

TECH MEMO #3A: TRANSPORTATION SYSTEM INVENTORY

Date: April 2, 2023

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Project: City of Florence Transportation System Plan Update

Subject: Draft Tech Memo #3A: Transportation System Inventory

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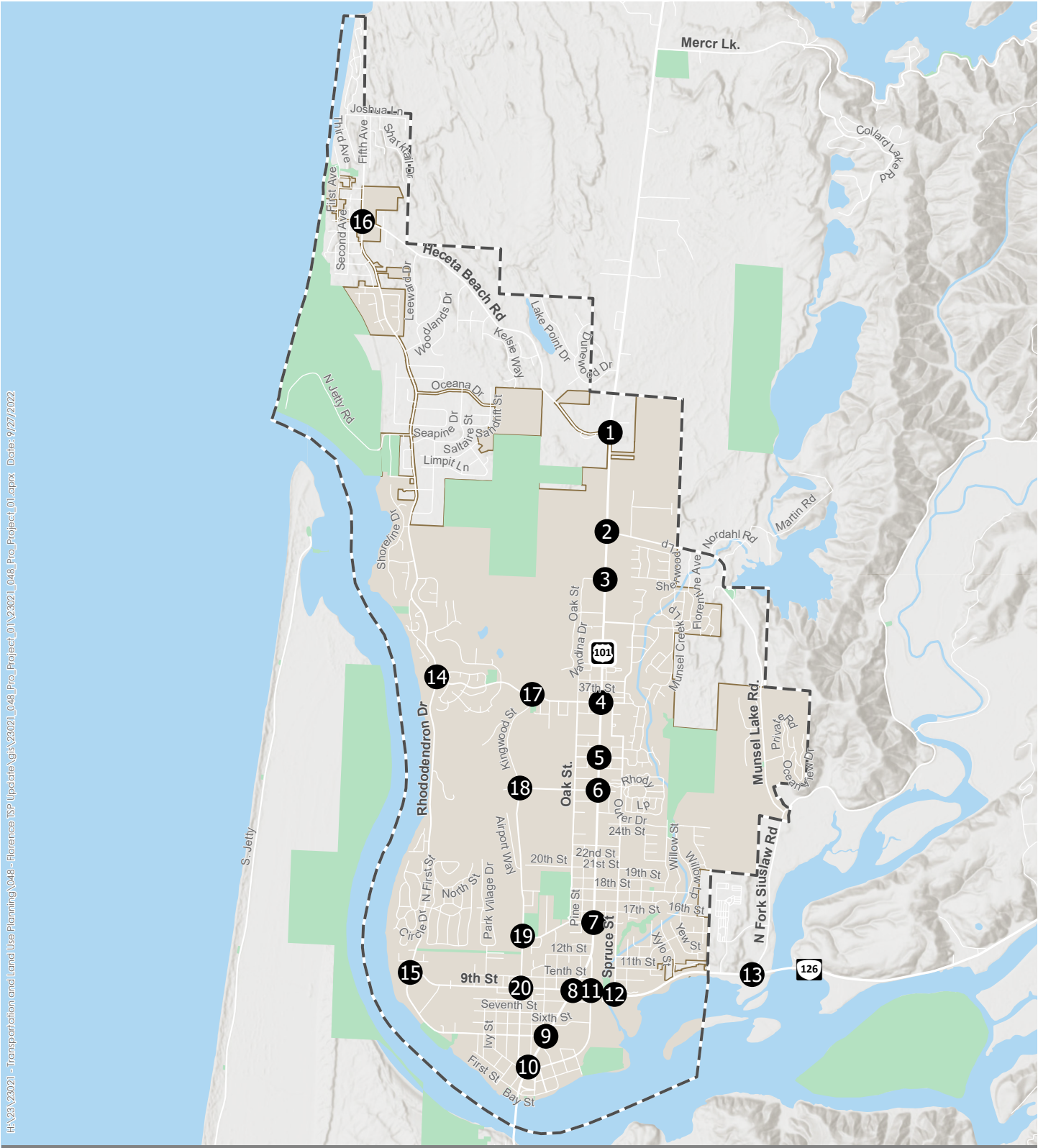
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Introduction

This memorandum provides an inventory of existing transportation facilities and services within Florence. The information provided in this memorandum will serve as the foundation for identifying existing gaps and deficiencies in the transportation system and for evaluating existing and projected future traffic conditions for the Florence Transportation System Plan (TSP) update. *Attachment A* contains the existing land use and population inventory for Florence. The activity center information in *Attachment A* supports the modal system descriptions provided below.

Figure 1 illustrates the study area for the Florence TSP update. The study area consists of all areas within the Florence city limits and Urban Growth Boundary (UGB), although the OR 126/N Fork Siuslaw Road intersection is located outside both the city limits and the UGB. All state and local facilities within the city limits and UGB are addressed in the TSP. The Oregon Transportation Planning Rule (TPR) indicates that the study of roadways and intersections is generally limited to those with the highest classifications (collectors and arterials). However, local street issues, such as street connectivity and safety, are also discussed where appropriate.

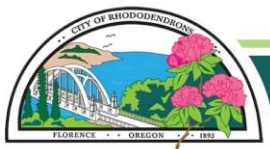
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- Study Intersections
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 1



Roadway System Inventory

The roadway system within Florence serves the majority of trips across all travel modes. In addition to motor vehicles, pedestrians, cyclists, transit riders, and others use the roadway system to travel to and from essential destinations and neighboring cities. This section describes the existing Florence roadway system.

The roadway system within Florence was inventoried based on Geographic Information System (GIS) data obtained from Oregon Department of Transportation (ODOT) TransGIS database, as well as a review of recent aerial imagery. The inventory was supplemented by information provided in the 2012 Florence TSP and by information provided by the City and ODOT.

JURISDICTION

Streets within Florence are owned and operated by three jurisdictions: ODOT, Lane County (County), and the City of Florence (City). Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 2 illustrates the jurisdiction of streets within Florence. The following summarizes information on the ODOT, County, and City facilities within Florence.

ODOT Facilities

ODOT owns and operates two state highways within Florence: US 101 and OR 126. US 101 is the main north-south route through Florence and connects with OR 126 and other major City and County facilities. US 101 continues to the north and south along the Oregon coastline and connects Florence with Washington and California. OR 126 is the main east-west route to/from Florence and connects with US 101 and other major City and County facilities. OR 126 continues to the east along the Siuslaw River and connects Florence with OR 36 and the City of Eugene.

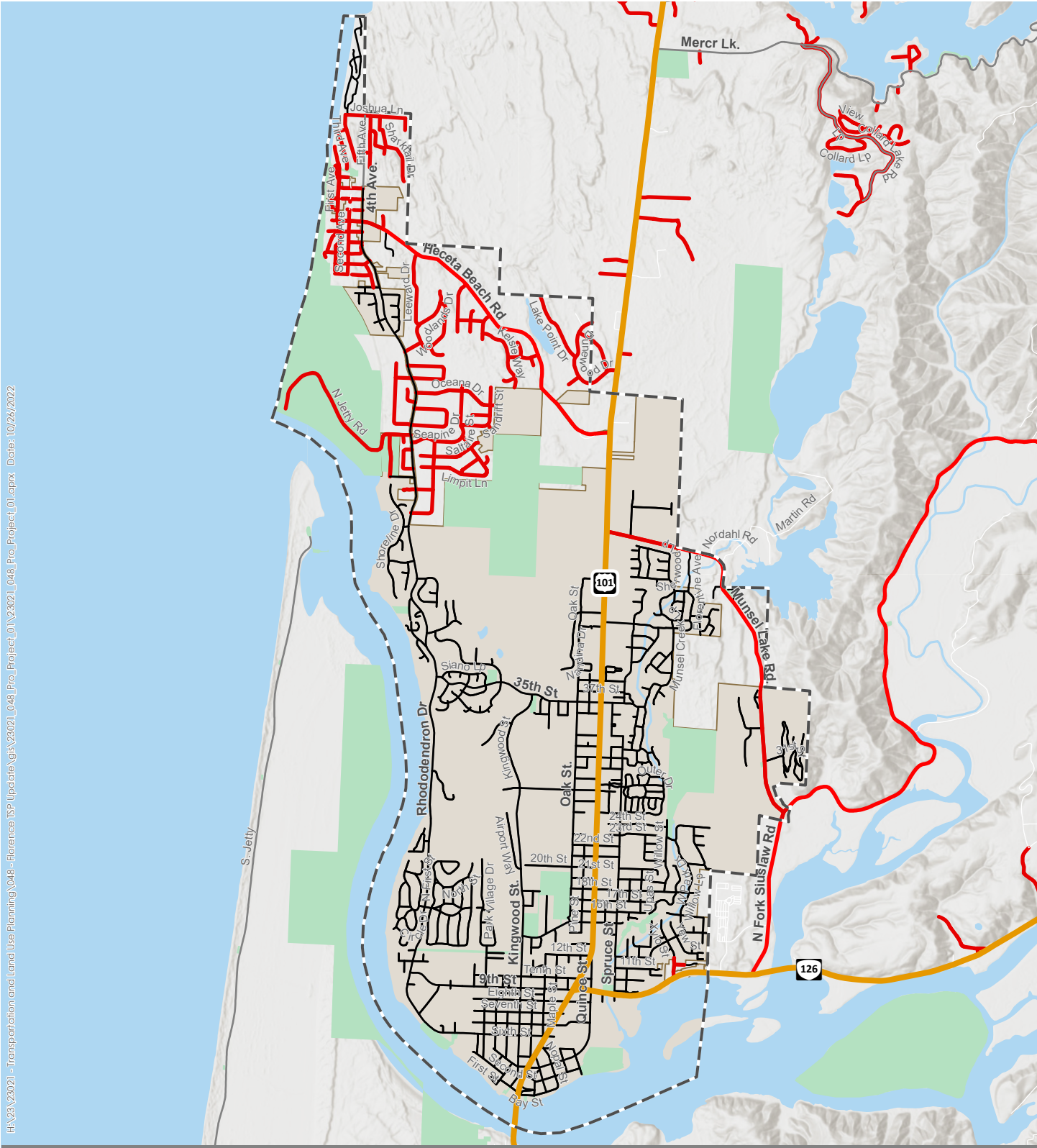
County Facilities

Lane County owns and operates a few major facilities within Florence, including:

- » Heceta Beach Road
- » Munsel Lake Road
- » North Fork Siuslaw Road
- » Harbor Vista Road (within the campground)
- » N Jetty Road

These roads either provide regional connections (In addition OR 126, Munsel Lake Road provides the only street connection between US 101 and N Fork Siuslaw Road) or provide access to government property (Siuslaw Valley Fire and Rescue, the US Coast Gard Station on the Siuslaw River, and Harbor Vista County Campground and Park).

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- ODOT
- Lane County
- City of Florence
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 2



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

City Facilities

The city owns and operates all other major facilities within Florence, including:

- | | | |
|--|---------------------------|----------------------|
| » 2 nd Street | » 27 th Street | » Maple Street |
| » 4 th Avenue (Heceta Beach Rd-Falcon St) | » 32 nd Street | » Kingwood Street |
| » 9 th Street | » 35 th Street | » Oak Street |
| » 15 th Street | » 42 nd Street | » Quince Street |
| » 21 st Street | » 43 rd Street | » Redwood Street |
| » 26 th Street | » 46 th Street | » Rhododendron Drive |
| | » Bay Street | » Spruce Street |

Additional information related to the ODOT, County, and City facilities within Florence is provided throughout the remaining sections of this memorandum.

FUNCTIONAL CLASSIFICATION

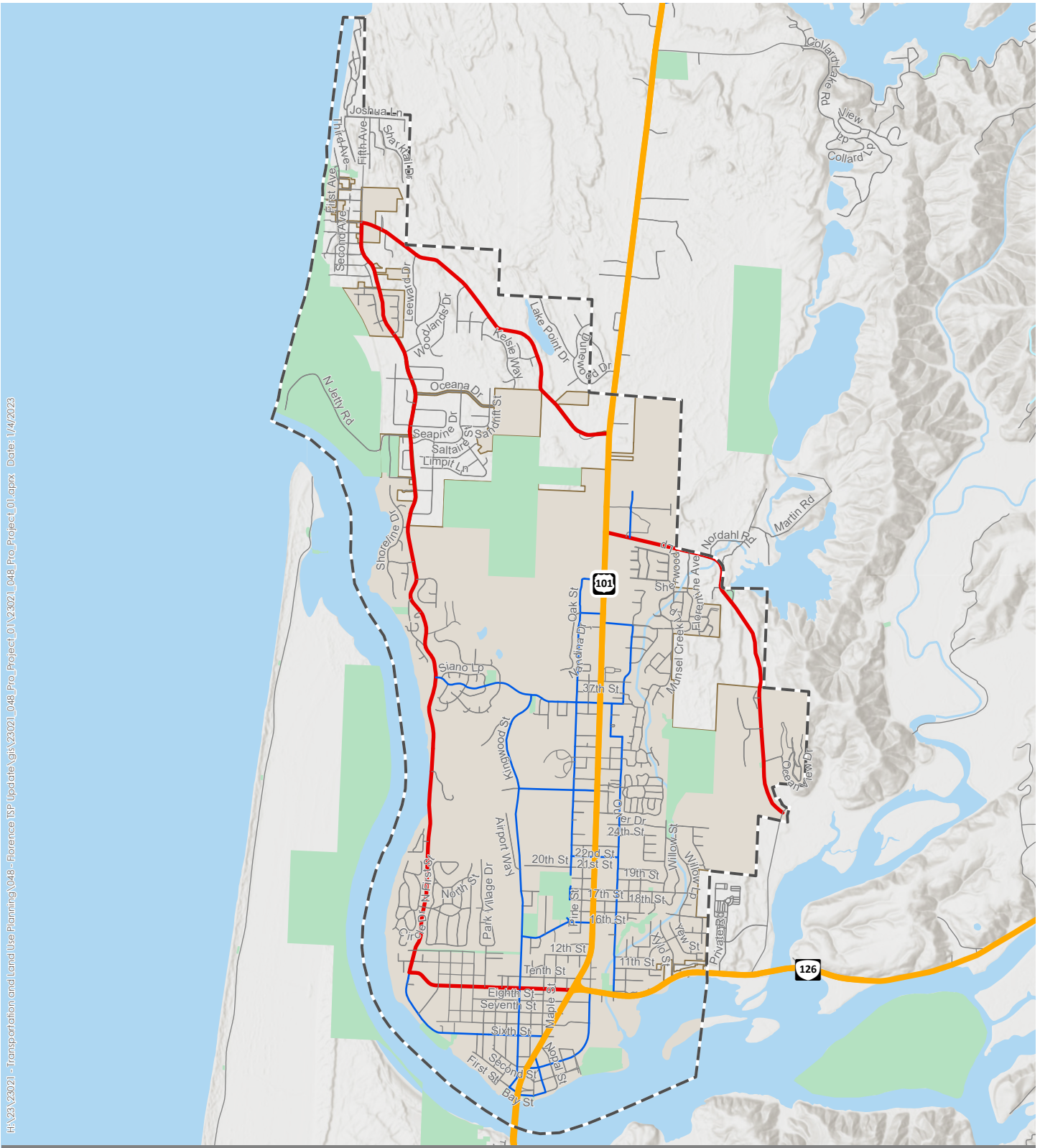
A roadway's functional classification determines its role in the transportation system, as well as its width, right-of-way dedications, driveway (access) spacing requirements, and types of pedestrian and bicycle facilities provided. Figure 3 illustrates the functional classification of streets within Florence. The functional classification is typically established by a local jurisdiction (city or county) based on the following hierarchy:

- » **Arterials** are intended to serve high volumes of traffic, particularly through traffic, at relatively high speeds. They also serve truck movements and typically emphasize traffic movement over local land access.
- » **Collectors** serve traffic from the local street system and distribute it to the arterial street system. These roadways provide a balance between traffic movement and land access and should be designed as best to facilitate traffic circulation throughout the City.
- » **Local Streets** provide land access and carry locally generated traffic at relatively low speeds to the collector street system. Local streets should provide connectivity through neighborhoods but should be designed to discourage cut-through vehicular traffic.

ODOT Highway Classification

ODOT has a separate classification system for its highways, which guides the planning, management, and investment for state highways. ODOT's categories, from highest to lowest, are Interstate, Statewide, Regional, and District highways. According to the Oregon Highway Plan (OHP), both US 101 and OR 126 are classified as Statewide Highways. The OHP defines Statewide Highways as follows:

- » **Statewide Highways** typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas and recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe, efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas, local access may also be a priority.

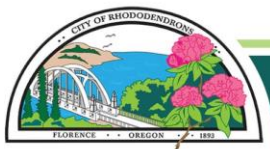


- Highway / Major Arterial
- Minor Arterial
- Collector
- Local Road
- Water
- Parks
- Urban Growth Boundary
- City Boundary



Figure 3

**Functional Classification
Florence, Oregon**



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 1 below shows the functional classification of all arterials and collectors in Florence and how these streets are classified at the federal, state, county, and local levels.

Table 1: Functional Classification Comparison of Collector and Higher Streets by Jurisdiction

Roadway	Federal	State	County	City
ODOT				
US 101	Urban Principal Arterial	Statewide Highway	State Highway	Highway/ Major Arterial
OR 126	Urban Principal Arterial	Statewide Highway	State Highway	Highway/ Major Arterial
Lane County				
Heceta Beach Rd	Urban Collector	--	Urban Major Collector	Minor Arterial
Munsel Lake Rd	Urban Collector	--	Urban Major Collector	Minor Arterial
N Fork Siuslaw Rd	Urban Collector	--	Rural Major Collector	Local
City of Florence				
4th Ave (Heceta Beach Rd to Joshua Ln)	Urban Collector	--	Urban Local	Local
9th St (Rhododendron Dr to US 101)	Urban Collector	--	--	Minor Arterial
Rhododendron Dr (Heceta Beach Rd to City Limits)	Urban Collector	--	Rural Major Collector	Minor Arterial
Rhododendron Dr (City Limits to 9th St)	Urban Collector	--	Other Roads	Minor Arterial
2nd St (US 101 to Maple St)	--	--	--	Collector
2nd St (Maple St to Quince St)	Urban Collector	--	--	Collector
21st St (Oak St to Spruce St)	--	--	--	Collector
27th St (Kingwood St to US 101)	Urban Collector	--	--	Collector
30th St (Oak St to Spruce St)	Urban Collector	--	--	Local
32nd St (Redwood St to Spruce St)	Urban Collector	--	--	Collector
35th St (Rhododendron Dr to Spruce St)	Urban Collector	--	--	Collector
42nd St (US 101 to Spruce St)	Urban Collector	--	Other Roads	Collector
43rd St (Oak St to US 101)	--	--	--	Collector
46th St (Oak St to US 101)	--	--	--	Collector
Airport Rd (Kingwood St to Oak St)	Urban Collector	--	Other Roads	Collector
15th St (Oak St to US 101)	Urban Collector	--	Other Roads	Collector
15th St (US 101 to Spruce St)	Urban Collector	--	--	Local
Bay Street (Kingwood St to Maple St)	--	--	-	Collector
Kingwood St (Bay St to Old Town Way)	--	--	--	Collector
Kingwood St (Old Town Way to 27th St)	Urban Collector	--	--	Collector
Kingwood St (27th St to 35th St)	--	--	--	Collector
Maple St (US 101 to Bay St)	Urban Collector	--	--	Collector
Oak St (15th St to 35th St)	Urban Collector	--	--	Collector
Oak St (35th St to 46th St)	--	--	--	Collector



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Quince St (2 nd St to OR 126)	Urban Collector	--	--	Collector
Quince St (OR 126 to US 101)	Urban Collector	--	--	Local
Redwood St (32 nd St to 35 th St)	Urban Collector	--	--	Collector
Rhododendron Dr (9 th St to US 101)	Urban Collector	--	Other Roads	Collector
Spruce St (OR 126 to 32 nd St and 35 th St to 42 nd St)	Urban Collector	--	--	Collector
20 th St (East Terminus to US 101)	--	--	Other Roads	Local
30 th St (Oak St to Spruce St)	Urban Collector	--	--	Local
Laurel Street-Old Town Way (US 101 to Maple St)	Urban Collector	--	--	Local

Special Transportation Areas and Urban Business Areas

In addition to the functional classifications identified above, the segment of US 101 from 30th Street to OR 126 is designated as an Urban Business Area (UBA) and the segment of US 101 from OR 126 to Bay Street is designated as a Special Transportation Area (STA). According to the OHP:

- » An **Urban Business Area** (UBA) is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries or urban unincorporated community boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability.
- » A **Special Transportation Area** (STA) is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on designated OHP Freight Routes where through highway mobility has greater importance.

ROADWAY CHARACTERISTICS

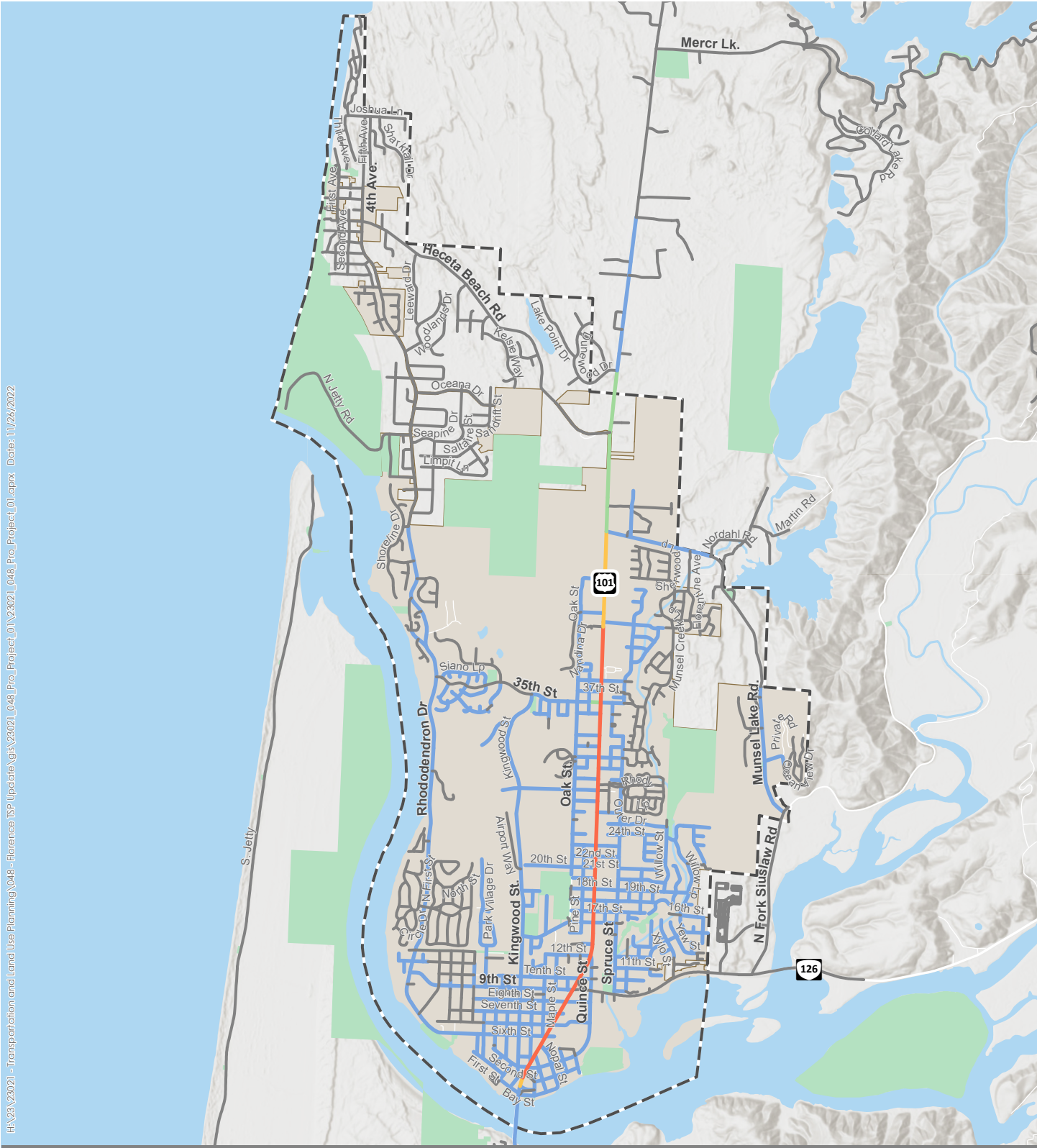
State Highway Approach Permits

State highway approach permits along US 101 and OR 126 are discussed in *Tech Memo 3B: Existing Conditions Analysis*.

Number and Width of Travel Lanes

Most streets in Florence are two-lane roadways, as shown in Figure 4. US 101, which varies from two to five lanes through the city, is the major exception to this rule. Numerous streets in Florence are missing data for the number of lanes, but these are all presumed to be two lanes based on the location and nature of these streets.

Lane width data is available for state highways. US 101 11-12 foot lanes between the Siuslaw River Bridge and OR 126, 12-foot lanes north to 42nd Street, and 12-14 foot lanes north of 42nd Street. OR 126 has 12-foot lanes west of the Three Rivers Casino turnoff and 14-foot lanes east of the Three Rivers Casino turnoff.



- Number of Travel Lanes**
- Unknown
 - 2 Lanes
 - 3 Lanes
 - 4 Lanes
 - 5 Lanes

- Parks
- Streams
- Water
- ⊞ Urban Growth Boundary
- City Boundary



Figure 4

**Number of Travel Lanes
Florence, Oregon**

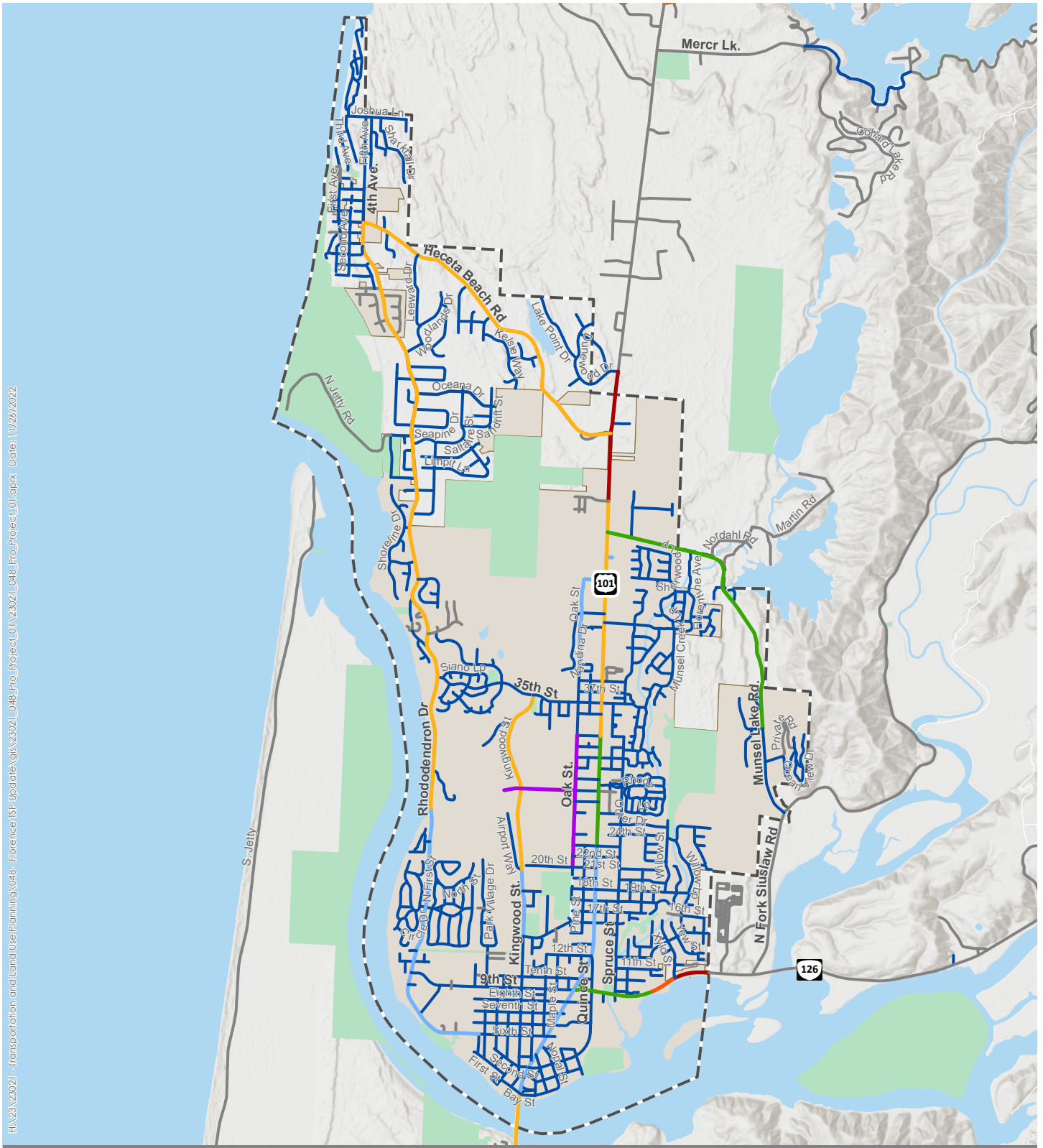


CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Posted Speed Limits

Figure 5 shows posted speed limits on all streets in Florence. The default posted speed limit is 25 miles per hour (MPH) and is the speed limit on most streets. There are a few streets where speed limits are different:

- » **US 101:** From south to north, the posted speed limit on the Siuslaw River Bridge is 40 MPH before dropping to 30 MPH at the Bay Street overpass and through downtown Florence. At 22nd Street, the posted speed limit is 35 MPH, at 32nd street the posted speed is 40 MPH, before rising to 55 MPH north of Munsel Lake Road at 53rd Street.
- » **OR 126:** OR 126 has a 35 MPH posted speed limit from US 101 past Tamarack Street, a 45 MPH speed limit to Xylo Street, and a 55 MPH speed limit east of Xylo Street.
- » **Rhododendron Drive:** Rhododendron Drive has a 25 MPH posted speed limit in downtown Florence. Heading west out of downtown, the speed limit increases to 30 MPH at Greenwood Street and continues at that speed as the road turns north. The road has a 40 MPH posted speed limit between Wild Winds Street and New Hope Lane and continues to Heceta Beach Road .
- » **Kingwood Street:** Similar to Rhododendron Drive, Kingwood Street has a 25 MPH posted speed limit in downtown Florence, between US 101 and 15th Street/Airport Road. The street becomes a 30 MPH facility heading north to Airport Way, and then has a 40 MPH posted speed limit north of Airport Way to 35th Street.
- » **Heceta Beach Road:** Heceta Beach Road has a 40 MPH posted speed limit between US 101 and 4th Avenue.
- » **Munsel Lake Road:** Munsel Lake Road has 35 MPH posted speed limit between US 101 and Ocean Dunes Drive, while the remaining roadway segment to N Fork Siuslaw Road is a 25 MPH facility.
- » **Oak Street:** Oak Street from 20th Street to 32nd Street has a 25 MPH posted speed limit (except during school days between 7am and 5pm which it becomes 20 MPH). All three public schools in Florence – Siuslaw Elementary School, Siuslaw Middle School, and Siuslaw High School – as well as Lane Community College, are located on the west side of this segment of Oak Street. Oak Street has a 25 MPH posted speed limit between 32nd Street and 38th Loop before increasing to a 30 MPH speed limit north of 38th Loop to US 101.
- » **27th Street:** 27th Street from Oak Street to its western terminus is has a 25 MPH posted speed limit (see note above regarding Oak Street – 27th is posted as 25 MPH except during school days, when the speed limit is 20 MPH).



- | | | |
|---|---|---|
| Posted Speed Limit | — 35 MPH | ● Water |
| — Unknown | — 40 MPH | City Boundary |
| — 20 MPH | — 45 MPH | Urban Growth Boundary |
| — 25 MPH | — 55 MPH | Parks |
| — 30 MPH | | |



Figure 5



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Pavement Type and Condition

Pavement type and condition information along US 101 and OR 126 was obtained from the ODOT TransGIS database. Pavement type on both facilities is Asphalt Concrete Unknown. Pavement condition on US 101 is *fair* from 10th Street to the north and *good* from 10th Street to the south. Pavement condition on OR 126 is *fair* from US 101 to the east.

The City recently completed an assessment of pavement conditions along City streets. The study provides a qualitative (e.g., very good, good, fair, poor) rating system for pavement conditions similar to ODOT. Information from the study will be available soon.

Geometry for Study Intersections

The geometry of the study intersections included in the TSP update are discussed in *Tech Memo 3B: Existing Conditions Analysis*.

Traffic Control

There are four signalized intersections in Florence, and all of them are located on ODOT facilities and are managed by ODOT. The signals are located at:

- » US 101/Rhododendron Drive
- » US 101/OR 126-9th Street
- » US 101/21st Street
- » US 101/35th Street

Across the rest of the city and at the TSP study intersections, most intersections are two-way stop-control, where the higher volume or higher classification street can travel freely through the intersection and the lower volume or lower classification street has a stop sign. The Kingwood Street/Rhododendron Drive intersection is all-way stop-control, meaning that each intersection approach has to stop. Figure 6 shows the type of traffic control at intersections across Florence.

Right-of-Way

Right-of-way refers to the overall width of roadway jurisdiction that typically expands beyond the physical roadway section and provides space for future roadway improvements, such as roadway widening, added bicycle or pedestrian facilities, etc. Right-of-way data is not readily available for State and City facilities; however, the City has indicated that there is generally 60-feet of right-of-way available along City streets.

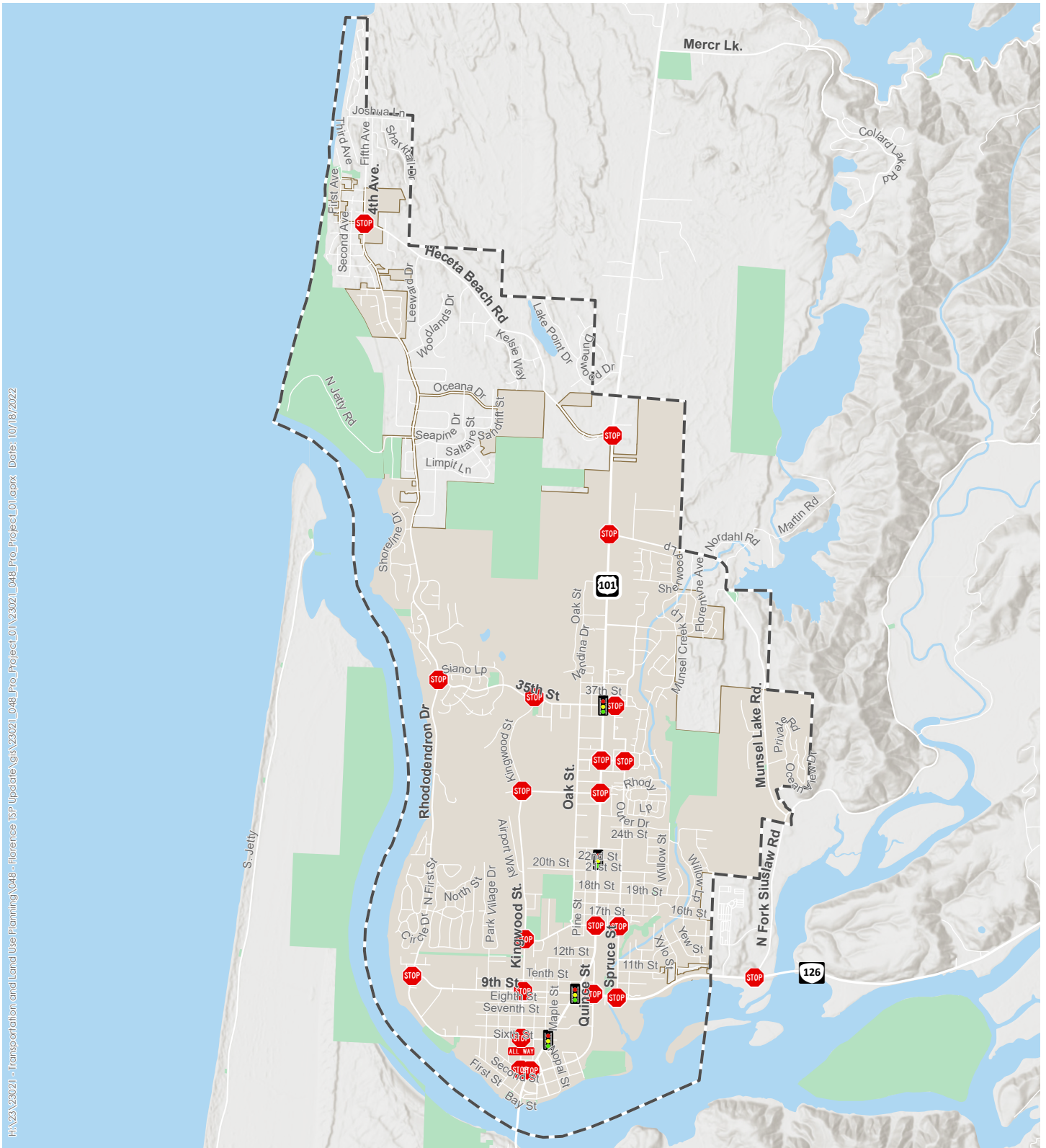
Pavement Width

Pavement width data in Florence is shown in Figure 7. Many streets, including US 101, OR 126, and Heceta Beach Road, did not have right-of-way data that was readily available.




Much of downtown Florence has streets that are either 32 feet wide or are 40 feet wide. Further north, the streets near US 101 to the north of OR 126 are often 32 feet wide. Rhododendron Drive along the Siuslaw River on the west side of Florence, is 28 feet wide.

On-Street Parking

On-street parking is allowed on one or two sides of most collector and local streets throughout the City as well as on one or two sides of most arterials within the downtown commercial and mixed use areas. On-street parking is generally restricted where right-of-way is limited, or where physical constraints limit its use.



Traffic Control

-  Signalized
-  All-Way Stop Control
-  Two-Way Stop Control






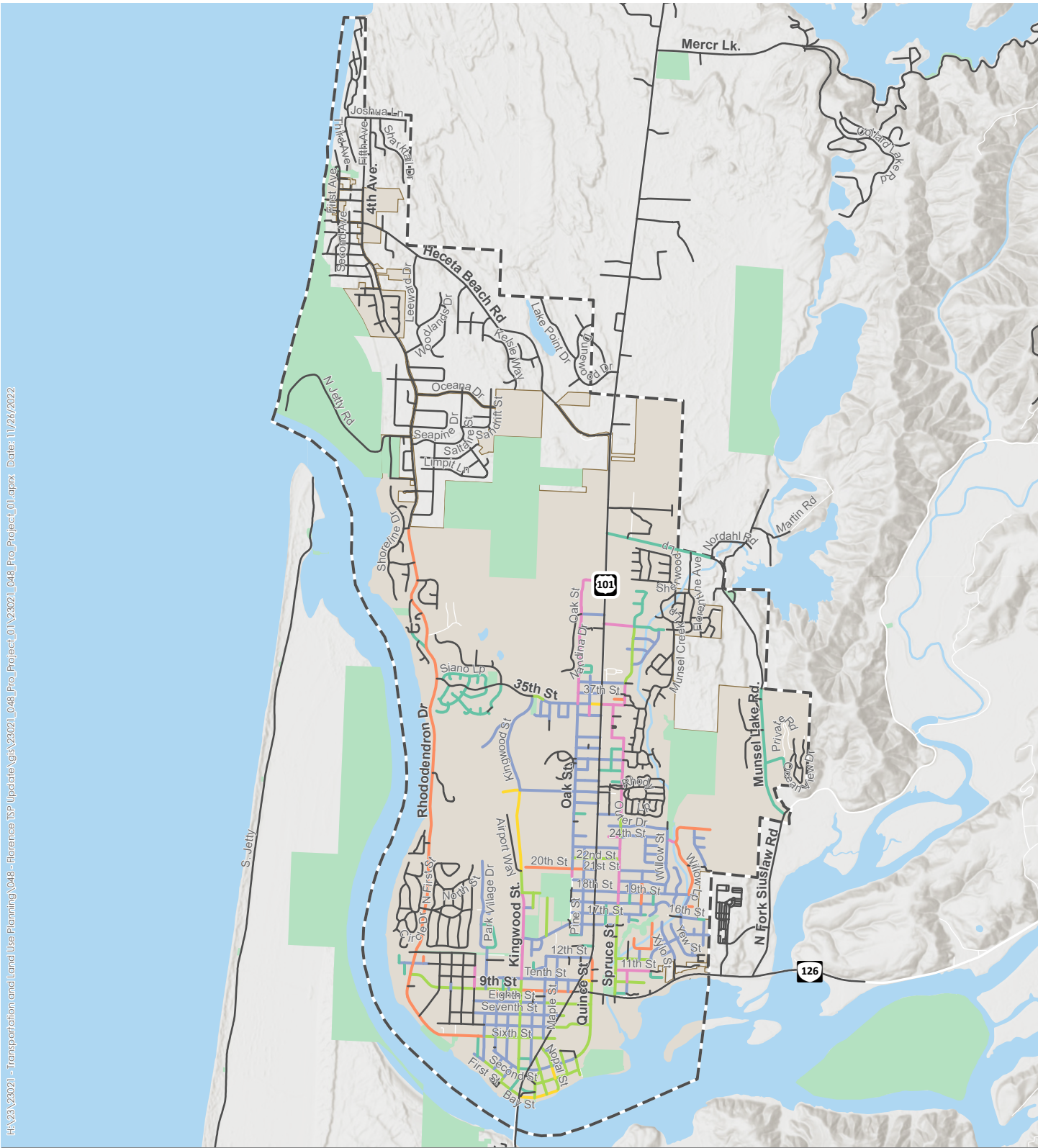
-  Parks
-  Streams
-  Water
-  City Boundary
-  Urban Growth Boundary



Figure 6

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Roadway Width

- Unknown
- 16-27 Feet
- 28-31 Feet
- 32 Feet
- 33-39 Feet

- 40 Feet
- 40+ Feet
- Parks
- Streams
- Water
- Urban Growth Boundary

City Boundary



Figure 7

**Right of Way Width
Florence, Oregon**



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

The City in coordination with ODOT completed a parking study in Florence in June 2021. The study includes an inventory and assessment of parking conditions in the greater historic downtown area, including the commercial, mixed-use, and special event areas located immediately north of the downtown straddling both sides of US 101. Additional information on the study, including key findings is available in *Tech Memo 3B: Existing Conditions Analysis*.

Park and Ride Locations

There are no park and ride locations within Florence. A discussion of public transportation routes, stops, and other inventory items are discussed in the Public Transportation section below.

Accessibility to Destinations

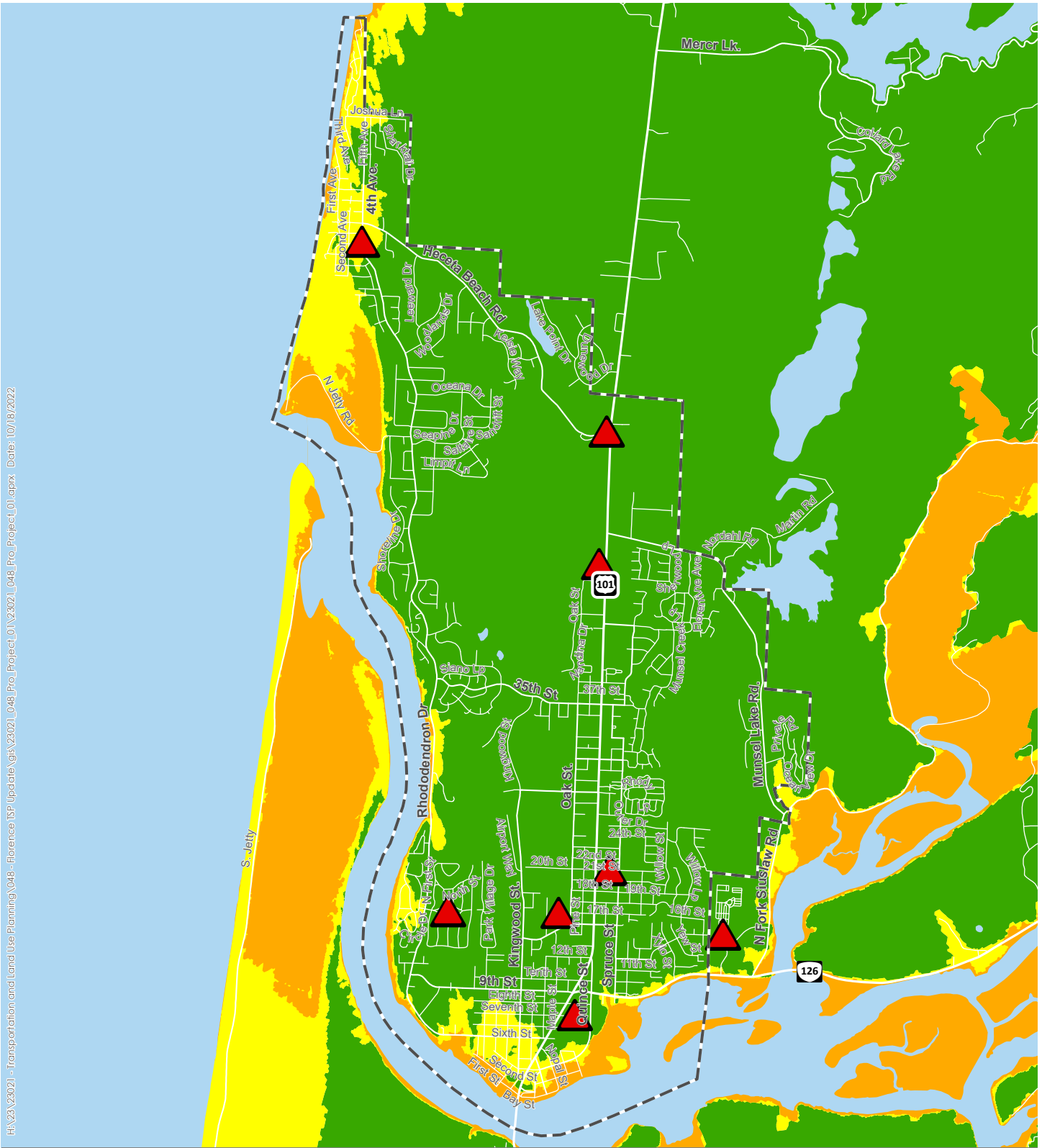
Accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The city's downtown destinations are generally accessible by car with on- and off-street parking, but vehicles may become a hindrance in and around Bay Street during peak summer periods with lots of tourists. Areas further from the Siuslaw River, such as City Hall and the Siuslaw Public Library are also accessible by car due to being close to US 101.
- » **Schools and Parks** – The three schools that make up the Siuslaw School District are located two blocks from US 101 on Oak Street, all in a row between 20th Street and 30th Street (with Lane Community College-Florence located at Oak Street and 32nd Street). These schools are generally well-connected for vehicles, although there is no connection to US 101 between 22nd and 26th Street. Similarly, Miller Park has a parking lot at Oak Street and 20th Street that is accessible from US 101 and from Kingwood Street, but other access points are more suitable for walking and biking modes.
- » **Grocery Stores** – There are four grocery stores in Florence – Safeway, Grocery Outlet, Bi-Mart, and Fred Meyer. All four stores are located on US 101 and are accessible by car. However, only the Grocery Outlet, which is between 19th Street and 21st Street, has access to a traffic signal for left-turning vehicles into and out of the store.
- » **Casino** – The Three Rivers Casino is accessible from a private driveway on OR 126 as well as Qa'aich Road to N Fork Siuslaw Road. This connection, in particular, provides access from US 101 in the north for Florence, funneling traffic away from the US 101/OR 126 intersection.
- » **Pacific Ocean** – The Pacific Ocean beaches are most easily accessible by car of all transportation modes. Within Florence, N Jetty Road connects from Rhododendron to a parking lot at the mouth of the Siuslaw River. Further north in Heceta Beach, as well as across the Siuslaw River at South Jetty Dunes, there are vehicle accesses to reach the Pacific beaches.

Evacuation Routes

As a coastal city, Florence may experience a tsunami event from a future Cascadia Subduction Zone earthquake. The Oregon Department of Geology and Mineral Industries (DOGAMI) has created evacuation zone maps for the entire Oregon coast. These maps show evacuation areas for a distant tsunami event (in orange), evacuation areas for a local tsunami event (in yellow), and areas that are outside of the evacuation zone (in green). The map for Florence is shown in Figure 8.

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Tsunami Evacuation Map

- Distant Tsunami Evacuation Zone
- Local Tsunami Evacuation Zone
- Outside Hazard Area
- Assembly Areas

- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 8



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

There are eight assembly areas in and around Florence in the event of a tsunami. These assembly areas (also shown in Figure 8) are:

- » Florence Events Center (715 Quince Street)
- » Greentrees Clubhouse (1600 Rhododendron Drive)
- » Miller Park (1901 Oak Street)
- » Grocery Outlet/Florence Cinemas (2066 US 101)
- » Three Rivers Casino (5647 OR 126)
- » Fred Meyer (4701 US 101)
- » Heceta Beach Road and US 101
- » Rhododendron Drive (south of Heceta Beach Road)

Intelligent Transportation System Facilities

ODOT maintains a camera at the US 101/OR 126 intersection in Florence as part of its TripCheck.com website for monitoring statewide traffic conditions. There are no other Intelligent Transportation System (ITS) facilities within the City.

In the nearby community of Cushman to the east of Florence on OR 126, ODOT maintains another traffic camera, as well as a weather station, both for statewide travel information as part of the TripCheck.com website. ODOT also maintains two cameras at the tunnel at Cape Creek approximately 12 miles north of Florence on US 101, as well as two cameras north of Gardner approximately 17 miles south of Florence on US 101 and a northbound variable message board in Gardner approximately 19 miles south of Florence on US 101.

Freight Routes

The OHP identifies all interstate highways and certain Statewide, Regional, and District Highways as freight routes. These routes are intended to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight route system.

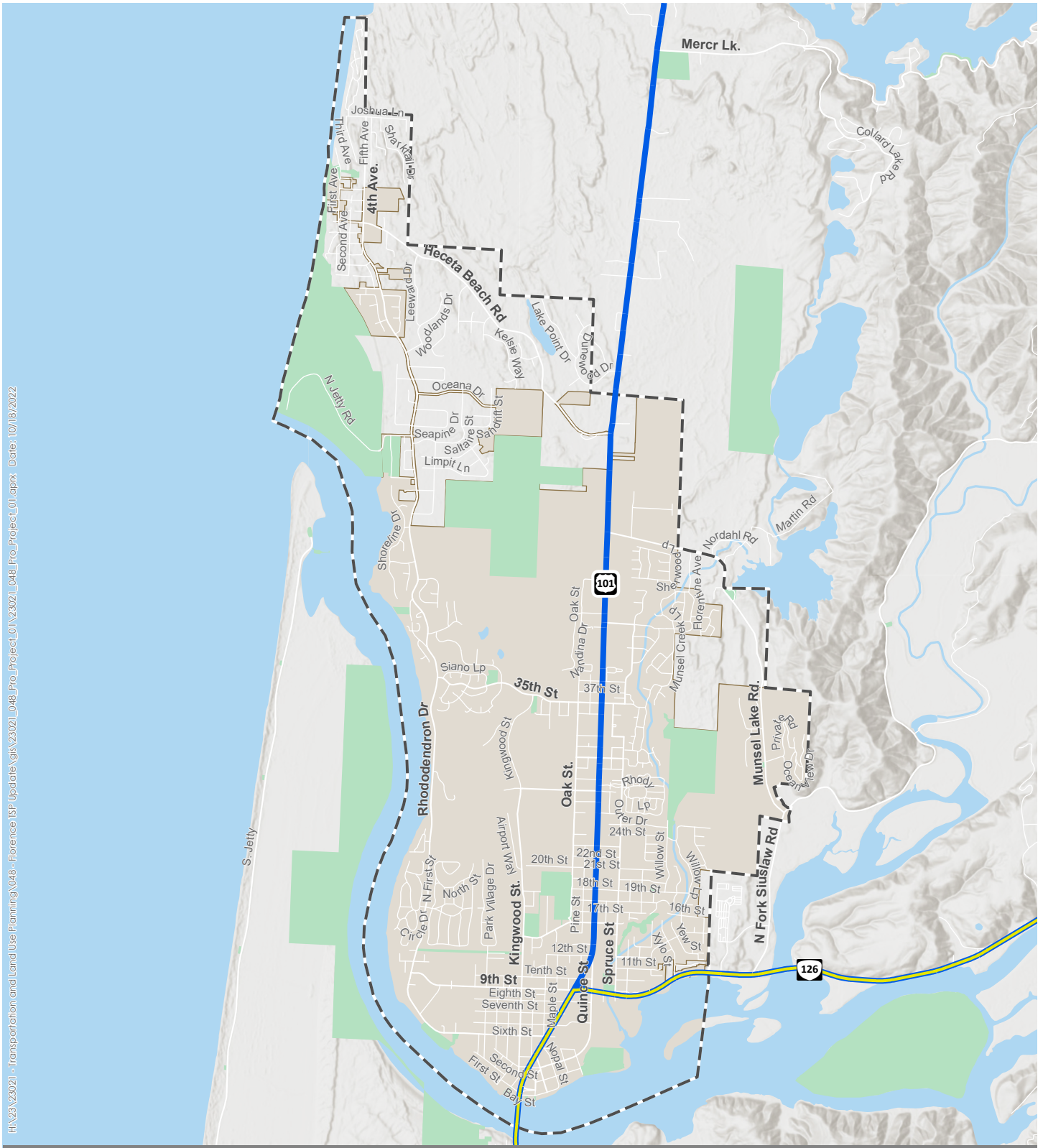
Both US 101 and OR 126 are designated as Statewide highways, described in more detail under the Functional Classification section above. The OHP designates US 101, south of OR 126, and OR 126, east of US 101, as freight routes. Figure 9 shows the freight route network in Florence.

National Highway System

The National Highway System (NHS) is a network of highways, including interstate highways, that serve strategic economic, defense, and transportation facilities, such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. Both US 101 and OR 126 are part of the NHS network.

ADA Accessible Public Sidewalk Impediments

The Americans with Disabilities Act (ADA), signed into federal law in 1990, prohibits discrimination based on one's disability status. From a transportation perspective, this often involves the construction and installation of sidewalks, curb ramps with a small grade, and push buttons for crossing the street. ODOT's TransGIS database maintains data on the location and condition of curb ramps and push buttons along state facilities.



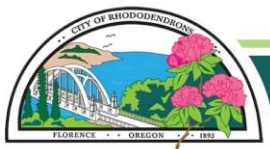
Freight Network

- Statewide Highway
- OHP Freight Routes
- Parks

- Streams
- Water
- City Boundary
- Urban Growth Boundary



Figure 9



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

ODOT recently completed a curb ramp upgrade project along US 101 from 10th Street north of Munsel Lake Road. The majority of intersections have ADA-compliant curb ramps along this stretch of US 101. Exceptions include 21st Street and 35th Street, which will be completed as part of the signal improvements at these intersections. On OR 126, the curb ramps are graded as being in poor condition in all but one location, not including the intersection with US 101.

A qualitative assessment of sidewalks was conducted in the downtown area to examine sidewalk impediments. Bay Street, the city's commercial and historic core, is also the busiest part of the city with the highest street parking utilization in downtown. Several restaurants have outdoor seating, there are sporadic power poles and street lighting poles, and the parking areas have poles that provide parking restriction information. If more than one of these impediments occur together, ADA accessibility may be limited. Beyond Bay Street, the sidewalk impediments decrease in number but the presence of sidewalks also decrease, such as on Laurel Street and Nopal Street. And outside of the immediate downtown area on Bay Street, the number of driveway aprons increase for personal residences, parking lots, and businesses.

EXISTING GAPS AND DEFICIENCIES

The following provides a summary of the existing gaps and deficiencies in the roadway system:

- » There are several inconsistencies in how various jurisdictions classify streets within Florence. These include Rhododendron Drive, Munsel Lake Road, and N Fork Siuslaw Road.
- » The City's recently completed assessment of pavement conditions will likely yield some streets with poor pavement conditions.
- » There are no formal park and ride facilities in Florence. One potential location where all transit lines meet – the Grocery Outlet – could be a suitable location.
- » In the event of a tsunami, there are limited evacuation routes from Rhododendron Drive to the east. Existing routes now include 9th Street, 35th Street, and Heceta Beach Road.
- » Several curb ramps on OR 126 facilities are in poor condition, or do not exist at all. Additionally, there are narrow sidewalks in Old Town Florence with numerous sidewalk impediments.

Community Identified Needs

Additional needs identified by members of the project advisory committee and participants in the open house are summarized below. The project team will continue to assess these needs through subsequent phases of the TSP update.

- » Need an additional turn lane at the Rhododendron Drive/Jetty Road intersection
- » Need pull-outs for slow moving vehicles on Rhododendron Drive
- » Need to slow traffic at the north city limits
- » Need traffic signals on US 101 at Heceta Beach Road and Munsel Lake Road
- » Need all-way stop-control at the Oak Street/35th Street and the Kingwood Street/9th Street intersections
- » Need to reconfigure the Oak Street/Spruce Street intersection



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

- » Need to slow traffic along Spruce Street and Oak Street.
- » Need to slow traffic at the Oak Street/35th Street and US 101/Munsel Lake Road intersections.
- » Need to address general operational issues at the US 101/27th Street, Kingwood Street/9th Street, and OR 126/Spruce Street intersections
- » Need to reconfigure Bay Street to provide better flow into Old Town (eliminate motor vehicle traffic, convert Bay Street to one-way with angle parking, etc.).
- » Need path for trash and recycle trucks along 9th Street and Rhododendron Drive
- » Need path for schools and public works vehicles along Kingwood Street and 27th Street
- » Need path for port-bound vehicles along Quince Street and Harbor Street
- » Need to address erosion issues along Rhododendron Drive

Pedestrian

PEDESTRIAN FACILITIES

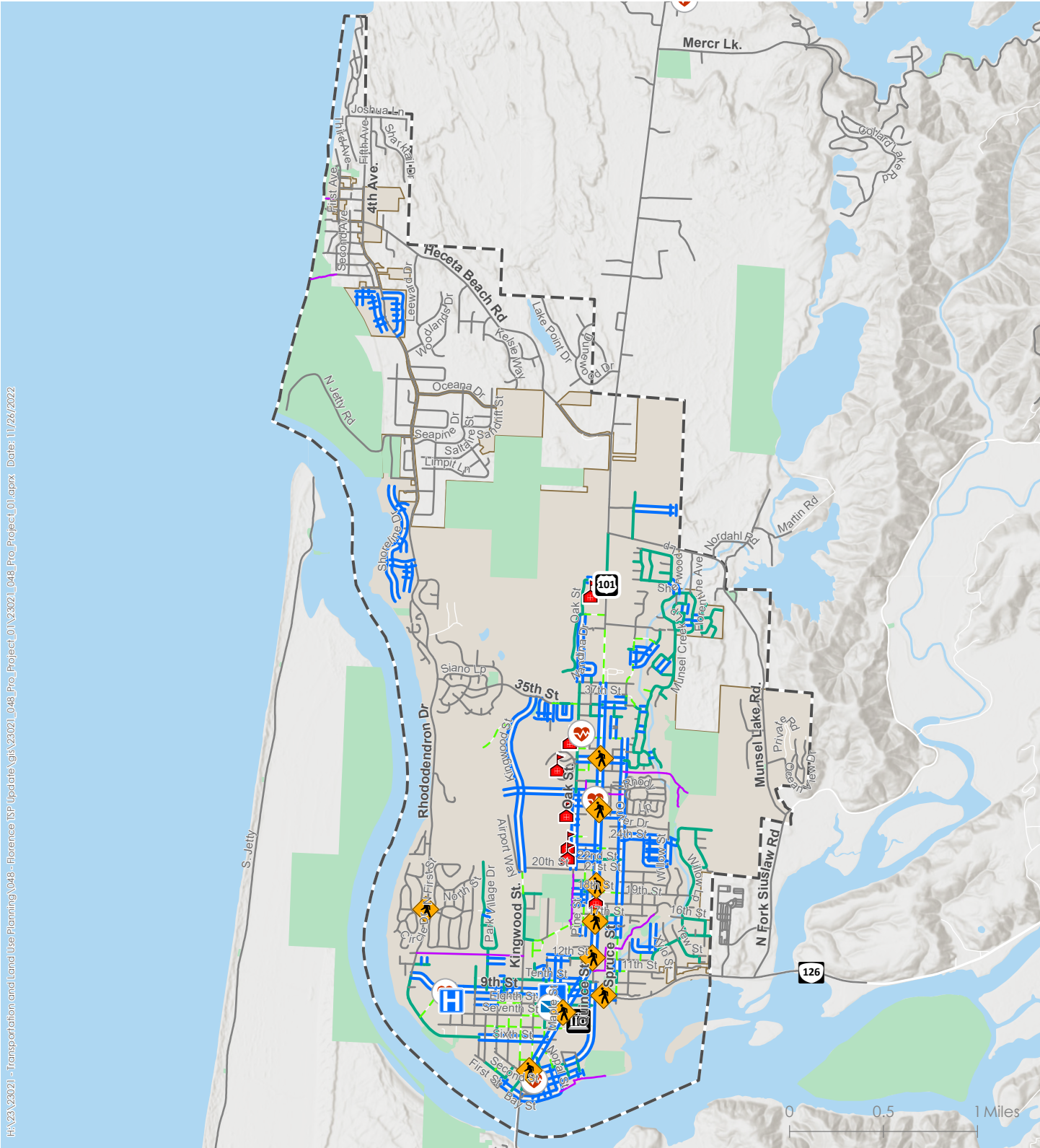
Pedestrian facilities serve a variety of needs, including:

- » Relatively short trips (under a mile) to major pedestrian attractors, such as schools, parks, and public facilities;
- » Recreational trips—for example, jogging or hiking—and circulation within parklands;
- » Access to transit (generally trips under 1/2-mile to bus stops); and,
- » Commute trips, where mixed-use development is provided and people have chosen to live near where they work.

Pedestrian facilities should be integrated with transit stops and effectively separate pedestrians from vehicular traffic. Furthermore, pedestrian facilities should provide continuous connections among neighborhoods, employment areas, and nearby pedestrian attractors. Pedestrian facilities usually refer to sidewalks or paths, but also include pedestrian crossings for high volume roadways. The existing pedestrian network serving Florence is shown in Figure 10.

Sidewalks

As shown in Figure 10, the presence of sidewalks in Florence varies based on location within the city. In general, the strongest sidewalk connectivity is in the downtown area, while US 101 and specific housing developments have complete sidewalk networks. Areas to the east of US 101 are more likely to include developments with a sidewalk along one side of the street, specifically off of Munsel Lake Road and immediately west of the Three Rivers Casino. Other areas, such as developments along Rhododendron Drive are less likely to have sidewalks at all. And through much of the city, there are partial sidewalks that comprise a section on a street segment but not the entire block length.



- ▬ Sidewalk on Both Sides
- ▬ Sidewalk on One Side
- - - Partial Sidewalk
- ▬ No Sidewalk
- ▬ Shared-Use Path
- Rectangular Rapid Flashing Beacon

- Hospital
- Emergency Services
- Events Center
- Post Office
- Library

- Schools
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 10



Shared-Use Paths and Trails

There are five areas where there are existing multi-use paths:

- » A boardwalk along the Siuslaw River east of Bay Street
- » The paved Oak Street path along the east side of Miller Park (between 15th and 20th Street)
- » The paved Munsel Creek Bike Path from Quince Street to W Park Drive and 17th Street
- » The paved path within Pine Street right-of-way between 27th Street and 28th Street
- » A paved trail from Spruce Street to 29th Street with access to Munsel Greenway Park, with a companion path from US 101 and 27th Street to Spruce Street
- » 12th Street shared-use path, an engineered wood fiber chip path between Kingwood Street and Rhododendron Drive
- » An unpaved path from Meares Street to the Pacific Ocean
- » An unpaved beach path from Blanco Street to the Pacific Ocean

Crosswalks

In the state of Oregon, all unsignalized intersections are considered legal cross walks and motor vehicles are required to yield the right of way to pedestrians to allow them to cross. However, compliance is not consistent and pedestrians may have difficulty crossing high volume roadways. Marked crosswalks with rectangular rapid flashing beacons (RRFBs) and median refuge islands can be found at the following locations:

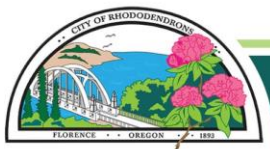
- » US 101 at 2nd Street
- » US 101 north of 7th Street (midblock)
- » US 101 at 12th Street
- » US 101 north of 15th Street (midblock)
- » US 101 north of 18th Street (midblock)
- » US 101 at 30th Street
- » US 101 north of 25th Street (midblock)
- » OR 126 at Redwood Street (midblock)

Additionally, there is a marked crosswalks with an RRFB on Rhododendron Drive across Center Street that connects the two sides of the Greentrees development (which has no sidewalks).

PEDESTRIAN ACCESSIBILITY FOR DESTINATIONS

Pedestrian accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The downtown area has the most complete sidewalk network and generally provides good pedestrian connectivity to destinations. The commercial core around Bay Street has a complete sidewalk network, the Siuslaw Public Library has a complete sidewalk network surrounding it, and Florence City Hall (on US 101 between 1st Street and 2nd Street) has a complete sidewalk network except on 1st Street.



- » **Schools and Parks** – All three schools in the Siuslaw School District are located on Oak Street between 20th Street and 35th Street, as well as the Florence campus for Lane Community College. Oak Street has a complete sidewalk network south of 27th Street and has complete sidewalks on the west side of the road between 27th Street and 37th Street. While this sidewalk network is strong, several connecting east-west streets between Oak Street and US 101, as well as 35th Street, lack a complete sidewalk network for walking to or from school. The city recently completed a Safe Routes to School project that filled in missing sidewalk on 26th Street and 27th Street between US 101 and Oak Street. At Miller Park, Oak Street becomes a multi-use path with no vehicles, and the sidewalk network surrounding the park is considerably more complete.
- » **Grocery Stores** - All grocery stores in Florence are located on US 101, but the sidewalk connectivity is different for each one. Safeway (between 6th Street and 8th Street) has a complete sidewalk with a planting strip that creates a buffer from bicycle and vehicular traffic. Grocery Outlet (between 18th Street and 21st Street) has a complete sidewalk network, but the sidewalk is curb tight. Bi-Mart (between 42nd Street and 46th Street) has no sidewalks on US 101. And Fred Meyer (between 46th Street and Munsel Lake Road) only has sidewalks on the west side of US 101 and no sidewalks north of Munsel Lake Road or south of 46th Street.
- » **Casino** – There are no sidewalks that provide access to the Three Rivers Casino.
- » **Pacific Ocean** – There are no oceanfront beaches that are accessible by foot along a sidewalk.

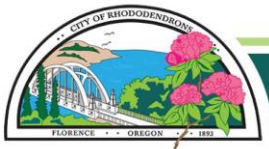
PEDESTRIAN GENERATORS AND ROUTES

Traffic counts conducted at the study intersections on June 3, 2021 include the total number of pedestrians that entered the intersection in 15-minute intervals. Table 2 summarizes the pedestrian crossing volume data for the overall count period (6:00 a.m. to 10:00 p.m.) as well as the pedestrian peak hour for each individual intersection.

As shown in Table 2, pedestrian volumes are heaviest in downtown and along US 101. The further that an intersection is located from downtown, the fewer pedestrians there are. The heaviest recorded pedestrian volumes are at US 101/Rhododendron Drive, where 219 pedestrians were recorded crossing the street on a single day, with more than 30 crossing the street during the evening peak hour.

Table 2. Pedestrian Crossing Volumes at Study Intersections

ID	Intersection	Pedestrian Peak Hour	Peak Hour Volumes	Daily Volumes (6:00AM-10:00PM)
1	US 101/Heceta Beach Rd	4:15-5:15 p.m.	3	9
2	US 101/Munsel Lake Rd	5:00-6:00 p.m.	8	31
3	US 101/46 th St	9:15-10:15 a.m.	8	27
4	US 101/35 th St	1:30-2:30 p.m.	11	52
5	US 101/30 th St	7:15-8:15 p.m.	9	49
6	US 101/27 th St	9:45-10:45 a.m.	8	47
7	US 101/15 th St	12:15-1:15 p.m.	20	152



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ID	Intersection	Pedestrian Peak Hour	Peak Hour Volumes	Daily Volumes (6:00AM-10:00PM)
8	US 101/OR 126	2:00-3:00 p.m.	25	151
9	US 101/Rhododendron Dr	4:00-5:00 p.m.	31	219
10	US 101/2 nd St	3:15-4:15 p.m.	23	175
11	OR 126/Quince St	8:30-9:30 p.m.	11	48
12	OR 126/Spruce St	7:00-8:00 p.m.	6	21
13	OR 126/North Fork Siuslaw Rd	N/A	0	0
14	Rhododendron Dr/35 th St	2:15-3:15 p.m.	2	7
15	Rhododendron Dr/9 th St	12:00-1:00 p.m.	6	25
16	Rhododendron Dr/Heceta Beach Rd	10:45-11:45 a.m.	12	60
17	Kingwood St/35 th St	3:45-4:45 p.m.	3	14
18	Kingwood St/27 th St	8:30-9:30 a.m.	8	26
19	Kingwood St/15 th St	4:15-5:15 p.m.	5	27
20	Kingwood St/9 th St	4:30-5:30 p.m.	11	76

EXISTING GAPS AND DEFICIENCIES

Adequate pedestrian facilities, such as continuous sidewalks, marked crossings, and ADA-compliant ramps, should be provided to allow for convenient and safe travel between neighborhoods, activity centers, and essential destinations. The following provides a summary of the existing gaps and deficiencies in the pedestrian system:

- » There are several pedestrian ramps throughout the city that are not ADA-compliant and should be brought into compliance.
- » There are several major (and minor) intersections that do not provide marked pedestrian crossings.
- » There are several arterial and collector streets that currently have sidewalk gaps along one or two sides of the roadway. These streets include:
 - » US 101, north of 37th Street
 - » OR 126, east of Spruce Street
 - » Heceta Beach Road, west of US 101
 - » Rhododendron Drive, north of 9th Street
 - » Munsel Lake Road
 - » 35th Street, west of US 101

While a lack of sidewalks on any street inside of city limits represents a deficiency, the focus for completing the sidewalk network should be prioritized around major pedestrian destinations. These include:

- » Filling in the sidewalk network in downtown Florence, specifically south of 9th Street.



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- » Providing connections to Oak Street to increase the sidewalk network around the Siuslaw School District schools and Lane Community College – Florence.
- » Extending the sidewalk network on US 101 to Munsel Lake Road to provide a complete sidewalk network for all grocery stores in Florence.
- » Improving the sidewalk network to major job locations (such as Three Rivers Casino) and to major recreation areas (such as the beaches and to all parks in Florence).

Community Identified Needs

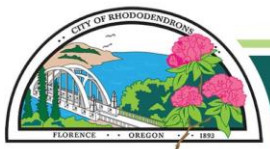
Additional needs identified by members of the project advisory committee and participants in the open house are summarized below. The project team will continue to assess these needs through subsequent phases of the TSP update.

- » There is a need for pedestrian facilities along US 101 near Fred Meyer, the Community Baptist Church, and south of Munsel Lake Road
- » There is a need for pedestrian facilities along Rhododendron Drive south of 35th Street
- » There is a need for pedestrian facilities that connect to the Three Rivers Casino.
- » There is a need for potential pathways near Munsel Creek, the Siuslaw River Estuary, through Miller Park, and between Kingwood Street and Rhododendron Drive
- » There is a need for pedestrian crossing facilities at the following intersections:
 - » US 101/9th Street
 - » Golf Course/35th Street
 - » Myeena Loop/35th Street
 - » Rhododendron Drive/35th Street
 - » US 101/Heceta Beach Road
 - » Rhododendron Drive/Seapine Drive
 - » Rhododendron Drive/Fawn Ridge Lane
 - » Heceta Beach Road/Leeward Drive
- » There is a need for enhanced crossings along US 101 between Heceta Beach Road and Munsel Lake Road and near Bay Street
- » Additional concerns include sidewalk width and condition, crosswalk location and conditions, lighting levels,

Bicycle

Similar to pedestrian facilities, bicycle facilities (dedicated bicycle lanes in the paved roadway, multi-use paths shared with pedestrians, etc.) serve a variety of trips. These include:

- » Trips to major attractors, such as schools, parks and open spaces, retail centers, and public facilities



- » Commute trips, where changing and showering facilities are provided at the workplace
- » Recreational trips
- » Access to transit, where bicycle storage facilities are available at the stop, or where space is available on bus-mounted bicycle racks.

As this list suggests, supporting bicycling as a viable alternative to the automobile requires more than simply providing bicycle lanes. Support facilities, such as secure parking and worksite changing/showering facilities, are also needed before many potential users will consider the bicycle trip as a practical alternative.

BICYCLE FACILITIES

As shown in Figure 11, the city has bike lanes, sharrows, and multi-use paths. These facilities are described in greater detail below.

Bike Lanes – State Facilities

Both state highways have on-street bike lanes through all of Florence, except on the US 101 bridge over the Siuslaw River. The bike lanes on US 101 appear to be 5-6 feet wide, while the bike lanes on OR 126 appear to be 6-9 feet wide. US 101 is part of the Oregon Coast Bike Route, running the whole length of US 101 from California to Washington. On OR 126 in particular, the bike lane width varies based on the presence of on-street parking. The eastbound bike lanes between Quince Street and Redwood Street are considerably wider (approximately 9 feet) than the eastbound bike lane on the previous block (approximately 6 feet).

State standards for bicycle facilities are provided in the *Blueprint for Urban Design (BUD)*, which has been recently incorporated into the state's *Highway Design Manual*. The BUD identifies six urban contexts, recognizing that different modal types should be prioritized depending on the context. Within the urban context, vehicular volume and posted speed help identify a menu of bikeway treatments that create low-stress conditions for users.

US 101 and OR 126 include two different urban contexts: Traditional Downtown/Central Business District and Commercial Corridor. Under both urban contexts, with the vehicular volumes and posted speed limits, the most appropriate treatments fall within separated facilities or buffered bike lanes, which are not present along either highway. With the presence of an alternative route, 5-6 foot bike lanes are acceptable. As described below, there are parallel routes for US 101 but not for OR 126.

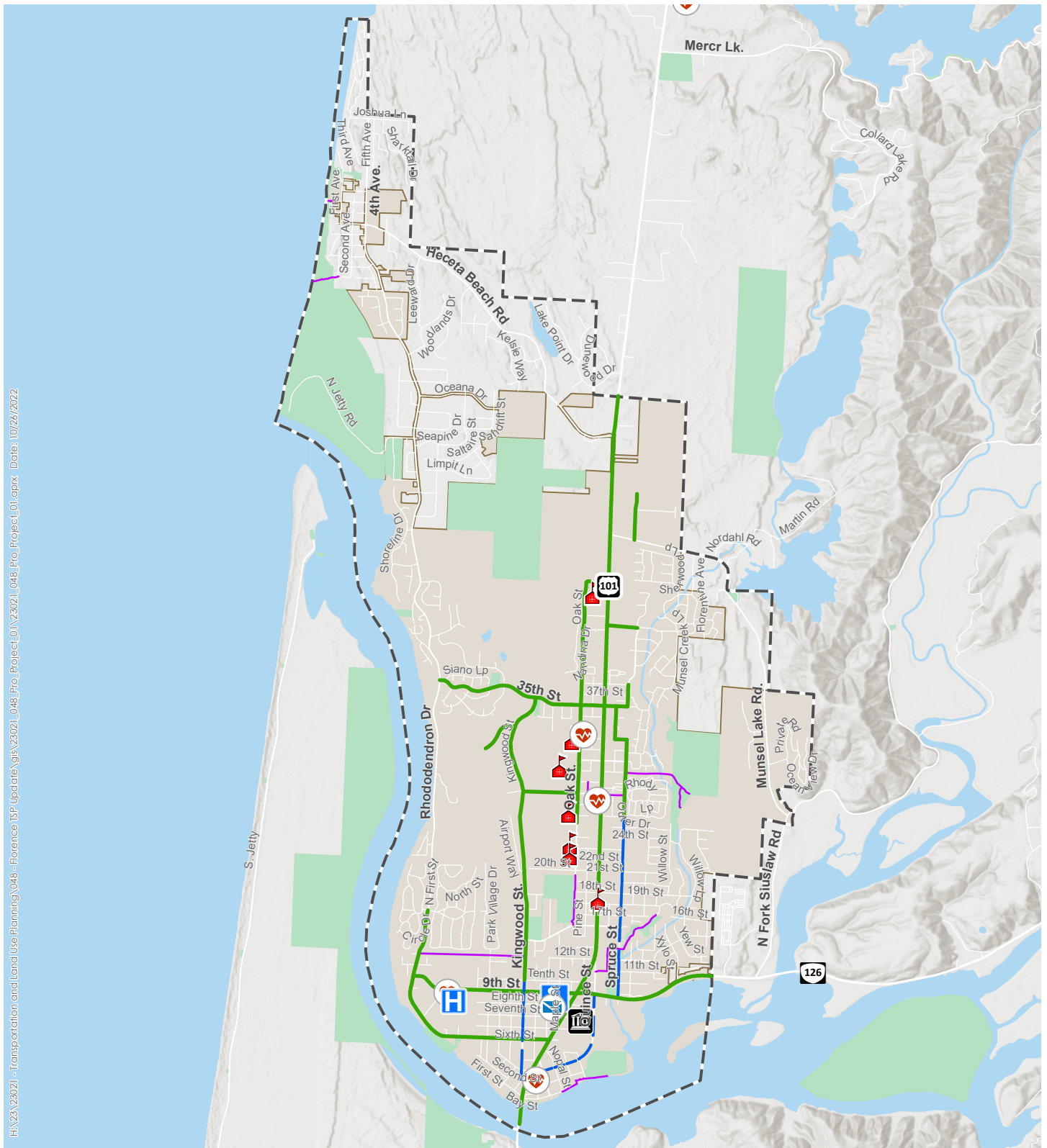
Bike Lanes – City Facilities

Bike lanes on City facilities are 5-6 feet wide, depending on the street. Facilities with 6-foot bike lanes include 6th Street, 9th Street, 27th Street, 35th Street, Kingwood Street, Rhododendron Drive between 9th Street and Hwy 101, Spruce Street, and Oak Street.

The existing TSP says that the local bicycle system should be consistent with the state's *Bicycle Facility Master Plan*, which has been updated to the *Oregon Bicycle and Pedestrian Plan* from 2016. This states that minimum bike lane widths are 6 feet and that anything less should be considered a gap in the network inventory.

Shared Roadways

There are three streets that have shared bikeway ("sharrow") markings, indicating that bicycles and vehicles should share the travel lane. Legally, bicycles can always utilize the full travel lane, but sharrow markings are designed to alert drivers to the presence of bicycles.



Bike Facilities

- Bike Lane
- - - Sharrow
- Shared-Use Path
- H Hospital

- Emergency Services
- Events Center
- Post Office
- Library

- Schools
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 11

**Bike Facilities
Florence, Oregon**



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Sharrows are located on Spruce Street (from OR 126 to 25th Street), Kingwood Street (from US 101 to 10th Street), and Quince Street (from US 101 to OR 126).

Shared-Use Paths

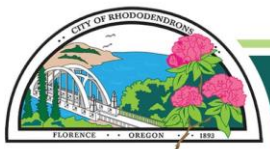
There are five areas where there are existing multi-use paths:

- » A boardwalk along the Siuslaw River east of Bay Street
- » The paved Oak Street path along the east side of Miller Park (between 15th and 20th Street)
- » The paved Munsel Creek Bike Path from Quince Street to W Park Drive and 17th Street
- » The paved path within Pine Street right-of-way between 27th Street and 28th Street
- » A paved trail from Spruce Street to 29th Street with access to Munsel Greenway Park, with a companion path from US 101 and 27th Street to Spruce Street
- » 12th Street shared-use path, an engineered wood fiber chip path between Kingwood Street and Rhododendron Drive
- » An unpaved path from Meares Street to the Pacific Ocean
- » An unpaved beach path from Blanco Street to the Pacific Ocean

BICYCLE ACCESSIBILITY FOR DESTINATIONS

Accessibility to key destinations within Florence are described below:

- » **Downtown Florence** – The closer that a destination is to the downtown core of the city south of OR 126, the better the bicycle accessibility. The downtown area has the highest density of bicycle infrastructure of any part of the city, as well as a complete street grid. Downtown destinations include City Hall, Siuslaw Public Library, and the Bay Street commercial district and riverfront area.
- » **Schools and Parks** – All three schools in the Siuslaw School District are located on Oak Street between 20th Street and 35th Street, as well as the Florence campus for Lane Community College. There are bike lanes on Oak Street to 25th Street, covering all schools except for Siuslaw Elementary School. These schools are more challenging for bicyclists to reach from the east side of US 101, unless they're able to cross at the RRFB at 25th Street, 30th Street, or at a signalized intersection. Miller Park, located south of Oak Street along the multi-use path and at 15th Street, has a safe bike path immediately next to the park but lacks a connection to reach the path.
- » **Grocery Stores** – All grocery stores in Florence are located on US 101, which has a complete bike lane network. However, these bike lanes may not be low-stress facilities for all users given the vehicle volumes and speeds, as well as the need to cross US 101 to either access or depart the store.
- » **Casino** – the Three Rivers Casino off OR 126 has bike lanes that may not be low-stress facilities for all users, and there are limited locations for people to cross the highway.
- » **Pacific Ocean** – The primary beach accesses are on either side of the mouth of the Siuslaw River. There are no beach accesses in or around Florence that have low-stress bicycle accesses.



BICYCLE GENERATORS AND ROUTES

Traffic counts conducted at the study intersections on June 3, 2021 include the total number of bicyclists that entered the intersection in 15-minute intervals. Table 3 summarizes the bicycle crossing volume data for the overall count period (6:00 a.m. to 10:00 p.m.) as well as the pedestrian peak hour for each individual intersection.

Unlike the pedestrian volumes shown in Table 2, bicyclist volumes are reasonably steady across all of Florence. The two notable locations are at the OR 126/North Fork Siuslaw Road intersection, where very few bicyclists were recorded, and at the US 101/30th Street intersection, where approximately two times as many bicyclists were counted than at any other study intersection. The 13 peak hour bicyclists here included eight northbound riders and five southbound riders. While these counts were collected while school was fully remote due to the COVID-19 pandemic, we may expect to see a bump of bicyclists at this intersection during the mid-afternoon period when school is released.

Table 3. Bicycle Volumes at Study Intersections

ID	Intersection	Bicycle Peak Hour	Peak Hour Volumes	Daily Volumes (6:00AM-10:00PM)
1	US 101/Heceta Beach Rd	10:30-11:30 a.m.	9	21
2	US 101/Munsel Lake Rd	4:15-5:15 p.m.	5	17
3	US 101/46 th St	4:15-5:15 p.m.	8	31
4	US 101/35 th St	4:15-5:15 p.m.	8	33
5	US 101/30 th St	2:00-3:00 p.m.	13	64
6	US 101/27 th St	2:30-3:30 p.m.	7	32
7	US 101/15 th St	5:15-6:15 p.m.	9	28
8	US 101/OR 126	10:45-11:45 a.m.	7	21
9	US 101/Rhododendron Dr	10:30-11:30 a.m.	7	27
10	US 101/2 nd St	5:45-6:45 p.m.	7	27
11	OR 126/Quince St	10:15-11:15 a.m.	6	31
12	OR 126/Spruce St	8:15-9:15 p.m.	6	30
13	OR 126/North Fork Siuslaw Rd	various	1	5
14	Rhododendron Dr/35 th St	6:00-7:00 p.m.	6	26
15	Rhododendron Dr/9 th St	2:15-3:15 p.m.	6	21
16	Rhododendron Dr/Heceta Beach Rd	11:00 a.m.-12:00 p.m.	5	16
17	Kingwood St/35 th St	10:45-11:45 a.m.	4	24
18	Kingwood St/27 th St	12:15-1:15 p.m.	4	19
19	Kingwood St/15 th St	12:00-1:00 p.m.	7	26
20	Kingwood St/9 th St	10:45-11:45 a.m.	5	33

EXISTING GAPS AND DEFICIENCIES

Streets with no bicycle facilities or intermittent bicycle facilities force cyclists to share the travel lane with motor vehicles or use the shoulder if available. In many cases, this is not a desirable option for cyclists due to narrow lane widths or uneven pavement conditions. Adequate bicycle



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facilities should be provided to allow for safe travel between neighborhoods and essential destinations. The following provides a summary of the existing gaps and deficiencies in the bicycle system:

- » There are several arterial and collector streets that currently have gaps in the bike lanes along one or two sides of the roadway. These streets include:
 - » Heceta Beach Road from Rhododendron Drive to US 101
 - » Munsel Lake Road from US 101 to N Fork Siuslaw Road
 - » Rhododendron Drive from Wildwoods Street to Heceta Beach Road
 - » Oak Street from 20th Street to Siuslaw Middle School Driveway
 - » Spruce Street from OR 126 to 25th Street (currently has sharrows)
 - » Spruce Street from 37th Street to 42nd Street
 - » 15th Street from Kingwood Street to US 101

In addition, the *Blueprint for Urban Design* lays out a series of steps for determining the most appropriate bicycle facility for a given state facility. The purpose of the BUD is create bike facilities that are responsive to local land use contexts and roadway characteristics over establishing more rigid rules for what is and is not allowed. Given the land use and transportation characteristics on both US 101 and OR 126, however, a standard bike lane is not sufficient without a parallel low-stress facility. US 101 has a parallel facility between 9th Street and 46th Street, but none to the north or south of this segment. OR 126 has no parallel facility.

Additional gaps and deficiencies in the bicycle network will be identified through discussions with the project advisory committee and the general public, as well as the Florence Planning Commission and City Council.

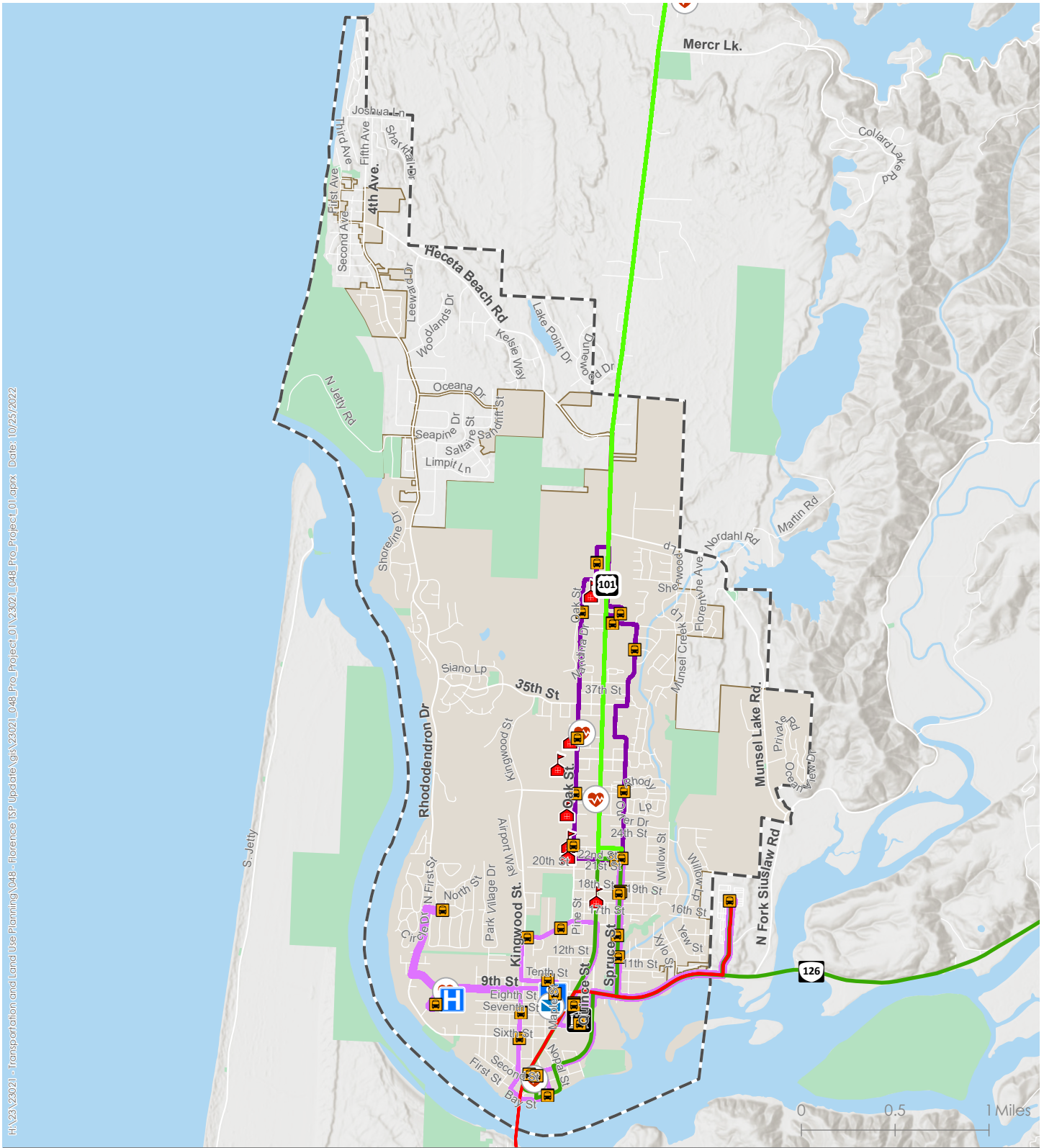
Community Identified Needs

Additional needs identified by members of the project advisory committee and participants in the open house are summarized below. The project team will continue to assess these needs through subsequent phases of the TSP update.

- » Need to improve bike facilities across Siuslaw River Bridge and along Oak Street, Rhododendron Drive, Bay Street
- » Need bike facilities that connect Spruce Street to Casino Access road

Public Transportation

Three different transit operators – Rhody Express, Link Lane, and Coos County Area Transit – operate a total of five bus routes in Florence. These routes are a mixture of local and intercity service, providing connections to other transit services outside of the city. All transit routes and stops are shown in Figure 12.



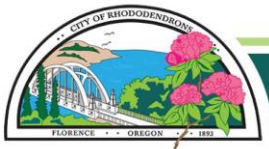
- CCAT Florence Express
- Eugene Florence Connector
- Florence Yachats Connector
- Rhody Express - North Loop
- Rhody Express - South Loop
- Transit Stops

- Hospital
- Emergency Services
- Events Center
- Post Office
- Library

- Schools
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 12



TRANSIT SERVICE AND FACILITIES

Local Service

The Rhody Express, a joint partnership between the City of Florence and Lane County and operated by River Cities Taxi, provides two local fixed-route transit lines in the city: a North Loop and a South Loop. Service is provided on weekdays only from 10am-6pm on both routes. The North Loop serves areas north of 21st Street, along US 101, Spruce Street, and Oak Street, between the Grocery Outlet and Fred Meyer. The South Loop serves areas south of 21st Street, along Spruce Street, US 101, 9th Street, Rhododendron Drive, Kingwood Street, and Quince Street, circulating between Grocery Outlet, Safeway/Dunes Village Center, Peace Health Campus, the Old Town District, and Three Rivers Casino. Fares are \$1 for a single trip and \$2 for a day pass. Each loop operates on 60-minute headways, as shown in the schedule in Table 4.

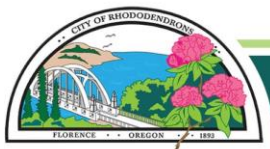
Table 4. Rhody Express Schedule

Rhody Express – North Loop Departure Times							
Florence Food Share		Bi-Mart		Fred Meyer		Grocery Outlet	
10:38 AM		10:45 AM		10:47 AM		10:58 AM	
11:38 AM		11:45 AM		11:47 AM		11:58 AM	
12:38 PM		12:45 PM		12:47 PM		12:58 PM	
1:38 PM		1:45 PM		1:47 PM		1:58 PM	
2:38 PM		2:45 PM		2:47 PM		2:58 PM	
3:38 PM		3:45 PM		3:47 PM		3:58 PM	
4:38 PM		4:45 PM		4:47 PM		4:58 PM	
5:38 PM		5:45 PM		5:47 PM		5:58 PM	

Rhody Express – South Loop Departure Times							
Grocery Outlet	Dollar Tree	Library	Hospital	Old Town	Safeway	Casino	Food Share
10:00 AM	10:05 AM	10:10 AM	10:17 AM	10:23 AM	10:28 AM	10:33 AM	10:38 AM
11:00 AM	11:05 AM	11:10 AM	11:17 AM	11:23 PM	11:28 AM	11:33 AM	11:38 AM
12:00 PM	12:05 PM	12:10 PM	12:17 PM	12:23 PM	12:28 PM	12:33 PM	12:38 PM
1:00 PM	1:05 PM	1:10 PM	1:17 PM	1:23 PM	1:28 PM	1:33 PM	1:38 PM
2:00 PM	2:05 PM	2:10 PM	2:17 PM	2:23 PM	2:28 PM	2:33 PM	2:38 PM
3:00 PM	3:05 PM	3:10 PM	3:17 PM	3:23 PM	3:28 PM	3:33 PM	3:38 PM
4:00 PM	4:05 PM	4:10 PM	4:17 PM	4:23 PM	4:28 PM	4:33 PM	4:38 PM
5:00 PM	5:05 PM	5:10 PM	5:17 PM	5:23 PM	5:28 PM	5:33 PM	5:38 PM

Intercity Service

Link Lane, a transit service operated by the Lane Council of Governments, runs two intercity bus routes that both terminate in Florence. The Eugene-Florence Connector provides bus service between Florence and Eugene along OR 126, with stops in Veneta and Mapleton. The Eugene-Florence Connector runs twice a day and operates seven days a week. Stops in Florence are located at Three Rivers Casino, in Old Town Florence (at the Bay Street/Laurel Street intersection), and at the Grocery Outlet, which provides a transfer to both Rhody Express routes. A one-way ticket between Florence and Eugene is \$5, and a one-way ticket between Florence and Mapleton is \$1.



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The Florence-Yachats Connector provides bus service between Florence and Yachats along US 101. The Florence-Yachats Connector runs four times a day and operates Monday through Saturday. The only stop in Florence is located at the Grocery Outlet, which connects to both Rhody Express routes, as well as the Eugene-Florence Connector. A one-way ticket is \$2.50, and all day service is \$5. The Link Lane transit schedule is shown in Table 5.

Table 5. Link Lane Intercity Transit Schedule

Eugene-Florence Connector Departure Times						
Eugene Amtrak	Downtown Eugene	Veneta	Mapleton	Three Rivers Casino	Old Town Florence	Grocery Outlet
7:25 AM	7:32 AM	7:59 AM	8:39 AM	8:59 AM	9:16 AM	9:23 AM
11:05 AM	10:57 AM	10:30 AM	9:50 AM	9:32 AM	--	9:26 AM
3:30 PM	3:37 PM	4:04 PM	4:44 PM	5:04 PM	5:21 PM	5:28 PM
7:09 PM	7:02 PM	6:35 PM	5:55 PM	5:37 PM	--	5:31 PM

Florence-Yachats Connector Departure Times				
Grocery Outlet Florence	Washburne State Park	Yachats	Washburne State Park	Grocery Outlet Florence
7:30 AM	8:00 AM	8:30 AM	8:50 AM	9:20 AM
10:30 AM	11:00 AM	11:30 AM	11:50 AM	12:20 PM
2:45 PM	3:15 PM	3:45 PM	4:05 PM	4:35 PM
5:35 PM	6:05 PM	6:35 PM	6:55 PM	7:25 PM

Additionally, Coos County Area Transit (CCAT) operates the Florence Express, intercity bus service between North Bend and Florence along US 101, with stops in Lakeside, Winchester Bay, Reedsport, and Gardiner. The Florence Express runs twice a day and runs Monday to Saturday. Reservations are strongly encouraged, and passengers may request route deviations. Stops in Florence are located at the Grocery Outlet (which connects to all other transit service in Florence) and Three Rivers Casino. Fares are zone-based, meaning that longer trips will cost more money. A one-way ticket between Florence and Coos Bay is \$12. Table 6 includes the Florence Express schedule with selected stops.

Table 6. Florence Express Intercity Transit Schedule

Florence Express Departure Times						
North Bend	Lakeside	Winchester Bay	Reedsport	Gardiner	Grocery Outlet	Three Rivers Casino
7:30 AM	8:04 AM	8:14 AM	8:30 AM	8:38 AM	9:10 AM	9:20 AM
11:21 AM	10:48 AM	10:36 AM	10:22 AM	10:10 AM	9:38 AM	9:30 AM
3:30 PM	4:04 PM	4:14 PM	4:30 PM	4:38 PM	5:10 PM	5:20 PM
7:21 PM	6:48 PM	6:36 PM	6:22 PM	6:10 PM	5:38 PM	5:30 PM



TRANSIT CONNECTIVITY

The two intercity transit providers – Link Lane and CCAT, provide access to communities to the north, south, and east of Florence, including Eugene, Coos Bay, and Yachats. In these three communities, transit passengers can connect directly to the following transit providers:

Lane Transit District

Lane Transit District (LTD) is the primary transit provider for the Eugene/Springfield metropolitan area. LTD operates 28 bus routes, including one bus rapid transit line and six regional routes to destinations across Lane County, such as McKenzie Bridge, Junction City, and Cottage Grove.

CCAT

CCAT is the transit provider for Coos County and the Coos Bay/North Bend area. In addition to local bus service and the intercity route to Florence, CCAT provides bus service to Roseburg, and to Coquille and Myrtle Point.

Lincoln County Transit

Lincoln County Transit provides service to Newport, Lincoln City, and Yachats with Lincoln County, as well as a joint partnership with Benton Area Transit to provide daily intercity service between Newport, Corvallis, and Albany.

Pacific Crest Lines

Pacific Crest Lines operates daily service between Bend and Eugene. The once-a-day service arrives from Bend at 9:45 AM and the Greyhound station in Springfield and terminates at the Eugene Amtrak station at 10:10 AM. Service then returns to Bend, departing the Amtrak station at 11:10 AM and from the Greyhound station at 11:20 AM.

Amtrak

The Eugene Amtrak station connects to *Cascades* service (running from Vancouver, B.C. to Eugene via Seattle and Portland) and to *Coast Starlight* service (running from Seattle to Los Angeles via Portland, Sacramento, and San Jose). Additional details and schedules for Amtrak service in Eugene are covered in more detail in the Rail inventory section below.

Oregon POINT

Oregon POINT bus service, operated by Amtrak, operates four daily routes, includes Cascades service between Portland and Eugene. Additional details and schedules for POINT service in Eugene are covered in more detail in the Rail inventory section below.

ADDITIONAL TRANSIT SERVICES

On-Demand/Door-to-Door Transit Services

River Cities Taxi, located at 1699 Pine Street in Florence, provides door-to-door taxi services in Florence and destinations beyond seven days a week from 7:00 AM to 3:00 AM. The company operates five vehicles and has wheelchair accessible vans. River Cities Taxi also partners with LTD's RideSource paratransit service to fulfill rides within Florence.

Paratransit Services

Rhody Express offers dial-a-ride services for people who live within three-quarters of a mile of Rhody Express service and have a disability that prevents them from riding the bus. For people who qualify, Rhody Express offers paratransit services within Florence. Rides can be coordinated through LTD's RideSource paratransit program.



EXISTING GAPS AND DEFICIENCIES

Local and intercity bus service provides connections within Florence, as well as to Eugene, Coos Bay, and Yachats. For intercity service, however, service is primarily focused on the morning and evening peak hours. Both the Eugene-Florence Connector and the Florence Express intercity routes provide service during the 9:00 AM hour and the 5:00 PM hour with nothing during the middle of the day. While the Florence-Yachats Connector does provide midday service, Yachats is a community of approximately 1,000 people with limited employment opportunities. Additional service to Eugene and to Coos Bay, areas with considerably larger populations than Florence, would provide better transportation access to jobs, medical care, education, and recreation opportunities.

Community Identified Needs

Additional needs identified by members of the project advisory committee and participants in the open house are summarized below. The project team will continue to assess these needs through subsequent phases of the TSP update.

- » Provide transit shelters at more stops
- » Provide additional amenities (shelters, benches, trash cans, etc.) at the Grocery Outlet, Safeway, Florence Event Center, and US 101/OR 126 stops
- » Increase service frequency along US 101 at Munsel Lake Road
- » Provide transit service along Rhododendron Drive and Heceta Beach Road
- » Provide stops along Rhododendron Drive at Exploding Whale Park, N Jetty Road, Woodlands Drive, Shelter Cove Way, 35th Street, Driftwood Shores Resort
- » Provide a stop for the Eugene airport
- » Provide more publicity on connection to Eugene and Yachats
- » Provide more publicity/discussion on value of public transportation options

Freight Generators

Freight plays a major role in Florence's transportation network. With two state highways that operate as freight routes, as well as several freight generators within the city, freight needs are broad and significant.

FREIGHT GENERATORS

There are several freight generators within Florence, shown in Figure 13 below. These include:

- » **Port of Siuslaw:** The Port of Siuslaw, located off of 1st Street immediately to the east of Old Town Florence, is a publicly-chartered special district with commercial and sport boat moorages.
- » **Florence Municipal Airport:** The airport, which serves twin-engine aircraft and small jets, averages approximately 134 aircraft operations per week and is home to 25 aircraft.

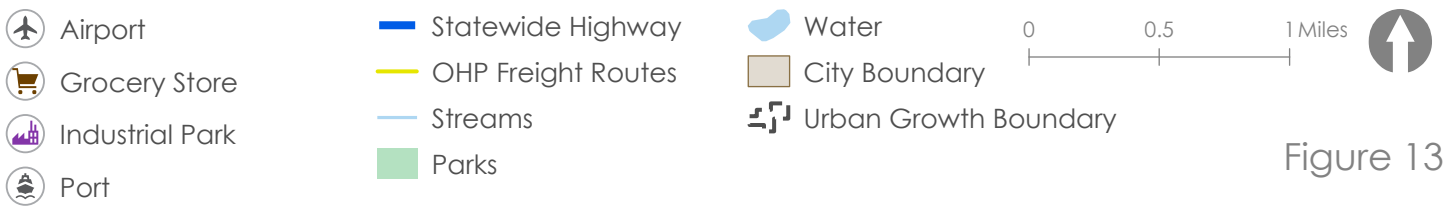
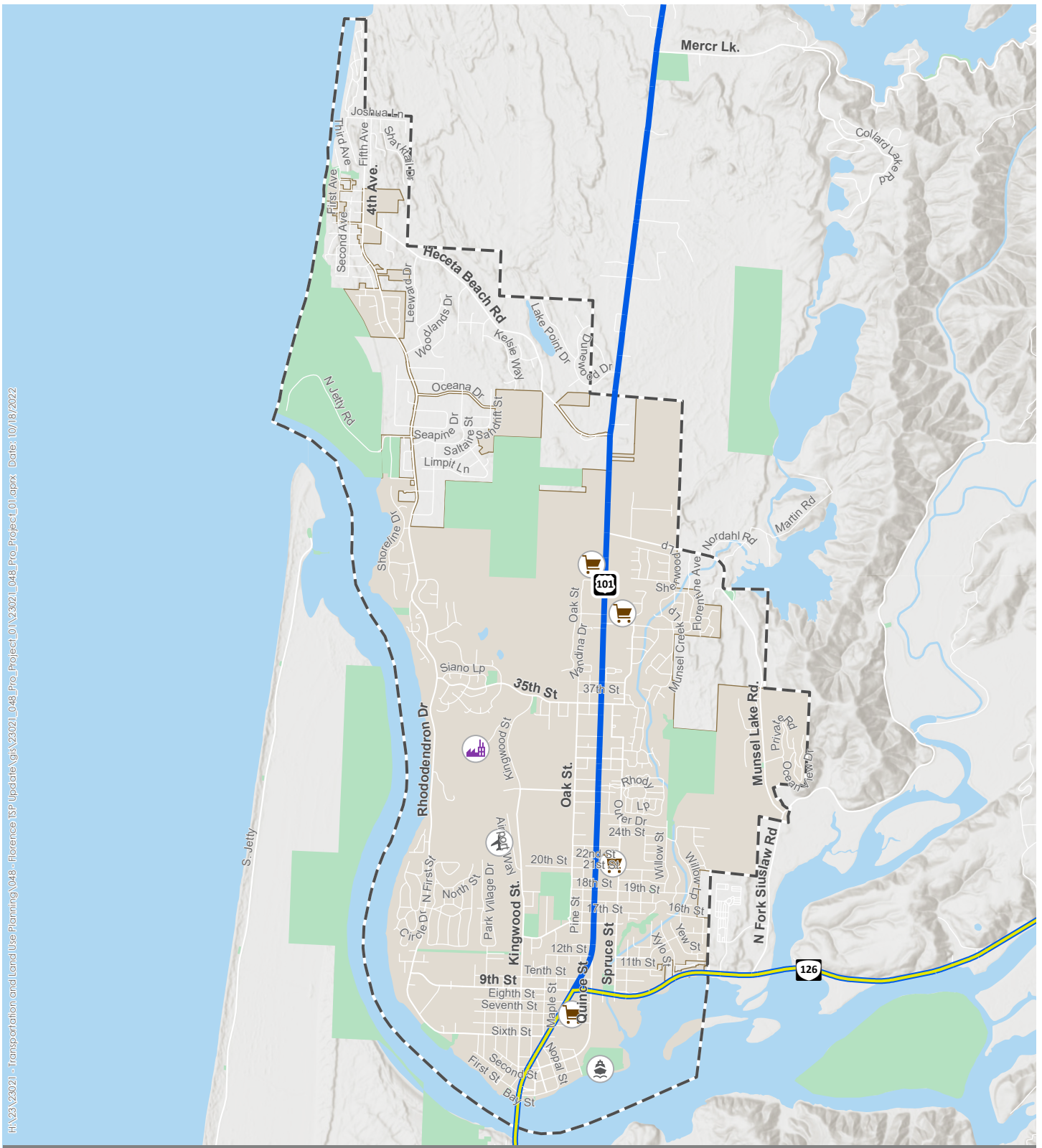


Figure 13



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

- » **Florence Industrial Park:** The Florence Industrial Park, located off Pacific View Drive, is a partially developed industrial area currently owned by the Port of Siuslaw. Currently, there are two industrial businesses located there: a motor vehicle hydraulics and pump cylinders company, and a machine shop.
- » **Grocery stores (Safeway, Grocery Outlet, Bi-Mart, and Fred Meyer):** These four grocery stores are all located along US 101.

CONNECTING ROADS

The Port of Siuslaw, located on Harbor Street, connects with Quince Street, a wide, two-lane road with approximately 20-foot lanes. Quince Street provides a direct connection to US 101 and OR 126, both of which are freight routes.

The Florence Municipal Airport is located off Kingwood Street, a two-lane road with approximately 12- to 14-foot lanes. To the south, Kingwood Street connects with 9th Street, providing access to US 101 and OR 126. To the north, Kingwood Street connects with 35th Street, providing access to US 101.

The Florence Industrial Park is located on Pacific View Drive, a two-lane road with approximately 12-foot lanes, connects with Kingwood Street, a two-lane road with approximately 12- to 14-foot lanes. To the south, Kingwood Street connects with 9th Street, providing access to US 101 and OR 126. To the north, Kingwood Street connects with 35th Street, providing access to US 101.

The four grocery stores in Florence are all located along US 101. Only one of these stores, Safeway, is located along a portion of US 101 that is designated as a freight route. However, US-101 is a four- to five-lane facility that freight vehicles can navigate.

MAJOR COMMODITIES

Historically, the largest commodities at the Port of Siuslaw have been fishing and timber, with agricultural products and quarried rock products being other major commodities to travel through Florence (although not necessarily through the Port). In addition to these commodities, recreation and tourism are major drivers of the Port in the 21st century.

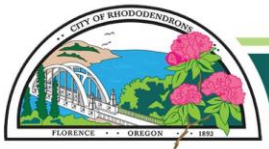
INTERMODAL FACILITIES

Intermodal connectors are roadways that provide the “last-mile” connection between the NHS network and major intermodal freight facilities, such as ports, airports, and rail yards. There are no intermodal connectors within 50 miles of Florence. The closest intermodal connections are located in Portland and Eugene, although an intermodal facility is being proposed in Millersburg.

Rail

RAIL FACILITIES

There are no rail facilities within the Florence UGB. There is currently no active freight rail running through Florence and the nearest passenger rail is located in Eugene/Springfield. The Coos Bay Rail Link, a 134-mile rail line which runs between Eugene and Coos Bay and is operated by the Port of Coos Bay, crosses the Siuslaw River approximately 2.5 miles east of Florence.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Passenger rail service is provided by Amtrak, with the nearest stations located in Eugene/Springfield. Amtrak operates the *Cascades* (Vancouver, BC to Eugene) and *Coast Starlight* (Seattle to Los Angeles), though some scheduled trips are partial segments of the entire route. Amtrak also operates Cascades POINT bus service between Portland and Eugene.

Table 7. Weekday Bus and Train Schedule at Eugene Amtrak Station

Service	Type	Direction	Arrival Time	Departure Time
Cascades POINT	Bus	Southbound	12:30 AM	--
Cascades	Train	Northbound	--	5:30 AM
Cascades POINT	Bus	Northbound	--	8:15 AM
Cascades POINT	Bus	Southbound	9:35 AM	--
Cascades POINT	Bus	Northbound	--	11:45 AM
Coast Starlight	Train	Northbound	--	12:37 PM
Cascades POINT	Bus	Northbound	--	1:10 PM
Cascades	Train	Southbound	1:50 PM	--
Cascades POINT	Bus	Southbound	2:50 PM	--
Cascades	Train	Northbound	--	4:30 PM
Coast Starlight	Train	Southbound	5:08 PM	--
Cascade POINT	Bus	Southbound	--	6:00 PM
Cascade POINT	Bus	Southbound	7:50 PM	--
Cascades	Train	Southbound	8:40 PM	--

Air Transport

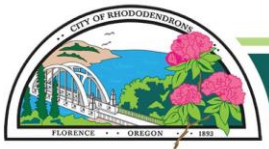
AIR FACILITIES

The Florence Municipal Airport is the lone aviation facility in the city. The airport has a single, 3,000-foot paved and lighted runway and is open 24 hours a day, 7 days a week. The airport is home to 25 aircraft – 21 single engine planes, two helicopters, one multi-engine plane, and one jet plane – and there are an average of 134 aircraft operations per week.

According to the Oregon Aviation Plan, the Florence Municipal Airport is classified as a Local General Aviation Airport (Category IV). According to the plan, these airports “support primarily single-engine general aviation aircraft, but they are capable of accommodating smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities.”

2010 Airport Plan

The City of Florence adopted an Airport Master Plan Update in February 2010, and this plan created a punch list of investments for upgrading the airport. Table 8 below describes these projects and whether they have been completed.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 8. Florence Municipal Airport Master Plan Update Project List

Project	Description	Complete?
Runway and Taxiway Extension (Phase 1)	Construct the 400-foot north runway extension with a 200-foot displaced threshold for obstruction clearance.	No
Runway and Taxiway Extension (Phase 2)	Eliminate the 200-foot displaced threshold for Runway 15 by removing approximately 87,100 cubic yards of material from the sand dune.	No
Runway and Taxiway Extension (Phase 3)	Remove approximately 116,200 cubic yards of additional material from the sand dune.	No
Non-precision Instrument Approach	The development of an instrument approach is recommended for Runway 15/33.	No
Terminal Apron Reconfiguration & Expansion	The main apron will be reconfigured and expanded southward to increase current aircraft parking capacity, improve aircraft circulation within the apron, and meet FAA design standards.	Yes
North Landside Development Area	The preferred alternative includes space reserved for development of additional conventional hangars, T-hangars and aircraft apron. As currently planned, the north landside area provides storage capacity for approximately 60 additional aircraft.	No
Parallel Taxiway Lighting	The parallel taxiway will be equipped with blue edge lighting or reflective edge markers.	Yes

Surface Water Plan

The Siuslaw River is a navigable waterway that connects Florence to other inland communities as well as the Pacific Ocean. For 16.5 miles, the Siuslaw River is an officially designated federal waterway and is maintained as a navigation project by the US Army Corps of Engineers with local sponsorship by the Port of Siuslaw. The remainder of the approximately 720 square mile Siuslaw river drainage basin falls within the district boundary of the Port of Siuslaw. Approximately five miles of the lower Siuslaw River system flows through the City of Florence.

The US 101 Siuslaw River Bridge crosses the river at River Mile (RM) 4.5. This drawbridge structure can be opened to accommodate waterborne commerce, primarily fishing boats. The Coos Bay Rail Link railroad line crosses the river on the Cushman swing bridge at RM 8.2. OR 126 crosses the Siuslaw River in Mapleton at RM 20.7. The Mapleton Bridge and shallow water upstream effectively limit waterborne commerce at that point.

The US Coast Guard Station Siuslaw and coast Guard Auxiliary Flotilla provide motor lifeboat service and safety patrols on the Siuslaw River and coastal waters. Station Siuslaw is located at RM 1.5 in Florence. US Coast Guard Air Operations utilize the Florence Municipal Airport to support training and air/sea rescue operations.

The US Army Corp of Engineers maintains the federal waterway project on the Siuslaw River. Two rock jetties protect the mouth of the river. The authorized navigation waterway consists of an 18' deep x 300' wide entrance channel, a 16' deep x 200' wide channel to the Florence Turning Basin at RM 5.0, and a 12' x 150' wide channel extending upriver to RM 16.5. At RM 15.8, the channel widens into a turning basin 12' deep x 300' wide. The project was first authorized in 1910 with several later modifications. Annual maintenance dredging is performed on the lower



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

reaches of the river with smaller amounts of dredging taking place upriver at less regular intervals. The Port of Siuslaw sponsors the federal water project on the Siuslaw River and maintains the only authorized upriver dredged material disposal site.

FACILITIES

The Port operates marine, industrial, commercial, and recreational facilities. As of 2013, these included:

Marine Facilities

- » A 51-slip commercial and 53-slip recreational marina (dredged in 2008)
- » A 22,000 square foot commercial wharf renovated in 2013
- » A two-ton hoist located on the wharf
- » A commercial forklift and workboat
- » A three-lane public boat launch with 160' of transient vessel dock
- » A 240' of concrete boarding float installed in 2011
- » A 10,000-gallon capacity (4,000-gallon gas and 6,000-gallon diesel) marine fueling station
- » 500' of riverfront bulkhead underlying the boardwalk
- » 758' of concrete transient vessel dock installed in 2009

Industrial Land

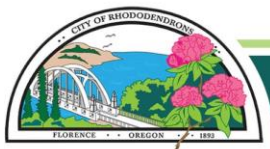
- » Pacific View Industrial Park, a 38-acre site located three miles northwest of the Port

Commercial Facilities

- » The 0.71-acre Boardwalk property, comprised of a 28,000 square foot open grass space, the 585' boardwalk, and adjacent 199 space parking lot
- » Two leased restaurant buildings located on the wharf (6,000 square feet and 5,000 square feet)
- » A 1,200 square foot leased retail building directly across the street from the wharf
- » A 5,000 square foot leased retail/commercial building near the RV campground entrance

Recreation Facilities

- » A 103-site waterfront RV Campground, with a new 9,500 square foot, 12-site hiker-biker camp completed in 2013
- » A 1,800 square foot district office building that also houses the campground and marina office, and a rentable 450 square foot conference room
- » A 1,920 square foot maintenance shop
- » A 1,900 square foot warehouse building
- » The Port also owns and maintains two small pocket parks in Old Town, Anchor Park and Mariner's Plaza, as well as a 100 square foot building which is used by the US Coast Guard Auxiliary and Oregon Department of Fish & Wildlife and is located adjacent to the boat launch.



FUNDING

The Port's current budget document shows \$2,479,489 in resources (revenues) and \$1,225,007 in requirements (expenditures) for the 2021-22 fiscal year and projects \$3,565,593 in resources and \$2,080,177 in requirements for the upcoming 2022-23 fiscal year.

OPERATIONAL CONCERNS

The Port's operational concerns, according to its *Strategic Business Plan*, are more tied to finance than to waterway operations. The Port's timber wharf, constructed in 1966, underwent major repairs to address structural deficiencies and to add an estimated 30 years to its service life. This repair work cost \$1.8 million. While current commercial leases are helping cover this cost, a total wharf replacement was estimated to cost \$6 million and would be beyond what the Port currently makes from its commercial leases. As the plan noted at the time, "many Oregon port marinas charge rates that are sufficient to cover operations and maintenance costs, but few charge enough to cover facility replacement." The plan found that market was likely not strong enough to support increased moorage fees to cover operating and capital costs, which puts the Port in a financially precarious position.

PROJECTS

The Port's *Strategic Business Plan*, adopted in June 2013, outlined a five-year capital plan for marine, commercial fishing, and recreation activities. Large items are detailed below:

Bulkhead Repair

The Port constructed a bulkhead to protect the Harbor Street parking lot (located in the southeast corner of the Harbor Street/1st Street intersection), as well as riverfront campground sites. The plan notes that this is a vital facility for the Port, but because it does not generate any revenue, it poses a challenge to pay for repairs and replacement. For the Port, a safe and functional bulkhead is essential to the smooth operations. Total project costs at the time were estimated to be \$1.5 million, and no funding had been secured at the time that the plan was released.

Replace Debris and Shear Booms at Marina

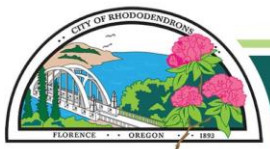
At the time that the plan was released, the Port was using recovered logs as debris booms during the winter season to protect the marinas from floating debris. The installation and removal of these logs is a challenge and navigating around these logs are a challenge for boaters. The Port had researched light weight options as a more effective debris booms and was seeking \$600,000 to replace their existing debris booms.

Assessing Feasibility of Decommissioning Mapleton Facility

As of 2013, the Port owned a 140' transient vessel dock with 12 space parking lot in Mapleton. No portion of this facility was generating revenue for the Port. The Port is planning to study the decommissioning of the Mapleton facility or to transfer ownership of the facility to another entity.

Investigate Feasibility of Enhancing Commercial Fishing Opportunities

As of 2013, the Port was struggling to maintain commercial fishing operations. There were 10 active commercial boats catching albacore tuna and Dungeness crab, and projections at the time expected commercial fishing growth to remain flat. The Port sought to develop a sustainable business model to help grow the local commercial fishing industry and drive up market prices.



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Complete Siuslaw Estuary Trail

The City of Florence and the Port of Siuslaw have long sought to improve public access to the Siuslaw River. A proposed multi-use path would connect downtown Florence to the Three Rivers Casino, utilizing the Port's waterfront recreational areas. The path would begin at the Siuslaw Interpretive Center, head east through downtown, across the Port riverfront, connect with the Munsel Creek path at OR 126 and terminate at the Three Rivers Casino. In 2013, the path's total estimated cost was \$678,000, which included an estimated cost of \$94,000 along Port property.

Since 2013, cost estimates for this trail have exceeded \$1,000,000. The city received a Recreational Trails Program grant from the Oregon Parks and Recreation Department for constructing Phase 1 of this project, from OR 126 at Redwood Street to Quince Street between Harbor Street and 6th Street.

Funding Inventory

This section summarizes information on transportation funding in Florence. This information provides context for evaluating projects and defining priorities that will allow Florence to use all funding opportunities and maximize current resources to preserve and improve the transportation system.

Transportation revenue in Florence primarily consists of state revenue from the state gas tax and local revenue from a transportation system development charge (SDC). Increases in state revenues will depend primarily on gas consumption, although the city can expect increased transit funding to support the Rhody Express.

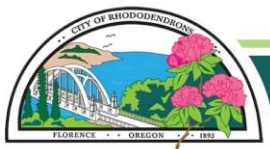
STATE TRANSPORTATION REVENUES

The primary state revenue source is the 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.

ODOT's Statewide Transportation Improvement Fund (STIF), created out of HB 2017, funds public transportation improvements across the state. Formula funding is distributed based on a combination of population and payroll. Funding for Lane County (all transit services except Lane Transit District) is projected in Table 9 below. This includes money for the Rhody Express and for Link Lane.

Table 9. Projected STIF Funding Allocation for Transit Services in Lane County (Excluding LTD)

Qualified Entity	FY 2024	FY 2025	FY 2026	FY 2027
Lane County (outside of LTD)	\$582,633	\$613,571	\$640,230	\$671,536



LOCAL TRANSPORTATION REVENUES

Table 10 below provides the city's street fund budget revenues for the three most recent fiscal years. In addition to a beginning balance, there are five types of revenues, as outlined below:

- » **Franchise Fees:** Solid waste processing
- » **Intergovernmental:** Intergovernmental revenues include the transfer of funds from one government entity to the City of Florence. Typically, this has involved federal government grants (such as grant funding from the American Rescue Plan and from the CARES Act related to the COVID-19 pandemic) and state government formula funding and grants (such as state highway apportionment funding and safe routes to school funding).
- » **Charges for Services:** In 2009, the City Council passed a street light fee that is charged as part of the city's utility bills. This fee covers the cost of electricity to power street lighting. This was later transitioned into a street maintenance fee in 2012 with Ordinance 2, Series 2012 and Resolution 12, Series 2012. This fee is for the electrical costs associated with the public street light illumination and of the maintenance of the existing roadways. Monthly fees are collected from both residential and non-residential customers. Other services here include the city's plan review process and off-site inspection work.
- » **Miscellaneous Income:** Miscellaneous funds are identified as interest income and as "other income."
- » **Transfers:** Transfers are coming from the city's transportation system development charges, described in more detail below.

Table 10. City of Florence Historic Street Fund Revenues

Revenue Types	FY 2019-20	FY 2020-21	FY 2021-22
Beginning Balance	\$383,404	\$215,854	(\$80,600)
Franchise Fees	\$82,642	\$115,576	\$123,440
Intergovernmental	\$603,688	\$1,030,064	\$1,689,824
Charges for Services	\$497,956	\$468,539	\$478,571
Miscellaneous	\$4,900	\$149,552	\$58,925
Transfers	\$380,000	\$100,000	\$90,000
Total	\$1,952,590	\$2,079,585	\$2,360,160

Table 11 below provides the city's street fund budget expenditures for the three most recent fiscal years. There are three types of revenues, as outlined below:

- » **Personnel:** These expenditures relate to employee salaries as well as benefits, such as Social Security, medical insurance costs, and workers compensation.
- » **Materials & Services:** This category covers a number of items, the largest of which include Public Works administrative services, utilities, traffic control devices, and contractual services.
- » **Capital Outlay:** These costs are tied to construction projects, such as street preservation and multi-modal improvements (such as sidewalk construction and adding bike lanes).
- » **Transfers:** This accounts for funds going to debt service.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 11. City of Florence Historic Street Fund Expenditures

Revenue Types	FY 2019-20	FY 2020-21	FY 2021-22
Personnel	\$83,944	\$63,004	\$21,500
Materials & Services	\$631,406	\$674,847	\$500,820
Capital Outlay	\$847,986	\$1,012,313	\$1,301,183
Transfers	\$173,400	--	\$409,508
Total	\$1,736,736	\$1,750,164	\$2,233,011

As these two tables show, revenues are exceeding expenditures, and both revenues and expenditures have been rising over the past three fiscal years. Two of these three years are fully within the COVID-19 pandemic, which may lead to higher grant funding from the federal government than would typically be expected.

TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

The primary local revenue source is from Transportation SDCs. Transportation SDCs are fees assessed on developments for impacts to the transportation infrastructure. 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.

Attachments

- A. Population and Land Use Inventory

ATTACHMENT A: POPULATION AND LAND USE INVENTORY

TECH MEMO #3A: TRANSPORTATION INVENTORY – ATTACHMENT A

Date: April 2, 2023

To: Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, and Mike Miller, City of Florence
Michael Duncan, Oregon Department of Transportation

From: Darci Rudzinski and Brandon Crawford, MIG

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #3A: Transportation System Inventory – Attachment A

Lands and Population Inventory

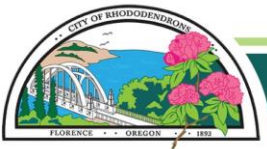
This memorandum presents land and population inventory information for areas within the Florence urban growth boundary (UGB). This information will be used to support efforts to update the Florence Transportation System Plan (TSP).

BUILDABLE LANDS INVENTORY

A buildable lands inventory was produced to identify the number of properties and acres that have development potential within the Florence UGB. This type of land use inventory will also help inform and identify transportation policy and/or infrastructure needs for the TSP. The study area included all tax lots in the Florence UGB. County tax assessor data was used to identify and classify properties into the following categories:

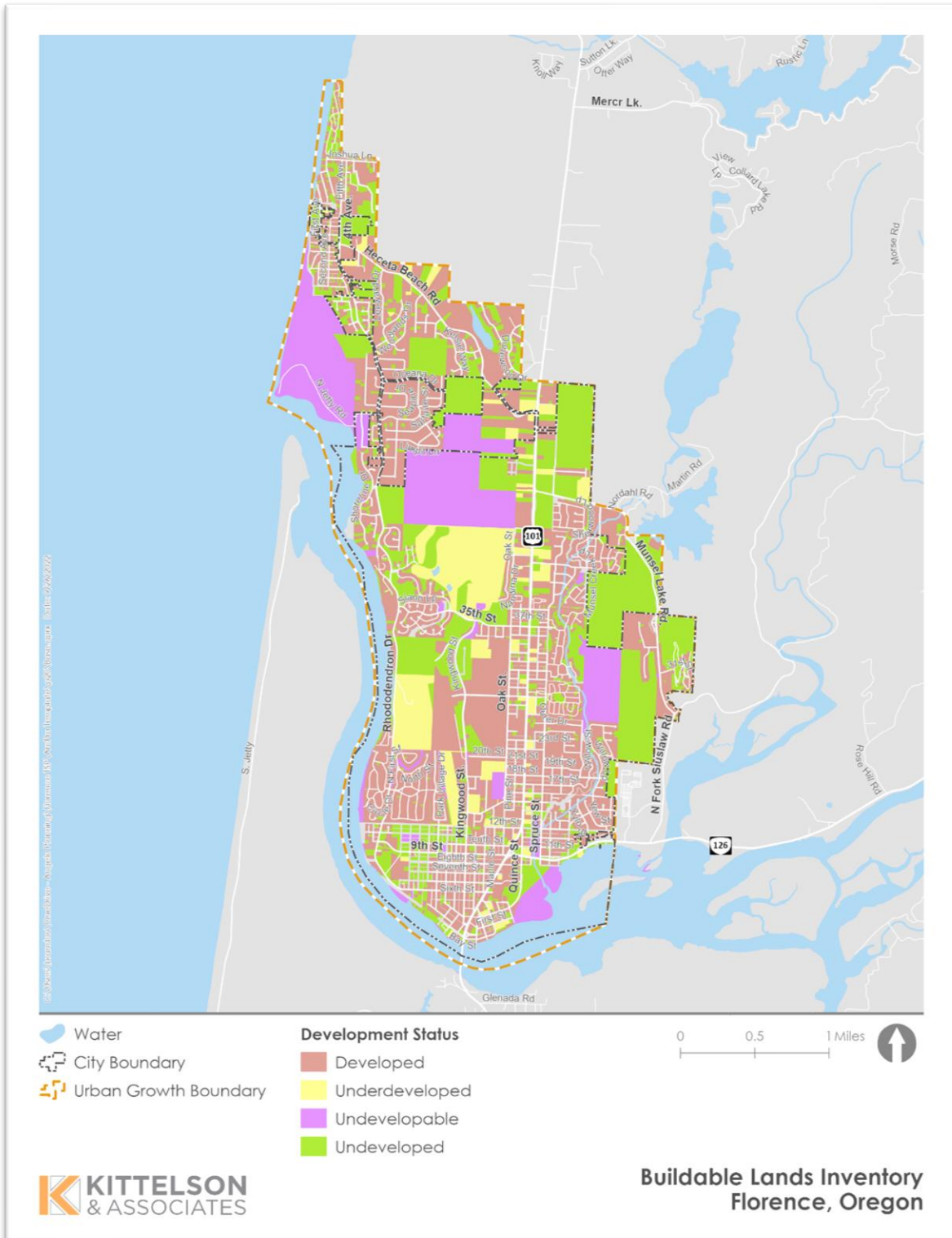
- » **Undeveloped:** Land with an improvement value less than or equal to \$10,000 and at least 5,000 square feet in size.
- » **Underdeveloped:** Land with a land value to improvement value ratio of 2:1 and greater than ½ acre in size.
- » **Undevelopable:** Properties (or portions of properties) that are in natural resource zoning categories, which include Open Space, Natural Estuary, and Conservation Estuary zones. Undevelopable Properties also include parks and open space, regardless of zone.
- » **Developed:** All other land that does not fall under one of the categories above.

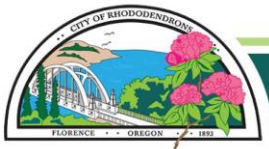
As shown in Table 1 and Table 2, the City has a substantial amount of land and properties that may accommodate further development. An estimated 1,164 properties and roughly 1,694 acres are considered developable (this includes “undeveloped” and “underdeveloped” properties). Most development potential is in residential zones, representing over half of the undeveloped properties and most of the undeveloped acreage in the UGB. Furthermore, most undeveloped properties appear to be located further from the City center and closer to the City limits and UGB. Due to the comparatively high volume of vacant (i.e., undeveloped) properties that are in residential zones, the City can assume most future development will be residential. Figure 1 illustrates the buildable lands inventory for Florence.



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Figure 1: Florence Buildable Lands Inventory





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Table 1: Development Status of Properties in the Florence UGB by Land Use Type

Land Use Type	Undeveloped	Underdeveloped	Developed	Undevelopable	Total
Commercial	310	40	4	916	1,270
Industrial	62	4	7	62	135
Natural Resource	0	0	53	0	53
Residential	729	19	18	5,384	6,150
Total	1,101	63	83	6,362	7,609

Table 2 Development Status Acreage in the Florence UGB by Land Use Type

Land Use Type	Undeveloped	Underdeveloped	Developed	Undevelopable	Total
Commercial	173.3	58.9	3.9	230.7	466.8
Industrial	113.2	134.5	44.6	114.5	406.8
Natural Resource and Farm	0	0	1,319.4	0	1,319.4
Residential	1,005.6	209.5	25.3	1,580.7	2,821.1
Grand Total	1,292.1	402.9	1,393.2	1,925.9	5,014.1

ZONING & COMPREHENSIVE PLAN DESIGNATIONS

The City has a wide range of zoning and comprehensive plan designations, as shown in Figure 2 and Figure 3. As depicted in both figures, most of the City's residential land is zoned for low- and medium- density residential. Most of the low-density residential is located toward the fringes of the City limits and UGB, whereas higher densities are concentrated toward the urban core, particularly along US 101. In addition, commercial zones are also largely located along US 101 and near high-density residential. Industrial zones and comprehensive plan designations are concentrated to the west of US 101, between high density and natural resource zones. Table 3 lists of the City's zoning designations with a brief description of and purpose of each district.

Table 3: Florence Zoning Designation Descriptions

Zone	Zone Purpose
Low Density Residential (LDR)	The Low Density Residential District is intended to provide a quality environment for low density, urban residential uses and other Planned Unit Development as determined to be necessary and/or desirable. This zone allows single-family detached dwellings and manufactured dwellings.
Medium Density Residential (MDR)	The Medium Density Residential District is intended to provide a quality environment for medium density, urban residential uses and other compatible land uses determined to be necessary and/or desirable. This zone allows single-family attached dwellings, duplexes, and manufactured homes.
Mobile Home/Manufactured Home Residential (RMH)	The Mobile Home/Manufactured Home Residential District is intended to provide mobile home/manufactured home owners and owners of other pre-manufactured homes an alternative to renting space in a mobile home/manufactured home park. It is further the intent of this District to



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establish areas within the City for permanent installations of mobile homes/manufactured homes, primarily for resident owners, and to establish certain design features enabling mobile homes/manufactured homes to blend with conventional housing.

High Density Residential (HDR)

The High Density Residential District is intended to provide a quality environment for high density, urban residential uses together with other compatible land uses determined to be necessary and/or desirable. This zone allows every housing type allowed in the city, and permits single-family detached as a conditional use and multifamily (5+ units) through site plan review.

Neighborhood Commercial District (NC)

The Neighborhood Commercial District is intended to enhance the livability of residential areas by providing for small neighborhood businesses to serve the frequently recurring needs of residents. In general, Neighborhood Commercial is intended to be a small scale, neighborhood shopping center with more than one business, although a single, multi-purpose convenience store would also qualify. Neighborhood Commercial is not intended to be combined with a residence or to be located in a converted residence or garage.

Commercial District (C)

The Commercial District is intended to preserve and enhance areas within which a wide range of retail sales and businesses will occur.

Highway District (H)

The Highway District includes the area adjacent to US 101 and OR 126. Highway frontage is recognized as an item of major concern that needs individual attention in order to serve the public interest and deal with its special nature and character.

Old Town District

The Old Town District is intended to provide an area for pedestrian oriented, mixed land uses. Areas A and B are located near or along the waterfront and comprise the historic old town with generally smaller scale structures than Area C. The Old Town District is also intended to encourage restoration, revitalization, and preservation of the District.

Marine District

The Marine District is primarily intended to provide for water dependent commercial, recreational, and industrial uses. In addition, this District provides for certain water related uses which are most appropriately located near a water dependent use or in areas near the estuary. Such water related uses may not be directly dependent upon access to a water body, but do provide or use goods or services that are directly associated with water dependent uses.

Natural Estuary District (NE)

The purpose of the Natural Estuary District (NE) is to assure the protection of significant fish and wildlife habitats and continued biological productivity of the estuary and to accommodate the uses which are consistent with these objectives. The boundaries of the NE District are determined by the natural estuarine features. The NE District includes all major tracts of salt marsh, tide flats, eelgrass and algae beds.



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Conservation Estuary (CE)	The purpose of the Conservation Estuary District (CE) is to provide for the long-term use of the estuary's renewable resources in ways which do not require major alteration of the estuary. Providing for recreational and aesthetic uses of the estuarine resources as well as maintenance and restoration of biological productivity are primary objectives in this District. The boundaries of the CE District are defined by natural features.
Development Estuary (DE)	The primary purpose of the Development Estuary District (DE) is to provide for navigational needs and public, commercial, and industrial water-dependent uses which require an estuarine location. Uses which are not water dependent which do not damage the overall integrity or estuarine resources and values should be considered, provided they do not conflict with the primary purpose of the District. The DE District is designed to apply to navigation channels, sub-tidal areas for in-water disposal of dredged material, major navigational appurtenances, deep water areas adjacent to the shoreline and areas of minimal biological significance needed for uses requiring alteration of the estuary.
Limited Industrial	The Limited Industrial District is intended to provide areas for manufacturing, assembly, packaging, warehousing, and related activities that do not create a significant detrimental impact on adjacent districts.
Airport Development (AD)	The purpose of the Airport Development Zone is to encourage and support the continued operation and vitality of the Florence Municipal Airport by allowing certain airport-related commercial and recreational uses in accordance with state law.
Open Space (OS)	The Open Space District is intended to protect urban open space buffers, park and recreation lands, natural resource lands, and lands reserved for later development. This District is intended to be used in conjunction with the Comprehensive Plan. Where, for example, the Plan designates an area for urban development, the application of this District would be interim; when the land becomes available for development, a rezoning could be considered. Where this Open Space District is consistent with the Plan's land use designation, it is intended that this District would preserve such land permanently in open space use.
Waterfront/Marine (WF/M)	The Waterfront/Marine District is intended to allow a mix of water-dependent, water related, and water-oriented uses along the Siuslaw River Estuary. The WF/M zone, while allowing up to 50% of the zone to be used for non-water-dependent or non-water related uses, will continue to be the community's center for water-dependent and water-related activities and will continue to provide access for such uses to the Siuslaw River Estuary in Florence.
Professional Office/Institutional	The Professional Office/Institutional Zoning District provides for the establishment of offices, medical, and other institutional uses, limited accessory services for worker's convenience and public space. A medium to



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Pacific View Business Park

high density residential option is available when such can be achieved through innovative design and include significant natural resource protection. The Pacific View Business Park District is intended to provide areas for offices, service businesses, light industrial and manufacturing, and research and development facilities with the goal of providing businesses and industries that provide family-wage year-round employment.

Coast Village

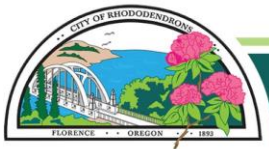
The Coast Village District is intended to provide a quality environment for residential uses and other compatible land uses within the Coast Village development. Coast Village began as a campground and has evolved into a residential community that accommodates permanent and seasonal residents; it is a unique residential community that allows a blend of recreational vehicles and conventional single-family homes, surrounded by greenbelt buffers between each lot to maintain a park-like setting.

North Commercial

The North Commercial District is intended to provide opportunities for commercial uses of a larger scale within planned commercial developments. Uses are intended to serve the traveling public and the needs of residents for major retail shopping opportunities. This district, while recognizing pre-existing development on existing parcels, encourages consolidation of parcels to promote planned commercial developments and discourages uses that require substantial outdoor display or storage.

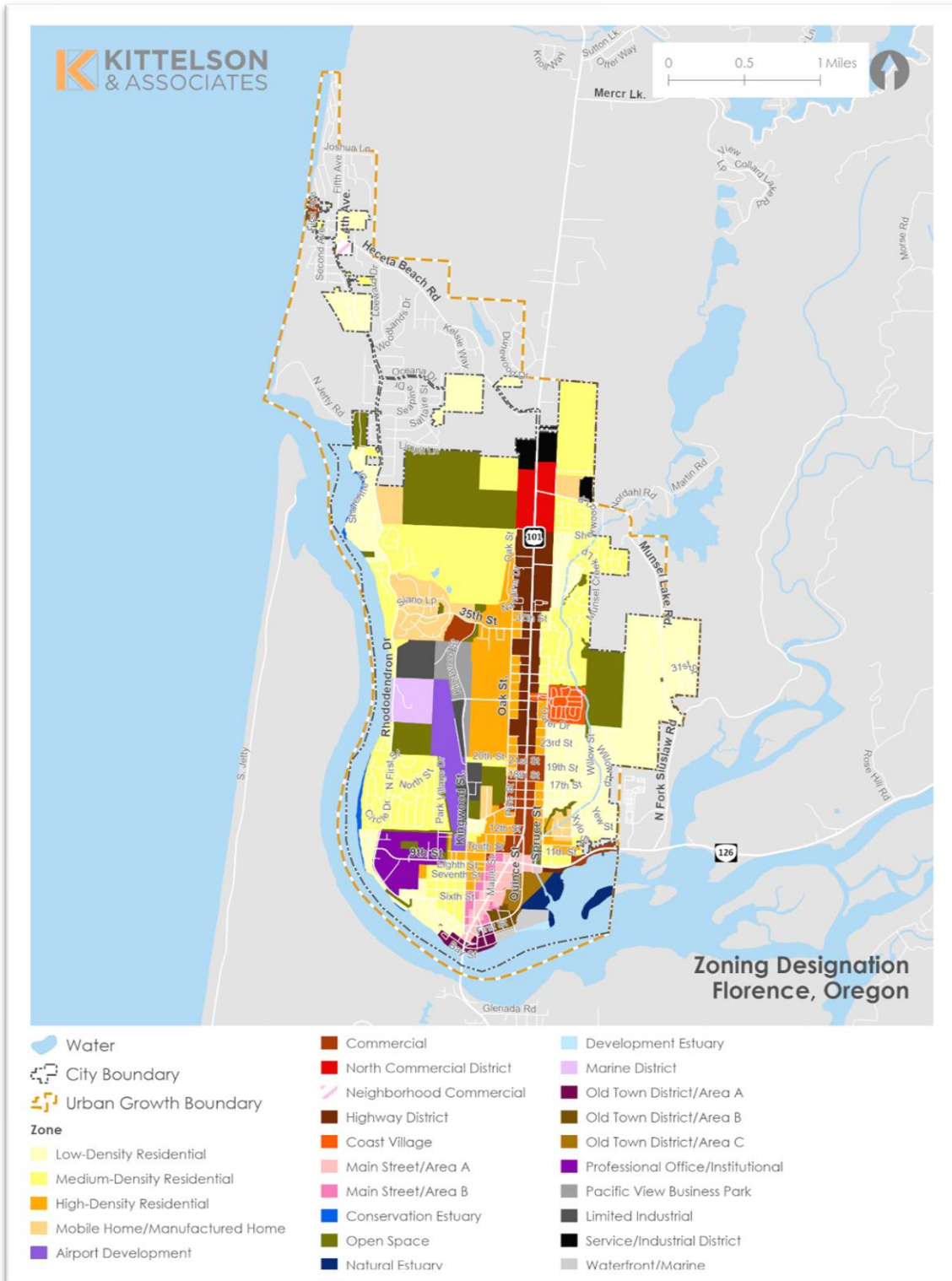
Service Industrial

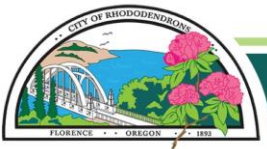
The purpose of this District is to provide an area within the City for large-lot industrial uses, particularly those associated with construction and development, while providing a visually pleasing north entrance into Florence, and maintaining through traffic flow on Highway 101.



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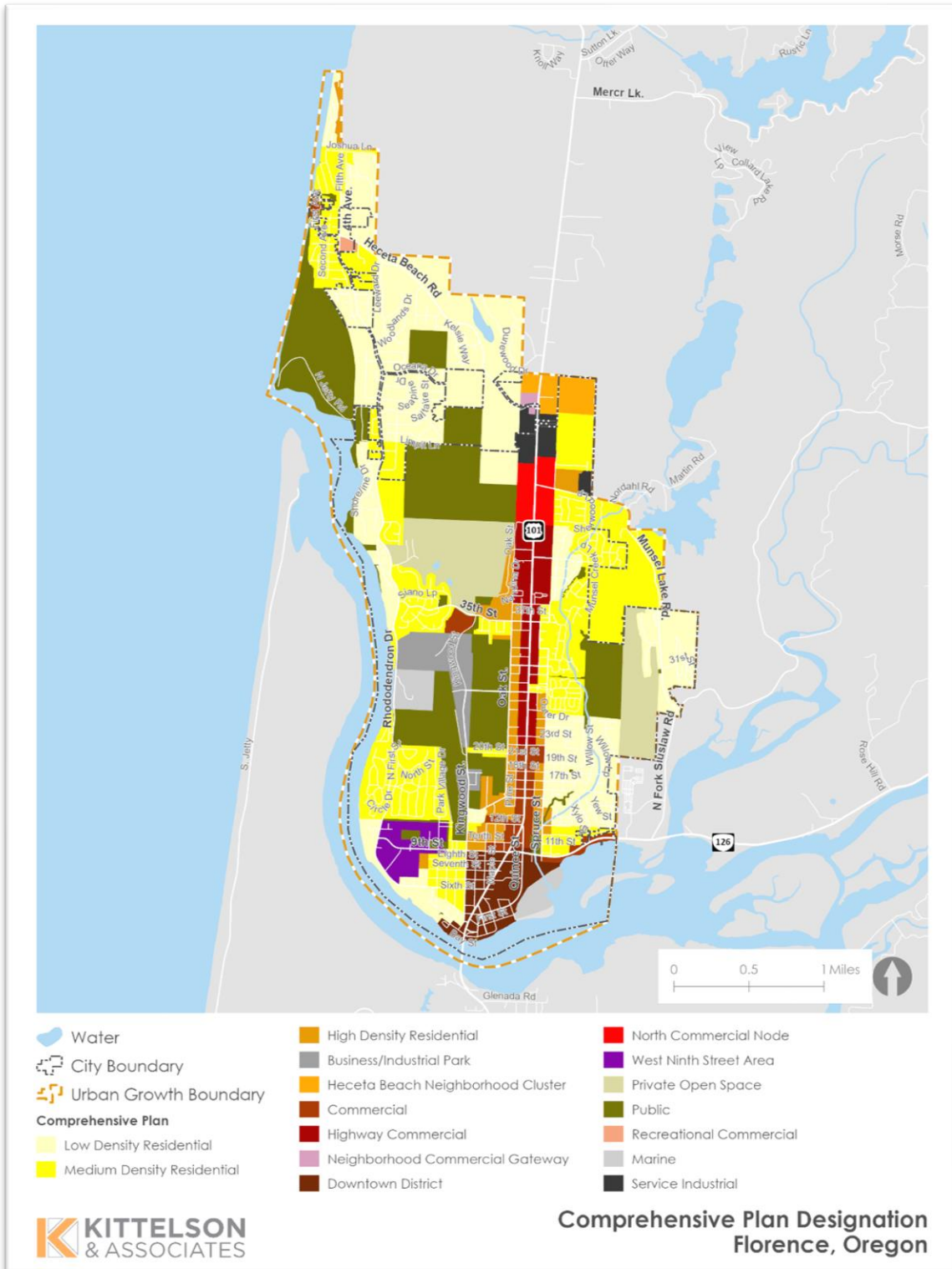
Figure 2: City of Florence Zoning Designations





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Figure 3: Comprehensive Plan Designation in the Florence Urban Growth Boundary





NATURAL RESOURCES AND HAZARDS

Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. As depicted in Figures 4 through 8, the City's natural resource and hazard areas are largely concentrated along the Siuslaw River and estuary area that makes up the southern border of the UGB. Most of the resource and hazard constraints are overlapping wetlands, floodplains, and tsunami evacuation areas.^{1,2} The City does not have many landslide risks or steep slopes.³ Most wetlands that are located outside of the floodplain or tsunami area are within parks or dedicated open spaces.⁴

ACTIVITY CENTERS

Connecting residents and workers to services they use on a daily basis can be accomplished by well-considered land use planning. Activity centers where the transportation network should support multi-modal and accessible public transportation are shown in Figure 9. Key activity centers in the City of Florence include:

- » Siuslaw Public Library
- » Florence Post Office
- » Florence Events Center
- » Florence schools and education facilities
- » Florence Hospital and emergency services
- » Florence public parks

As shown in Figure 9, most of the activity centers in the city are concentrated around US 101 through the center of town. Most of the city's commercial and retail services are located along US 101 as well, which serves as the city's commercial corridor. Other activity centers are near the southern end of town around the junction of 9th Street and US 101, including the Florence Events Center and the library.

¹ Oregon Flood Zones:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=ff1020590e3e4f8b96a02fba8ed85e1a>

² Tsunami Evacuation Zones:

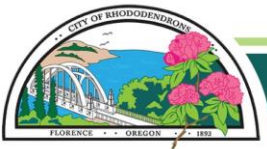
<https://spatialdata.oregonexplorer.info/geoportal/details?id=2a536e89e9ea4b20ac3ac424a44c92d2>

³ Oregon Department of Geology and Mineral Industries:

<https://spatialdata.oregonexplorer.info/geoportal/details?id=f20fe1f6573248c5b6c580c2f1738cae>

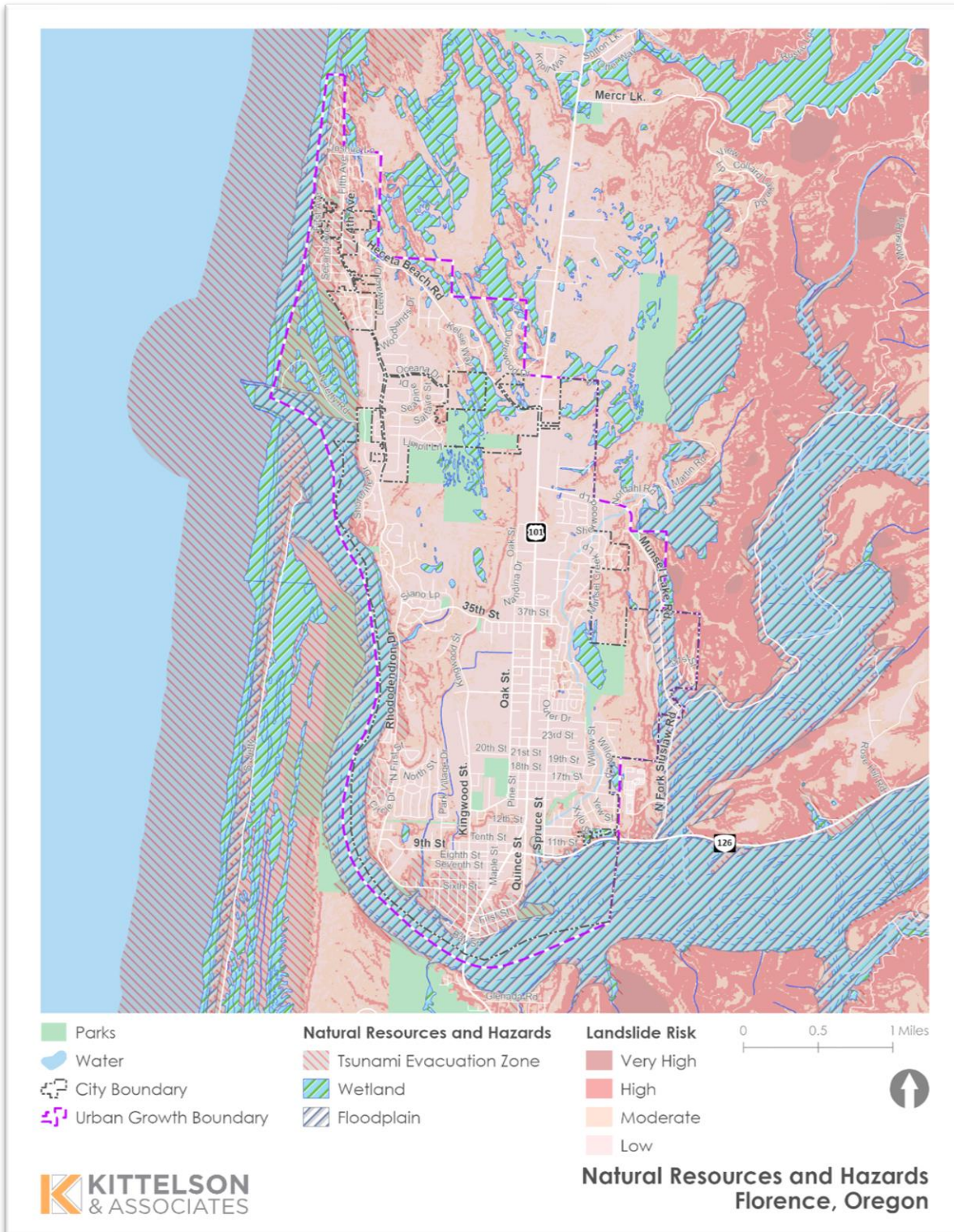
⁴ Oregon Wetlands Database:

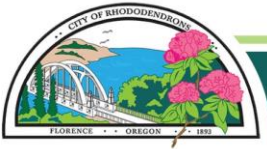
<https://spatialdata.oregonexplorer.info/geoportal/details?id=51b33a5392404b8f83be5a36b5d25e72>



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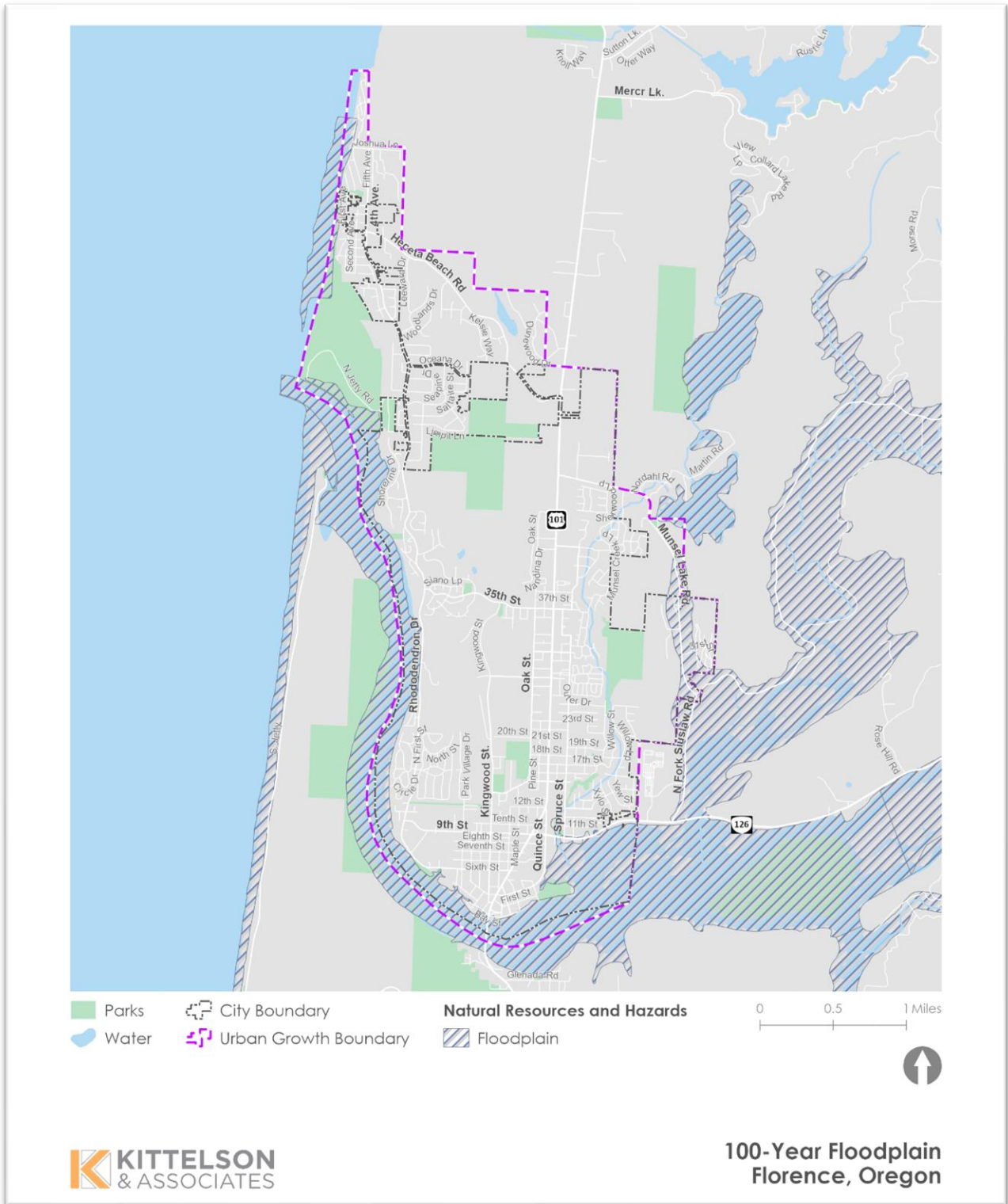
Figure 4: All Natural Resources and Environmental Hazards/Constraints

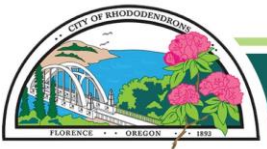




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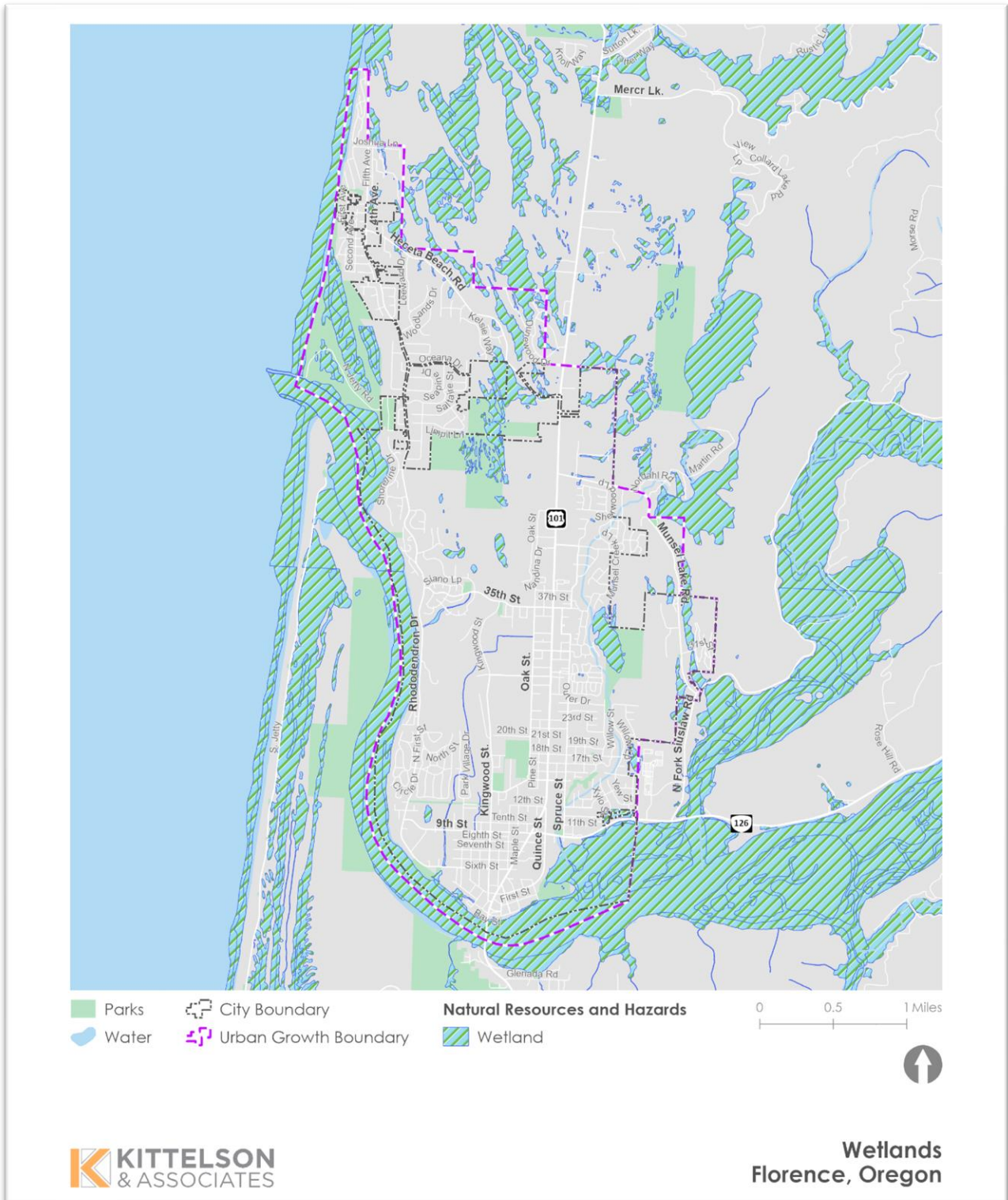
Figure 5: 100-Year Floodplains in Florence

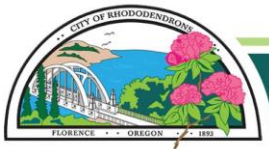




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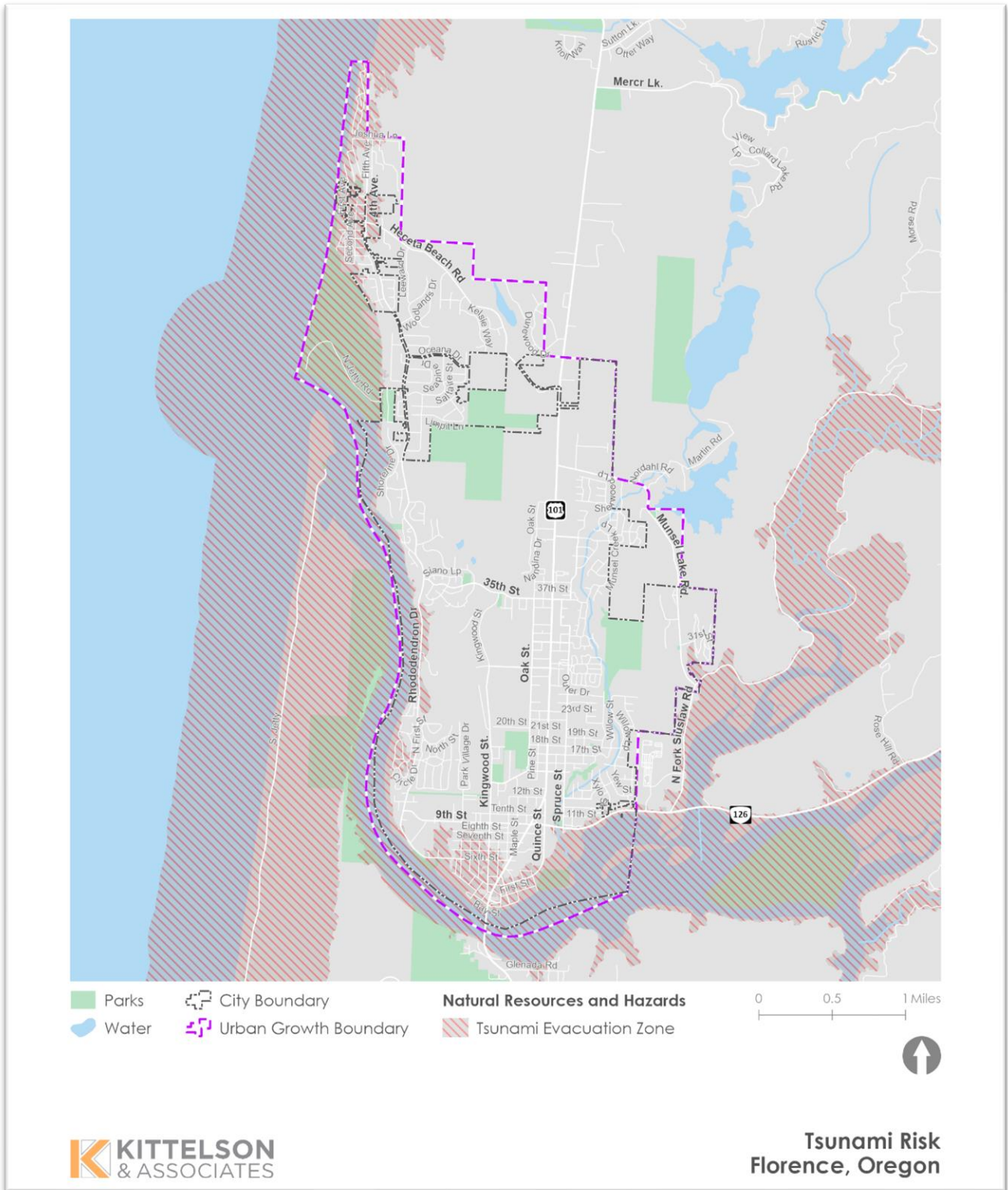
Figure 6: Wetlands in Florence



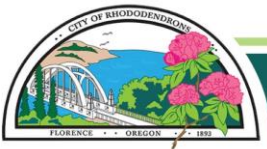


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Figure 7: Tsunami Evacuation Areas in Florence

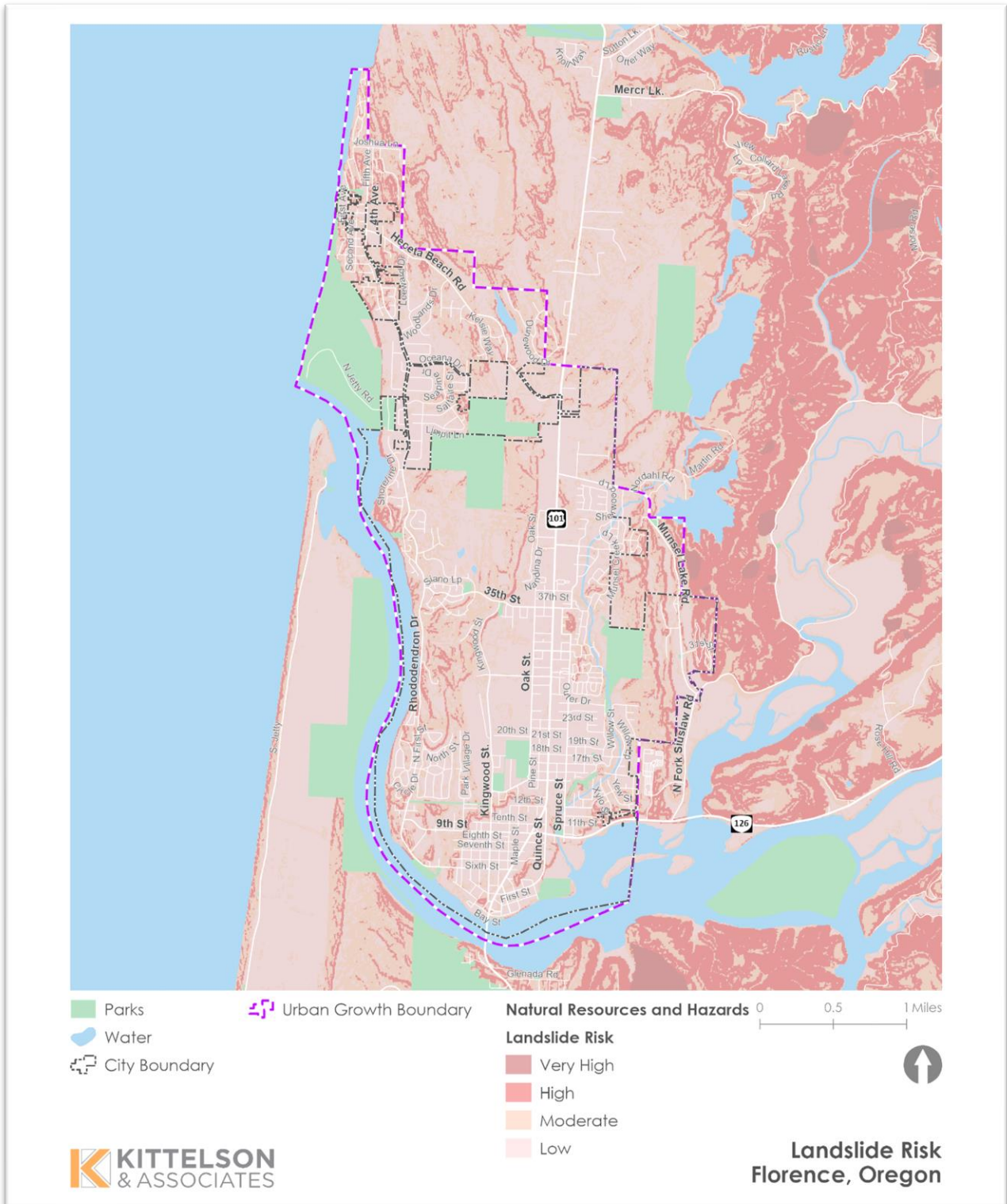


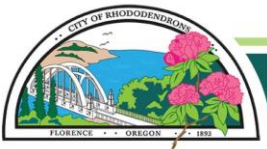
**KITTELSON
& ASSOCIATES**



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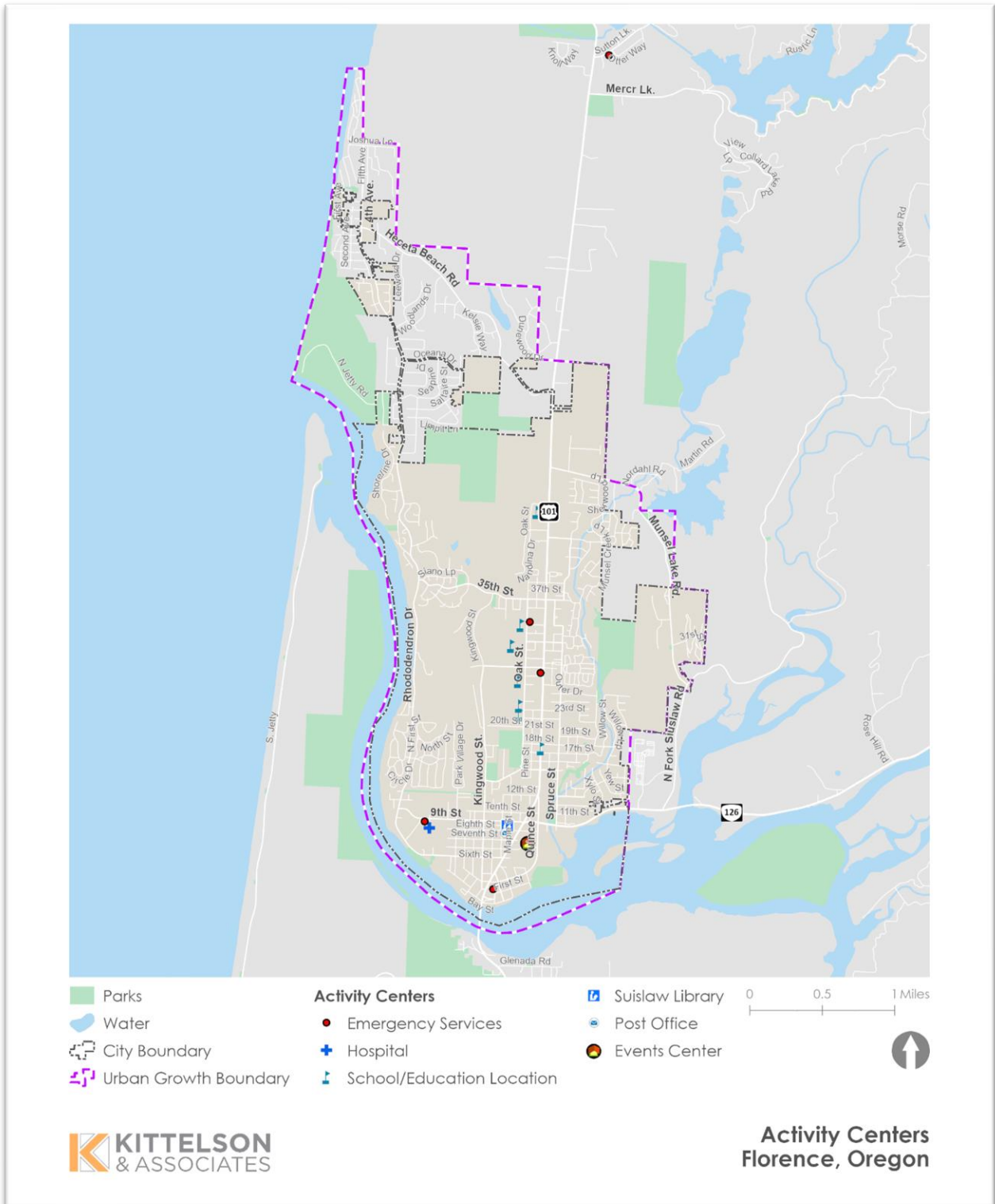
Figure 8: Landslide Hazard Areas in Florence





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Figure 9: Activity Centers





GENERAL POPULATION

Florence is located on the Oregon Coast in Lane County, bound by the Pacific Ocean to the west and the Oregon Coast Range and Siuslaw National Forest to the east. As of the 2020 census, Florence is home to an estimated 9,396 residents, and the Portland State University Population Research Center (PRC) estimates the City's 2020 population within the UGB at 11,182 residents.

Table 4 compares Florence's 10-year population growth with Lane County and Oregon. Since 2010, Florence has experienced population growth at twice the rate of the rest of Lane County, and the City's growth is roughly on pace with the rest of Oregon. Overall, Florence grew by about 11% since 2010, which represents an estimated 930 people.

Table 4: Florence Population Growth

Geography	2010 Population	2020 Population	2010-2020 Change	
			Number	Percent
State of Oregon	3,831,074	4,237,256	406,182	10.6%
Lane County	351,715	370,192	18,477	5.2%
Florence	8,466	9,396	930	11.0%

Source: 2010 US Census, 2020 US Census

The PRC develops long-term coordinated population forecasts for Oregon's UGBs on a routine basis. PRC forecasted population figures for Florence and Lane County are provided in Table 5. The PSU PRC population methodology addresses places within a UGB individually; forecasts for areas outside UGBs are consolidated into a single forecast. Florence is forecasted to grow at a slower rate than the rest of Lane County in the next 10 years, however the City is expected to grow at a faster rate than the County over the next 20 years.

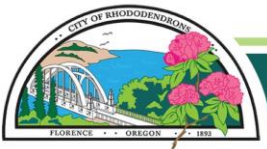
Table 5. Florence Population Forecasts (% growth)

	2010	2020	2030	2040
Lane County	351,715	370,192 (5.2%)	412,045 (11.3%)	434,846 (5.5%)
Florence UGB	10,327	11,182 (7.6%)	11,904 (6.5%)	13,304 (11.8%)

Source: PSU Population Research Center

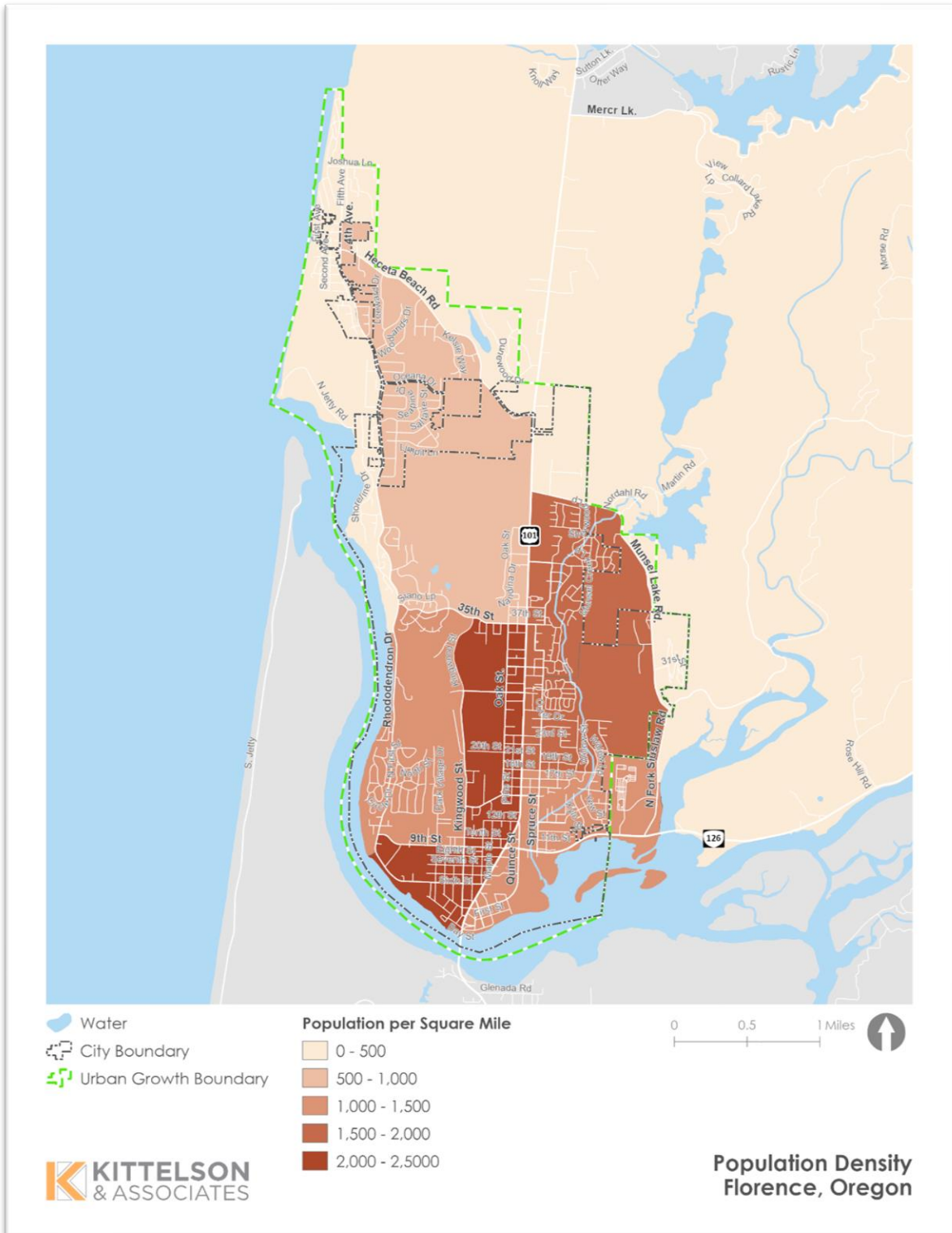
Figure 10 shows the population density (people per square mile) of Florence by block group.⁵ Population density is generally higher in the southern half of the City, and density tapers off to the north. Further, population is more highly concentrated near US 101 and the City center.

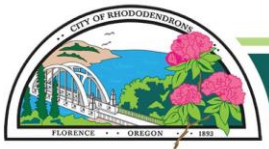
⁵ Census Block Groups are the smallest demographic unit for which 5-year American Communities Survey (ACS) data are available. While they provide valuable information for this planning process, they do not necessarily coincide with jurisdictional boundaries for the communities of Lane County.



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Figure 10: Florence Population Density (People per Square Mile) by Block Group





TITLE VI AND ENVIRONMENTAL JUSTICE POPULATIONS

This section provides an analysis of existing Title VI and Environmental Justice (EJ) populations. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender).

Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), and youth/children (under 18).⁶ These populations are identified because their access to an automobile or their ability to drive an automobile may be limited or non-existent. While this may also be the case for individuals in the general population, there is a greater possibility that access to transit is more crucial for those within the identified populations. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Understanding the profile of Title VI and EJ populations in Florence will help the City adopt TSP policies and identify projects to mitigate and minimize adverse environmental and health effects that the transportation system imposes on these groups.

Table 6 summarizes the Title VI and EJ populations in Florence and the State of Oregon as a whole. The following sections include detailed demographic summaries for age, income, race/ethnicity, and people with disabilities in Florence, and compares these figures with corresponding demographics for the rest of Lane County and Oregon.

Table 6: Florence Title VI and Environmental Justice Populations

	Florence	State of Oregon
Population⁷	9,396	4,237,256
Percent youth (under 18 years old)⁸	10%	21%
Percent seniors (65 years or older)⁴	45%	18%
Percent minority populations⁷	15%	28%
Percent Hispanic or Latino/a/x⁷	6%	14%
Percent of households below poverty line⁹	33%	29%
Percent of Renters Housing Burdened¹⁰	54%	51%

⁶ Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency. (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at <http://www.fta.dot.gov/civilrights/12328.html>).

⁷ 2020 US Decennial Census

⁸ 2020 5-Year American Community Survey Estimates Detailed Tables, Table B01001

⁹ 2020 5-Year American Community Survey Estimates Detailed Tables, Table C17002

¹⁰ 2020 5-Year American Community Survey Estimates Detailed Tables: Table DP04



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Percent with disability¹¹	25%	14%
Percent Limited English Proficiency¹²	0.6%	2.4%

Source: 2020 US Census; 2020 American Community Survey

Age

Figure 11 and Figure 12 illustrate the proportion of youth (people under age 18) and seniors (people older than 65) by block group within Florence. Florence has a lower percentage of persons under 18 than the statewide and county average. The density of persons under 18 is highest in the central block groups that border US 101 to the west, which is where each of the city's schools are located. Conversely, Florence has a significantly higher percentage of seniors as compared to the statewide average. Nearly half of the total population is aged 65 and older. The density of seniors highest in the northeastern and southwestern areas of the city. Table 7 summarizes the youth and senior populations in Florence.

Table 7: Youth and Senior Populations for Florence

	Total Population	Youth (Under 18)		Seniors (65 and Older)	
		Population	Percent	Population	Percent
Oregon	4,176,346	867,076	21%	734,932	18%
Lane County	377,749	69,406	18%	72,919	19%
Florence	9,037	926	10%	4,030	45%

Source: Table B01001, 2020 5-year American Community Survey Estimates Detailed Tables

Race and Ethnicity

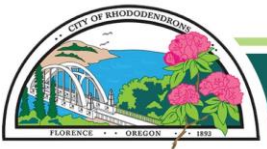
Information on race and ethnicity includes a combination of Hispanic or Latino origins as well as race at the Census Block geographic levels. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Hispanic or Latino may be any race. Race is based on racial classifications issued by the Office of Management and Budget (white, black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race). Respondents can select two or more races.

Figure 13 illustrates the percentage of non-white residents, or minority populations, by Census block in Florence. In the U.S. Census Bureau's American Community Survey (ACS) ¹³, minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. Overall, Florence has a lower percentage of households with minority populations and people of color than the rest of Oregon and Lane County. Minority populations are relatively more concentrated in the south-central region of the city along US 101. Table 8 summarizes the race and ethnicity data for Florence.

¹¹ 2020 5-Year American Community Survey Estimates Detailed Tables, Table DP02

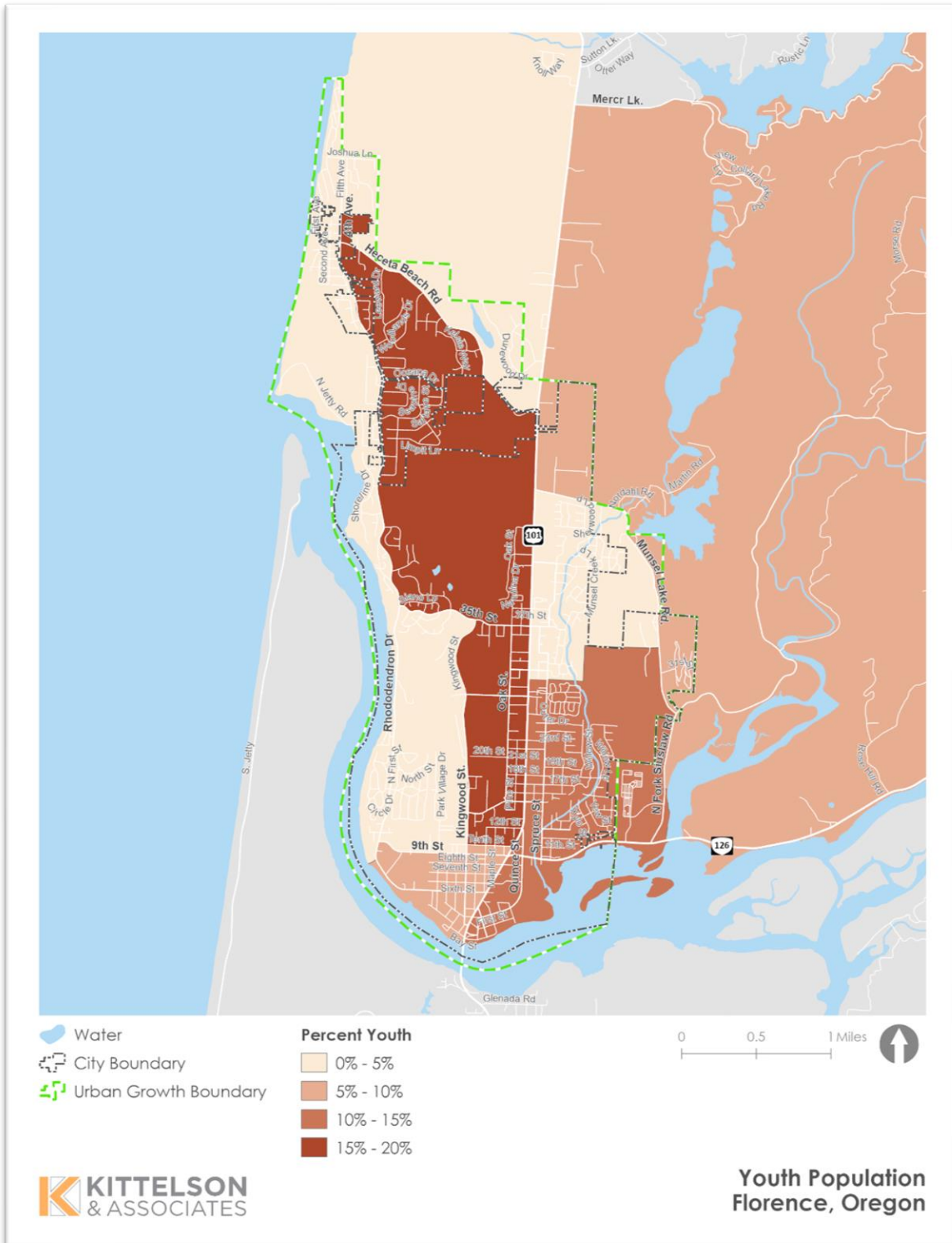
¹² 2020 5-Year American Community Survey Estimates Detailed Tables: Table S1602

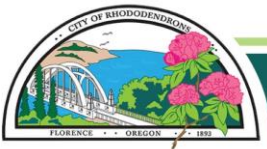
¹³ Because the ACS is based on a sample, they have a margin of error. The margin of error, combined with the ACS estimate, provides a range of values within which the actual value may fall. As such, demographic information using ACS data should be considered carefully.



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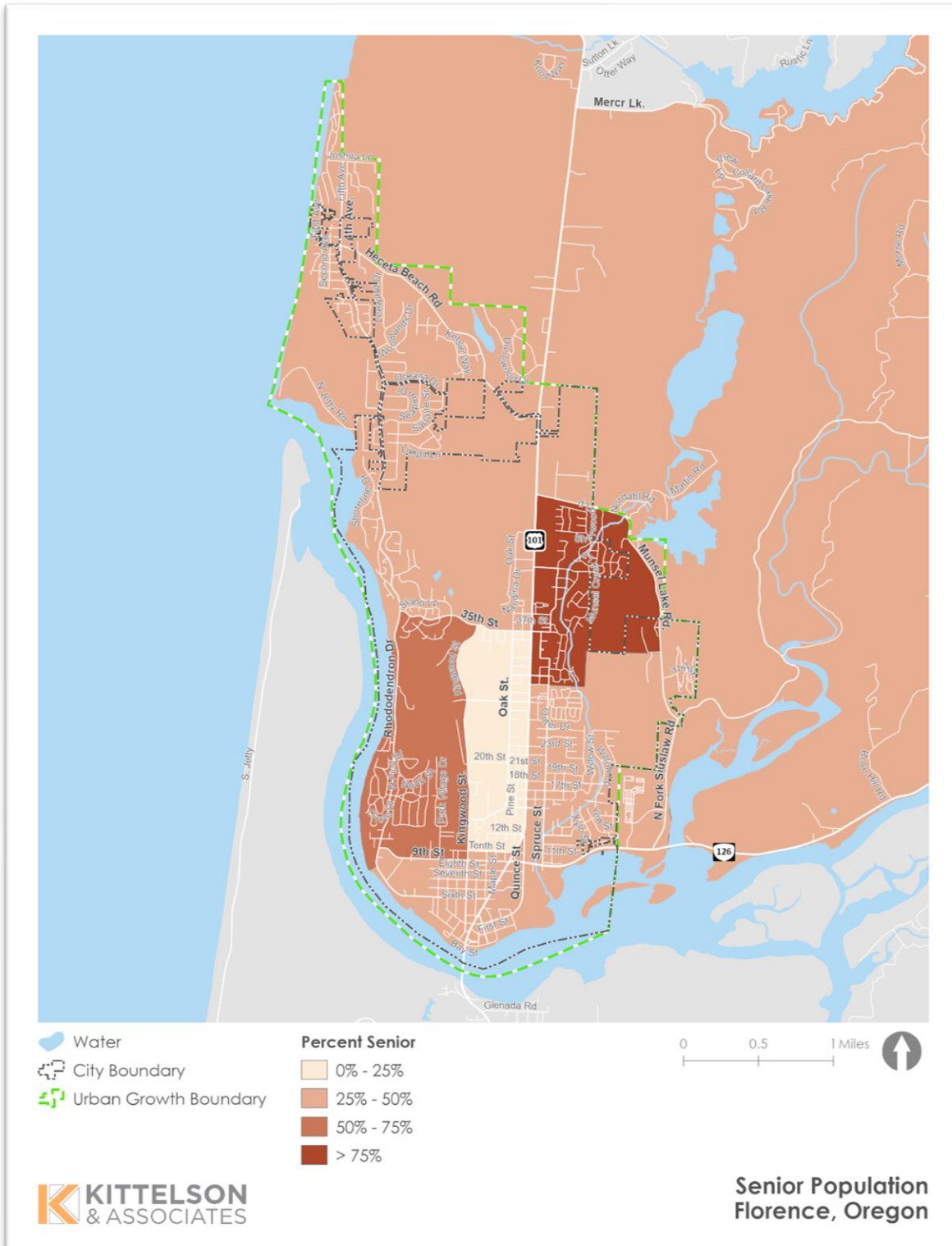
Figure 11: Percentage of Youth (under 18 years old) by Block Group

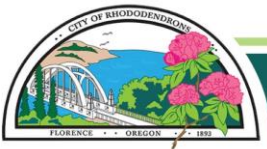




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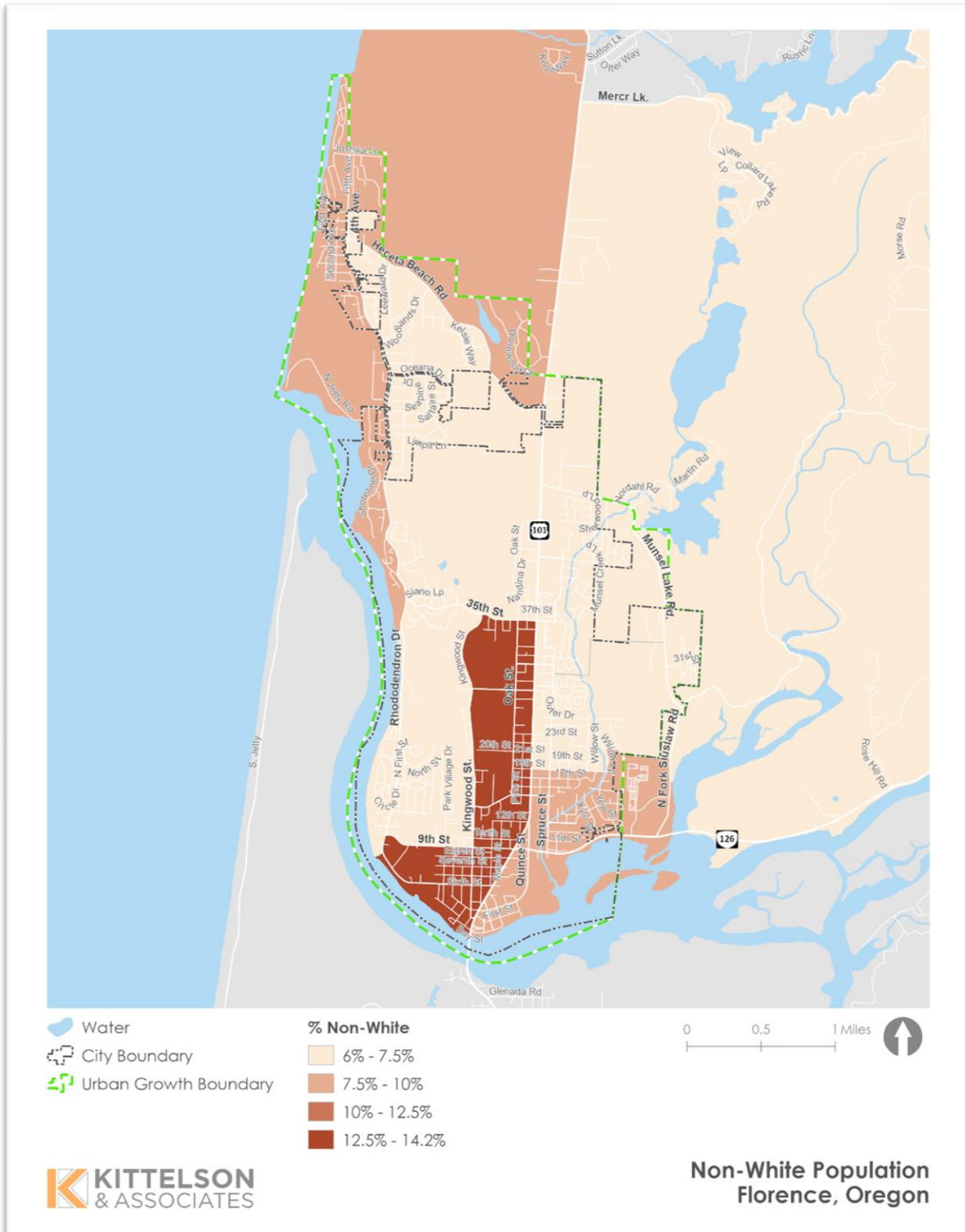
Figure 12: Percentage of Seniors (age 65 and older) by Block Group





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Figure 13: Minority Population by Block Group



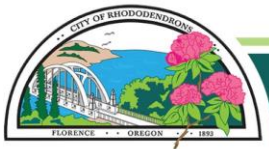


Table 8: Race & Ethnicity for Florence

	Total Population	Hispanic or Latino/a/x	White	Black or African American	Native American and Alaska Native	Asian	Native Hawaiian or Pacific Island	Other	Two or More Races
State	4,237,256	14%	72%	2%	1%	5%	0.4%	0.5%	6%
Lane County	382,971	10%	78%	1.1%	1%	2.5%	0.2%	0.6%	7%
Florence	9,396	6%	85%	0.4%	0.9%	1%	0.2%	0.5%	5%

Source: 2020 Decennial Census

Household Income

The federal poverty threshold is calculated by the size of the household and is adjusted annually. In 2021 the threshold for an individual is \$12,880 in annual earnings, and \$26,500 for a household of four.¹⁴ The US Census Bureau measures poverty by looking at the ratio between a household's income in the last 12 months and the household's poverty threshold, called the Ratio of Income to Poverty. Households with an Income to Poverty Ratio below 1 are eligible for federal assistance programs; however, households with a ratio between 1 and 2 still experience the impacts of poverty and may be eligible for other benefits, such as the Supplemental Nutrition Assistance Program (SNAP, formerly known as Food Stamps). Figure 14 displays the percentage of the population in Florence with a Poverty to Income Ratio below 2. In Florence, poverty rates are most highly concentrated in the eastern and southern census block groups. Table 9 summarizes the ratio of income to poverty in Florence.

Table 9: Ratio of Income to Poverty

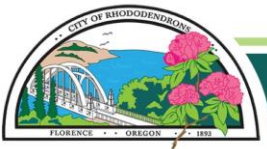
	Total Population	Population Below Poverty Threshold of 2	Percent
Oregon	4,237,256	1,248,819	29%
Lane County	370,192	132,231	36%
Florence	9,396	3,103	33%

Source: Table C17002, 2020 5-year American Community Survey Estimates Detailed Tables

Populations with a Disability

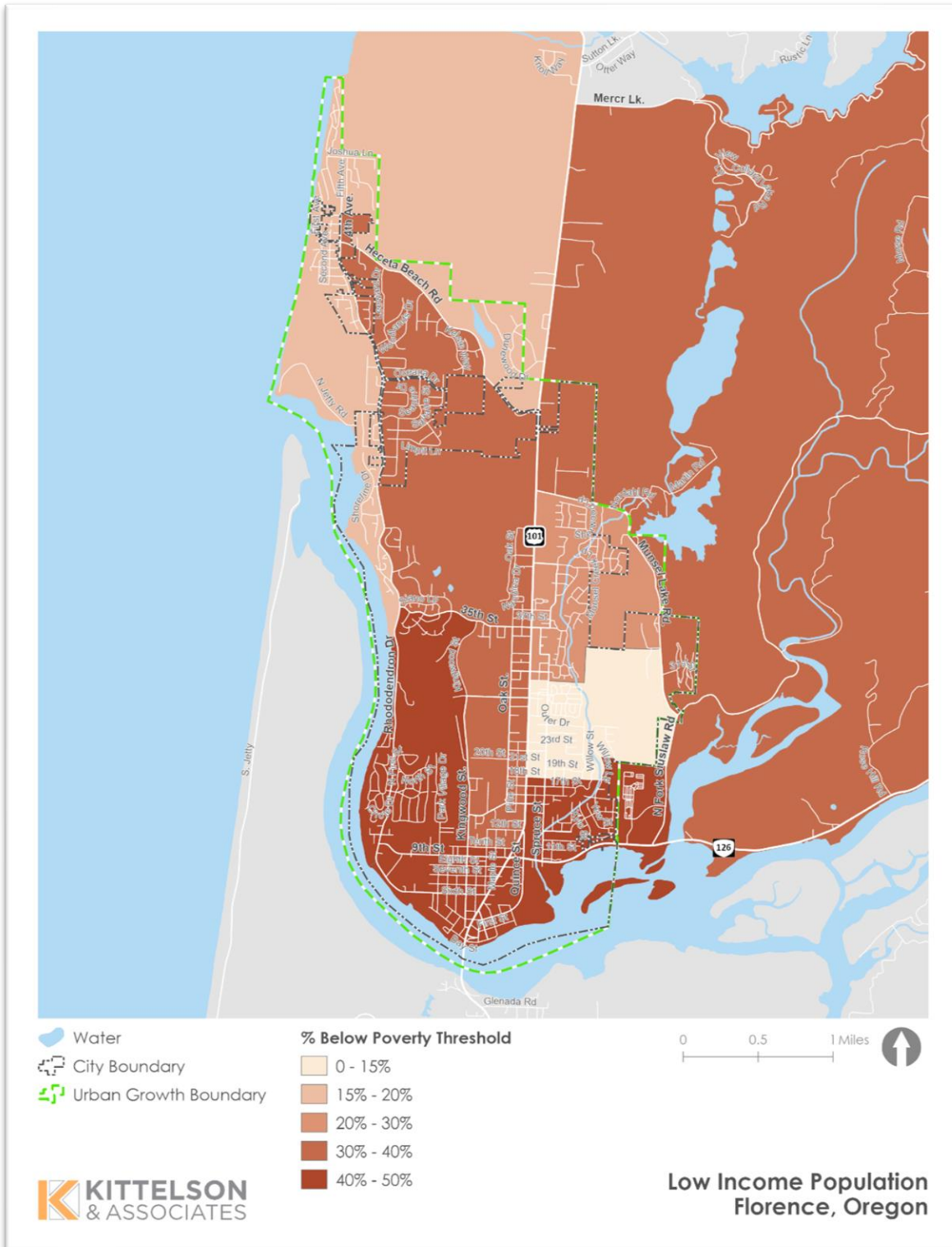
Information on disabled population was gathered from ACS data through the SNAP. Disability status is a self-reported variable within the data source. Disability within ACS data is limited to four basic areas of functioning: hearing, vision, cognition, and ambulation. It is further supplemented by Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales which relate to difficulty with bathing, dressing, and performing errands.

¹⁴ <https://www.healthcare.gov/glossary/federal-poverty-level-fpl/>



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Figure 14: Low Income Population Measured by Income to Poverty Ratio by Block Group





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Florence has a higher percentage of persons living with a disability than Oregon and Lane County, with approximately one-quarter of the population living with a disability, as shown in Table 10.

Table 10: Population with a Disability for Florence

	Total Population	Persons with a Disability	Percent Population with a Disability
Oregon	4,237,256	592,689	14%
Lane County	382,971	63,413	17%
Florence	9,396	2,327	25%

Source: Table DP02, 2020 5-year American Community Survey Estimates Data Profile

Language

Information on limited English proficient households for Florence is from the “Household Language by Household Limited English-Speaking Status” category from the 2020 ACS. As shown in Table 11, a very small number of Florence households speak a language other than English as their primary language; less than 1 percent compared to 2.4 percent for the State and 1.2 percent for Lane County.

Table 11: Limited English Speaking Households

	Total Households	Limited English	
		Households	Percent
Oregon	1,642,579	39,527	2.4%
Lane County	154,516	1,862	1.2%
Florence	4,649	29	0.6%

Source: Table S1602, 2020 5-year American Community Survey Estimates Detailed Tables

COST OF HOUSING

The US Department of Housing and Urban Development (HUD) defines a cost burdened household as those “who pay more than 30 percent of their income for housing” and in turn have difficulty being able to afford other basic necessities.¹⁵ Florence has a high percentage of renter households that are cost burdened at slightly over half of the City’s renters, which is roughly consistent with the rest of Oregon, as shown in Table 12.

Table 12: Gross Rent as a Percentage of Household Income (Housing Cost Burdened)

	Total Households Paying Rent	Cost Burden	
		Households	Percent
Oregon	576,599	291,535	51%
Lane County	59,477	31,885	43%
Florence	1,554	846	54%

Source: Table DP04, 2020 5-year American Community Survey Estimates Detailed Tables

¹⁵ HUD User:

https://www.huduser.gov/portal/pdredge/pdr_edge_featd_article_092214.html#:~:text=HUD%20defines%200cost%2Dburdened%20families,of%20one's%20income%20on%20rent.