

THURSDAY, APRIL 20, 2023



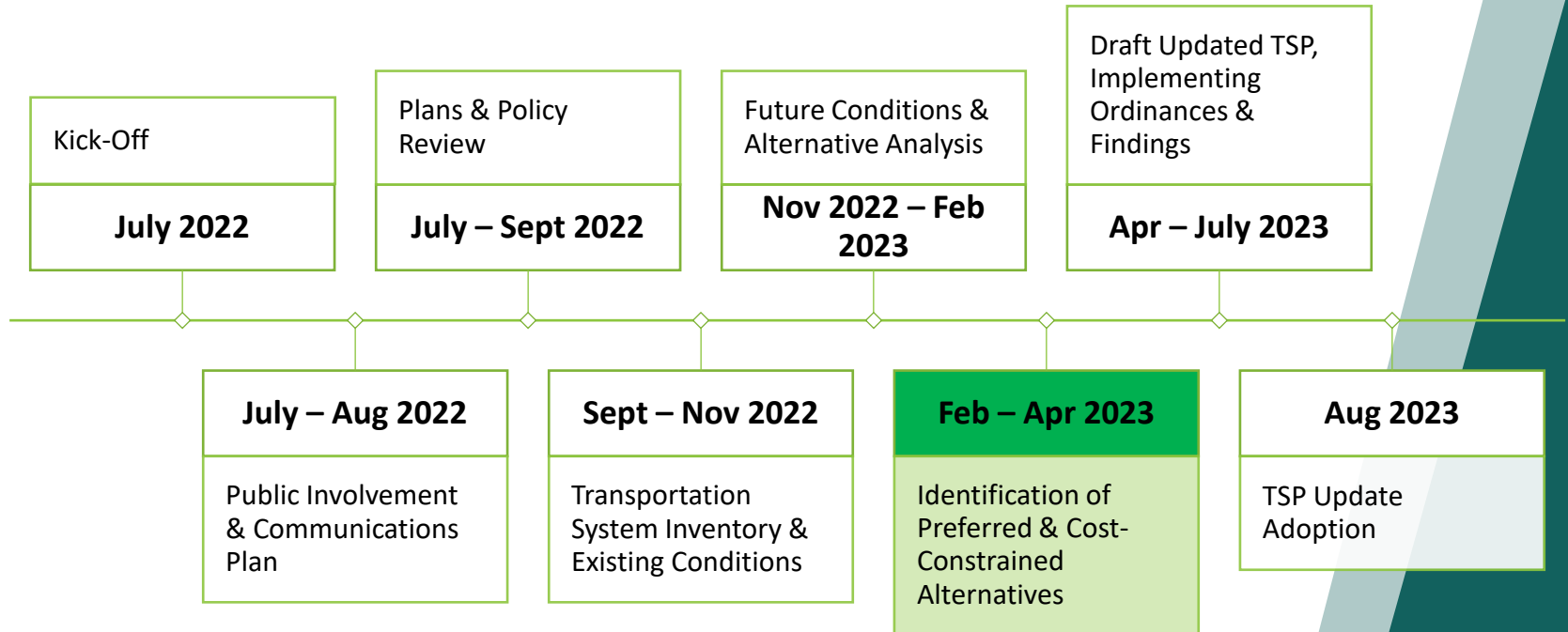
STAKEHOLDER TRANSPORTATION ADVISORY COMMITTEE (STAC) MEETING #3

MEETING AGENDA

- » Welcome and Introduction
- » Overview of Project Status
- » TM #6: Preferred Alternatives
- » General Discussion
- » Next Steps

PROJECT OVERVIEW

SCHEDULE



PROJECT OVERVIEW

MAJOR TASKS & DELIVERABLES

Complete:

- » TM #1: Plans and Policy Framework
- » Analysis Methodology and Assumptions
- » TM #2: Goals, Objectives, & Evaluation Criteria
- » TM #3A: Transportation System Inventory
- » TM #3B: Existing Conditions Analysis

» TM #4: Future Land Use and Transportation Conditions

» TM #5: Alternatives Analysis and Funding Program

Draft:

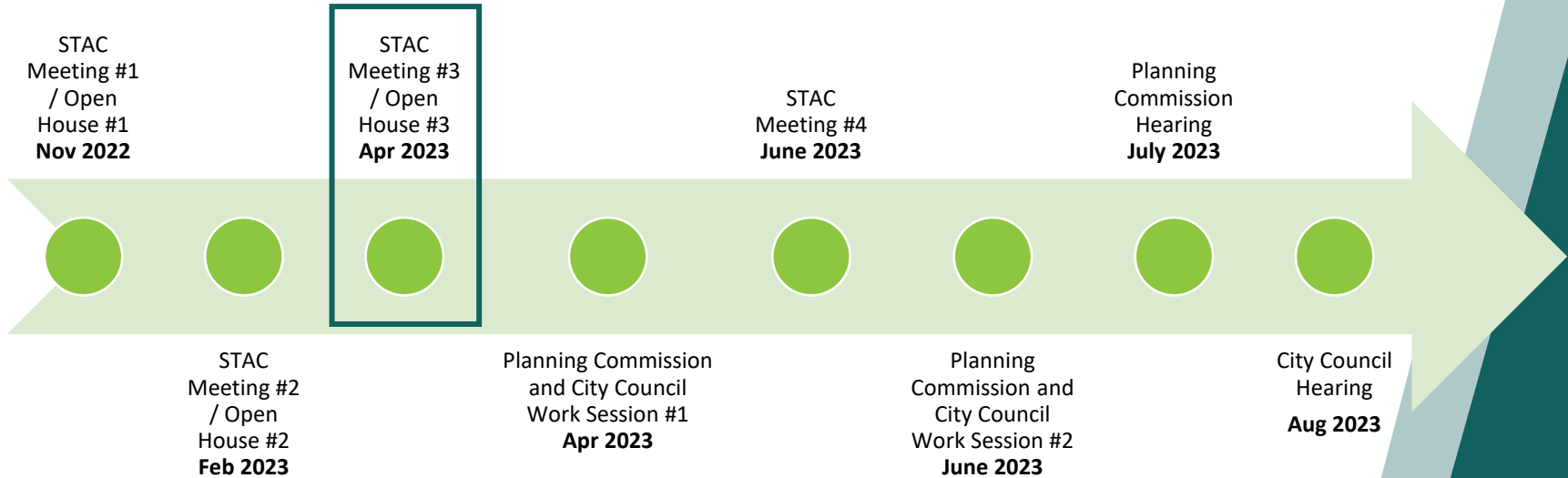
» TM #6: Preferred Alternatives

Moving Forward:

» Draft Updated TSP & Implementing Ordinances

» TSP Update Adoption

MEETINGS & MILESTONES

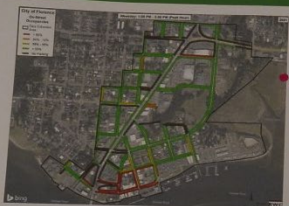


PROJECT OVERVIEW

OPEN HOUSE #2 SUMMARY

- » Additional focus at Oak St/35th St intersection
- » People are supportive of new multi-use paths and improving connections to existing paths
- » Additional or improved transit amenities: trash, water, lockers
- » Wide variety of feedback on parking management strategies
- » Questions?

Parking Management Strategies



USER INFORMATION - STRATEGIES THAT IMPROVE THE DISSEMINATION OF INFORMATION ON PARKING

- Establish consistent branding for public parking facilities, such as a common "P"
- Install wayfinding and signage to help locate available parking
- Develop neighborhood parking maps and post them online and in prominent areas
- Develop How to Park or How to Access Old Town resources and post them online
- Coordinate with community destinations to develop and distribute materials
- Conduct stakeholder outreach and education to inform public about parking options
- Create a parking ambassador position to provide information and guidance
- Collect and distribute real-time information about parking conditions at key locations

TRANSPORTATION DEMAND MANAGEMENT - STRATEGIES TO REDUCE PARKING DEMAND BY PROMOTING ACTIVE MODES OF TRANSPORTATION

- Improve pedestrian and bicycle facilities (e.g., sidewalks, bike lanes, safe crossings)
- Improve transit facilities and services (e.g., frequency, hours of operation, stop amenities)
- Increase transit supportive programs and services (e.g., free transit passes, trip planning)
- Improve safety and security (e.g., neighborhood watch, community policing, special police patrols, improved lighting, pedestrian escorts, monitoring of facilities)

ENFORCEMENT - ALMOST ALL PARKING MANAGEMENT STRATEGIES REQUIRE REGULAR ENFORCEMENT TO BE EFFECTIVE

- Implement regular parking enforcement of parking requirements
- Implement focused enforcement in problematic areas
- Issue warnings to first time or infrequent parking violators
- Implement a periodic ticket forgiveness program to improve the perception of parking enforcement and clear a potential backlog of unpaid parking tickets
- Extend enforcement hours as necessary to reflect the needs of Old Town
- Implement a graduated citation structure that is lenient on infrequent or first time violators and more punitive on repeat offenders


PARKING MANAGEMENT - STRATEGIES TO IMPROVE THE EFFICIENCY OF THE EXISTING PARKING SUPPLY AND IMPROVE THE QUALITY OF SERVICE

- Require good neighbor agreements between local businesses and associations
- Establish parking collaborative to align the City's interests with local businesses
- Implement/recalibrate time limits and/or user restrictions
- Establish parking zones (e.g., loading zones, pick-up/drop-off zones)
- Implement and manage an area parking permit program
- Implement and manage a paid parking program
- Complete a neighborhood audit - this was completed as part of the parking study
- Monitor, measure and evaluate the performance of the parking system

INCREASE PARKING SUPPLY - STRATEGIES TO INCREASE THE AVAILABILITY OF PARKING

- Convert no-parking areas to parking areas, particularly in areas where existing restrictions are no longer needed
- Create motorcycle or compact vehicle parking in areas that are insufficient for a regular parking stall
- Reconfigure existing off-street parking facilities to identify additional space for parking
- Restripe parallel parking to angled parking (e.g., front-in or back-in angle parking)
- Convert travel lanes to parking lanes during off-peak periods or on a permanent basis
- Establish remote parking areas that are served by transit to relocate parking demand to the fringe area of the community
- Allow multiple proximate land uses to share a common parking supply, particularly if peak parking demand occurs at different times
- Establish public-private partnerships to open access to existing private parking facilities or construct new parking (for instance, through co-financing) to serve both site-specific users and the general public.
- Construct a new parking facility - If all other parking management tools and strategies have been implemented and parking demand continues to exceed the effective capacity of the parking supply, it may be necessary to construct a new parking facility.

City of Florence
Transportation System Plan Update





TECH MEMO #6

PREFERRED ALTERNATIVES

TECH MEMO #6

PREFERRED ALTERNATIVES

- » Project Goals, Objectives, and Evaluation Criteria
- » Roadway System
- » Pedestrian System
- » Bicycle System
- » Transit System
- » Freight, Air, and Rail Systems
- » Safe Routes to School
- » Emerging Technology
- » Parking Management
- » Transportation Demand Management
- » Transportation System Cost Summary

TECH MEMO #6

PROJECT GOALS

- » Goal 1: Creating a Safe Transportation System for All
- » Goal 2: Building Right-Sized Facilities that Support Economic Development and are Cost-Effective
- » Goal 3: Meeting the Wide-Ranging Transportation Needs of All Users
- » Goal 4: Minimizing Environmental Impacts
- » Goal 5: Adding Resilience to the Network and Planning for Emergencies
- » Goal 6: Coordinating with Local, Regional, and State Partners



TECH MEMO #6

ROADWAY SYSTEM – FUNCTIONAL CLASSIFICATION

- » Four proposed street classification changes, all from local street to Collector
 - » 4th Avenue: Heceta Beach Rd to Joshua Ln
 - » 15th St: US 101 to Spruce St
 - » 30th St: Oak St to Spruce St
 - » Quince St: OR 126 to US 101



Figure 1

TECH MEMO #6

ROADWAY SYSTEM – MAJOR STREET CONNECTIVITY

- » 11 preferred roadway segment alternatives and 12 preferred intersection alternatives
 - » Four types of roadway projects
 - » Four types of intersection projects
- » Aims to balance the benefits of a well-connected roadway system against existing constraints

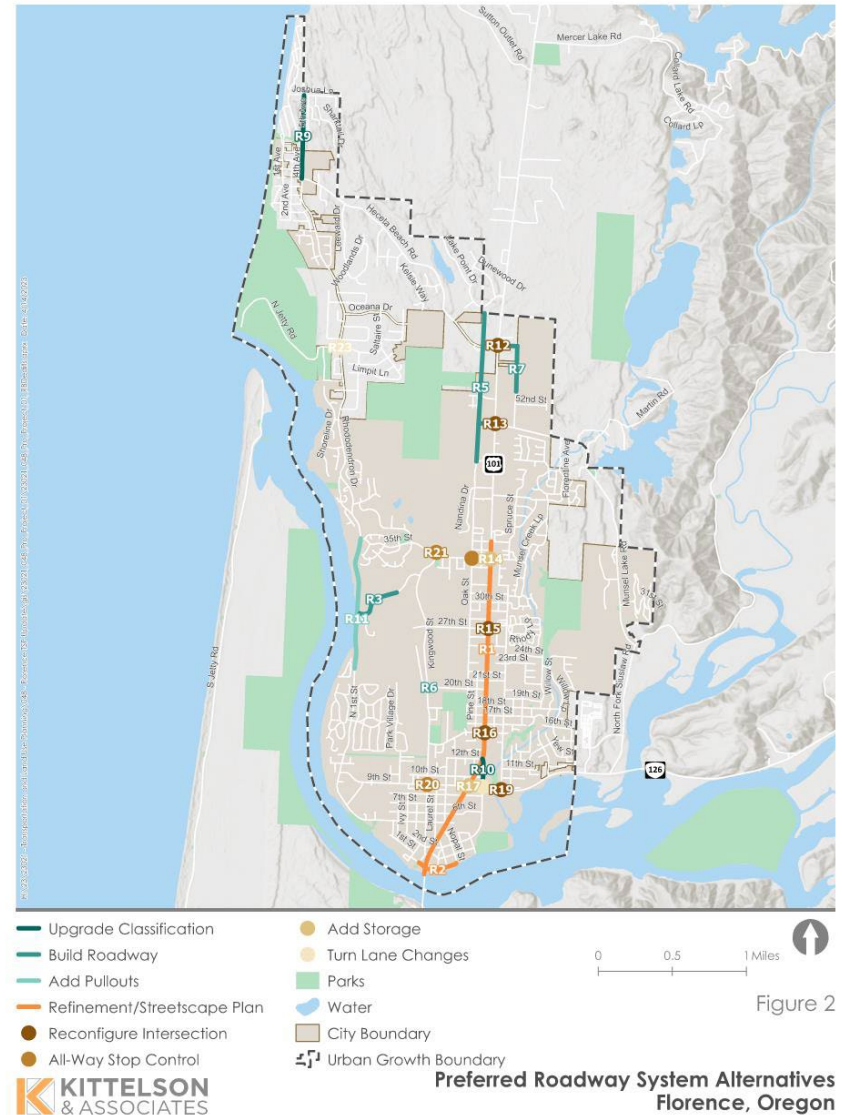


Figure 2

TECH MEMO #6

ROADWAY SYSTEM – MAJOR STREET CONNECTIVITY

» High-priority projects:

- » Specific corridor plans for US 101 and Bay Street
- » US 101/Munsel Lake Road intersection
- » Specific projects at US 101/OR 126 and Quince Street/OR 126
- » All-way stop control on 35th Street

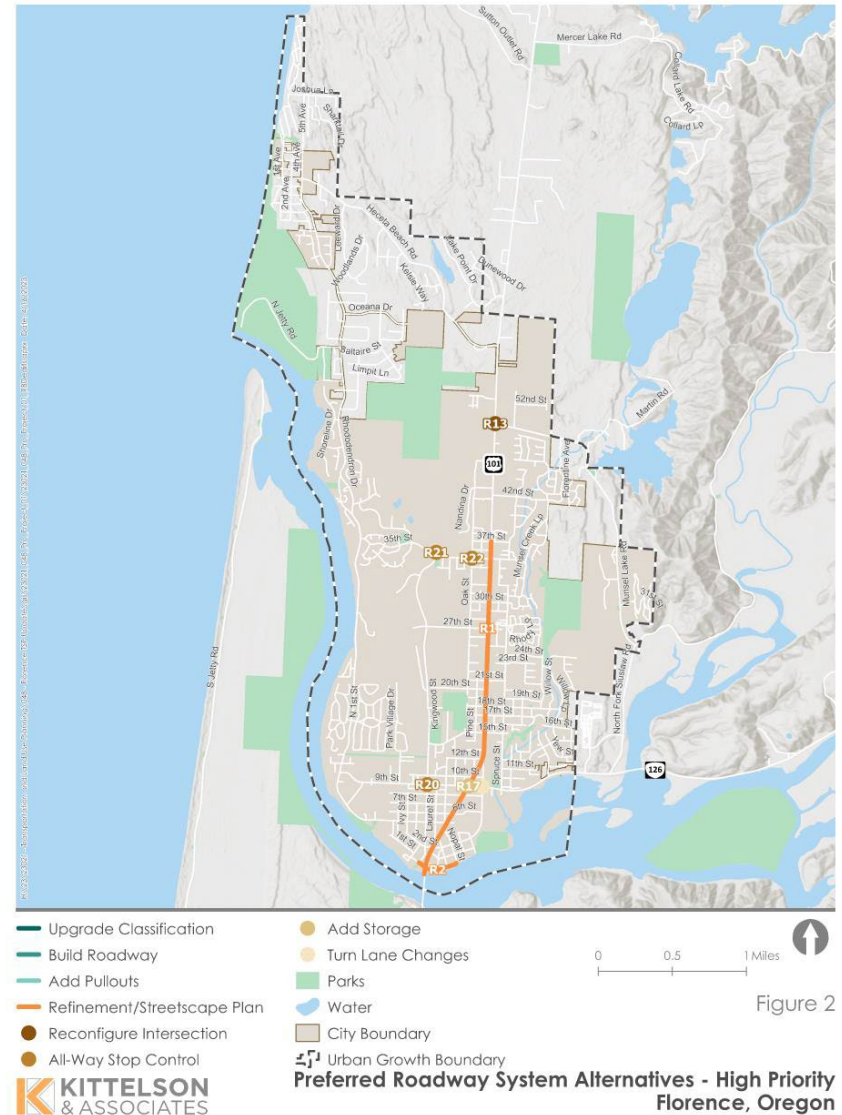


Figure 2

TECH MEMO #6

ROADWAY SYSTEM – MAJOR STREET CONNECTIVITY

ID	Location	Description	Priority
R1	US 101 (Refinement Plan)	Complete a refinement plan from Munsel Lake Road to the Siuslaw River Bridge to evaluate the potential to reconfigure of the roadway with a 3-lane cross section	High
R2	Bay Street (Streetscape Plan)	Complete a streetscape design plan from Kingwood Street to Nopal Street to evaluate the potential reconfiguration of the roadway	High
R13	US 101/Munsel Lake Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted	High
R17	US 101/OR 126	Restripe the eastbound and southbound approaches to maximize the available storage	High
R18	OR 126/Quince Street	Implement turning movement restrictions (right-in/right-out/left-in)	High
R20	9th Street/Kingwood Street	Reconfigure the intersection to all-way stop-control	High
R21	35th Street/Kingwood Street	Reconfigure the intersection to all-way stop-control	High
R22	35th Street/Oak Street	Reconfigure the intersection to all-way stop-control	High

TECH MEMO #6

ROADWAY SYSTEM – LOCAL STREET CONNECTIVITY

- » Two areas for local street connectivity
 - » Extending Pacific View to Rhododendron Dr
 - » Building out street grid along Rhododendron Dr near PeaceHealth Medical Center
- » All local street connections should be high priority projects



Figure 3

TECH MEMO #6

ROADWAY SYSTEM – TRAFFIC SAFETY

- » Traffic safety projects are primarily focused on US 101, OR 126, and Kingwood Street
- » One project at Rhododendron Drive/Heceta Beach Road

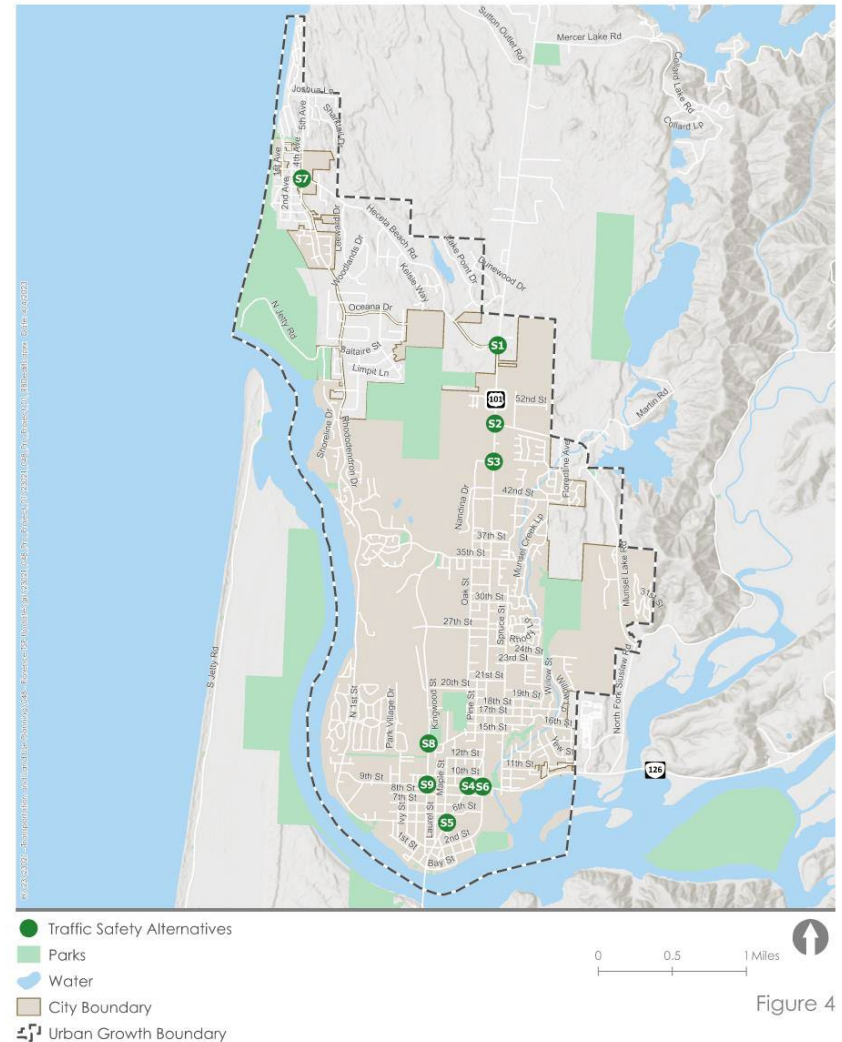


Figure 4

Preferred Traffic Safety Alternatives
Florence, Oregon

TECH MEMO #6

ROADWAY SYSTEM – TRAFFIC SAFETY

» High-priority projects:

- » Most of these projects are high priority
- » Advance intersection warning signs
- » Additional lighting
- » Increased visibility of traffic signal heads
- » Sight distance improvements

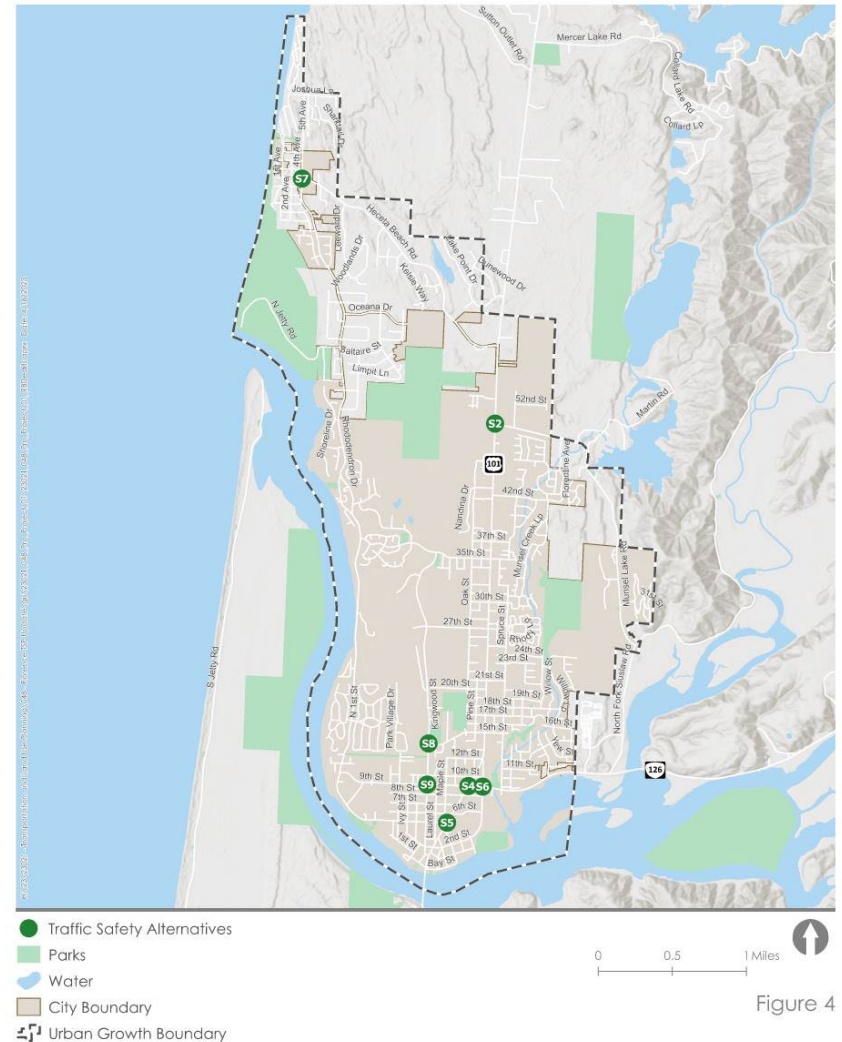


Figure 4

Preferred Traffic Safety Alternatives
Florence, Oregon

TECH MEMO #6

ROADWAY SYSTEM – TRAFFIC SAFETY

ID	Location	Description	Priority
S2	US 101/Munsel Lake Road	Install advance intersection warning signs with flashing beacons and install intersection lighting	High
S4	US 101/OR 126	Increase visibility of traffic signal heads	High
S5	US 101/ Rhododendron Drive	Increase visibility of traffic signal heads	High
S6	OR 126/Quince Street	Install additional street lighting and evaluate need for traffic control modification (coordinate with Project R17)	High
S7	Rhododendron Drive/Heceta Beach Road	Install advance intersection warning signs on Heceta Beach Road; trim vegetation in SE and SW corners to increase sight distance; and install intersection lighting	High
S8	Kingwood Street/15 th Street	Install advance intersection warning signs on Kingwood Street and trim vegetation in SE corner to increase sight distance	High
S9	Kingwood Street/9 th Street	Install advance intersection warning signs on 9 th Street; install additional intersection lighting; and evaluate need for traffic control modification (coordinate with Project R20)	High



PREFERRED ALTERNATIVES: ROADWAY SYSTEM

» Feedback

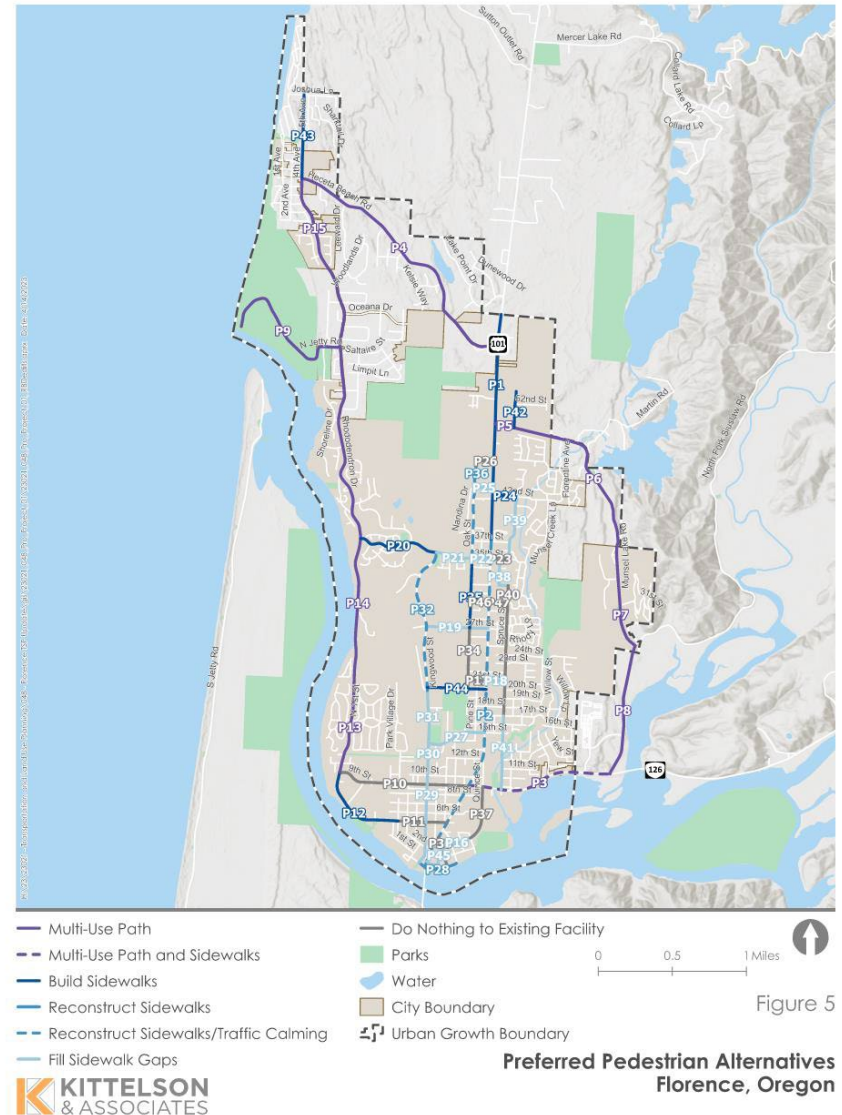
- » Do you agree with these preferred roadway alternatives?
- » Are there projects that you would like to see be high priority that are not currently, or are there high priority projects that should be deemphasized?
- » Do you have any questions, comments, or concerns about the content?



TECH MEMO #6

PEDESTRIAN SYSTEM

- » Multi-use path network along Rhododendron Drive, Heceta Beach Road, Munsel Lake Road
- » Adding sidewalks on northern stretch of US 101, 35th Street, 20th Street
- » Sidewalk infill projects across the city

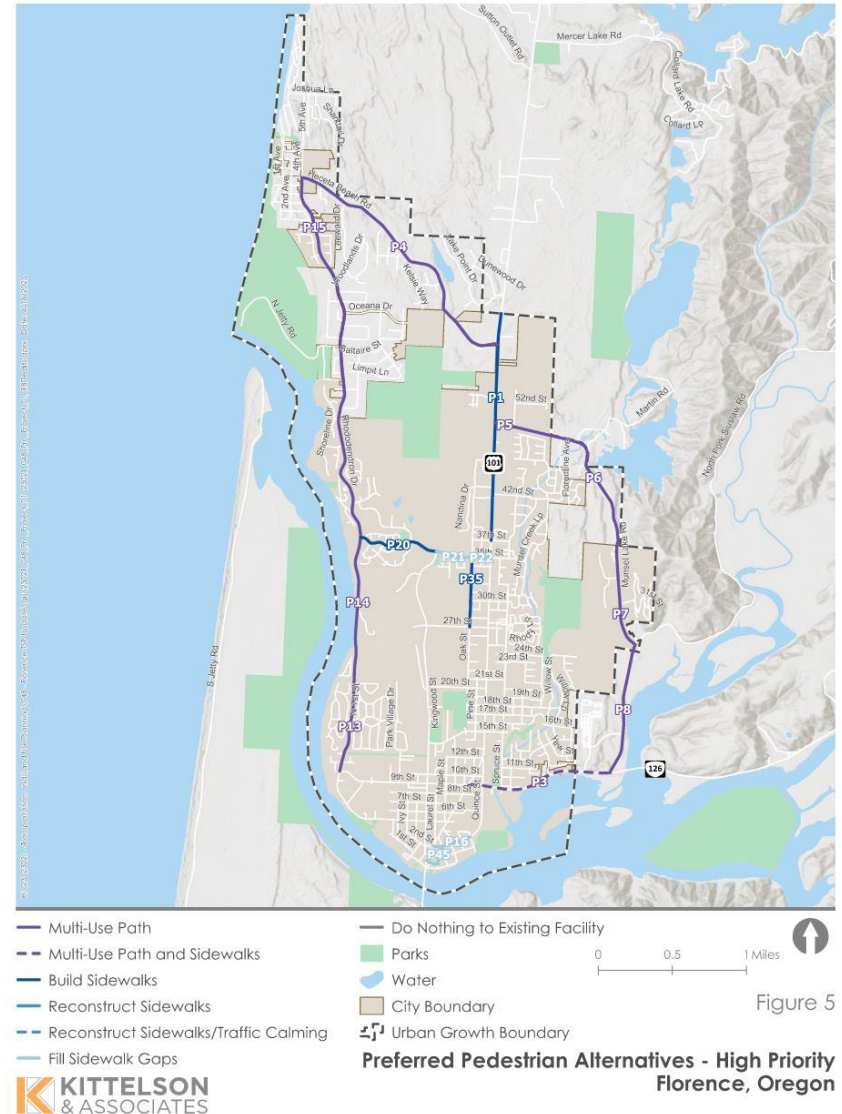


TECH MEMO #6

PEDESTRIAN SYSTEM

» High-priority projects:

- » Adding sidewalks for US 101
- » Building the multi-use path network
- » Oak Street projects around schools
- » 35th Street projects around schools
- » Closing downtown sidewalk gaps



TECH MEMO #6

PEDESTRIAN SYSTEM

ID	Location	Description	Priority
P1	US 101 37th St to UGB	Complete sidewalks on both sides of the street	High
P3	OR 126 US 101 to N Fork Road	Construct sidewalks on both sides of the street from Spruce Street to Tamarack Street and a multi-use path on the north side from Tamarack Street to N Fork Road	High
P4	Heceta Beach Rd US 101 to Rhododendron Dr	Construct multi-use path on one side of the street (include landscape strip as feasible)	High
P5	Munsel Lake Rd US 101 to Spruce St	Construct sidewalks with landscape strips on one side of the street and a multi-use path on the other side of the street	High
P6	Munsel Lake Rd Spruce St to Ocean Dunes Dr	Construct multi-use path on one side of the street (include landscape strip as feasible)	High
P7	Munsel Lake Rd Ocean Dunes Dr to N Fork Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High
P8	N Fork Rd OR 126 to Munsel Lake Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High

TECH MEMO #6

PEDESTRIAN SYSTEM

ID	Location	Description	Priority
P13	Rhododendron Dr 9 th St to Wild Winds St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High
P14	Rhododendron Dr Wild Winds St to 35 th St	Construct multi-use path path on one side of the street (include landscape strip as feasible)	High
P15	Rhododendron Dr 35 th St to Heceta Beach Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High
P16	2nd St US 101 to Harbor St	Fill in sidewalk gaps on both sides of the street within Old Town	High
P20	35th St Rhododendron Dr to Kingwood St	Construct sidewalks on both sides of the street	High
P21	35th St Kingwood St to Oak St	Fill in sidewalk gaps on both sides of the street	High
P22	35th St Oak St to US 101	Fill in sidewalk gaps on both sides of the street	High

TECH MEMO #6

PEDESTRIAN SYSTEM

ID	Location	Description	Priority
P35	Oak St 27 th St to 35 th St	Construct sidewalk on the east side of the street	High
P45	Laurel St-Old Town Wy US 101 to Maple St	Fill in sidewalk gaps on both sides of the street	High



TECH MEMO #6

PEDESTRIAN SYSTEM

- » Three types of crossing alternatives
 - » Enhanced crossings
 - » Protected intersections
 - » Leading pedestrian intervals
- » Crossing project generally on major roadways
 - » US 101 & OR 126
 - » 35th Street
 - » 9th Street
 - » Old Town

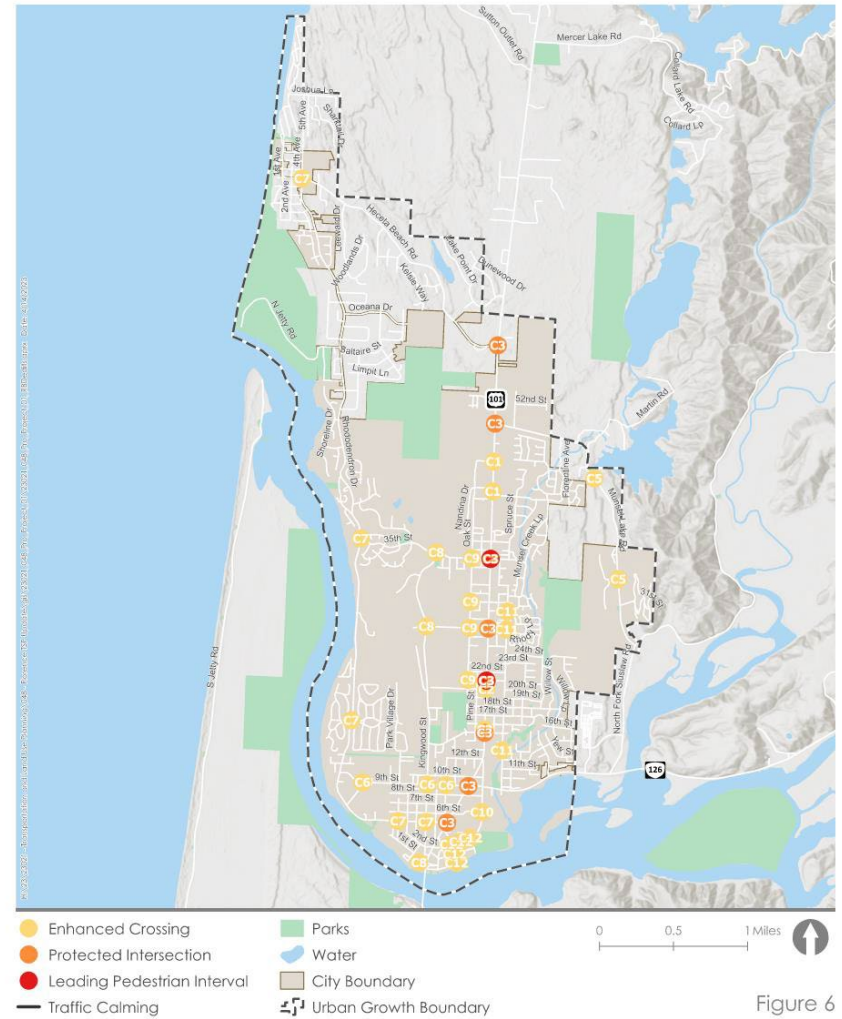


Figure 6

TECH MEMO #6

PEDESTRIAN SYSTEM

» High-priority projects:

- » Generally located in places where there are other roadway or pedestrian high-priority projects
 - » US 101
 - » Munsel Lake Road
 - » Kingwood Street
 - » Old Town
- » All are enhanced crossing projects

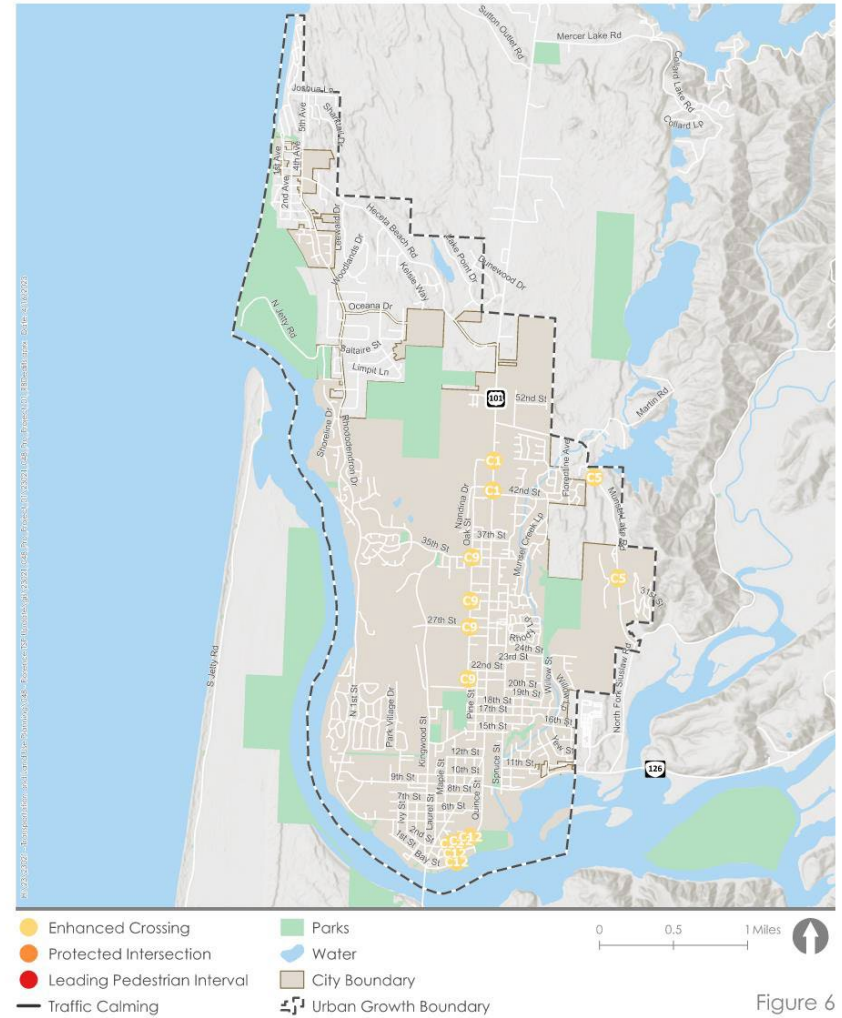


Figure 6

TECH MEMO #6

PEDESTRIAN SYSTEM

ID	Location	Description	Priority
C1	US 101	Install enhanced crossing treatments on US 101 at 46 th St and 42 nd St	High
C5	Munsel Lake Road	Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr	High
C9	Oak St	Install enhanced crossing treatments at 35 th St, 27 th St, and 21 st St; install second crosswalk and school crosswalk signs at 30 th St	High
C12	Old Town	Install marked crosswalks with curb extensions on 2 nd St at Nopal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk	High



TECH MEMO #6

PEDESTRIAN SYSTEM

- » Multi-use paths are generally located toward Old Town and toward the northern UGB
- » Provide off-street connectivity where the roadway network is limited

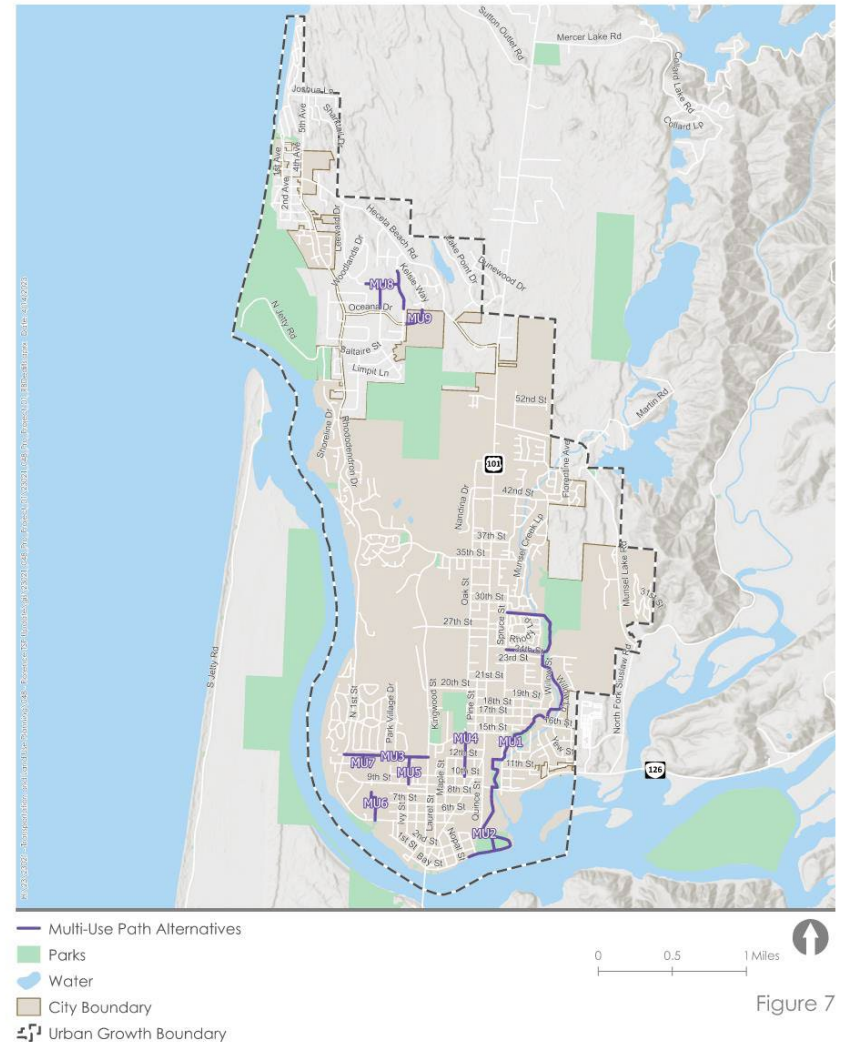


Figure 7

Preferred Multi-Use Path Alternatives
Florence, Oregon

TECH MEMO #6

ROADWAY SYSTEM – PEDESTRIAN SYSTEM

» High-priority projects:

- » Both projects are carried forward from the 2012 TSP
 - » Munsel Creek multi-use path
 - » Estuary Trail

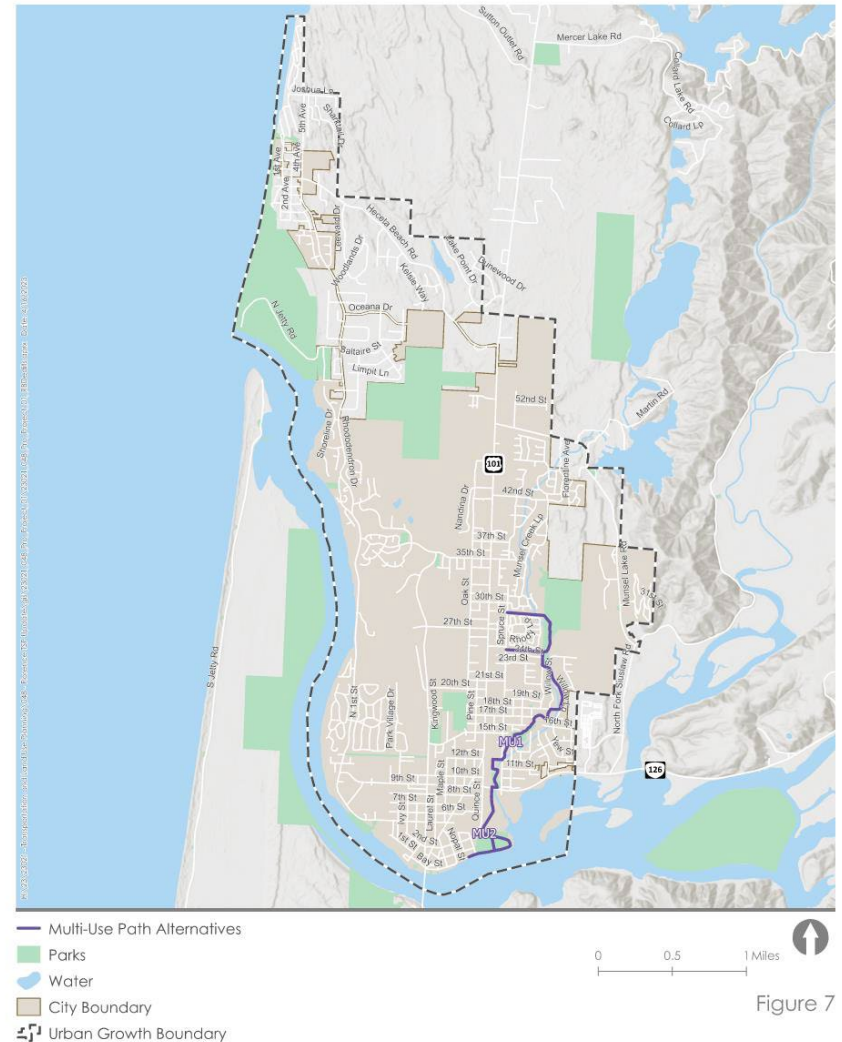


Figure 7

Preferred Multi-Use Path Alternatives
Florence, Oregon

TECH MEMO #6

PEDESTRIAN SYSTEM

ID	Location	Description	Priority
MU1	Munsel Creek Multi-Use Path	Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16 th Street and between 25 th Street and 29 th Street. Extend the path from the Munsel Lake Greenway to Munsel Lake Road.	High
MU2	Estuary Trail	Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail.	High

PREFERRED ALTERNATIVES: PEDESTRIAN SYSTEM

» Feedback

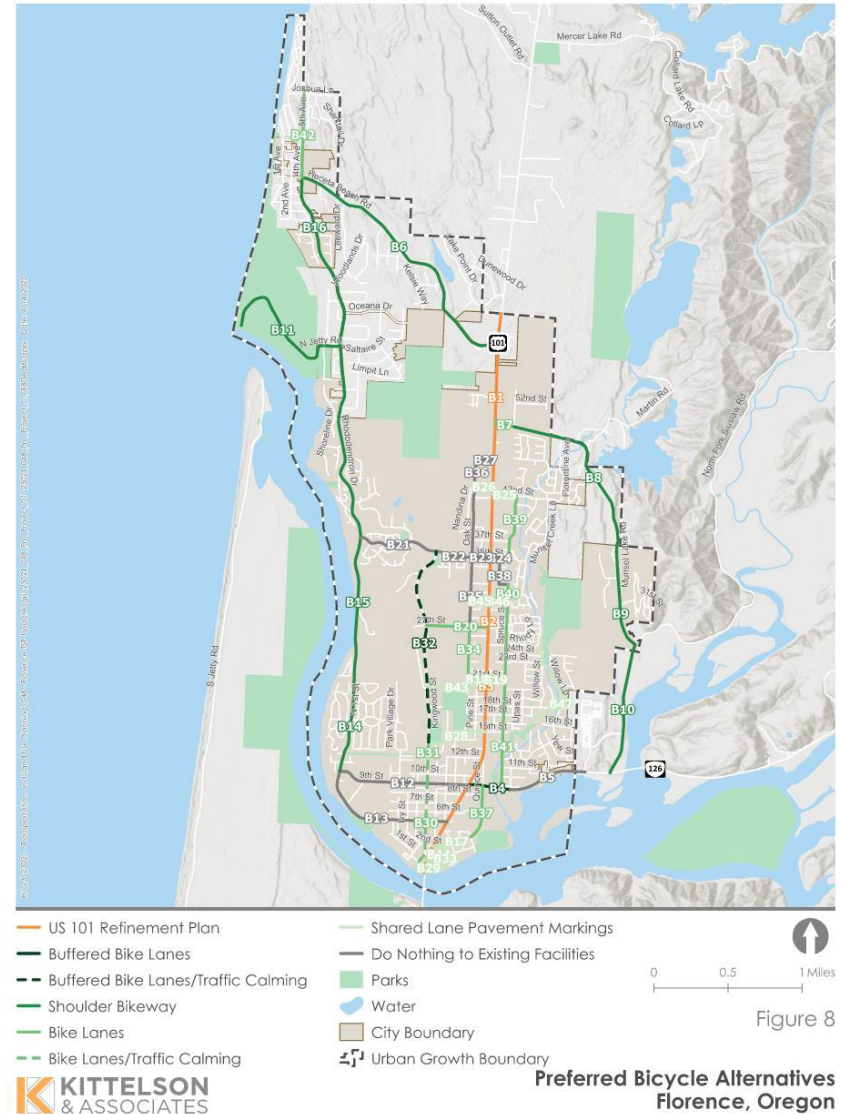
- » Do you agree with these preferred pedestrian, crossing, and trail alternatives?
- » Are there projects that you would like to see be high priority that are not currently, or are there high priority projects that should be deemphasized?
- » Do you have any questions, comments, or concerns about the content?



TECH MEMO #6

BICYCLE SYSTEM

- » Project types include
 - » Buffered bike lanes
 - » Shoulder bikeways
 - » Bike lanes
 - » Shared lane pavement markings
- » In addition to evaluation criteria, projects were selected based on traffic speed, volume, and available space for bike infrastructure

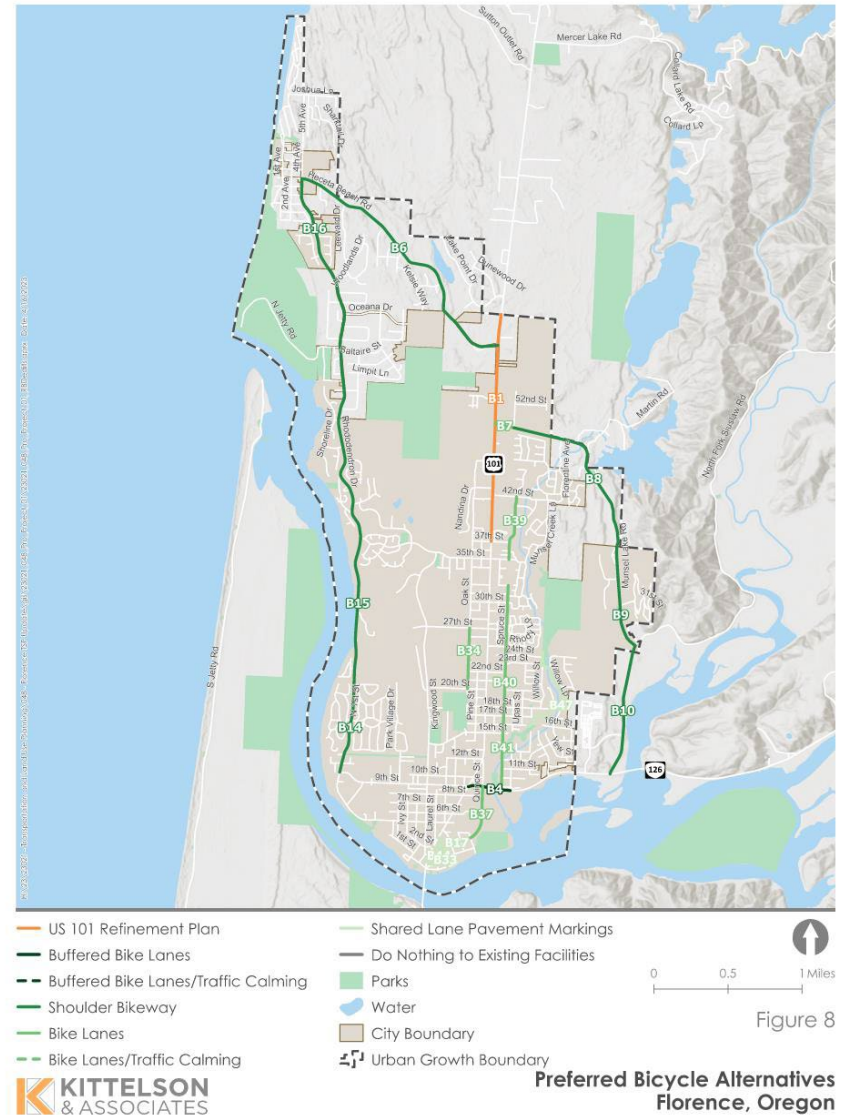


TECH MEMO #6

BICYCLE SYSTEM

» High-priority projects:

- » Adding shoulder space on roadways with multi-use path projects
- » Building out the north-south bike network
 - » Existing bike lanes on 35th St, 9th St, and Rhododendron Drive near downtown
- » Conduct and implement refinement plan for US 101



TECH MEMO #6

BICYCLE SYSTEM

ID	Location	Description	Priority
B1	US 101 UGB to 37 th St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR construct bike facilities consistent with US 101 Refinement Plan	High
B4	OR 126 US 101 to Tamarack St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	High
B6	Heceta Beach Rd US 101 to Rhododendron Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P4)	High
B7	Munsel Lake Rd US 101 to Spruce St	Construct on-street bike lanes on both sides of the street (coordinate with Project P5)	High
B8	Munsel Lake Rd Spruce St to Ocean Dunes Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P6)	High
B9	Munsel Lake Rd Ocean Dunes Dr to N Fork Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P7)	High
B10	N Fork Rd OR 126 to Munsel Lake Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P8)	High

TECH MEMO #6

BICYCLE SYSTEM

ID	Location	Description	Priority
B14	Rhododendron Dr 9 th St to Wild Winds St	Construct shoulder bikeways on both sides of the street (coordinate with Project P13)	High
B15	Rhododendron Dr Wild Winds St to 35 th St	Construct shoulder bikeways on both sides of the street (coordinate with Project P14)	High
B16	Rhododendron Dr 35 th St to Heceta Beach Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P15)	High
B17	2nd St US 101 to Harbor St	Extend shared lane pavement markings from Maple St to US 101	High
B33	Maple St US 101 to Bay St	Add shared lane pavement markings	High
B34	Oak St 20 th St to 27 th St	Construct bike lanes from 20 th St to Siuslaw Middle School Dwy (requires removing on-street parking)	High
B37	Quince St 2 nd St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High



TECH MEMO #6

BICYCLE SYSTEM

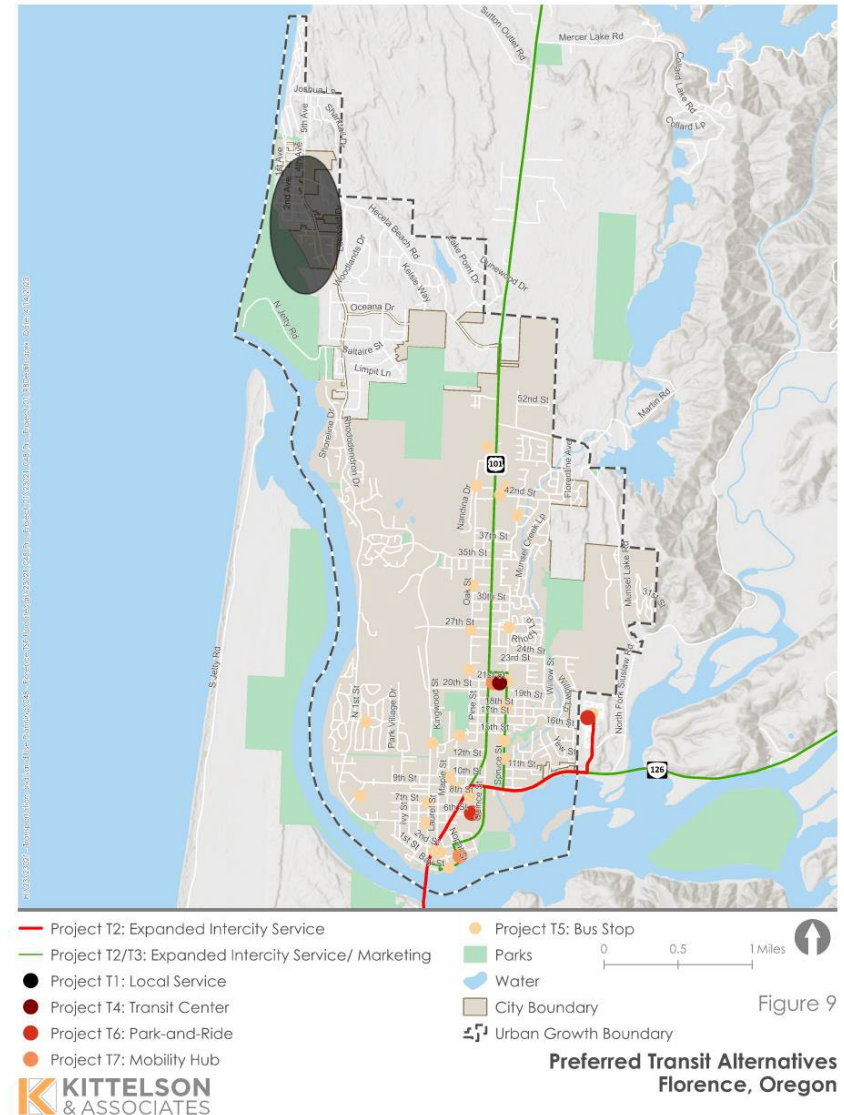
ID	Location	Description	Priority
B39	Spruce St 42 nd St to 35 th St	Construct bike lanes on both sides of the street from 37 th to 42 nd (requires removing on-street parking)	High
B40	Spruce St 32 nd St to 17 th St	Construct bike lanes on both sides of the street from 25 th St to 17 th Street (requires removing on-street parking)	High
B41	Spruce St 17 th St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High
B44	Laurel St-Old Town Wy US 101 to Maple St	Add shared lane pavement markings	High
B47	Park Dr/18th St/Willow Lp/Willow St	Add shared lane pavement marking (coordinate with Project MU1)	High

TECH MEMO #6

TRANSIT SYSTEM

» Two types of projects

- » Route projects
 - » Local and intercity service
 - » Improved marketing
- » Stop location projects
 - » Improving bus stops
 - » Adding a transit center
 - » Adding park and rides
 - » Adding mobility hubs

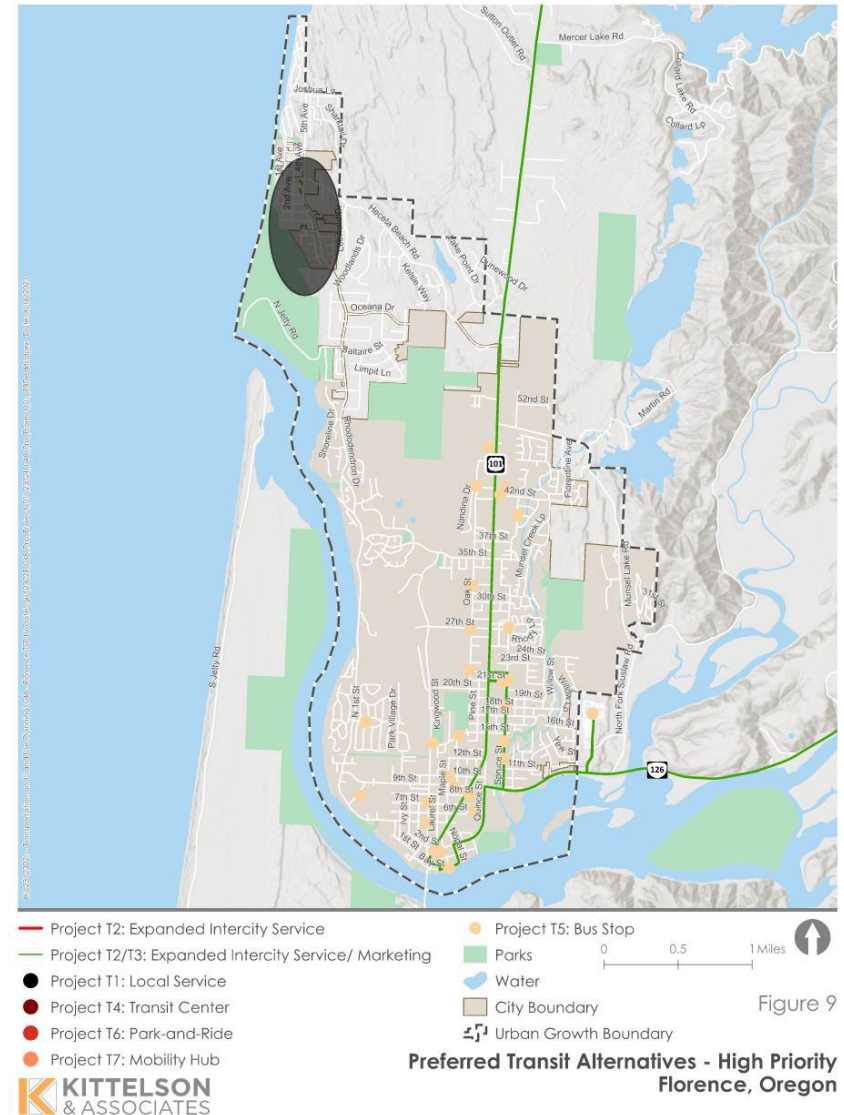


TECH MEMO #6

TRANSIT SYSTEM

» High-priority projects:

- » Adding local service
- » Improved marketing for Link Lane service
- » Improving bus stop amenities



TECH MEMO #6

TRANSIT SYSTEM

ID	Location	Description	Priority
T1	Local Service	Explore adding service to Rhododendron Dr and Heceta Beach neighborhood	High
T3	Marketing	Improve marketing for intercity service, specifically for Link Lane service to Eugene and to Yachats	High
T5	Bus Stops	Add shelters and/or benches to existing bus stops and build bus stops that are accessible.	High



PREFERRED ALTERNATIVES: BICYCLE AND TRANSIT SYSTEM

» Feedback

- » Do you agree with these preferred bicycle and transit alternatives?
- » Are there projects that you would like to see be high priority that are not currently, or are there high priority projects that should be deemphasized?
- » Do you have any questions, comments, or concerns about the content?



TECH MEMO #6

FREIGHT, AIR, RAIL

Freight

- » Accommodate local freight traffic on Kingwood St via 9th St, 27th St, and 35th St
- » Ensure that planned pedestrian and bicycle improvements on streets with local freight traffic are designed to allow for safe and distinct space for all modes
- » Develop policies related to maintenance along designated freight routes
- » Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones (Bay St)

Air

- » Follow the policies and recommendations in the *Airport Master Plan Update*

Rail

- » Work with Link Lane on adding runs or adjusting existing runs to better coordinate with Amtrak/POINT service



TECH MEMO #6

SAFE ROUTES TO SCHOOL



COORDINATE WITH
SCHOOL DISTRICT TO
BUILD SRTS PLAN



DEVELOP AN
EDUCATION PROGRAM



DEVELOP
ENCOURAGEMENT
PROGRAMS



IMPLEMENT PHYSICAL
IMPROVEMENTS



DEVELOP AN
EVALUATION
PROGRAM



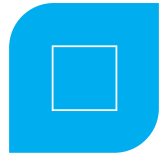
DEVELOP AN EQUITY
PROGRAM

TECH MEMO #6

EMERGING TRANSPORTATION TECHNOLOGIES



TRANSPORTATION
TECHNOLOGY
LIAISON



ESTABLISH SERVICE
ZONE



COLLEGE
PARTNERSHIPS



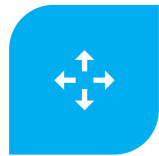
REVIEW CURRENT
POLICIES



PUBLIC OUTREACH



CONNECT WITH
LOCAL
JURISDICTIONS



MOBILITY HUBS



CHARGING
INFRASTRUCTURE



PARKING ADAPTIVE
REUSE



RIDE-HAILING AND
MICROMOBILITY

TECH MEMO #6

PARKING MANAGEMENT

ID	Location	Description	Priority
PM1	US 101, OR 126, and Quince St	Install wayfinding signs that direct motorists to off-street public parking facilities in Old Town	High
PM4	Old Town Area A	Stripe on-street parking stalls on both sides of all streets in Old Town Area A	High
PM5	Old Town Area A	Install signage on both sides of all streets in Old Town Area A to indicate time limitations (3-hours), hours of enforcement (8:00 AM to 5:00 PM), and directional arrows indicating the stalls where restrictions apply	High

- » The City will establish a parking collaborative in Old Town
- » The City will require good neighbor agreements between local businesses and associations for how parking needs will be met
- » The City will educate and inform the public about changes to parking policies
- » The City will coordinate with community destinations to improve safety and security in Old Town

TECH MEMO #6

TRANSPORTATION DEMAND MANAGEMENT



LEARN ABOUT TDM



BUSINESSES TO
IMPLEMENT TDM
SOLUTIONS



BUILD COMMUNITY
PARTNERSHIPS



PROVIDE LOCAL TDM
SERVICES



IMPROVE NON-
MOTORIZED FACILITIES



SUPPORT
MICROMOBILITY
SERVICES



APPLY ADDITIONAL
METRICS TO PROJECT
EVALUATION



IMPLEMENT TDM
STRATEGIES FOR
SPECIAL EVENTS

NEXT STEPS



PROVIDE ADDITIONAL
COMMENTS TO WENDY OR CLARE
BY THURSDAY, MAY 4TH



PARTICIPATE IN OPEN HOUSE #3
THIS EVENING

CALENDAR

» STAC Meeting #4: June 29, 2023

- » Review takeaways from STAC meeting #3 and Open House #3
- » Present a draft of the Updated Transportation System Plan
- » STAC to provide initial input and recommendations on the Updated TSP

» All meetings will be held at the Florence Events Center (715 Quince St) at 3:00 PM

Stakeholder Transportation Advisory Committee Meetings

<i>Meeting #1</i>	<i>November 3, 2022</i>
<i>Meeting #2</i>	<i>February 8, 2023</i>
<i>Meeting #3</i>	<i>April 20, 2023</i>
<i>Meeting #4</i>	<i>June 29, 2023</i>

