



STAKEHOLDER TRANSPORTATION ADVISORY COMMITTEE (STAC) MEETING #1

# MEETING AGENDA

- » Welcome and Introduction
- » Advisory Committee member Training
- » Nomination and Election of Chair and Vice Chair
- » Project Overview
- » Project Team
- » TM #1: Plans and Policy Framework
- » TM #2: Goals, Objectives, & Evaluation Criteria
- » TM #3A: Transportation System Inventory
- » TM #3B: Existing Conditions Analysis
- » General Discussion
- » Next Steps



# PROJECT PARTICIPANTS



- Stakeholder Transportation Advisory Committee Interested Stakeholders
- General public
- City Staff
- Transportation and Growth Management Program providing grant funding and guidance
- Project consultant team providing technical assistance to the City



# INTRODUCTIONS

## » Project Team Introductions

- » Wendy Farley-Campbell, *Florence Planning Director*
- » Erin Reynolds, *Florence City Manager*
- » Matt Bell, *Kittelson & Associates, Inc.*
- » Russ Doubleday, *Kittelson & Associates, Inc.*
- » CJ Doxsee, *MIG*
- » Michael Duncan, *Senior Regional Planner and TGM Grant Manager, ODOT Region 2*

## » STAC Introductions

- » For a full roster of Stakeholder Transportation Advisory Committee members, visit the City of Florence website:  
<https://www.ci.florence.or.us/boardsandcommissions/florence-transportation-systems-plan-tsp-project-stakeholder-transportation>



# STAC TRAINING OVERVIEW



- Public Meetings: ORS 192 (Dept. of Justice)
- Ethics: ORS 244 ([www.Oregon.gov/ogec](http://www.Oregon.gov/ogec))



*City of Florence*  
**A City in Motion**

- City of Florence Policies (HR: 541-590-4012)
  - Code of Conduct
  - Fraud
  - Non-Discrimination / Non-Harassment



# PUBLIC MEETINGS LAW



## Who Must Follow

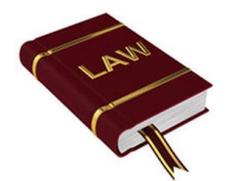
- » Those tasked with making decisions or deliberating toward a decision

## Decisions arrived at openly

- » Quorum may not meet in private to deliberate or make decisions
- » Meeting = quorum of members discussing / deliberating electronic messaging, standard meetings, serial discussions

## Procedures:

- » Notice given, accessible location, voting made, records retained



# ETHICS

## Public Officials

- » Serving a public body: elected, appointed, employee...

## Gifts

- » Cannot ask for, receive or give gifts over \$50 from single source in one year if source has an interest in your official actions

## Prohibited use of office

- » You or a relative--May not use position for financial gain or avoidance of financial detriment. Use the “But-For-Test”.

## Conflicts of interest

- » Situations that affect ability to make ethical decision

## Violations & Sanctions

- » Up to \$5000 p/violation, forfeiture, reprimand,...



# CODE OF CONDUCT & FRAUD

## Code of Conduct

- » Protect the health, safety, and welfare of those inside City buildings.
- » Violation Examples: disorderly behavior, creating unsafe environment
- » Enforcement Escalation: Warning to cease, asked to leave, & Police response

## Fraud Policy

- » Set high standards of moral and ethical behavior for public officials.
- » Examples: Unauthorized use or willful destruction of equipment/supplies, accepting material value from contractors, vendors....
- » If you see a violation you are required to report: to City Manager, HR, Mayor, staff ex-officio



# NON-DISCRIMINATION/NON-HARASSMENT

## Purpose

- » Provide a discrimination, harassment, and bully free environment for all employees, elected and appointed officials and volunteers.

## Bullying and Microaggressions

- » **Subtle:** The comments are usually subtle – which is what makes this hard for some people to realize what they said.
- » **Acts:** They are things people say and do - again often not intended
- » **Exclusion:** They create exclusion of people
- » Examples:
  - » ‘Everyone knows Asians are Smart!’
  - » The ‘Girls in the Office’
  - » Using ‘gay’ to describe something you don’t like.



# WHAT IS A TRANSPORTATION SYSTEM PLAN?

- » A long-range plan that identified the transportation facilities needed to support growth within the city over a 20-year period, including:
  - » Pedestrian, bicycle, transit, and motor vehicle (including freight), as well as rail, air, water, and pipeline transportation
- » Identifies goals and policies for developing the transportation system over time
- » Identifies prioritized lists of transportation system improvements consistent with goals and policies of the city



# WHY A TSP UPDATE?

## » Legal requirement

- » Required by OAR 660-012 (Transportation Planning Rule)
- » Required as part of Periodic Review Process through DLCDC

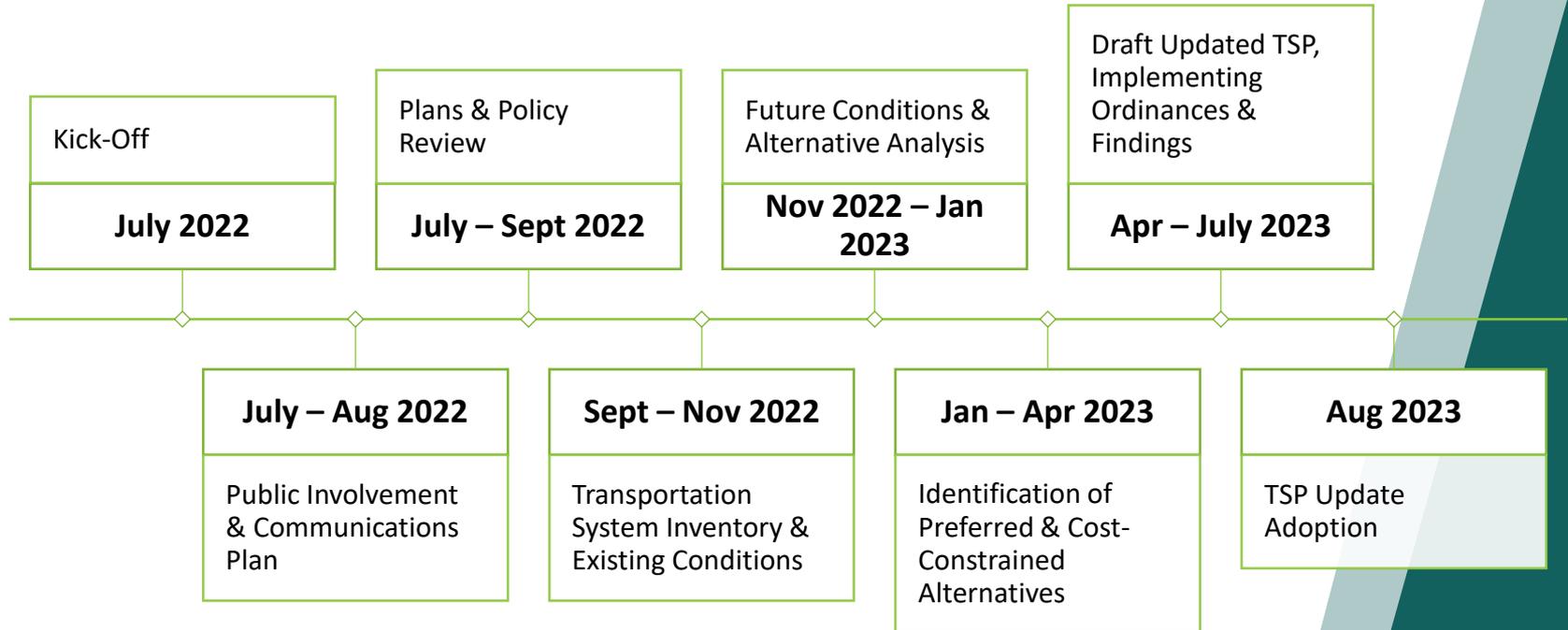
## » Practical

- » Provides basis for Capital Improvement Plan (CIP)
- » Provides basis for System Development Charges (SDC)
- » Provides basis for land development conditions of approval
- » Provides rationale for making investments and land use decisions
- » Ensure planned transportation system will meet long-term needs
- » Protects right-of-way for needed improvements
- » Provides consistency between state, regional , and local planning
- » Provides link to Statewide Transportation Improvement Program (STIP)



# 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

### Moving Forward:

- » TM #4: Future Land Use and Transportation Conditions
- » TM #5: Alternatives Analysis and Funding Program
- » TM #6: Preferred Alternatives
- » Draft Updated TSP & Implementing Ordinances
- » TSP Update Adoption

\*Pending STAC feedback and public comment from tonight's open house



# MEETINGS & MILESTONES

STAC  
Meeting #1  
/ Open  
House #1  
**Nov 2022**

STAC  
Meeting #3  
/ Open  
House #3  
**Mar 2023**

STAC  
Meeting #4  
**June 2023**

Planning  
Commission  
Hearing  
**July 2023**

STAC  
Meeting #2  
/ Open  
House #2  
**Jan 2023**

Planning Commission  
and City Council  
Work Session #1  
**Mar 2023**

Planning  
Commission and  
City Council  
Work Session #1  
**June 2023**

City Council  
Hearing  
**Aug 2023**



# PROJECT TEAM

## » Project Team

- » City of Florence
- » Oregon Department of Transportation (ODOT)
- » Kittelson & Associates, Inc.
- » MIG

## » Stakeholder Transportation Advisory Committee (STAC)

- » City Council, City Planning Commission, other city groups and committees
- » Local stakeholders (youth, freight, ADA, Port of Siuslaw, etc.)
- » Siuslaw School District and Lane Community College
- » Lane County Public Works, Lane Transit District, Lane Council of Govts
- » Broader ODOT representation



# PROJECT TEAM

## ROLES & RESPONSIBILITIES

### » STAC

- » Attend STAC meetings
- » Review draft memos prior to STAC meetings
- » Provide written comments to the City by Friday following the meeting
- » Attendance at open houses is encouraged, but optional

### » Questions?





# TECH MEMO #1

GOALS, OBJECTIVES, & EVALUATION CRITERIA

# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

- » Outlines the policy and regulatory framework for transportation planning in Florence
- » Reviews relevant adopted policy and regulatory requirements at the state and regional/county level
- » Identifies potential projects or needs that should be coordinated with this planning effort and/or reflected in the updated TSP



# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

### » State Plans

- » Statewide Planning Goals
- » Oregon Transportation Plan
- » Oregon Bicycle and Pedestrian Plan
- » Oregon State Rail Plan
- » Oregon Freight Plan
- » Oregon Public Transportation Plan
- » Oregon Transportation Safety Action Plan
- » Oregon Transportation Options Plan
- » Access Management Rule
- » Transportation Planning Rule (OAR 660-012)
- » Statewide Transportation Improvement Program
- » Statewide Transportation Improvement Program
- » ODOT Highway Design Manual
- » Oregon Statewide Transportation Strategy
- » Oregon Roadway Departure Implementation Plan
- » Oregon Intersection Safety Implementation Plan
- » Oregon Bicycle and Pedestrian Safety Implementation Plan
- » Oregon Standards Specification for Construction
- » TSP Guidelines



# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

### » Regional Plans

- » Lane County Comprehensive Land Use Plan
- » Lane County Transportation System Plan
- » Lane County Parks and Open Space Master Plan
- » The Confederated Tribe of Coos, Lower Umpqua, and Siuslaw Indians Coordinated Tribal Transit Plan
- » Lane Transit District Long Range Transit Plan



# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

### » Local Plans

- » Florence Realization 2020 Comprehensive Plan
- » Florence Transportation System Plan
- » Florence Zoning Ordinance
- » Housing Needs and Economic Opportunities Analysis
- » Population Projections
- » Water System Master Plan
- » Wastewater Collection System Master Plan

### » Stormwater Management Plan

- » Parks and Recreation Master Plan
- » Florence Tsunami Evacuation Mapping
- » Highway 101 Access Management Plan
- » Florence Community Transit Plan
- » Airport Master Plan Update



# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

### » Key Takeaways

- » Ensure consistency with statewide policies and OARs
- » Integrate the TSP with local plans (e.g., Urban Area TSP, SRTS, IAMP)
- » Track/coordinate with plans currently being updated
- » Consider code amendments to ensure consistency with updated TSP objectives and expected outcomes



# TECH MEMO #1

## PLANS AND POLICY FRAMEWORK

### » Open Questions and Discussion

- » Was the project relevance captured correctly?
- » Are there any other projects or relevant policy directions from documents not included?
- » Questions, comments, concerns?





# TECH MEMO #2

## GOALS, OBJECTIVES, & EVALUATION CRITERIA

# TECH MEMO #2

## GOALS, OBJECTIVES, & EVALUATION CRITERIA

### » Project Goals and Objectives

- » Used to guide TSP update process
- » Serves as a basis for developing and evaluating alternatives

### » Project Evaluation Criteria

- » Guides the selection of a preferred alternative



# TECH MEMO #2

## GOALS, OBJECTIVES, & EVALUATION CRITERIA

- » 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



# TM#2: GOALS, OBJECTIVES, & EVALUATION CRITERIA

## » Feedback

- » Do the goals align with your vision for the city? What would you change?
- » Do the objectives help meet the goals? What would you change?





# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

- » Roadway System
- » Pedestrian
- » Bicycle
- » Public Transportation
- » Freight Generators
- » Rail
- » Air Transport
- » Surface Water Plan
- » Funding Inventory
- » Land Use and Population



# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

### » Roadway System

- » Jurisdiction
- » Functional Classification
- » Roadway Characteristics
- » Existing Gaps and Deficiencies

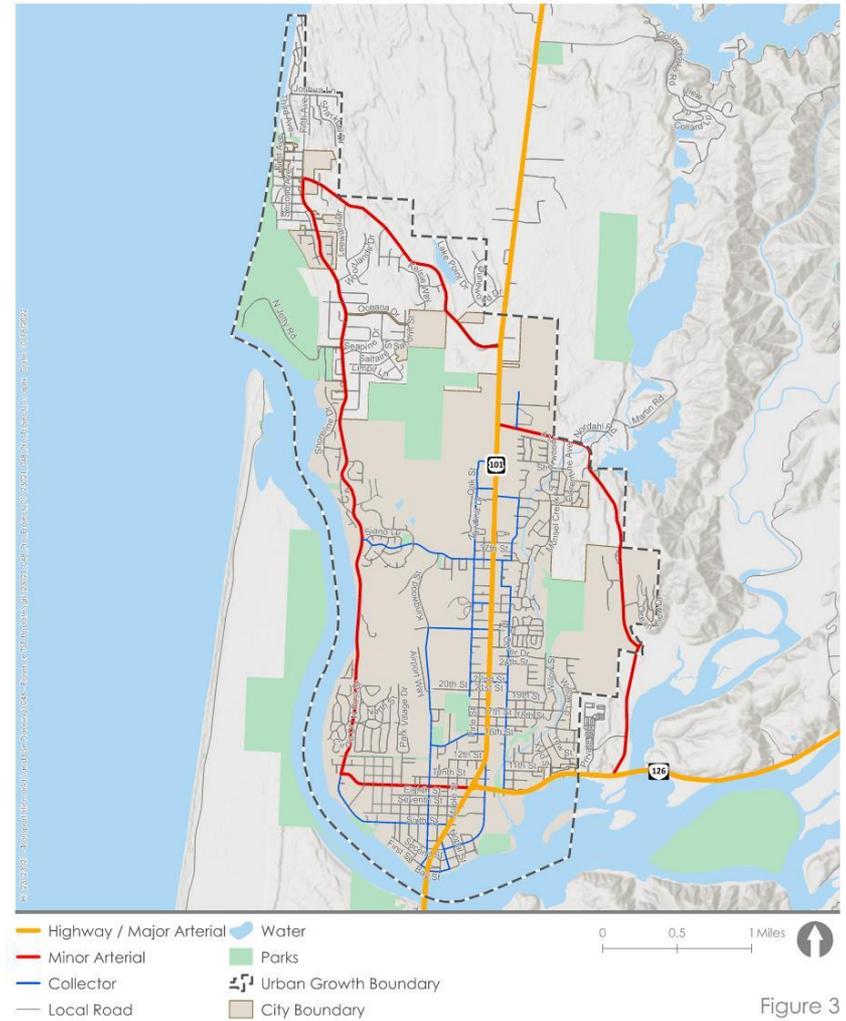


Figure 3

# TECH MEMO #3A

## TRANSPORTATION SYSTEM

### INVENTORY

#### » Pedestrian

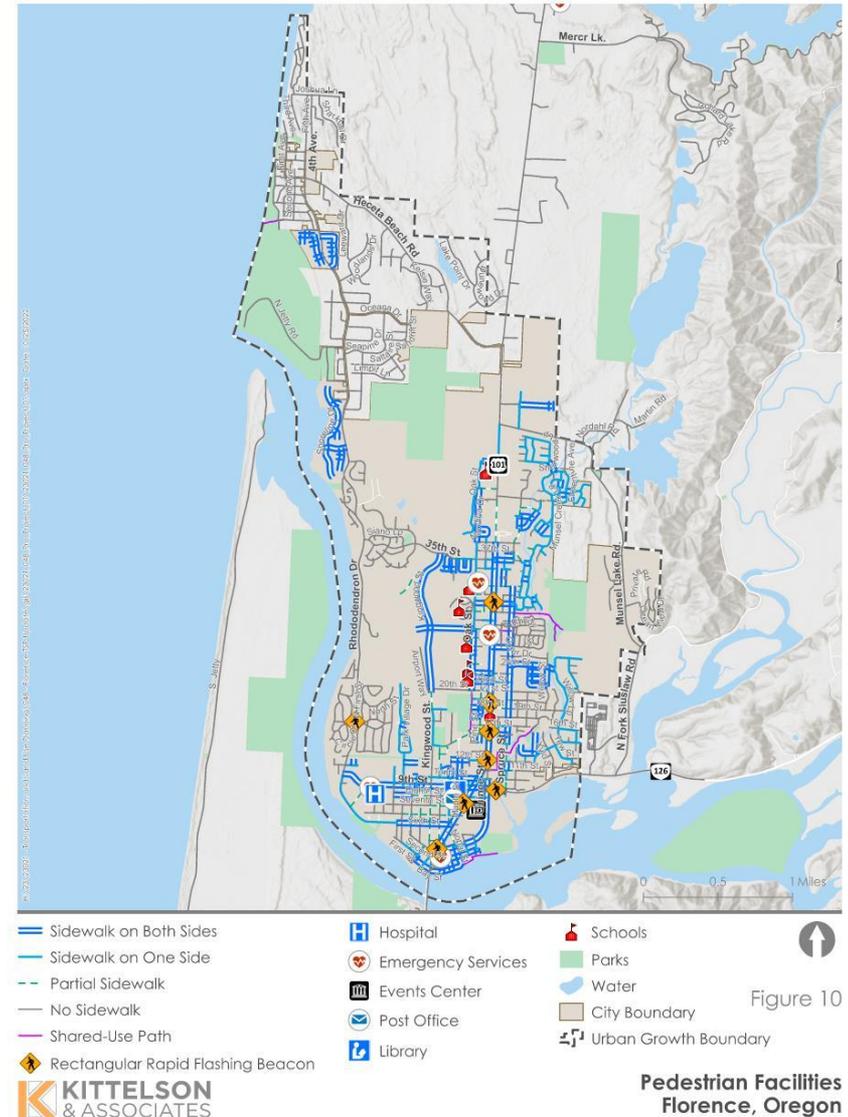
##### » Pedestrian Facilities

- » Sidewalks
- » Shared-Use Paths and Trails
- » Crosswalks

##### » Pedestrian Accessibility for Destinations

##### » Pedestrian Generators

##### » Existing Gaps and Deficiencies



# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

### » Bicycle

#### » Bicycle Facilities

- » State Facilities
- » City Facilities
- » Shared Roadways
- » Shared-Use Paths

#### » Bicycle Accessibility for Destinations

#### » Bicycle Generators

#### » Existing Gaps and Deficiencies

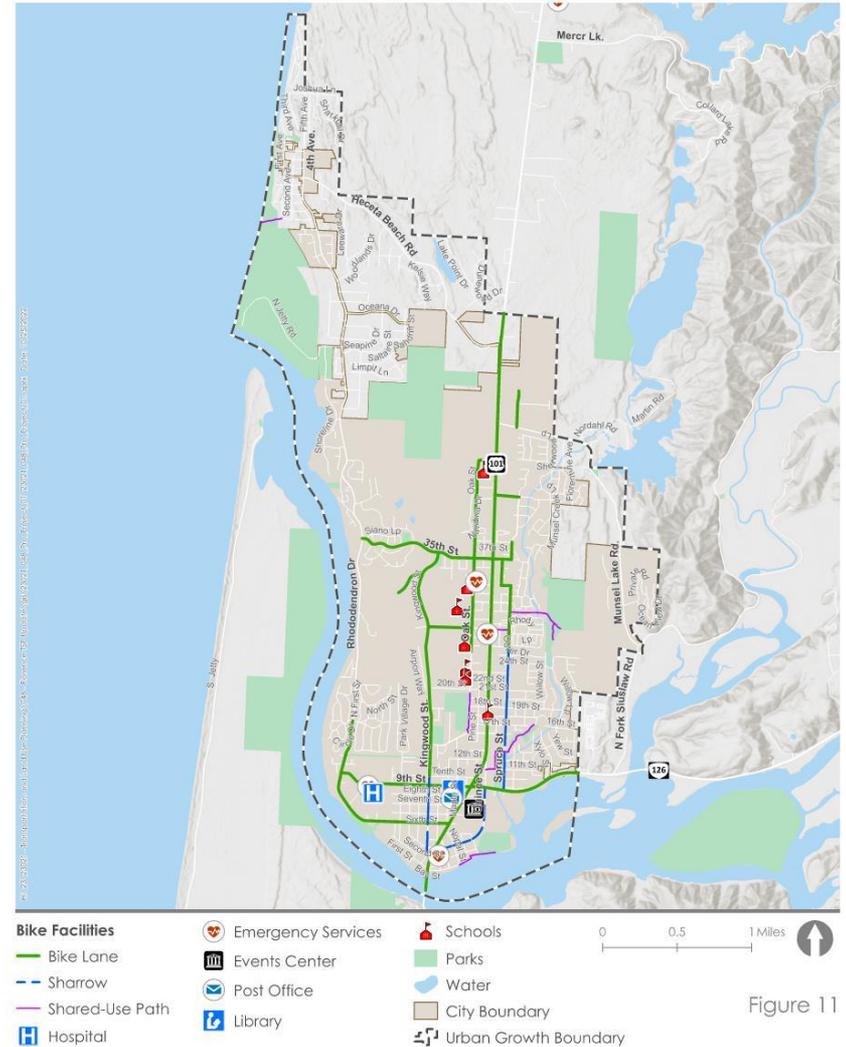


Figure 11

**Bike Facilities  
Florence, Oregon**

# TECH MEMO #3A

## EXISTING CONDITIONS INVENTORY

### » Public Transportation

#### » Transit Service and Facilities

- » Local Service

- » Intercity Service

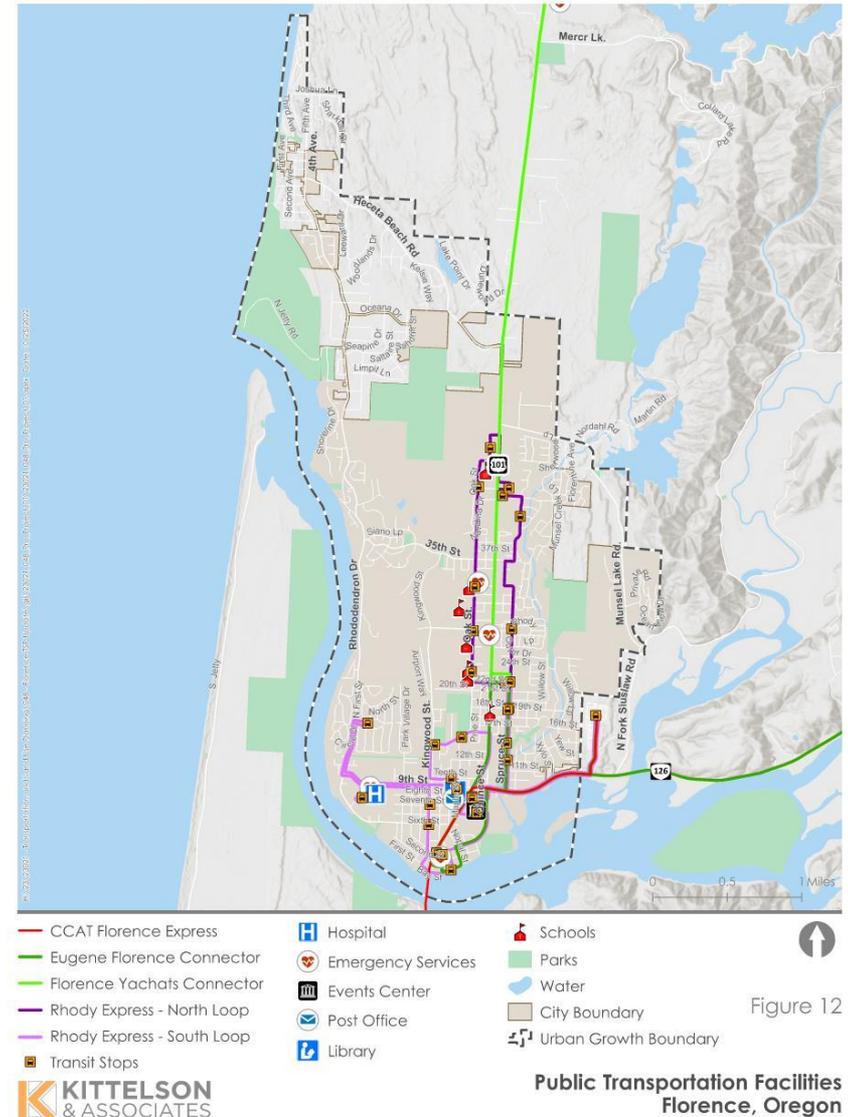
#### » Transit Connectivity

#### » Additional Transit Services

#### » Existing Gaps and Deficiencies

#### Current Service Planning Efforts

Link Lane just kicked off their Transit Development Plan to better connect coastal communities with each other and with Eugene.



# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

- » Freight Generators
  - » Generators
  - » Connecting Roads
  - » Major Commodities
  - » Intermodal Facilities

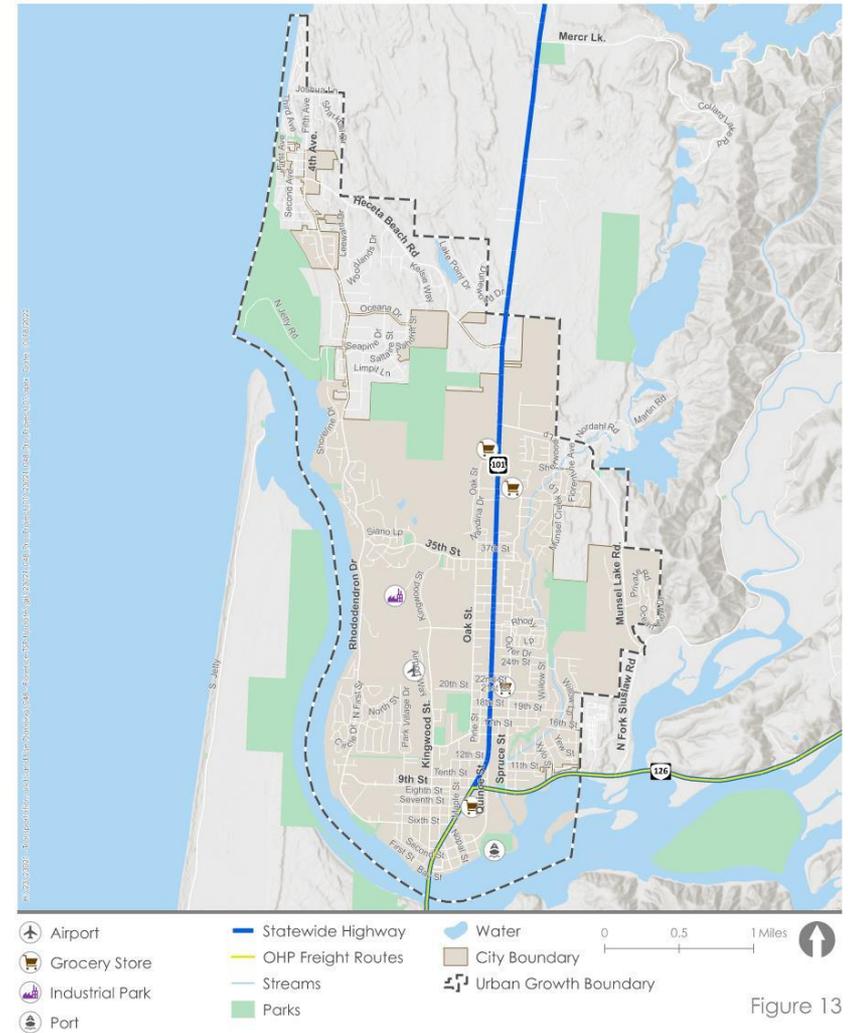


Figure 13

# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

### » Rail

- » Rail Facilities

### » Air Transport

- » Air Facilities

- » 2010 Airport Plan

**Florence Municipal Airport  
Airport Layout Plan Update**



# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

### » Surface Water

- » Facilities
- » Operational Concerns
- » Projects

Port of Siuslaw

## Strategic Business Plan

June 2013



Prepared by Port of Siuslaw Commission and Staff  
with assistance from  
Business Oregon Ports Program and Infrastructure Finance Authority,  
& Residents of the Port of Siuslaw District

# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY



### **State Transportation Revenues**

State Gas Tax  
Statewide  
Transportation  
Improvement Fund  
(STIF)



### **Local Transportation Revenues**

Franchise fees  
Intergovernmental  
transfers  
Service Charges



### **Transportation System Development Charges**



# TECH MEMO #3A

## TRANSPORTATION SYSTEM INVENTORY

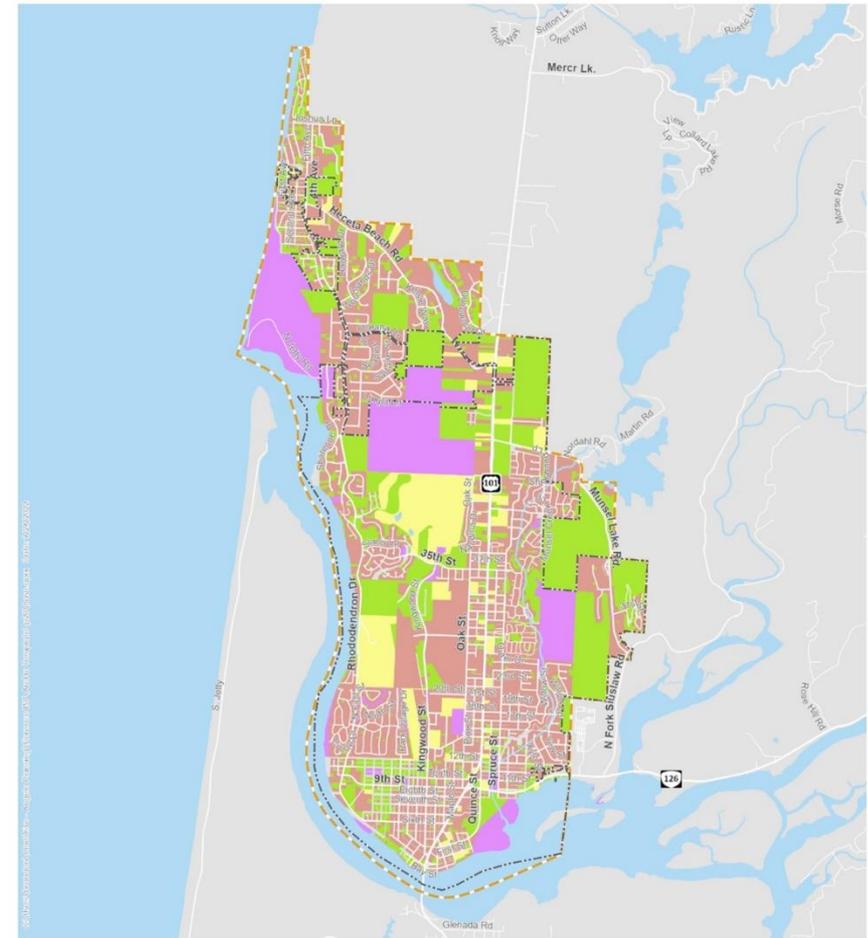
- » Lands and Population Inventory
  - » Buildable Lands Inventory
  - » Zoning and Comprehensive Plan Designations
  - » Nature Resources and Hazards
  - » General Population
  - » Title VI and Environmental Justice Populations



# LAND USE

## *Buildable Lands Inventory*

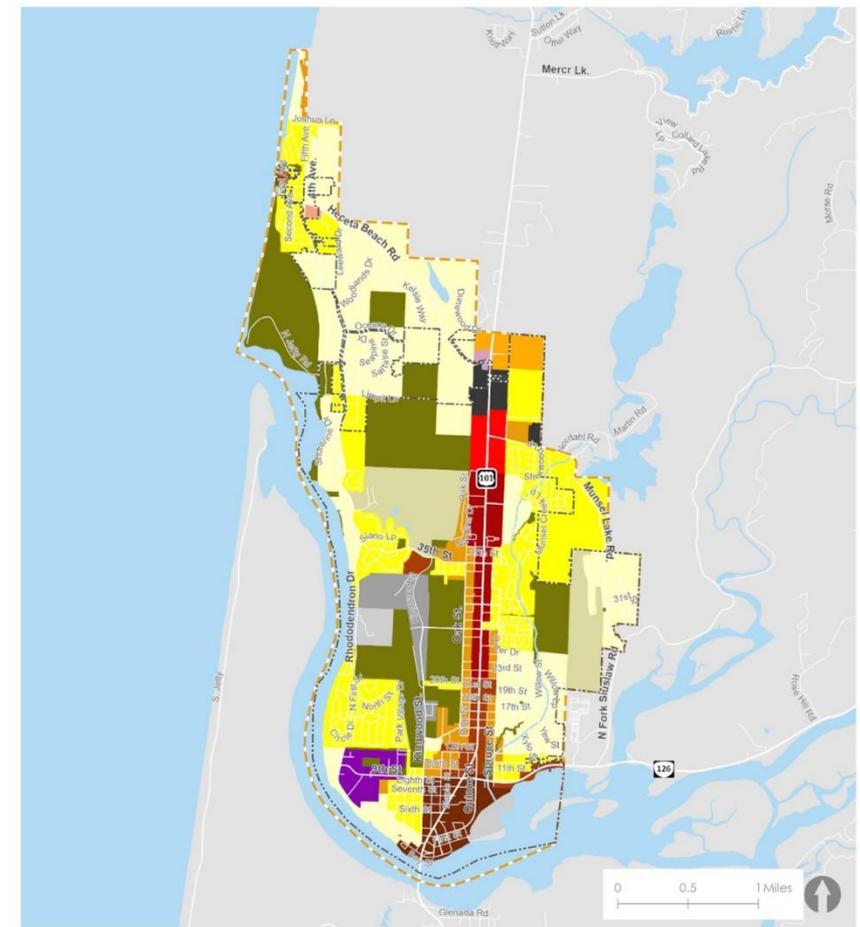
- » Will help inform and identify transportation policy and infrastructure needs for the TSP
- » An estimated 1,164 properties and 1,694 acres are developable
- » Most development potential is in residential zones
- » Most undeveloped properties are further from the city center, close to city limits and UGB
- » The City can assume that most future development will be residential



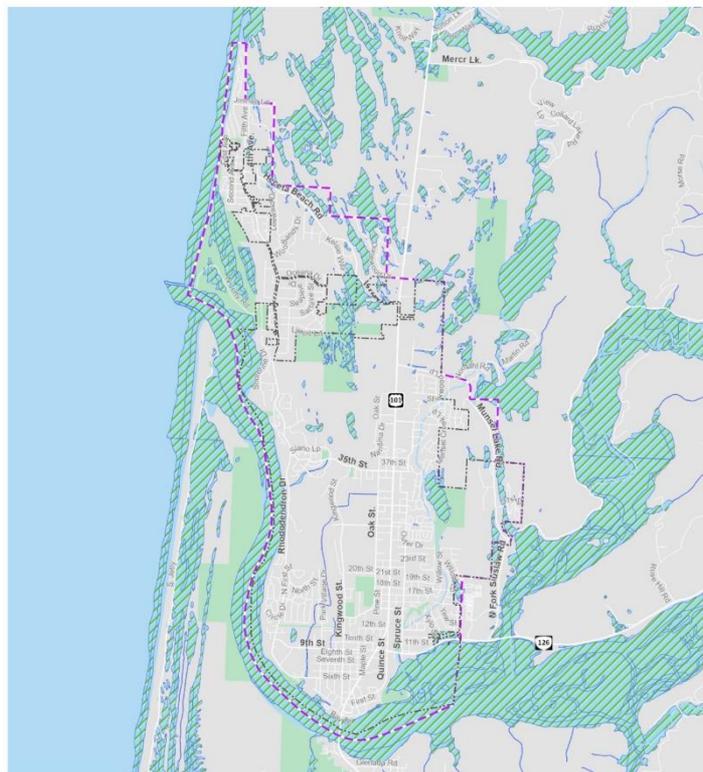
# LAND USE

## *Comprehensive Plan Designations*

- » Most residential land is zoned for low- and medium- density residential
- » Low-density residential land is primarily located toward the fringes of the City limits and UGB
- » Higher-density residential land is concentrated toward the urban core
- » Commercial zones are largely located along US 101
- » Industrial zones are concentrated to the west of US 101, between higher-density residential and natural resource zones



# LAND USE – NATURAL RESOURCES AND HAZARDS



Parks
  Water
  Wetland

City Boundary
  Urban Growth Boundary

**Natural Resources and Hazards**

0 0.5 1 Miles



**Tsunami Evacuation Map**

Distant Tsunami Evacuation Zone
  Local Tsunami Evacuation Zone
  Outside Hazard Area

Assembly Areas

Parks
  Water

City Boundary
  Urban Growth Boundary

0 0.5 1 Miles



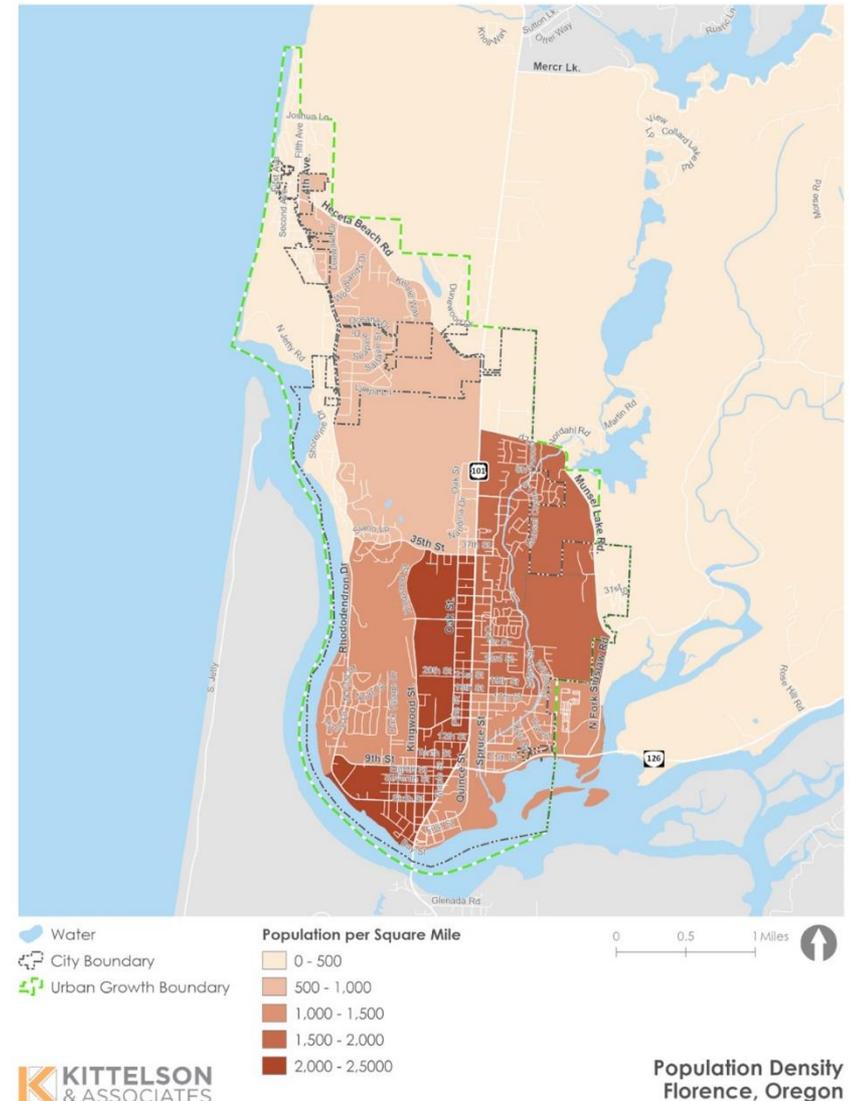
Figure 8



# POPULATION

## *General Population*

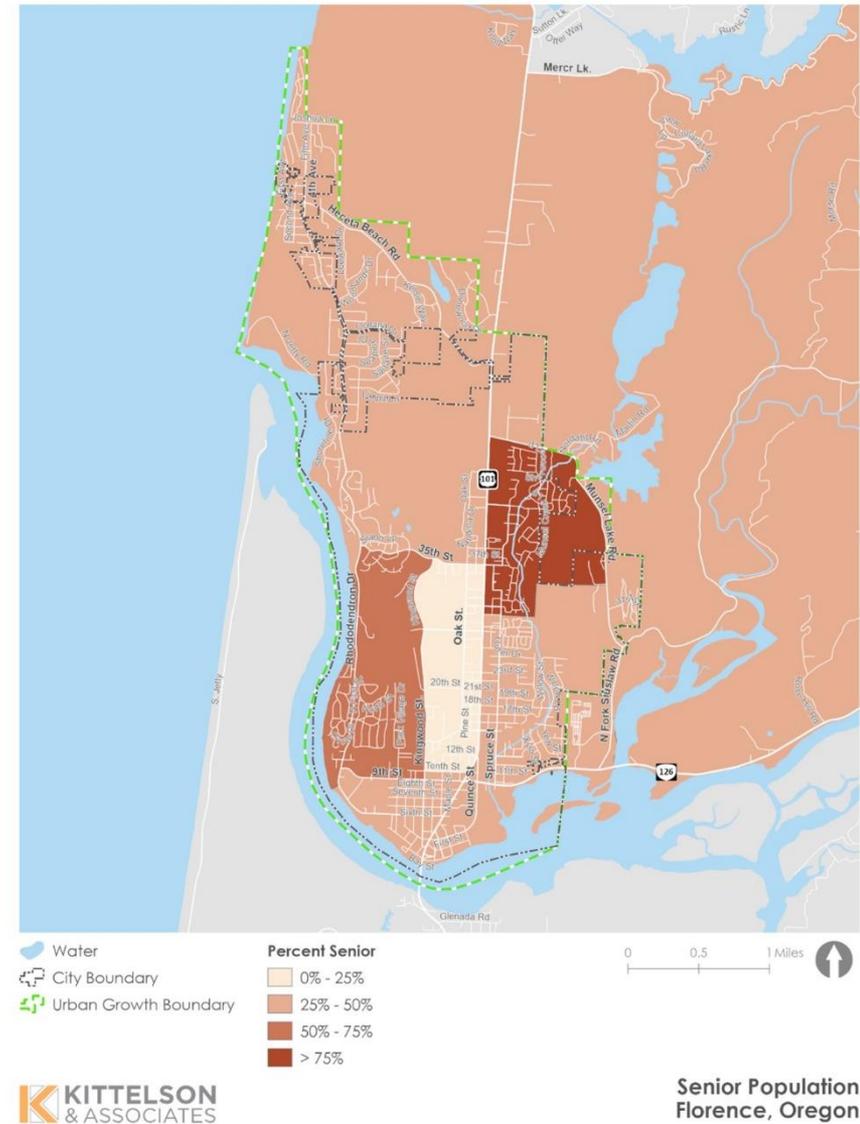
- » According to 2020 Census, there are 9,396 residents in Florence
- » 11% growth from 2010 census
- » Growth forecasts show a similar rate of growth through 2040
- » Population density is generally higher in the southern half of the City
- » Residents are more highly concentrated near US 101 and the City center



# POPULATION

## *Title VI and Environmental Justice Populations*

- » Only 10% of Florence residents are under the age of 18 (below statewide average)
- » 45% of Florence residents are over the age of 65 (above statewide average)
- » Minority populations are small compared to statewide averages
- » People of color are concentrated in the south-central region of the city along US 101
- » Florence has a higher percentage of persons living with a disability than Oregon and Lane County





# TECH MEMO #3B

## EXISTING CONDITIONS ANALYSIS

# TECH MEMO #3B

## EXISTING CONDITIONS ANALYSIS

- » Traffic Counts
- » Motorized Vehicle Transportation Analysis
- » Non-Automobile Transportation Analysis
- » Crash Analysis
- » Access Spacing
- » Parking Analysis



# TECH MEMO #3B

## STUDY INTERSECTIONS

### » State Facilities

- » US 101/Heceta Beach Rd
- » US 101/Munsel Lake Rd
- » US 101/46<sup>th</sup> St
- » US 101/35<sup>th</sup> St
- » US 101/30<sup>th</sup> St
- » US 101/27<sup>th</sup> St
- » US 101/15<sup>th</sup> St
- » US 101/OR 126
- » US 101/Rhododendron Dr
- » US 101/2<sup>nd</sup> St
- » OR 126/Quince St
- » OR 126/Spruce St
- » OR 126/N Fork Siuslaw Rd

### » Local Facilities

- » Rhododendron Dr/35<sup>th</sup> St
- » Rhododendron Dr/9<sup>th</sup> St
- » Rhododendron Dr/Heceta Beach Rd
- » Kingwood St/35<sup>th</sup> St
- » Kingwood St/27<sup>th</sup> St
- » Kingwood St/15<sup>th</sup> St
- » Kingwood St/9<sup>th</sup> St

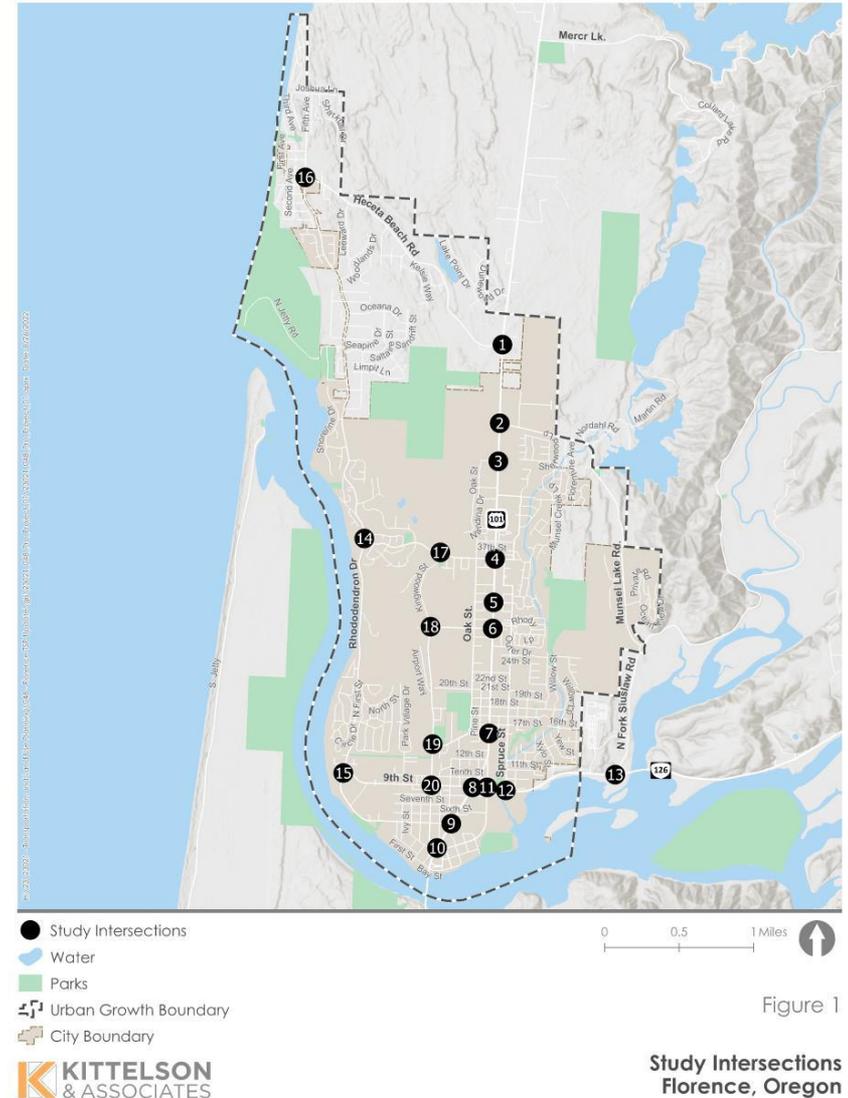


Figure 1

Study Intersections  
Florence, Oregon

# TECH MEMO #3B

## STUDY INTERSECTIONS

### » Traffic Counts

- » Collected on June 3, 2021
- » System-wide peak hour from 4:00-5:00 PM
- » Adjustments included seasonal adjustments, historical factors, and COVID adjustments
- » Traffic volumes were balanced between intersections, where appropriate

### » Intersection Operations

- » All intersections current operate acceptably
- » All left-turn storage lanes can accommodate 95th percentile vehicles queues, except the eastbound left-turn lane at US 101/ OR 126



# TECH MEMO #3B

## NON-AUTOMOBILE TRANSPORTATION ANALYSIS

» Transit Qualitative Multimodal Assessment for Rhody Express (North Loop and South Loop)

Category	Excellent	Good	Fair	Poor
Frequency	12 daily round trips	<b>8-10 daily round trips</b>	5-7 daily round trips	4 or fewer round trips
Schedule Speed/ Travel Times	<20% slower than driving	<b>20% to 40% slower than driving</b>	40% to 60% slower than driving	>60% slower than driving
Transit Stop Amenities	Shelter with bench and sign	Bench with sign	<b>Sign with waiting area</b>	No sign and/or no waiting area
Connecting Pedestrian/Bicycle Network	Wide shoulders or bike lanes/sidewalks with frequent crossing	Standard shoulders or bike lanes/sidewalks with crossings	<b>Substandard shoulders or bike lanes/sidewalks with no crossing</b>	No shoulders, bike lanes/sidewalks and no crossings
ADA Accessibility	All stops are ADA-compliant/have adjacent parking prohibited	85-99% of stops are ADA-compliant/have adjacent parking prohibited	70-84% of stops are ADA-compliant/have adjacent parking prohibited	<b>Fewer than 70% of stops are ADA-compliant/have adjacent parking prohibited</b>

# TECH MEMO #3B

## NON-AUTOMOBILE TRANSPORTATION ANALYSIS

- » Pedestrian Level of Traffic Stress (PLTS)
  - » A perception-based analysis to evaluate whether streets are accommodating to pedestrians
  - » PLTS 1 = little traffic stress
  - » PLTS 4 = high traffic stress
  - » ODOT's Analysis Procedures Manual considers PLTS 2 to be a reasonable target

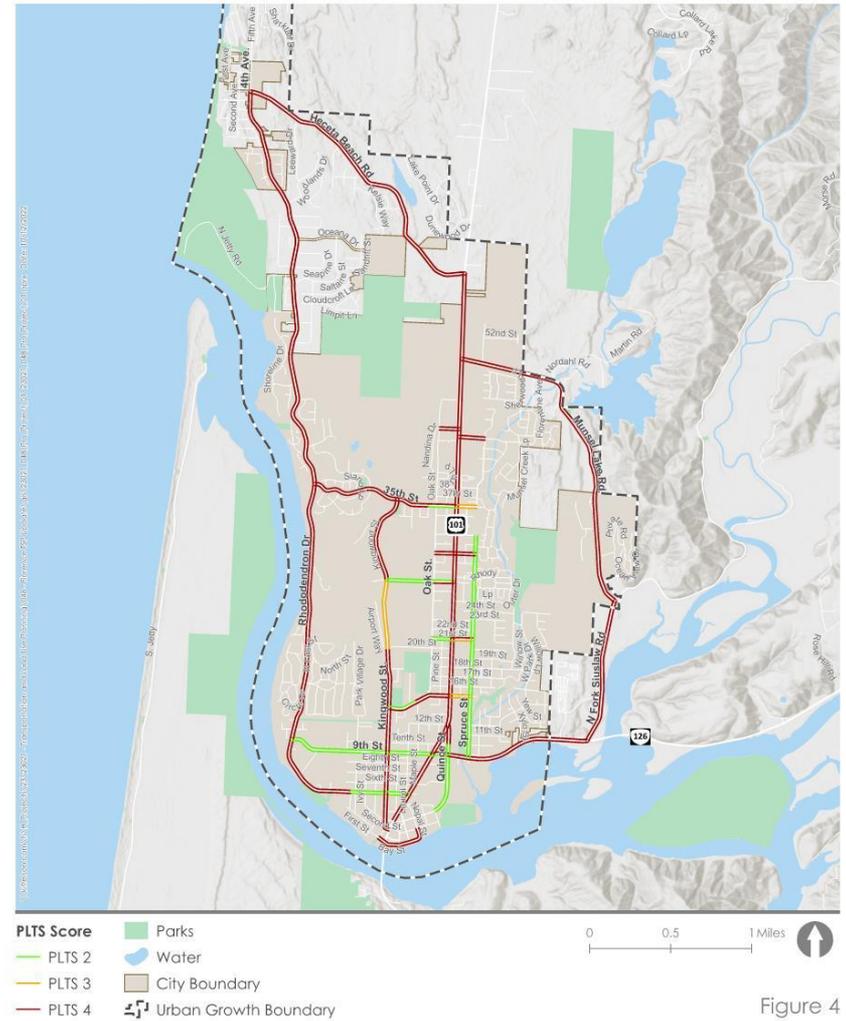


Figure 4

# TECH MEMO #3B

## NON-AUTOMOBILE TRANSPORTATION ANALYSIS

- » Bicycle Level of Traffic Stress (BLTS)
  - » A perception-based analysis to evaluate whether streets are accommodating to bicyclists
  - » BLTS 1 = low traffic stress
  - » BLTS 4 = high traffic stress
  - » ODOT's Analysis Procedures Manual considers BLTS 2 to be a reasonable target

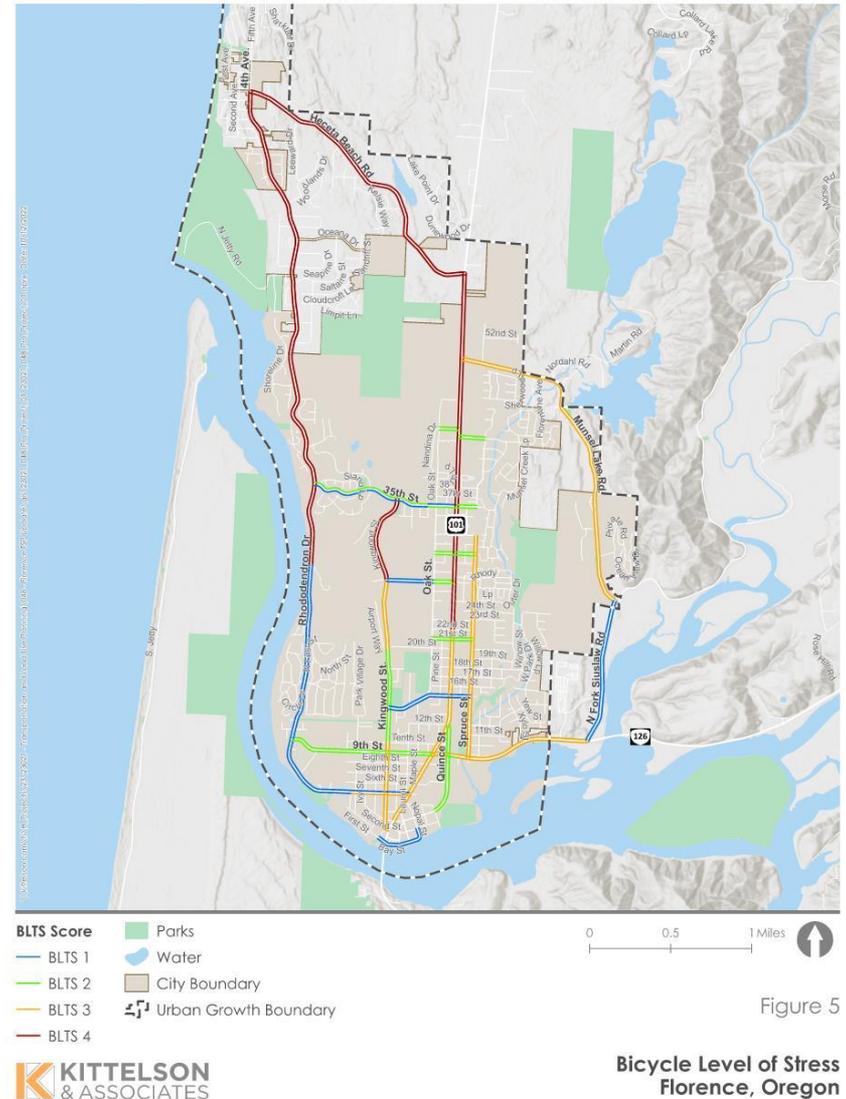


Figure 5

# TECH MEMO #3B

## CRASH ANALYSIS

### » Citywide Crashes

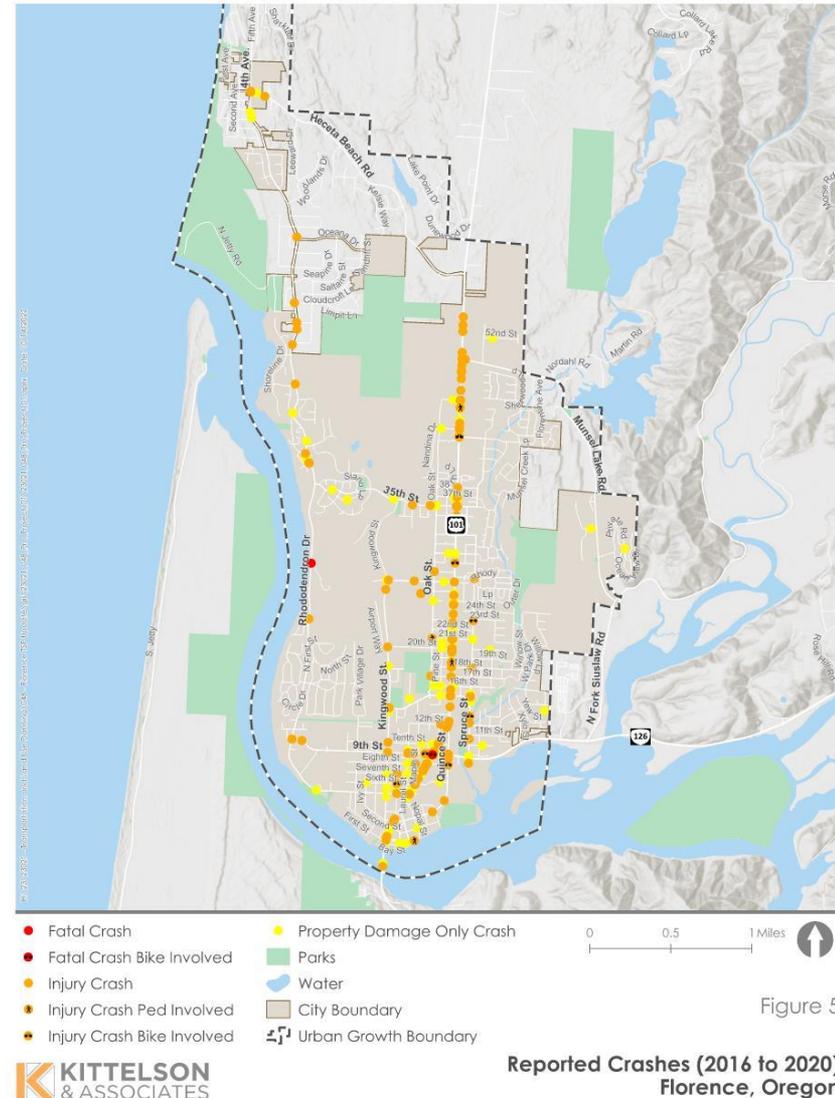
- » 338 reported crashes from 2016-2020
- » 2 fatal crashes, 20 severe injury crashes
- » Fatal crashes located at US 101/OR 126 intersection (involving a bicyclist) and on Rhododendron Drive near New Hope Lane
- » 4 crashes involved pedestrians, 10 crashes involved bicyclists

### » Intersection Crashes

- » Two intersections exceed the critical crash rate
  - » OR 126/Quince St
  - » Kingwood St/9<sup>th</sup> St

### » Safety Priority Index System (SPIS)

- » One top 15 percent site in Florence: US 101 between 20th St and 21st St



# TECH MEMO #3B

## ACCESS SPACING ANALYSIS

### » Access Management

- » ODOT Access Spacing Standards apply to US 101 and OR 126
  - » Higher speed limits lead to larger distances between driveways, lower speeds lead to shorter distances
- » City Access Spacing Standards are determined by functional classification and posted speed
  - » 125 feet between local street intersections, 250 feet between collector and arterial street intersections
- » Generally, ODOT and city access spacing standards are met



# TECH MEMO #3B

## PARKING ANALYSIS

- » The City completed a downtown parking study in June 2021
  - » The study area included 933 on-street parking stalls, 805 of which had no time restrictions
  - » On-street parking demand was relatively low during weekdays and weekends
    - » 30.4% peak occupancy on a weekday and 33.8% peak occupancy on a weekend
    - » Constrained parking was usually found around Bay Street and First Street
  - » There are a total of 2,529 off-street parking stalls in the downtown area
    - » 33.9% peak occupancy on a weekday and 34.9% peak occupancy on the weekend
    - » These were significantly higher for off-street parking lots that support restaurants
  - » In general, a few locations (around Bay Street) may be parking-constrained, but on- and off-street parking is generally available within a couple of blocks



# TM#3A & 3B: EXISTING CONDITIONS

## » Feedback

- » Are there other gaps or deficiencies that should be identified?
- » Are there other operational or safety issues that should be identified?



# NEXT STEPS



PROVIDE ADDITIONAL  
COMMENTS TO WENDY OR  
SHIRLEY BY FRIDAY



PARTICIPATE IN OPEN HOUSE #1  
THIS EVENING



# CALENDAR

## » STAC Meeting #2: January 19, 2023

- » Review takeaways from STAC meeting #1 and Open House #1
- » Present findings on TM #4: Future Land Use and Transportation Conditions
- » Present findings on TM #5: Alternatives Analysis and Funding Program
- » STAC to provide initial input and recommendations on these tech memos

» 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>
<b>Meeting #2</b>	January 19, 2023
<b>Meeting #3</b>	March 23, 2023

