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](image-url)
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(?)
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 (??)
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*
St Johns MTIP Project

St Johns/ Lombard Plan

Pedestrian Crossing Improvements

Plan identifies ‘1\textsuperscript{st} priority’ and 2\textsuperscript{nd} priority locations for improvement
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.
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.
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.)
## MTIP Project/ Design Refinement Phase

### MTIP Funding/ Budget

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<tr>
<th>Component</th>
<th>Amount</th>
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<tr>
<td>MTIP Grant</td>
<td>$1,934,000</td>
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<tr>
<td>City match</td>
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### Preliminary Budget (2002 MTIP application)

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<td>Contingency</td>
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<td><strong>Total</strong></td>
<td><strong>$2,155,000</strong></td>
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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