Street Bus and Trolley Service-
   - Existing bus pullouts = lost curbside parking

3. Vehicle Turning Movements at Main and 7th
   - No Right Turn (Bus and Truck) Off the Bridge
   - Consider restricting left turns off bridge

4. Downtown Bicycle Accessibility-
   - Improve unsafe existing conditions
Solutions

1. Two-Way Main Street
2. Preserve and Enhance Curbside and Off-Street Parking
3. Enhance Pedestrian Environment at Intersections
4. Modify or Restrict Turn Movements at the Bridge and 7th Street
5. Reroute Buses and Trucks
6. Incorporate Sharrows on the Roadway Along Main Street and the Bridge
Proposed Bike Plan

Shared Lane
Shared Lane

Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars
Bike Boulevard

Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars
- Sharrow symbols placed in roadway
Sharrow Symbol in Roadway
Bike Boulevard

Design Requirements

- Roadways with a speed limit of 35 mph or less
- Bicycles share the travel lane with cars
- Sharrow symbols placed in roadway
- Provide bicycle boxes at intersections
Bicycle Boxes at Intersections
Bike Boulevard

Design Requirements

- Placed on roadways that have a speed limit of 35 mph or below
- Bicycles share the travel lane with cars
- Sharrow symbols placed in roadway
- Provide bicycle boxes at intersections
- Incorporate signage to alert drivers
Bicycle Signage

MAY USE FULL LANE
Other Considerations

- Improve Access from HWY 99E/ McLoughlin Blvd
- Additional Two-Way Streets
- Pedestrian Alleyways
Pedestrian Alleyways

Design Requirements

- Keep well lit at night
Pedestrian Alleyways

Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows
Pedestrian Alleyways

Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows
- Provide clear sightlines from Parking to Main Street
Pedestrian Alleyways
Pedestrian Alleyways

Design Requirements

- Keep well lit at night
- Activate sides of buildings with entries & windows
- Provide clear sightlines from parking to Main Street
- Restrict vehicle access or provide limited access for deliveries
Downtown Circulation Issues

1. Downtown Retail Success
2. Main Street Bus and Trolley Service
3. Vehicle Turning Movements at Main and 7th
4. Downtown Bicycle Accessibility
5. Other Considerations
6. Bridge Restoration “Critical Path” Next Steps
1. Downtown Retail Success -
   - Improve Main Street drive-by traffic and visibility
   - Maintain curbside parking
Two-Way Main Street (Bridge Closed) - Average Daily Traffic

- Convert to Two-Way
- Bridge Restoration Area

Traffic Volumes:
- Good Traffic Volumes (5,000-15,000 ADT)
- Poor Traffic Volumes (Under 5,000/Over 15,000 ADT)

Traffic Counts:
- 3,000
- 4,500
- 5,000

Legend:
- Green: Good Traffic Volumes (5,000-15,000 ADT)
- Red: Poor Traffic Volumes (Under 5,000/Over 15,000 ADT)
Bridge Closure Projects

1. Downtown Retail Success
   - Remove Angled Parking Curb Extensions (7th to 9th Streets)
   - Remove Landscaped Island at 6th Street
   - Restripe Roadway for Two-Way Traffic (6th to 9th)
   - Replace Signal with Stop Signs at Main & 7th St.
   - Restripe Parallel Parking & Designate 2-Hour Parking (6th to 10th Streets)
   - Relocate Parking Meters for Parallel Parking (7th to 9th)
Near Term

1. Downtown Retail Success
   - Remove Angled Parking Curb Extensions (7th to 9th Streets)
   - Remove Landscaped Island at 6th Street
   - Restripe Roadway for Two-Way Traffic (6th to 9th)
   - Replace Signal with Stop Signs at Main & 7th St.
   - Restripe Parallel Parking & Designate 2-Hour Parking (6th to 10th Streets)
   - Relocate Parking Meters for Parallel Parking (7th to 9th)

2. Main Street Bus and Trolley Service
   - Maintain Trolley Layover/Stop at Courthouse
   - Remove Main Street Bus Pullout
## Near Term Projects

### Cost Estimate

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct Construction Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>traffic control \ barricades</td>
<td>1</td>
<td></td>
<td>$10,000.00</td>
</tr>
<tr>
<td>remove angled parking curb extension and replace new curb extensions</td>
<td>3</td>
<td>ea</td>
<td>27,000.00</td>
</tr>
<tr>
<td>relocate storm catch basins along Main</td>
<td>1</td>
<td></td>
<td>1,200.00</td>
</tr>
<tr>
<td>turn-off &amp; cover signals</td>
<td>3</td>
<td>ea</td>
<td>3,000.00</td>
</tr>
<tr>
<td>relocate stop signs</td>
<td>3</td>
<td>sum</td>
<td>1,050.00</td>
</tr>
<tr>
<td>remove bus stop &amp; shelter</td>
<td>1</td>
<td>sum</td>
<td>1,200.00</td>
</tr>
<tr>
<td>remove landscape island @ 6th &amp; Main &amp; patch with asphalt paving</td>
<td>300</td>
<td>sf</td>
<td>3,600.00</td>
</tr>
<tr>
<td>remove angled striping</td>
<td>30</td>
<td>ea</td>
<td>1,050.00</td>
</tr>
<tr>
<td>restripe for parallel parking</td>
<td>45</td>
<td>ea</td>
<td>900.00</td>
</tr>
<tr>
<td>center striping @ Main Street</td>
<td>700</td>
<td>If</td>
<td>2,100.00</td>
</tr>
<tr>
<td>relocate parking meters</td>
<td>7</td>
<td>ea</td>
<td>56,000.00</td>
</tr>
<tr>
<td>miscellaneous signing</td>
<td>1</td>
<td>sum</td>
<td>5,000.00</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td></td>
<td></td>
<td><strong>$111,900</strong></td>
</tr>
</tbody>
</table>

### SUB-TOTAL BRIDGE CLOSURE PROJECTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>$111,900</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimating Contingency</td>
<td>10.00%</td>
<td>11,190</td>
</tr>
<tr>
<td>Index To Construction Start</td>
<td>2.00%</td>
<td>2,462</td>
</tr>
<tr>
<td>General Conditions</td>
<td>10.00%</td>
<td>12,555</td>
</tr>
<tr>
<td>General Contractor OH &amp; Profit</td>
<td>4.00%</td>
<td>5,524</td>
</tr>
</tbody>
</table>

**TOTAL DIRECT CONSTRUCTION COST BRIDGE CLOSURE PROJECTS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>$143,631</strong></td>
</tr>
</tbody>
</table>

verify quantity

paint

verify quantity
Issues to Address - Near Term

1. Downtown Retail Success -
   - Provide adequate Main Street drive-by traffic
   - Improve Main Street access and visibility
   - Maintain curbside & provide off-street parking

2. Main Street Bus and Trolley Service -
   - Existing bus pullouts = lost curbside parking

3. Bridge Restoration “Critical Path” Next Steps -
   - Schedule approvals, design, funding & construction
Near Term Schedule

- ODOT Technical Review & Approval
- ODOT Traffic Plan Change Order
- City/Planning Commission Work Session
- City Commission Resolution
- Bridge Closure Circulation Strategy
- Two-Way Main Street Construction

Bridge Restoration Begins

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Holiday Shopping Season</td>
<td>October 12</td>
<td>4 to 6 Weeks</td>
</tr>
<tr>
<td></td>
<td>October 20</td>
<td>4 Weeks</td>
</tr>
<tr>
<td></td>
<td>January 15</td>
<td></td>
</tr>
</tbody>
</table>
Bridge Opening - 2013

Bridge Restoration

15,300
Issues to Address- 2013

1. Downtown Retail Success-
   - Provide adequate Main Street drive-by traffic
Two-Way Main Street-2013 (Average Daily Traffic)

Good Traffic Volumes (5,000 - 15,000 ADT)

Poor Traffic Volumes (Under 5,000/Over 15,000)

Bridge Open

Two-Way ADT (2010)

Two-Way ADT (2035)
Two Way Analysis

- Two-Way Traffic is Feasible on Main Street
  - Expect congestion at Main Street and 7th Street
  - All other intersections would work well
  - Drive-by traffic increases along Main Street
Minimum 2013 Projects

1. Downtown Retail Success
   - Convert Three-Way Stop to Four-Way Signal at 7th St.
Issues to Address - 2013

1. Downtown Retail Success -
   - Provide adequate Main Street drive-by traffic

2. Vehicle Turning Movements at Main and 7th
   - Bridge turn movements impact sidewalks & parking
   - Vehicle left turns from the bridge & 7th St cause significant delays
Vehicle Turn Movements

- Right Turns Impact Parking and Sidewalks
- Left Turns Create Delays
Restricted Vehicle Turn Movements

Trucks - “No Right”

All Vehicles - “No Left”
Eliminate Vehicle Access to and from Main Street

Minimum 2013 Projects
Minimum 2013 Projects

1. Downtown Retail Success
   - Convert Three-Way Stop to Four-Way Stop at 7th St.

2. Vehicle Turning Movements at Main and 7th
   - No Right Turn (Bus and Truck) On/Off the Bridge at Main St.
   - Consider restricting left turns off bridge and 7th Street

3. Rerouting Trucks
   - Two-Way 7th Street (Main to Railroad)
   - Two-Way Railroad (6th to 7th)
   - Reverse 6th Direction
   - Restripe Angled Parking on Railroad St from 6th to 7th
   - Restripe Curbside Parallel Parking On 7th Street
   - Modify Sidewalk Corners for Truck Turning Movement
Issues to Address - 2013

1. Downtown Retail Success -
   - Provide adequate Main Street drive-by traffic
   - Improve Main Street access and visibility

2. Auto, Bus, & Truck Turning Movements at Main and 7th
   - Bridge turn movements impact sidewalks & parking
   - Vehicle left turns cause significant delays

3. Downtown Bicycle Accessibility -
   - Improve unsafe existing conditions
## Minimum 2013 Projects

### Cost Estimate

<table>
<thead>
<tr>
<th>Direct Construction Cost</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>traffic control \ barricades</td>
<td>1</td>
<td>sum</td>
<td>$10,000.00</td>
<td>$10,000</td>
</tr>
<tr>
<td>remove and replace curbs w/large</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>radius @ 6th &amp; Railroad Avenue</td>
<td>2</td>
<td>ea</td>
<td>5,000.00</td>
<td>10,000</td>
</tr>
<tr>
<td>remove angled striping</td>
<td>20</td>
<td>ea</td>
<td>35.00</td>
<td>700</td>
</tr>
<tr>
<td>restripe for parallel parking @ 7th</td>
<td>18</td>
<td>ea</td>
<td>20.00</td>
<td>360</td>
</tr>
<tr>
<td>restripe for angle parking @ Railroad Ave.</td>
<td>7</td>
<td>ea</td>
<td>25.00</td>
<td>175</td>
</tr>
<tr>
<td>restripe 6th for one-way traffic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>add two arrows</td>
<td>2</td>
<td>ea</td>
<td>300.00</td>
<td>600</td>
</tr>
<tr>
<td>sharrow markings</td>
<td>28</td>
<td>ea</td>
<td>750.00</td>
<td>21,000</td>
</tr>
<tr>
<td>add stop sign @ 6th &amp; Main</td>
<td>1</td>
<td>ea</td>
<td>500.00</td>
<td>500</td>
</tr>
<tr>
<td>new LED signals @ 7th &amp; Main</td>
<td>12</td>
<td>ea</td>
<td>350.00</td>
<td>4,200</td>
</tr>
<tr>
<td>miscellaneous signing</td>
<td>1</td>
<td>sum</td>
<td>5,000.00</td>
<td>5,000</td>
</tr>
<tr>
<td><strong>Sub-total</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$52,535</strong></td>
</tr>
</tbody>
</table>

| SUB-TOTAL MINIMUM BRIDGE OPENING PROJECTS | 52,535 | **$52,535** |

<table>
<thead>
<tr>
<th>Estimating Contingency</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Index To Construction Start</td>
<td>spring 2013</td>
<td>10.00%</td>
<td>5,254</td>
<td></td>
</tr>
<tr>
<td>General Conditions</td>
<td>10.00%</td>
<td>6,299</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Contractor OH &amp; Profit</td>
<td>4.00%</td>
<td>2,772</td>
<td>19,525</td>
<td>37.17%</td>
</tr>
</tbody>
</table>

| TOTAL DIRECT CONSTRUCTION COST MINIMUM BRIDGE OPENING PROJECTS | **$72,060** |

<table>
<thead>
<tr>
<th>MINIMUM BRIDGE OPENING PROJECTS</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct Construction Cost</td>
<td>spring 2013</td>
<td>72,060</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Engineering &amp; Inspection</td>
<td>15%</td>
<td>10,809</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Plans &amp; Specs &amp; Bid Assistance</td>
<td>10%</td>
<td>7,206</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Contingency</td>
<td>20%</td>
<td>14,412</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Minimum Bridge Opening Projects:** **$104,487**
2013 Projects Schedule

- Modify Planned Main Street Design
- Public Review of Main Street Design
- Prepare Construction/Bid Documents
- Construct Min. Bridge Opening Projects

2010: 4 to 6 Months
2011: 4 to 6 Months
2012: 
2013: Bridge Restored
Joint Work Session

What We Need From You:

- Comments
- Questions
- Response Sheets
<table>
<thead>
<tr>
<th>Downtown Retail Success</th>
<th>Yes</th>
<th>No</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Way Main Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance Intersections</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximize Parallel Parking on Main Street</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Downtown Bicycle Accessibility</th>
<th>Yes</th>
<th>No</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide Shared Lanes on Main Street &amp; Bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comments:
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
### Process & Schedule

1. **Information Assembly**
   1) Prepare Site Vicinity and Base Maps

2. **Reconnaissance**
   1) Site Visit and Photographs
   2) Key Stakeholder Meetings
   3) Public Workshop #1
   4) Key Agency and ODOT Mtg. #1

3. **Transportation Study**
   1) Update Transportation Volume Data
   2) Baseline Volumes Memorandum

4. **Alternatives**
   1) Develop Alternatives
   2) Key Agency and ODOT Meeting #2
   3) Revise Alternatives and Presentation
   4) Key Stakeholder Meeting #2
   5) Public Workshop #2

5. **Recommendations**
   1) Preferred Alternative/Refinement Plan
   2) ODOT Technical Review
   3) Revise Preferred Alternative/Refinement Plan
   4) Joint City Council and Planning Commission Work Session
   5) City Commission Hearing

---

**Timeline**

- **November 2009**
  - December 1st

- **December 2009**
  - September 8

- **January 2010**
  - September 23

- **February 2010**
  - October 2

- **March 2010**
  - October 12

- **April 2010**
  - October 12