ReVision Florence

Hwy 101 & Hwy 126 Corridor Concepts and Master Plan Approach

Project Team

CLIENT:

City of Florence &
Florence Urban Renewal
Agency
Erin Reynolds, City Manager
Mike Miller, Public Works
Director

CONSULTANTS:

Civil Engineer:
Murray, Smith & Associates Inc.
Chris Link, Project Manager
777 High Street
Suite 200
Eugene, Oregon 97401

Landscape Architect:
DLA Inc.
David Dougherty, Lead Designer
474 Willamette Street,
Suite 305
Eugene, Oregon 97401

Table of Contents

Executive Summary

This document presents a vision and master plan for streetscape and gateway improvements along key sections of the Florence Hwy 101 and Hwy 126 corridors. The report will be utilized by the Florence Urban Renewal Agency (FURA) and the City of Florence to help guide a multi-phase approach for improvements along the corridors. Refinement of this plan will continue into subsequent design phases.

Key contributors to this report include FURA, Florence city staff, ODOT, adjacent property owners and the general public. Concurrent economic analysis and strategic development consultation will also influenc the plan. The plan has evolved over the last six months, as various design solutions were explored and collaborative input was considered.

Currently, conditions along these corridors are not conducive to pedestrian and cyclist use and comfort. Sections of sidewalks are disconnected and in disrepair. There are few safe pedestrian street crossings and the distances across highways are imposing. Bicycle lanes are not well defined.

The general feel of these streetscapes may be described as 'bleak', lacking in human scale and visual interest. The existing landscape vegetation is sparse or nonexistent. Private parking lots abut public sidewalks with little or no landscape buffer. Pedestrian scale lighting does not exist. Wayfinding signage and connections to Old Town Florence are inadequate.

When implemented, the recommendations found in this master plan have the potential to transform this corridor into a vibrant, active and inviting streetscape, consistent with the city's vision. Those entering Florence from Hwy 126, crossing the Siuslaw Bridge or if you are traveling south on Hwy101, will encounter a distinct change in scenery. The vehicular dominated highway will give way to a unique district filled with amenities. Art, landscaping, lighting, trees and furnishings will encourage traffic to slow down and explore downtown.

Those on foot will enjoy wider sidewalks flanked by street trees and light posts. New crosswalks will be narrower and easier to negotiate. Corner plazas will offer seating opportunities to rest and enjoy local art nestled within the new landscape. Bicyclists will find safer, well defined bike lanes that transition well to side streets and local destinations. Bike racks will allow safe places to park while shopping or enjoying lunch. Gateways at key streets will invite visitors and residents to visit Old Town.

Upon completion, the new streetscape will be unlike any other on the Oregon coast. The ambiance will reflect the culture, natural systems and history of Florence. As private investment follows and "opportunity sites" are developed along the corridor, the transformation will continue well into the future.

Background and Study Area

This Corridor Concepts and Master Plan Approach document presents the conceptual design process and provides recommendations for gateway and streetscape improvements along Hwy 101 and Hwy 126. The intent of this document is to develop a vision and master plan that will build upon revitalizing and sustaining the Downtown Florence area as a destination, while maintaining a livable area for the community residents. Key goals of this project include concepts for gateway and streetscape improvements along Hwy 101 that are visible and attract visitors and business to the area.

The conceptual design process began in September 2015 and culminates with this Corridor Concepts and Master Plan Approach document; however, the concept design builds upon and integrates previous City of Florence planning documents, urban renewal investments and Oregon Department of Transportation (ODOT) STIP Enhancement Proposals to improve the streetscape and provide a safer pedestrian corridor.

As shown in th e image to the right, the project study area is located near downtown Florence and consists of Hwy 101 from the Siuslaw River Bridge to Hwy 126 (approximately 3,200 feet) and along Hwy 126 from Hwy 101 to Spruce Street (approximately 1,200 feet).

Project Boundary

Project Team and Stakeholders

The Project Team for this work is comprised of the following members:

Erin Reynolds, City Manager, City of Florence
Mike Miller, Public Works Director, City of Florence
Chris Link, Consultant's Project Manager, Murray, Smith & Associates, Inc. (MSA)
David Dougherty, Landscape Architect, DLA Inc.

Additional City staff and consultant resources have provided expertise, guidance and input to the Project team.

ODOT is a key partner and stakeholder for this project, particularly since the vast majority of the proposed improvements occur with ODOT's right-of-way (ROW). ODOT is also concurrently preparing designs for a 1R Pavement Preservation project within the study area along Hwy 101 from the Siuslaw River Bridge to Hwy 126 that includes paving, striping and ADA ramp improvements. Close coordination between the Project Team and ODOT has been and will continue to be a critical success factor for the project.

Project Timeline

- FURA RFQ July 2015
- Project Kick-off Meeting , October 2015
- Project Team Meeting December 2015
- Project Team Meeting January 2016
- Economic Study and Highway Streetscape Open House, February 2016

The Florence Urban Renewal Agency (FURA), with their consultant Leland Consulting Group (Leland), have prepared economic development strategies for the City's urban renewal district in parallel with the conceptual design work presented in this document. The findings from FURA and Leland's study have provided key insight to potential future redevelopment opportunities along Hwy 101 and Hwy 126 that directly impact the gateway and streetscape improvements presented in this document. Finally, property owners adjacent to the study area, as well as other local residents are a critical stakeholder for this project. The City led an Open House on February 23, 2016 where the conceptual design was presented. The response from the public has been largely positive. The City has also reached out to several property owners along the corridor to discuss the proposed concepts. Key areas of concerns for adjacent property owners include access management, on-street parking and impacts during construction. The City and the project team will continue to reach out to affected property owners as the design progresses.

Key Planning Criteria

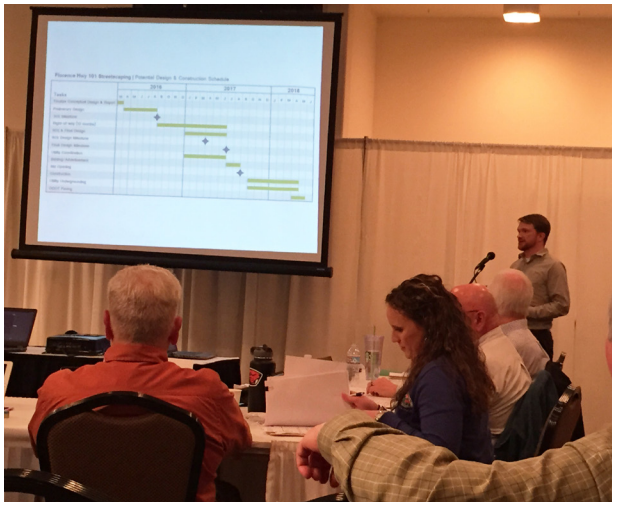
Previous Planning effort by the City of Florence have focused upon revitalization, traffic improvement, safety and connectivity concerns. The previous planning documents, highlighted in the right hand column, were used to identify criteria that informs the streetscape design. These were then further refined at the project kick off meeting in October 2015 and below is a list of the discussed considerations:

- The vision is to revitalize the Downtown Area as stated on FURA's Vision on page 2 of the RFQ.
- Incorporate existing pedestrian crossing improvements.
- Consider carrying bike lanes through the Hwy 101 corridor (they currently end north of Hwy 126)
- Consider reducing on-street parking.
- Consider bulb-outs at intersections.
- Consider reducing median width.
- Consider narrower lanes.
- Avoid modifying existing roadway crown.

* Additional details regarding the planning and design criteria from the referenced documents can be reviewed in the Streetscape Design and Planning Criteria memo in Appendix #1.

Previous Studies & Reference Documents

- City of Florence Architectural Design Guidelines, June 1999
- Access Management Plan For Highway 101 for Florence October 2002
- Florence Outreach Project, June 2007
- Florence Transportation System Plan December 2012
- City Florence 2018-2021 STIP Enhance Proposal
- Hwy 101 and Hwy 126 are ODOT highways and are both part of the NHS, ODOT and federal roadway design standards apply. As such, the principal reference for roadway design will be the ODOT Highway Design Manual, 2012. Additional information as necessary will be used from AASHTO, A Policy on Geometric Design of Highways and Streets, 2011; AASHTO Roadside Design Guide, 2011; and ODOT standard drawings.



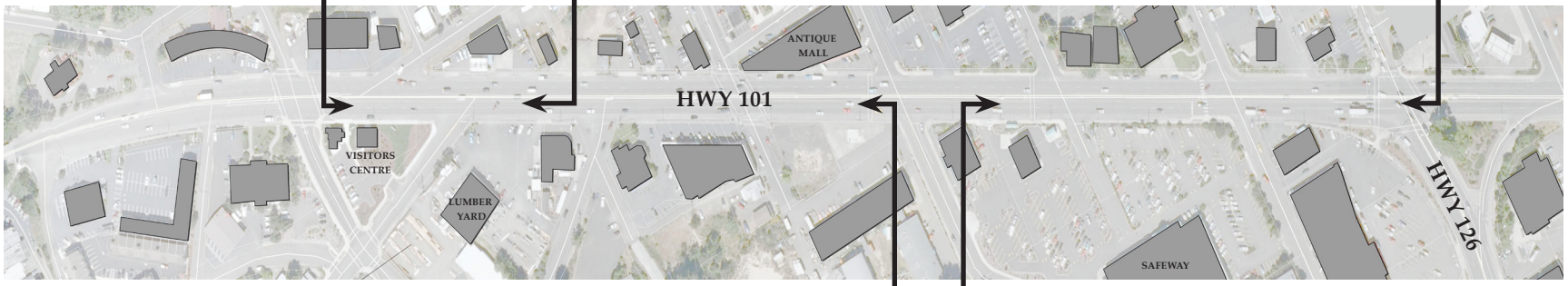
Highway 101 Corridor

Hwy 101 from the Siuslaw River Bridge to Hwy 126 generally consists of a four-lane roadway with a striped median/turn lane, on-street parking and approximately 5-7 foot wide sidewalks. There are no bike lanes. The available right-of-way width is approximately 100 feet. The highway tapers down to a two-lane highway prior to the Siuslaw River Bridge at the south end of the study area. The posted speed for this section is 30 MPH, with an average daily traffic (ADT) is 10,600 to 13,600 vehicles per day per the 2011 Oregon State Highway Transportation Volume Tables.

Looking North towards the Lumber Yard

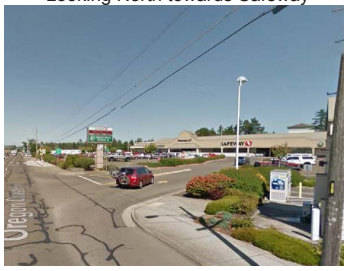
Looking South towards the Visitors Centre

Junction between HWY 126 & HWY 101



Looking South towards Antique Mall

Looking North towards Safeway



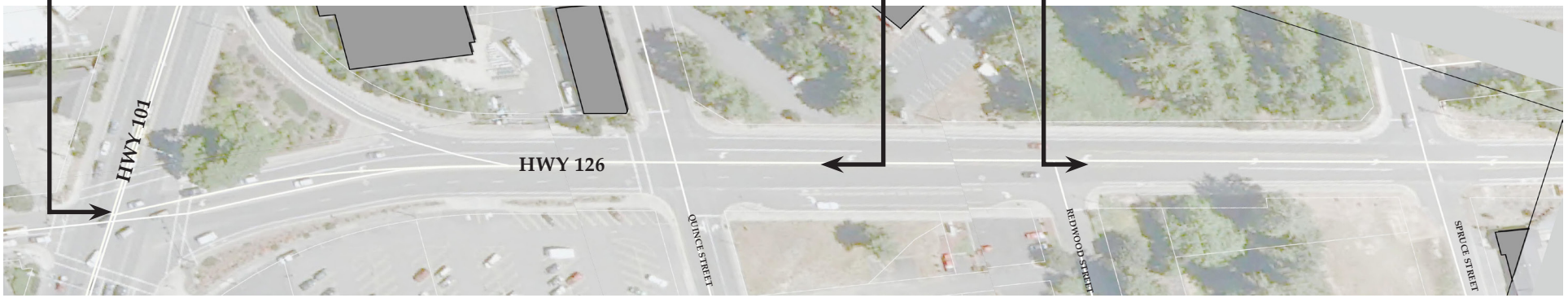
Highway 126 Corridor

Hwy 126 from the Hwy 101 intersection to Spruce Street generally consists of one travel lane in each direction with a striped median/turn lane, curb, bike lanes and approximately 5 foot wide sidewalks. Near the intersection with Hwy 101 there are additional turn lanes. The posted speed for this section is 35 MPH, with an ADT is 9,600 vehicles per day per the 2011 Oregon State Highway Transportation Volume Tables.

Intersection at HWY 126 & HWY 101

Looking West towards HWY 126 & HWY 101 Junction

Looking East Towards Redwood and Spruce Street



Both sections of highway are classified as Statewide routes under the State Classification System, are part of the National Highway System as identified by the Oregon Highway Plan (OHP, 1999) and are designated State Freight Routes and federally designated truck routes.

Contextual Considerations

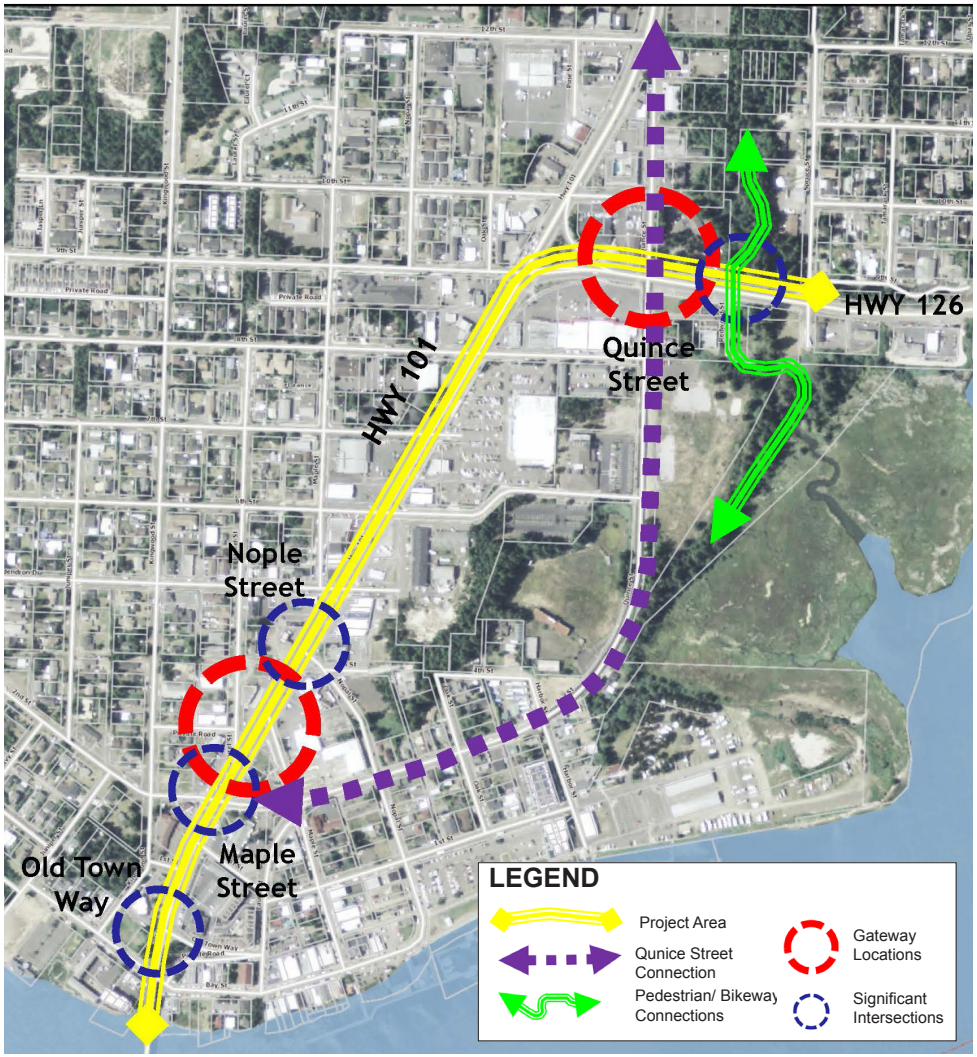
The context of the highway corridors and the adjacent street systems and existing urban fabric offer a number of considerations that influence the conceptual design. Contextual considerations include the flowing:

Street Grids: There are (3) street grids found within the street fabric of the study area. One is the north – south grid and the other two align with the angles of the riverfront. Highway 101 cuts diagonally across all three grids. The plan illustrates a realignment of the side streets for improved connections to the highway. Fortunately, the result is an increase of pedestrian oriented public open space which takes the form of gateways and plazas on the plan.

Old Town: Connections to Old Town are key considerations in the design. Intersections of Quince Street, Nopal Street and Maple Street have been identified as major connectors. The plan shows these intersections as enhanced gateways and plazas that provide inviting connections to Old Town.

Quince Street: Quince Street provides an alternative route for travelers, including bikes, to exit the highway and to connect with other destinations including Old Town and the Events Center. Also, it is a useful "loop" that connects Highway 101 north of Hwy 126 to Hwy 101 at Second Street.

Other: Several other contextual considerations have influenced the conceptual design. Among these are future development and "Opportunity Sites" along the highway, that are strategic to economic growth. Also, planned future connections to parks, public open space and multi-modal pathways have been considered in the plan. More detail and planning will be needed to ensure that these opportunities are implemented in ways that yield optimal benefits.



Observations

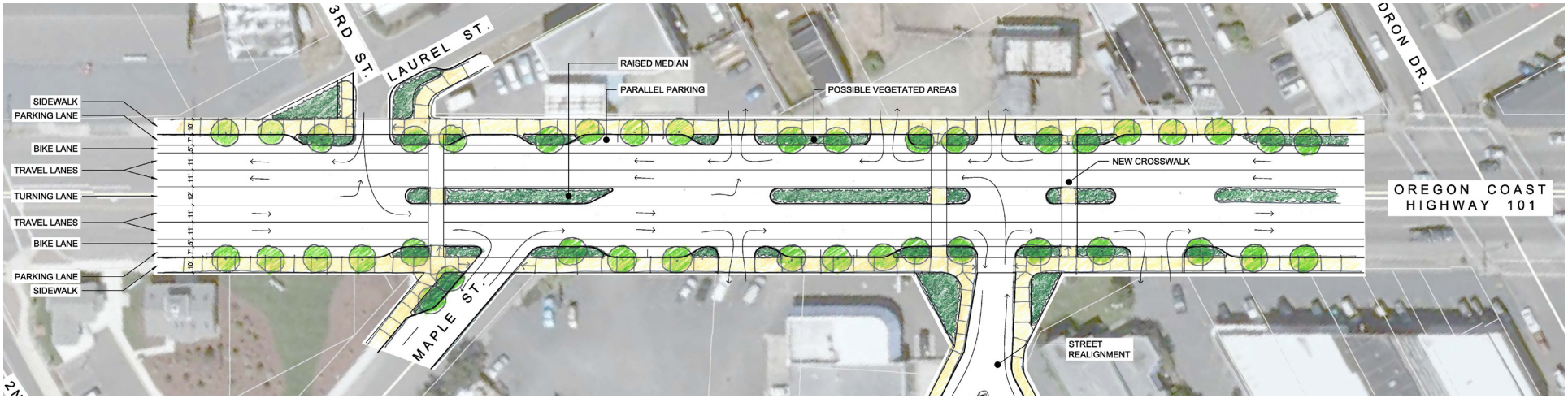
The existing corridor conditions present several opportunities for streetscape improvements as well as constraints that the Project Team took into account when developing the conceptual design. For instance, several of the side streets currently intersect Hwy 101 at skewed angles resulting in wide paved intersections, particularly Maple Street, Nopal Street and Laurel Street (See below: Initial sketch of proposed streetscape upgrade).

By teeing up these intersections so they intersect the highway closer to a 90 degree angle, the intersection width can be reduced, the pedestrian crossing distance can be shortened and the excess asphalt can be replaced with plazas and gateway features as presented in the sections 4 & 5.

The northern half of the corridor is generally fronted by commercial development with large parking lots. Since off-street parking is abundant, this provides the opportunity to potentially eliminate the on-street parking in this area and incorporate landscaping and streetscaping in its place.

The existing right-of-way is relatively wide and provides an opportunity for significant improvements while minimizing the need to purchase permanent easement or new right-of-way.

Finally, since Hwy 101 and Hwy 126 are designated truck and freight routes, it will be important for the design to address freight mobility. Specific constraints that will need to be addressed include accommodating appropriate truck turning radii at the intersections, meeting minimum lane and median width restrictions and providing the minimum opening envelope for truck passage (i.e. "hole in the air" for trucks).



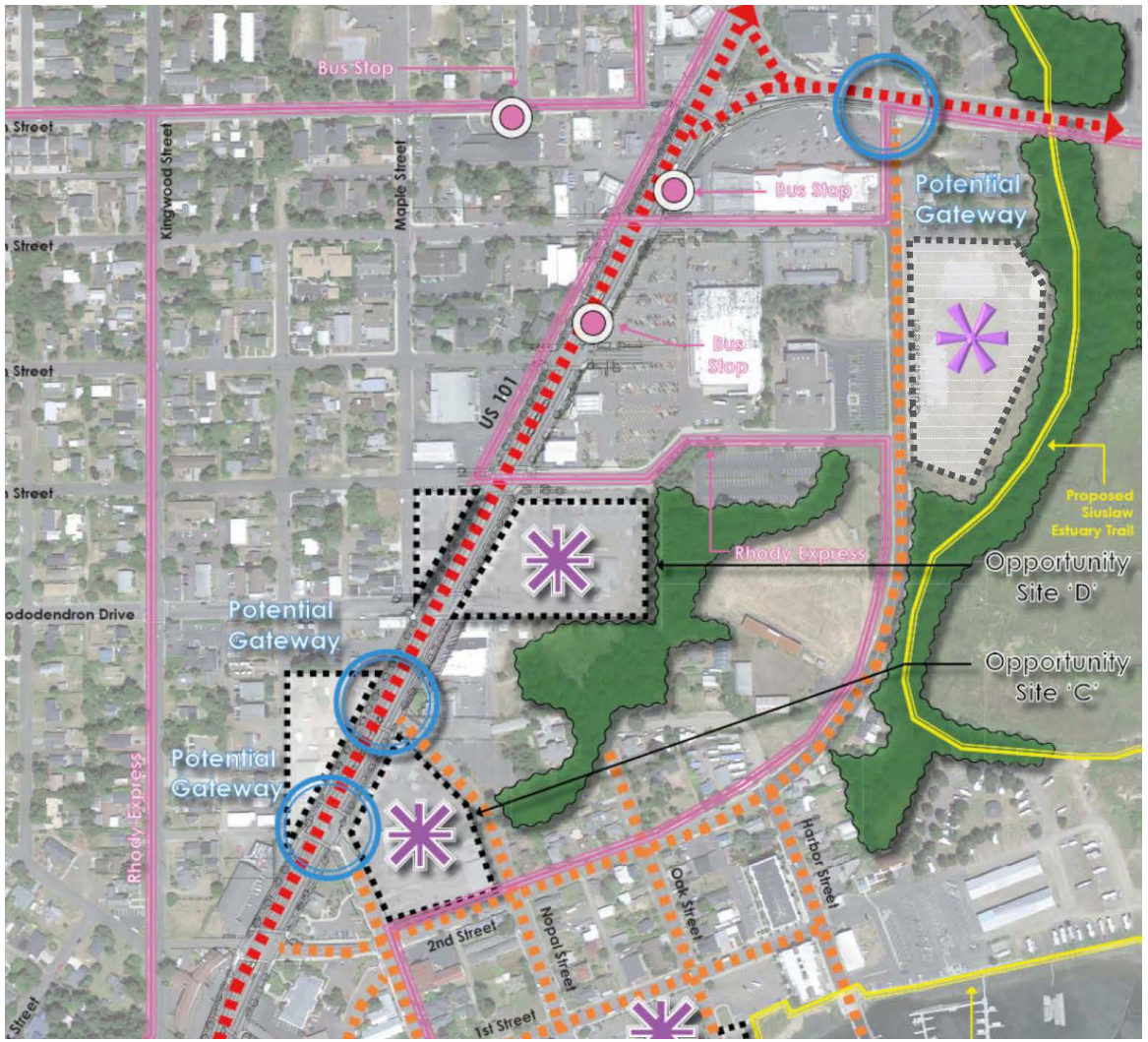
Initial sketch of proposed streetscape upgrade

Opportunity Sites Considerations

A Strategic Development Plan was prepared by Leland Group, concurrent to the streetscape design process.

As shown in the Opportunity Sites diagram, this plan identified several locations along the corridor that have an influence upon the streetscape design. These sites are recommended as key locations to encourage mixed use and dense urban development. Building out these sites will serve as a catalyst for economic activity and revitalization along the corridor.

The proposed designs for these locations have been coordinated with the gateways, plazas, circulation and paving illustrated in the Streetscape Master Plan. As shown, the recommendations from both plans work together to provide a strong vision for the future revitalization.



Opportunity Sites (as presented by Leland Group)

Access Management Plan

As a means to enhance the pedestrian environment and safety, the conceptual master plan includes some modifications to vehicular movement throughout the corridor. In general, the recommendations are based upon the Access Management Plan (See Appendix 2 for the complete Access Management Plan For Highway 101 for Florence, dated October 2002).

The goal of the Access Management Plan is to promote safe and efficient vehicular activities. For the most part, the driveway modifications shown in the Access Management Plan are consistent with the long term vision for the streetscape. However, in situations where a potential opportunity site has been identified by Leland, priority has been given to the future use over the previous Access Plan. In the short term, these modifications will require approval from the adjacent property owners and follow ODOT's access management process. Otherwise, driveway modifications will occur upon redevelopment of the adjacent properties.

The project team used the above information to look at both opportunities and constraints within the corridor and began to define the goals for the project.

The before and after images below are of University Place, Washington. This project had similar project goals along their Main Street and shows how Hwy 101 has the same potential for transformation.

Bridgeport Way Before Upgrade

Bridgeport Way After Upgrade

Summary of Project Goals

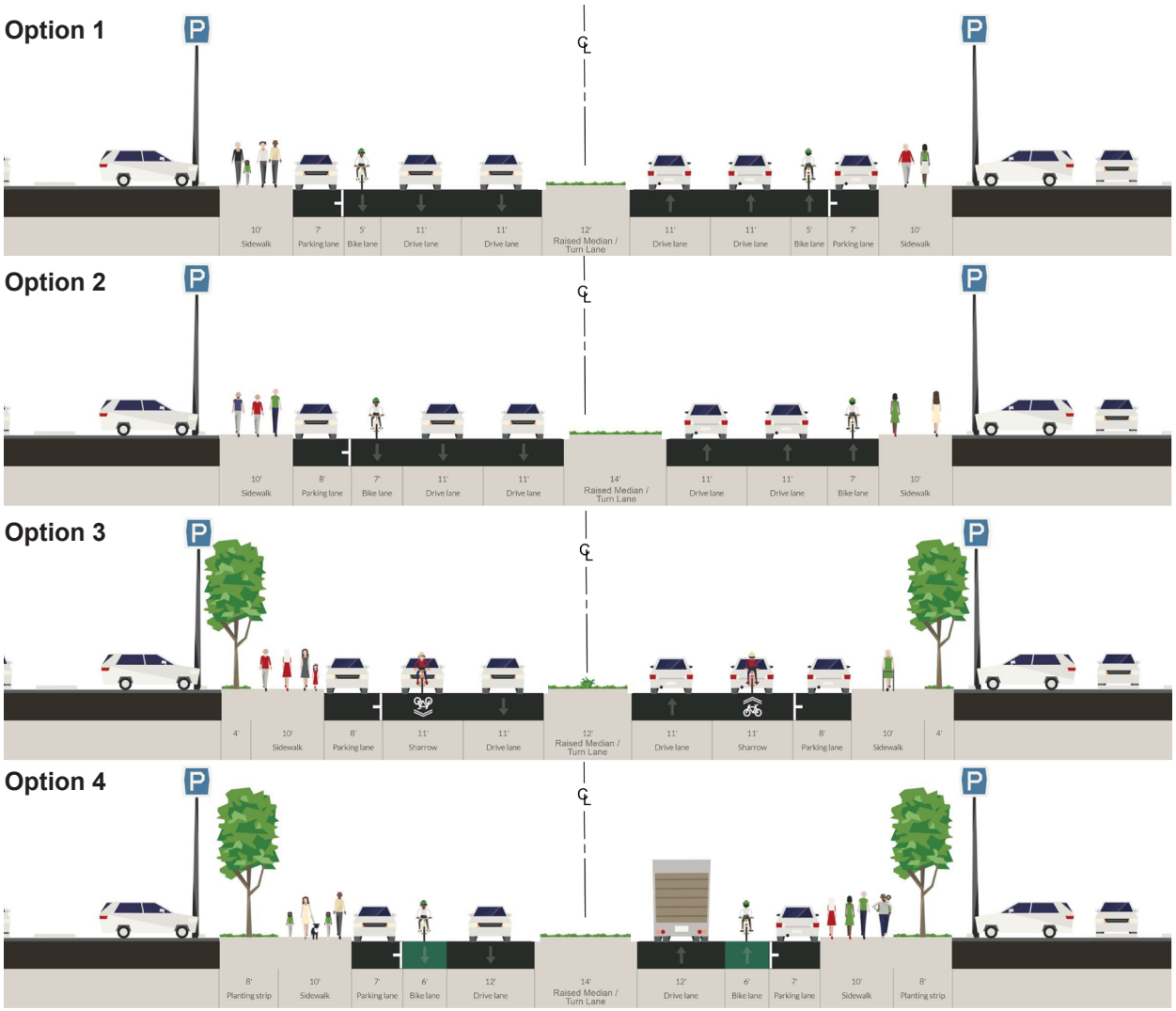
As a first step to developing the conceptual design, the Project Team led a kick-off meeting with the City on October 7, 2015 to develop and confirm the following project goals, key outcomes and planning criteria.

- Widen Sidewalks along Hwy 101
- Provide safer conditions for bicyclists by carrying bike lanes through the Hwy 101 corridor to the Siuslaw River Bridge (the bike lanes currently end north of Hwy 126)
- Improve pedestrian safety by providing bulb-outs, and by reducing the number of driveways
- Create safer Hwy 101 crossings
- Incorporate existing pedestrian crossing improvements
- Consider reducing on-street parking, bulb outs at intersections, reducing median width and narrower lanes
- Create a welcoming street appeal to the Hwy 101 corridor by incorporating street furnishings and street trees
- Consider storm water management and treatment along the Hwy 101 corridor.

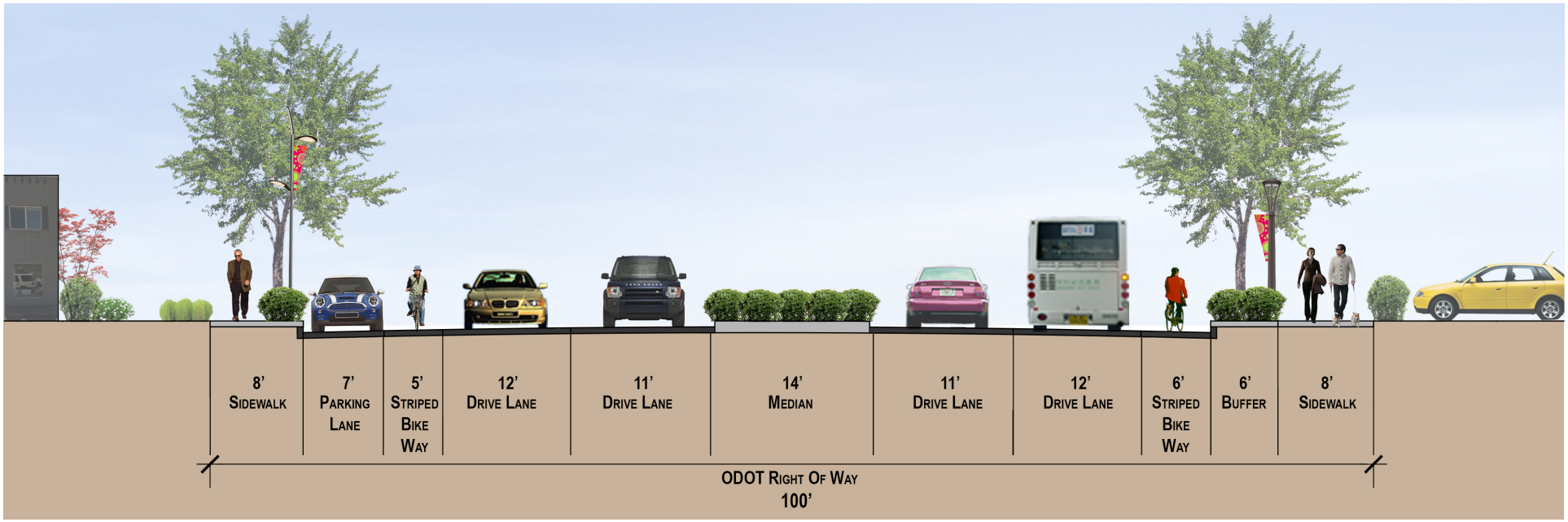
Roadway Sections

Once the planning criteria was identified and project goals and outcomes confirmed, the Project Team developed several initial cross section alternatives for consideration by the City. These alternatives (shown on the right) included the following:

- Option 1: 10-foot sidewalks, no landscape buffer, 12-foot combined parking and bike lanes, four 11-foot travel lanes, and a 12-foot median.
- Option 2: 10-foot sidewalks, no landscape buffer, 8-foot parking on one side only, 7-foot bike lanes, four 11-foot travel lanes, and a 14-foot median.
- Option 3: 10-foot sidewalks, 4-foot landscape buffer, 8-foot parking (both sides), four 11-foot travel lanes with shared bike marking (i.e. "sharrows"), and a 12-foot median.
- Option 4: 10-foot sidewalks, 8-foot landscape buffer, 7-foot combined parking (both sides), 6-foot bike lanes (both sides), two 12-foot travel lanes (one in each direction), and a 14-foot median.



Preferred Section



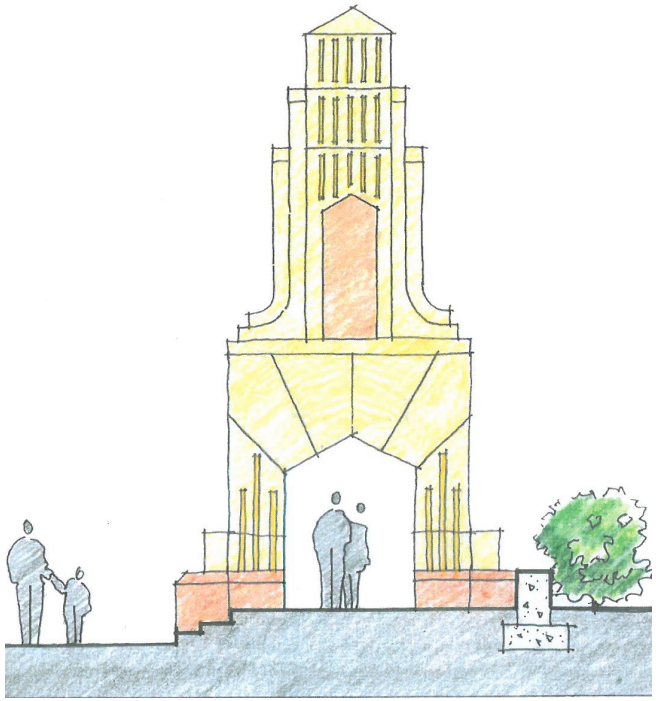
These alternatives were presented to the City and ODOT at a Project Team meeting on December 8th, 2015. Based on input from ODOT regarding the minimum allowable lane and median widths, the meeting attendees selected the above section as the preferred alternative:

- Provide limited on-street parking where appropriate and where other parking opportunities are limited, otherwise eliminate existing on-street parking.
- Where on-street parking is provided use 8-foot sidewalks, no landscape buffer, 12-foot combined parking and bike lanes, 12-foot outside travel lanes, 11-foot inside travel lanes, and a 14-foot median.
- Where on-street parking is not provided use 8-foot sidewalks, 6-foot landscape buffer, 6-foot bike lanes, 12-foot outside travel lanes, 11-foot inside travel lanes, and a 14-foot median.

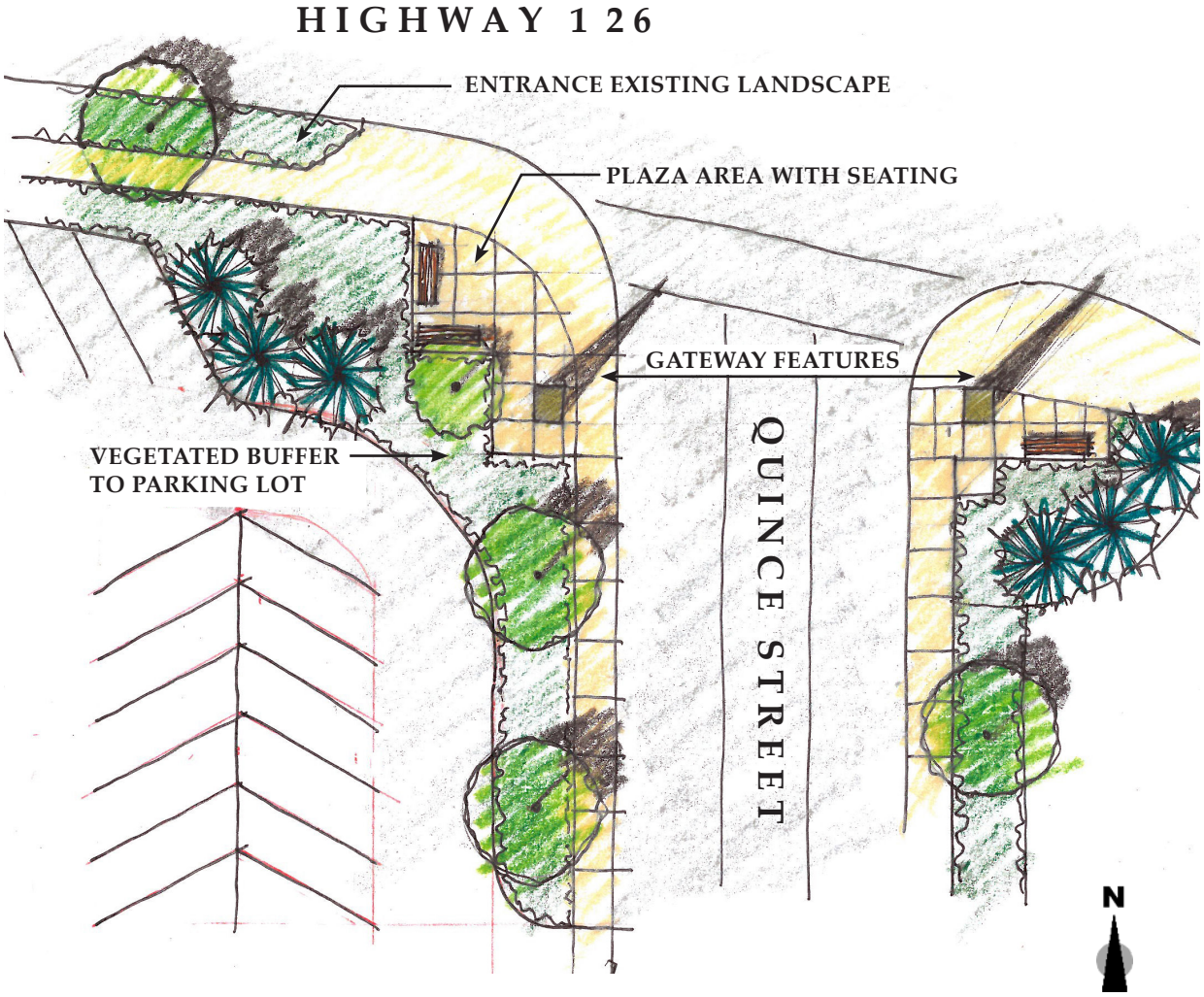
The conceptual design layout was further developed based on the preferred cross section and presented to the City at a Project Team meeting on January 7th, 2016. Subsequent presentations to FURA occurred at the January 27th and February 24th, 2016 FURA board meetings. Input from the City, FURA and the public have been incorporated in the final conceptual design recommendations presented in the Section 5 of the document.

Quince Street Gateway

Quince Street offers a direct connection to Old Town for those traveling west on Highway 126. However, this connection is not obvious. The intent for this design is to emphasize Quince Street as an inviting entrance to the Old Town district. The design concept includes gateway elements inspired by the Siuslaw Bridge, plazas, seating and signage.



Gateway Inspiration

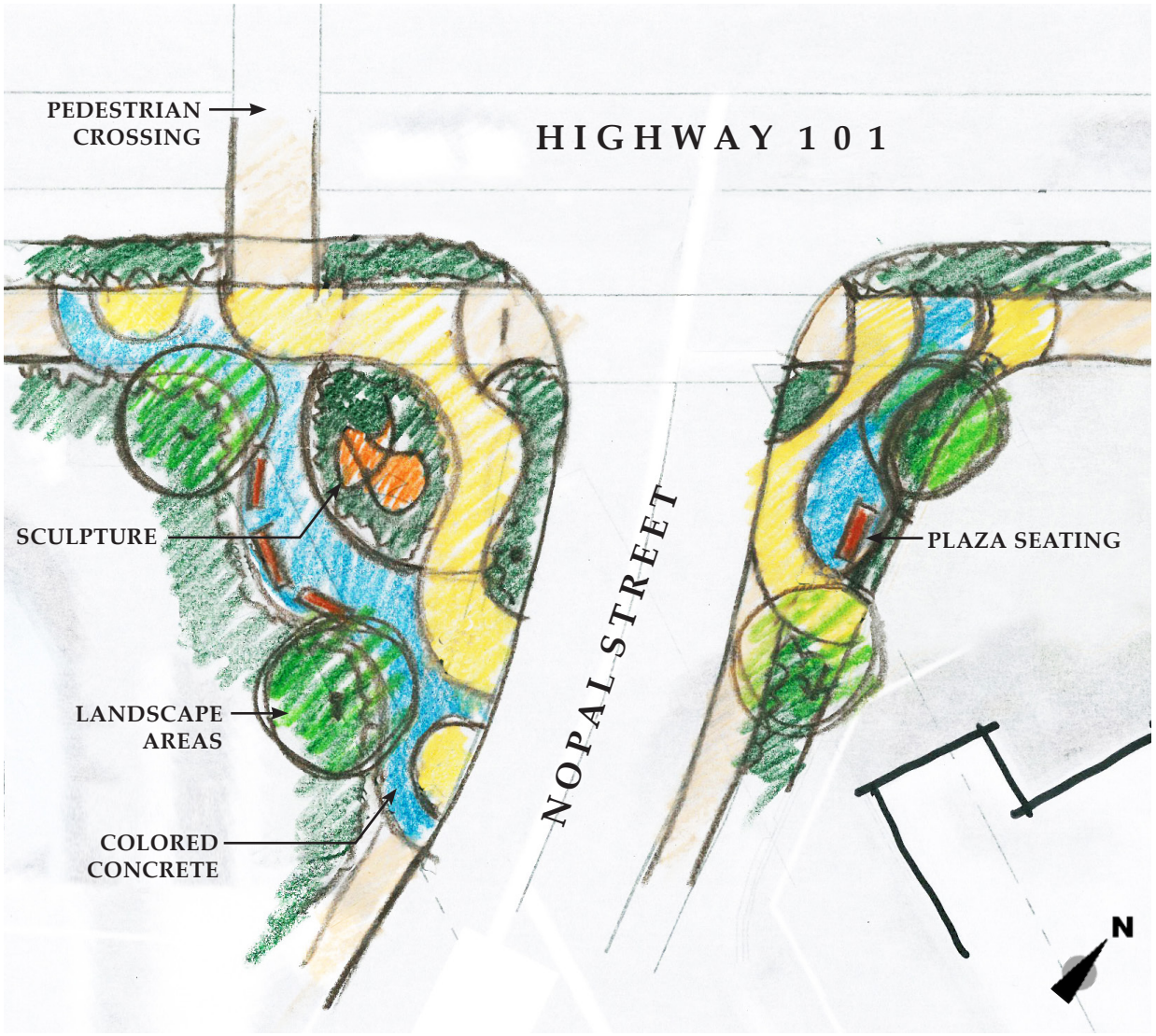


Quince Street Gateway Sketch

Nopal Street Plaza

The realignment of Nopal Street to Highway 101 provides an excellent opportunity to reclaim open space for public use. This concept design illustrates an 'Ebb and Flow' themed with landscape beds, seating and a feature sculptural element. This treatment complements the Maple Street Gateway, as a connection to the Old Town.

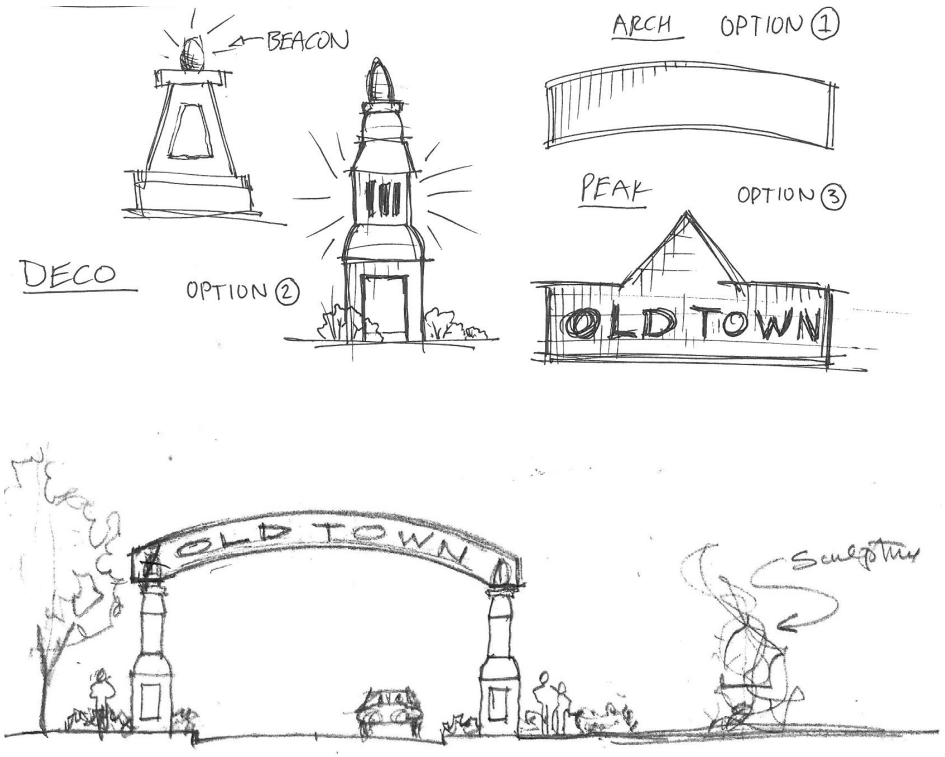
Streetscape Sculpture



Nopal Street Concept Sketch

Maple & Laurel Street Plazas

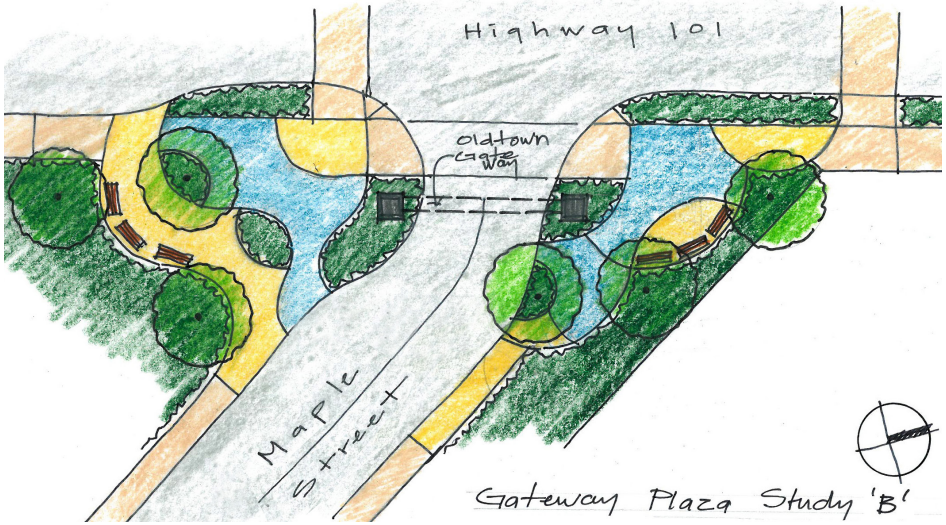
The realigned connection of Laurel and Maple Street to Highway 101 offers exciting opportunities for open spaces. The Laurel Street Plaza produces a connection to the neighborhood to the west, while the Maple Street Plaza features an important 'Gateway' to Old Town. The 'Ebb and Flow' of the nearby tide inspired the geometry of these spaces. Native plantings, seating and art are composed to activate the space and welcome people to pause and enjoy.



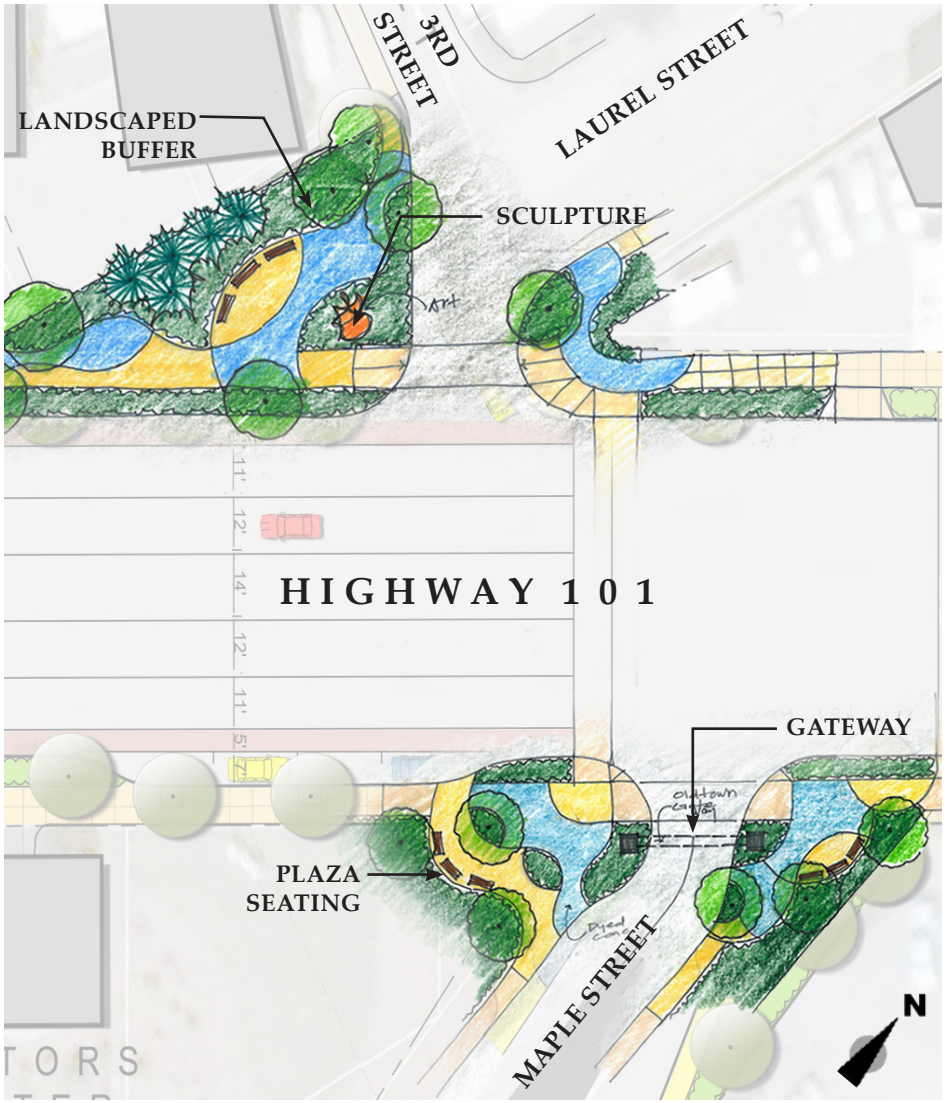
Sketches showing the design development

Historic photos showing the original gateway on Bay Street

Concept 1: Formal Approach



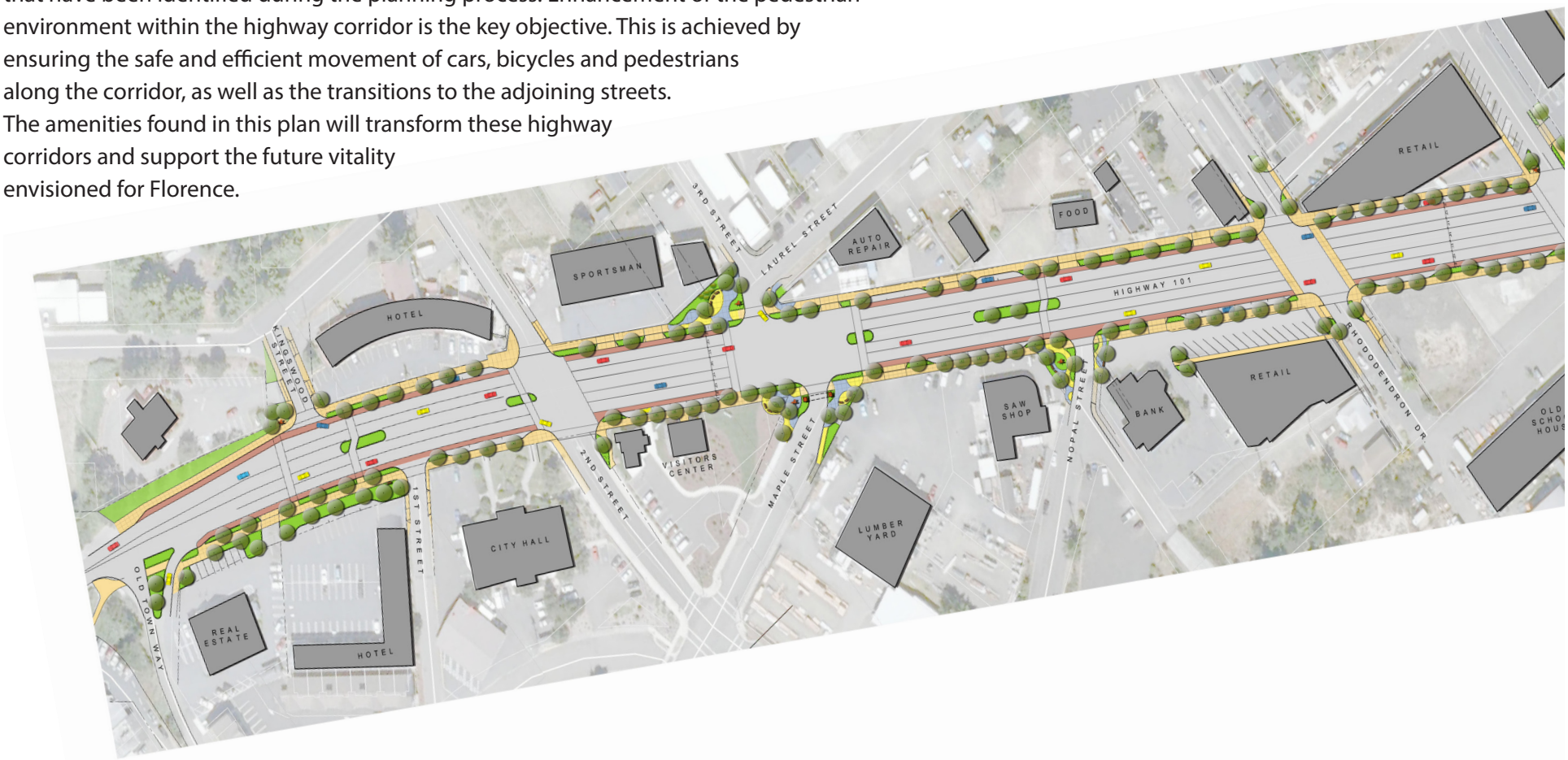
Concept 2: 'Ebb and Flow'- Preferred Option



Maple and Laurel Street Plazas

Conceptual Master Plan Features

The Conceptual Master Plan illustrates a comprehensive view of proposed improvements that have been identified during the planning process. Enhancement of the pedestrian environment within the highway corridor is the key objective. This is achieved by ensuring the safe and efficient movement of cars, bicycles and pedestrians along the corridor, as well as the transitions to the adjoining streets. The amenities found in this plan will transform these highway corridors and support the future vitality envisioned for Florence.



- Safe pedestrian crossings
- New improved sidewalks
- Continuous bike lanes
- Reduce on-street parking
- Curb extensions (bulb-outs) for safer pedestrian crossings
- Added landscape and street trees
- Pedestrian scale lighting
- Gateways to Old Town
- Plazas at key locations
- Public Art
- New striping for travel lanes and parking

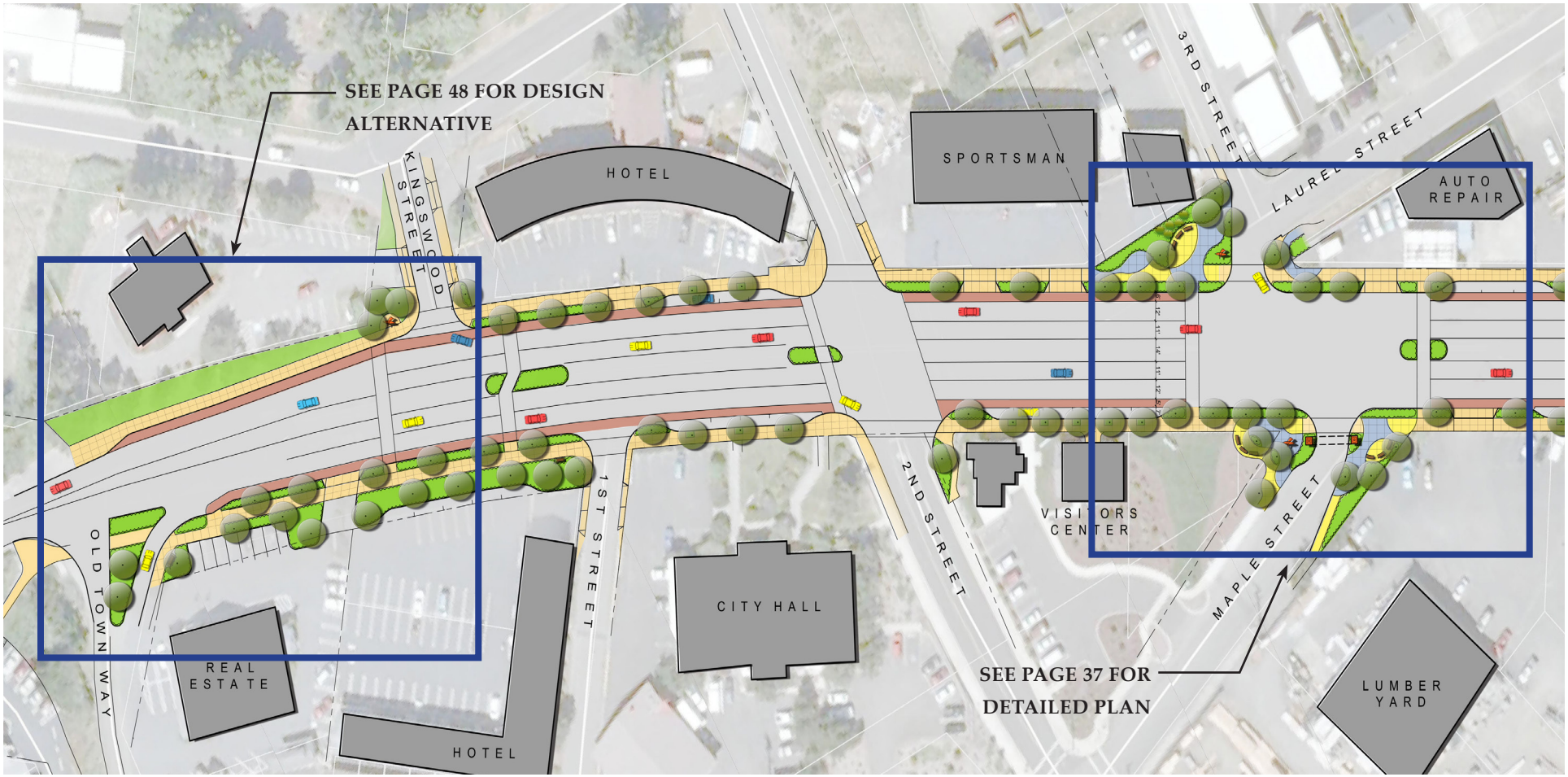
LEGEND

- Existing buildings
- Existing crosswalk
- Proposed crosswalk
- Roadway
- Proposed sidewalk
- Proposed bike lane
- Colored concrete
- Proposed gateway feature
- Proposed seating
- Proposed public art
- Proposed street trees
- Proposed planter/ stormwater treatment

Overall Streetscape (looking towards Maple Street)

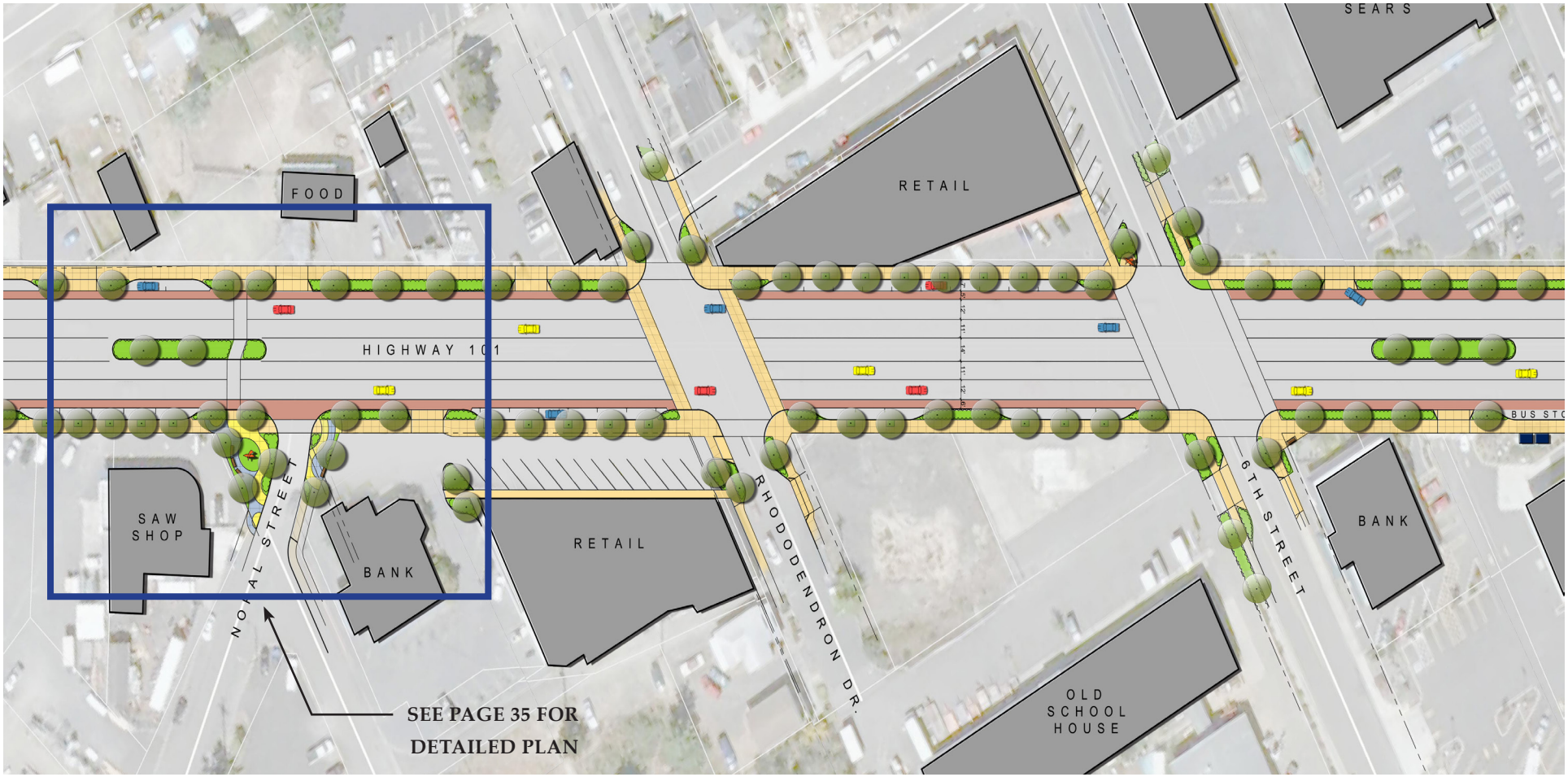
Overall Streetscape (looking down HWY 101, near Nopal Street)

Maple Street to Old Town Way



Existing buildings
Existing crosswalk
Proposed crosswalk
Roadway
Proposed sidewalk
Proposed bike lane
Colored concrete
Proposed gateway feature
N

6th Street to Nopal Street



Proposed seating

Proposed public art

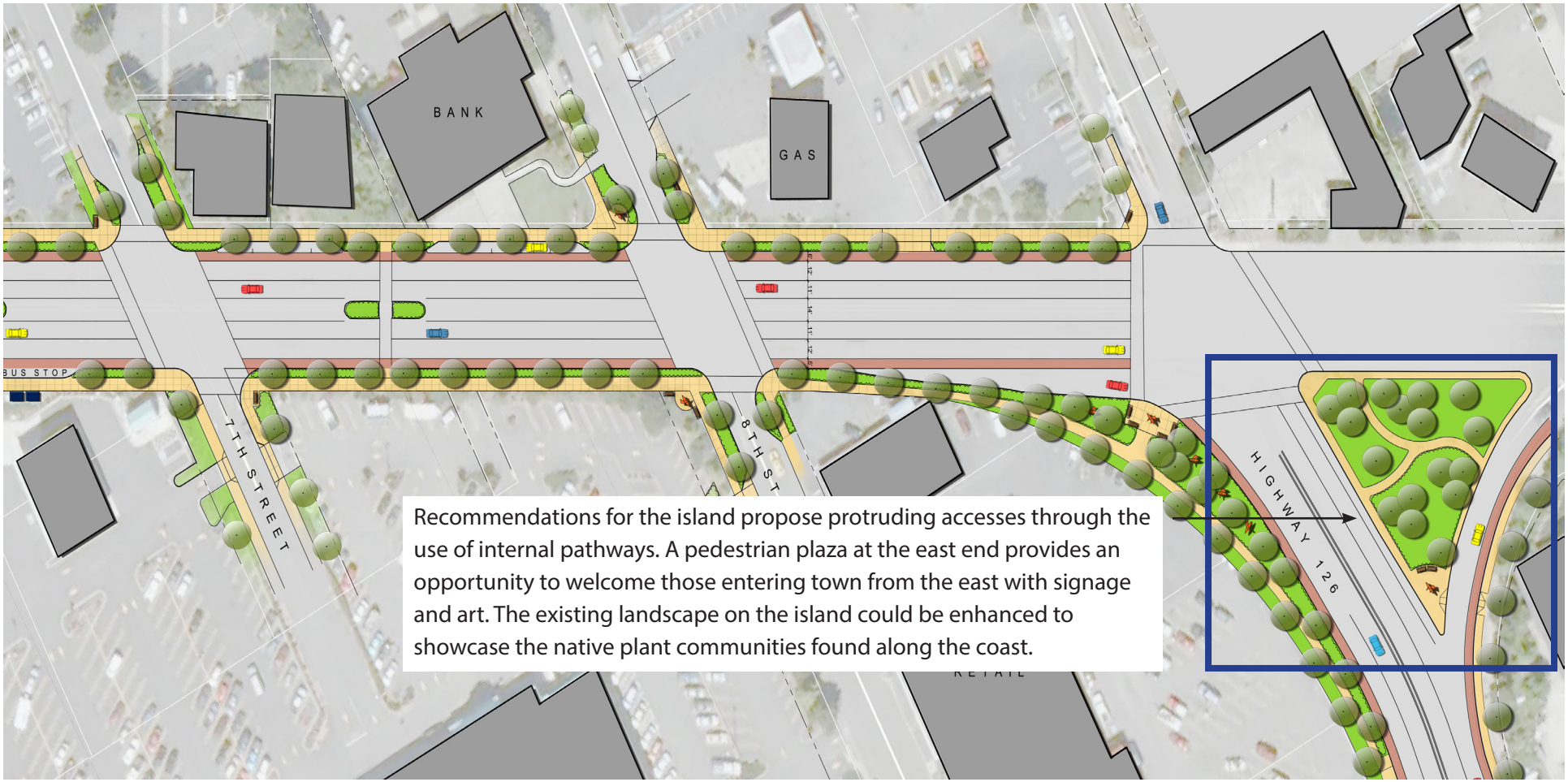
Proposed street trees

Proposed planter/ stormwater treatment

0 50 100 200

N

HWY 126 Junction to 7th Street

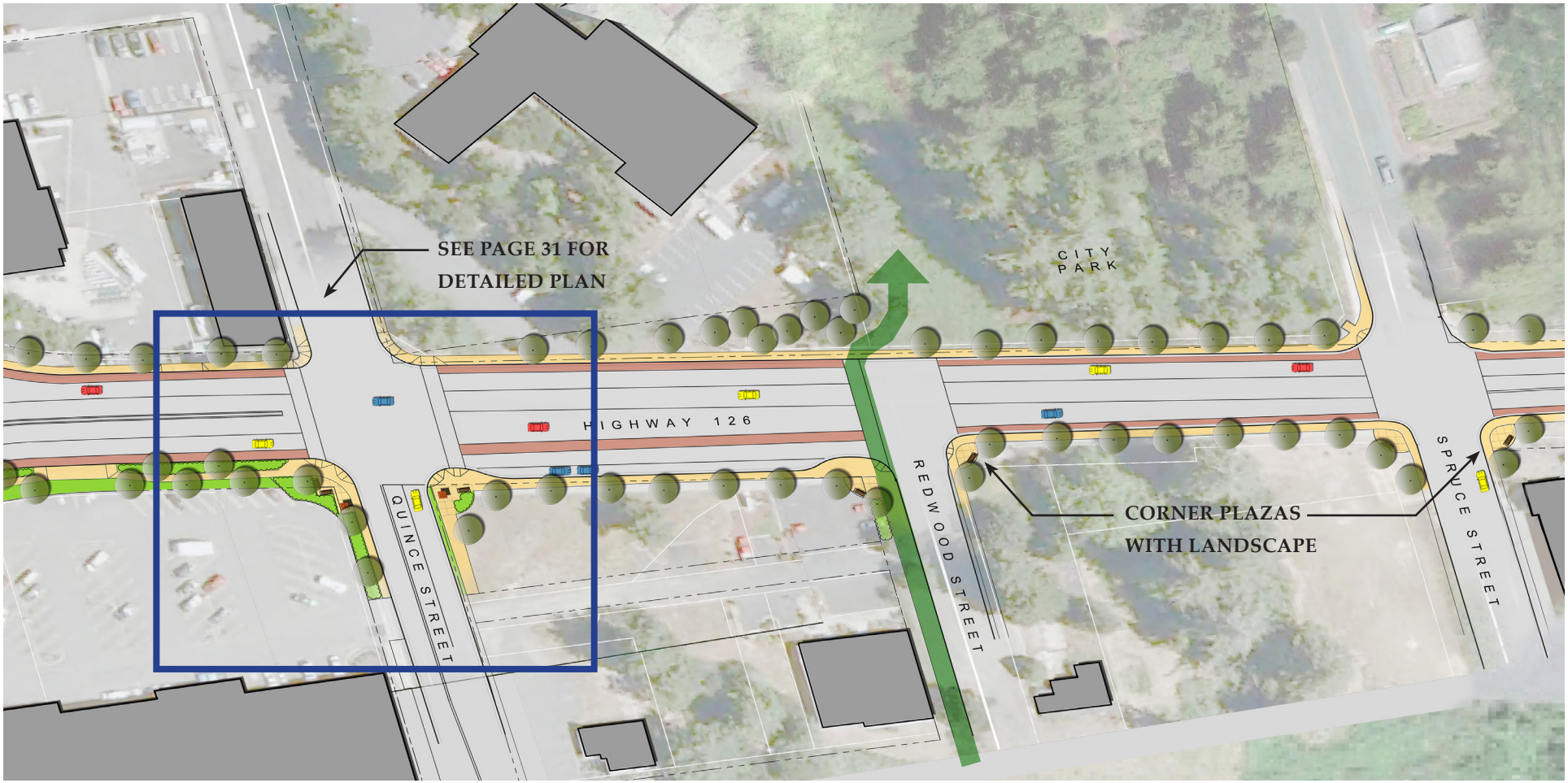


Recommendations for the island propose protruding accesses through the use of internal pathways. A pedestrian plaza at the east end provides an opportunity to welcome those entering town from the east with signage and art. The existing landscape on the island could be enhanced to showcase the native plant communities found along the coast.

- Existing buildings
- Existing crosswalk
- Proposed crosswalk
- Roadway
- Proposed sidewalk
- Proposed bike lane
- Colored concrete
- Proposed gateway feature

N

HWY 126 to Spruce Street



Proposed seating

Proposed public art

Proposed street trees

Proposed planter/ stormwater treatment

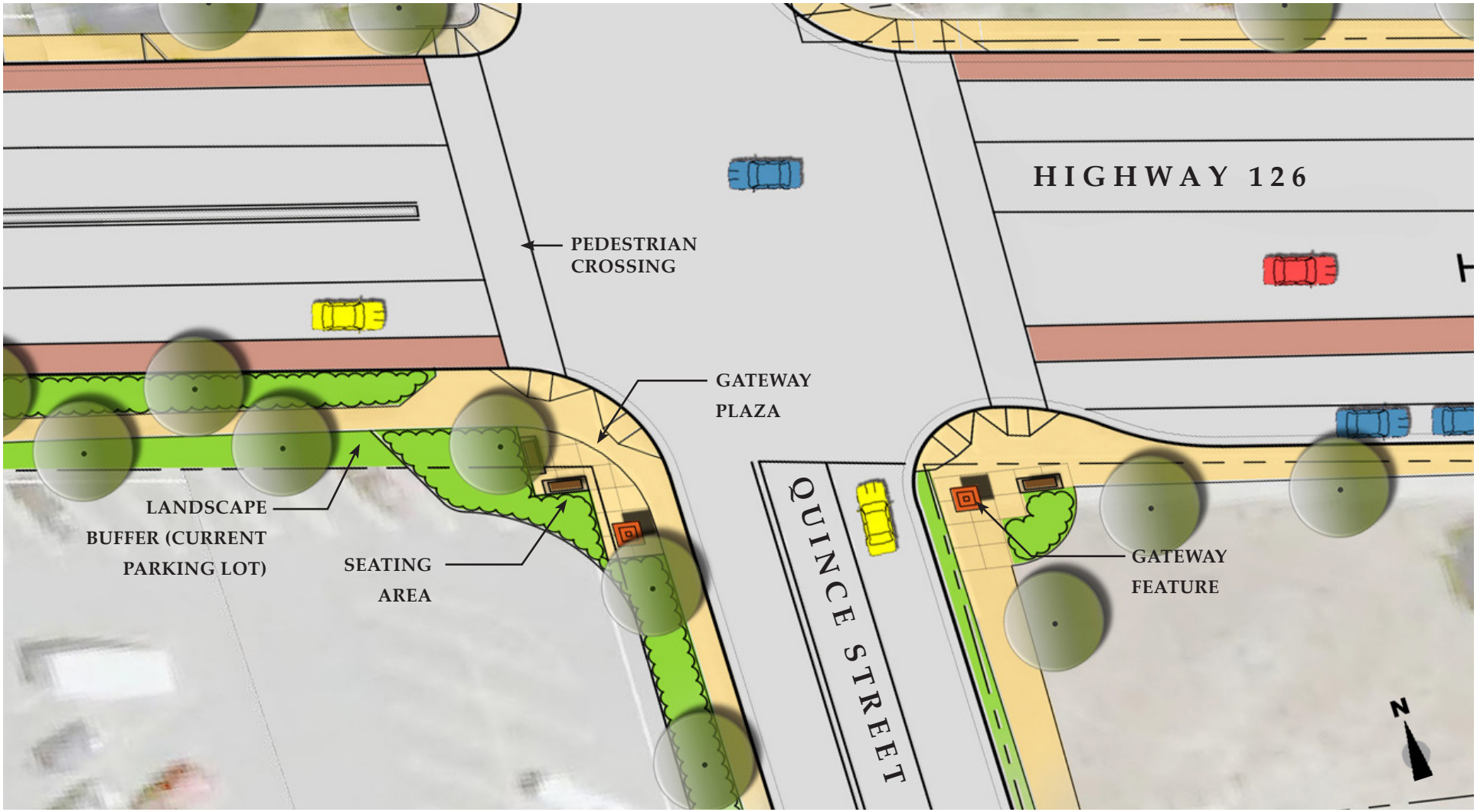
0 50 100 200

N

Quince Street Gateway Plaza

- Create an inviting entrance onto Quince Street and through to Old Town Way
- Consider bridge elements for Gateway feature
- Create Plaza area with seating
- Negotiate with adjacent property owners to secure landscape buffer.

Bridge Inspiration Images


HIGHWAY 126
PEDESTRIAN CROSSING
GATEWAY PLAZA
LANDSCAPE BUFFER (CURRENT PARKING LOT)
SEATING AREA
QUINCE STREET
GATEWAY FEATURE
N

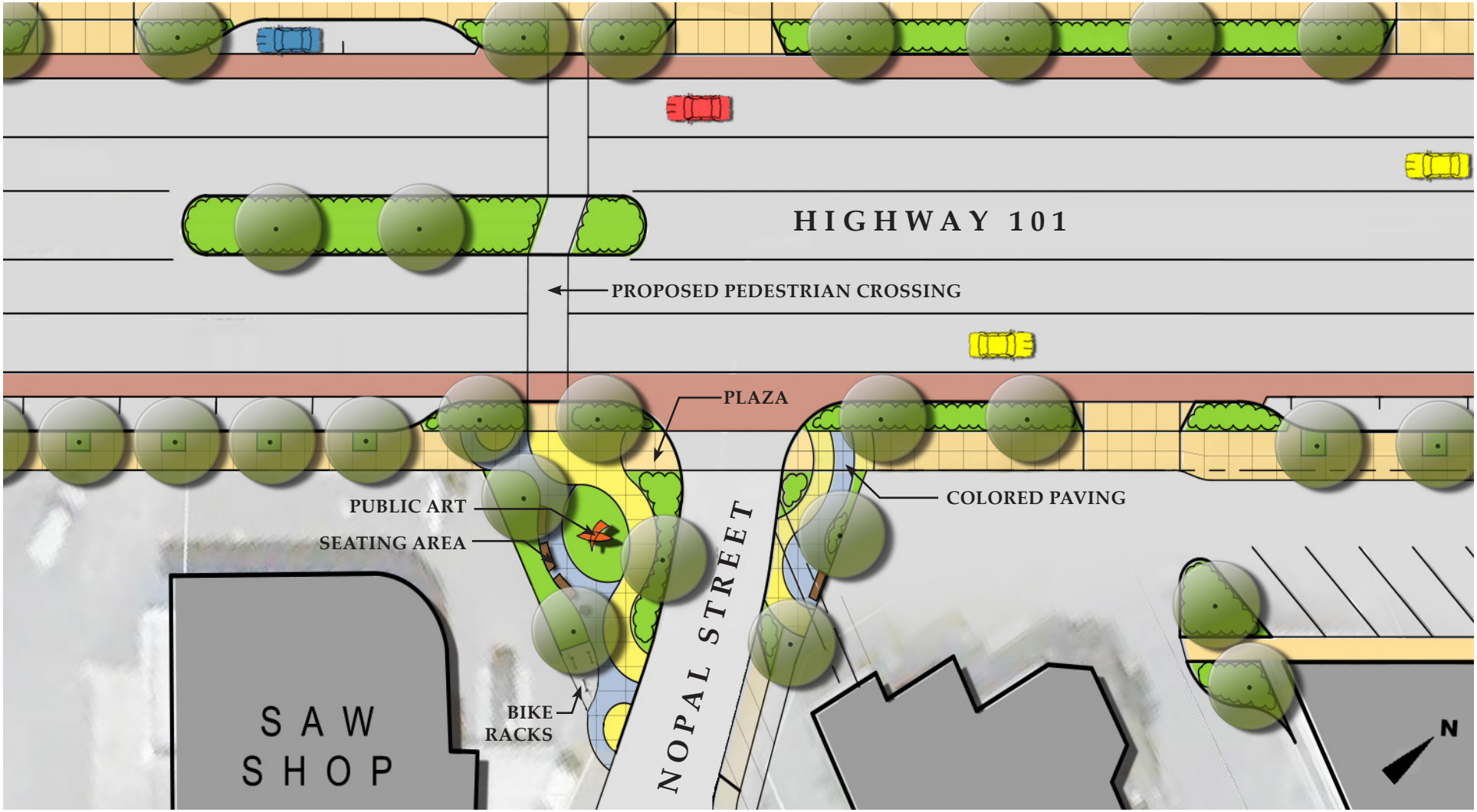
Quince Street Gateway Plaza (looking east)

Quince Street Gateway Plaza (looking west)

Nopal Street Plaza

- Realign Street to provide 90 ° connection to Highway 101
- 'Reclaimed' space to become public plaza and landscaping
- Integrate pedestrian amenities and public art

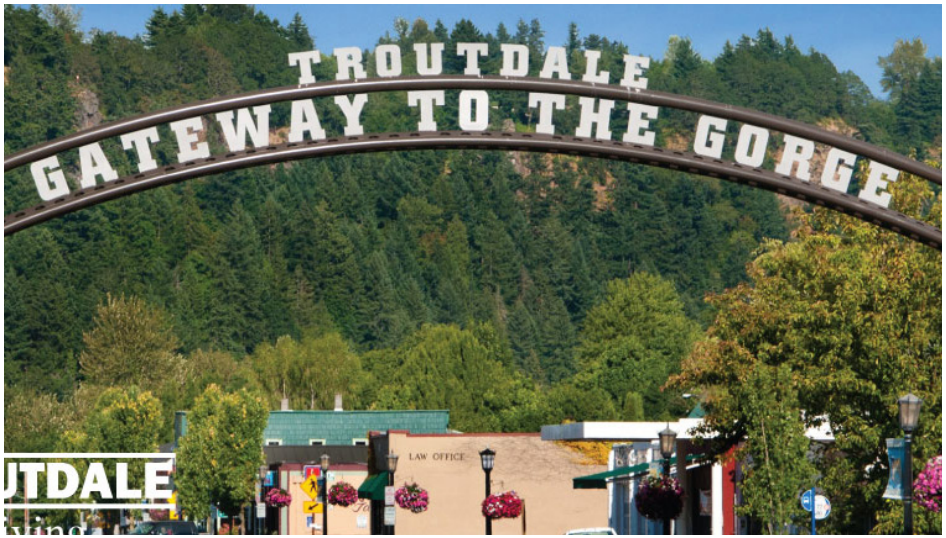
Public Art



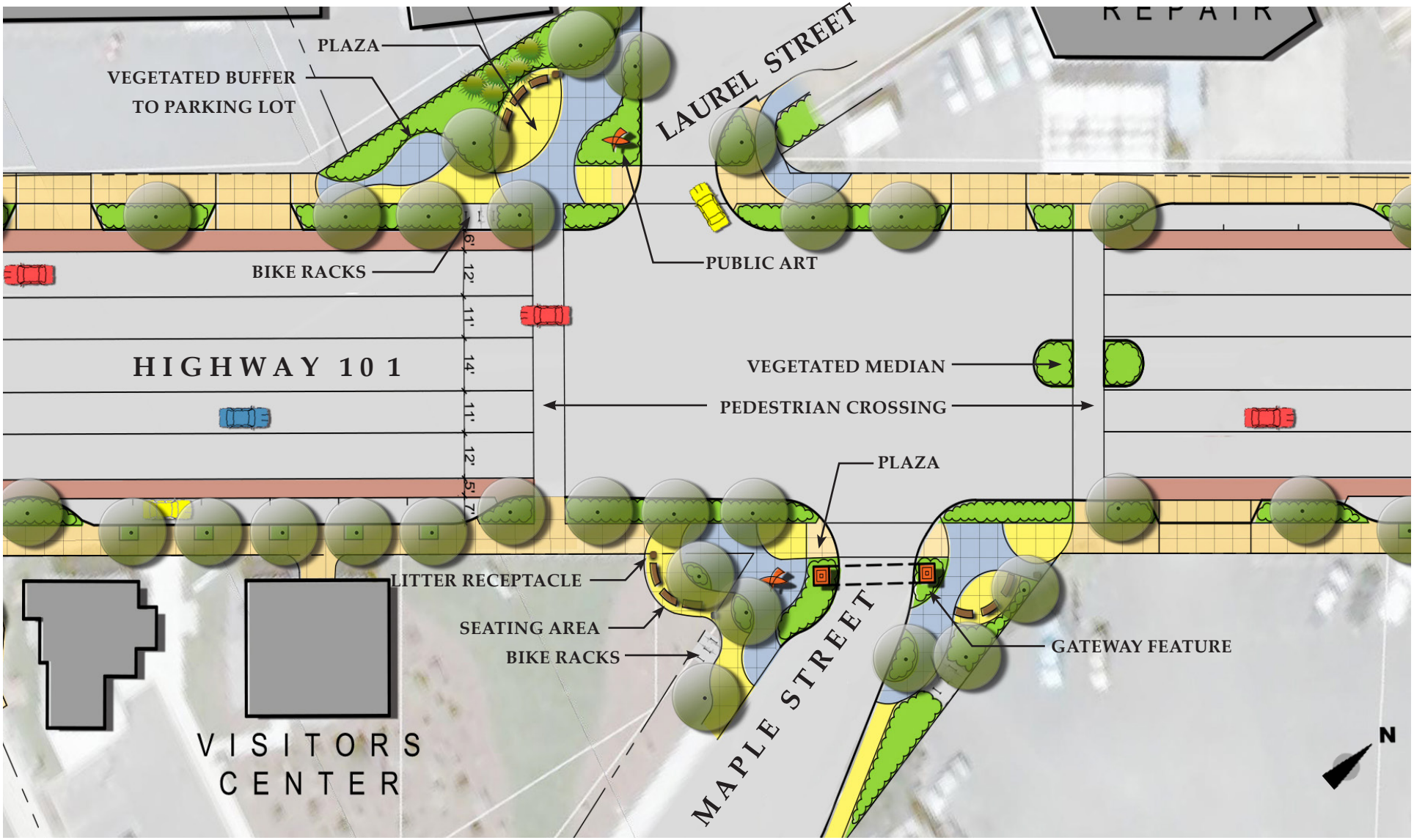
Nopal Street Plaza

Maple & Laurel Street Plazas

- Create synergy between plazas
- Preferred design is curvy 'Ebb and Flow' geometry with colored paving
- Gateway element to span Maple Street
- Provide seating and furnishings
- Consider gateway design to reflect historic buildings, signage or bridge components



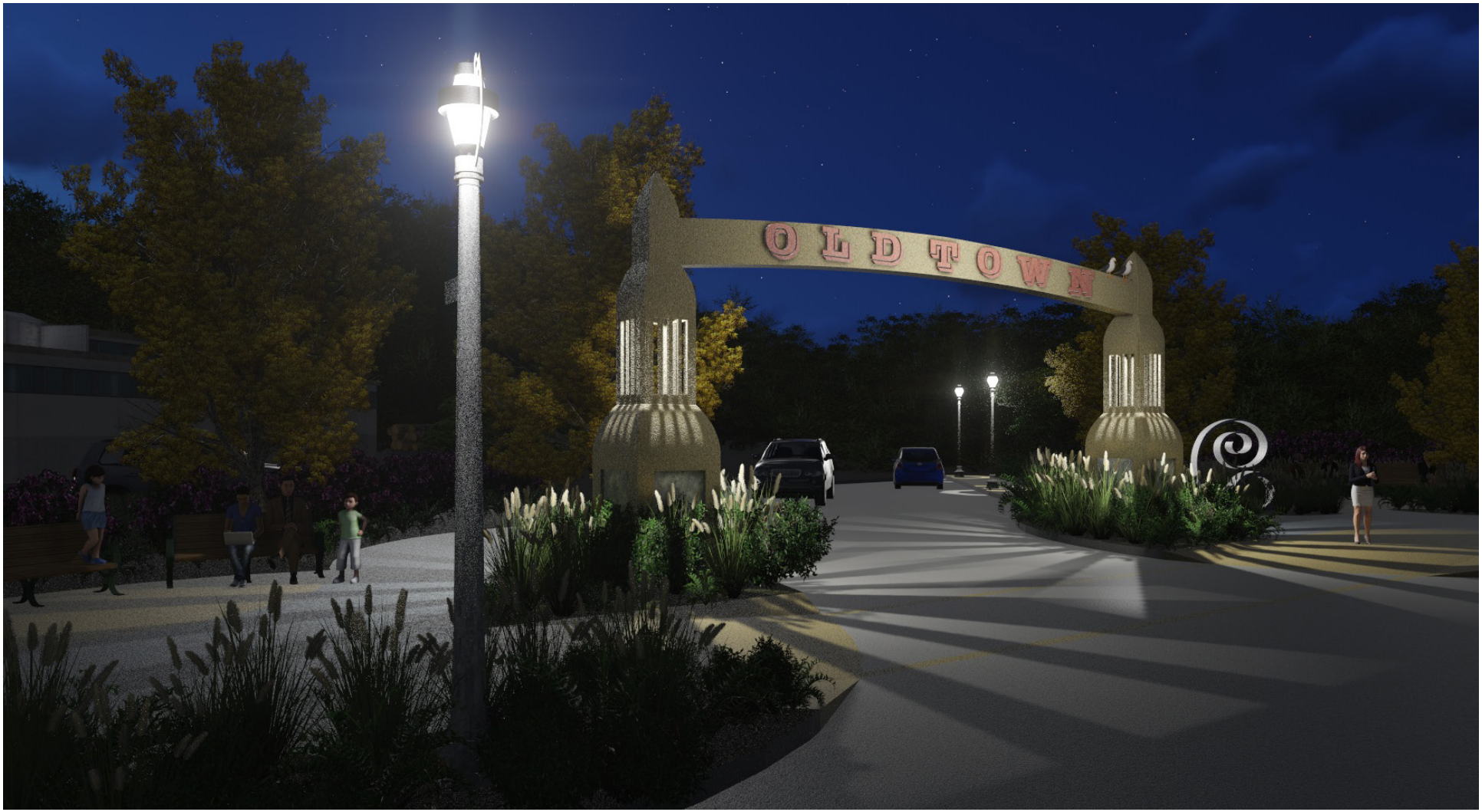
Examples of City Gateways


PLAZA
VEGETATED BUFFER
TO PARKING LOT
LAUREL STREET
BIKE RACKS
PUBLIC ART
HIGHWAY 101
VEGETATED MEDIAN
PEDESTRIAN CROSSING
PLAZA
LITTER RECEPTACLE
SEATING AREA
BIKE RACKS
GATEWAY FEATURE
MAPLE STREET
VISITORS
CENTER
N

Maple Street Gateway Plaza: Historic Sign Influence

Maple Street Gateway Plaza: Historic building Influence

Maple Street Gateway Plaza: Historic Bridge Influence



Maple Street Gateway Plaza: Night Scene

Introduction

The vocabulary of furnishings envisioned for the highway corridor is a 'modern' style that seems authentic and forward thinking. The style for the highway is intended to contrast with lighting and furnishing associated with Old Town. The examples shown are for consideration only and must be resistant to harsh coastal climatic conditions.

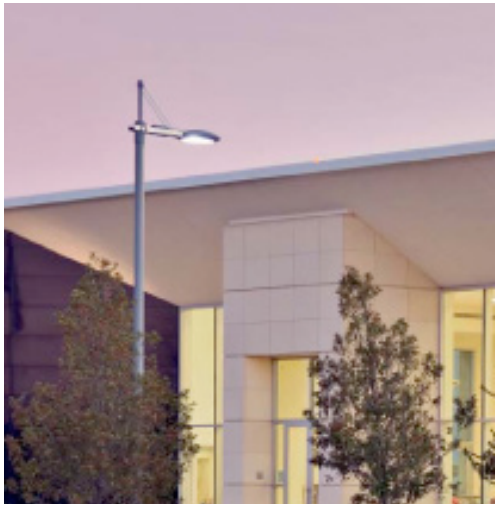
Collection 1

(Manufacturer: Landscapeforms)

- Litter Receptacle: Petoskey Litter Receptacle
- Bike Rack: Loop Bike Rack
- Bench: Stay Bench
- Light: Signal Luminaire Light

Collection 2 (Manufacturer: Maglin & Architectural Area Lighting)

- Litter Receptacle: MLWR650-32 Trash Receptacle, 32 Gallon
- Bike Rack: SCBR1600-S, Bike Rack, Surface Mount.
- Bench: MLB870-M, Bench Metal, Seat & Back.
- Light: Flex by AAL (Architectural Area Lighting)



Collection 3 (Manufacturer: DuMor & Architectural Area Lighting)

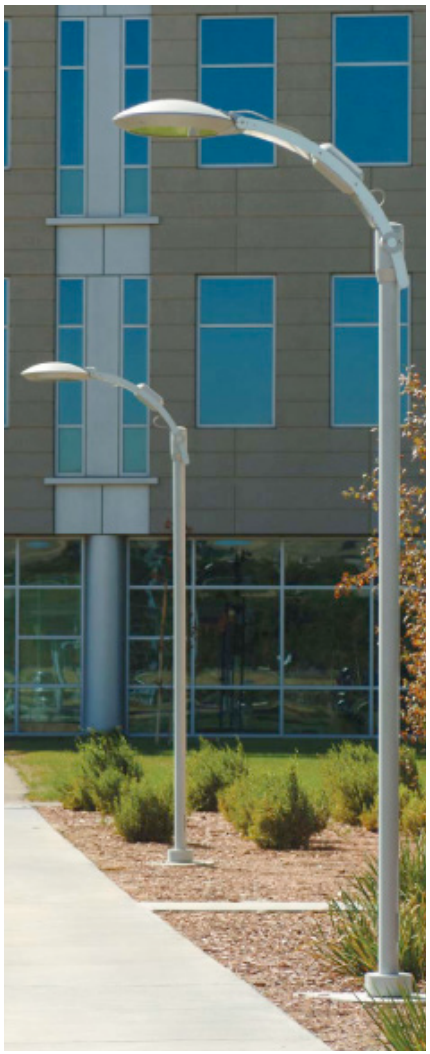
- Litter Receptacle: 502-32PL-BT
  32-gallon, Rec. Plastic.
- Bike Rack: 291-00 Powder-Coated Loop.
- Bench: 500-60PL
  6' long, Recycled Plastic.
- Light: Spectra by AAL (Architectural Area Lighting)

Collection 4 (Manufacturer: Landscapeforms)

- Litter Receptacle: Scarborough Receptacle
- Bike Rack: Emerson Bike Rack
- Bench: Plainwell Bench
- Light: Alcott 12 ft Pedestrian Light, w/Dimmable Driver

Lighting Collection

Signal Luminaire Light- Landscapeforms



Flex Light: AAL

Spectra Light: AAL

Alcott Light- Landscapeforms

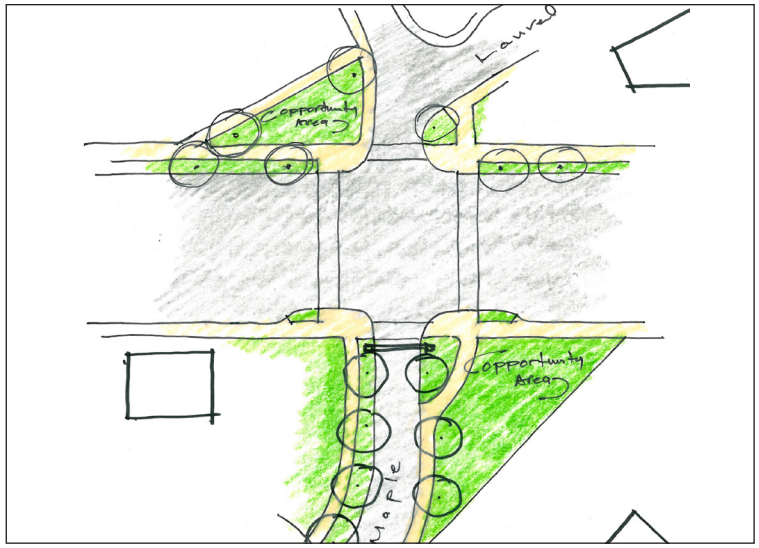
Alternative Lighting Options

Modern Lighting Option with Solar

Modern Kinetic Option

Historic Old Town Lighting

Alternative Options



Maple & Laurel St Proposed Future Realignment:

During the process of exploring options for street realignments, an option that is worthy of long term consideration was studied. This concept is the shifting of Maple Street from the East to directly align with Laurel Street to the West. A four way aligned intersection would replace the current "offset" corners. This design also provides the desired 90 degree connections to the highway, which results in significant new public open spaces. The Maple Street connection would be ideal for the "Gateway" to Old Town. Should this realignment be considered, the gateway elements shown in the master plan may need to be deferred until the final plan is accomplished.

Future Proposal for Old Town Way:

The design above is an alternative to what is shown on the master plan. The significant differences on this alternate plan include the following:

- The right southbound travel lane ends at Kingswood Street. The bike lane continues.
- Old Town Way is a "right out" only. This proposal eliminates turning movements from Hwy 101 to Old Town Way where sight distance is limited. This also results in additional open space and pedestrian amenities.

Overall Costs

The estimated project cost for the streetscape improvements shown in the master plan design is approximately $7 million dollars. A breakdown of the specific items in the conceptual design estimate can be reviewed in Appendix 3. This cost estimate includes construction of temporary features, roadwork (curbs, sidewalks, and driveways), stormwater/ sewer relocations, signing, pedestrian scale ornamental lighting along Hwy 101 and Hwy 126, landscape/streetscape improvements and the optional utility under grounding for the Hwy 101 portion. Due to the conceptual nature of the design, a 50 percent contingency has been applied to the estimate.

The estimate also includes preliminary, final and construction engineering costs which include survey, landscape architecture design, environmental studies, utility and ODOT coordination, construction management, and inspection. Note the Art sub-section cost in Right of Way Development and Control section only includes settings and foundation for the various art pieces. Art installation will be a separate cost item with an estimate price range from $35,000 for a large piece to $9,000 for each small piece.

Depending on the available budget, the City and FURA could consider phasing the improvements, focusing on higher priority portions of the corridor first followed by the other areas when more budget becomes available, or to scale back some of the higher cost items.

If budget allows, relocating the existing aerial power and communication utilities to underground facilities (i.e. utility under-grounding) will help eliminate some of the visual clutter along the corridor and will further enhance the proposed streetscape improvements, see example photos to the right. The City and FURA have expressed interest in utility under-grounding along the Hwy 101 corridor. Budget level costs provided by Central Lincoln PUD are included in the following section.

Waldport, with utilities

Waldport, after under-grounding utilities

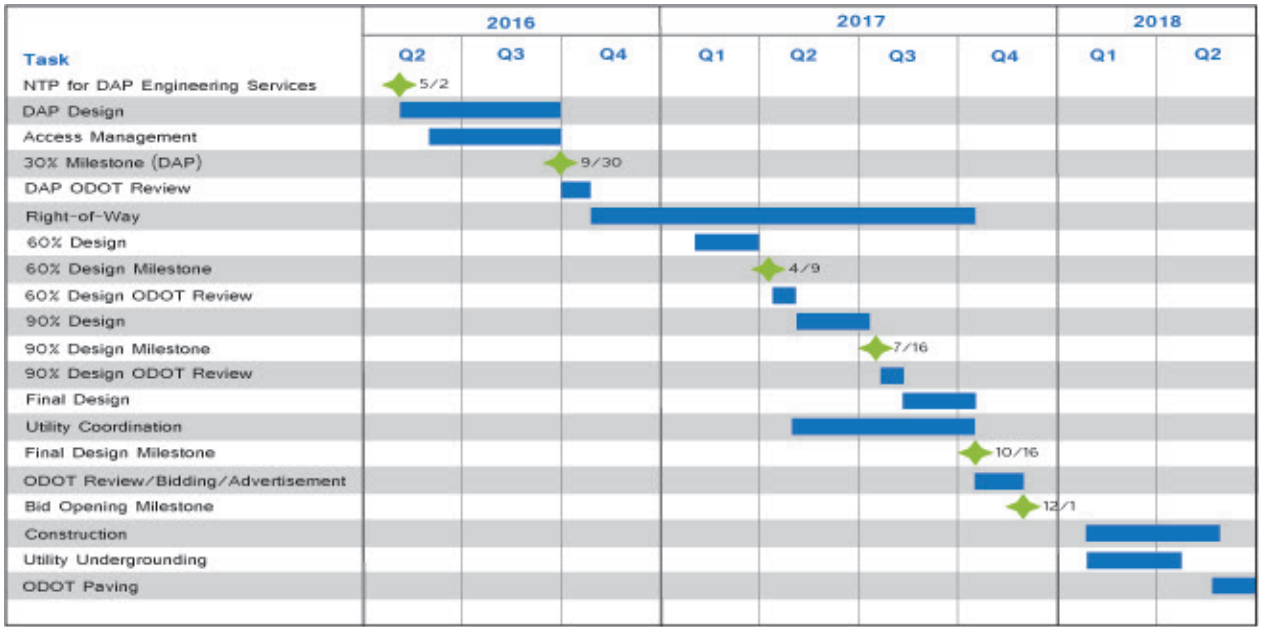
Summary

The next step for the project is to further refine the conceptual design for the 30% design milestone (also referred to as the Design Acceptance Phase or DAP). The goal of the 30% design milestone is to determine the project footprint such that environmental and right-of-way impacts can be identified and the cost estimate refined. Depending on budget constraints, decisions about phasing or scaling back project elements can be made at this milestone.

During the 30% design phase, the design team will further refine the concepts presented in this document, including designing curb radii to address the appropriate truck turning movements, designing the curb ramps and sidewalks to address ADA requirements, identifying necessary drainage improvements, and designing driveways to fit within the new sidewalk layout. The necessary environmental studies, lighting analysis, and traffic analysis will also be performed during this phase. The access management process, in conjunction with ODOT, will also be required to occur prior to 30% milestone so that access modifications have been vetted and resolved with property owners.

Once the funding has been secured, the footprint defined, and the impacts identified, the project can continue with the right-of-way process, permitting, final design and bidding. Throughout the process, coordination with ODOT and stakeholders will be critical.

The City's ultimate goal is to construct this project (or the first phase of the project) in the winter and spring of 2018, such that construction is substantially complete prior to the City's annual Rhododendron Festival on the third weekend of May. This will also allow ODOT to begin their planned paving on Hwy 101 in early June 2018, prior to the economically important summer tourist season. In order maintain this schedule, it will be critical to complete the 30% design acceptance plans (DAP) milestone in the fall of 2016 to allow a full year for right-of-way and easement acquisitions. The project schedule on the below identifies a potential timeline for key tasks in order to meet the City's goals.



Progress Schedule

Closing remarks

The proposed conceptual streetscape design builds upon and integrates previous City of Florence planning documents and urban renewal investments to revitalize and sustain Downtown Florence area as a destination, while maintaining a livable area for the community residents. The conceptual design presented in this document provides a vision and plan for improving the streetscape and providing a safer pedestrian corridor. The concept is based on the preferred cross section alternative selected by the Project Team and presented to the City, FURA and the public at Project Team meetings, FURA board meetings and the February 23rd Open House.

The concept design was also informed by the urban renewal opportunity sites that FURA and Leland Consulting Group have identified along Hwy 101. Together, these improvements will help attract visitors and business to the corridor and stimulate the economy in the area.

Overall Corridor looking towards Maple Street

Appendix 1: Streetscape Design and Planning Criteria

Introduction

The Florence Urban Renewal Agency (FURA) has invested approximately $2.1 million in infrastructure and $166,000 in preservation and rehabilitation of privately owned buildings in the Historic Old Town area between 2011 and 2013. FURA anticipates investing $2.15 million during the next two fiscal years (July 1, 2015 – June 30, 2017).

Key goals of this project include concepts for gateway and streetscape improvements along Hwy 101 that are visible and attract visitors and business to the area. The intent is to develop a vision and master plan that will build upon revitalizing and sustaining the Downtown area as a destination, while maintaining a very livable area for the community residents. Existing pedestrian crossing improvements will be incorporated in the streetscaping strategies.

Professional services for this project will produce a document (Corridor Concepts and Master Plan Approach) that will be adopted by FURA. This document will be utilized by the City of Florence, and FURA as an additional component of prior planning efforts. The document will also serve as a multi-phased approach to making improvements along the Hwy 101 corridor between the Siuslaw River Bridge and Hwy 126 and along Hwy 126 from Hwy 101 to Spruce Street.

Existing Highway Conditions

As noted above, the study area for the project is along Hwy 101 from the Siuslaw River Bridge to Hwy 126 and along Hwy 126 from Hwy 101 to Spruce Street. The following describes the existing conditions for these two sections of highway.

Highway 101

This section of US101 is classified as a Statewide route under the State Classification System and is part of the National Highway System as identified by the Oregon Highway Plan (OHP, 1999). Per the OHP, the project area is a designated State Freight Route and is a Federally Designated Truck Route.

This section of US101 is also classified as a Special Transportation Area (STA) by the OHP.

The functional classification of US101 within the projects limits, as identified in the ODOT Highway Design Manual (HDM), 2012, as an Urban Principal Arterial.

In general, US101 is a four-lane highway with a striped median/turn lane, on-street parking, curb, and sidewalk. US101 tapers down to a two-lane highway prior to the Siuslaw River Bridge at the south end of the study area.

The posted speed for this section is 30 MPH.

Based on the 2011 Oregon State Highway Transportation Volume Tables the average daily traffic (ADT) is 10,600 to 13,600 vehicles per day.

Highway 126

This section of O126 is classified as a Statewide route under the State Classification System and is part of the National Highway System as identified by the OHP. Per the OHP, the project area is a designated State Freight Route and is a Federally Designated Truck Route.

The functional classification of US101 within the projects limits, as identified

in the ODOT HDM as an Urban Principal Arterial.
OR126 generally consists of one travel lane in each direction with a striped median/turn lane, curb and sidewalk. Near the intersection with US101 there are additional right turn lanes.
The posted speed for this section is 35 MPH.
Based on the 2011 Oregon State Highway Transportation Volume Tables the average daily traffic (ADT) is 9,600 vehicles per day.
Design and Planning Criteria
The following list identifies key roadway design, streetscape, access management and planning criteria that are relevant to the project scope of work and will be considered in developing a streetscape vision and plan.
The principal reference for roadway design will be the ODOT Highway Design Manual, 2012. Additional information as necessary will be used from AASHTO, A Policy on Geometric Design of Highways and Streets, 2011 (also known as the Green Book); AASHTO Roadside Design Guide, 2011; and the ODOT Standard Drawings, current effective date.
The streetscape, access management and planning criteria has been derived from documents provide by the City of Florence.

I. FURA RFQ July, 2015 / Project Kick-off Meeting October 7, 2015

- Project study area includes the Hwy 101 corridor between the Siuslaw River Bridge and Hwy 126 and Hwy 126 from Hwy 101 to Spruce Street. The vision is to revitalize the Downtown Area as stated on FURA's Vision on page 2 of the RFQ.
- Incorporate existing pedestrian crossing improvements.
- Consider carrying bike lanes through the Hwy 101 corridor (they currently end north of Hwy 126).
- Consider reducing on-street parking.
- Consider bulb outs at intersections.
- Consider reducing median width.
- Consider narrower lanes.
- Avoid modifying existing roadway crown.

II. City of Florence 2018-2021 STIP Enhance Proposal

- Widen Sidewalks along Hwy. 101.
- Provide safer conditions for bicyclists.
- Improve pedestrian safety by providing bulb-outs, street furnishings, street trees and by reducing the number of driveways.
- Create safer Hwy. 101 crossings.
- Create a welcoming street appeal to the Hwy 101 corridor.
- Provide storm water management and treatment along the Hwy 101 corridor.

III. Florence Transportation System Plan, December 2012

- Identified projects within the study area include:
- PRJ-13 (not ranked) – restrict NB left turn movements at OR126 / Quince Street
- PRJ-14 (not ranked) – OR126 / Spruce Street – install signal when warranted
- PRJ-18 (priority rank 11) – US101 bike lanes between Siuslaw River Bridge and OR126
- B-4 / B-5 (not ranked) – US101

Appendix 1: Streetscape Design and Planning Criteria

alternative bike route on 9th and bike sharrows on Kingwood Street
- P-1 (not ranked) – construct sidewalks on US101 north of the Siuslaw River Bridge to connect 2nd Street.
- P-7 (priority rank 4c) – OR126 pedestrian RRFB crossing at Redwood Street.

IV. Florence Outreach Project, Options to Consider Dated June 29, 2007
- Create a signature "Quince Street Greenway" for linking downtown destinations. This would include widened sidewalks (10'), street trees, pedestrian lighting, two way auto access, landscape median and an off-street pedestrian and bike loop (20'). Extend ROW by 4'.
- Consider a gateway to a pedestrian and bicycle "Siuslaw Loop".
- Mixed Use commercial development should occur at 126 and Quince
- Consider that there may be an Old Town Gateway at Hwy 101 and Quince. This would include a signalized intersection, landscaped median and left turn pocket and new crosswalks.
- Provide an Old Town Gateway at Hwy 126 and Quince with improved ped. and bike access.
- Provide an Old Town Gateway at Hwy 101 and 2nd Street. Provide ped. Access from west side of Hwy. 101.
- Amend the Implementation Plan to encourage uses that do not compete with Old Town.

V. Access Management Plan for Hwy. 101 in Florence, Dated October 21st, 2002
- Slow traffic speed on Hwy. 101 between the bridge and Hwy 126.
- Reduce the number of private driveways fronting onto Hwy 101 from 25 existing to 11 proposed.
- Realign the streets intersecting with Hwy 101 to provide 90% angles. This can be achieved with curb extensions. This includes realignment / channelization at Nopal Street, Maple Street, Laurel Street and 2nd Street.
- Narrow 1st Street west of Hwy 101 and make one-way (see Fig. 2a).
- Refine Kingwood alignment, relocate driveway and revise traffic control as needed. (Fig. 2a)
- Adjust driveway on North side of Hwy. 101 to align with realigned Nopal St. (Fig. 2a).
- Adjust driveway north of bank to one-way eastbound. (Fig. 2a).
- Adjust driveways on 5th St. near Hwy 101 eastward (Fig. 2b).
- Consider improved parking along 6th St. west of Hwy 101 (Fig. 2b).
- Relocate driveway on Hwy 101 northwest of 6th St. 20'-30' north.
- Reduce driveway width on Hwy 101 northwest of 8th St. from 70' to 40' and adjust to one way. (Fig. 2b)
- Remove driveways along Hwy 101 as shown on Figures 2a and 2b.
- Provide new access points and driveways as shown on Figures 2a and 2b.
- Provide (5) pedestrian refuge islands on Hwy 101 (two have been installed)
- Consider a signal at the 2nd Street intersection. (Note that new signals are not anticipated for the streetscape

project).
- Narrow 1st Street between Hwy. 101 and Kingwood Street.
- Improve pavement markings and add markings for on-street parking
- Add landscape, irrigation, lighting and furnishings.

VI. Florence Downtown Implementation Plan / Downtown Plan, June 1999
- Consider Highway 101 as Florence's "Main Street"
- • Unify the neighborhood and commercial districts on both sides of the highway.
- Design streetscapes and buildings to support a pedestrian oriented environment. This includes pedestrian scale lights and street trees.
- Extend the "historic" street lights now in Old Town to Highway 101.
- Install street trees and irrigation along the highway.
- Create a "Downtown Green" between the highway, 2nd Street and Maple Street as a gateway to Old Town. (This has been achieved with the Visitor's Center development)
- Realign Laurel and 2nd streets west of the highway to form right angles with Maple/2nd street east of the highway. (The 2nd Street intersection has been aligned)
- Create "Gateway" for northbound travelers as they cross the bridge. Begin pedestrian amenities as close to the bride as possible.
- Make 1st Street right out-only.
- Improve the intersections of Highway 101 and Quince Street at the north and south ends. Encourage Quince Street as a parallel route to relieve pressure from the highway.
- Allow left turns onto public streets while eliminating as many private driveways as possible.
- Consider adding capacity to parallel routes of Quince and Kingwood. (NIC)
- Facilitate access to Highway 101 from side streets and rear alleys
- Provide curb extensions, widened sidewalks and crosswalks along the highway.
- Define parallel parking along the highway with paint markings.
- Consider the intersections of Highway 126 and Quince Street as an important gateway to Florence. Highway 101 and Quince Street is also identified as an important gateway to consider but is beyond the study area.

VII. City of Florence Architectural Design Guidelines, June 1999
- Building facades should be used that reinforce the street.
- Anticipate buildings that front the street and discourage parking lots along the frontage.
- Buildings should respect the historic context of the area and be compatible with adjacent historic buildings.

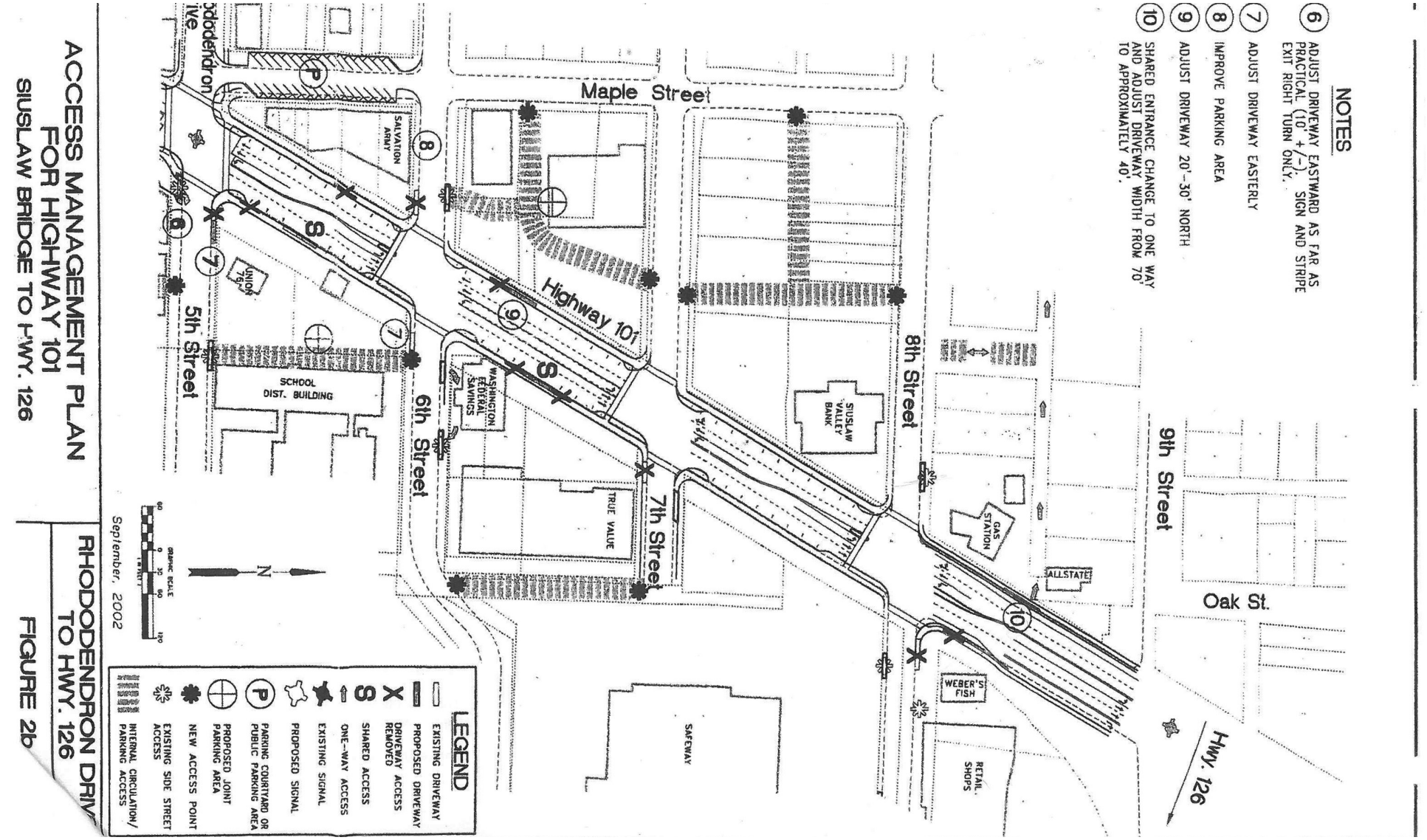
VIII. ODOT Highway Design Manual, Chapter 6, 2012 - with input from ODOT and City from Project Team Meeting on 12/8/2015.
- Hwy 101: Urban Principal Arterial - Designated as STA (see Table 6-2)
- Posted speed of 30 MPH; Design Speed 30 MPH.

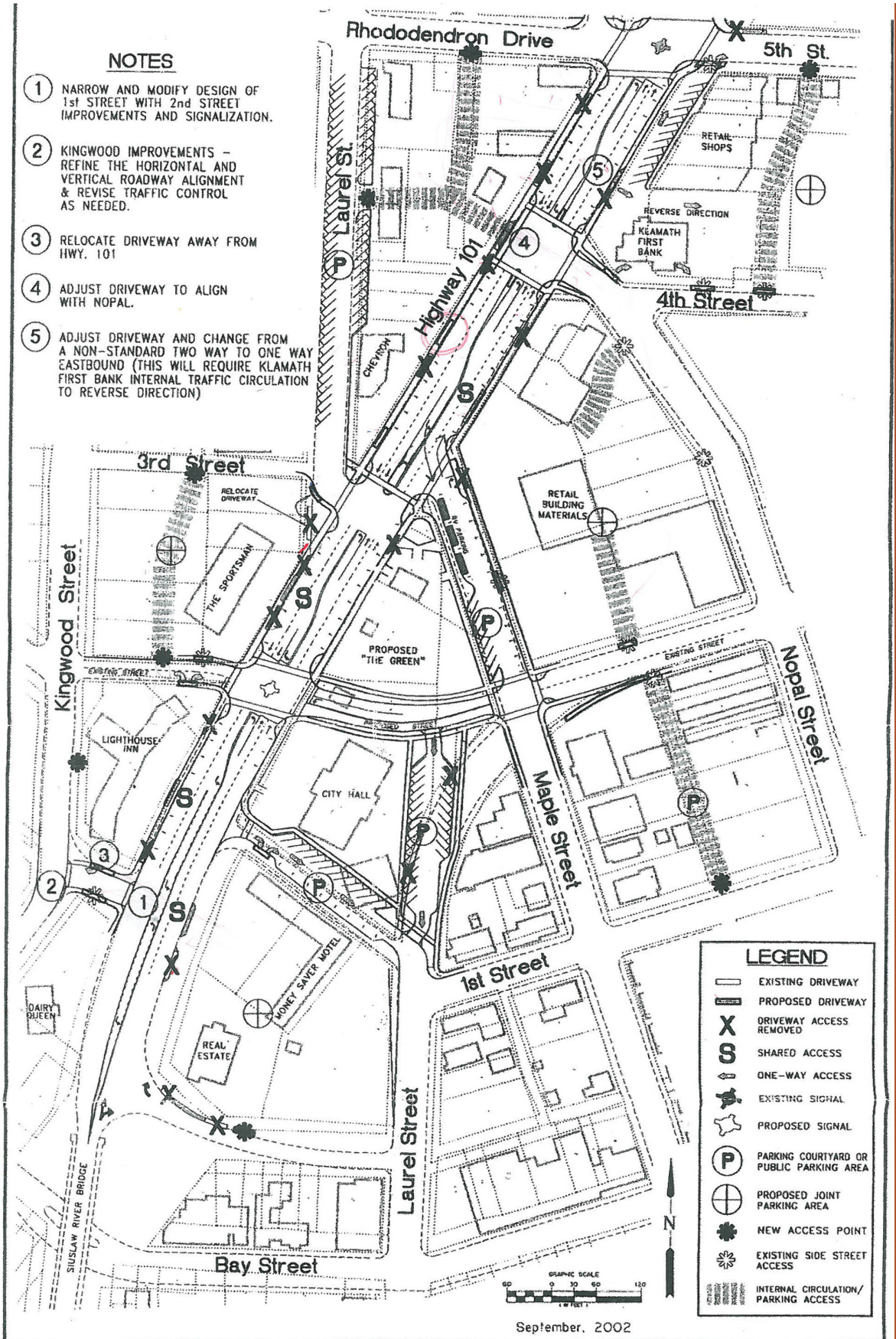
Appendix 1: Streetscape Design and Planning Criteria

- Lane Width – 11 ft. - 12 ft.
- Per ODOT, the outside lane should be 11' with the inside lanes a min. of 12' for freight mobility considerations.
- Striped Bike Lane – 6 ft. is standard
- 5 ft. minimum can be used next to parking
- Striped Median /Turn Lane Width – 14 ft.
- Raise Curb Median Width - 14 ft. (A design exception may be needed to fit a raised median within this width)
- Left side shy distance – 1 ft
- No Parking – Distance of 20' as measured from the crosswalk.
- On-street Parking – 7 ft. min. w/ striped bike lane; 12 ft. min. for combined bicycle travel and parallel parking width
- Curbside Sidewalk - 10 ft.
- Separated Sidewalk – City of Florence standard is 8' for US1001. ODOT's standard is 10' on US101 or 8' if there is 4' to 6' buffer strip. (May be possible to get a design exception from ODOT to use an 8' sidewalk w/o a buffer where there are other constraints).
- Stopping sight distance - 200 ft (for 30 MPH design speed)
- Street Trees - Acceptable to ODOT provided that sight distance is provided and do not block warning or regulatory signs. (Native trees that grow up instead of spreading out are preferred.)
- Note: Per ODOT mobility, the minimum curb to curb clear width for oversized loads is 28' which matches the existing width at the recently installed median islands and curb extensions.
- Hwy 126 (from Table 6-3 of the HDM):
- Urban Principal Arterial – section not designated, but assumed to be similar to UBA (see Table 6-3)
- Posted speed of 35 MPH
- Lane Width – 12 ft. min.
- Bike Lane – 6 ft. standard
- Striped Median (Turn Lane) Width – 12 ft. to 14 ft.
- Raise Curb Median Width - 13 ft. to 15 ft. (lane to lane)
- Left side shy distance – 2 ft
- On-street Parking – on-street parking is undesirable and generally not allowed on these types of highways
- Curbside Sidewalk - 6 ft.
- Separated Sidewalk - 6 ft.
- Stopping sight distance - 250 ft (for 35 MPH design speed)

8.0 Appendix

Appendix 2: Access Management Plan





September, 2002

ACCESS MANAGEMENT PLAN FOR HIGHWAY 101 SIUSLAW BRIDGE TO HWY. 126	SIUSLAW BRIDGE TO RHODODENDRON DRIVE FIGURE 2a

Appendix 3: Breakdown of Specific Costs

Project Name: Highway 101 & 126 Streetscaping & Design
Corridor Section: Highway 101 & Highway 126
County: Lane
Description: Streetscape
Date: March 10, 2016

Highway 101 & 126 Streetscaping & Design
Conceptual Design Estimate

BI NO.	ITEM	UNIT	QUANTITY	UNIT COST	ENGINEER'S ESTIMATE
TEMPORARY FEATURES AND APPURTENANCES					
	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC, COMPLETE (5% of CC)	LS	1	$150,000.00	$150,000.00
	EROSION CONTROL, COMPLETE (2% of CC)	LS	1	$60,000.00	$60,000.00
				Subtotal	**$210,000.00**
ROADWORK					
	CONSTRUCTION SURVEY WORK (2% of CC)	LS	1	$60,000.00	$60,000.00
	GENERAL EXCAVATION	CUYD	5,000	$20.00	$100,000.00
				Subtotal	**$160,000.00**
DRAINAGE AND SEWERS					
	STORM SEWER PIPE	FOOT	1,010	$60.00	$60,600.00
	CONCRETE INLETS	EACH	41	$1,500.00	$61,500.00
	CONCRETE MANHOLES	EACH	20	$3,000.00	$60,000.00
				Subtotal	**$182,100.00**
BASES					
	AGGREGATE BASE	TON	1,430	$20.00	$28,600.00
				Subtotal	**$28,600.00**
WEARING SURFACES					
	CONCRETE CURBS, STANDARD CURB	FOOT	9,500	$20.00	$190,000.00
	CONCRETE WALKS	SQFT	63,100	$7.00	$441,700.00
				Subtotal	**$631,700.00**

PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES					
	PERMANENT SIGNING, COMPLETE	LS	1	$50,000.00	$50,000.00
				Subtotal	**$50,000.00**
PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS					
	ORNAMENTAL LIGHTING	LS	1	$1,040,000.00	$1,040,000.00
				Subtotal	**$1,040,000.00**
RIGHT OF WAY DEVELOPMENT AND CONTROL					
	PLANTING AND TREES	LS	1	$68,000.00	$68,000.00
	PLANT BED (24" topsoil, amendments and irrigation)	SQFT	55,700	$9.00	$501,300.00
	BENCHES, BIKE RACKS AND TRASH BINS	LS	1	$63,200.00	$63,200.00
	ART (Setting and Foundation)	EACH	1	$7,500.00	$7,500.00
	GATEWAY (Setting and Foundation)	LS	2	$15,000.00	$30,000.00
				Subtotal	**$670,000.00**
MOBILIZATION					**$2,972,400.00**
	MOBILIZATION (10%)	LS		10%	$297,300.00
SUBTOTAL FOR CONSTRUCTION					**$3,269,700.00**
	CONSTRUCTION ENGINEERING (12%)	LS		12%	$392,400.00
	CONTINGENCIES (50%)			50%	$1,634,900.00
	UTILITY UNDERGROUNDING (US101 only)	LS	1	$800,000.00	$800,000.00
TOTAL FOR CONSTRUCTION (Rounded)					**$6,097,000.00**
	DAP DESIGN (Includes survey, environmental studies and design through 30%)			8%	$456,400.00
	FINAL DESIGN			7%	$399,400.00
PROJECT TOTAL (Rounded)					**$6,953,000.00**