



WELCOME TO THE TRANSPORTATION COMMITTEE: REGULAR SESSION

OCTOBER 16, 2025

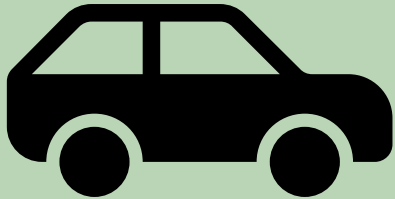


This meeting is held in person at the Florence City Hall with a virtual option
Citizens wishing to express their views may provide verbal or written comments.
For more information, visit the City of Florence website at www.ci.Florence.or.us/bc-tc

AGENDA

Call to Order – roll call

1. Approval of the Agenda
2. Public Comments
3. Walktober Recap
4. Discussion of Duties
5. TSP Training (Part I)
6. Staff Report
7. Closing Comments: Next Meeting Date & Future Agenda Topics





PUBLIC COMMENTS

WRITTEN COMMENTS:

EMAIL TO PLANNINGDEPARTMENT@CI.FLORENCE.OR.US

MAIL TO FLORENCE CITY HALL, ATTN: PLANNING COMMISSION, 250 HWY 101, FLORENCE, OR 97439

DROP OFF AT FLORENCE CITY HALL (250 HWY 101) DROP BOX
(TO THE RIGHT OF THE MAIN ENTRANCE)

NOTE: COMMENTS *MUST* BE RECEIVED AT LEAST 2 HOURS PRIOR TO START OF MEETING.
COMMENTS *DISTRIBUTED*: TO PLANNING COMMISSION, POSTED TO CITY OF FLORENCE WEBSITE, AND MADE PART OF THE RECORD. (1 HOUR PRIOR TO MEETING)

- VERBAL COMMENTS:

- **SPEAKER'S CARD:** COMMENTERS MUST COMPLETE A SPEAKER'S CARD AVAILABLE ONLINE AT [HTTPS://WWW.CI.FLORENCE.OR.US/BC-PC/REQUEST-ADDRESS-PLANNING-COMMISSION-SPEAKERS-CARD](https://www.ci.florence.or.us/bc-pc/request-address-planning-commission-speakers-card)
- **NOTE:** CARDS MUST BE RECEIVED AT LEAST 1 HOUR PRIOR TO MEETING START
- **TIME LIMITS:** GENERAL COMMENTS (NOT A PUBLIC HEARING) ARE LIMITED TO 3 MINUTES PER PERSON, WITH A MAXIMUM OF 15 MINUTES FOR ALL ITEMS.



PUBLIC COMMENTS – 3 MINUTE COUNT DOWN TIMER

2 Minutes Left

1 Minute Left

30 Seconds Left

Time is Complete

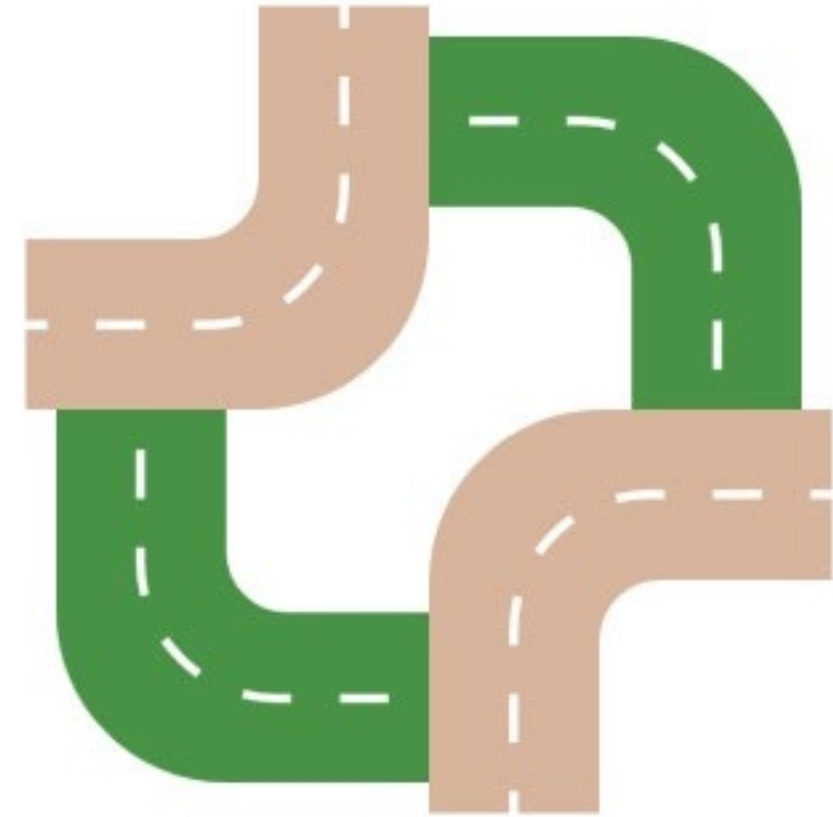


DISCUSSION ITEMS & REPORTS



Transportation Committee FCC Title 2 Chapter 6 Overview

OCTOBER 16, 2025



TRANSPORTATION
COMMITTEE



FCC Title 2 Chapter 6

SECTIONS:

1. Establishment
2. Membership
3. Term of Office
4. Appointments, Vacancies and Removals
5. Chairperson & Vice Chairperson
6. Duties
7. Subcommittees



2. Membership & 3. Term of Office

Residency:

Majority permanent residence with the City of Florence

Committee Representation: 5-11 Citizens-at-Large

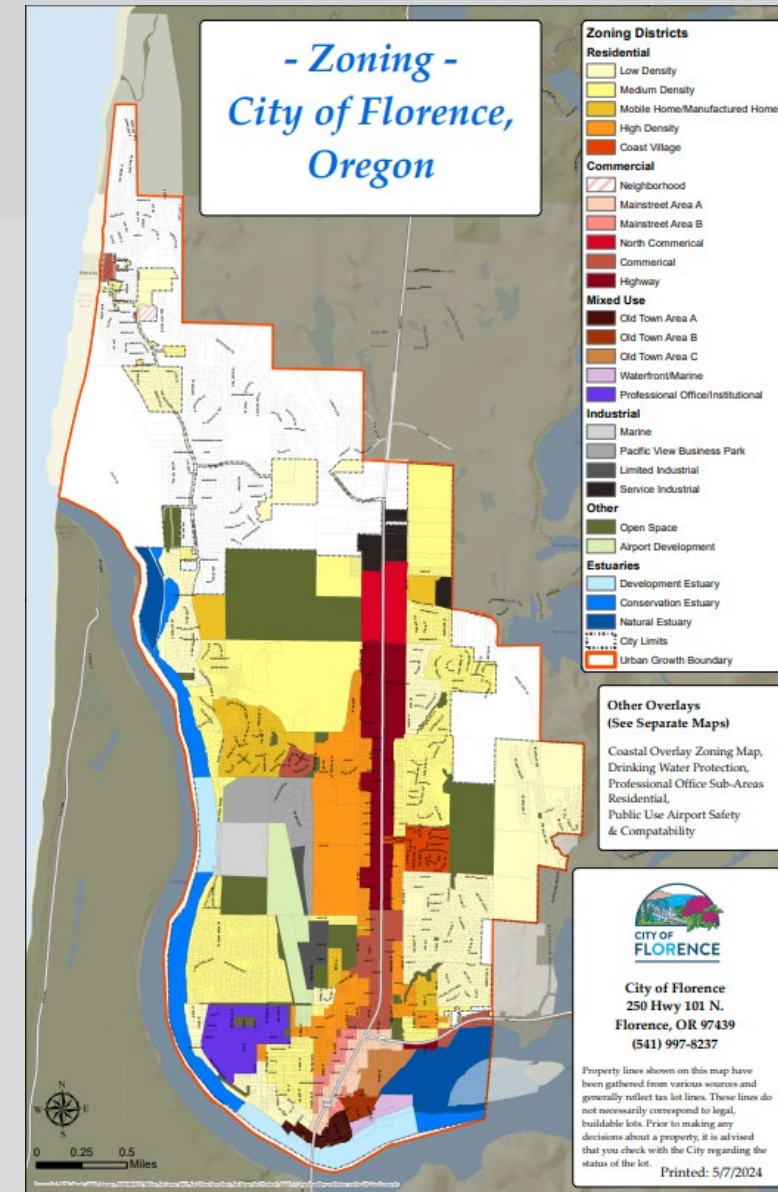
Traffic/Vehicular Safety, Bike/Ped, Transit, Air/Rail, Other

Ex-Officio Membership:

City Councilor, Staff, CEDC, Transit Organizations

Term:

4-year staggered terms



TC Membership, October 2025



Citizen's at Large:

Cheri Payne 2026--In	Dan Okonski 2029--In	Dave Twombly 2029--Out	Gary Trevisan 2029--Out	Glenna Hale 2029--In	Storm Kurth 2026--In
-------------------------	-------------------------	---------------------------	----------------------------	-------------------------	-------------------------

Ex-Officio:

Robert Carp, City Councilor	Hanna Hutcheson, CD Staff	Josh Haring, River Cities Taxi	Kathleen Flynn, LTD	Kelly Clark, LCOG	Vacant, Coos County Area Transit
--------------------------------	---------------------------------	-----------------------------------	------------------------	----------------------	--

6. Duties

Related to the development of the City's
Transportation

System and other transportation and land use
matters:

- Advise the Council
- Implement the City Council Goals & Work Plan
- Guide Preparation of Transportation Plans and Programs



6. Duties



Programs & Practices that develop and expand opportunities:

- Traffic & Vehicular: Implement Chapter 12 of Comp Plan/TSP
- Bike & Pedestrian: Implement Chapters 12 & 8 of Comp Plan
- Public & Private Transit: Chapter 12/TSP/FCC 4-4 Taxi Cabs/connections
- Air& Rail: Chapter 12/TSP/ Airport Master Plan

Questions



Getting Around Florence

Transportation System Plan-Transit and Pedestrian
training

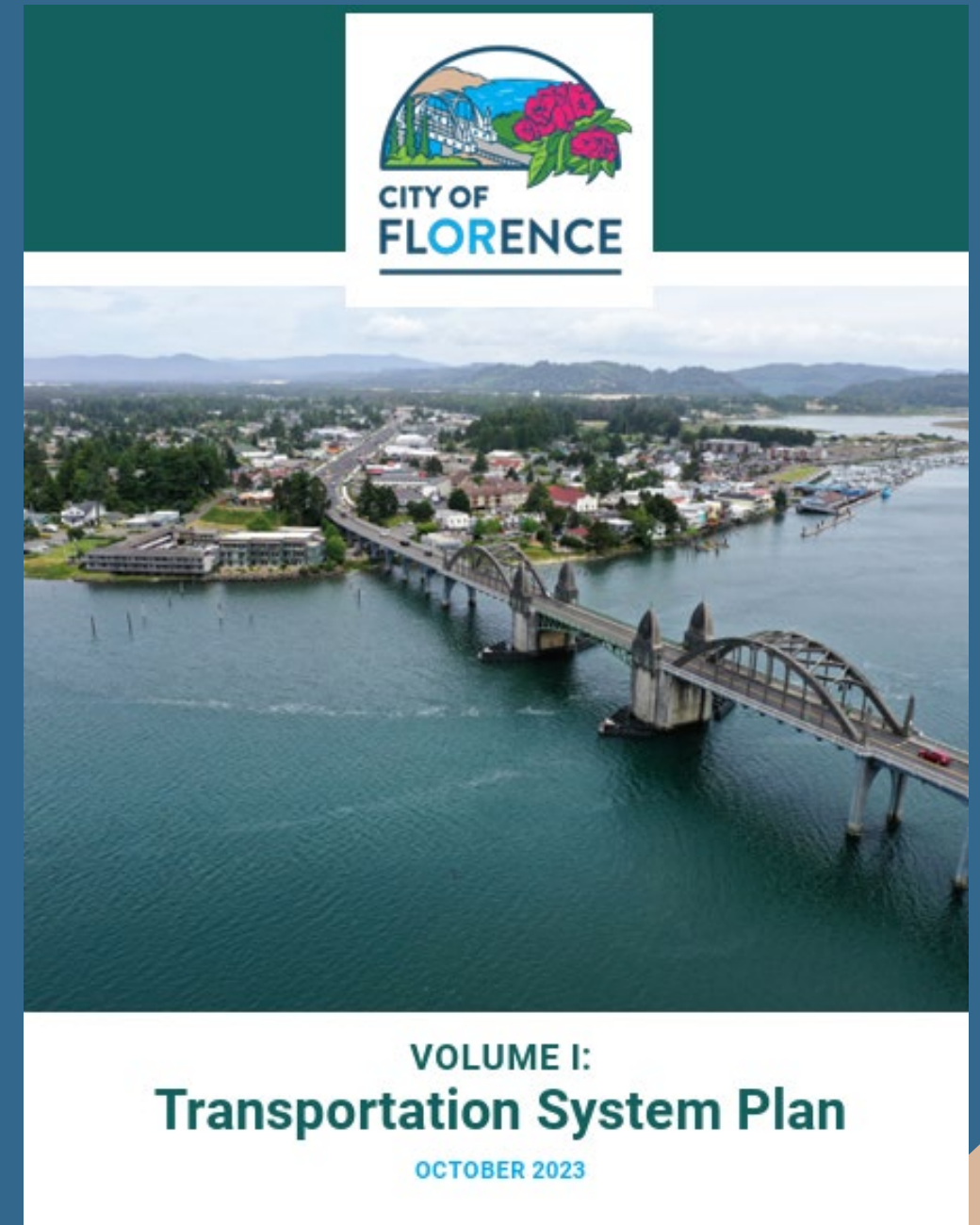
10-16-2025, Transportation Committee



Understanding the Transportation System Plan

Florence's Roadmap for Mobility

The Florence Transportation System Plan (TSP) identifies the plans, policies, programs, and projects needed to address gaps, deficiencies, and needs within the city's transportation system over the next 20 years.



Community Involvement in TSP

Engaging Local Residents

Florence actively sought public input through **workshops and surveys**. The Stakeholder Transportation Advisory Committee (STAC) played a crucial role in shaping the plan. Community feedback identified key challenges and opportunities, ensuring the TSP truly reflects the **local voices** of our residents.

TSP Process

The Florence TSP was updated through a process that identified transportation needs, analyzed potential options for addressing those needs over the next 20 years, and provided a financial assessment of funding and a prioritized implementation plan. The following steps were involved in this process:

- II Reviewing state, regional, and local transportation plans and policies that the Florence TSP must either comply with or be consistent with.
- II Gathering community input through working with a project advisory committee and a public workshop at key points in the project.
- II Establishing goals and objectives, identify and assess alternatives, and prioritize future needs.
- II Using a detailed inventory of existing transportation facilities and serve as a foundation to establish needs near- and long-term.
- II Identifying and evaluating future transportation needs to support the land use vision and economic vitality of the urban area.
- II Prioritizing improvements and strategies that are reflective of the community's vision and fiscal realities.
- II Preparing for review and adoption by local agencies, including the Florence City Council, Florence Planning Commissioners, and Lane County.

Public Involvement and Committees

The TSP update process provided residents the opportunity to share their respective visions for the future of the transportation system. Comments were gathered at three public open houses during the TSP development process. A project website was also maintained throughout the project that provided interested parties with the most recent documents available, information on upcoming meetings, and the ability to provide general comments to the project team. All of this input informed the development of the TSP goals and policies as well as the planned improvements.

The planning process was guided by a Stakeholder Transportation Advisory Committee (STAC). The STAC was comprised of a wide range of participants: local and state officials from key agencies including the City of Florence Planning and Public Works Departments, Lane County Transportation, Oregon Department of Transportation, Department of Land Conservation and Development, Siuslaw Valley Fire & Rescue, Lane Transit District, Siuslaw School District, and members of the Florence City Council, Planning Commission, Transportation Advisory Committee, and citizens.

Members of the STAC reviewed the technical aspects of the TSP. They held four meetings that focused on all aspects of the TSP development, including the evaluation of existing gaps and deficiencies, and forecast needs; the development of alternatives; the selection of preferred alternatives; the development of the draft TSP; and the review of implementing ordinances.

In addition to the STAC, the draft plans were discussed with the City Planning Commissions and City Council at work sessions and at public hearings.

What Guides the Plan?

Chapter 2. Goals and Objectives

The goals provide direction for where the City would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve.

CHAPTER 2. GOALS AND OBJECTIVES

The project team developed goals and objectives for the TSP update to help guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential alternatives to address the needs, and the selection and prioritization of preferred alternatives for inclusion in the TSP update. The goals and objectives were also used to inform recommendations for policy language that will serve as guidance for future land use and transportation decision making. The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision.

Goals and Objectives

The goals and objectives for the TSP update are described below. The goals provide direction for where the City would like to go, while the objectives provide a more detailed breakdown of the goals with specific outcomes the City desires to achieve. The goals and objectives are based on a review of the goals and objectives in the previous TSP, information from the ODOT TSP guidelines, and discussions with City staff about the important issues prevalent in the community and transportation system.

GOAL 1: CREATING A SAFE TRANSPORTATION SYSTEM FOR ALL

Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.

- Objective 1A:** Address known safety issues at locations with a history of fatal or severe injury crashes.
- Objective 1B:** Provide safe pedestrian crossings on state highways and at additional locations off state highways.
- Objective 1C:** Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.

GOAL 2: BUILDING FACILITIES THAT SUPPORT ECONOMIC DEVELOPMENT & ARE COST-EFFECTIVE

Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.

- Objective 2A:** Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers.
- Objective 2B:** Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation.
- Objective 2C:** Provide the efficient movement of goods, services, and people and maintain City minimum vehicular operating standards.
- Objective 2D:** Preserve the function of both US 101 and OR 126 for regional traffic while building transportation connections between the City and these highways.
- Objective 2E:** Minimize negative impacts of vehicular traffic to existing and future neighborhoods, and to developable and developed commercial and industrial sites.
- Objective 2F:** Balance the City's strong tourism economy with the transportation related impacts from visitors.

GOAL 3: MEETING THE WIDE-RANGING TRANSPORTATION NEEDS OF ALL USERS

Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.

- Objective 3A:** Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress).
- Objective 3B:** Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network.
- Objective 3C:** Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking.
- Objective 3D:** Promote demand management programs (i.e. incentives to use non-automotive modes, parking management) to reduce single occupancy vehicle trips.
- Objective 3E:** Support comfortable and reliable transit service for transit stops and corridors, including (but not limited to) stop amenities, identifying a regional service hub, etc.

GOAL 4: MINIMIZING ENVIRONMENTAL IMPACTS

Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.

- Objective 4A:** Minimize the impacts on natural and cultural resources when constructing transportation facilities.
- Objective 4B:** Set policies that encourage the use of low-emission transportation modes.

Objective 4C: Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution.

Objective 4D: Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors.

GOAL 5: ADDING RESILIENCE TO THE NETWORK & PLANNING FOR EMERGENCIES

Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.

- Objective 5A:** Design and construct new transportation facilities that add resilience to the network.
- Objective 5B:** Locate new transportation facilities outside the tsunami inundation zones where feasible.
- Objective 5C:** Develop transportation facilities that both enhance community livability and serve as tsunami evacuation routes.
- Objective 5D:** Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.
- Objective 5E:** Design streets to efficiently and safely accommodate emergency service vehicles.

GOAL 6: COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS

Foster good relationships with public and private partners in the common interest of building the city's transportation network.

- Objective 6A:** Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions.
- Objective 6B:** Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans.
- Objective 6C:** Partner with local, county, and state agencies to invest in a transportation network that meets everyone's needs.
- Objective 6D:** Meet the goals and policies laid out in the City's other planning efforts, including the Housing Implementation Plan Project.

Project Selections and Prioritization

The selection and prioritization of projects included in the TSP update was determined based on the goals and objectives described above and application of the project evaluation criteria. See Technical Memorandum #2 and Technical Memorandum #6 in the Volume II Technical Appendix for additional information.

Why Transit and Pedestrian Planning Matter

Options and Safety

- Not everyone drives
- Kids, seniors, and people with disabilities need options
- Walking and riding the bus reduce pollution
- Safer sidewalks and bus stops mean fewer accidents
- Supports fair access for everyone



GOAL 1: CREATING A SAFE TRANSPORTATION SYSTEM FOR ALL

Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.

Objective 1A: Address known safety issues at locations with a history of fatal or severe injury crashes.

Objective 1B: Provide safe pedestrian crossings on state highways and at additional locations off state highways.

Objective 1C: Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.

Transit in Florence: The Rhody Express

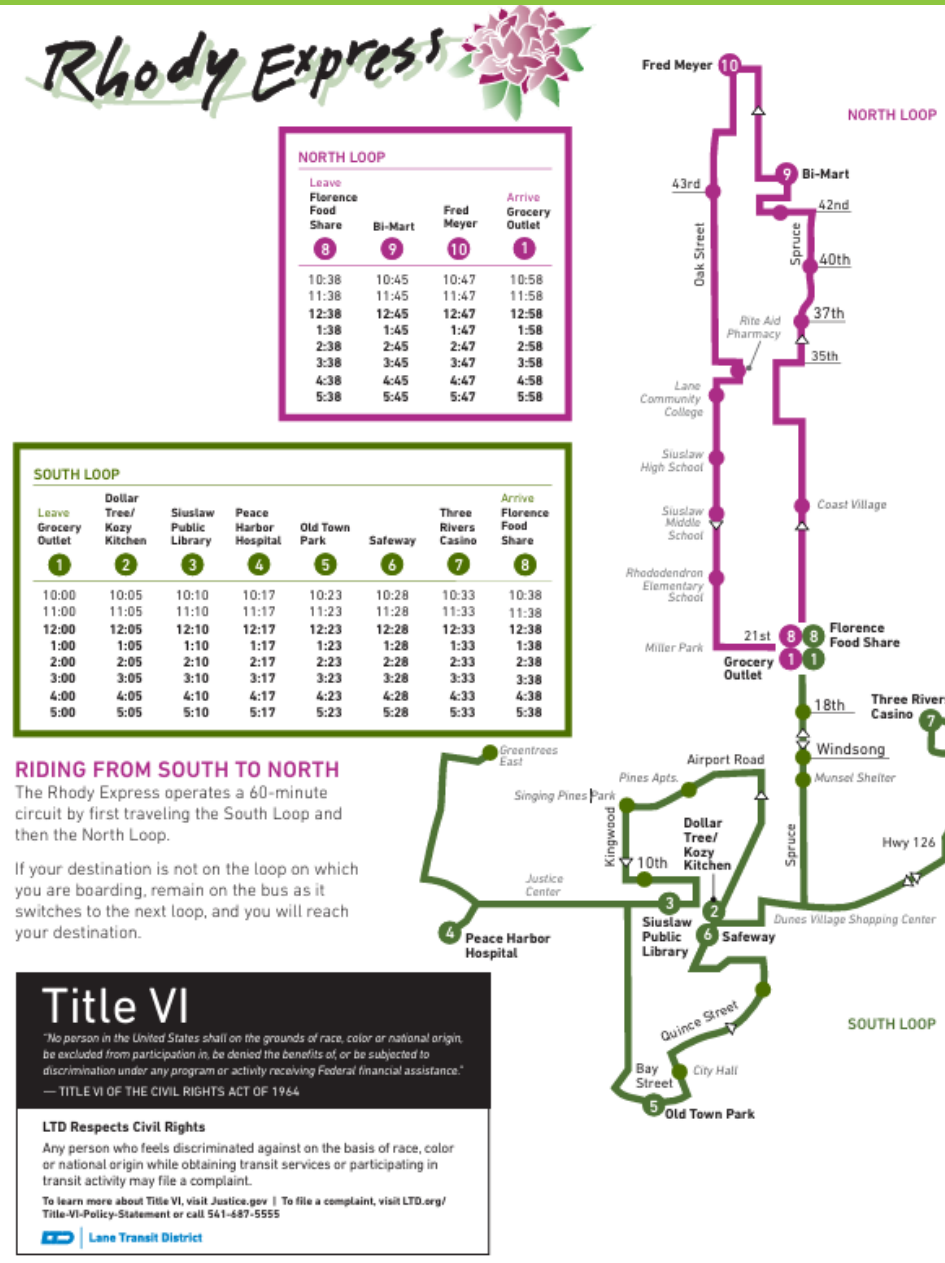
Florence's Local Bus System

The Rhody Express connects residents to schools, services, and essential destinations, ensuring accessibility and convenience for the community.

GOAL 6: COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS

Foster good relationships with public and private partners in the common interest of building the city's transportation network.

- Objective 6A:** Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions
- Objective 6B:** Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans
- Objective 6C:** Partner with local, county, and state agencies to invest in a transportation network that meets everyone's needs
- Objective 6D:** Meet the goals and policies laid out in the City's other planning efforts, including the Housing Implementation Plan Project





Promoting Safe and Inclusive Walkways for All

Pedestrian planning prioritizes safety and accessibility, ensuring that everyone, regardless of ability, can enjoy a comfortable experience in Florence.

GOAL 3: MEETING THE WIDE-RANGING TRANSPORTATION NEEDS OF ALL USERS

Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.

- Objective 3A:** Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress).
- Objective 3B:** Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network.
- Objective 3C:** Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks – including bicycle parking.
- Objective 3D:** Promote demand management programs (i.e. incentives to use non-automotive modes, parking management) to reduce single occupancy vehicle trips.
- Objective 3E:** Support comfortable and reliable transit service for transit stops and corridors, including (but not limited to) stop amenities, identifying a regional service hub, etc..

The TSP plans for **comfortable waiting areas** with seating, shade, and improved lighting, making transit experiences pleasant for all users.

Pedestrian System Needs



Incomplete Sidewalk Networks

Incomplete sidewalk networks are especially challenging for older adults, a significant portion of Florence's population, to navigate on foot.



No Sidewalks

Missing sidewalks on local neighborhood streets limit pedestrian mobility at a local level, and missing collector or arterial street sidewalks limit citywide pedestrian mobility.



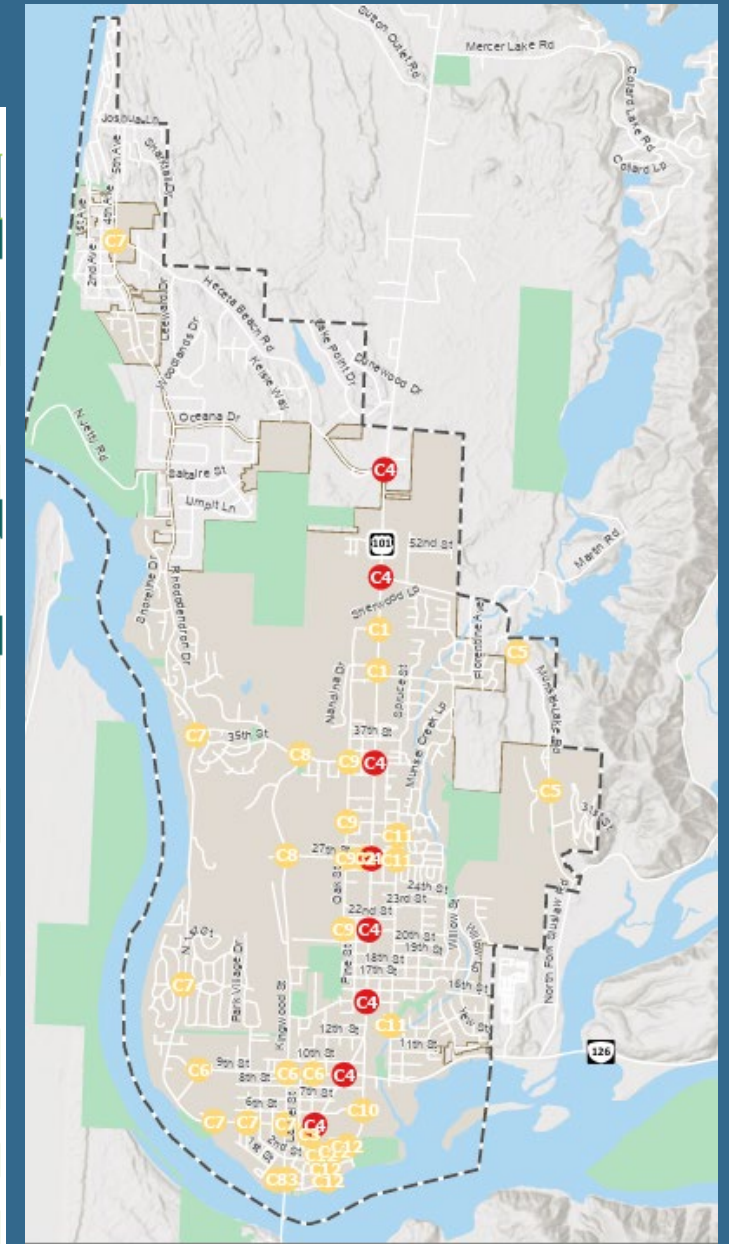
Safe Crossing Locations

These treatments increase pedestrian visibility and allow pedestrians to cross one direction of traffic at a time.

Pedestrian Crossing needs

Table 6. Pedestrian Crossing Projects

Map ID	Location	Description	Priority	Cost (\$1,000)
ODOT Streets				
C1 ¹	US 101	Install enhanced crossing treatments on US 101 at 46 th St (coordinate with Project R5) and 42 nd /43 rd St	High	\$250
C2 ¹	US 101	Install enhanced crossing treatments on US 101 at 27 th St (coordinate with Project R19)	Medium	\$125
C3 ¹	US 101	Install enhanced crossing treatments at the existing crossings on US 101 at Nopal Street and Old Town Way	Medium	\$125
C4 ¹	US 101	Add leading pedestrian intervals at signalized intersections on US 101	Medium	\$250
Lane County Streets				
C5	Munsel Lake Rd	Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr	High	\$50
City Streets				
C6	9 th St	Install enhanced crossing treatments at Maple St, Kingwood St, and PeaceHealth access road	Medium	\$150
C7	Rhododendron Dr	Install enhanced crossings treatments at Kingwood St, Hemlock St, Exploding Whale Memorial Park, Greentrees Village, 35 th St, and Heceta Beach Rd	Medium	\$250
C8	Kingwood St	Install enhanced crossing treatments at Bay St, 27 th St, and 35 th St	Medium	\$100
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	\$200
C10	Quince St	Install enhanced crossing treatments at the Florence Events Center access	Medium	\$50
C11	Spruce St	Install enhanced crossing treatments at multi-use path locations at 13 th St, 27 th St, and 29 th St	Medium	\$150
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	\$250
Total High Priority Cost				\$750
Total Medium Priority Cost				\$1,200
Total Low Priority Cost				\$0
Total Cost				\$1,950



Funding and Project Challenges

Navigating financial and logistical hurdles

- Limited funding restricts project opportunities
- Topography complicates sidewalk construction efforts
- Maintenance and new projects require balance
- Completion time can span several years
- Financial opportunities guide project prioritization
- Development pays for development

CURRENT FUNDING SOURCES

Funding for transportation improvements in Florence is primarily generated by the state gas tax and several local sources, including system development charges (SDCs).

State Gas Tax

State gas taxes are comprised of proceeds from excise taxes imposed by the state and federal government to generate revenue for transportation funding. The proceeds from these taxes are distributed to Oregon counties and cities in accordance with Oregon Revised Statute (ORS) 366.764, by county registered vehicle number, and ORS 366.805, by city population. The Oregon Constitution states that revenue from the state gas tax is to be used for the construction, reconstruction, improvement, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.

System Development Charges

SDCs are fees assessed on developments for impacts to the transportation system. All revenue is dedicated to transportation capital improvement projects designed to accommodate growth. The City can offer SDC credits to developers that provide public improvements beyond the required street frontage, including those that can be constructed by the private sector at a lower cost. For example, SDC credits might be given for providing off-site improvements, such as sidewalks and bike lanes that connect the site to nearby transit stops. Florence uses the revenue from SDCs on eligible projects that cannot be funded by other means.

⁵ The cost constrained plan does not limit the City or ODOT from advancing other projects in the TSP in response to changes in development patterns and funding opportunities that are not known at this time. There is no obligation to do these projects, nor assurance that these projects will be completed.

Benefits of the TSP for Florence

Improving Our Community

The Transportation System Plan (TSP) focuses on:

- Easier access for walking and bus rides
- Reduction in traffic congestion
- Less air pollution
- Enhanced quality of life
- Safe travel options for all residents





Questions?

Mobility Hub STIF Disc. & STN 2025/2027

TRANSPORTATION COMMITTEE
OCTOBER 13, 2025



Grant Overview

Applicant: Lane Transit District

Award Amount: \$200,000.00

Local Match: \$50,000.00

Rank: 7 of 25 for 2025-2027 STIF-IC funds

Project: Planning and Research for a primary mobility hub and feasibility for secondary stations.

Benefit: Serves 4 transit services and alternative mobility

City Managed Project supported by LTD, LCOG and other stakeholders

CLOSING COMMENTS, NEXT MEETING, & FUTURE TOPICS

Transportation Committee Calendar		
Date	Time	Description
November 20, 2025	5:00 pm	TBD
December 18, 2025	5:00 pm	No Meeting
January 16, 2026	5:00 pm	Regular Meeting

ADJOURN



THANK YOU!

TRANSPORTATION
COMMITTEE