

MEETING MINUTES

February 8, 2023

Project# 23021.048

Project Name: Florence Transportation System Plan Update

Meeting Location: Florence Event Center

Subject: Stakeholder Transportation Advisory Committee (STAC) Meeting #2

Purpose of meeting was to provide an update on the project and discuss Draft Tech Memo #4: Future Conditions Analysis and Draft Tech Memo #5: Alternatives Analysis. The meeting included a presentation by the project team, discussion on the draft tech memos, and a general discussion on transportation-related issues within the City.

1. Tech Memo #4: Future Conditions Analysis
 - a. Matt provided an overview of the memo and discussed the population and employment growth projections by transportation analysis zone (TAZ) and projected future traffic conditions at the study intersections.
 - b. An STAC member asked about seeing large household growth within an area that primarily contains service and industrial land uses today and asked if the analysis reflects changes in current zoning.
 - i. The household growth is based on current zoning and does not represent speculative growth beyond where current residential zoning exists.
 - c. An STAC member noted that some of the TAZs with projected growth do not have a fully built-out roadway network now that would support this growth.
 - i. Figure 1 in Attachment A of Tech Memo #4 includes a map that shows where the underdeveloped and undeveloped land is located in Florence that was used to reach the projected population and employment forecasts.
 - d. Two STAC members asked about Kingwood Street/9th Street, noting that the intersection has not been identified as having traffic operations challenges in the future, as well as noting it as a location with crashes; several people offered additional insights:
 - i. The evening peak hour (4PM-5PM) was utilized for this intersection operations analysis.
 - ii. The project team recognizes that the evening peak hour may not reflect the peak time at a specific intersection such as Kingwood Street/9th Street.

- e. An STAC member noted that this analysis looks at transportation and future housing but affordable housing is a significant barrier in Florence.
 - i. The City is wrapping up the Housing Implementation Plan Project to help identify affordable housing strategies, programs, and funding opportunities.
- 2. Tech Memo #5: Alternatives Analysis
 - a. Russ provided an overview of the memo and briefly discussed the alternatives considered for major travel modes.
 - b. An STAC Member asked if the City would take property to accommodate planned improvements; several people offered a response:
 - i. The TSP is planning document that identifies improvements needed to support growth over a 20-year period.
 - ii. Each of the identified improvements would be further evaluated prior to implementation.
 - iii. Right-of-way impacts would be considered as part of the evaluation.
 - iv. A lot of work would go into making a final decision to implement the project.
 - v. At this stage the project team is seeking input to inform the selection of preferred alternatives for the TSP.
 - c. An STAC member noted that the Oak/35th Street intersection is problematic primarily due to high traffic volumes and travel speeds, particularly during school peak periods; several people agreed an offered additional insights:
 - i. There are several schools located along Oak Street, most school traffic travels north to 35th Street.
 - ii. 35th Street is unsafe for walking given the lack of sidewalks.
 - iii. ODOT's Safe Routes to School (SRTS) Program, which is an annual program, could provide funding for improvements along Oak Street and 35th Street.
 - iv. The City has applied for and received SRTS funding in the past – the enhanced crossing on US 101 was funded by SRTS.
 - v. The City recently completed their 2nd SRTS grant application.
 - d. An STAC member asked for clarification on traffic calming; several people offered a response:
 - i. Traffic calming refers to measures that slow vehicle traffic, such as curb extensions, raised median islands, speed bumps, etc.
 - ii. Streets need to be "right sized" or designed to reflect the intended speed of the roadway.
 - iii. Wide open streets tend to promote higher speeds.

- e. An STAC member noted that landscaping in some areas is encroaching on the roadway and limits the view of oncoming traffic.
 - i. The alternatives analysis identifies a few locations where vegetation could be removed but asked for additional people to identify any other locations.
- f. An STAC member noted that it would be helpful to maintain on-street parking on at least one side of the roadway in areas where people may have limited access to off-street parking.