

ORDINANCE NO. 2086

AN ORDINANCE AMENDING THE TRANSPORTATION SYSTEM PLAN (TSP) OF THE CENTRAL POINT COMPREHENSIVE PLAN TO ADD ROAD DIET IMPROVEMENTS TO PROJECT NO. 230.

Recitals:

- A. Words ~~lined through~~ are to be deleted and words **in bold** are added.
- B. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- C. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City Comprehensive Plans.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.96.100 Comprehensive Plan and Urban Growth Boundary Amendments – Purpose and Chapter 17.05.500, Type IV Review Procedures, the City has initiated an application and conducted the following duly advertised public hearings to consider the proposed amendment:
 - a) Planning Commission hearing on January 11, 2022
 - b) City Council hearing on January 27, 2022.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Amendments to TSP Chapter 7 – Street System, 2008-2030 to read:

Table 7.4 Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.

Section 2. Amendments to TSP Chapter 12 – Transportation System Financing Program to read:

Table 12.5. Tier 1 – Long Term Projects

Ref. No.	Project Location	Improv. Category	Project Description
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.

Section 3. Evidence. Based on all the information received, the City Council adopts Planning Commission Resolution No. 892 and its attachments (Exhibit 1) as evidence that justifies adoption of the TSP Amendment as set forth in Sections 1 and 2 of this Ordinance.

Section 4. The City Manager is directed to conduct post acknowledgement procedures defined in ORS 197.610 et seq. upon adoption of the TSP Amendment.

Section 5. Effective Date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this 17th day of February, 2022


Mayor Hank Williams

ATTEST:


City Recorder

PLANNING COMMISSION RESOLUTION NO. 892

**A RESOLUTION OF THE PLANNING COMMISSION FORWARDING A
FAVORABLE RECOMMENDATION TO THE CITY COUNCIL
TO AMEND THE COMPREHENSIVE PLAN TO ADD ROAD DIET IMPROVEMENTS TO
PROJECT NO. 230 IN THE TRANSPORTATION SYSTEM PLAN**

(File No: CPA-20001)

WHEREAS, on January 11, 2022 the City of Central Point Planning Commission held a duly-noticed public hearing, reviewed staff reports, findings of fact and heard public testimony on a Major Revision to the Central Point Comprehensive Plan, Transportation System Plan; and

WHEREAS, the Planning Commissions determined that the revisions as proposed were in the public interest and that the general welfare of the public will benefit by the proposed revisions to improve safety at the Highway 99/Scenic Avenue intersection; and

WHEREAS, after reviewing the requested proposal and considering public testimony it is the determination of the Central Point Planning Commission that the proposed amendment as set forth in attached Exhibit "A" dated January 11, 2022 are adjustments that do not alter, or otherwise modify the uses and character of development and land use within the City of Central Point, and is therefore determined to be consistent with all of the goals, objectives, and policies of the City's Comprehensive Plan and State Planning Goals.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 892 does hereby accept, and forward to the City Council a recommendation that the City Council favorably consider amending the City of Central Point Comprehensive Plan, Transportation System Plan (TSP) as set forth in the attached Exhibit "A" including Attachments "A" through "E" provided therein.

PASSED by the Planning Commission and signed by me in authentication of its passage this 11th day of January, 2022.


Planning Commission Chair

ATTEST:


City Representative

Approved by me this 11th day of January, 2022.


Planning Commission Chair

January 11, 2022

Item Summary

Consideration of a Comprehensive Plan Text Amendment to the Transportation System Plan (TSP) concerning improvements at and around Scenic Avenue and Highway 99 (Project No. 230). Applicant: City of Central Point.

Staff Source

Stephanie Holtey, Planning Director

Background

The Oregon Department of Transportation applied and received funding through the All Road Transportation Safety (ARTS) Program to signalize the intersection at Highway 99 and Scenic Avenue and apply a road diet (i.e. 5 lanes to 3 lanes with a center turn lane from the Exit 35 interchange (MP 0.35) to MP 1.95 just south of Brookhaven Drive) (Attachment "A" and "C"). This project addresses known traffic safety issues by reducing the number and severity of traffic accidents at this location (Attachment "B"). The project is consistent with the City of Central Point TSP Project No. 230 with the exception of the road diet improvements. Based on current volumes and the five (5) lane configuration on Highway 99, signal warrants are not met. Adding the road diet will allow signal warrants to be met as needed for the project to proceed. At the request of ODOT, staff introduced a proposed revision to the TSP at the October 5th Planning Commission meeting to add the road diet to Project No. 230. After asking questions and expressing some concerns, the Planning Commission directed staff to schedule a public hearing to consider the proposed TSP Amendment.

At the January 11, 2022 Planning Commission meeting staff will present the proposed amendment to the TSP for a public hearing. The proposed revision is a Major Revision to the Central Point Comprehensive Plan. At the conclusion of the public hearing, the Planning Commission will consider the revision relative to the approval criteria in CPMC 17.96.500 and make a recommendation to the City Council for final decision.

Issues

At the October 5, 2021 Planning Commission meeting there was discussion and some concern that applying a road diet would worsen the ability of residents to evacuate the city in the event of wildfire. There were also concerns relating to heavy traffic volumes on Highway 99, particularly related to incoming traffic from Highway 62. Provided below is information related to the issues of evacuation safety and traffic volume on Highway 99.

Evacuation: The proposed TSP Amendment adding a road diet will reduce the number of lanes in the city limits but not the pavement width. Based on consultation with Public Works, the full pavement width can be used during times of emergency to evacuate residents if necessary. The City is in the process of updating its TSP. As part of that planning effort, the consultant will be looking at transportation needs and mitigation measures during times of emergency to look at community concerns related to wildfire evacuations. In the meantime, the City has created Neighborhood Evacuation Zones to phase evacuations based on location to minimize congestion and facilitate more orderly traffic movements during emergencies.

Traffic Volume: ODOT prepared a Traffic Report that looks that traffic volumes on Highway 99 now and in 2040 (Attachment "D"). The report found that there are 6,800 Average Daily Trips currently with 18.5% being heavy vehicle traffic. In 2040 this is forecast to increase to 8,870 Average Daily Trips. This is much less than other arterials in the City. Public Works reported that Pine Street has 21,000; Beall Lane has 15,000 and Twin Creeks Crossing has 5,000 Average Daily Trips. Based on this data, the impacts from traffic volume are not likely to negatively impact this transportation facility in the next 20-years. However, if the conditions change, the Highway 99 can be reconfigured back to five (5) lanes.

Findings of Fact & Conclusions of Law

The Major Comprehensive Plan Amendment to the TSP has been evaluated against the applicable criteria set forth in CPMC 17.96 and found to comply as evidenced in the Planning Department Findings of Fact and Conclusions of Law (Attachments "D").

Attachments

- Attachment "A" – Proposed TSP Amendment (Tables 7.4 and 12.5)
- Attachment "B" – Project Location Map
- Attachment "C" – Proposed Project Plans (Sheets A01, QB01-QB10)
- Attachment "D" – ODOT Traffic Report
- Attachment "E" – Planning Department Findings of Fact and Conclusions of Law
- Attachment "F" – Draft Planning Commission Resolution No. 892

Action

Consider the proposed Major Comprehensive Plan Amendment to the TSP and 1) approve; 2) approve with revisions; or 3) deny the application.

Recommendation

Approve Resolution No. 892 recommending the City Council approve the TSP Amendment without revisions per the Staff Report dated January 11, 2022 including all attachments.

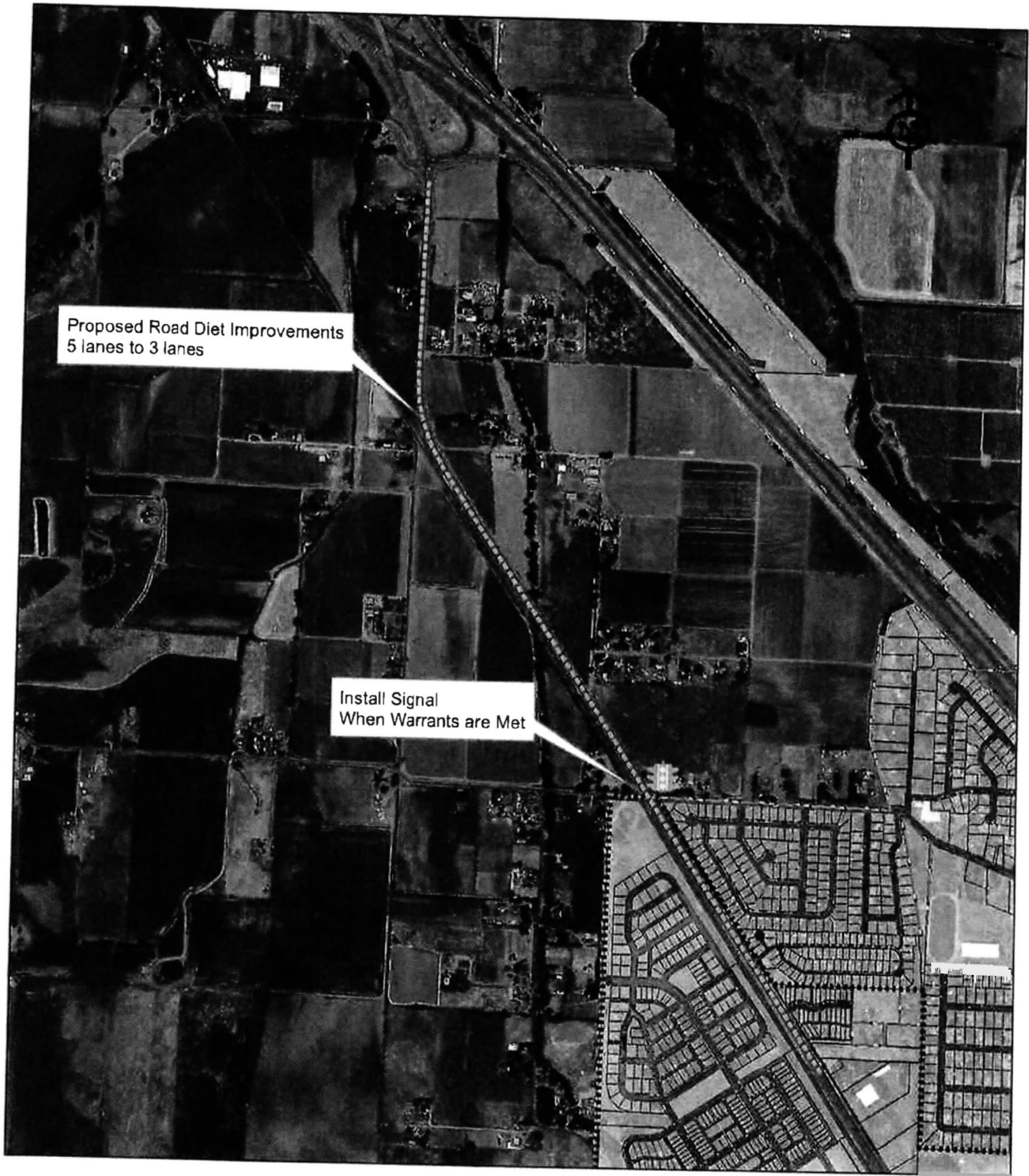
ATTACHMENT "A" – Proposed Transportation System Plan Revisions

Table 7.4, Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Year	ODOT	County	Central Point	Medford	Other	
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.	•	•	•					√			√	2012	♦	♦	♦			

Table 12.5, Tier 1 – Long Term Projects

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Medford	Other	Total Project Cost	
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.	■	■	■					√			√	Tier 1, Long	♦	♦	♦				\$2,737,300



ATTACHMENT "B"
TSP Amendment: Project No. 230 (Highway 99/Scenic Avenue)

Project Location Map (Approximate)
CPA-20001

ATTACHMENT "C"

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	Title Sheet
A02	Index Of Sheets Cont. & Std. Dwg. Nos.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED PROJECT
GRADING, PAVING, CURB RAMPS, SIGNING & SIGNALS
OR99: I-5 TO SCENIC AVE SECTION
ROGUE VALLEY HIGHWAY
 JACKSON COUNTY
 SEPTEMBER 2022

??V-???



Overall Length Of Project - 1.54 Miles

ATTENTION:
 Oregon Law Requires All Plans To Be Sealed By A Professional Engineer Registered With The Oregon State Board of Professional Engineers. Those Plans Not Sealed In OAR 952-00-0100-0001 Through OAR 952-00-0100-0001 May Not Be Used For Construction. Plans Prepared By The Oregon Utility Notification Center (OUNC) Are Not To Be Used For Construction. The Oregon Utility Notification Center Is (503) 232-1987.

LET'S ALL
 WORK TOGETHER
 TO MAKE THIS
 JOB SAFE

**PRELIMINARY COPY
 INFORMATION ONLY**

OREGON TRANSPORTATION COMMISSION

CHAIR
 Robert Van Eecklin
 COMMISSIONER
 John Brann
 COMMISSIONER
 Sarah Smith
 COMMISSIONER
 Michael W. Sincere
 DIRECTOR OF TRANSPORTATION

These plans were developed using ODOT design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their delegate authority.

Approving Authority

Signature & date

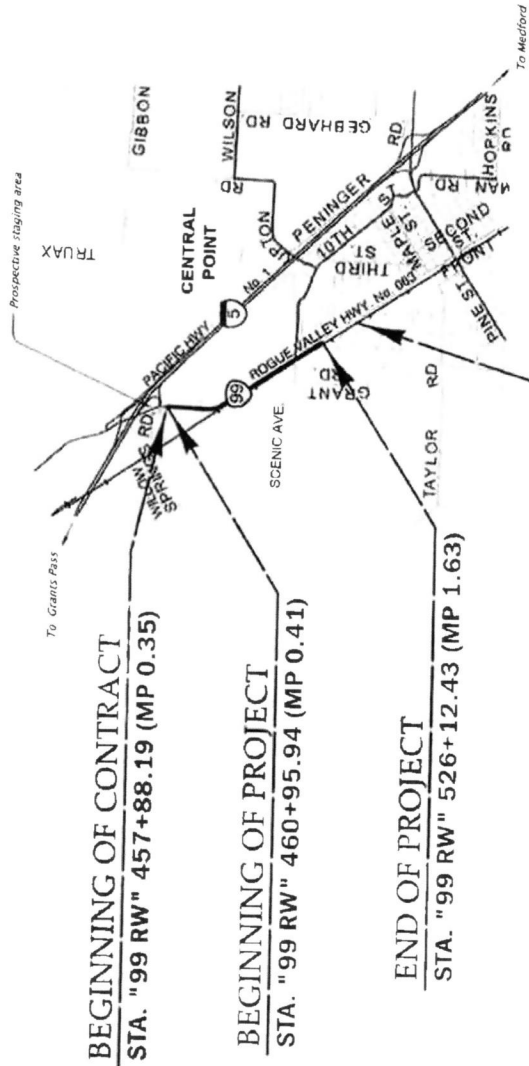
Mark Thompson, Esq., 1 Tech. Gr. Manager
 Print name and title

Concurrence by ODOT Chief Engineer

OR99: I-5 TO SCENIC AVE SECTION
 ROGUE VALLEY HIGHWAY
 JACKSON COUNTY

SECTION HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	K20185	A01

SCALE: AS SHOWN
 PLAN ELECTRONIC DOCUMENT
 AVAILABLE UPON REQUEST
 Revision "J" Scale: 1"=100'



T. 36 S., R. 2 W., W.M.
 T. 37 S., R. 2 W., W.M.



BEGINNING OF CONTRACT

STA. "99 RW" 457+88.19 (MP 0.35)

BEGINNING OF PROJECT

STA. "99 RW" 460+95.94 (MP 0.41)

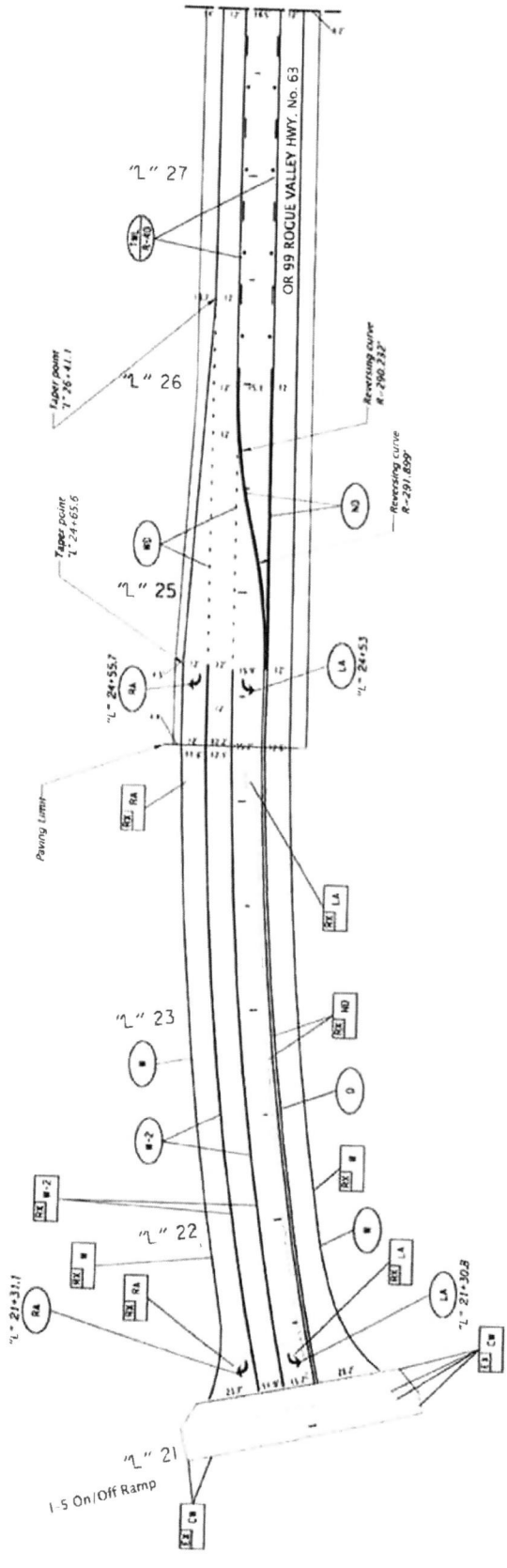
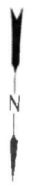
END OF PROJECT

STA. "99 RW" 526+12.43 (MP 1.63)

END OF CONTRACT

STA. "99 RW" 542+87.69 (MP 1.95)

??V-???



Remove existing pavement markings within the work area shown on this sheet prior to installing new pavement marking.
Est. Quantity - 3855.4 ft., 81 sq. ft.

No work. Review and protect existing pavement marking.
See sheet Q401 for Legend and General Notes

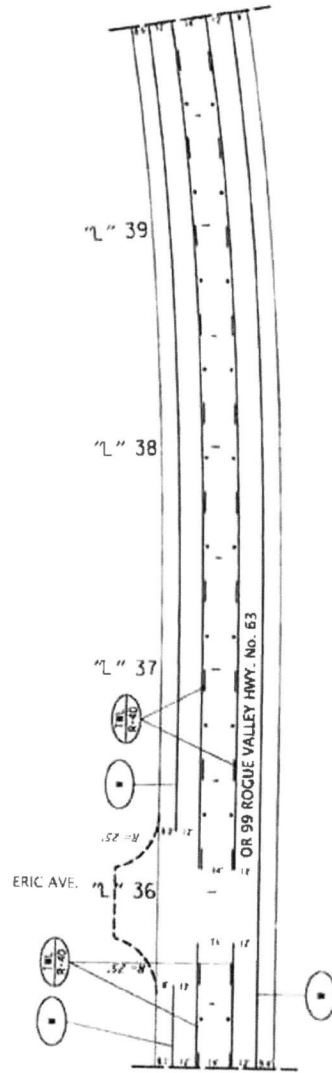
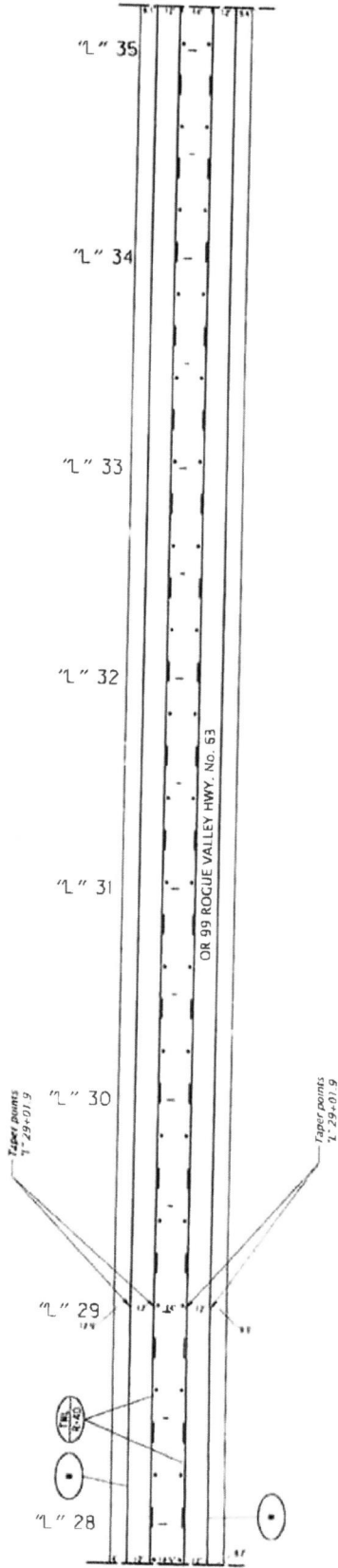
Drawing scale = 1" = 50'

 OREGON DEPARTMENT OF TRANSPORTATION	OR99: I-5 TO SCENIC AVE SECTION ROGUE VALLEY HIGHWAY JARVIS COUNTY	SHEET NO. Q801
	Designer: Neil Sabaun-Luzio Checker: Neil Sabaun-Luzio	Reviewer: Willem Fogelraad Designer: Neil Sabaun-Luzio

REGISTERED PROFESSIONAL ENGINEER
 631
 NEIL SABOUN-LUZIO
 LICENSE NO. 12-31-2022
 RENEWS: 12-31-2022
 www.oregon.gov/DEPARTMENT OF TRANSPORTATION
 4400 NE JACOBSON RD

TM_A20185_Supl_01 (1) inch equals 50 feet Plan Sheets 9/14/2021 1:55:31 PM hwp:chf

77V-777



See sheet Q401 for Legend and General Notes

Drawing scale = 1" = 30'



OREGON DEPARTMENT OF TRANSPORTATION

OR899 - LS TO SCENIC AVE SECTION
ROGUE VALLEY HIGHWAY
JACKSON COUNTY

Designer: Amy Strickland
Checker: Amy Strickland
Project: Jackson Highway

PAVEMENT MARKINGS PLAN

SHEET NO
0802

Rotation: 0° Scale: 1" = 30'

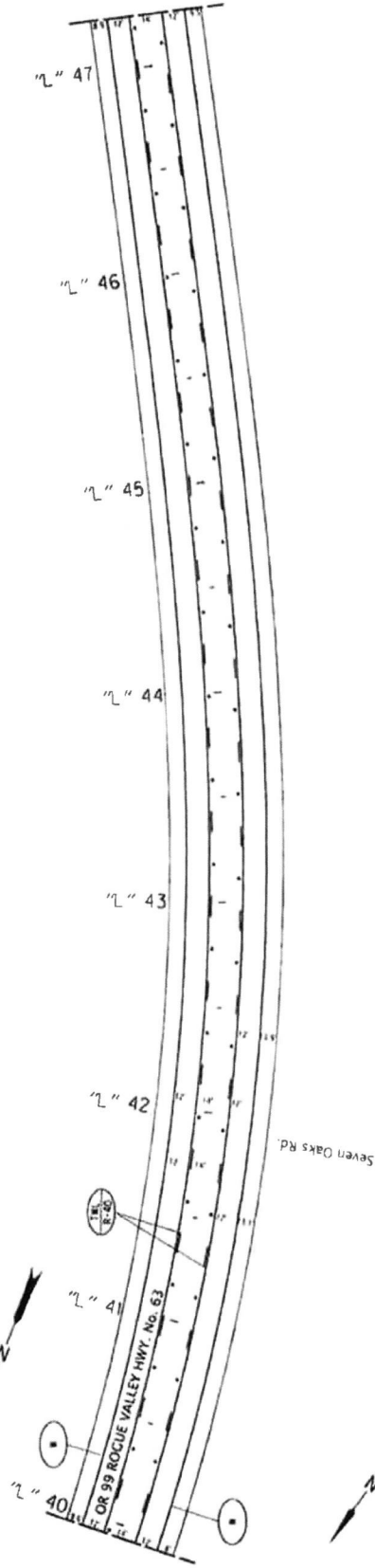


RENEWALS: 12-31-2022

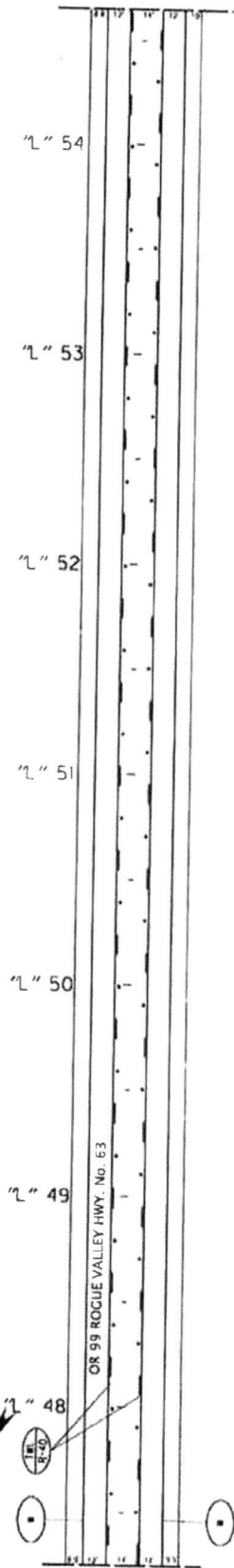
PAVEMENT MARKINGS PLAN

T:\MLC20185_spl_01 : 1 inch equals 50 feet: Plan Sheets : 9/14/2021 : 3:55:32 PM : hwy634r

77V-777



Seven Oaks Rd.



See sheet QA01 for Legend and General Notes
Drawing scale = 1" = 50'



OREGON DEPARTMENT OF TRANSPORTATION

OR99 I-5 TO SCENIC AVE SECTION
ROGUE VALLEY HWY
JACKSON COUNTY

Reviewed by: Ben Fitzgerald
Checked by: Matt Johnson
Designed by: James Adams



REVISIONS: 12-31-2022
1. MARKED FOR R-40

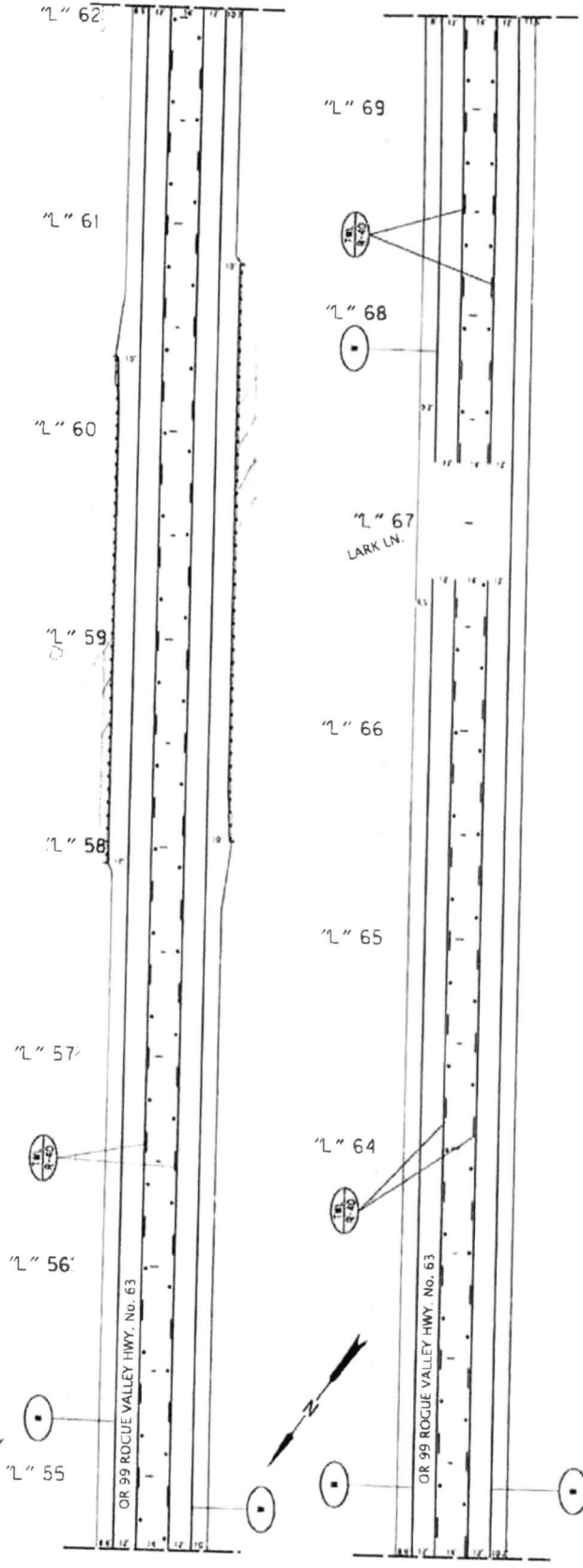
SHEET NO
QB03

PAVEMENT MARKINGS PLAN

Station: J Scale: 1" = 50'

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77V-777



See sheet Q401 for Legend and General Notes

Drawing Scale = 1" = 50'

 OREGON DEPARTMENT OF TRANSPORTATION	OR99-1-5 TO SCENIC AVE SECTION ROGUE VALLEY HIGHWAY JACKSON POINT	Designer: Mark S. Luchio Director: Mark S. Luchio	Revision: 01/15/19/19/19 Designer: Mark S. Luchio
		PAVEMENT MARKINGS PLAN	

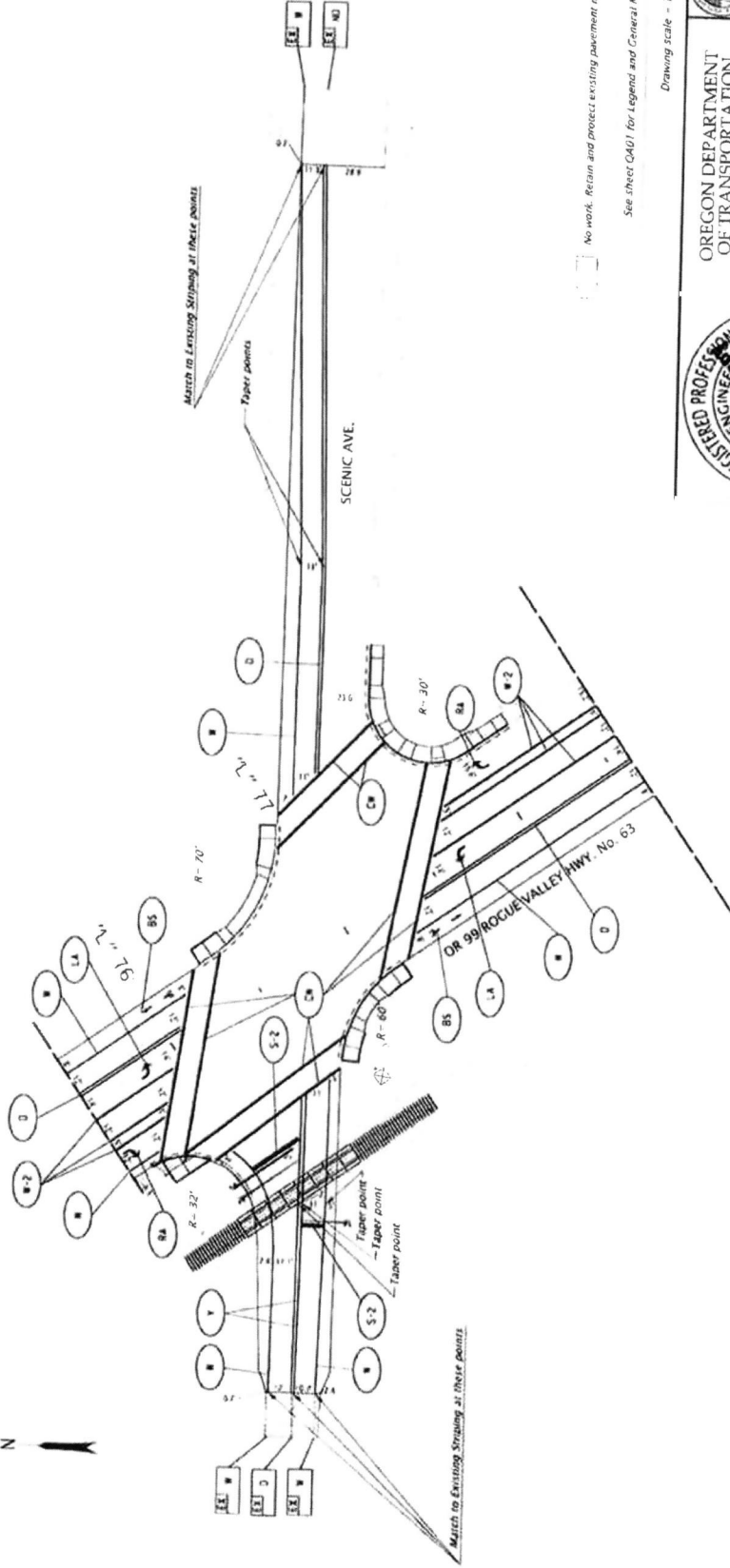


RENEWALS: 12-31-2022
 FILE LICENSE DOCUMENT
 CHANGING PERIODICALLY

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Retention: 0' Scale: 1" = 50'

??V-???



Match to Existing Striping at these points

No work, retain and protect existing pavement marking

See sheet Q461 for Legend and General Notes

Drawing scale - 1" = 50'



OREGON DEPARTMENT OF TRANSPORTATION

OR99- I-5 TO SCENIC AVE SECTION
 ROGUE VALLEY HIGHWAY
 JACKSON COUNTY

Designer: Amy Stalder-Labors
 Reviewer: William F. Espinoza
 Drafter: Amy Stalder-Labors
 Date: 12/21/2022



RENEWED: 12-31-2022

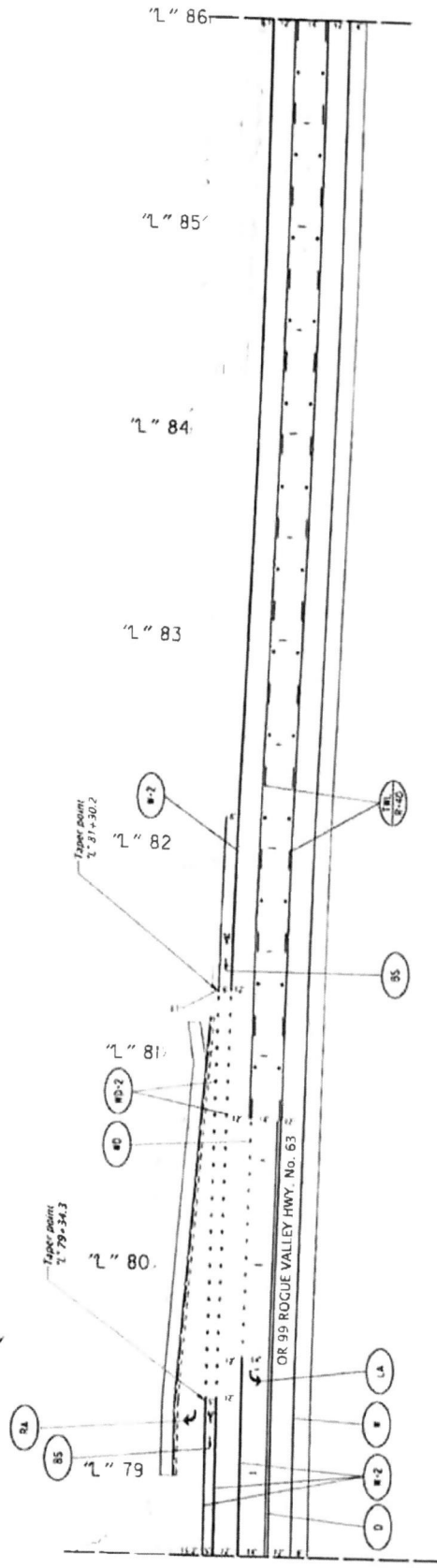
T:\K201\B5_spl.dwg 1 inch equals 50 feet Plan Streets 9/14/2021 1:55:34 PM nmwpc34c

SHEET NO
 Q806

PAVEMENT MARKINGS PLAN

Rotation: 0° Scale: 1" = 50'

??V-???



See sheet Q40 for Legend and General Notes

Drawing scale = 1" = 50'

OREGON DEPARTMENT OF TRANSPORTATION

OR99 J-5 TO SCENIC AVES SECTION
 ROGUE VALLEY HIGHWAY
 JACKSON COUNTY

PAVEMENT MARKINGS PLAN

PROJECT NO. 2022-0001
 SHEET NO. 3807

DATE: 12-31-2022

REGISTERED PROFESSIONAL ENGINEER

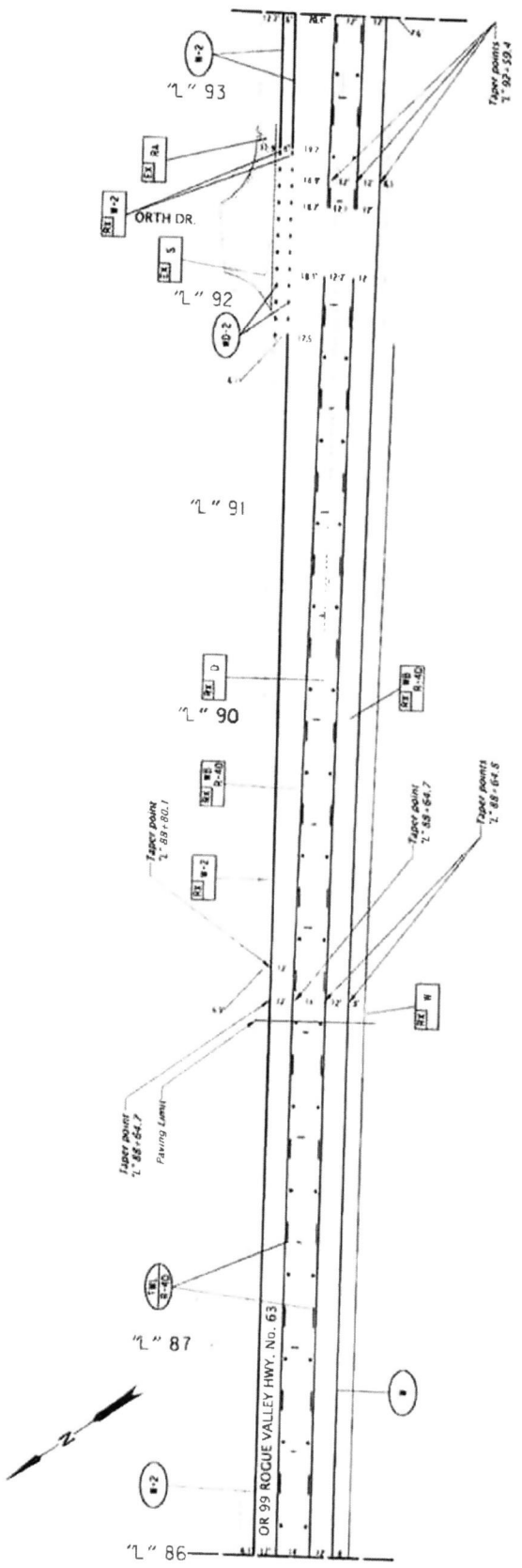
Michael B. Parker

RENEWED 12-31-2022

1100 N. 10th Street, Suite 100
 Medford, Oregon 97504

TM-K20-85_spl_01 11 inch equals 50 feet Plan Sheets 9/14/2021 1:55:34 PM Hwy634c

??V-???



Remove existing pavement markings within the work area shown on this sheet prior to installing new pavement markings. Est. Quantity - 2317.6 ft.

No work. Retain and protect existing pavement marking.

See sheet Q401 for Legend and General Notes

Drawing Scale = 1" = 50'



OREGON DEPARTMENT OF TRANSPORTATION

OR99: I-5 TO SCENIC AVE SECTION
ROGUE VALLEY HIGHWAY
JUGOSKI COUNTY

Designer: Nick Siskovic
Checker: Nick Siskovic
Reviewer: Jason Ferguson
Crew: Scott Parker



RENEWALS: 12-31-2022

FOR ELECTRICAL DOCUMENTS
REVISIONS ARE REQUIRED

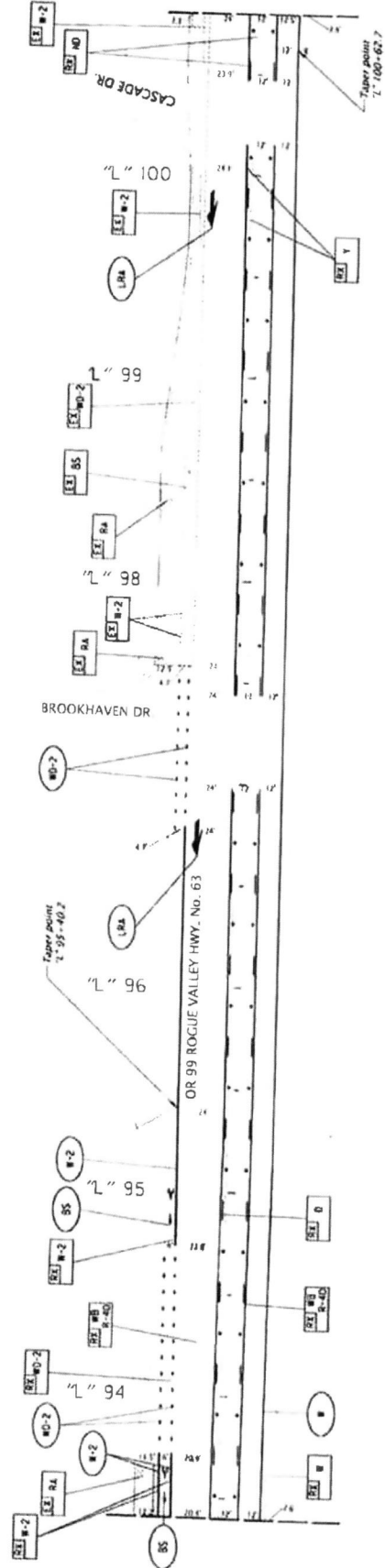
Sheet No. Q408

PAVEMENT MARKINGS PLAN

Rotation: 0° Scale: 1"=50'

TW_K20185_stp_01 1 inch equals 50 feet Plan Sheets 9/14/2021 1:55:35 PM hwy634t

??V-???



Remove existing pavement markings within one work area shown on this sheet prior to installing new pavement marking. Est. Quantity - 3251.1 ft.

No work. Retain and protect existing pavement marking.

See sheet QAD1 for Legend and General Notes

Drawing scale = 1" = 50'



OREGON DEPARTMENT OF TRANSPORTATION

OR99-15 TO SCENIC AVENUE SECTION
ROGUE VALLEY COUNTY
JACKSON COUNTY

Design: Tom Siskin, L.A.S. Director, Road Design
2-000: Jeff Siskin, L.A.S. Director, Road Design

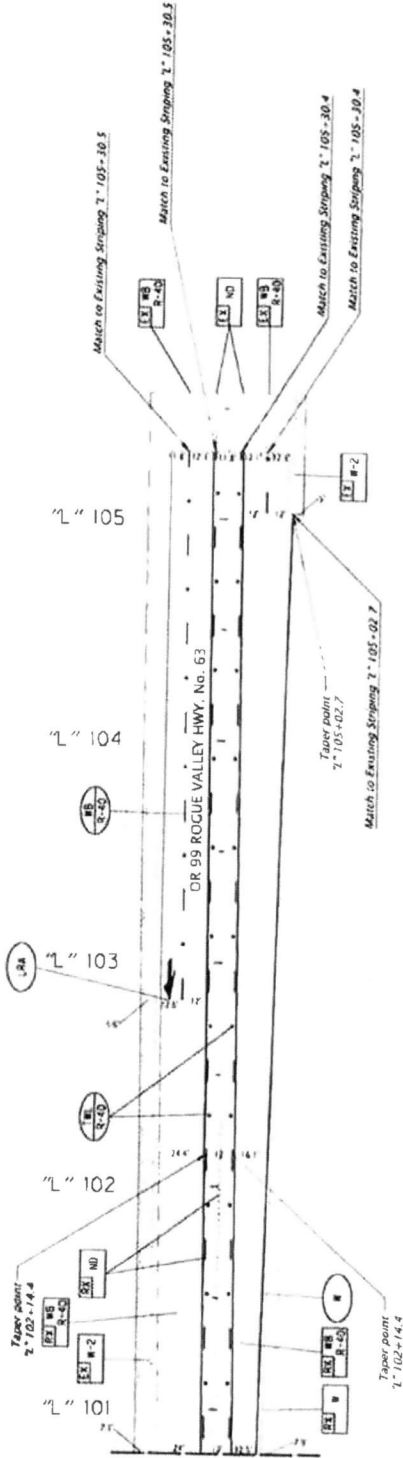
PAVEMENT MARKINGS PLAN
SHEET NO. QB09

Rotation: 0° Scale: 1" = 50'

RENEWALS: 12-31-2022

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??V-???



Remove existing pavement markings within the work area and install new markings prior to installing new pavement marking. Est. Quantity = 4,800 sq ft.

No work. Retain and protect existing pavement marking.

See sheet GAD1 for Legend and General Notes.

Drawing scale = 1" = 30'

REGISTERED PROFESSIONAL ENGINEERS
PAVEMENT MARKING ONLY
 63 E. 11th Street, Astoria, OR 97103
 B. L. PARKER
 11/21/2005

OREGON DEPARTMENT OF TRANSPORTATION
 OR99- L5 TO SCENIC AVE SECTION
 ROGUE VALLEY HIGHWAY
 JACKSON COUNTY

Designer: Tom Johnson
 Checker: Scott Fisher
 Date: 11/21/2005

RENEWALS 12-31-2027
 ENGINEERING & CONSTRUCTION
 1111 1/2 S. W. 10th Street, Astoria, OR 97103
 PH: 503.325.4444
 FAX: 503.325.4444

PAVEMENT MARKINGS PLAN
 SHEET NO.
 OB10
 Rotation: 0° Scale: 1" = 30'



Oregon

Kate Brown, Governor

ATTACHMENT "D"

Department of Transportation

**Region 3 Traffic
District # 8**

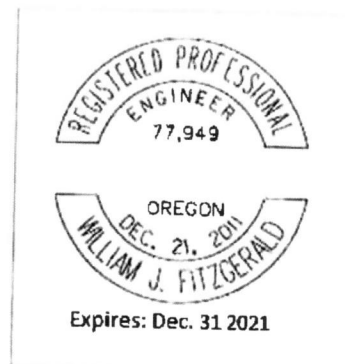
100 Antelope Rd
White City, OR 97502
Phone 541-774-6359

Traffic Report

**OR 99: I-5 to Scenic
Rogue Valley Highway No. 63 M.P. 0.42 – 1.64
KN 20185
Jackson**

Prepared By:

William Fitzgerald, PE
Traffic Operation Engineer



Traffic Data

On OR 99, there are two lanes in each direction of travel between MP 0.42 and 1.64. Average Annual Daily Traffic (AADT) in this section is 6800 vehicles with approximately 18.5% heavy vehicles. Future (2040) AADT is projected to be 8870 vehicles. The project limits are shown in the figure below.

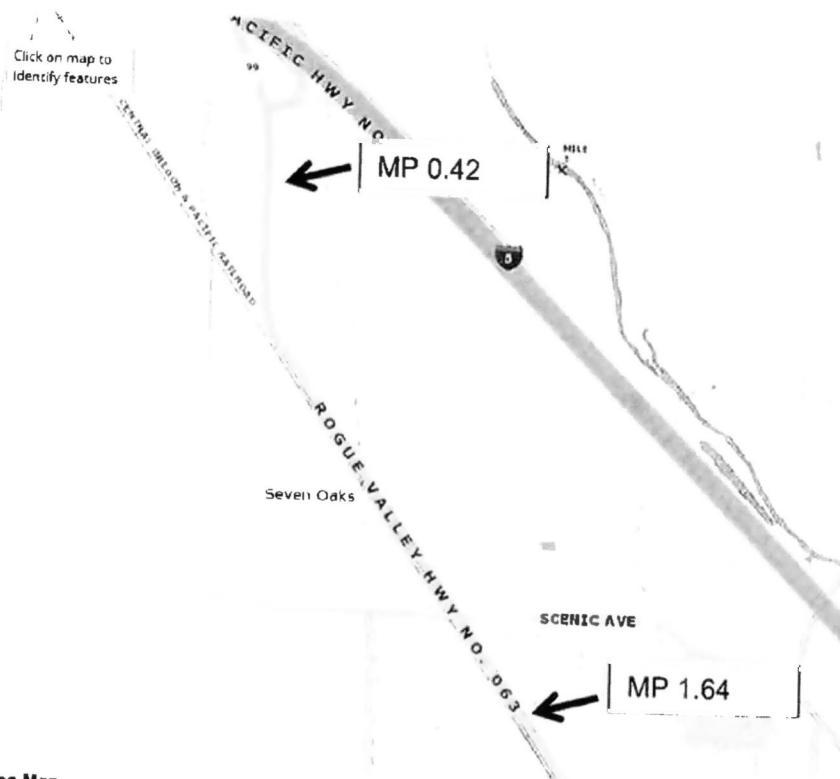


Figure 1 Area Map.

Introduction

This project will install a road diet along OR 99 throughout this section of highway. There will be a grind inlay to facilitate the road diet. A signal will be installed at the intersection of OR 99 @ Scenic Ave. This project is a safety project due to the number of severe crashes that have been occurring along this section of highway. This is an ARTS funded safety project. Traffic section control The Example Project brief scoping level description including type of work (paving, etc.), reason for project and other current known details. Indicate funding source, and especially emphasize if project is a safety related project and the Traffic section's involvement/intentions.

Safety Analysis

In the past 10 years there have been 37 recorded crashes within the project limits, a summary of crash types and injury severity are shown in the table below. Leading crash causes included: *Almost all of the crashes were due to failure to yield ROW.*

Crash Severity	
Fatal	1
Inj A	3
Inj B	15
Inj C	6
No<5	0
PDO	12

Crash Types	
Fixed Object	6
Sideswipe-Meeting	1
Rear-End	1
Non Collision	0
Other	0
Angle	19
Turning Movement	10
Head-On	0
Parking Maneuver	0
Pedestrian	0

The majority of these crashes occurred at the Scenic @ OR 99 intersection. The failure to yield ROW cause of the crashes occur when drivers take inadequate gaps in traffic. Crashes were occurred from 5 am to 10 pm with spikes at 8 am and 1pm to 5 pm. These spikes are likely due to peak hour traffic and peak school traffic. Scenic Middle school is very close by which leads to peak queuing in the morning and afternoon. The signal portion of this project will reduce the angle type crashes by 67%. All but one of the Injury A crashes are angle type and the fatal is angle type, so the installation of the signal should reduce the severity of crashes as well. The road diet will help reduce all crashes on this section of roadway by about 29%. Considering the improvements being installed this project should help reduce the number of crashes on this section of roadway.

Traffic Operations Analysis

Existing year traffic operates at a Level of Service (LOS) A on the highway straight away sections and LOS F and a V/C of 1.42 for the Scenic Ave intersection during the peak hours. The LOS F for the Scenic Ave intersection is due traffic peaking on Scenic Ave during the AM, School and PM peak hours. Traffic has a difficult time existing Scenic onto OR 99 due to the low number of gaps, high speed of the highway and number of lanes. This problem has led to the inclusion of a traffic signal in this project. An analysis of the intersection shows that a traffic signal is not warranted with the existing 5 lane section. Due to the road diet being included in the project the warrant analysis can be completed using the proposed three lane section. A traffic signal is warranted with the proposed three lane section. With a traffic signal installed at the intersection of OR 99 and Scenic Ave the LOS improves to B and with a V/C ratio of 0.70. The LOS of the straight away section is reduced from LOS A to B with the road diet. Future year (2040) traffic is expected to operate at a LOS B with a B/C ratio of 0.77

at the intersection of Scenic Ave and OR 99. The addition of the traffic signal will reduce the LOS and V/C ratio for both existing and future conditions at the intersection of Scenic Ave and OR 99. The existing straight away section will have slightly lowered LOS with a slightly higher V/C but still within acceptable 20 year design life. Table 1 below provides the V/C, LOS, and 95th queue length for build, no build conditions and provides the same data for the future year (2040) scenario.

Table 1						
No Build						
Direction	V/C	LOS	2020	V/C	LOS	2040
			95th Queuing			95th Queuing
WBL	1.54	F	580	4.8	F	840
WBT						
WBR						
EBL	0.77	F	100	1.64	F	170
EBT						
EBR						
NBL	0.06	A	10	0.08	A	20
NBT	~		~	~		~
NBR	~		~	~		~
SBL	0.08	A	10	0.11	A	20
SBT	~		~	~		~
SBR	~		~	~		~

Road Diet w/Signal						
Direction	V/C	LOS	2020	V/C	LOS	2040
			95th Queuing			95th Queuing
WBL	0.55	B	80	0.66	B	210
WBT						
WBR						
EBL	0.26	B	45	0.31	B	100
EBT						
EBR						
NBL	0.14	B	10	0.19	B	35
NBT	0.70		100	0.77		160
NBR	0.27		40	0.30		45
SBL	0.21	B	30	0.30	B	40
SBT	0.50		90	0.56		120
SBR	0.05		25	0.06		25

Traffic Control

Traffic volumes allow for the roadway to be reduced to a single lane with alternating bidirectional traffic during the day, recommended lane restrictions are shown below.

Recommended Lane Restrictions – 00220.40(e)(1)

1. **Closed Lanes** – One traffic lane may be closed in each direction when allowed, shown, or directed during the following periods of time except as indicated in 00220.40(e-2).

- 7:00 p.m. Sunday through 3:00 p.m. Friday

Estimated Delay:

- *<5 minutes of average additional travel time is expected when following the closure recommendations.*

Conclusion

There are safety and capacity concerns at the intersection of OR 99 and Scenic Ave. Crash data revealed there are many angle and turning crashes that are occurring on this section of highway. The addition of a traffic signal and road diet will reduce the number of those types of crashes. The side street traffic entering the highway from Scenic Ave has a difficult time finding a gap. A traffic signal will allow safe gaps in highway traffic to allow traffic to exit Scenic Ave. The mainline traffic on OR 99 will not have queuing, LOS or capacity concerns with the addition of a traffic signal. With the addition of the road diet work may occur during day hours, weekly.

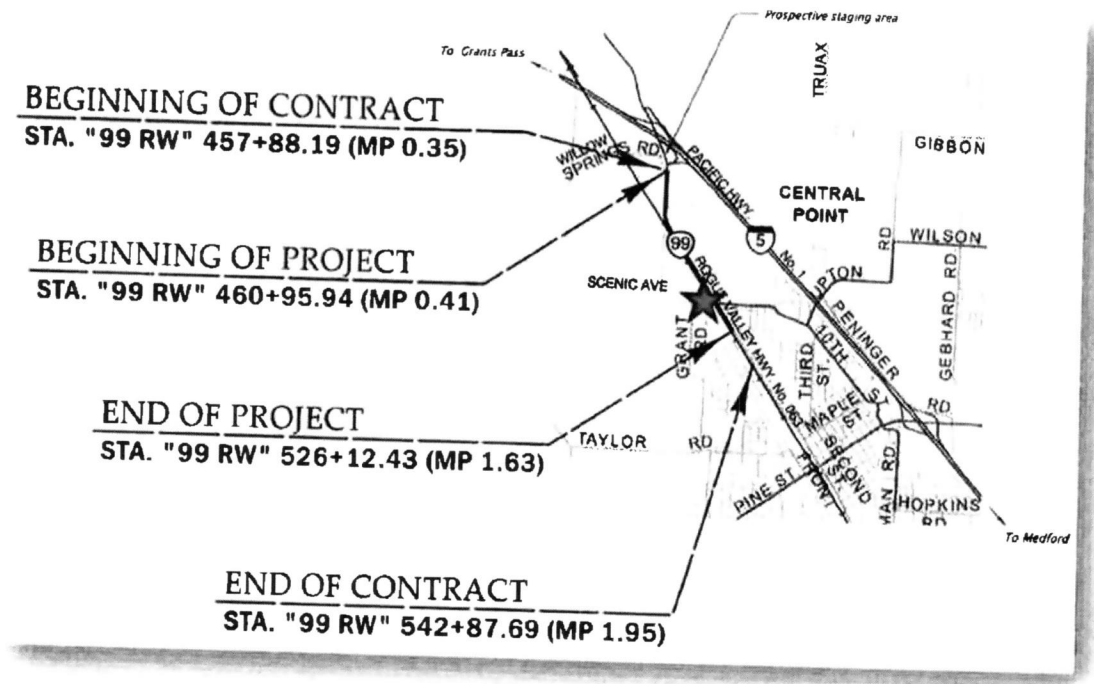


Findings of Fact & Conclusions of Law
Major Comprehensive Plan Amendment: TSP Project No. 230
Applicant: City of Central Point
File No. CPA-20001

I. Introduction

The City of Central Point ("City") is proposing a Major Revision to the Transportation System Plan (TSP), an Element of the Comprehensive Plan ("TSP Amendment"). The proposed revision adds road diet improvements to Highway 99 as part of Project No. 230. As currently written, Project No 230 is to install a traffic signal at the Scenic Avenue intersection with Highway 99 when warrants are met.

Figure 1 - Project Location



The purpose of this project is to meet signal warrants as needed to install a traffic signal at the intersection of Scenic Avenue and Highway 99 to reduce the number and severity of traffic accidents at that location. The road diet, including tapering improvements, will extend from the Interstate 5 Exit 35 (Mile Post (MP) 0.35 to just south of Cascade Drive in the city limits (MP

1.95). Most of the project is along portions of Highway 99 that are owned and operated by the Oregon Department of Transportation (ODOT).

The proposed TSP Amendment is 1.6 miles in length and crosses jurisdictional boundaries. Based on the scope of the project and the potential impacts beyond the Scenic Avenue intersection, it is considered a Major Revision in accordance with CPMC 17.96.300. The TSP Amendment has been processed using Type IV (Legislative) procedures set forth in CPMC 17.05.500.

These Findings of Fact and Conclusions of Law are presented in six (6) parts as follows:

1. Introduction
2. Statewide Planning Goals
3. Transportation Planning Rule
4. Central Point Comprehensive Plan
5. CPMC 17.96.500
6. Summary Conclusion

II. Statewide Planning Goals

Major Comprehensive Plan Amendments must address compliance with the Statewide Planning Goals. Due to Central Point's geographic location outside the Willamette Valley and coastal areas, Goals 15-19 do not apply and are not addressed further. Findings relative to the TSP Amendment are set forth below.

Goal 1 – Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding, Goal 1: The proposed TSP Amendment was developed and processed in accordance with the City's citizen involvement program. The Citizen's Advisory Committee (CAC) considered a possible TSP Amendment on August 11, 2020 early in the planning process. At that time, the CAC unanimously forwarded a recommendation to the Planning Commission to consider a TSP Amendment necessary to improve safety along this corridor and at the Scenic Avenue and Highway 99 intersection. On October 5, 2021, staff presented a proposed TSP Amendment to the Planning Commission at which time the Planning Commission voted to direct staff to schedule a public hearing. A duly noticed legislative hearing was held on January 11, 2022 and January 27, 2022. Notice was published in the Mail Tribune and mailed to property owners within 250-feet of the intersection.

Conclusion, Goal 1: Consistent.

Goal 2 – Land Use

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

Finding, Goal 2: The TSP amendment follows the land use review procedures outlined in Central Point Municipal Code and these findings provide an adequate factual basis for action. The TSP amendment therefore conforms to the established land use planning process and framework consistent with Goal 2.

Conclusion, Goal 2: Consistent.

Goal 3 – Agricultural Lands

To preserve and maintain agricultural lands.

Finding, Goal 3: The proposed TSP amendment does not involve or otherwise affect lands designated for agricultural use.

Conclusion, Goal 3: Not applicable.

Goal 4 – Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Finding, Goal 4: The proposed TSP amendment does not involve or otherwise affect lands designated for forest use.

Conclusion, Goal 4: Not applicable.

Goal 5 – Open Space, Scenic and Historic Areas, and Natural Resources

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding, Goal 5: Public road projects are required to comply with provisions under the Endangered Species Act (ESA) for aquatic species that exceed the Goal 5 and associated Central Point Municipal Code requirements for riparian protection. As such, by complying with the ESA, such public road projects also will adequately address riparian protections otherwise required by regulations applicable to riparian area development. The treatment of other resources regulated under Goal 5 will not change because of the TSP amendment, and therefore the goal is otherwise not relevant to this transportation system plan amendment.

Conclusion, Goal 5: Consistent.

Goal 6 – Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding, Goal 6: The proposed TSP amendment does not involve or otherwise affect local, state, or federal regulations managing the quality of air, water and land resources.

Conclusion, Goal 6: Not applicable.

Goal 7 – Areas Subject to natural Hazards and Disasters.

To protect people and property from natural hazards.

Finding, Goal 7: The proposed TSP amendment does not involve or otherwise affect regulations protecting the citizens of Central Point from natural hazards.

Conclusion, Goal 7: Not applicable.

Goal 8 – Recreation Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.

Finding, Goal 8: The proposed TSP amendment does not involve or otherwise affect the City's provision of necessary recreational facilities.

Conclusion, Goal 8: Not applicable.

Goal 9 – Economy of the State

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of Oregon's citizens.

Finding, Goal 9: The proposed TSP amendment will add a lane reconfiguration project to an already listed signal project and will provide for the continued orderly development of the City's road network, which is a vital infrastructure component necessary to support continued economic development.

Conclusion, Goal 9: Consistent.

Goal 10 – Housing

To provide for the housing needs of citizens of the state.

Finding, Goal 10: The proposed TSP amendment does not involve or otherwise affect the City's ability to provide needed housing to the citizens of Central Point or the state of Oregon.

Conclusion, Goal 10: Not applicable.

Goal 11 – Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding, Goal 11: Transportation facilities are identified as public facilities under this goal. It is acknowledged by the TSP, by reference, is part of the City's Comprehensive Plan Public Facilities Element. The addition of the lane reconfiguration project allows for orderly and timely provision of needed transportation facilities to provide for safe and reliable transportation along Highway 99 and in particular at the intersection with Scenic Avenue.

Conclusion, Goal 11: Consistent.

Goal 12 – Transportation

To provide and encourage a safe, convenient and economic transportation system.

Finding, Goal 12: Transportation, directs state and local jurisdictions "to provide and encourage a safe, convenient and economic transportation system." It establishes that a transportation plan consider all modes of transportation, be based upon an inventory of local, regional and state transportation needs, consider the differences in social consequences that would result from utilizing differing combinations of transportation

modes, avoid principal reliance upon any one mode of transportation, minimize adverse social, economic and environmental impacts and costs, conserve energy, meet the needs of the transportation disadvantaged by improving transportation services, facilitate the flow of goods and services so as to strengthen the local and regional economy, and conform with local and regional comprehensive land use plans.

The City's TSP (2008) currently lists the signal at OR 99 and Scenic Avenue as Project No. 230, when signal warrants are met. The amendment to the TSP is to include the road diet from MP .42 to MP 1.64. The Traffic Report indicated that the traffic signal is not warranted with the existing 5-lane section of roadway. However, with the road diet a traffic signal is warranted. The functional classification of OR 99 through this section remains as an Urban Principal Arterial. ODOT completed a Traffic Report that supports the road diet. The Traffic Report concluded that the addition of a traffic signal and road diet would reduce the number of angle and turning crashes that are occurring on this section of OR 99. The Report concluded that the mainline traffic on OR 99 would not have queuing (LOS or capacity) concerns with the addition of the traffic signal or the road diet.

Conclusion, Goal 12: Consistent.

Goal 13 – Energy

To conserve energy.

Finding, Goal 13: The proposed TSP amendment does not involve, or otherwise affect development standards or regulations that address conservation of energy.

Conclusion, Goal 13: Not applicable.

Goal 14 – Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

Finding, Goal 13: The proposed TSP amendment addresses the multi-modal transportation needs for a project that is already listed in the TSP. The proposed project will address transportation for all modes by addressing the lack of bicycle lanes in the urban area.

Conclusion, Goal 13: Consistent.

III. Transportation Planning Rule (OAR 660-012)

The purpose of the Transportation Planning Rule (TPR) is to facilitate implementation of Statewide Planning Goal 12 (Transportation). It sets forth the requirements for preparation of local TSPs.

Finding OAR 660-012: The City's adopted TSP (Ordinance No. 1922) is based on and complies with the TPR. The proposed amendment is limited to the addition of a lane reconfiguration improvements as part of Project No. 230, which includes installing a signal at the intersection of Highway 99 and Scenic Avenue when warrants are met. The proposed amendment is in response to a Traffic Report that found significant safety concerns at the intersection of Highway 99 and Scenic Avenue and a finding that the signal installation is not warranted with the existing five (5) lane configuration of Highway 99. The proposed addition of a

road diet will allow signal warrants to be met as needed to address a project identified in the TSP. The Traffic Report found that the impacted transportation facilities will not experience any change in functional classification. The proposed amendment will improve intersection performance and reduce angle and turning movement collisions that have resulted in 1 fatality and several injuries in the past ten (10) years. Finally the proposed revision implements Project KN 20185 in the State Transportation Improvement Plan (STIP) and is consistent with the Regional Transportation Plan and Jackson County Transportation Plan. As such, the City finds that there are no changes the TSP's compliance with OAR 660-012 and that no further discussion of TPR compliance is necessary.

Conclusion: OAR 660-012. The proposed TSP Amendment adding the road diet to Project No. 230 does not alter the TSPs compliance with OAR 660-012 and the proposed amendment is based on technical data that resolves a safety issue and allows an existing TSP project (230, intersection signal installation) to be implemented.

IV. Central Point Comprehensive Plan

The City's Comprehensive Plan addresses compliance with Statewide Planning Goals and establishes the goals and polices to carry out the City's mission and vision as articulated in the City's Strategic Plan. The adopted TSP (Ordinance No. 1922) was prepared based on the land use classification and distribution in the City's Land Use Element of the Comprehensive Plan. The proposed amendment addresses transportation facilities in the TSP. Applicable policies are limited to 5.1.1 and 7.1.11 in the TSP, which is part of the Public Facilities Element. These are addressed below:

TSP Policy 5.1.1

The City shall make every effort to maintain mobility standards that result in a minimal level of service (LOS) "D." The City defines LOS D as the equivalent to a volume to capacity ratio of 0.9.

Finding, TSP Policy 5.1.1: According to the Traffic Report prepared by the Oregon Department of Transportation (ODOT) for STIP Project No. KN 20185, the Scenic Avenue intersection with Highway 99 operates at a LOS F and a volume to capacity ratio of 1.42 during peak hours. The report states that these conditions are due to school related traffic and this has caused a signal to be included in the STIP Project KN 20185 as well as the City of Central Point Project No. 230 in the adopted TSP. The traffic signal must meet warrants to be installed. Per the traffic report this occurs when the Highway 99 street section is reconfigured to three (3) lanes. Analysis shows that implementation of the revised project improves the intersection operation to a LOS B and a volume to capacity ration of 0.70, which brings this facility into compliance with the City's mobility standards. Without the road reconfiguration, the intersection would continue to operate at an unacceptable LOS and volume to capacity ratio.

Conclusion, TSP Policy 5.1.1: The proposed amendment is necessary to install a traffic signal and meet the City's mobility standards at the intersection of Scenic Avenue and Highway 99 consistent with this policy.

TSP Policy 7.1.11

The City shall place a higher priority on funding and constructing street projects that address identified vehicular, bicycle and pedestrian safety problems than those projects that solely respond to automotive capacity deficiencies in the street system. Exceptions are those capacity improvements that are designed to also resolve identified safety problems.

Finding, TSP Policy 7.1.11: Based on the ODOT Traffic Report, there have been 37 crashes recorded within the project limits during the past 10 year period. The proposed revision adding a road diet is in response to the safety concerns. By adding the road diet, signal warrants can be met as needed to reduce the number and severity of collisions at this intersection. Funding has been obtained by ODOT through the All Road Transportation Safety (ARTS) Program to implement the project. The City finds that this TSP Amendment is consistent with prioritizing projects that address safety concerns.

Conclusion, TSP Policy 7.1.11: Consistent.

V. CPMC 17.96, Comprehensive Plan and Urban Growth Boundary Amendments.

This chapter establishes the procedures and approval criteria for amending the Comprehensive Plan. The type of amendment and procedures applied are addressed in Section I of these findings. The approval criteria set forth in CPMC 17.96.500 are addressed below:

CPMC 17.96.500(A)

Approval of the request is consistent with the applicable statewide planning goals;

Finding, CPMC 17.96.500(A): See Section II Findings.

Conclusion, CPMC 17.96.500(A): Consistent.

CPMC 17.96.500(B)

Approval of the request is consistent with the Central Point comprehensive plan;

Finding, CPMC 17.96.500(1): See Section IV Findings.

Conclusion, CPMC 17.96.500(1): Consistent.

CPMC 17.96.500(C)

For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and

Finding, CPMC 17.96.500(C): The proposed TSP Amendment does not involve a UGB Amendment.

Conclusion, CPMC 17.96.500(1): Not applicable.

CPMC 17.96.500(D)

The amendment complies with OAR ~~660-012-0060~~ of the Transportation Planning Rule.

Finding, CPMC 17.96.500(1): See Section III Findings.

Conclusion, CPMC 17.96.500(1): Consistent.

VI. Summary Conclusion

The TSP Amendment as presented in Exhibit 1 is consistent with all applicable approval criteria as demonstrated herein.

EXHIBIT 1 - Transportation System Plan Revisions

Table 7.4, Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Year	ODOT	County	Central Point	Medford	Other
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.	•	•	•					√			√	2012	♦	♦	♦		

Table 12.5, Tier 1 – Long Term Projects

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Tier	ODOT	County	Central Point	Medford	Other	Total Project Cost
230	Hwy. 99 & Scenic Av. Intersection	major	Install a traffic signal when signal warrants are met and reconfigure from 5 to 3 lanes from MP 1.95 to the Exit 35 Interchange at MP 0.35.	■	■	■					√			√	Tier 1, Long	♦	♦	♦			\$2,737,300