

DATE 5/11/2023



REEDSPORT RAIL CROSSING STUDY

PROJECT ADVISORY COMMITTEE (PAC) MEETING #1

Agenda

- Welcome and Introduction
- Project Overview
- Purpose and Need
- Public Involvement Plan
- Project Schedule
- Project Website
- Existing Traffic Conditions
- Future Traffic Conditions
- Roundtable Discussion
- Next Steps



Welcome and Introductions

- Name
- Affiliated Organization
- The “Question” you hope the study will answer

Thomas Guevara	Tom Anderson
Marc Butorac	DeeDee Murphy
Matt Bell	Gary Stine
Deanna Schafer	John Burns
Kim Clardy	Pamela Barlow-Lind
Courtney Davis	Garrett Gray
John Burns	Bridgett Wheeler
Bob Stolle	Jon Zwemke
John Lazur	Sandra Donnelly
Dave Wells	Jill Nelson
Aaron Brooks	Keith Tymchuk
Michael Wang	Mike Donnelly
Michael Morris	Don Laskey
Jennifer Boardman	Mark Epps
Janell Stradtner	Ray Lapke
John Boren	Brady Hasket
Dejan Dudich	Joshua Shaklee
Hui Rodomsky	Jeff Lehrbach
Buddy Young	Josh Gibson



Roundtable Discussion Questions

- What other objectives or evaluation criteria should be considered?
- What other traffic operations, safety, or connectivity issues should be considered?
- What other gaps and deficiencies in the multimodal system should be considered?
- What other planned or pending developments or transportation improvements should be considered?
- Do you have any suggestions on how we can reach a wider audience?
- **USE CHAT BOX FEATURE THROUGHOUT**



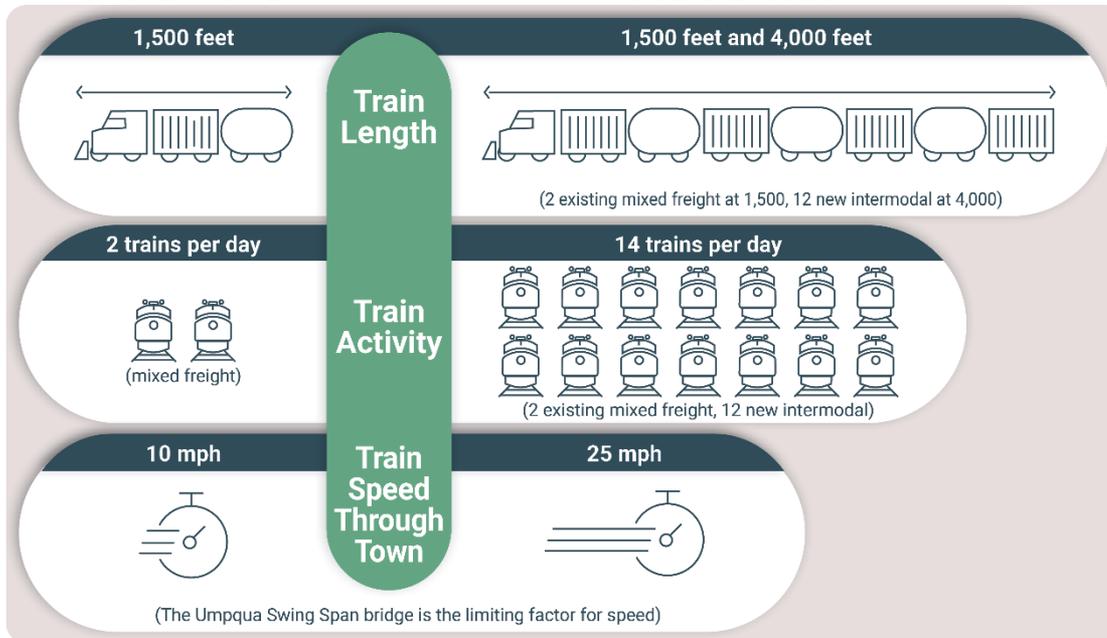
Project Overview

Project Background

- The Oregon International Port of Coos Bay is proposing a new multimodal container facility on the North Spit in Coos County,

EXISTING

ASSUMED



- The trains are expected to impact traffic operations at the at-grade rail crossings in Reedsport



Project Video



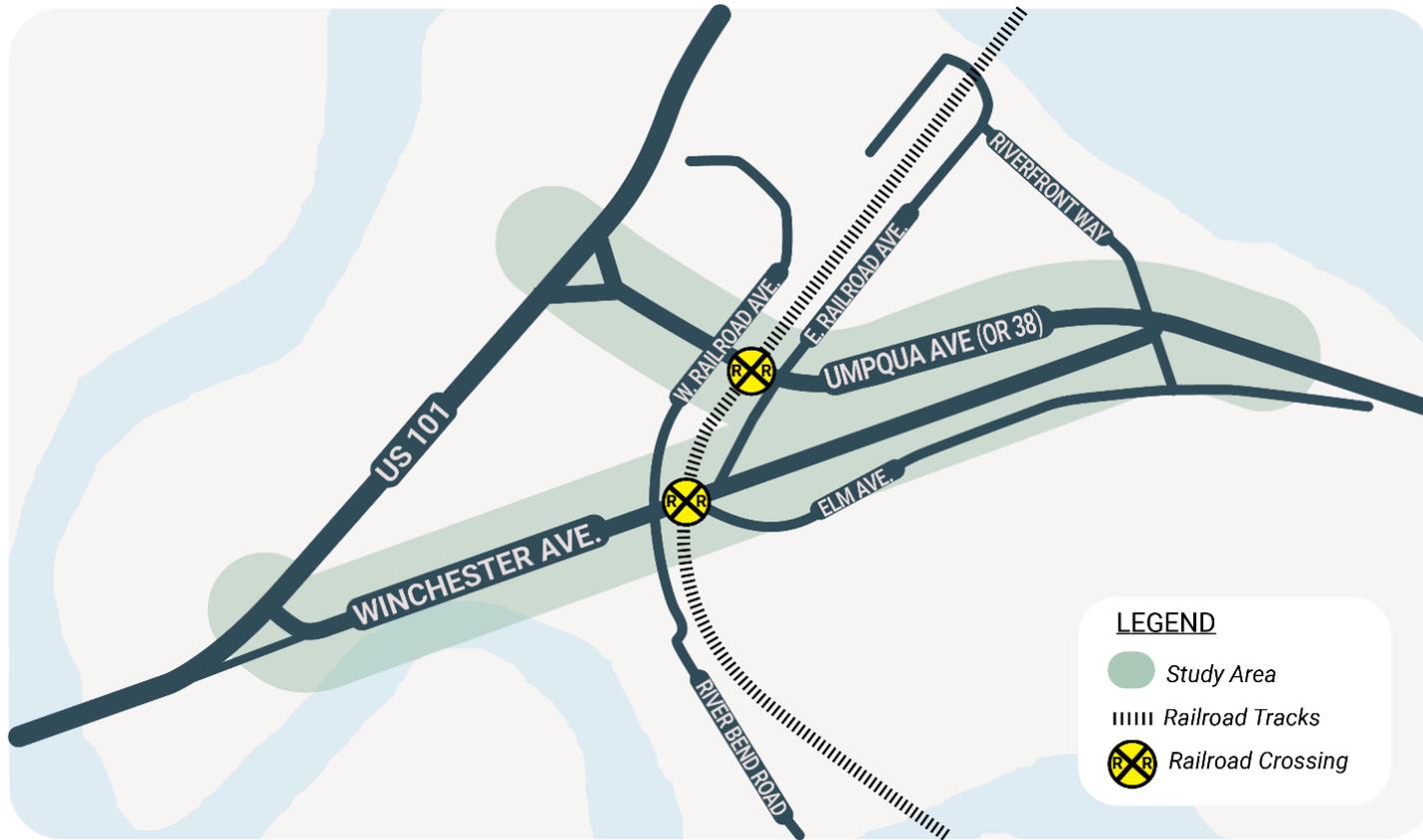
Project Overview

Project Background

- Prepare the Rail Crossing Study and Refinement Plan
 - Focus on the immediate area surrounding the rail line and rail crossings
 - Evaluate impacts of increased rail activity on the Umpqua Avenue (OR 38) and Winchester Avenue rail crossings
 - Identify solutions at the crossings, supported by other improvements
- Amend the City's Transportation System Plan to incorporate the rail crossing study by reference



Study Area



Major Tasks and Deliverables

1. Project Management

- Project Schedule

2. Public And Stakeholder Involvement

- Public Involvement Plan
- Project Website
- Stakeholder Interviews

3. Goals And Objectives

- TM #1: Plan, Policy, and Code Review & Port of Coos Bay Expansion Review
- TM #2: Purpose & Need, Goals, Objectives, and Evaluation Criteria

4. Existing And Future Conditions Analysis

- TM #3: Analysis Methodology Memorandum
- TM #4: Existing Transportation Conditions
- TM #5: Future Land Use and Transportation Conditions

5. Develop And Evaluate Transportation System Improvements

- TM #6: Transportation System Improvement Alternatives

6. Preferred Improvements And Funding Program

- TM #7: Preferred Improvement and Project Sheets

7. Prepare Refinement Plan and City TSP Update

- TM #8: Amendment & Implementing Measures
- Rail Crossing Refinement Plan

8. Refinement Plan and City TSP Update Adoption

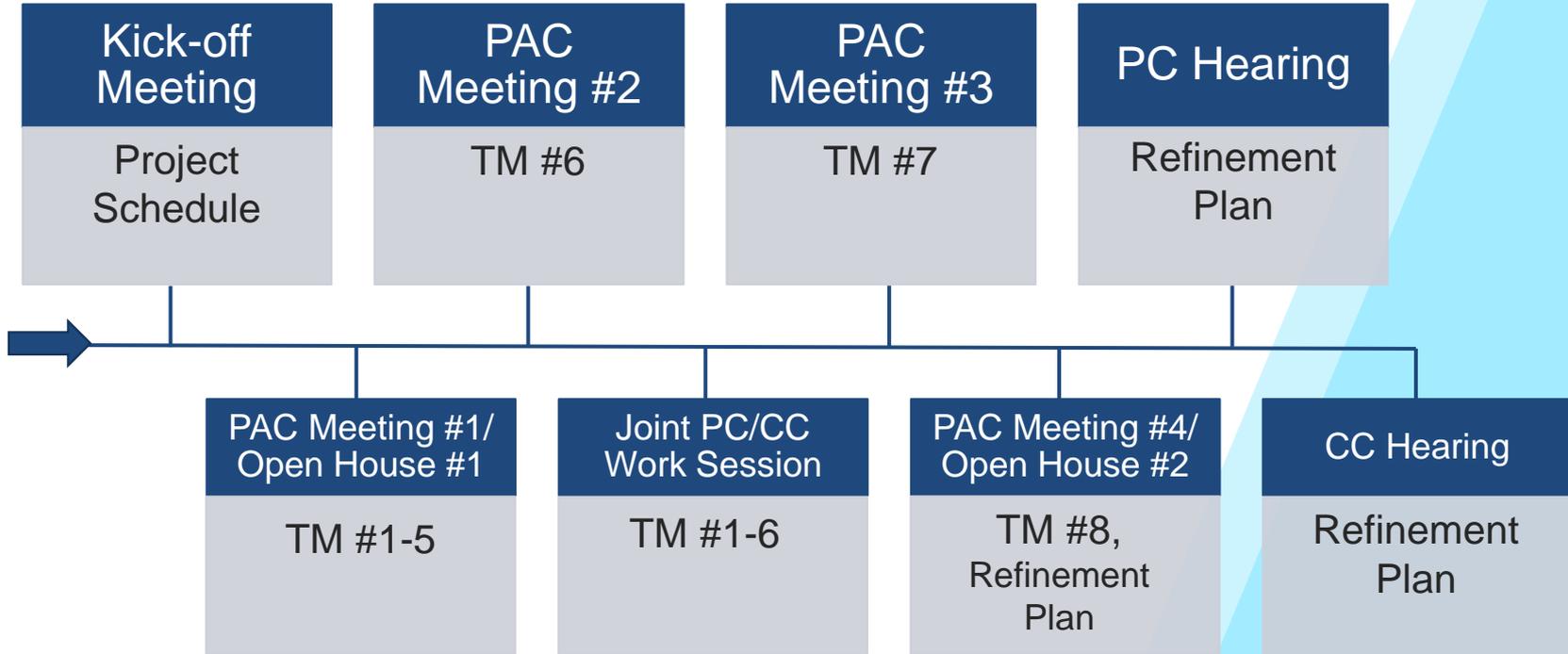
- Final Refinement Plan
- Title VI Report



We are here



Meetings and Milestones



Project Advisory Committee Role

The Public Advisory Committee (PAC) will provide technical and policy guidance and provide public perspective on the preferred outcomes of the study



Public Involvement Plan

- Public involvement goals
- Public involvement tools
- Key messages
- Key stakeholders
- Decision making framework
- Critical success factors



Public Involvement Goals

- Raise overall awareness of the project to help build community and stakeholder interest, leading to better project delivery.
- Provide clear and consistent messaging. Articulate the project scope, benefits, and schedule to the community and stakeholders.
- Promote an open, equitable, and transparent engagement process that inspires trust and integrity of the information that is presented.
- Engage stakeholders about the need and benefits for the project and provide regular pro-active updates on progress and schedule of the project.



Public Involvement Tools

- Website
- Video
- Online and in-person open houses
- Newsletters
- Stakeholder presentations
- Signage



Purpose & Need, Goals, Objectives, & Evaluation Criteria

See TM#2

Purpose

- Evaluate the impacts of the anticipated increase in rail activity on traffic operations and safety
- Identify potential solutions at the Umpqua Avenue (OR 38) and Winchester Avenue rail crossings
 - Enhancements to existing rail crossings
 - Grade-separation (e.g., a roadway overpass above the rail line)
 - Other potential crossing locations

Need

- Help City and ODOT prepare for the increase in rail activity
- Incorporate recommendations into state and local plans for funding



Purpose & Need, Goals, Objectives, & Evaluation Criteria

See TM#2

Comprehensive Plan and TSP Goals

- **Goal #1:** Develop a transportation system to enhance Reedsport's livability and meet federal, state, and local requirements.
- **Goal #2:** Create a balanced transportation system.
- **Goal #3:** Improve the safety of the transportation system.
- **Goal #4:** Develop an efficient transportation system that will handle future traffic growth.
- **Goal #5:** Provide a transportation system that is accessible to all members of the community.
- **Goal #6:** Develop a transportation system to provide for efficient freight movement.
- **Goal #7:** Create a funding system to implement the recommended transportation system improvement projects.



Purpose & Need, Goals, Objectives, & Evaluation Criteria

See TM#2

Draft Objectives and Evaluation Criteria

- **Objective 1.f:** Ensure that transportation improvements minimize impacts to storm drainage, particularly in the City's downtown, which is located in a basin and surrounded by a levee.
- **Objective 2.f:** Ensure that local connections are maintained or enhanced through redevelopment to minimize reliance on major street connections.
- **Objective 2.g:** Improve roadway connectivity and parallel routes on the local transportation network to redistribute local traffic volumes and reduce traffic demand on state facilities.
- **Objective 4.g:** Consider fluctuations in traffic volumes on weekends, holidays, and during the summer season when developing transportation improvements.
- **Objective 6.c:** Protect the function of rail facilities and develop and implement strategies that minimize conflicts with other travel modes and adjacent land uses, including strategies that support a "No Horn Ordinance."
- **Objective 7.h:** Ensure that the Transportation System Plan is consistent with other state and local plans and that it reflects the City's overall development plan.



Existing Transportation Conditions

See TM#4

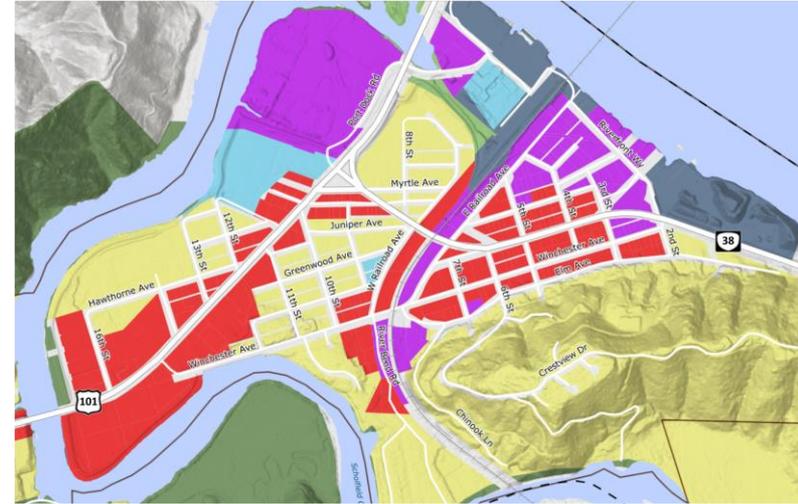
- Land Use Inventory
- Demographic Inventory
- Natural Resources
- Traffic Counts
- Motor Vehicle Analysis
- Non-Motorized Analysis
- Rail Inventory
- Drainage System



Existing Transportation Conditions

See TM#4

- Land Use Inventory
 - Comprehensive Plan Designations
 - Mix of residential commercial, industrial, and public/semipublic land designations
 - Zoning Districts
 - Zoning is generally consistent with the comprehensive plan designations
 - Zoning adjacent to rail crossings is industrial to the east, commercial to the west
 - Zoning adjacent to US 101 and OR 38 includes commercial and residential
 - Activity Centers
 - Activity centers includes Reedsport downtown, City Hall, library, triangle park, and post office
- Demographic Inventory
- Natural Resources Inventory



Existing Transportation Conditions

See TM#4

- Traffic Counts
 - Counts conducted at 10 study intersections in August 2022
 - System-wide peak hour from 2:00 to 3:00 PM
- Motor Vehicle Analysis
 - Roadway System Characteristics
 - Intersection Operations Analysis
 - All intersections currently meet applicable mobility standards and targets
 - Queuing Analysis
 - All striped storage bays are sufficient to accommodate queues
 - Train Event Considerations
 - Queue lengths shown reflect those with a 5% probability
 - Queues are forecast to extend past East and West Railroad Avenue



Existing Transportation Conditions

See TM#4

- Motor Vehicle Analysis (Cont.)
 - Crash Analysis
 - No intersections have crash rates that exceed the 90th percentile rates
 - No intersection exceed critical crash rates
 - The US 101/OR 38 intersection has an excess proportion of rear-end crashes
 - There are no SPIS sites in the study area
- Non-Motorized Analysis
 - Parking (On- and Off-Street)
 - Public Transportation
 - Pedestrian Facilities
 - Bicycle Facilities



Existing Transportation Conditions

See TM#4

- Rail Inventory
 - Rail Owners and Operators
 - Coos Bay Rail Line (CBRL)
 - Historic Rail Activity and Operations
 - Rail activity has been consistent since 2011
 - Maximum of two trains per day, maximum operating length of 1,500 feet and maximum speed of 10 mph – due to swing bridge
 - Two at-grade rail crossings in Reedsport – Umpqua Avenue (OR 38) and Winchester Avenue
- Drainage System
 - Flood Plain
 - All study intersection are located within the Reedsport Levee system which protects the area from riverine flooding
 - The levee system has been provisionally accredited by FEMA
 - Drainage System
 - Storm drainage is provided by the City of Reedsport drainage system, which is comprised of open ditches, underground gravity lines, and pump stations



Future Land Use and Transportation Conditions

See TM#5

- Planned Improvements
- Future Traffic Volumes
- Motorized Vehicle Analysis
- Rail
- Future Deficiencies and Needs



Future Land Use and Transportation Conditions

See TM#5

- Planned Improvements
 - Statewide Transportation Improvement Program
 - US 101/OR 38 – Replace variable message signs to increase visibility
 - US 101/OR 38 – Construct curb ramps to meet ADA standards
 - Reedsport Capital Improvement Plan
 - Greenwood & East Railroad Realignment
 - ADA Upgrades
 - Winchester Avenue paving
 - Levee repairs and upgrades
- Future Traffic Volumes
 - Traffic volume data
 - Statewide Integrated Model (SWIM)
 - ODOT's Future Volume Tables
 - Automatic Traffic Recorders
 - SWIM shows a growth rate of 1% per year on US 101 and OR 38
 - Growth rate was applied to all movements at all intersections



Future Land Use and Transportation Conditions

See TM#5

- Motorized Vehicle Analysis
 - Intersection Operations Analysis
 - All intersections are forecast to meet applicable mobility standards and targets except US 101/OR 38
 - Queuing Analysis
 - All striped storage bays are sufficient to accommodate queues except the westbound left at US 101/OR 38
 - Train Event Considerations
 - Queue lengths shown reflect those that are expected to occur 5% of the time during the peak hour
 - Queues are forecast to extend past East and West Railroad Avenue
 - Rail
 - Future intermodal train activity could vary from 10-12 trains per day at 4,000 to 5,000 feet per train
 - Future mixed-freight trains will continue to be 2 trains per day at 1,500 feet per train

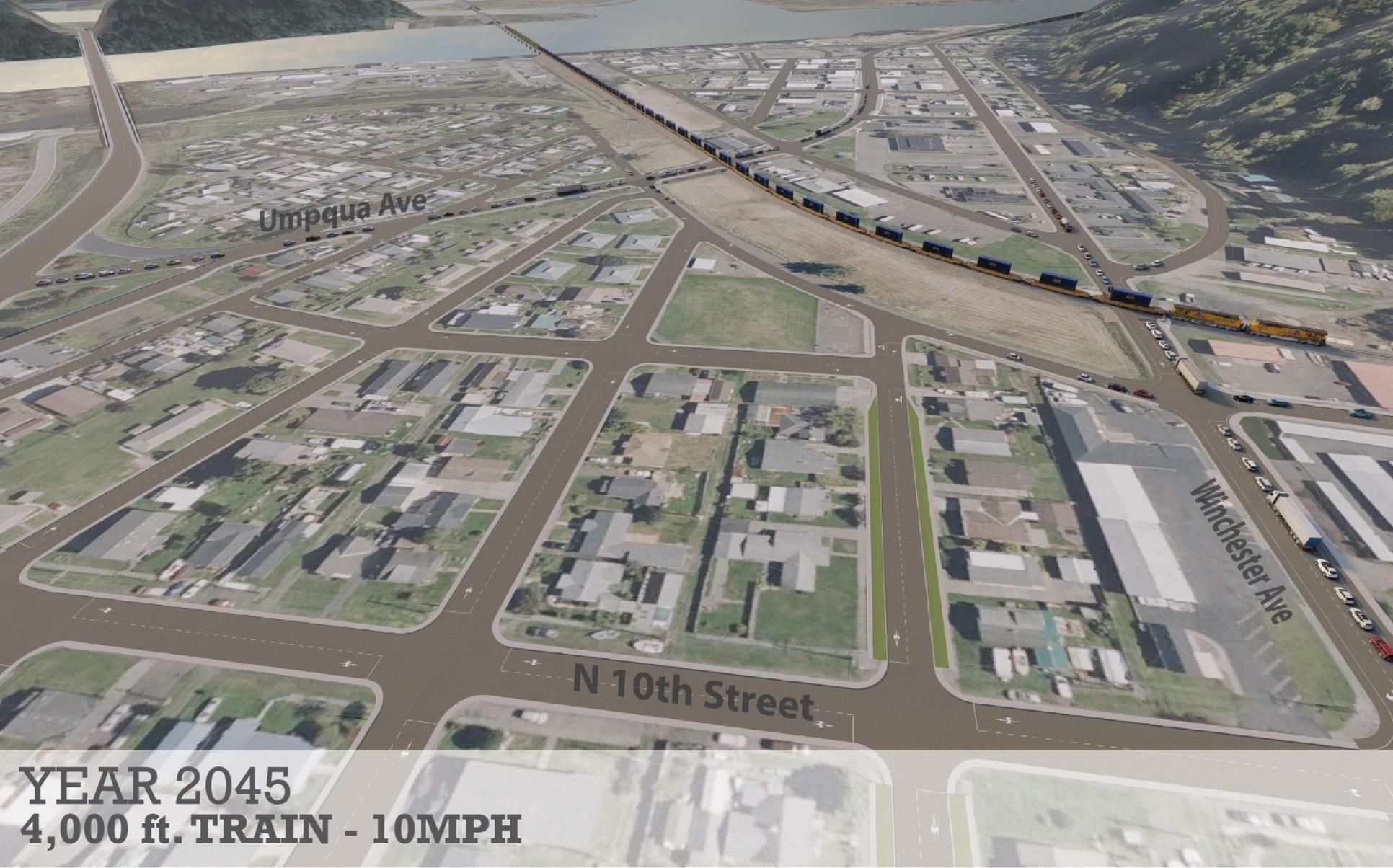


Future Land Use and Transportation Conditions

See TM#5

- Vehicular queues are directly related to train length, train speed, and motor vehicle demand
- There may be peak hour time periods when motor vehicle queues are worse (30th highest hour analysis) in a train event occurs during top 30 peak hours out of 8,760 hours per year
- Trains greater than 4,100 feet at 10 mph or less will result in queues spilling back to US 101





Umpqua Ave

Winchester Ave

N 10th Street

YEAR 2045
4,000 ft. TRAIN - 10MPH

Roundtable Discussion

- What other objectives or evaluation criteria should be considered?
- What other traffic operations, safety, or connectivity issues should be considered?
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- What other planned or pending developments or transportation improvements should be considered?
- Do you have any suggestions on how we can reach a wider audience?



Next Steps

- Distribute PAC Meeting summary
- Provide comments to the City by Friday, May 19th
- Participate in the virtual open house and/or encourage others to participate
 - [Reedsport Railroad Crossing Study | Reedsport Oregon \(cityoffreedsport.org\)](https://www.cityoffreedsport.org)
- Invite people to the May 18th Live Event at 6 p.m.
- Participate in our next PAC meeting on August 10th (3 to 5 p.m.) to talk about alternatives



Summary of Action Items

