

MEETING MINUTES

April 20, 2023

Project# 23021.048

Project Name: Florence Transportation System Plan Update

Meeting Location: Florence Event Center

Subject: Stakeholder Transportation Advisory Committee (STAC) Meeting #3

The purpose of STAC Meeting #3 was to provide an update on the project and discuss Draft Tech Memo #6: Preferred Alternatives. The meeting included a presentation by the project team, discussion on the preferred alternatives, and a general discussion on transportation-related issues within the City.

Tech Memo #6: Preferred Alternatives

1. Matt Bell (Kittelison) provided an overview of the project to date and an overview of the roadway system alternatives, including functional classification changes, street connectivity, local streets, and traffic safety, and he highlighted the preliminary high-priority projects from the preferred roadway alternatives.
 - a. Wendy Farley-Campbell (City of Florence) asked if new roadways (e.g., Spruce Street, Heceta Beach Road) should be the same functional classification as the existing roadways.
 - i. Matt said that some may remain the same (such as Spruce Street), while others may be different (potentially, Heceta Beach Road east of US 101).
 - b. An STAC member said that they have a building on Bay Street and they would like to see the configuration.
 - i. Matt said that a streetscape plan will determine the street's configuration.
 - c. An STAC member said that they have property at the US 101/Munsel Lake Road intersection and that a traffic light was coming with Phase 2 of an upcoming development.
 - i. Wendy noted that what is being marketed as Phase 2 is actually Phase 1B in the traffic impact analysis.
 - d. An STAC member said that all-way stop control at the Kingwood Street/35th Street intersection could cause sight distance issues for westbound (uphill) traffic on 35th Street. This member agrees with all-way stop control at the Oak Street/35th Street intersection.
 - i. Matt said that all-way stop control is often used as an interim treatment. At the Oak Street/35th Street intersection, this is a safety

- treatment. As a 20-year plan, nothing will be changing immediately.
- ii. Another STAC member said that this preferred alternative could be tied to future freight traffic.
 - iii. Matt noted that there was lots of development potential that was driving this preferred alternative.
 - iv. Another STAC member said there is a safety concern for northbound left-turns. The project team heard this a lot at previous open houses. The STAC member asked about a roundabout or mini-roundabout.
 - v. Michael Duncan (ODOT) said that the TSP is not making an either/or decision at this stage between all-way stop control and a roundabout.
- e. An STAC member said that the OR 126/Spruce Street intersection alternative should be elevated above a low priority project.
- i. Another STAC member said that the high-priority project at the OR 126/Spruce Street intersection (right-in, right-out, left-in turning restrictions) would need to be paired with the intersection on Spruce Street. The STAC member also said that there should be turning movement restrictions on Quince Street at the True Value lot.
2. Russ Doubleday (Kittelton) provided an overview of the pedestrian, bicycle, and transit alternatives, including pedestrian crossing alternatives and off-street multi use paths, and he highlighted the preliminary high-priority projects for each mode.
- a. An STAC member expressed concern about walking north on US 101.
 - b. An STAC member said they would like to see the two northbound lanes continued to the north and said that the merge creates challenges with speeding.
 - i. Russ noted that the US 101 refinement plan project will address the lane configuration and that it is a high priority project.
 - c. The City mentioned that they installed an enhanced crossing between 25th and 26th to accommodate access to the school.
 - d. An STAC member asked what is meant by an "enhanced crossing".
 - i. Matt/Michael said that it is a crossing that includes enhanced crossing treatments, such as pavement markings, signs, raised median islands, flashing lights, etc.
 - e. An STAC member expressed a concern about vegetation on 9th street.
 - i. Russ mentioned that we could identify maintenance as a solution.

3. Russ provided an overview of the freight, air, and rail alternatives and policies, as well as safe routes to school policies and emerging transportation technology policies.
 - a. An STAC member encouraged the city and the Siuslaw Public Library to add electric vehicle charging stations.
 - b. An STAC member mentioned that they would like to see motorists educated about rules of the road.
 - i. Russ noted that there are pedestrian system and safe routes to school policies that address education.
 - c. An STAC member asked if there had been consideration to freight needs along Spruce.
 - i. Russ/Matt noted that while there are no local freight route designations, bike lanes would support continuous freight movement along Spruce.
4. Matt provided an overview of the parking management alternatives and policies, as well as the transportation demand management policies.
 - a. An STAC member said that they wanted to see more parking cooperatives. Could the downtown businesses work with the school districts to use their empty parking lots in the summertime and run a shuttle?
 - b. Another STAC member wondered if incentives could be used to encourage employees or residents to park further away from downtown.
 - c. Another STAC member asked about pay-to-park in the downtown area.
 - i. Matt said that paid parking is not a consideration right now, but he noted that there are new Transportation Planning Rule regulations around parking that could apply. He encouraged the city to approach paid parking very carefully.
 - d. An STAC member said that bartenders on Bay Street (especially females) may not feel comfortable walking to their car after dark.
 - e. Wendy noted that the Port of Siuslaw parking lot was designed for development along the boardwalk.