



Coburg Transportation System Plan Progress Report

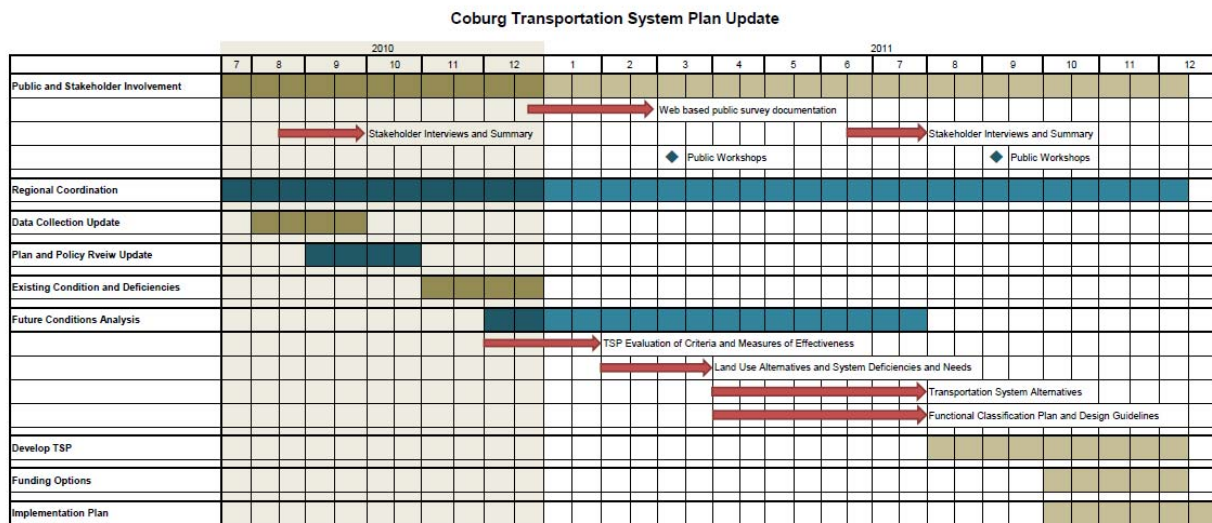
TO: Central Lane MPO Citizens Advisory Committee
FROM: Petra Schuetz and CH2MHill (Consultant)
DATE: February 7, 2011

Overview

The overall goal of the Coburg Transportation System Plan (TSP) update process is to establish a system of transportation facilities, services, and policies to meet long range (20-year) local transportation needs, consistent with the Comprehensive Plan and more directly the Urbanization Study Update. The TSP update process will address transportation facilities within the City’s UGB, including roads, biking and walking options, transit routes and service, routes to school, and trucking routes.

Timeline

The Coburg TSP update process is expected to be completed at the end of 2011. Below is a schedule.



Process

Each project milestone involves both public involvement and technical analysis, which results in a series of work products. The Coburg TSP Update process workflow diagram

below shows the public involvement and technical analysis tasks related to each project milestone and the resulting work product.

Coburg Transportation System Plan (TSP) Update Process

Project Milestone	Public Involvement	Technical Analysis	Products
Existing Conditions & Deficiencies	<ul style="list-style-type: none"> • Online Survey • Input Map • Stakeholder Interviews • Open House 	<ul style="list-style-type: none"> • Data Collection • Modeling Analysis • Auto, Bicycle, Pedestrian, Transit, Water & Pipeline 	<ul style="list-style-type: none"> • Plan & Policy Review Update • Goals & Objectives • Evaluation Criteria • Existing Conditions Memo
Future Conditions & Alternatives Development	<ul style="list-style-type: none"> • Stakeholder Interviews • Open House • Project Briefing 	<ul style="list-style-type: none"> • Future No-Build Analysis • Develop & Evaluate Alternatives • Future Build Analysis 	<ul style="list-style-type: none"> • Future System Needs & Deficiencies • Evaluation of Alternatives • Functional Classification Plan and Design Guidelines
Develop TSP	<ul style="list-style-type: none"> • Project Briefing 	<ul style="list-style-type: none"> • Develop TSP • Evaluate Funding Options • Cost Estimates • Implementing Code Amendment Language 	<ul style="list-style-type: none"> • Draft TSP for Adoption • Draft Implementing Code Changes for Adoption

Products

Major Coburg TSP Update products are represented in the process workflow diagram above.

Specific work products the project will or has produced are:

- Project website
- Public Survey and Input Map
- Stakeholder Interviews and Summaries (two rounds)
- Technical Memorandum #1: Traffic Forecasting, Analysis Methodology, And Assumptions
- Technical Memorandum #2: Plan & Policy Review Update
- Technical Memorandum #3: Existing Conditions and Deficiencies
- Technical Memorandum #4: TSP Evaluation Criteria and Measures of Effectiveness
- Technical Memorandum #5: Land Use Alternatives and System Deficiencies and needs

- Technical Memorandum #6: Transportation System Alternatives
- Technical Memorandum #7: Functional Classification Plan & Design Guidelines
- Technical Memorandum #8: Conceptual Cost estimates and Funding Options
- Technical Memorandum #9: Amendment Language for Comprehensive Plan and Zoning Ordinance

Public Outreach Overview

At this point, public outreach has been an online survey and an online interactive, input map. People can place a pin-point to note location specific likes or dislikes about the transportation system. The online survey was opened in late November, and the input map was opened in mid-December. This collection will end March 1, 2011. The survey and input map were advertised with notices in Coburg resident's water bills, email announcements to major employers, and flyers at City Hall.

The public involvement approach also involves two rounds of stakeholder interviews: one to inform the existing conditions and needs identification step and a second to help evaluate solutions developed and their priority. Ten stakeholders were interviewed in October of 2011, and both City Council and Planning Commission were provided with a briefing and were also asked for their input. Stakeholders interviewed included community leaders; major employers, such as Monaco Coach and Marathon Coach; business interests, such as the Chamber of Commerce, Coburg Antique Malls, VP Consulting, Coburg Pizza Company, and City staff.

Two public open houses also support the planning process. The first public open house will be held on February 23, 2011. Participants will be asked to provide feedback on the identification of transportation needs within Coburg and desired outcomes. Participants will have an opportunity to also note needs on the online input map. The second open house will be held after draft solutions are developed. The public will have an opportunity to provide feedback on draft solutions and to help inform their priority.

Current Status

Currently, the project is nearing the conclusion of the existing conditions and needs identification step. In this step, conditions for all modes of travel, including traffic analysis and crash analysis for autos, is conducted. For analysis purposes, the existing year of analysis is 2010. To support this task, a several field visits were conducted by project staff, including a walking tour with City of Coburg Public Works Director, Jack Harris; traffic counts were taken at eleven intersections; and community stakeholders were interviewed to learn more about the identity and culture of Coburg and what community members liked and disliked about Coburg's existing transportation system.

Issues and Findings To-Date

Issues and findings to-date are for existing conditions and needs identification; they are organized by topic area: demographics, bicycle and pedestrian facilities, transit analysis, traffic and crash analysis. Information also includes input from public involvement efforts.

Demographic Data

As of the 2000 US Decennial Census (2000 Census), total population within Coburg was 969 persons, and the State's Census office estimates update that number to 1,085 persons as of July 2009. Compared to Lane County, Coburg has a lower percentage of people 65 years or older, a lower rate of physically disabled persons, a lower rate of languages other than English spoken at home, a lower percentage of the population earning below the poverty rate, and a lower percentage of minority population.

Mode Split

US Census (2000) data show mean travel time to work was 19.9 minutes for Coburg residents, the same as the Lane County mean. US Census (2000) data also show that 80 percent of workers drove alone to work, 10 percent carpooled, four percent walked to work, 0.6 percent bike to work, and six percent work from home. No Coburg residents reported using transit to get to work.

Bicycle and Pedestrian Facilities

Bicycle lanes and wide shoulders are striped on Willamette Street, which is designated and signed as part of the Willamette Valley Scenic Bikeway. Van Duyn Street also has striped bike lanes. Bike lanes are well maintained, but potential conflict still exists between adjacent traffic and bicyclists. No crashes between bicycles and autos have been reported within the last five years. Most local streets within Coburg are low speed and low volume which can accommodate bicyclists of all ages and experience.

Sidewalks exist on major roadways in Coburg, such as Pearl Street, West Van Duyn Street, and Willamette Street. A portion of North Coburg Road also has sidewalk on the side adjacent to the elementary school. Coburg Historic District nomination packet asserts that the City's identity is due in large part to the lack of sidewalks and the community does not want to see sidewalks developed. Residents enjoy walking on low traffic, low speed local streets, and in newer development, bio-swales are used to provide drainage.

At the intersection of Coburg Road, West Van Duyn Street, and Coburg Bottom Loop Road, children walking to and from the adjacent Coburg Elementary must cross the high-speed and high-volume intersection where there is no stop sign on West Van Duyn and no crossing guards. Vehicle sight distance westbound on West Van Duyn, leading to the laddered crosswalk is short. The laddered crosswalk may give children a false sense of how visible they are to oncoming traffic.

Residents have expressed difficulty crossing North and South Willamette Street due to only one pedestrian crossing at East Pearl Street. Residents expressed a need for more safe pedestrian connections across Willamette Street.

Transit

Lane Transit District operates one fixed-route bus within Coburg, designed to accommodate commuter traffic due to the relatively low number of riders. Service is provided twice during weekday mornings and twice during weekday evenings. Community input thus far does not indicate a desire for more transit service.

Express bus service was provided to both Monaco and Marathon Coach; however, demand for service sharply fell after layoffs with both companies. The TSP planning process is engaging LTD to develop plans for future transit service as demand increases.

Traffic and Crash Analysis

Eleven study intersections are analyzed as part of the Coburg Transportation System Plan. Based on traffic counts taken for the project, the system peak hour is 3:15 to 4:15 PM, which is a more typical peak hour for trucks and reflects the high percentage of trucks that travel through Coburg.

During the peak hour, two study intersections showed operational results that were worse than applicable mobility standards: E. Pearl St./Coburg Industrial Way and E. Pearl Street/Roberts Road. At these intersections, based on modeling results, drivers experience delays longer than the standard.

Four intersections within Coburg experience traffic queue lengths that exceed existing available storage:

- N. Willamette St/E. Pearl St, Westbound Approach
- E. Pearl St./Coburg Industrial Way, Southbound Approach
- E. Pearl St.-Van Duyn Rd./I-5 SB Ramps, Westbound Approach
- Van Duyn Rd./I-5 NB Ramps, NB Off-Ramp

All roadway segments and intersections have crash rates well below statewide averages for similar facilities and crash rates considered worthy of further study. Even though crash rates didn't exceed any statewide averages, crash data were evaluated to determine any overall trends. The intersection of West Van Duyn Street/ Coburg Bottom Loop Road-Coburg Road has had five crashes (2005-2009), four with a fixed object. Two of the five collisions involved alcohol and contributed factors cited for the crashes included speed too fast for conditions (but not above the speed limit), improper driving, and driving on the wrong side of the road. The crash data history corresponds to reports from police and fire personnel and stakeholders interviewed, who state the light pole located on the north side of the intersection is hit approximately three times per year. They report the vast majority of crashes involve a vehicle traveling north on Willamette Street as they head out of town and increase speed.

Residents reported the volume of truck traffic through downtown on North Willamette Street, West Van Duyn Street, and East Pearl is very high and out of character with Coburg, a small, historic town. Residents state negative effects are noise, street debris, potential crashes, and difficulty crossing streets on foot. Stakeholders interviewed express a desire for a truck bypass route connecting South Willamette Street with Roberts Road in order to alleviate truck traffic through downtown Coburg. An additional bypass could connect North Coburg Road with Coburg Industrial Way. However, personnel from gravel pits to the south state they would continue to use a more nearby connection using North Willamette and East Pearl because it would be closer than a bypass north of Coburg, and employers on Coburg Industrial Way report they like the current dead-end of Coburg Industrial Way because it seems more secure.

West Van Duyn Street between Coburg Bottom Loop Road and Water Street is the only access to Coburg from the north, where the fire and police department are. Alternate access for emergency services is needed.

Relationship to Regional Issues/Facilities/Plans

The I-5/ Coburg interchange is the major regional facility within Coburg, and the Interchange Area Management Planning process addressed the regional issues associated with the interchange.

West Van Duyn Street, Willamette Street, Coburg Road, and East Pearl Street are Lane County facilities; therefore any planned changes to these roadways would need to be coordinated with Lane County. Any evaluation of a truck bypass that would extend beyond the city limits and co-terminus urban growth boundary would need to be coordinated with Lane County and the State.

Next Steps

Immediate next steps include a public open house on February 23rd, 5 to 7PM at Coburg Fire District, where participants can provide feedback on existing conditions and needs identified. The existing conditions report will be finalized using feedback from the open house, and the project team will next begin to analyze traffic needs for the year 2031, develop draft conceptual solutions, evaluate and prioritize solutions with another round of stakeholder interviews and an open house. The plan will also update the functional classification plan and design standards. Planning level cost estimates will be developed for prioritized projects and implementing code and updates to the capital improvement project list will be provided. Finally, adoption of the updated TSP will be sought at the end of 2011.