

**WORKSESSION**

*The Worksession was held so the Planning Commission could ask questions of the consultants and staff to become more familiar with the updated Florence Transportation System Plan (TSP), including the Municipal Airport Master Plan and Community Transit Plan, and adopt associated Comprehensive Plan and City Code amendments.*

Chairperson Nieberlein opened the worksession at 6:00 p.m. and had everyone introduce themselves. She mentioned that the consultants were in attendance that evening and encouraged them to ask questions. Those in attendance were: Commissioners Peters, Hoile, Bare, Wise, Chairperson Nieberlein and Vice Chairperson Tilton. Also present: CDD Sandra Belson, City Manager Jacque Betz, City Engineer Dan Graber, Kittelson Consultants Dan Seeman and Chris Tiesler, and minute recorder Barbara Miller.

CDD Belson said the planning commission had requested that the worksession be a time to ask questions and added that there would be a 20 minute presentation during the regular meeting/public hearing that will give an overview of the draft TSP.

She said they would briefly review the referrals and public comments that staff had received; to give the planning commission some preliminary responses to those, as staff had not had time to give those to the commissioners in written form. She said at 7:00 pm the commission would open the regular meeting, take public testimony and then make a decision on whether or not to continue the public hearing to a date certain or leave the record open. Staff had received a request to leave the record open so the commission would not be deliberating that evening; but they could decide if they wanted an opportunity for people to speak to them and the commissioners be able to ask questions, or if all future comment would be in writing. She said that didn't mean that they could not ask questions after the hearing or as part of the hearing, they could ask questions of those testifying and they could ask questions of staff and the consultants at the end of the regular meeting.

She referred to the referrals and public comments that staff had received up to the time that the packet was produced. Exhibit D includes referrals; they had received three responses; one of them was from Heather Peck of the Oregon Department of Aviation. She said there was a packet of material given to them that evening and in that packet, PWD Mike Miller had responded to Heather Peck's comments, basically saying that all her comments were valid and that staff would incorporate her suggestions into the Plan; this is regarding the airport part of the transportation system.

The next referral response was from David Helton of the Oregon Department of Transportation (ODOT), and he had provided edits to the Exhibits for the Comprehensive Plan and City Code Amendments. He had done his comments with track changes and notations, so staff had summarized his comments on pages 2 and 3 of the staff report which is Exhibit A. His comments were basically word changes and clarifications and he would be speaking later that evening with more general ODOT comments. She said his comments were generally good ones and staff would likely incorporate those into the next draft.

The third referral was from Lane County, Senior Transportation Planner. She recommended some clarifications of the funding of the project in terms of the timber payments and secure rural school

funding. CDD Belson thought it was fine to get those suggestions and incorporate that clarification in terms of the funding that Lane County has been getting and is likely to get.

### ***Exhibit E – Public Comments***

The first one from Kerstin Johnsen; her letter is in reference to Rhododendron Drive and her concern of the traffic speed especially in front of Greentrees and Wildwinds. She went on to suggest that there be two yellow lines put down the middle making it illegal to pass in that area. CDD Belson said after speaking with PWD Miller and our police chief they thought it was a good suggestion that we could include in a future project.

The second comment was from Ms. Jane Ashley, regarding the Rhody Express. She had some suggestions on ways to get the word out about the Rhody Express, making people more aware of the service. CDD Belson said staff had not decided whether to incorporate all of her suggestions into the Plan, or if staff would follow up on some of them in a more informal way. She said through a grant that the city obtained from Lane Transit District the city had put new signs and bus stops at Rhody Express locations.

The third letter was from the Florence Garden Club expressing a concern about the impact of the potential roundabout at the location of Spruce and Hwy 126. She said she thought it would be helpful to have the consultants to go through some of the slides they had prepared for the open house that looks at a roundabout design, versus a traffic signal.

### ***Consultants from Kittelson***

Chris Tiesler from Kittelson Associates said he wanted to address that comment specifically and then go through the slide presentation.

### ***Roundabout versus Signals***

He said the TSP update has no bearing on the type of intersection that would go in; the consultants were not making a decision on the intersection type, they had just noted that these intersections will need improvements with either a signal or roundabout.

He referred to the slide about roundabouts and how they would work and what they were not. He then reviewed the slide listing the points about a traffic signal vs. roundabout.

Vice Chairperson Tilton asked about bicycle safety and how would they get through a roundabout. Chris said as bicyclists approach an intersection they ride through the intersection and if they felt uncomfortable they could use the crosswalks and walk their bicycle. There would be a pedestrian crossing that the bicyclist could use.

Dan Seeman – Kittelson said the speeds were generally 18-20 mph so it was much more compatible for bicycles to travel and comeingle with cars in a roundabout.

Chris referred to the slide that showed the conflict points of a roundabout versus and signalized intersection.

He then referred to the intersection of 9<sup>th</sup> and Kingwood Street and compared a signalized footprint versus the roundabout footprint. The intersections are designed to accommodate the WB-67 the highway level trucks with 53' trailers.

### ***Getting the Land***

When asked how the city would obtain the land for the right of way, there was some discussion on how the land might be acquired, and purchasing the land was the first option.

### ***Larger Semi's in Roundabout***

Commissioner Muilenburg asked about the large semi's going through a roundabout at the intersection of Hwy 126 and Spruce. Chris said that intersection would be bigger to accommodate those types of vehicles and the greater volumes of traffic. He went on to say that there would need to be two lanes of traffic in the roundabout configuration and it could taper back to a single lane or a two lane highway. Commissioner Muilenburg said where you have the double lane how much right of way would be needed. Chris said this was purely conceptual and they did not have the exact numbers at this time. He said there was also a comment about the Gallagher Park sign, which could be moved back to accommodate the roundabout.

Commissioners Peters said an existing building would create a high priority in assigning one choice or the other. He thought that Gallagher Park would be a more significant resource than any building he could imagine, with the huge beauty and plant materials and flowers and thought it should be one of the highest priorities.

Commissioner Wise asked if the center medians could be reduced in size (the central islands). Dan replied, there is a width of the circle, the outer portion of it is variable the outer portion of the circle is a small raised area for trucks to use the space to get through the intersection. The inner part of the circle is the landscape median; there is a specific width to accommodate the truck traffic, so it is all tied together in the design. Dan said the inside diameter if it is pretty fixed to provide the safety that is needed.

Commissioner Wise referred to the crosswalks, and noted that under Oregon law these trucks would have to yield and the consultant replied that was correct. The presence of the pedestrian as they cross that physically space is fairly brief. Dan added that they had counts of pedestrian traffic in the proposed intersections and one would not prescribe a roundabout with in an area with large pedestrian movements.

Commissioner Wise noted that cars would have to do a 270 degree movement to turn north from 126 to Spruce. Chris replied, yes and said at a signalized intersection you may have to wait 20-30 seconds, but once you enter the circle you have the right of way and off you go. You would sit longer at a signal than a roundabout. Dan said that generally a signal has stop delay and a roundabout has a moving delay; when compared either one of these two forms are well within the standards.

### ***Lighting***

Commissioner Hoile asked about the lighting at intersections; Chris replied typically lighting is designed by the engineers and usually there would be luminars to light the intersections.

### ***8<sup>th</sup> Street Extension***

Commissioner Muilenburg asked if the extension of 8<sup>th</sup> Street which would be an added benefit to the city; would have a bearing on a roundabout versus or signal; Chris replied, no.

Chairperson Nieberlein recessed the worksession for 5 minutes before starting the regular meeting.

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**PLANNING COMMISSION  
REGULAR MEETING – MARCH 27, 2012**

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**CALL TO ORDER – ROLL CALL – PLEDGE OF ALLEGIANCE**

Chairperson Nieberlein opened the meeting at 7:00 p.m. Roll call: Chairperson Nieberlein; Vice Chairperson Tilton, Commissioners, Peters, Hoile, Bare and Wise were present. Also present: Community Development Director (CDD) Belson, City Engineer Dan Graber, and minute recorder Barbara Miller. Representing Kittelson and Associates: Dan Seeman and Chris Tiesler.

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**1. APPROVAL OF AGENDA**

The agenda was approved as presented.

**2. PUBLIC COMMENTS**

Chairperson Nieberlein welcomed everyone to the meeting and stated that this was an opportunity for members of the audience to bring to the Planning Commission's attention any items **NOT** otherwise listed on the agenda. Comments would be limited to **3 minutes per person**, with a maximum time of 15 minutes for all items.

**Dave Johnsen – Greentrees:** Mr. Johnsen said the city should consider the fact that this is a retirement community. He suggested that the use of electric vehicles or golf carts should be allowed in Florence. He went on to say that lanes could be set up, laws established that would equip the golf carts with lights to make them legal. He said this could stimulate the economy by having businesses moving to Florence to build these carts.

**3. PUBLIC HEARING on RESOLUTION PC 12 06 CPA 01 & PC 12 07 TA 02**

Chairperson Nieberlein read the description of that evening's public hearing on Resolution PC 12 06 CPA 01 & PC 12 07 TA 02. The public hearing is on the Update of the Florence Transportation System Plan, including the Municipal Airport Master Plan and Community Transit Plan, and associated Comprehensive Plan and City Code amendments.

Chairperson Nieberlein then read the following into the record:

*These proceedings will be recorded. The Planning Commission is holding a public hearing in order to prepare a recommendation for the City Council. The City Council will also hold a public hearing before making a final decision on the proposed amendments. All decisions must be based on facts. Prior to the hearing, staff will identify the applicable substantive criteria which have also been listed in the staff report. These are the criteria the Planning Commission must use in making its recommendation. All testimony and evidence must be directed toward these criteria or other which you believe applies to the decision. Prior to the conclusion of the initial evidentiary hearing, any participant may request more time to present additional evidence, arguments or testimony regarding the application.*

Chairperson Nieberlein opened the public hearing at 7:08 p.m.

No Commissioners declared any conflicts of interest or bias. No member of the public challenged a Commissioner's impartiality in making a decision.

***Staff Report***

CDD Belson said the consultants and staff would be presenting the draft Transportation System

Plan, (TSP). We have been looking 25 years into the future for 2035 for our Plan, it includes a network of arterial and collector streets, transit plan, bicycle and pedestrian plan, air, rail, water and pipeline plan and it also describes funding. There is a section that refers to the Comp Plan policies and code that would be amended upon adoption.

She said there had been extensive input from the citizens of Florence and we had a Project Advisory Committee (PAC) which met nine times over the course of the project to give direction to staff and consultants on the community needs and how best to address our local issues. They also did interviews of various stakeholders. In this process we included affected agencies on our advisory committee: ODOT, Lane County Transportation, Department of Land Conservation and Development, Siuslaw Valley Fire and Rescue, Lane Transit District, Siuslaw School District, City Code Enforcement, representatives from Peace Health and Pacific Bank; members of the Florence City Council, Planning Commission, Transit Advisory Committee and citizens. Members of the PAC reviewed the policy and technical aspects of the TSP.

She went on to say that this is the public hearing for the planning commission and the city council would also hold another public hearing before the Plan was adopted. She pointed out that Lane County was also going through its process – that TSP will need to be co-adopted by Lane County to be implemented outside the city limits. Lane County Planning Commission will hold its hearing on May 1<sup>st</sup> and then make a recommendation to the County Board and the County Board will ultimately make a decision on co-adoption on the TSP outside the city limits and inside the urban growth boundary.

### ***Presentation by Consultants***

Chris Tiesler - Kittelson: Chris referred to a map on the PowerPoint which highlighted the project area and noted the areas in the urban growth boundary; it also showed the 16 intersections that were studied. He went on to summarize the current conditions found within the city of Florence and the UGB.

All the intersections that were studied are operating acceptably for mobility today that either ODOT or the city would see as acceptable. However they had identified three intersections that were close to exceeding those standards for mobility that ODOT likes to see, those are: 126/Quince, Hwy 101/27<sup>th</sup> Street, Hwy 101/15<sup>th</sup> Street. He said looking at the street network as a whole they found some localized gaps in the local street system for connectivity, something that they wanted to review as they moved further into the process. As far as the pedestrian system there are some areas where it is incomplete with gaps, particularly; those close to schools and major pedestrian attractors. The key highways and arterials do have bike lanes for the most part, but there are a few exceptions such as Rhody Drive, Munsel Lake Road and Heceta Beach Road. He went on to say that the transit system has the Rhody Express which runs weekdays, and it is used primarily by the transit dependent.

Chris then referred to the map which showed the “Proposed Functional Classification” of the roadways. It was largely consistent with the current TSP with a few notable changes.

This Plan is working or projecting out 23 years, and the first thing that needs to be identified is what will the transportation system will look like and how Florence is going to grow. Through modeling they are projecting 6,000 more people within the UGB which equates to a 60-100% increase in traffic.

### ***Street Extension Projects***

They modeled the transportation on how it would look at 2035 and through that process they identified several street projects, and he referred to them on the PowerPoint. Virtually all the street extension projects are likely to be funded through future development so they are either adjacent to or there is rational nexus between that connection that physical roadway and the development project. From a funding perspective that is where a lot of the dollars would come from, virtually all of these extensions will improve connectivity. We also identified several intersections improvements that would be needed by 2035; we had identified traffic signals at the following three intersections:

### ***Intersection Improvement Project***

Traffic signals will be needed at:

- US 101/Munsel Lake Road
- Hwy 101/27th
- Hwy 101/15<sup>th</sup>

### ***Identified Turn Restrictions***

Hwy 126/Quince and 9<sup>th</sup>/Kingwood we looked at whether to signalize those intersections. There is problem with spacing from the signal at Hwy 101/Hwy 126 to Quince Street; therefore, they were looking at making a right turn restriction.

### ***Recommended Transportation Improvement Summary***

The consultants identified a total of 71 projects of which 14 projects were identified as high priority. Estimate of what the projects would cost would be over \$53 million. Of the 71 projects 46 would be funded by the city, of those, the estimated cost would be \$17.9 million which is 34% of that total cost.

### ***Project Summary Map***

He referred to the project summary map; some would be in the UGB and some inside the city. These roadway projects are dealing with large scale connectivity with development. North, south connectivity is not a problem, but the east west connectivity is a problem. He said if there was a connection from Rhody Drive to Munsel Lake Road, it would improve overall connectivity and circulation.

### ***Bicycle Project Map***

Identified 11 projects in total and they will be integrating the bicycle network into the TSP.

### ***Multi-Use Path/Trail Project Map***

He said the question was how to continue that network of connectivity within the city. Rhody Drive is narrow and doesn't have a bike lane. They looked at prioritizing it and breaking these into segments and other connections were in the Plan and others added in the process.

### ***Pedestrian Project Map***

They want to improve sidewalk connectivity by the schools, connecting Kingwood all the way to Old Town, filling in gaps in sidewalk system in Old Town.

### ***Priority Project Map***

Rhododendron Drive up to Heceta Beach Road is a high priority.

### ***High Priority Projects***

The high priority projects account for \$3.5 million or 6.5% of total combined project cost and the criteria they used is as follows:

- Does project address a capacity or safety issue?
- Is project value-driven, does it benefit a majority of the population?
- Funding – is this project reasonably fundable by grant monies or urban renewal funds?
- Project low cost and easily implemented with the limited city funds

High priority of current needs to improve:

- 6 pedestrian related projects
- 5 bicycle projects
- Multi-use path on Rhododendron
- Two intersection improvements – 9<sup>th</sup> & Kingwood and Hwy 126 & Spruce Street.

### ***Approval Criteria***

CDD Belson said this is a land use process which means all the decisions have to be evaluated based on compliance with approval criteria. The Findings starting on page 6, address the applicable criteria in the staff report. She said this is a Legislative amendment with city wide implications, which will have to follow our city code process.

She said when a city amends their Comprehensive Plan; it must make sure the amendments comply with the Statewide Planning Goals. She reviewed those Goals listed on page 5 the staff report or Exhibit A, and stated that the chapters in our Comprehensive Plan reflect those Statewide Goals by number.

CDD Belson reviewed the Oregon Revised Statutes which were listed in the staff report.

The TSP is part of the Comprehensive Plan and in this process we are making sure that our Comprehensive Plan is consistent with Statewide Planning Goal 12. We are taking this opportunity to take the Airport Master Plan through the land use process and we are also updating our Community Transit Plan.

She then reviewed the exhibits:

Exhibit B – Proposed Amendments to Florence Comprehensive Plan

- Chapter 12: Transportation
- Appendix 12: TSP and supporting documents including:
  - Municipal Airport Master Plan Update
  - Community Transit Update
  - Rhododendron Drive Integrated Transportation Plan

Exhibit C – Proposed Amendments to Florence City Code Title 10 to implement the policies

CDD Belson noted that examples of code amendments included an added a requirement for large employers to provide carpool parking, and a reduction to the required parking if their parking is for alternative mode. Proposed code amendments provided exceptions for sidewalk improvements if the development is in a neighborhood where there were not any sidewalks.

### **Commissioner Questions**

Vice Chairperson Tilton thanked the city committee, consultant and staff for the excellent draft Plan, especially on the bicycle and/or pedestrian improvements. He asked about the area of Rhody Drive from 35<sup>th</sup> to Heceta Beach Road and wondered if an interim Plan could be included in the

Plan for improved safety in that area. For example, traffic calming measures, signage, to show that is a more shared roadway, sharrows or other road markings to indicate that there might be bicycles in the traffic lane. Possibly the city could have narrower travel lanes and put another foot on each side to make the bicycle lane safer.

Chris Tiesler responded to the question and said those suggestions were reasonable and in the scope of what the city was doing. Additional signage, warning signs, bicycles sharing the roads, all increase awareness of the pedestrians and bicycles. They would not recommend sharrows and traffic markings with speeds over 35 mph and to reduce the speed limit one has to petition the state. Lanes are 11' and already pretty narrow. He thought signing was a good step, which raises driver awareness.

Dan Seeman said the options are pretty well exhausted, but you would need enforcement at the same time you add signage.

Commissioner Muilenburg asked if there was a project to take a multi-use path from 9<sup>th</sup> to 35<sup>th</sup> and on to Heceta Beach road and he was told, yes. He was told that a grant has been applied for, and it seems to be moving higher on the priority list in terms of being selected and funded for the portion between 9<sup>th</sup> and Wildwinds.

Commissioner Muilenburg asked when these projects come up, would the public would have an opportunity for input. Chris said the Plan is a wish list, which gives the city an opportunity to apply for grant funds. This is part of the public process, obtaining public input. They felt that staff had done a good job by using the Project Advisory committee to identify these projects throughout the community.

He went on to say that with intersection improvements it has to be funded and then designed, for larger scale projects the city might engage the public with an open house about the project.

### ***Requiring Sidewalks***

CDD Belson said after discussing sidewalks with the Project Advisory Committee, staff is proposing a non-remonstrance agreement, so that if in the future there was enough interest or demand for a sidewalk we would have the non-remonstrance agreement in place to add those sidewalks at some time in the future.

### ***Cross Referenced in City Code***

Commissioner Muilenburg asked for clarification that if the recommendations in the TSP had already been cross referenced with the City Code. CDD Belson replied, they should be, but she could not say that it had had that thorough of a review.

### ***Resolution Numbering***

Commissioner Muilenburg pointed out differences in resolution numbers that should be the same. CDD Belson responded that she would make sure those were fixed.

### ***Public Transportation – Public Safety***

Commissioner Peters said two months ago, the Lane Advocates in Public Safety held a public hearing and the key issues in terms of diminishing resources for police, and one of the very surprising results of the hearing was that public transportation was a vital part of the public safety issue which had not been recognized or discussed in our community. He said that the Justice Court no longer has the authority to deal with certain citations and people have to travel to Eugene for the



entire process including probation. Many of these people are indigent and do not have the money or transportation mode to get there. Public Transportation is a real issue and he referred to page 126 where the intercity bus was discussed. He said didn't see this report placing a priority on the connection to Eugene, via the LTD Veneta/Eugene bus and he felt it was very important to do so.

Chris said he didn't disagree about the limited response in the document, is limited to the Porter Stage Line that goes from Florence to Eugene two times a day and it all comes down to funding. He said it makes perfect sense, and he thought they could add a few sentences to highlight that concern, but the question comes down to funding and fundability of that type of service and who pays for it. He thought they could heighten people's awareness of adding a few more sentences to that area of the Plan.

Commissioner Peters commended staff, consultants and the committee for their work and felt it was a marvelous document, but he felt it needed to more specific of the possibility of funding for transit; for example, are there grants available, and could a transportation district that could be formed?

Chairperson Nieberlein said they would be taking oral testimony from the public, and the written comments had been distributed to the commission.

### ***Public Testimony***

**Kirsten Johnsen – Greentrees:** Ms. Johnsen said going north on Rhododendron to Greentrees, the speed is 30 mph, most of it is a straight line and a broken yellow line so that people coming from the south could pass. She added if there were walkers on the side of the road and all of a sudden a car passes they come very close to the walker. She requested that a solid yellow line be placed on both sides to prevent passing in that area.

**Tim Hewett – owns Bicycle 101:** Mr. Hewett said he was happy to see the city progress like this and the Plan looked very good to him. The shared path on Rhody would do well for bike riders and make it safer. He said the proposed change in code to encourage the bigger businesses to carpool was a good idea, but to be effective, it would have to be enforced. He said the city code already provides that all businesses need to provide bike parking, but he has found that many businesses do not comply with that provision.

**Teresa Bishow - Arlie And Company:** (Referred to letter dated March 26, 2012 – from Larry Reed Exhibit 49 – south side of Munsel Lake Road)

Ms. Bishow said she was impressed with the public process and the extent of public involvement that has happened throughout the process. She requested that figure 9-5 that illustrates Munsel Lake Road from Hwy 101 to Spruce Street, be expanded upon. She said they would like to propose that there be three illustration of what Munsel Lake Road might transform into. One of them would be an urban design, similar to the left side of the figure, where it has bike lanes, the standard street planting strip and a 6' wide sidewalk on both sides. She went on to say that option had been approved in the Planned Unit Development for the Cannery Station mixed used project. She said a second option would be both sides of the street as green streets, the type that have the bike lane and have a much wider planting strip that allows for stormwater drainage, bioswales, and water quality improvements. There is an option for a separated 10' wide multiuse path so the pedestrian is further away from the automobile and the path is multiuse.

CDD Belson interjected and referred to the letter dated March 26<sup>th</sup> from JRH which included illustrations to which Ms. Bishow was referring.

Ms. Bishow said exhibit 49 on the large sheet is a cross section of the street, the right side is the south side of Munsel Lake Road and that is what is in the approved PUD. As they began to work with the county and city they envisioned and showed a future build out scenario which has been included in the figure 9-5. They were requesting flexibility, so there would be various options that would be allowed and to have certainty on the right of way width. It's a 70' wide right of way and if either property owner on either side of the street wants to do the separated, wider, more gracious multiuse path then they would not only ask to fully dedicate the land as right of way, but instead grant everyone access as a public easement. That is a scenario that creates less of a burden to the property owner but still lets the property owner have the use and enjoyment of the bike path.

She said she realized that they needed to set priority, she also thought where there were times that one could not anticipate the opportunities for funding and a funding agency or entity can look at a document such as a list of high priorities and if you are not on it, you lose points. If there is funding for an economic stimulus project that no one knows about, this project would generate a high number of jobs, it's a job growth project. Therefore it might enable a multiuse path on Munsel Lake Road to receive funding. She asked them to look at the safety issue; there is not a safe way for the residents of Florentine Estates to walk and get groceries, to allow them to have a walkable connection beyond their gated community.

Ms. Bishow added that if they were the only entity to hold the record open, they would withdraw the request if it would hold up the process. CDD Belson said she anticipated another request to hold the record open.

**David Helton – ODOT, Transportation and Growth Management:** Mr. Helton said ODOT had provided most of the funding for the TSP with local match from city. He said although they had provided the funding, this was a local plan and not an ODOT plan and to that end he requested that the city remove the ODOT logo from the cover sheet. He said while this is a local plan, the state highways are an important part of the local transportation system and to that end this Plan identifies improvements that are needed to the state highway system. He said he and other ODOT representatives had been involved in the development of this Plan with the committee. So the projects identified in the Plan are consistent with the policies for facility operations and ODOT's design standards. He said other members of the ODOT staff have been providing comments and he would provide those to city staff.

ODOT is asking that the record be held open for more comprehensive comments on the Plan, in general ODOT is supportive of the highway system identified in the Plan, but they need more time to prepare a comprehensive set of comments. The majority of the comments are not substantial changes to the traffic plan, he said he was prepared that evening to make general comments, and he wanted to discuss the material issues that ODOT has with the Plan, which he believed were the full extent of the material issues they had with the Plan.

The majority of the comments will be similar to those he already submitted on the policy and code sections of the Plan which are changes in terminology for clarity and consistency. He said for example their ped/bike staff has noted that in places we refer to crosswalks with the rapid rectangular flashing beacon as being signalized and that is an incorrect use of the term, because it is a warning signal. The second set of comments applies in various places, we will ask that the Plan acknowledge ODOT's authority to regulate and manage the highway operation and of the need for our approval for improvements to be made in the highway system. For example, signals cannot be installed on state highways without approval from ODOT. Pedestrian crossings need the approval

of the highway engineer. Those statements are not new, just acknowledging what is already a fact in law.

The third set of comments would clarify the reality around our funding expectation, in several places it states “ODOT is responsible for improvements in the state highway system,” which is primarily true but we do want to include text that says ODOT expects future improvements in the state highway system to be funded by a mix of federal, state, local funds and private contributions. He said there is a table that identifies ODOT as the primary funding source; we are recommending that we change that to state, “lead agency,” or something similar.

### ***Substantial Issues with the Substance of the Plan***

He said with the overall scheme we are generally supportive of the Plan and he didn’t view the material changes that they have a substantial in the sense of being major. There was a lot of discussion about roundabouts, and the potential for a roundabout on Hwy 126 at Spruce Street and the Plan needs to acknowledge ODOT’s current policy which is they will not consider installation of a roundabout on a state highway until they had addressed the concerns about freight mobility with the freight community. The freight community has asked ODOT to put a moratorium on considering roundabouts on the state highway system as they are concerned about their ability to get trucks through those roundabouts. He acknowledged the consultants had pointed out these roundabout are designed for those trucks and there are many examples where roundabouts have been built and trucks have been able to get through.

He said this is a local Plan, and if the city wants to preserve a roundabout option in that location, the city is welcome to include it in the Plan, with the caveat regarding ODOT’s current policy, which the city cannot build a roundabout on a state highway without ODOT’s approval.

He said the largest material change ODOT would be requesting regard two specific projects in the Plan.

### ***The two specific projects in the Plan.***

ODOT will be asking that the city remove the Hwy 101 widening project from the Plan which is project 15 and identified on page 71 and various other areas in the Plan. A related change is for the intersection of Hwy 101 and Munsel Lake Road, where it states a traffic signal is needed and ODOT thinks that a north bound right turn lane needs to be added to get the highway back to the state’s mobility standard that’s in the highway plan, without the need to extend the highway to the five lane section, north all the way to the Munsel Lake Road intersection. He said if things change in the future ODOT could widen the highway in the future, and ODOT is recommending that the Plan establish what the future right of way would be so future development in that area has the appropriate setbacks for the appropriate right of way. He said that is the primary material issue that ODOT has, and the rest of the comments are for clarity and consistency.

### ***Bike Lane on Hwy 101***

He said he would like to address a couple other issues. There have been some questions of the bike lane on the section of Hwy 101 from Hwy 126 to the bridge. The current Plan calls for the provision of bicycle lanes on highway 101 but acknowledges the challenge there, which is while it appears that we have a vast amount of pavement available, when you consider the on street parking plus the existing lane and median widths it turns out that there is not an opportunity to narrow the lanes to be able to provide the bicycle lane in addition to all of those uses. One of the issues of narrowing the lanes is that they are already getting close to less than our current standard and the status of the highway there as a freight route. While on street parking is one of the issues that make

it problematic he recommends maintaining on street parking although he noted that it seems to be not utilized especially in the off season. Having on street parking is consistent with the city's plans for redevelopment of more of a main street downtown and less of a commercial strip like it is now. Maintaining that on street parking will help calm traffic and slow it down and one of the things that ODOT can do as an interim measure is stripe or mark that parking and make it more apparent that it is there and to also visually narrow the roadway some and help slow traffic down. He strongly supports the inclusion of the Plan calling for bikeways on that portion of Hwy 101 and having the needs for those bikeways included in the Plan will be forced to identify how those bike lanes get provided when there is a project to repave or make other improvements on that portion of Hwy 101. Repaving can trigger that, as the current stripping cannot be peeled up, it has to be repaved.

### ***Intercity Transit Connections***

He acknowledged the importance for intercity transit connections to support public safety and for a variety of social needs. He had some discussions with ODOT's transit staff, and it turns out that there are a variety of funding and partnerships that the city might pursue to improve this problem, and he would be providing some write up with a recommendation to include it in the transit plan to give more direction on some of those things that might be pursued.

**Dave Johnsen – Greentrees:** Mr. Johnsen said he thought there was a great opportunity to make Florence an electric vehicle city. He said he heard nothing regarding electric vehicles in the Plan. Widening bicycle paths would accommodate some of the electric vehicles. We are a retirement community, but we could make certain streets electric vehicle friendly.

**Teresa Bishow:** Ms. Bishow added that Roseville, CA does allow electric carts.

There was no more public testimony.

Chairperson Nieberlein said ODOT had requested to hold the hearing open and personally, she would like to keep the hearing open so at the next hearing they could take additional public comment. The Commissioners agreed and date for the next meeting would be **April 10<sup>th</sup> at 7:00 p. m.**

### **Discussion or Questions of the Consultants**

#### ***Double Yellow Line on Rhody***

Commissioner Tilton said that the suggestion of the double yellow line on Rhododendron was an excellent idea. Dan Seeman agreed and said they would look at it. Commissioner Tilton said the speed standards come from the legislature and are administered by the local authority, but they are not set locally.

#### ***Electric Vehicles***

Commissioner Peters said the suggestion of making Florence an electric vehicle friendly city was visionary and thought this was a real possibility that could enhance the community. He asked which laws needed to be altered to have that happen.

The consultants said they would examine the laws and have a discussion with ODOT and they would bring that information back to the commissioners.

CDD Belson said there was nothing in the Plan that distinguished how vehicles would be powered, but what becomes an issue is the speed and whether they are road worthy vehicles. She turned the

question back to Mr. Johnsen and said we would need to know what type of speeds he would be suggesting. In response to a question from Commissioner Muilenburg, she acknowledged that this topic was before a previous city council.

### ***Grant Funding***

The question was asked why the city was not successful in obtaining grant funding and there was discussion on the fact that the state does not have a large pot of money and all cities have the same problem. It was also noted that the most successful grants are those that clearly have community support, and if it was identified in a Plan as a high priority project, then funder could be assured that it has been through a public process and had community support. The consultants added that the city had done an admiral job in requesting and getting grant funds.

### ***Street Fee***

In response to a question of a street fee that would be going to a vote this fall; that was no longer an option and would be dealt with by the city's budget committee. Staff would be including changes in the Plan to reflect that direction.

CDD Belson said that staff is continuing to review the Plan and will make a few clarity changes. She asked the commissioners to contact her if they had any more suggestions or additional questions.

It was clarified that the Planning Commission would **continue the public hearing until April 10<sup>th</sup> at 7:00 p.m.** CDD Belson said that would be the only public hearing on the agenda for that evening.

Chairperson Nieberlein thanked everyone for their attendance and felt it was important to continue the public hearing to get more public input.

## **4. PLANNING COMMISSION DISCUSSION ITEMS**

There were no discussion items that evening.

## **5. DIRECTOR'S REPORT**

CDD Belson asked if all the commissioners had received their statement of economic input statements which are due April 15<sup>th</sup>.

## **6. CALENDAR**

\* Tuesday, April 10, 7:00 p.m. – Regular Meeting – Continuation of the Public Hearing on the TSP

\* Tuesday, April 24, 7:00 p.m. – Regular Meeting

With no further business to come before the Florence Planning Commission, Chairperson Nieberlein adjourned the meeting at 9:50 p.m.

APPROVED BY THE FLORENCE PLANNING COMMISSION ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2012.

\_\_\_\_\_  
JAN NIEBERLEIN, CHAIRPERSON  
FLORENCE PLANNING COMMISSION

## TRANSPORTATION SYSTEM PLAN

Florence, Oregon



### Planning Commission Hearing

March 27, 2012

### Florence Transportation System Plan

Charts course of Florence transportation system over next 25 years:

- Road plan for a network of arterial and collector streets
- Bicycle and pedestrian plan
- Transit plan
- Air, rail, water, and pipeline plan
- Financing plan
- Policies and ordinances for implementation



### Florence Transportation System Plan

Extensive Input from Florence residents:

- Met with Project Advisory Committee 9 times
- Stakeholder interviews and surveys
- Worked with affected agencies, system users, transportation providers
- Coordinated with City staff
- Upcoming meetings will lead to adoption of TSP
  - Lane County Planning Commission & Board of Commissioners
  - Florence Planning Commission & City Council



### Study Area and Intersections



### Existing Conditions Summary

- Roadway Network:
  - Arterial intersections operate acceptably
    - Three intersections close to failing
      - OR 126/Quince Street
      - US 101/15<sup>th</sup> Street
      - US 101/27<sup>th</sup> Street
  - Some gaps in local street system
- Pedestrian System – incomplete system with gaps near schools and major attractions
- Bicycle System – key highways and arterials have bike lanes, but Rhody Dr, Munsel Lake Rd, and Heceta Beach Rd need bike facilities
- Transit System – Rhody Express operates weekdays only (10am to 6pm), used primarily by transit dependent



### Future Growth Projections

- Approximately 6,000 additional people inside the UGB by 2035 (from 2010)
- Roughly 50-110% more traffic volume
  - Concentrated on/around state highways



## RECOMMENDED PROJECTS



## Street Extension Projects

- **Pacific View Drive:** extend westward to Rhody Dr
- **46<sup>th</sup> Street/Munsel Lake Rd:** US 101 to Rhody Dr
- **Willow Loop:** connect Spruce St to Munsel Lake Rd
- **8<sup>th</sup> Street:** connect Quince St to OR 126
- **Oak Street North:** 46<sup>th</sup> to Heceta Beach Rd
- **Oak Street South:** 15<sup>th</sup> St to 20<sup>th</sup> St
- **20<sup>th</sup> Street:** connect through to Kingwood St
- **Spruce Street:** Munsel Lake Rd to Heceta Beach Rd

*Virtually all street extension projects likely funded by new development*



## Intersection Improvement Projects

- **New Traffic Signal:**
  - US 101/Munsel Lake Road
  - US 101/27<sup>th</sup> Street
  - US 101/15<sup>th</sup> Street
- **New Traffic Signal or Roundabout:**
  - OR 126/Spruce Street
  - 9<sup>th</sup> Street/Kingwood Street
- **Turn Restrictions (median treatment):**
  - OR 126/Quince Street
    - Quince too close to US 101 to signalize
    - In conjunction with 8<sup>th</sup> Street Extension
    - Safety improvement



## Recommended Transportation Improvements Summary

- **71 Total Projects**
  - 14 projects are identified as **High Priority**
  - **Total Estimated Cost: \$53.4 Million**
- **17 Street/Intersection Projects**
- **12 Local Street Projects**
- **12 Bicycle Projects**
- **11 Multi-Use Path/Trail Projects**
- **11 Pedestrian Projects**
- **2 Transit Projects**
- **46 City Projects (64% of total)**
  - **Total Estimated City Cost: \$17.9 Million (34% of total)**

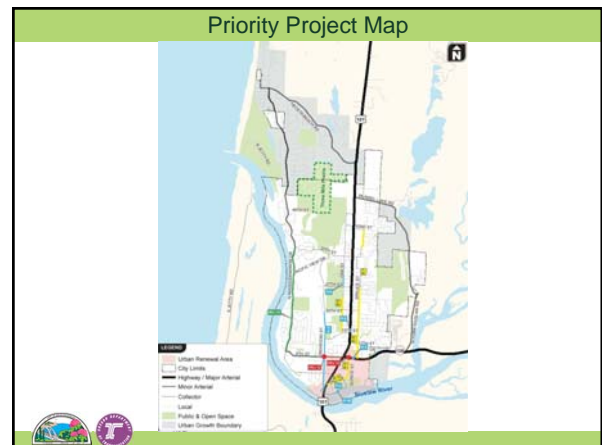
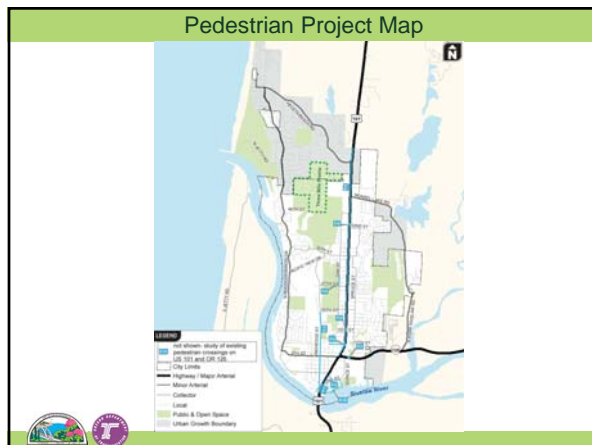
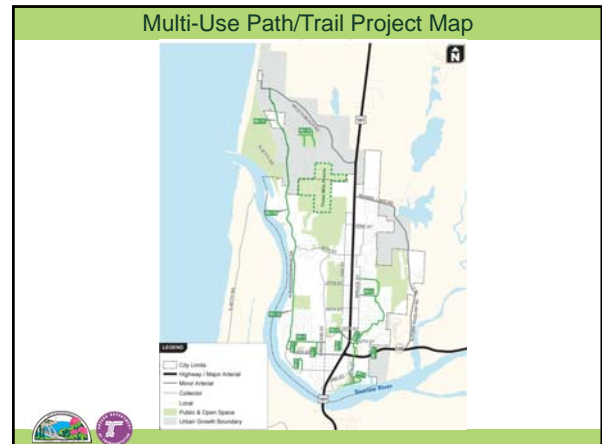
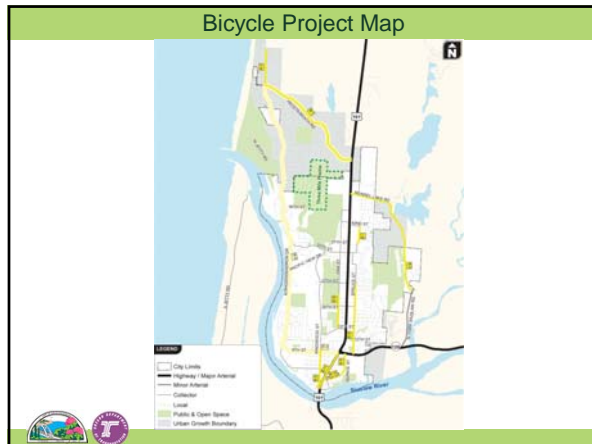


## Summary Project Map



## Roadway and Intersection Project Map





#### High Priority Projects

- High Priority projects (\$3.5 M) account for roughly 6.5% of total combined project cost
- **Criteria** used to identify high priority:
  - An immediate need to address **capacity** or **safety** deficiencies;
  - A **value-driven** project that has been identified as desirable and provides above-average benefit;
  - A project that is **likely to be funded** by identifiable grant monies or urban renewal funds; and;
  - A project that is relatively **low cost**, and may be **easily implemented** with limited City funds.

#### High Priority Project – Funding Statistics

- **High Priority** projects meet current needs to improve multi-modal mobility in the City. Many of the projects are relatively low cost, and thus may be implemented in the short term.
  - 6 pedestrian-related improvements (sidewalks, crosswalks)
  - 5 bicycle-related projects (bike lanes and sharrows)
  - 1 multi-use path (on Rhododendron Drive)
  - 2 intersection improvement projects that address existing and/or short-term capacity deficiencies
    - 9<sup>th</sup> Street/Kingwood Street
    - OR 126/Spruce Street



### Approval Criteria

- **Florence Realization 2020 Comprehensive Plan**
  - Plan Adoption, Amendments, Review and Implementation;
    - Chapter 1, Citizen Involvement
    - Chapter 2, Land Use
    - Chapter 5: Open Spaces and Scenic, Historic, and Natural Resources
    - Chapter 8: Parks, Recreation and Open Space
    - Chapter 11: Utilities and Facilities
    - Chapter 12: Transportation
- **Florence City Code (FCC) Title 10: Zoning Regulations**
  - Chapter 1: Zoning Administration, Section 3-C: Amendments and Changes: Legislative Changes
- **Oregon Statewide Planning Goals (OAR 660.015):**
  - Goal 1, Citizen Involvement
  - Goal 2, Land Use Planning
  - Goal 5, Natural Resources
  - Goal 6, Air, Water and Land Resource Quality
  - Goal 7, Areas Subject to Natural Disasters and Hazards
  - Goal 8, Recreational Needs
  - Goal 9, Economic Development
  - Goal 10, Housing
  - Goal 11, Public Facility Planning
  - Goal 12, Transportation
  - Goal 13, Energy Conservation
  - Goal 14, Urbanization



### Approval Criteria (Cont.)

- **Oregon Revised Statutes:**
  - ORS 197.175
  - ORS 197.250
  - ORS 197.253
  - ORS 197.610
  - ORS 197.615
- **Oregon Administrative Rules 660**
  - Division 11: Public Facilities
  - Division 12: Transportation Planning Rule;
  - Division 18: Post Acknowledgement Amendments



### Proposed Comprehensive Plan Amendments

- **Project Objectives**
  - Make the Comprehensive Plan consistent with Statewide Planning Goal 12
  - Update the Municipal Airport Master Plan and the Community Transit Plan
- **Exhibits**
  - B-1: Amendments to Chapter 12, Transportation
  - B-2: Municipal Airport Plan  
Community Transit Plan  
Rhododendron Drive Integrated Transportation Plan



### Proposed Code Amendments

#### Exhibit C: Proposed Amendments to Title 10

- Traffic Impact Studies: clarify when required, submittal requirements, and potential conditions of approval
- Adds requirements for large employers to provide carpool/vanpool parking
- Reduces amount of required parking if project supports alternative modes such as transit
- Provides for exceptions to required sidewalk improvements and allows for non-remonstrance agreements instead



THANK YOU!

Questions??

