

TECH MEMO #6: PREFERRED ALTERNATIVES

Date: June 12, 2023

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

From: Russ Doubleday, Michael Ruiz-Leon, Matt Bell, Susan Wright, PE, PMP, Kittelson & Associates, Inc.

Project: City of Florence Transportation System Plan Update

Subject: Final Tech Memo #6: Preferred Alternatives

Table of Contents

Introduction 1

Project Goals, Objectives, and Evaluation Criteria 2

Roadway System 3

Pedestrian System 12

Bicycle System 18

Transit System 23

Freight, Air, and Rail Systems 26

Safe Routes to School 29

Emerging Technology 29

Parking Management 30

Transportation Demand Management 32

Transportation System Cost Summary 32

Attachments 33

Introduction

This memorandum presents the preferred alternatives developed by the project team to address the gaps, deficiencies, and needs identified throughout the planning process. The preferred alternatives identified in this memorandum will form the basis for the plans, policies, programs, and projects included in the Florence Transportation System Plan (TSP) update.

Previous tech memos documented existing gaps and deficiencies in the transportation system (see *Tech Memo #3: Existing Conditions Inventory and Analysis*), future transportation system needs to address growth (see *Tech Memo #4: Future Systems Conditions*), and potential transportation system alternatives (see *Tech Memo #5: Alternatives Analysis and Funding Program*). The project team combined information provided in these and other tech memos to select the preferred alternatives and identify priorities for the preferred and cost constrained plans. The priorities reflect the goals and objectives and evaluation criteria developed for the



TSP update (see *Tech Memo 2: Project Goals and Objectives and Evaluation Criteria*). The information provided in this memorandum was revised based on input from the project team, the project advisory committee, and the community.

Project Goals, Objectives, and Evaluation Criteria

Project goals, objectives, and evaluation criteria were developed early in the planning process to guide the development of the TSP update. The project goals, objectives, and evaluation criteria reflect the vision of a vibrant community and emphasize the desire to increase options for people walking, biking, and taking transit. The project goals and objectives were used to select the preferred alternatives, while the evaluation criteria were used to prioritize them in the planned and cost constrained plans.

PREFERRED ALTERNATIVES

A qualitative assessment of the transportation system alternatives was conducted by the project team to identify the preferred alternatives. The qualitative assessment considered the goals and objectives of the TSP update as well as potential environmental impacts, engineering challenges, and input from the community. The goals of the TSP update are documented in Tech Memo 2 and summarized below.

- » **Goal 1: Creating a Safe Transportation System for All** – Prioritize the safe movement for all users and for all modes within the community along city, county, and state roadways. Minimize crashes and fatalities that occur on the transportation network.
- » **Goal 2: Building Facilities that Support Economic Development and Are Cost-Effective** – Build transportation facilities that are suited for the community and its continued economic development. Transportation decisions should balance the needs of the summer peak period and the needs of the year-round population, where those may be in conflict.
- » **Goal 3: Meeting the Wide-Ranging Transportation Needs of All Users** – Build a transportation system that meets the needs of all users in Florence. Invest in non-automotive transportation modes to help people travel within Florence. Connect neighborhoods to major activity centers without needing to use an automobile.
- » **Goal 4: Minimizing Environmental Impacts** – Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Recognize that transportation impacts are more likely to be felt negatively by historically marginalized communities.
- » **Goal 5: Adding Resilience to the Network and Planning for Emergencies** – Create a transportation network that can quickly evacuate residents in the event of a major earthquake and/or tsunami and can build resilience within the community.
- » **Goal 6: Coordinating with Local, Regional, and State Partners** – Foster good relationships with public and private partners in the common interest of building the city's transportation network.

Alternatives that received the same or similar scores were discussed by the project team and, in most cases, a preferred alternative was identified. However, in some cases two or more preferred alternatives remain and are presented below for further consideration. *Attachment A contains the qualitative assessment of the alternatives.*



EXISTING CITY GOALS AND POLICIES

The *Florence Realization 2020 Comprehensive Plan* includes 13 goals and 34 policies related to transportation, which were developed in the city's current transportation system plan from 2012. As discussed in *Tech Memo #2: Goals, Objectives, and Evaluation Criteria*, these goals and policies were molded into goals, objectives, and evaluation criteria to better assess project alternatives and the selection of preferred alternatives. However, not all goals and policies were rolled into the new set of project goals and objectives. Existing goals and objectives include the following topics that are not covered by the six project goals listed above:

- » Creating an annual street maintenance plan
- » Having a transportation system that supports existing and proposed land uses
- » Providing adequate parking facilities, and avoid constructing off-street parking areas where backing onto a public street is necessary
- » Maintaining vision clearance on private property

Roadway System

The preferred alternatives developed for the roadway system include changes to the functional classification plan, new major street (arterial and collector) connections, new local street connections, traffic safety and operational enhancements, and more. Collectively, these alternatives will improve the safety and efficiency of the transportation system while accommodating the needs of future growth.

FUNCTIONAL CLASSIFICATION

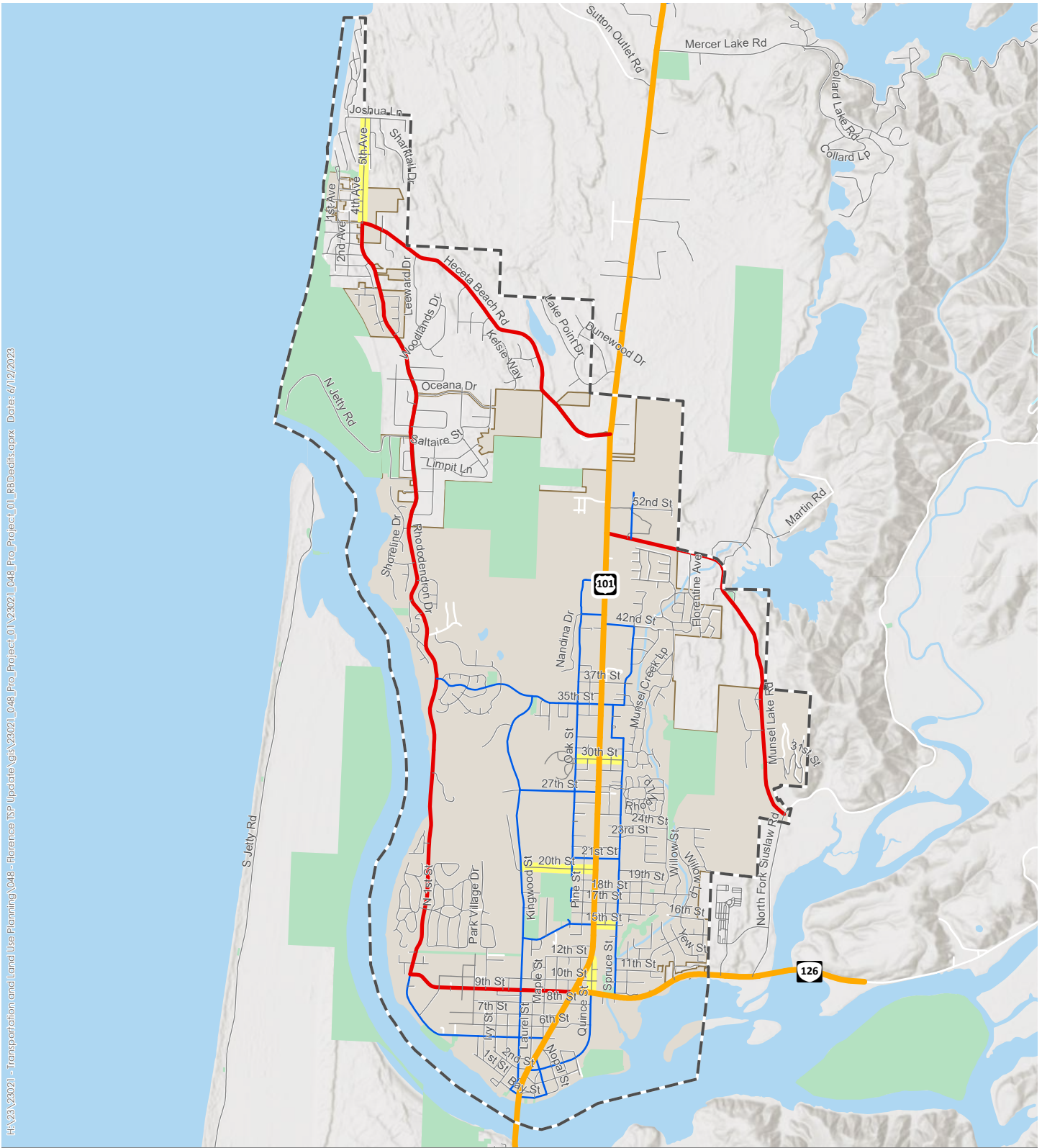
The preferred alternatives include several changes to the City's functional classification plan, each of which increases the classification of City roadways from local streets to collectors. The changes reflect a review of the City's existing functional classification plan along with the functional classification plans of ODOT and Lane County. The changes are intended to better align the classifications with the roadway uses and to provide further arterial and collector connectivity within the built network. The proposed changes in functional classification are shown in summarized in Table 1 and shown in Figure 1.

Table 1. Proposed Functional Classification Changes

Street	Segment	Existing Classification	Proposed Classification
Lane County Streets			
4th Avenue	Falcon Street to Joshua Lane	Local Street	Collector
Quince Street	OR 126 to US 101	Local Street	Collector
City Streets			
4th Avenue	Heceta Beach Rd to Falcon Street	Local Street	Collector
15th Street	US 101 to Spruce Street	Local Street	Collector
20th Street	Kingwood Rd to US 101	Local Street	Collector
30th Street	Oak Street to Spruce Street	Local Street	Collector

The City will coordinate with ODOT and Lane County to address discrepancies in the functional classification of roadways within the city.

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj\Project_01\23021_043_Proj\Project_01_R3\Credits.aprx Date: 6/12/2023



Roads

- Highway / Major Arterial
- Minor Arterial
- Collector
- Local Street

- Functional Classification Change
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 1



MAJOR STREET CONNECTIVITY AND ROADWAY CAPACITY

The preferred alternatives include several new major street connections (arterials and collectors) that will enhance connectivity within the city. The new connections reflect a review of existing major street connections as well as planned connections identified in the 2012 TSP. The future street system needs to balance the benefits of providing a well-connected roadway system with the connectivity challenges in the city due to existing constraints.

Table 2 identifies the preferred alternatives for the roadway system. The priorities shown in Table 2 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 2 illustrates the location of the preferred roadway system alternatives.

Table 2. Preferred Roadway System Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
Preferred Roadway Alternatives				
R1	US 101 (Refinement Plan)	Complete a refinement plan from Munsel Lake Road to the 21 st St to evaluate the potential to reconfigure of the roadway with a 3-lane cross section	High	\$150
R2	Bay Street (Streetscape Plan)	Complete a streetscape design plan from Kingwood Street to Nopal Street to evaluate the potential reconfiguration of the roadway	High	\$50
R3	Pacific View Drive	Extend the roadway from the southern terminus to Rhododendron Drive at New Hope Lane	Low	\$1,965
R4	Munsel Lake Road	Extend the roadway from US 101 to Oak Street (Coordinate with Project R17)	Medium	\$775
R5	Munsel Lake Road/46 th Street	Extend Munsel Lake Road OR 46 th Street from Oak Street to Rhododendron Drive – if 46 th Street is extended, the US 101/46 th Street intersection may need to be reconfigured	Low	\$5,460
R6	Oak Street	Extend the roadway from 46 th Street to Heceta Beach Road	Medium	\$4,805
R7	20 th Street	Extend the roadway from the western terminus to Kingwood Street – includes potential realignment with Airport Lane	Medium	\$320
R8	Spruce Street	Extend the roadway from the northern terminus to Heceta Beach Road	Low	\$1,905
R9	Spruce Street	Extend the roadway from OR 126 to the 8 th Street Extension	Medium	\$260
R10	8 th Street	Extend the roadway from Quince Street to the Spruce Street Extension – includes a bridge over Munsel Creek	Medium	\$1,260
R11	Heceta Beach Road	Extend the roadway from US 101 to Spruce Street (Coordinate with Project R16)	Low	\$835
R12	4 th Avenue	Upgrade the roadway from Heceta Beach Rd to Joshua Lane to Collector standard	Low	\$2,085
R13	20 th Street	Upgrade the roadway from Kingwood Street to US 101 to Collector standard	Medium	\$1,260



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

R14	Quince Street	Upgrade the roadway from OR 126 to US 101 to Collector standard	Low	\$420
R15	Xylo Street	Upgrade the roadway from Willow Ct to 12 th St	Medium	\$465
Preferred Intersection Alternatives				
R16¹	US 101/Heceta Beach Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Medium	\$1,250
R17¹	US 101/Munsel Lake Road	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	High	\$1,250
R18¹	US 101/35 th Street	Restripe the eastbound approach to the intersection to maximize the available storage	Medium	\$50
R19¹	US 101/27 th Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Medium	\$1,250
R20¹	US 101/15 th Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Low	\$1,250
R21¹	US 101/OR 126	Restripe the eastbound and southbound approaches to maximize the available storage	High	\$50
R22¹	OR 126/Quince Street	Implement turning movement restrictions (right-in/right-out/left-in)	High	\$150
R23¹	OR 126/Spruce Street	Reconfigure the intersection/modify the traffic control (e.g., traffic signal, roundabout) when warranted – cost estimate reflects a traffic signal	Low	\$1,250
R24	9 th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	\$50
R25	9 th Street/ Kingwood Street	Reconfigure the intersection as a mini-roundabout when warranted	Low	\$1,250
R26	35 th Street/ Kingwood Street	Reconfigure the intersection to all-way stop-control when warranted	High	\$50
R27	35 th Street/Oak Street	Reconfigure the intersection to all-way stop-control when warranted	High	\$50
R28	Rhododendron Drive/Jetty Road	Install separate left- and/or right-turn lanes at the intersection	Low	\$250
Total High Priority Cost				\$1,800
Total Medium Priority Cost				\$11,695
Total Low Priority Cost				\$16,670
Total Cost				\$30,165

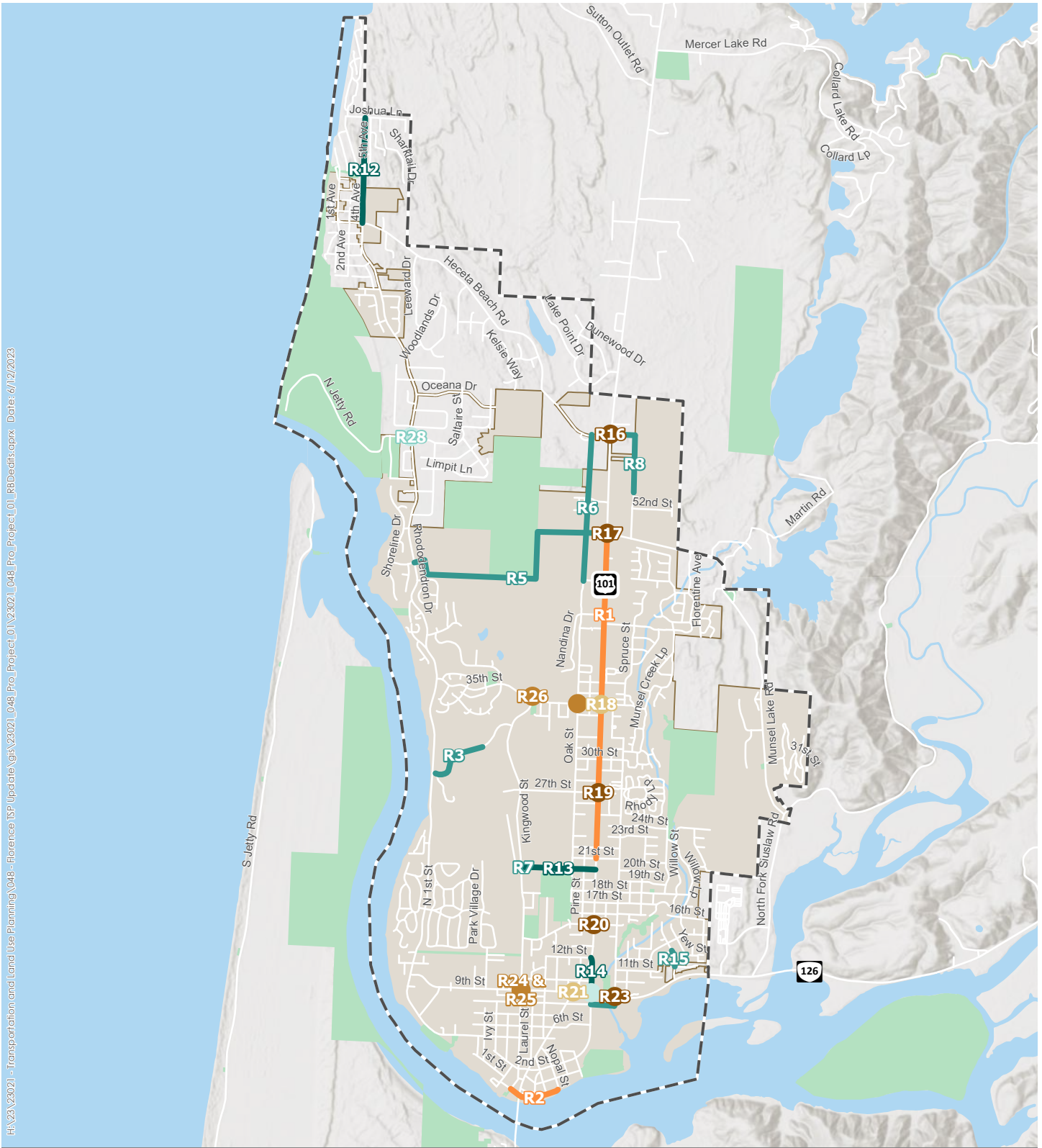
Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation will be required to determine the most appropriate form of traffic control.

LOCAL STREET CONNECTIVITY

Several local street connections were identified for the Florence TSP update. Figure 3 illustrates the location and general orientation of the connections. Roadway alignments and cost estimates are not provided as they are anticipated to be determined as part of future development. The City will refer to the local street connections shown in Figure 3 during development review to ensure future development and redevelopment improve local street access and circulation within the city.

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj\Project_01\23021_048_Proj\Project_01_R6Credits.aprx Date: 6/12/2023

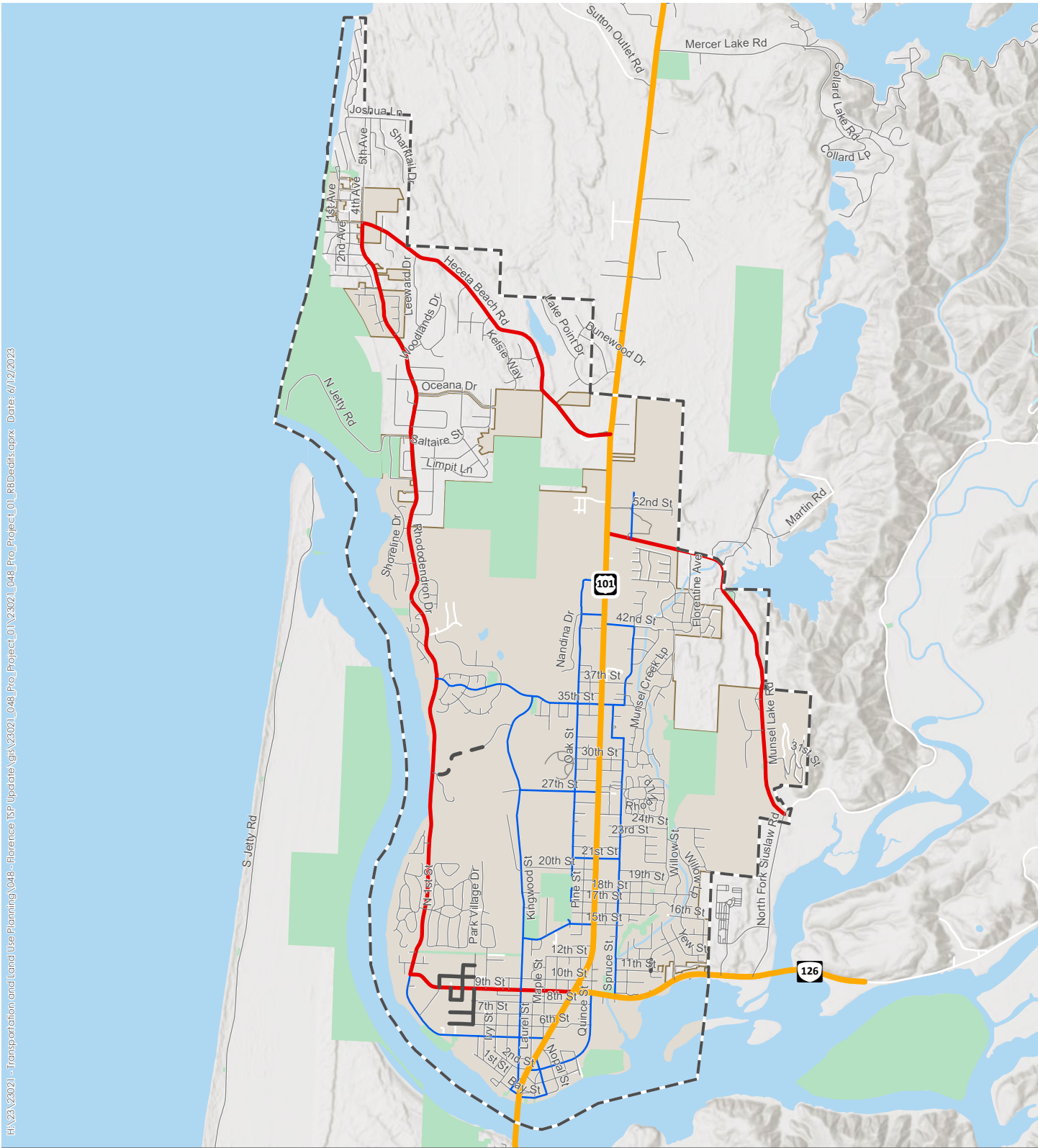


- Upgrade Classification
- Build Roadway
- Refinement/Streetscape Plan
- Reconfigure Intersection
- All-Way Stop Control
- Add Storage
- Turn Lane Changes
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 2

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj\Project_01\23021_043_Proj\Project_01_R3\Credits.aprx Date: 6/12/2023



Roads

- Highway / Major Arterial
- Minor Arterial
- Collector
- Local Street

- Future Local Street
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 3



TRAFFIC SAFETY

The preferred alternatives developed for the roadway system also include traffic safety enhancements at locations with a history of fatal and severe injury crashes as well as locations with high crash rates. Table 3 identifies the preferred alternatives to address traffic safety. The priorities shown in Table 3 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 4 illustrates the location of the preferred traffic safety alternatives.

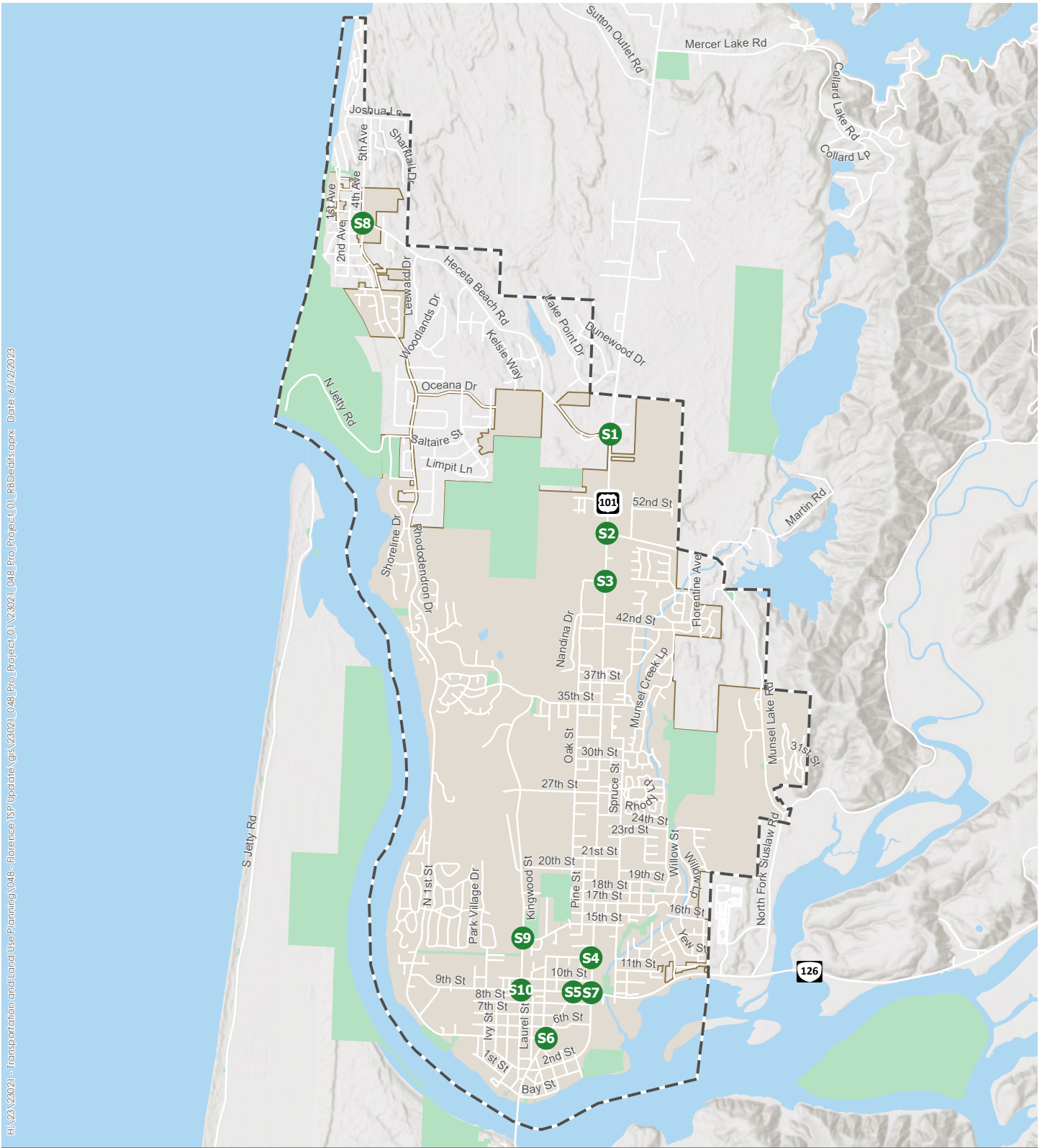
Table 3. Preferred Traffic Safety Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
S1 ^{1,2}	US 101/Heceta Beach Road	Install advance intersection warning signs with flashing beacons; install southbound dynamic speed feedback sign after entering Florence; and install intersection lighting	Medium	\$250
S2 ¹	US 101/Munsel Lake Road	Install advance intersection warning signs with flashing beacons and install intersection lighting	High	\$150
S3 ¹	US 101/46 th Street	Install advance intersection warning signs with flashing beacons; install street name signs; install intersection lighting; and trim/remove vegetation	Medium	\$150
S4 ¹	US 101/12 th Street	Install street lighting and evaluate need for traffic control modification	Low	\$50
S5 ¹	US 101/OR 126	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	\$50
S6 ¹	US 101/Rhododendron Drive	Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)	High	\$50
S7 ¹	OR 126/Quince Street	Install street lighting and evaluate need for traffic control modification (Coordinate with Project R22)	High	\$100
S8	Rhododendron Drive/Heceta Beach Road	Install advance intersection warning signs on Heceta Beach Road; trim vegetation in SE and SW corners to increase sight distance; and install intersection lighting	High	\$150
S9	Kingwood Street/15 th Street	Install advance intersection warning signs on Kingwood Street and trim vegetation in SE corner to increase sight distance	High	\$100
S10	Kingwood Street/9 th Street	Install advance intersection warning signs on 9 th Street; install additional intersection lighting; and evaluate need for traffic control modification (Coordinate with Projects R24 and R25)	High	\$100
Total High Priority Cost				\$700
Total Medium Priority Cost				\$400
Total Low Priority Cost				\$50
Total Cost				\$1,150

Note: The cost estimates do not include right-of-way acquisition or wetland mitigation due to the high variability depending on location, parcel sizes, and other characteristics. The cost estimates reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.
2. Speed feedback signs are considered enforcement tools, and the City will be expected to fund, operate, and maintain the speed feedback signed under an ODOT permit.

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj\Project_01\23021_048_Proj\Project_01_R6\Credits.aprx Date: 6/12/2023



- Traffic Safety Alternatives
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 4

Preferred Traffic Safety Alternatives Florence, Oregon



In addition to the Safety Alternatives identified in Table 3, several additional alternatives were considered along specific roadways:

- » US 101 and OR 126 – implement traffic calming/speed reduction treatments at the approach to major intersections.
- » Heceta Beach Road – implement traffic calming/speed reduction treatments from Rhododendron Drive to US 101.
- » Munsel Lake Road – implement traffic calming/speed reduction treatments from US 101 to N Fork Road.
- » N Fork Road – implement traffic calming/speed reduction treatments from US 101 to Munsel Lake Road.
- » Kingwood Street – implement traffic calming measures/speed reduction treatments from 20th Street to 35th Street.
- » Oak Street – implement traffic calming measures/speed reduction treatments from 35th Street to 46th Street.
- » 15th Street-Airport Road – implement traffic calming/speed reduction treatments from Kingwood Street to US 101.

ACCESS MANAGEMENT

Numerous driveways and street connections increase the number of conflict points and potential for collisions and decrease mobility and traffic flow. *Tech Memo 5* identifies potential access management alternatives to preserve transportation system investments and guard against deteriorations in safety and increased congestion. The alternatives include:

- » Update the city-wide access spacing standards to include spacing between driveways,
- » Define a variance process for when the standard cannot be met, and
- » Establish an approach for access consolidation over time to move in the direction of the access spacing standards at each opportunity.

Access Spacing Standards

The City's access spacing standards will continue to be determined by functional classification and provide standards for minimum intersection and driveway spacing. However, they will also include minimum spacing between driveways. Table 4 summarizes City's access spacing standards.

Table 4: City Access Spacing Standards

Functional Classification	Minimum Spacing Between Intersections (ft)	Minimum Spacing between Intersections and Driveways (ft)	Minimum Spacing between Driveways (ft)
Alley	N/A	15	N/A
Local Street	125	25	25
Collector Street	250	30	125
Arterial Street	250	50	125



Access Management Policies

The access management policies are provided below.

- » Defer to ODOT access spacing standards and policies on ODOT facilities.
- » Ensure all new developments meet access spacing standards.
- » Consolidate non-conforming access points as part of redevelopment to move in the direction of access spacing standards.
- » Establish access variance policies for parcels whose highway/street frontage, topography, or location would otherwise preclude conforming access spacing.

A comprehensive list of potential access spacing variance policies and an approach for access consolidation are provided in Tech Memo 5.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Neighborhood Traffic Management (NTM) is a term used to describe traffic control devices that reduce travel speeds and traffic volumes in residential neighborhoods. NTM is also commonly referred to as traffic calming because of its ability to calm traffic. NTM strategies have been implemented in locations throughout the city; however, there are many areas where additional NTM could be considered. Table 5 lists several common NTM options that are typically supported by emergency response as long as minimum street criteria are met.

Table 5: Neighborhood Traffic Management (NTM) Options by Functional Classification

Measure	Roadway Classifications		
	Arterial	Collector	Local
Curb Extension	Supported	Supported	NTM measures are generally supported on lesser response routes that have connectivity (more than two accesses)
Raised Median Island	Supported	Supported	
Pavement Texture	Supported	Supported	
Sign	Supported	Supported	
Lane Width	Supported	Supported	
Diverter	Not Supported	Supported	
Speed Hump	Not Supported	Not Supported	
Raised Crosswalk	Not Supported	Not Supported	
Speed Cushion	Not Supported	Not Supported	
Choker	Not Supported	Not Supported	
Traffic Circle	Not Supported	Not Supported	
Meandering Alignments	Not Supported	Not Supported	

Note: NTM measures are supported with the qualification that they meet emergency response guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity.

As shown in Table 5, several NTM solutions are limited to local streets; on arterial or collector streets, implementation of these NTM solutions can be counterproductive and lead to cut through traffic on local streets. NTM solutions on arterial and collector streets can also cause conflicts for emergency response as well as freight and public transit.



Pedestrian System

The preferred alternatives developed for the pedestrian system include sidewalks that fill gaps and provide new facilities along city streets, multi-use paths/trails that augment and support the sidewalks, and enhanced crossings that enable people to safely cross streets. Collectively, these alternatives will help enhance and expand the multimodal transportation system and encourage walking and other non-motorized trips consistent with the goals of the TSP Update.

PEDESTRIAN SYSTEM ALTERNATIVES

Table 6 identifies the preferred alternatives developed for the pedestrian system. The priorities shown in Table 6 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 5 illustrates the location of the preferred pedestrian system alternatives.

Table 6. Preferred Pedestrian System Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
ODOT Streets				
P1	US 101 37 th St to UGB	Complete sidewalks on both sides of the street	High	\$3,090
P2	OR 126 US 101 to N Fork Road	Construct sidewalks on both sides of the street from Spruce Street to Tamarack Street and a multi-use path on the north side from Tamarack Street to N Fork Road	High	\$1,605
Lane County Streets				
P3	Heceta Beach Rd US 101 to Rhododendron Dr	Construct multi-use path on one side of the street with stormwater facility	High	\$2,750
P4	Munsel Lake Rd US 101 to Spruce St	Construct sidewalks with landscape strips on one side of the street and a multi-use path on the other side of the street	High	\$450
P5	Munsel Lake Rd Spruce St to Ocean Dunes Dr	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$2,125
P6	Munsel Lake Rd Ocean Dunes Dr to N Fork Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$705
P7	N Fork Rd OR 126 to Munsel Lake Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$1,310
P8	N Jetty Rd Rhododendron Dr to North Jetty Beach	Construct multi-use path on one side of the street (include landscape strip as feasible)	Medium	\$1,550
City Streets – Arterial				
P9	9th St	Maintain existing facilities	N/A	N/A



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

	US 101 to Rhododendron Dr			
P10	Rhododendron Dr US 101 to Hemlock St	Maintain existing facilities	N/A	N/A
P11	Rhododendron Dr 9 th St to Wild Winds St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$1,040
P12	Rhododendron Dr Wild Winds St to 35 th St	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$1,295
P13	Rhododendron Dr 35 th St to Heceta Beach Rd	Construct multi-use path on one side of the street (include landscape strip as feasible)	High	\$3,730
City Streets – Collector				
P14	2nd St US 101 to Harbor St	Fill in sidewalk gaps on both sides of the street within Old Town	High	\$530
P15	21st St Oak St to US 101	Maintain existing facilities	N/A	N/A
P16	21st St US 101 to Spruce St	Fill in sidewalk gaps on both sides of the street	Medium	\$255
P17	27th St US 101 to Kingwood St	Fill in sidewalk gaps on both sides of the street between US 101 and Oak St	Medium	\$840
P18	35th St Rhododendron Dr to Kingwood St	Construct sidewalks on both sides of the street	High	\$1,105
P19	35th St Kingwood St to Oak St	Fill in sidewalk gaps on both sides of the street	High	\$505
P20	35th St Oak St to US 101	Fill in sidewalk gaps on both sides of the street	High	\$255
P21	35th St US 101 to Spruce St	Maintain existing facilities	N/A	N/A
P22	42nd St US 101 to Spruce St	Construct sidewalks on both sides of the street	Medium	\$325
P23	43rd St Oak St to US 101	Fill in sidewalk gaps on both sides of the street	Medium	\$245
P24	46th St Oak St to US 101	Maintain existing facilities	N/A	N/A
P25	Airport Rd/15th St Kingwood St to US 101	Fill in sidewalk gaps on both sides of the street	Medium	\$805
P26	Bay St Kingwood St to Nopal St	Reconstruct sidewalks to increase width (Coordinate with project R2)	Medium	\$550
P27	Kingwood St Bay St to 9 th St	Fill in sidewalk gaps on both sides of the street	Medium	\$1,090
P28	Kingwood St	Fill in sidewalk gaps on both sides of the street	Medium	\$560



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

	9 th St to Airport Wy			
	Kingwood St			
P29	Airport Wy to 20 th St	Fill in sidewalk gaps on both sides of the street	Medium	\$720
P30	Kingwood St 20 th St to 35 th St	Reconstruct sidewalks with landscape strips OR implement traffic calming	Low	\$2,000
P31	Maple St US 101 to Bay St	Maintain existing facilities	N/A	N/A
P32	Oak St 20 th St to 27 th St	Maintain existing facilities	N/A	N/A
P33	Oak St 27 th St to 35 th St	Construct sidewalk on the east side of the street	High	\$950
P34	Oak St 35 th St to 46 th St	Reconstruct sidewalks with landscape strips OR implement traffic calming	Low	\$1,335
P35	Quince St 2 nd St to OR 126	Reconstruct and fill-in Sidewalks	Medium	\$365
P36	32nd-Redwood St Spruce St to 35 th St	Fill in sidewalk gaps on south and west side of the street	Medium	\$480
P37	Spruce St 42 nd St to 35 th St	Fill in sidewalk gaps on both sides of the street	Medium	\$875
P38	Spruce St 32 nd to 17 th St	Maintain existing facilities	N/A	N/A
P39	Spruce St 17 th St to OR 126	Fill sidewalks gaps on both sides of the street	Medium	\$1,005
P40	Spruce St Munsel Lake Rd to northern terminus	Construct sidewalks on the west side of the street	Low	\$495
City Streets – Other Streets of Significance				
	4th Ave			
P41	Heceta Beach Rd to Joshua Ln	Construct sidewalks on both sides of the street (coordinate with Project R12)	Low	\$0 ¹
	20th St			
P42	Kingwood St to US 101	Construct sidewalks on both sides of the street (coordinate with Project R13)	Medium	\$0 ¹
	Laurel St-Old Town Wy			
P43	US 101 to Maple St	Fill in sidewalk gaps on both sides of the street	High	\$405
	30th St			
P44	Oak St to US 101	Maintain existing facilities	N/A	N/A
	30th St			
P45	US 101 to Spruce St	Maintain existing facilities	N/A	N/A
Total High Priority Cost				\$21,850
Total Medium Priority Cost				\$9,665
Total Low Priority Cost				\$3,830
Total Cost				\$35,345

1. Project cost included in roadway system cost.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 7 identifies the preferred pedestrian crossing alternatives developed for the pedestrian system. Figure 6 illustrates the location of the preferred pedestrian crossing alternatives.

Table 7. Preferred Pedestrian Crossing Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
ODOT Streets				
C1 ¹	US 101	Install enhanced crossing treatments on US 101 at 46 th St and 42 nd /43 rd St	High	\$250
C2 ¹	US 101	Install enhanced crossing treatments on US 101 at 27 th St	Medium	\$250
C3 ¹	US 101	Install protected intersection treatments at all signalized intersections as feasible – include at future intersections if a signal is being constructed	Low	\$1,500
C4 ¹	US 101	Add leading pedestrian intervals on US 101 at 35 th St and 21 st St	Medium	\$50
Lane County Streets				
C5	Munsel Lake Rd	Install enhanced crossing treatments on Munsel Lake Rd at Munsel Landing County Park and at Ocean Dunes Dr	High	\$50
City Streets				
C6	9 th St	Install enhanced crossing treatments at existing crosswalks: Maple St, Kingwood St, and PeaceHealth access road	Medium	\$150
C7	Rhododendron Dr	Install enhanced crossings treatments on Rhododendron Dr at Kingwood St, Hemlock St, Greentrees Village, 35 th St, and Heceta Beach Rd	Medium	\$250
C8	Kingwood St	Install enhanced crossing treatments at Bay St, 27 th St, and 35 th St	Medium	\$100
C9	Oak St	Install enhanced crossing treatments at 35 th St, 27 th St, and 21 st St; install second crosswalk and school crosswalk signs at 30 th St	High	\$200
C10	Quince St	Install enhanced crossing treatments at the Florence Events Center access	Medium	\$50
C11	Spruce St	Install enhanced crossing treatments at multi-use path locations at 13 th St, 27 th St, and 29 th St	Medium	\$150
C12	Old Town	Install marked crosswalks with curb extensions on 2 nd St at Nopal St, Oak St, and Harbor St; install midblock crossings at Bay St and the boardwalk	High	\$250
Total High Priority Cost				\$750
Total Medium Priority Cost				\$1,000
Total Low Priority Cost				\$1,500
Total Cost				\$3,250

Note: Further evaluation will be required to identify the type of enhanced crossing treatments needed at each crossing location.

1. Installation of enhanced crossing treatments will require approval by and coordination with ODOT.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 8 identifies the preferred multi-use path alternatives developed for the pedestrian system. Figure 7 illustrates the location of the preferred multi-use path alternatives.

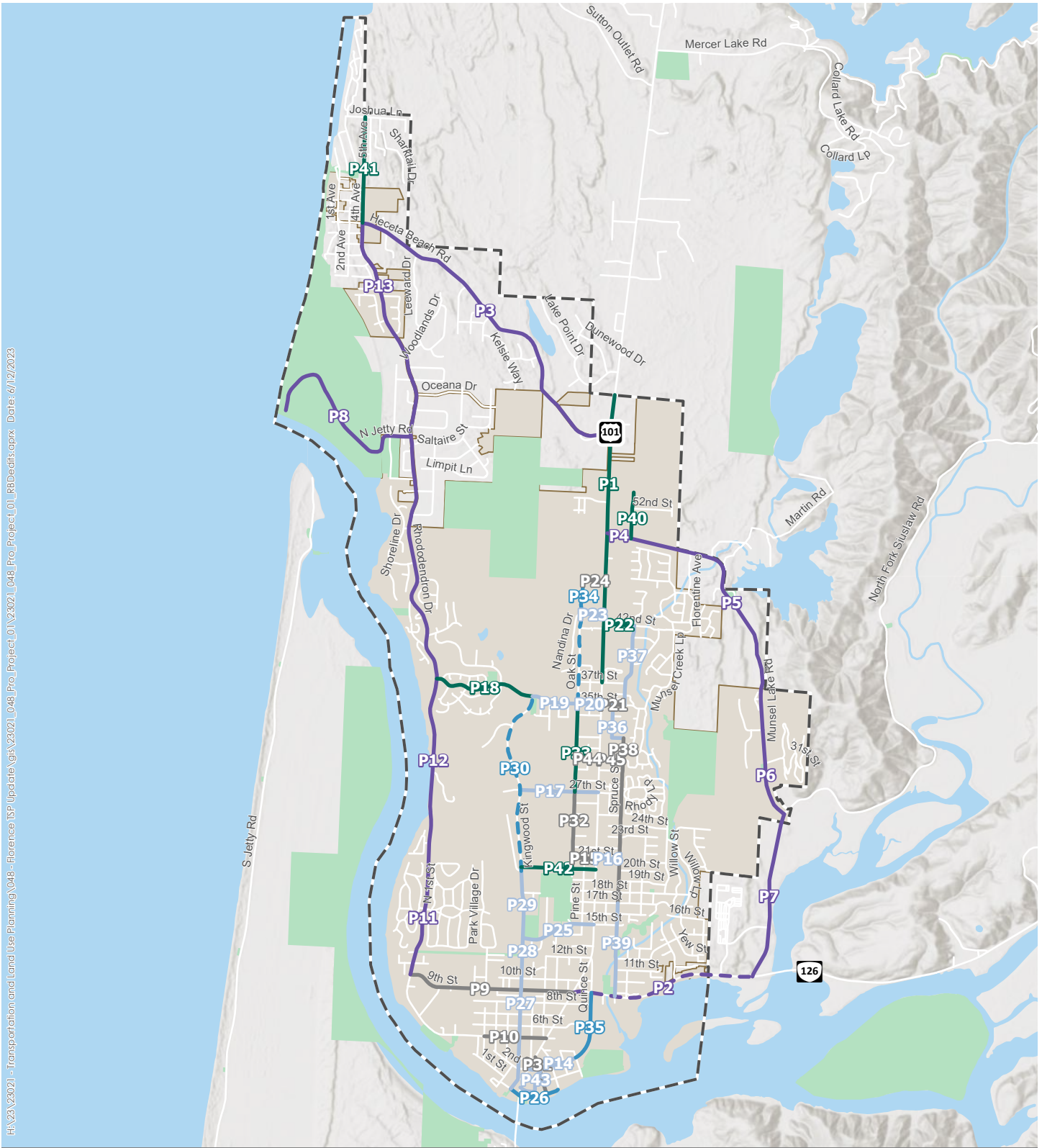
Table 8. Preferred Multi-use Path Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
MU1	Munsel Creek Multi-use Path	Install and/or improve the segments of the Munsel Creek Trail between Quince Street and 16th Street and between 25th Street and 29th Street. Between 16th St and 25th St, the path uses the existing West Park Drive, 18th St, Willow Loop, 23rd St, and Willow St roadway alignments (MU1-A). Extend the path from the Munsel Lake Greenway to Munsel Lake Road (MU1-B)	High	\$3,180
MU2	Estuary Trail	Install a multi-use path from the Boardwalk in Old Town to south end of Munsel Creek Trail	High	\$1,375
MU3	12th Street Multi-use Path	Install and/or improve the existing path between Kingwood Street and Rhododendron Drive	Medium	\$830
MU4	Oak Street Shared-use Path	Install a multi-use path from Oak Street at 15th Street to 10th Street	Medium	\$435
MU5	Ivy Street Multi-use Path	Install a multi-use path from 12th Street to 8th Street	Medium	\$265
MU6	Elm Street Multi-use Path	Install a multi-use path in the existing Elm Street right-of-way between 9th Street and Rhododendron Drive	Medium	\$365
MU7	Driftwood Street Multi-use Path	Install a multi-use path in the existing Driftwood Street right-of-way between 12th Street and 9th Street	Medium	\$265
MU8	North Florence County Park Multi-use Path	Install a network of multi-use paths within the County Park in the North Florence area	Low	\$940
MU9	Oceana Drive Multi-use Path	Install a multi-use path from the eastern terminus of Oceana Drive to the southern Terminus of Kelsie Way	Low	\$240
Total High Priority Cost				\$4,555
Total Medium Priority Cost				\$2,160
Total Low Priority Cost				\$1,180
Total Cost				\$7,895

PEDESTRIAN SYSTEM POLICIES

The pedestrian system policies are provided below:

- » The City will create a map (available on paper and electronically) showing safe walking routes.
- » The City will educate pedestrians about the rules of the road and provide information about state law as well as City Code.
- » The City will explore opportunities to further connect the multi-use path and trail system.
- » The City will systematically upgrade ADA facilities at intersections along major roadways.
- » The City will systematically upgrade sidewalks within Old Town to meet City standards.



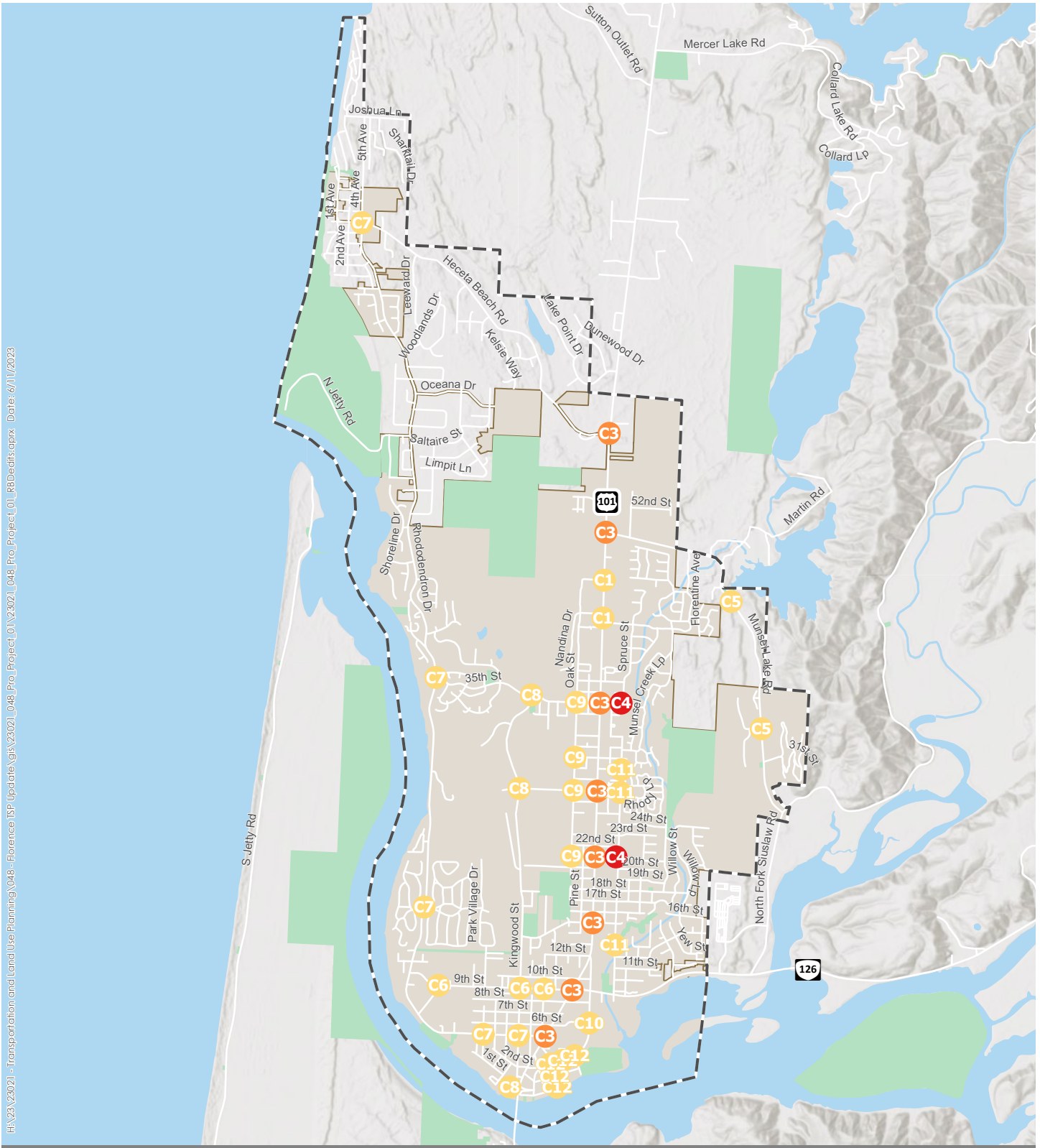
- Multi-Use Path
- - Multi-Use Path and Sidewalks
- Build Sidewalks
- Reconstruct Sidewalks
- - Reconstruct Sidewalks/Traffic Calming
- Fill Sidewalk Gaps
- Maintain Existing Facility
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 5

**Preferred Pedestrian Alternatives
Florence, Oregon**

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj\Project_01\23021_043_Proj\Project_01_R6\Credits.aprx Date: 6/11/2023



- Enhanced Crossing
- Protected Intersection
- Leading Pedestrian Interval
- Traffic Calming
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 6



Bicycle System

The preferred alternatives developed for the bicycle system include mixed-use shoulders, low-traffic bikeways, shared lane pavement markings (sharrows) on-street bike lanes, buffered bike lanes, and separated bike lanes on city streets, as well as bicycle crossings, wayfinding signs, bike parking, bike corrals, and bike sharing that enable people to safely cross streets, navigate around Florence park their bicycles, and more easily use bicycles in general. Collectively, these alternatives will help enhance and expand the multimodal transportation system and encourage biking and other non-motorized.

BICYCLE SYSTEM ALTERNATIVES

Table 9 identifies the preferred alternatives developed for the bicycle system. The priorities shown in Table 9 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. The cost estimates are based on average unit costs for similar roadway improvements in the northwest. Figure 8 illustrates the location of the preferred bicycle system alternatives.

Table 9. Preferred Bicycle System Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
ODOT Streets				
B1	US 101 UGB to 37 th St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR construct bike facilities consistent with US 101 Refinement Plan	High	\$360
B2	US 101 37 th St to 21 st St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR construct bike facilities consistent with US 101 Refinement Plan	Medium	\$205
B3	US 101 21 st St to Siuslaw River Bridge	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	Medium	\$345
B4	OR 126 US 101 to Tamarack St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes)	High	\$65
B5	OR 126 Tamarack St to UGB	Maintain existing facilities	N/A	N/A
Lane County Streets				
B6	Heceta Beach Rd US 101 to Rhododendron Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P3)	High	\$915
B7	Munsel Lake Rd US 101 to Spruce St	Construct bike lanes on both sides of the street (coordinate with Project P4)	High	\$65
B8	Munsel Lake Rd Spruce St to Ocean Dunes Dr	Construct shoulder bikeways on both sides of the street (coordinate with Project P5)	High	\$710



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

B9	Munsel Lake Rd Ocean Dunes Dr to N Fork Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P6)	High	\$235
B10	N Fork Rd OR 126 to Munsel Lake Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P7)	High	\$435
B11	N Jetty Rd Rhododendron Dr to North Jetty Beach	Construct shoulder bikeways on both sides of the street (coordinate with Project P8)	Medium	\$515
City Streets – Arterials				
B12	9th St US 101 to Rhododendron Dr	Maintain existing facilities	N/A	N/A
B13	Rhododendron Dr US 101 to 9 th St	Maintain existing facilities	N/A	N/A
B14	Rhododendron Dr 9 th St to Wild Winds St	Construct shoulder bikeways on both sides of the street (coordinate with Project P11)	High	\$345
B15	Rhododendron Dr Wild Winds St to 35 th St	Construct shoulder bikeways on both sides of the street (coordinate with Project P12)	High	\$430
B16	Rhododendron Dr 35 th St to Heceta Beach Rd	Construct shoulder bikeways on both sides of the street (coordinate with Project P13)	High	\$1,245
City Streets – Collectors				
B17	2nd St US 101 to Harbor St	Extend shared lane pavement markings from Maple St to US 101	High	\$5
B18	21st St Oak St to US 101	Add shared lane pavement markings	Medium	\$5
B19	21st St US 101 to Spruce St	Add shared lane pavement markings	Medium	\$5
B20	27th St US 101 to Kingwood St	Construct bike lanes from Oak St to US 101	Medium	\$205
B21	35th St Rhododendron Dr to Kingwood St	Maintain existing facilities	N/A	N/A
B22	35th St Kingwood St to Oak St	Maintain existing facilities	N/A	N/A
B23	35th St Oak St to US 101	Maintain existing facilities	N/A	N/A
B24	35th St US 101 to Spruce St	Maintain existing facilities	N/A	N/A
B25	42nd St US 101 to Spruce St	Add shared lane pavement markings from Spruce to eastern terminus and create bike connection between the eastern terminus and Munsel Creek Lp	Medium	\$5



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

B26	43rd St Oak St to US 101	Add shared lane pavement markings	Medium	\$5
B27	46th St Oak St to US 101	Maintain existing facilities	N/A	N/A
B28	Airport Rd/15th St Kingwood St to US 101	Add shared lane pavement markings	Medium	\$10
B29	Bay St Kingwood St to Maple St	Add shared lane pavement markings	Medium	\$5
B30	Kingwood St Bay St to 9 th St	Construct bike lanes on both sides of the street (requires removing on-street parking) OR implement traffic calming measures	Medium	\$265
B31	Kingwood St 9 th St to Airport Wy	Construct bike lanes on both sides of the street from 9 th St to 10 th St (will require removing on-street parking) OR implement traffic calming measures	Medium	\$135
B32	Kingwood St Airport Wy to 35 th St	Construct buffered bike lanes on both sides of the street (requires narrowing travel lanes) OR implement traffic calming measures	Medium	\$215
B33	Maple St US 101 to Bay St	Add shared lane pavement markings	High	\$5
B34	Oak St 20 th St to 27 th St	Construct bike lanes from 20 th St to Siuslaw Middle School Dwy (requires removing on-street parking)	High	\$200
B35	Oak St 27 th St to 35 th St	Maintain existing facilities	N/A	N/A
B36	Oak St 35 th St to 46 th St	Maintain existing facilities	N/A	N/A
B37	Quince St 2 nd St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	\$180
B38	32nd-Redwood St Spruce St to 35 th St	Maintain existing facilities	N/A	N/A
B39	Spruce St 42 nd St to 35 th St	Construct bike lanes on both sides of the street from 37 th to 42 nd (requires removing on-street parking)	High	\$210
B40	Spruce St 32 nd St to 17 th St	Construct bike lanes on both sides of the street from 25 th St to 17 th Street (requires removing on-street parking)	High	\$430
B41	Spruce St 17 th St to OR 126	Construct bike lanes on both sides of the street (requires removing on-street parking)	High	\$245
City Streets – Other Roads of Interest				
B42	4th Ave Heceta Beach Rd to Falcon St	Construct bike lanes on both sides of the street (coordinate with Project R12)	Low	\$0 ¹
B43	20th St Kingwood St to US 101	Add shared lane pavement markings	Medium	\$10
B44	Laurel St-Old Town Wy	Add shared lane pavement markings	High	\$5



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

	US 101 to Laurel St			
B45	30th St Oak St to US 101	Add shared lane pavement markings	Low	\$5
B46	30th St US 101 to Spruce St	Add shared lane pavement markings	Low	\$5
B47	West Park Dr/18th St/Willow Lp/Willow St	Add shared lane pavement marking (coordinate with Project MU1)	High	\$15
Total High Priority Cost				\$6,100
Total Medium Priority Cost				\$1,930
Total Low Priority Cost				\$10
Total Cost				\$8,040

1. Project cost included in roadway system cost.

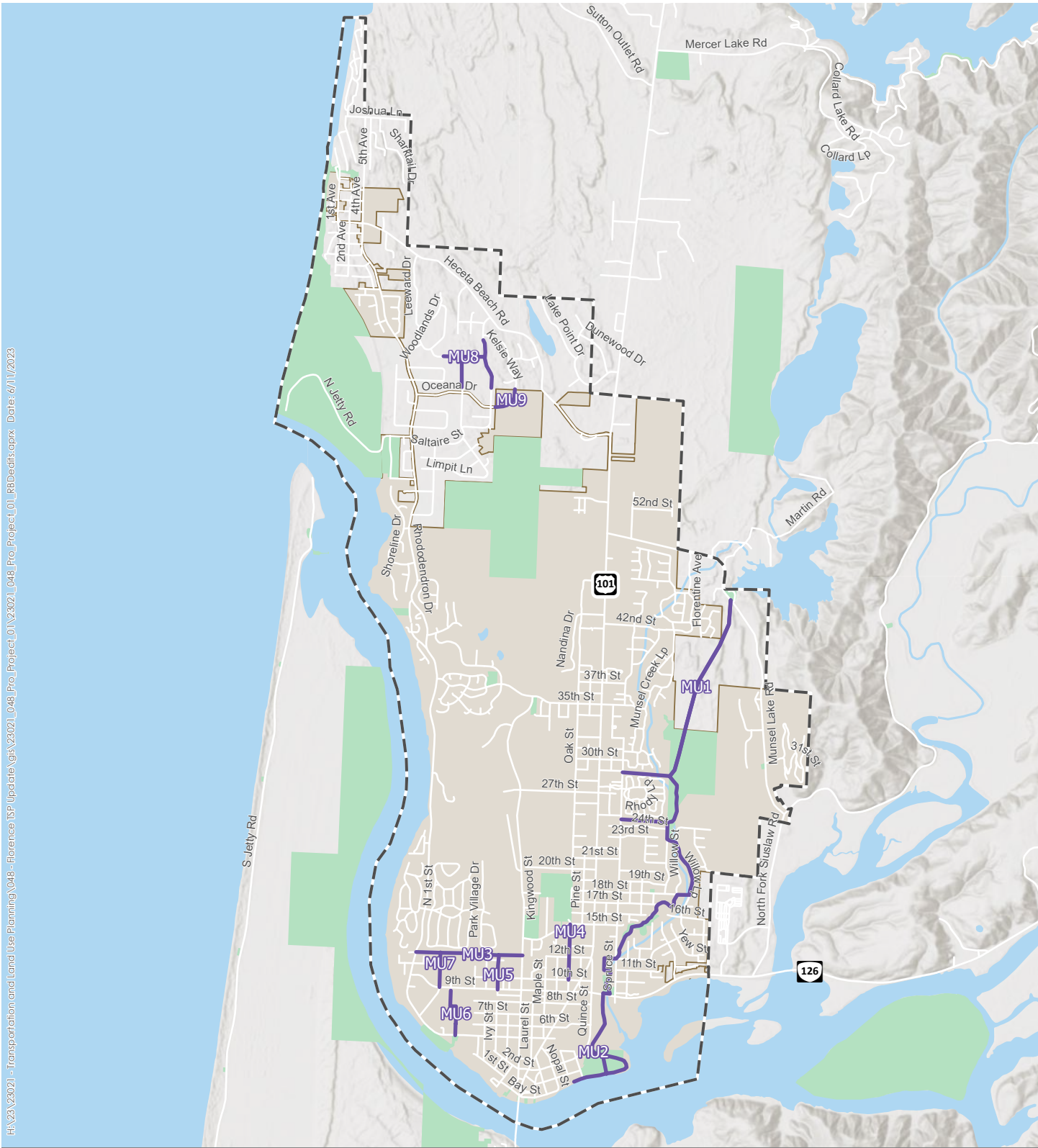
BICYCLE SYSTEM POLICIES

The bicycle system policies are provided below:

- » The City will perform regular street sweeping of US 101.
- » The City will perform regular enforcement of "No Parking in Bicycle Lanes".
- » The City will institute a program to educate and encourage existing businesses to provide bicycle parking.
- » The City will work toward becoming a "Bicycle-Friendly Community".
- » The City will create a map (available on paper and electronically) showing designated bicycle route through town (roads with bicycle lanes, multi-use paths, sharrows).
- » The City will partner with the Port to promote bicycle camping.
- » The City will educate bicyclists about rules of the road.
- » The City will partner with PeaceHealth to promote Bike to Work/School month, week, day.
- » The City will replace storm drains dangerous to bicyclists with drains that have cross-members.

Transit System

Public transit service within Florence is provided by Rhody Express (for local trips), Link Lane (for intercity trips to Eugene and to Yachats), and Coos County Area Transit (for intercity trips to Coos Bay). In addition to coordinating with local and regional transit agencies to help implement their planned service enhancements, Florence can support development of a more efficient transit service by providing easy and safe walking and bicycling connections between key roadways, neighborhoods, and local destinations; by working with Rhody Express to explore local route improvements; by working with transit providers to improve service frequency and marketing in Florence; by providing amenities, such as shelters and benches, at transit stops; and by planning for park-and-ride and mobility hub locations. These types of enhancements can encourage increased transit ridership consistent with Goal 3 and Goal 6 of the TSP update.

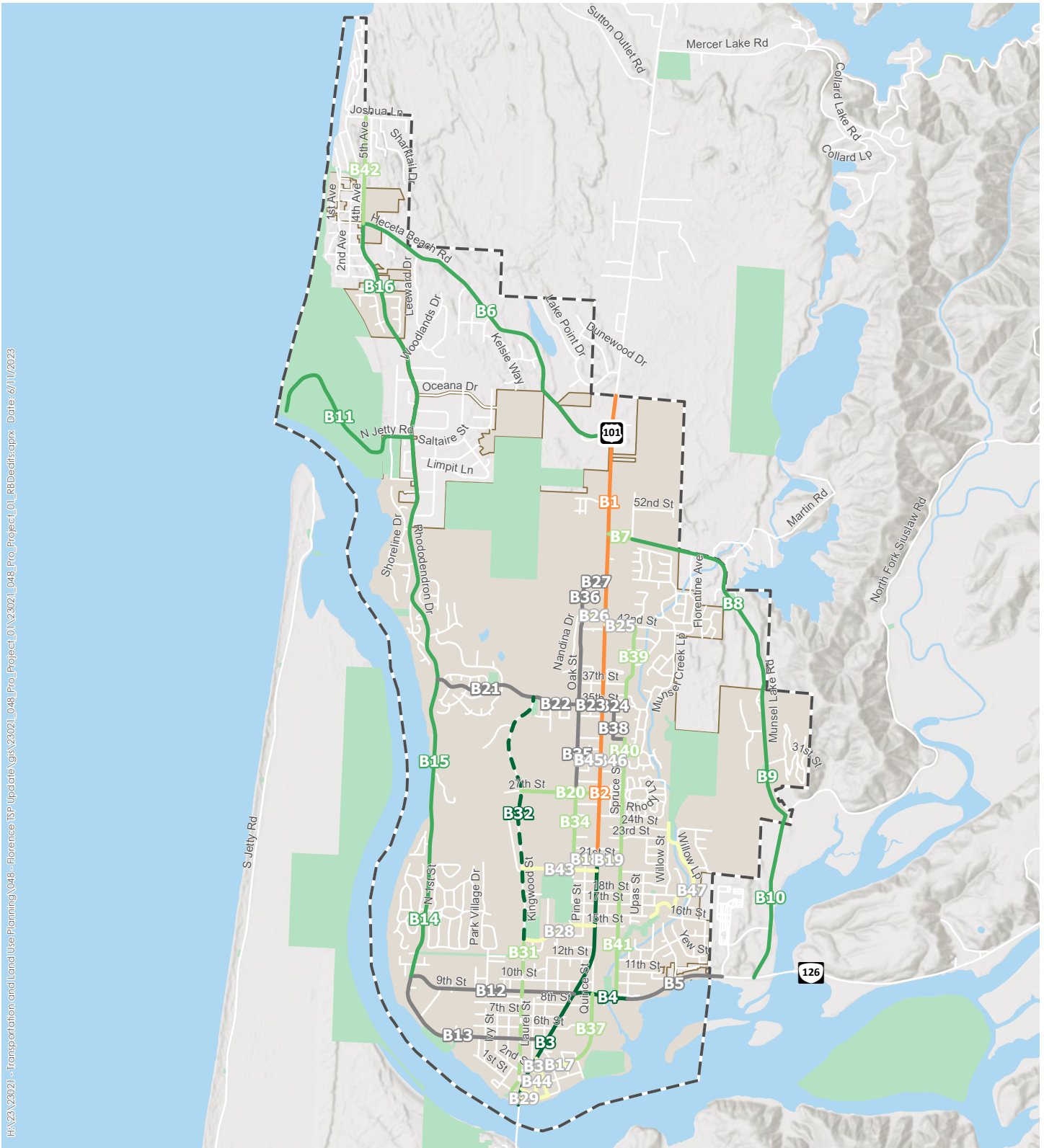


- Multi-Use Path Alternatives
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 7

Preferred Multi-Use Path Alternative Florence, Oregon



- US 101 Refinement Plan
- Buffered Bike Lanes
- - - Buffered Bike Lanes/Traffic Calming
- Shoulder Bikeway
- Bike Lanes
- - - Bike Lanes/Traffic Calming

- Shared Lane Pavement Markings
- Maintain Existing Facilities
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 8



TRANSIT SYSTEM ALTERNATIVES

Table 10 identifies the preferred alternatives developed for the transit system. The priorities shown in Table 10 are based on the project evaluation criteria as well as input from the project team, the project advisory committee, and the community. Figure 9 illustrates the location of the preferred transit system alternatives, where applicable.

Table 10. Preferred Transit System Alternatives

Map ID	Location	Description	Priority	Cost (\$1,000)
T1	Local Service	Explore adding service to Rhododendron Dr and Heceta Beach neighborhood	High	0 ¹
T2	Intercity Service	Increase intercity service frequency, access to Eugene Airport and Southwest Oregon Regional Airport	Medium	0 ¹
T3	Marketing	Improve marketing for intercity service, specifically for Link Lane service to Eugene and to Yachats	High	\$50
T4	Transit Center	Establish a transit center at the Grocery Outlet bus stop on 21 st St, add bathroom facilities to transit center, formally establish a park-and-ride with Grocery Outlet, add transit shelters and/or benches to existing stop locations	Medium	\$500
T5	Bus Stops	Add shelters and/or benches to existing bus stops and build bus stops that are accessible	High	\$250
T6	Park and Rides	Explore establishing park-and-rides at Three Rivers Casino and Florence Events Center	Medium	\$100
T7	Mobility Hubs	Explore establishing mobility hubs at Grocery Outlet (primary location), Port of Siuslaw parking lot (secondary location), and Florence Events Center (secondary location)	Medium	\$250
			Total High Priority Cost	\$300
			Total Medium Priority Cost	\$850
			Total Low Priority Cost	\$0
			Total Cost	\$1,150

1. Project will be funded by others or in conjunction with others.

TRANSIT SYSTEM POLICIES

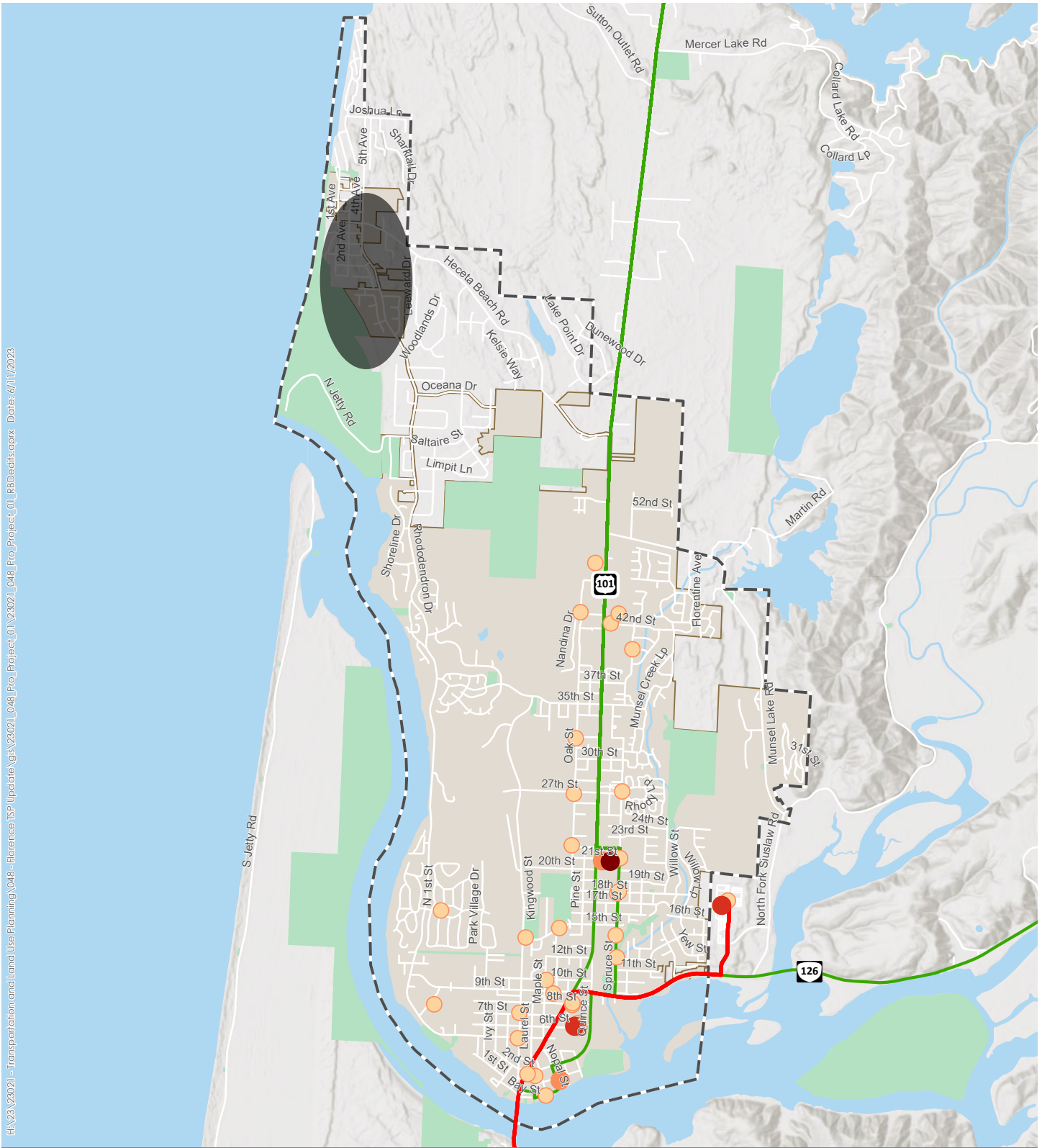
The transit system policies are provided below:

- » The City will work with Rhody Express, Link lane, and Coos County Transit to ensure adequate access to local transit stops.

Freight, Air, and Rail Systems

The freight, air, and rail transportation systems are smaller transportation networks within Florence that are confined to more limited locations within the city (or outside of the city for the rail network). Each of these systems is detailed below.

H:\23\23021 - Transportation and Land Use Planning\048 - Florence TSP Update\GIS\23021_048_Proj_Project_01\23021_043_Proj_Project_01_R6Dedits.aprx Date: 6/11/2023



- Project T2: Expanded Intercity Service
- Project T2/T3: Expanded Intercity Service/ Marketing
- Project T1: Local Service
- Project T4: Transit Center
- Project T6: Park-and-Ride
- Project T7: Mobility Hub

- Project T5: Bus Stop
- Parks
- Water
- City Boundary
- Urban Growth Boundary



Figure 9

**Preferred Transit Alternatives
Florence, Oregon**



FREIGHT SYSTEM POLICIES

The *Oregon Highway Plan* identifies OR 126 and US 101 (from the intersection of OR 126 south) as freight routes in Florence. US 101 to the north of OR 126, while not designated as a freight route, clearly has significant freight capacity. Additionally, the segment of US 101 from OR 126 to Bay Street is designated as a Special Transportation Area (STA), where local access needs to be weighed against broader freight needs.

Two of the major freight generators identified in *Tech Memo #3A: Transportation System Inventory* (Florence Municipal Airport and Florence Industrial Park) are located off Kingwood Street, as well as the City's Public Works Department building. Of the remaining freight generators (local grocery stores and the Port of Siuslaw), the city's four grocery stores are all located on US 101, and the Port of Siuslaw is accessible from OR 126 via Quince Street or from US 101 via 2nd Street.

The freight alternatives identified in *Tech Memo #5: Alternatives Analysis and Funding Program* were determined to be better suited as policies. These freight policies include:

- » Accommodate local freight traffic on Kingwood Street via 9th Street, 27th Street, and 35th Street.
- » Ensure that planned pedestrian and bicycle improvements on City streets with local freight traffic (Kingwood Street, 9th Street, 27th Street, 35th Street, Quince Street, and 2nd Street) are designed to allow for safe and distinct space for all modes.
- » Ensure that planned pedestrian and bicycle improvements along the segment of US 101 south of OR 126 and OR 126, which are reduction review routes, do not impact the "hole in the air".
- » Develop policies related to maintenance along designated freight routes to ensure the facilities do not become degraded over time.
- » Develop policies related to pedestrian and bicycle facilities along designated freight routes to ensure greater separation of travel modes.
- » Establish truck loading zones within the downtown area and develop policies related to the use of the truck loading zones, specifically for businesses on Bay Street.

AIR SYSTEM POLICIES

The Florence Municipal Airport is located west of Kingwood Street and accommodates small aircraft on its 3,000-foot runway. The airport completed the *Airport Master Plan Update* in February 2010 to better understanding existing facilities and activities, determine future airport needs, and create a capital improvement program to meet these future needs. While the projects in the *Airport Master Plan Update* largely fall outside of the TSP Update, there are policies that Florence can implement to support the airport. These policies include:

- » Collaborate with the Florence Municipal Airport and the Oregon Department of Aviation to ensure that future roadway connections (such as an extension of Pacific View Drive) do not impact future runway expansion.
- » Coordinate with the Oregon Department of Aviation on proposed changes to land use, zoning, or transportation within the vicinity of the airport to maintain Federal Aviation Regulation (FAR) Part 77 airspace services depicted in the *Airport Master Plan Update*.
- » Work with neighboring residential uses to minimize issues of noise and vibration if/when night operations become a reality at the airport.



RAIL SYSTEM POLICIES

There are no rail facilities within Florence and the nearest passenger rail service 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. The following policies were developed to address rail transportation:

- » Work with Link Lane on adding runs or adjusting existing runs to better coordinate with Amtrak and Cascade POINT service at the Eugene Amtrak Station.

Safe Routes to School

Safe Routes to School (SRTS) plans make it safer for students to walk, bike, or take public transit to school. Safer routes encourage more walking and biking and provide convenient and accessible options to and from school and in surrounding neighborhoods. SRTS programs include six components known as the Six E's: evaluation, education, encouragement, engineering, enforcement, and equity. The following summarizes several plans and policies the City can implement to support SRTS within the city.

SAFE ROUTES TO SCHOOL POLICIES

The SRTS policies are provided below.

- » Coordinate with the Siuslaw School District to develop SRTS plans for local schools.
- » Develop education programs that provide students with information on transportation options and the benefits of walking and biking to school.
- » Develop encouragement programs that generate excitement and interest in walking and biking through events and activities.
- » Continue to implement physical improvements to the transportation system aimed at making walking and biking to school safer, more comfortable and convenient.
 - » Several alternatives are identified within the pedestrian and bicycle sections of this memorandum that could help the city further enhance the transportation system around schools.
- » Develop an evaluation program that assesses which strategies and approaches are successful.
- » Develop an equity program that ensures that program initiatives are benefiting all demographic groups.

Emerging Technology

Transportation technologies are rapidly evolving, and cities are evaluating what steps they can take to be prepared. The challenge is that most emerging technologies are initiated by the private sector and can be difficult to predict. So how can cities use their money efficiently while also seeing the benefits of emerging technology? The following summarizes several plans and policies the City can implement to prepare for emerging technology.



EMERGING TRANSPORTATION TECHNOLOGY POLICIES

The following summarizes a list of discrete steps (primarily planning and policy related) that the City can take to be prepared for the emergence of new transportation technologies.

- » Create a Transportation Technology Liaison Role: This role should serve to carry out the listed tasks below.
- » Connect with cities in the surrounding area (Eugene), establish a service zone for any emerging technology coming to the area.
- » Develop partnerships and programs with Lane Community College and the University of Oregon to attract students.
- » Review the development code and create avenues for flexible uses.
- » Hold public outreach to determine which emerging technologies local residents are interested in.
- » Meet with ODOT, Lane County, and other relevant jurisdictions in the surrounding area and discuss emerging technologies.
- » Establish a primary and secondary mobility hub in the City.
- » Consider adding EV charging stations at key destinations (PeaceHealth Peace Harbor Medical Center, grocery stores, Three Rivers Casino Resort, and Old Town) and EV charging requirement to development code.
- » Invest in pick-up drop-off loops and adaptive reuse design for any parking structures/lots.
- » Plan for multiple ride-hailing services and micromobility services (E-scooters, bike share, etc.) to be established in Florence.

Parking Management

The preferred parking management policies and strategies are summarized below. These policies and strategies are focused on improving user information, enhancing parking management, enhancing enforcement, and increasing the parking supply. Most of these policies and strategies are applicable to Old Town; however, the City could implement them in other locations throughout the city to better manage parking demand while also improving access and circulation for all travel modes.

PARKING MANAGEMENT STRATEGIES

The preferred parking management strategies are shown in Table 11. As indicated below, most of these strategies are applicable to Old Town, but could be implemented in other areas as well.

Table 11. Preferred Parking Management Strategies

Map ID	Location	Description	Priority	Cost (\$1,000)
PM1	US 101, OR 126, and Quince St	Install wayfinding signs that direct motorists to off-street public parking facilities in Old Town	High	\$50
PM2	Old Town	Develop neighborhood parking maps and how to park resources in coordination with local	Medium	\$50



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

		destinations and post them online and in prominent locations		
PM3	Old Town	Create a parking ambassador position to provide information and guidance on parking in Old Town	Medium	0 ¹
PM4	Old Town Area A	Stripe on-street parking stalls on both sides of all streets in Old Town Area A	High	\$50
PM5	Old Town Area A	Install signage on both sides of all streets in Old Town Area A to indicate time limitations (3-hours), hours of enforcement (8:00 AM to 5:00 PM), and directional arrows indicating the stalls where restrictions apply	High	\$50
PM6	Old Town Area B	Stripe on-street parking stalls on both sides of all streets in Old Town Area B	Medium	\$50
PM7	Old Town	Implement and manage and area parking permit program for residents and employees of local businesses Old Town	Low	0 ¹
PM8	Old Town/ City Wide	Implement regular parking enforcement of on-street parking regulations in Old Town and other areas as applicable	Low	0 ¹
PM9	Old Town/ Citywide	Establish remote parking areas that are served by transit to relocate parking demand to the fringe area of the community	Low	0 ¹
PM10	Old Town/ Citywide	Establish public-private partnerships to open access to existing private parking facilities or construct new parking (for instance, through co-financing) to serve both site-specific users and the public	Low	0 ¹
Total High Priority Cost				\$150
Total Medium Priority Cost				\$100
Total Low Priority Cost				\$0
Total Cost				\$250

1. Project will be self-funded, funded by others, or in conjunction with others.

PARKING MANAGEMENT POLICIES

The preferred parking management policies are summarized below.

- » The City will establish a parking collaborative in Old Town to align the City's interest with local businesses and associations.
- » The City will require good neighbor agreements between local businesses and associations to indicate how parking needs will be met and issues will be addressed.
- » The City will conduct outreach to educate and inform the public about changes to parking policies and strategies in Old Town and provide information on travel options.
- » The City will coordinate with community destinations to improve safety and security in Old Town (e.g., neighborhood watch, community policing, special police patrols, improved lighting, pedestrian escorts, monitoring of facilities).
- » The City will continue to monitor, measure, and evaluate the performance of the parking system and adjust policies and strategies to increase efficiency.
- » Implement/recalibrate restrictions (e.g., time limits/users).



- » Establish parking zones (e.g., loading zones, pick-up/drop-off zones).
- » Reconfigure parking facilities to identify additional space for parking.

Transportation Demand Management

Transportation Demand Management (TDM) is a general term used to describe any action that removes single occupancy vehicle (SOV) trips from the roadway during peak time periods. As population and employment increase in the city, the number of trips will also increase. The ability to change travel behavior and provide alternative modes will help accommodate the growth in trips without the need for significant investments in new infrastructure. A major focus of TDM is on major employers; however, there are many things the City can do to support TDM implementation. The following summarizes the preferred TDM alternatives that can be applied by the City.

- » Learn about TDM and the role it can play in achieving local planning objectives.
- » Encourage and require local businesses to implement TDM solutions.
- » Work to build partnerships with community organizations to support TDM implementation.
- » Help create TDM programs to provide local TDM services.
- » Improve non-motorized transportation facilities, public transit services, and other transportation services.
- » Support carshare, ridesharing, bikeshare, e-scooters, and other micromobility services.
- » Apply more comprehensive transportation planning, including multimodal level of service indicators when evaluating transportation improvements.
- » Implement TDM strategies, such as commute trip reductions programs for employees, and special transportation management when sponsoring events that attract crowds.

TDM strategies help achieve many of the City's goals, including reduced traffic congestion, reduced parking demand, improved mobility for non-drivers, improved community livability, improved public fitness and health, and others.

Transportation System Cost Summary

Table 12 summarizes the full cost of the preferred and cost constrained plans for the TSP Update. As shown, the full cost of the preferred plan is approximately \$83.9 million over the 20-year period, including \$36.2 million in high priority projects, \$21.0 million in medium priority projects, and \$26.7 million in low priority projects. Based on the anticipated funds available for capital improvements, the cost constrained plan includes many of the high priority projects.¹

¹ The high priority projects include those that are most likely to be funded by the City over the 20-year planning horizon. The medium and low priority project are aspirational and will be funded through grants and additional funding sources as they become available and/or by private developers as part of future development.



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

Table 12: Planned Transportation System Cost Summary

Project Type	High Priority (\$1,000)	Medium Priority (\$1,000)	Low Priority (\$1,000)	Total (\$1,000)
Planned Transportation System				
Roadway	\$1,800	\$11,695	\$16,670	\$30,165
Safety	\$700	\$400	\$50	\$1,150
Pedestrian	\$21,850	\$9,665	\$3,830	\$35,345
Crossing	\$750	\$1,000	\$1,500	\$3,250
Multi-use Path	\$4,555	\$2,160	\$1,180	\$7,895
Bicycle	\$6,100	\$1,930	\$10	\$8,040
Transit	\$300	\$850	\$0	\$1,150
Parking	\$150	\$100	\$0	\$250
Total	\$36,205	\$27,800	\$23,240	\$87,245

Note: TDM = Transportation Demand Management

Given limited funding, the City will need to identify additional revenue sources to implement all projects identified in the preferred plan over the next 20 years. A summary of these potential revenue sources is provided in Tech Memo 5.

Attachments

- A. Preliminary Screening of Alternatives
- B. Qualitative Evaluation of Preferred Alternatives

ATTACHMENT A: PRELIMINARY SCREENING OF ALTERNATIVES

Gap/ Deficiency ID (Future Project ID)	Location/Name	Extents	Alternative Type	Alternative Description	Preliminary Screening									Total	Preferred Solution	
					Safe Transportation System for all	Support Economic Development & Cost Effective	Meeting Wide-Ranging Transportation Needs for all users	Minimizing Environmental Impacts	Adding Resilience	Coordinating with Partners	Are there minimal environmental impacts?	Are there minimal engineering challenges?	Is it preferred by the public based on completed outreach?			
S1	US 101/Heceta Beach Road Intersection	N/A		Install southbound dynamic speed feedback sign after entering Florence												
				Provide traffic calming measures on US 101 approaching the intersection												
				Install intersection lighting												
S2	US 101/Munsel Lake Road Intersection	N/A	Safety intersection	Install advance intersection warning signs with flashing beacons												
				Evaluate need for traffic control modification (see intersection alternatives)												
				Provide traffic calming measures on US 101 approaching the intersection												
				Install intersection lighting												
S3	US 101/46th Street	N/A	Safety intersection	Install advance intersection warning signs with flashing beacons												
				Provide traffic calming measures on US 101 approaching the intersection												
				Install street name signs												
				Install intersection lighting												
S4	US 101/OR 126 Intersection	N/A	Safety intersection	Provide traffic calming measures on US 101 and OR 126 approaching the intersection												
				Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)												
S5	US 101/Rhododendron Drive Intersection	N/A	Safety intersection	Provide traffic calming measures on US 101 approaching the intersection												
				Increase visibility of traffic signal heads (larger bulbs, reflective backplates, etc.)												
S6	OR 126/Quince Street Intersection	N/A	Safety intersection	Evaluate need for traffic control modification (see intersection alternatives)												
				Provide traffic calming measures on OR 126 approaching the intersection												
				Install additional street lighting												
S7	Rhododendron Drive/Heceta Beach Road Intersection	N/A	Safety intersection	Install advance intersection warning signs on Heceta Beach Rd												
				Provide traffic calming measures on Heceta Beach Rd approaching the intersection												
				Trim vegetation in SE and SW corners to increase sight distance												
				Install intersection lighting												
S8	Kingwood Street/15th Street Intersection	N/A	Safety intersection	Install advance intersection warning signs on Kingwood St												
				Provide traffic calming measures on Kingwood St approaching the intersection												
				Trim vegetation in SE corner to increase sight distance												
S9	Kingwood Street/9th Street Intersection	N/A	Safety intersection	Install advance intersection warning signs on 9th St												
				Evaluate need for traffic control modification (see intersection alternatives)												
				Install additional intersection lighting												
Pedestrian System																
			Fill in sidewalk gaps	Fill sidewalk gaps at key destinations (e.g., Fred Meyer)	-1	-1	1	-1	1	0	1	2	1	3		

Gap/ Deficiency ID (Future Project ID)	Location/Name	Extents	Alternative Type	Alternative Description	Preliminary Screening									Total	Preferred Solution
					Safe Transportation System for all	Support Economic Development & Cost Effective	Meeting Wide-Ranging Transportation Needs for all users	Minimizing Environmental Impacts	Adding Resilience	Coordinating with Partners	Are there minimal environmental impacts?	Are there minimal engineering challenges?	Is it preferred by the public based on completed outreach?		
		Hemlock Street to 5th Street	Enhanced crossing	Install enhanced crossings at select locations											
P12	Rhododendron Drive	9th Street to Wild Winds Street	Fill in sidewalk gaps	Reconfigure bike lanes as mixed-use shoulders	-1	-1	1	2	-1	-1	2	-1	-1	-1	
			Fill in sidewalk gaps	Construct shared-use path on one side. - include landscape strip as feasible	2	2	2	1	1	2	1	1	2	14	✓
P13	Rhododendron Drive	Wild Winds Street to 35th Street	Fill in sidewalk gaps	Install sidewalks on the north side of the roadway with new sidewalks.	1	1	1	1	-1	1	1	2	1	8	
			Reconstruct sidewalks	Reconstruct the sidewalks consistent per City standards as part of future development/redevelopment projects.	2	2	2	1	1	2	1	1	2	14	✓
P14	Rhododendron Drive	35th Street to Heceta Beach Road	Fill in sidewalk gaps	Widen shoulders on both sides/reconfigure as mixed-use shoulders.	1	1	1	1	-1	1	1	2	1	8	
			Fill in sidewalk gaps	Construct shared-use path on one side. - include landscape strip as feasible	2	2	2	1	1	2	1	1	2	14	✓
P15	2nd Street	US 101 to Harbor Street	Fill in sidewalk gaps	Fill sidewalk gaps within Old Town	2	2	2	1	1	2	1	1	2	14	✓
			Reconstruct sidewalks	Reconstruct existing sidewalks with landscape strips	1	1	-1	2	1	1	2	-1	1	7	
			Enhanced crossing	Install enhanced crossings at Nopal St, Oak St, Harbor St (e.g., marked crosswalks with curb extensions)											
P16	21st Street	Oak Street to US 101	Enhanced crossing	Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval)											
P17	21st Street	US 101 to Spruce Street	Fill in sidewalk gaps	Fill sidewalk gaps on both sides											
P17	27th Street	US 101 to Kingwood Street	Fill in sidewalk gaps	fill sidewalk gaps between US 101 and Oak Street; install enhanced crossing at US 101											
P18	35th Street	Rhododendron Drive to Kingwood Street	Fill in sidewalk gaps	Fill in sidewalk gaps on one side	1	1	1	1	-1	1	1	-1	1	5	
			Fill in sidewalk gaps	Fill in sidewalk gaps on both sides	2	2	2	1	1	2	1	1	2	14	✓
			Fill in sidewalk gaps	Construct shared-use path on one side. - include landscape strip as feasible	1	1	1	1	1	1	1	1	1	9	
			Enhanced crossing	Install an enhanced crossing at Kingwood Street											
P19	35th Street	Kingwood Street to Oak Street	Fill in sidewalk gaps	Fill in sidewalk gaps on one side	1	1	1	1	-1	1	1	-1	1	5	
			Fill in sidewalk gaps	Fill in sidewalk gaps on both sides	2	2	2	1	1	2	1	1	2	14	✓
			Fill in sidewalk gaps	Construct shared-use path on one side. - include landscape strip as feasible	1	1	1	1	1	1	1	1	1	9	
P20	35th Street	Oak Street to US 101	Fill in sidewalk gaps	Fill in sidewalk gaps on both sides											✓
			Enhanced crossing	Retime signal at US 101 for improved pedestrian access (e.g., leading pedestrian interval)											✓
P21	35th Street	US 101 to Spruce Street	Do nothing	Do nothing											✓
P22	42nd Street	US 101 to Spruce Street	Fill in sidewalk gaps	Construct sidewalks on both sides	2	2	2	1	1	2	1	1	2	14	✓
			Enhanced crossing	Install enhanced crossing on US 101 at 42nd St or between 42nd St and 43rd St											✓
			Fill in sidewalk gaps	Create pedestrian connection between Munsel Creek Dr and Munsel Creek Ln	1	1	1	1	-1	1	1	-1	1	5	
P23	43rd Street	Oak Street to US 101	Fill in sidewalk gaps	Fill in sidewalk gaps on south sides											✓
			Do nothing	Do nothing.	-2	-2	-2	2	-2	-2	2	2	-2	-6	

Gap/ Deficiency ID (Future Project ID)	Location/Name	Extents	Alternative Type	Alternative Description	Preliminary Screening									Total	Preferred Solution
					Safe Transportation System for all	Support Economic Development & Cost Effective	Meeting Wide-Ranging Transportation Needs for all users	Minimizing Environmental Impacts	Adding Resilience	Coordinating with Partners	Are there minimal environmental impacts?	Are there minimal engineering challenges?	Is it preferred by the public based on completed outreach?		
P24	46th Street	Oak Street to US 101	Enhanced crossing	Install enhanced crossing on US 101 at 46th St.	2	2	2	1	1	2	1	1	2	14	✓
P25	Airport Road/15th street	Kingwood Street to US 101	Fill in sidewalk gaps	Fill in sidewalk gaps on both sides											✓
P26	Bay Street	Kingwood Street to Maple Street	Reconstruct sidewalks	Reconstruct sidewalks to increase width											✓
			Reconstruct sidewalks	Install curb extensions at Kingwood St, Laurel St, Maple St, and mid-block by the boardwalk											✓
			Enhanced crossing	Install mid-block crosswalk at Bay St/Nopal St corner by the boardwalk											✓
			Reconstruct sidewalks	Develop a streetscape design plan											✓
P27	Kingwood Street	Bay Street to 9th Street	Fill in sidewalk gaps	Fill in sidewalk gaps on both sides											✓
			Enhanced crossing	Install enhanced crossing at Bay St											✓
P28	Kingwood Street	9th Street to Airport Way	Fill in sidewalk gaps	Fill in sidewalk gaps on both sides											✓
			Enhanced crossing	Install enhanced crossing at Bay St											✓
P29	Kingwood Street	Airport Way to 20th Street	Fill in sidewalk gaps	Fill in sidewalk gaps on both sides											✓
			Enhanced crossing	Install enhanced crossings at select locations											✓
P30	Kingwood Street	20th Street to 35th Street	Reconstruct sidewalks	Reconstruct sidewalks with landscape strips											✓
			Traffic calming	Implement traffic calming measures											✓
P31	Maple Street	US 101 to Bay Street	Fill in sidewalk gaps	Fill in sidewalk gaps on one side											✓
P32	Oak Street	20th Street to 27th Street	Enhanced crossing	Install enhanced crossing at select location											✓
P33	Oak Street	27th Street to 35th Street	Fill in sidewalk gaps	Fill in sidewalk gaps on one side											✓
			Enhanced crossing	Install enhanced crossing at select location											✓
P34	Oak Street	35th Street to 46th Street	Fill in sidewalk gaps	Fill in sidewalk gaps on one side	1	1	1	1	-1	1	1	-1	1	5	
			Reconstruct sidewalks	Reconstruct sidewalks with landscape strips	2	2	2	1	1	2	1	1	2	14	✓
			traffic calming	Implement traffic calming measures											
P35	Quince Street	2nd Street to OR 126	Enhanced crossing	Install enhanced crossing at 6th St for events center access											✓
P36	32nd-Redwood Street	Spruce Street to 35th Street	Fill in sidewalk gaps	Fill in sidewalk gap on south/west side											✓
P37	Spruce Street	42nd Street to 35th Street	Fill in sidewalk gaps	Fill sidewalks gaps on both sides											✓
P38	Spruce Street	32nd Street to 17th Street	Enhanced crossing	Install enhanced crossings at shared-use paths											✓
P39	Spruce Street	17th Street to OR 126	Fill in sidewalk gaps	Fill sidewalks gaps on both sides											✓
P40	Spruce Street	Munsel Lake to northern Terminus	Do nothing	Do nothing	-2	-2	-2	2	-2	-2	2	2	-2	-6	
			Fill in sidewalk gaps	Construct sidewalks on the west side	2	2	2	1	1	2	1	1	2	14	✓
P41	4th Avenue	Heceta Beach Road to Joshua Lane	Fill in sidewalk gaps	Construct mixed-use shoulders on both sides	-1	-1	1	2	-1	-1	2	-1	-1	-1	
			Fill in sidewalk gaps	Construct sidewalks on one side.	1	1	1	1	-1	1	1	2	1	8	
			Fill in sidewalk gaps	Construct shared-use path on one side. - include landscape strip as feasible	2	2	2	1	1	2	1	1	2	14	✓

Gap/ Deficiency ID (Future Project ID)	Location/Name	Extents	Alternative Type	Alternative Description	Preliminary Screening									Total	Preferred Solution	
					Safe Transportation System for all	Support Economic Development & Cost Effective	Meeting Wide-Ranging Transportation Needs for all users	Minimizing Environmental Impacts	Adding Resilience	Coordinating with Partners	Are there minimal environmental impacts?	Are there minimal engineering challenges?	Is it preferred by the public based on completed outreach?			
P42	20th Street	Kingwood Street to US 101	Fill in sidewalk gaps	Construct sidewalks on both sides											✓	
			Enhanced crossing	Install enhanced crossings at US 101											✓	
			Fill in sidewalk gaps	Extend 20th St west to Kingwood St												✓
P43	Laurel Street/Old Town Way Intersection	US 101 to Maple Street	Fill in sidewalk gaps	Fill sidewalk gaps on both sides											✓	
P44	30th Street	Oak Street to US 101	Do nothing	Do nothing	-2	-2	-2	2	-2	-2	2	2	-2	-6		
			Enhanced crossing	Install second crosswalk at Oak St and install school crosswalk signs	2	2	2	1	1	2	1	1	2	14	✓	
P45	30th Street	US 101 to Spruce Street	Do nothing	Do nothing											✓	
Bicycle System																
B1	US 101	UGB to 32nd Street	Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	1	1	2	1	1	2	2	1	12		
			Separated Bike Lanes	Construct separated bike lanes on one or two sides	2	2	2	1	2	2	1	1	2	15	✓	
			Pavement	Provide pavement markings through conflict areas (e.g., Fred Meyer Dwy, 46th St)											0	
			Protected Intersection	Provide protected intersection treatment at signalized intersections												✓
B2	US 101	32nd St to 22nd St	Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	1	1	2	1	1	2	2	1	12		
			Separated Bike Lanes	Construct separated bike lanes on one or two sides	2	2	2	1	2	2	1	1	2	15	✓	
			Protected Intersection	Provide protected intersection treatment at signalized intersections												✓
B3	US 101	22nd Street to Siuslaw River Bridge	Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	1	1	2	1	1	2	2	1	12		
			Separated Bike Lanes	Construct separated bike lanes on one or two sides	2	2	2	1	2	2	1	1	2	15	✓	
			Protected Intersection	Provide protected intersection treatment at signalized intersections												✓
B4	OR 126	US 101 to Tamarack Street	Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	1	1	2	1	1	2	2	1	12		
			Separated Bike Lanes	Construct separated bike lanes on one or two sides	2	2	2	1	2	2	1	1	2	15	✓	
B5	OR 126	Tamarack Street to UGB	Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	1	1	2	1	1	2	2	1	12		
			Separated Bike Lanes	Construct separated bike lanes on one or two sides	2	2	2	1	2	2	1	1	2	15	✓	
B6	Heceta Beach Road	US 101 to Rhododendron Drive	Widen Shoulders	Widen shoulders on both sides/reconfigure as mixed-use shoulder	-1	-1	1	2	-1	-1	2	-1	-1	-1		
			Bike Lanes	Construct bike lanes on both sides	1	1	1	1	1	1	2	2	1	11		
			Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	2	1	2	1	1	2	2	1	13		
			Shared-Use Path	Construct shared-use path on one side-include landscape strip as feasible	2	2	2	1	2	2	1	1	2	15	✓	
B7	Munsel Lake Road	US 101 to Spruce Street	Widen Shoulders	Widen shoulders on both sides/reconfigure as mixed-use shoulder	-1	-1	1	2	-1	-1	2	-1	-1	-1		
			Shared-Use Path	Construct bike lanes on one side and shared-use path on the other - include landscape strip as feasible	2	2	2	1	2	2	1	1	2	15	✓	
B8	Munsel Lake Road	Spruce Street to Ocean Dunes Drive	Widen Shoulders	Widen shoulders on both sides/reconfigure as mixed-use shoulder	-1	-1	1	2	-1	-1	2	-1	-1	-1		
			Buffered Bike Lanes	Construct buffered bike lanes on both sides - requires narrowing travel lanes	1	2	1	2	1	1	2	2	1	13		
			Shared-Use Path	Construct shared-use path on one side-include landscape strip as feasible	2	2	2	1	2	2	1	1	2	15	✓	

ATTACHMENT B: QUALITATIVE EVALUATION OF ALTERNATIVES

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																								Evaluation Total	Priority				
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development						Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users					Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies					Goal 6: Coordinating with Local, Regional, & State Partners						
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans			Objective 6B: Consistency with Statewide Planning	Objective 6C: Partnerships	Objective 6D: City Goals and Policies	
Roadway System																																
R1	Pacific View Drive	Extend Pacific View Drive to Rhododendron Drive	0	0	1	1	1	2	0	1	0	1	2	2	0	0	-1	-1	-1	-1	1	-1	2	1	1	1	0	1	1	14	Low	
R2	Munsel Lake Road	Extend Munsel Lake Road to the Oak Street	0	0	1	1	1	1	-1	-1	1	1	2	1	0	0	-1	-1	-1	-1	1	2	1	1	1	1	0	1	1	12	Low	
R3	Oak Street	Extend Oak Street from Heceta Beach Road to Fred Meyers	0	0	1	2	2	1	2	1	1	2	2	2	1	0	-1	-1	1	-1	1	2	1	1	1	1	0	0	1	1	23	Medium
R4	Spruce Street	Extend Spruce Street to the Heceta Beach Road	0	0	1	1	1	1	2	1	1	2	1	1	0	0	-1	-1	-1	-2	1	2	2	1	1	0	0	1	1	16	Low	
R5	Oak Street	Extend Oak Street from Heceta Beach Road to the north city limits	0	0	1	0	1	1	1	1	1	2	1	1	1	0	-1	-1	1	-1	1	1	1	1	1	1	0	0	1	1	16	Low
R6	Heceta Beach Road	Extend Heceta Beach Road to the Spruce Street	0	0	1	1	1	1	-1	-2	1	1	1	1	0	0	-2	-1	-1	-2	1	2	1	1	1	1	1	0	1	1	8	Low
R7	Munsel Lake Road	Extend Munsel Lake Road from Oak Street to Rhododendron Drive	0	0	1	1	1	2	-1	1	1	1	1	1	0	0	-1	-1	-1	-1	1	2	2	1	1	0	0	1	1	14	Low	
R8	20th Street	Extend 20th Street to Kingwood Street	0	0	1	2	2	2	0	1	0	2	2	2	0	0	-1	2	1	1	1	1	1	1	1	1	0	0	1	0	23	Medium
R9	US 101/Munsel Lake Road Intersection	Install traffic signal when warranted	1	2	1	2	2	2	0	2	2	0	0	0	0	1	1	1	2	0	2	0	0	0	2	0	0	1	1	24	Medium	
R10	US 101/35th Street Intersection	Optimize the signal timing and phasing to address queueing	0	0	0	1	0	2	0	2	2	0	0	0	0	1	2	1	2	2	0	2	0	0	0	1	0	0	0	18	Medium	
R11	US 101/27th Street Intersection	Install a traffic signal when warranted	0	2	1	1	2	2	0	2	2	0	0	0	0	0	1	1	1	2	0	2	0	0	0	0	0	0	0	19	Medium	
R12	US 101/15th Street Intersection	Reconfigure the intersection/modify the traffic control	0	1	1	1	1	2	0	1	1	0	0	0	0	1	-1	1	1	2	1	1	0	0	1	0	0	0	0	15	Low	
R13	US 101/OR 126 Intersection	Optimize the signal timing and phasing to address queueing	0	0	0	2	0	2	0	2	1	0	0	0	0	1	2	1	2	2	0	2	0	0	1	0	0	0	0	18	Medium	
R14	OR 126/Quince Street Intersection	Reconfigure the intersection/modify the traffic control	2	2	1	2	1	2	0	1	1	0	0	0	0	1	-1	1	1	2	1	2	0	0	1	0	0	0	0	20	Medium	
R15	OR 126/Spruce Street Intersection	Reconfigure the intersection/modify the traffic control	0	1	1	2	1	1	0	1	1	0	0	0	0	0	-1	1	1	2	1	2	0	0	1	0	0	0	0	15	Low	
R16	9th Street/Kingwood Street Intersection	Reconfigure the intersection/modify the traffic control	0	1	1	1	2	1	0	1	1	1	0	0	0	0	-1	1	1	2	1	1	0	0	1	0	0	0	0	15	Low	
R17	35th Street/Kingwood Street Intersection	Reconfigure the intersection/modify the traffic control	0	1	1	1	2	1	0	1	1	1	0	0	0	0	-1	1	1	2	1	1	0	0	1	0	0	0	0	15	Low	
Safety Plan																																
S1	US 101/Heceta Beach Road Intersection	Install advance intersection warning signs with flashing beacons, southbound dynamic speed feedback sign after entering Florence, traffic calming measures on US 101, and intersection lighting.	1	2	2	1	2	1	1	-1	1	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	1	22	Medium	
S2	US 101/Munsel Lake Road Intersection	Install advance intersection warning signs with flashing beacons, evaluate need for traffic control modification, traffic calming measures on US 101, and intersection lighting.	2	2	2	2	2	1	1	2	2	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	1	28	High	
S3	US 101/46th Street	Install advance intersection warning signs with flashing beacons, traffic calming on US 101, street name signs, and intersection lighting.	1	2	2	1	2	1	1	-1	1	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	1	22	Medium	
S4	US 101/OR 126	Provide traffic calming measures on US 101 and OR 126 approaching the intersection and increase visibility of traffic signal heads.	1	2	2	1	2	1	1	-1	1	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	1	22	Medium	
S5	US 101/Rhododendron Drive Intersection	Provide traffic calming measures on US 101 and OR 126 approaching the intersection and increase visibility of traffic signal heads.	1	2	2	1	2	1	1	-1	1	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	1	22	Medium	

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																								Evaluation Total	Priority				
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development						Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users					Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies					Goal 6: Coordinating with Local, Regional, & State Partners						
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans			Objective 6B: Consistency with Statewide Planning	Objective 6C: Partnerships	Objective 6D: City Goals and Policies	
S6	OR 126/Quince Street Intersection	Evaluate need for traffic control modification, provide traffic calming on OR 126, and install additional street lighting.	2	2	2	2	2	1	1	2	2	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	0	28	High	
S7	Rhododendron Drive/Heceta Beach Road Intersection	Install advance intersection warning signs on Heceta Beach Road, provide traffic calming on Heceta Beach Road, trim vegetation, and install intersection lighting.	2	2	2	2	2	1	1	2	2	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	0	28	High	
S8	Kingwood Street/15th Street Intersection	Install advance intersection warning signs on Kingwood Street, provide traffic calming on Kingwood Street, and trim vegetation.	2	2	2	2	2	1	1	2	2	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	0	28	High	
S9	Kingwood Street/9th Street Intersection	Install advance intersection warning signs on 9th Street, evaluate need for traffic control modification, and install additional intersection lighting.	2	2	2	2	2	1	1	2	2	2	1	1	1	0	0	1	1	1	1	0	0	1	-1	1	1	1	0	28	High	
Pedestrian System																															Low	
P1	US 101	Complete sidewalks from 37th Street to UGB and install an enhanced crossing at 43rd Street.	1	2	2	2	2	-1	1	-1	2	2	2	2	1	1	-1	2	2	-1	1	0	0	1	0	1	1	1	1	26	High	
P2	US 101	Reconstruct existing sidewalks with landscape buffers from 37th Street to Siuslaw River Bridge and install an enhanced crossing at 43rd Street.	1	2	2	2	1	-1	1	-1	2	2	2	2	1	1	-1	2	2	-1	1	0	0	1	0	1	1	1	1	25	Medium	
P3	OR126	Complete sidewalks on north side to Casino and both sides to Tamarack Street.	1	2	2	2	2	-1	2	-1	2	2	2	2	2	2	-1	2	2	-1	1	0	0	1	0	1	1	1	1	29	High	
P4	Heceta Beach Road	Construct shared-use path on one side and include landscape strip as feasible from US 101 to Rhododendron Drive.	0	1	2	2	2	-1	2	-1	2	2	2	2	2	2	-1	2	2	-1	1	0	0	1	0	1	1	1	1	27	High	
P5	Munsel Lake Road	Construct shared-use path on one side and include landscape strip as feasible from US 101 to Spruce Street.	2	1	2	2	2	0	0	0	2	2	2	2	0	0	0	2	2	0	2	2	2	2	0	1	1	1	1	33	High	
P6	Munsel Lake Road	Construct shared-use path on one side and include landscape strip as feasible from Spruce Street to Ocean Dunes Drive.	1	0	2	2	2	0	0	0	1	2	2	2	0	0	1	2	2	1	1	2	2	2	0	1	1	1	1	31	High	
P7	Munsel Lake Road	Construct shared-use path on one side and include landscape strip as feasible from Ocean Dunes Drive to N Fork Siuslaw Road.	1	0	1	1	2	0	0	0	1	2	2	2	0	0	1	2	2	1	1	2	2	2	0	1	1	1	2	30	High	
P8	N Fork Road	Construct shared-use path on one side and include landscape strip as feasible from OR 126 to Munsel Lake.	1	0	2	1	2	0	0	0	1	2	2	2	0	0	1	2	2	1	1	2	2	2	0	1	1	1	1	30	High	
P9	North Jetty Rd																															
P10	9th Street	Install enhanced crossings treatments at existing crosswalks at US 101 to Rhododendron Drive.	0	2	2	1	2	0	0	0	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	14	Low	
P11	Rhododendron Drive	Install enhanced crossings treatments at existing crosswalks at US 101 to Hemlock Street.	0	1	2	1	2	0	0	0	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	13	Low	
P12	Rhododendron Drive	Construct sidewalks on the south/west side and install enhanced crossings at select locations at Hemlock Street to 9th Street.	0	2	2	1	2	0	0	0	1	2	2	2	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	18	Medium	
P13	Rhododendron Drive	Construct shared-use path on one side of 9th Street to Wild Winds Street.	1	2	2	2	2	0	1	0	1	2	2	2	0	0	0	2	2	0	2	2	2	1	0	1	1	0	1	31	High	
P14	Rhododendron Drive	Reconstruct the sidewalks consistent per City standards as part of future at Wild Winds Street to 35th Street.	1	2	2	2	2	0	1	0	1	2	2	2	0	0	0	2	2	0	2	2	2	1	0	1	1	0	1	31	High	
P15	Rhododendron Drive	Construct shared-use path on one side at 35th Street to Heceta Beach Road.	1	2	2	2	2	0	1	0	1	2	2	2	0	0	0	2	2	0	2	2	2	1	0	1	1	0	1	31	High	
P16	2nd Street	Fill sidewalk gaps within Old Town and install enhanced crossings at Nopal Street, Oak Street, Harbor Street (e.g. marked crosswalks with curb extensions).	1	2	2	2	2	0	0	0	2	2	2	2	0	0	1	2	2	1	1	2	2	1	0	1	0	2	1	32	High	

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																									Evaluation Total	Priority			
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development						Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users					Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies					Goal 6: Coordinating with Local, Regional, & State Partners						
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans	Objective 6B: Consistency with Statewide Planning			Objective 6C: Partnerships	Objective 6D: City Goals and Policies	
P17	21st Street	Retime signal at US 101 for improved pedestrian access (e.g. leading pedestrian interval)	0	1	1	1	1	-1	0	-1	1	0	0	2	0	0	2	1	1	2	0	1	0	0	0	0	0	0	1	13	Low	
P18	21st Street	Fill sidewalk gaps on both sides at US 101 to Spruce Street.	0	1	1	2	2	0	0	0	1	2	2	1	0	0	-1	2	2	-1	2	1	2	1	0	1	0	0	1	22	Medium	
P19	27th Street	Fill sidewalk gaps on both sides at US 101 to Oak Street.	0	1	1	2	2	0	0	0	1	2	2	1	0	0	-1	2	2	-1	2	1	2	1	0	1	0	0	1	22	Medium	
P20	35th Street	Fill in sidewalk gaps on one side at Rhododendron Drive to Kingwood Street and install an enhanced crossing at Kingwood Street.	2	2	2	1	2	0	0	0	1	1	2	1	0	2	1	1	2	1	1	1	1	1	1	0	1	0	0	1	27	High
P21	35th Street	Fill in sidewalk gaps on both sides at Kingwood Street to Oak Street.	2	2	2	1	2	0	0	0	1	1	2	1	0	2	1	1	2	1	1	1	1	1	1	0	1	0	0	1	27	High
P22	35th Street	Fill in sidewalk gaps on both sides at Oak Street to US 101 and retime signal at US 101 for improved pedestrian access (e.g. leading pedestrian interval).	2	2	2	1	2	0	0	0	1	1	2	1	0	2	1	1	2	1	1	1	1	1	1	0	1	0	0	1	27	High
P23	35th Street	Do nothing.	0	-2	-2	-2	0	0	0	0	2	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	Low
P24	42nd Street	Construct sidewalks on both sides at US 101 to Spruce Street and install enhanced crossings at select locations at US 101 at 42nd Street or between 42nd Street and 43rd Street.	0	2	2	2	2	-1	0	-1	1	2	2	2	0	0	-1	2	2	1	1	1	1	1	1	0	1	0	0	1	23	Medium
P25	43rd Street	Fill in sidewalk gaps on south side at Oak Street to US 101.	0	1	1	2	1	0	0	0	2	2	2	2	0	0	1	1	2	1	1	1	1	1	2	0	1	0	0	1	25	Medium
P26	46th Street	Install enhanced crossing on US 101 at 46th Street.	0	2	2	1	1	-1	0	-1	1	2	0	2	0	0	2	2	1	2	1	1	0	0	0	0	0	0	0	2	20	Medium
P27	Airport Road/15th Street	Fill in sidewalk gaps on both sides at Kingwood Street to US 101.	0	1	1	2	1	0	0	0	1	2	2	1	0	0	1	1	2	1	1	1	0	1	0	1	0	0	1	21	Medium	
P28	Bay Street	Reconstruct sidewalks to increase width, install curb extensions at Kingwood Street, Laurel Street, Maple Street, and mid-block by the boardwalk, install mid-block crosswalk at Bay Street/Nopal Street corner by the boardwalk, and develop a streetscape design plan at Kingwood Street to Maple Street.	0	1	2	2	2	-1	0	-1	2	1	2	1	0	0	-1	2	1	-1	2	1	0	1	0	0	0	0	0	1	17	Medium
P29	Kingwood Street	Fill in sidewalk gaps on both sides at Bay Street to 9th Street and install an enhanced crossing at Bay Street.	2	2	2	2	1	-1	0	-1	1	1	2	2	0	0	-1	2	1	-1	1	1	0	2	0	1	0	0	1	20	Medium	
P30	Kingwood Street	Fill in sidewalk gaps on both sides at 9th Street to Airport Way and install enhanced crossing at Bay Street.	2	2	2	2	1	-1	0	-1	1	2	2	2	0	0	-1	1	1	-1	1	1	0	1	0	1	0	0	1	19	Medium	
P31	Kingwood Street	Fill in sidewalk gaps on both sides at Airport Way to 20th Street and install enhanced crossings at select locations.	2	2	2	2	2	-1	0	-1	1	2	2	2	0	0	-1	1	1	-1	1	1	0	1	0	1	0	0	1	20	Medium	
P32	Kingwood Street	Reconstruct sidewalks with landscape strips and implement traffic calming measures at 20th Street to 35th Street.	0	1	1	1	1	0	0	-1	1	1	1	2	0	0	2	1	2	2	1	1	0	0	0	1	0	0	1	19	Medium	
P33	Maple Street	Fill in sidewalk gaps on one side at US 101 to Bay Street.		1	1	0	1	0	0	0	2	1	2	1	0	0	1	2	1	1	1	1	1	0	0	1	0	0	1	19	Medium	
P34	Oak Street	Install enhanced crossing at select locations at 20th Street to 27th Street.	0	2	2	2	2	-1	0	0	1	1	0	1	0	0	2	1	2	2	0	1	1	0	0	0	0	0	0	19	Medium	
P35	Oak Street	Fill in sidewalk gaps on one side and install enhanced crossing at select location at 27th Street to 35th Street.	0	2	1	2	2	-1	0	-1	1	1	2	1	0	0	1	1	1	2	1	1	1	2	0	1	0	0	1	22	Medium	
P36	Oak Street	Reconstruct sidewalks with landscape strips and implement traffic calming measures at 35th Street to 46th Street.	0	1	1	1	1	0	0	0	2	2	1	1	0	0	1	2	1	1	1	1	1	1	1	0	1	0	0	1	21	Medium

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																								Evaluation Total	Priority				
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development						Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users						Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies							Goal 6: Coordinating with Local, Regional, & State Partners			
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans			Objective 6B: Consistency with Statewide Planning	Objective 6C: Partnerships	Objective 6D: City Goals and Policies	
P37	Quince Street	Install enhanced crossing at 6th Street for events center access.	0	2	2	2	2	-1	0	-1	1	1	1	2	0	0	2	2	2	2	0	1	0	0	0	0	0	0	2	0	22	Medium
P38	32nd-Redwood Street	Fill in sidewalk gap on south/west side at Spruce Street to 35th Street.	0	1	1	0	1	0	0	0	2	1	2	1	0	0	1	1	1	1	1	1	2	1	0	1	0	0	1	20	Medium	
P39	Spruce Street	Fill in sidewalk gaps on both sides at 42nd Street to 35th Street.	0	1	1	0	2	0	0	0	2	1	2	1	0	0	-1	1	1	1	1	1	2	2	0	1	0	0	1	20	Medium	
P40	Spruce Street	Install enhanced crossings at shared-use paths at 32nd Street to 17th Street.	0	2	2	2	1	-1	0	-1	1	1	1	2	0	0	2	2	2	2	0	1	0	0	0	1	0	0	0	20	Medium	
P41	Spruce Street	Fill sidewalks gaps on both sides at 17th Street to OR 126.	0	1	1	2	2	0	0	0	1	1	2	1	0	0	-1	1	1	1	1	1	1	1	2	0	1	0	0	20	Medium	
P42	Spruce Street	Construct sidewalks on west side at Munsel Lake to northern Terminus.	0	1	1	1	1	0	0	0	1	1	1	1	0	0	1	1	1	1	1	1	2	1	0	1	0	0	1	19	Medium	
P43	4th Avenue	Construct shared-use path on one side at Heceta Beach Road to Joshua Lane.	0	1	1	0	1	0	0	0	1	2	2	1	0	0	1	1	1	1	1	1	1	1	0	1	0	0	1	19	Medium	
P44	20th Street	Construct sidewalks on both sides at Kingwood Street to US 101, install enhanced crossings at US 101, and extend 20th Street west to Kingwood Street.	0	2	2	1	1	0	0	-1	1	1	2	1	0	0	-1	2	2	2	2	1	1	2	2	0	1	0	0	23	Medium	
P45	Laurel Street/Old Town Way	Fill sidewalk gaps on both sides at US 101 to Maple Street.	0	2	1	2	1	0	0	0	1	1	2	2	0	0	-1	1	1	1	1	1	1	2	0	1	0	0	1	21	Medium	
P46	30th Street	Install second crosswalk at Oak Street and install school crosswalk signs.	0	2	2	2	1	0	0	-1	2	2	0	2	0	0	2	2	2	2	0	1	0	0	0	2	2	0	2	27	High	
P47	30th Street	Do nothing.	0	-2	-2	0	0	2	0	0	2	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	5	Low	
Bicycle System																															Low	
B1	US 101	Construct separated bike lanes on one or two sides at UGB to 32nd Street and provide protected intersection treatment at signalized intersections.	0	0	2	1	2	-1	2	-1	1	2	1	2	0	1	1	2	2	-1	1	2	2	1	0	0	0	0	0	22	Medium	
B2	US 101	Construct separated bike lanes on one or two sides at 32nd Street to 22nd Street and provide protected intersection treatment at signalized intersections.	0	0	2	2	2	-1	2	-1	1	2	1	2	0	1	1	2	2	-1	1	2	2	1	0	0	0	0	0	23	Medium	
B3	US 101	Construct separated bike lanes on one or two sides at 22nd Street to Siuslaw River Bridge and provide protected intersection treatment at signalized intersections.	0	0	2	2	2	-1	2	-1	1	2	1	2	0	0	1	2	2	-1	1	2	2	1	0	0	0	0	0	22	Medium	
B4	OR 126	Construct separated bike lanes on one or two sides at US 101 to Tamarack Street.	2	0	1	2	2	0	2	0	2	2	2	2	1	0	1	2	2	-1	0	2	2	1	0	0	0	0	1	28	High	
B5	OR 126	Construct separated bike lanes on one or two sides at Tamarack Street to UGB.	1	0	1	1	2	0	2	0	2	2	2	2	0	1	1	2	2	-1	0	2	2	1	0	0	0	0	1	26	High	
B6	Heceta Beach Road	Construct shared-use path on one side include landscape strip as feasible at US 101 to Rhododendron Drive.	0	0	2	1	2	0	2	0	2	2	2	2	0	0	2	2	2	1	2	-1	2	1	0	0	0	0	1	27	High	
B7	Munsel Lake Road	Construct bike lanes on one side and shared-use path on the other side from US 101 to Spruce Street.	0	0	1	1	2	0	2	0	2	2	2	2	0	0	2	2	2	1	2	2	2	1	0	0	0	0	1	29	High	
B8	Munsel Lake Road	Construct shared-use path on one side include landscape strip as feasible at Spruce Street to Ocean Dunes Drive.	0	0	2	1	2	0	2	0	2	2	2	2	0	0	2	2	2	1	2	2	2	1	0	0	0	0	1	30	High	
B9	Munsel Lake Road	Construct shared-use path on one side include landscape strip as feasible at OR 126 to Munsel Lake Road.	0	0	2	1	2	0	2	0	2	2	2	2	0	0	2	2	2	1	2	2	2	1	0	0	0	0	1	30	High	
B10	N Fork Siuslaw Road	Construct shared-use path on one side include landscape strip as feasible at OR 126 to N Fork Siuslaw Road.	0	0	2	1	1	0	2	0	2	2	2	2	0	0	2	2	2	1	2	2	2	1	0	0	0	0	1	29	High	
B11	9th Street	Construct buffered bike lanes on both sides - requires narrowing travel lanes at US 101 to Rhododendron Drive.	0	0	1	2	1	0	1	0	1	1	1	2	0	0	1	2	2	0	2	2	1	0	0	2	0	0	1	23	Medium	

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																								Evaluation Total	Priority				
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development						Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users						Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies							Goal 6: Coordinating with Local, Regional, & State Partners			
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans			Objective 6B: Consistency with Statewide Planning	Objective 6C: Partnerships	Objective 6D: City Goals and Policies	
B12	Rhododendron Drive	Construct buffered bike lanes on both sides - requires narrowing travel lanes at US 101 to 9th Street.	0	0	1	2	1	0	1	0	1	1	2	2	0	0	1	2	2	0	2	-1	1	0	0	2	0	0	0	1	21	Medium
B13	Rhododendron Drive	Construct shared-use path on one side include landscape strip as feasible at 9th Street to Wild Winds Street.	0	0	2	2	2	0	1	0	2	2	2	2	0	0	2	2	2	1	2	-1	2	1	0	0	0	0	0	1	27	High
B14	Rhododendron Drive	Construct shared-use path on one side include landscape strip as feasible at Wild Winds Street to 35th Street.	0	0	2	1	2	0	1	0	2	2	2	2	0	0	2	2	2	1	1	-1	2	1	0	0	0	0	1	25	Medium	
B15	Rhododendron Drive	Construct shared-use path on one side include landscape strip as feasible at 35th Street to Heceta Beach Road.	2	0	2	1	2	0	1	0	2	2	2	2	0	0	2	2	2	1	1	-1	2	1	0	0	0	0	0	1	27	High
B16	2nd Street	Extend shared lane pavement marking from Maple Street to US 101.	0	0	1	1	1	-2	0	-1	1	1	1	1	0	0	2	1	1	2	1	1	1	0	0	1	0	0	1	15	Low	
B17	21st Street	Add shared lane pavement markings at Oak Street to US 101.	0	0	1	1	1	-2	0	-1	1	1	1	1	0	0	2	1	1	2	1	2	1	0	0	1	0	0	1	16	Low	
B18	21st Street	Add shared lane pavement markings at US 101 to Spruce Street.	0	0	1	1	1	-2	0	-1	1	1	1	1	0	0	2	1	1	2	1	2	1	0	0	1	0	0	1	16	Low	
B19	27th Street	Construct bike lanes from Oak Street to US 101 - requires widening.	0	0	1	2	1	0	1	0	2	1	1	2	0	0	-1	2	2	-1	1	2	1	0	0	1	0	0	1	19	Medium	
B20	35th Street	Do nothing.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Low
B21	35th Street	Do nothing.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Low
B22	35th Street	Do nothing.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Low
B23	35th Street	Widen bike lanes at US 101 to Spruce Street.	0	0	1	0	1	0	0	0	1	1	0	0	0	0	-1	1	1	-1	1	1	1	0	0	0	0	0	0	7	Low	
B24	42nd Street	Create bike connection between Munsel Creek Drive and Munsel Creek Lp and add shared lane pavement markings east of Spruce Street from US 101 to Spruce Street.	0	0	1	0	2	-1	2	-1	1	2	2	2	0	0	-2	2	2	-2	2	2	2	2	0	0	0	0	1	19	Medium	
B25	43rd Street	Construct bike lanes on both sides - requires removing on-street parking at Oak Street to US 101.	0	0	2	1	2	0	1	0	1	1	0	2	0	0	0	1	2	1	2	2	2	0	0	0	0	1	21	Medium		
B26	46th Street	Do nothing.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Low
B27	Airport Road/15th Street	Construct bike lanes on both sides - requires removing on-street parking at Kingwood Street to US 101 and incorporate enhanced bicycle crossing at US 101 into existing crossing.	0	0	2	0	2	0	1	0	1	1	1	2	0	0	0	2	2	2	2	1	2	1	0	0	0	0	0	22	Medium	
B28	Bay Street	Add shared lane pavement markings at Kingwood Street to Maple Street.	0	0	1	1	1	-2	0	-1	1	1	1	1	0	0	2	1	1	1	1	1	1	0	0	1	0	0	1	14	Low	
B29	Kingwood Street	Construct bike lanes on both sides - requires removing on-street parking at Bay Street to 9th Street and implement traffic calming measures.	2	0	2	1	2	0	1	0	-1	2	0	2	0	0	2	2	2	1	2	2	2	1	0	0	0	0	0	25	Medium	
B30	Kingwood Street	Construct bike lanes on both sides from 9th Street to 10th Street - requires removing on-street parking.	2	0	1	2	2	0	1	0	1	2	1	2	0	0	2	1	2	1	2	2	2	1	0	0	0	0	0	27	High	
B31	Kingwood Street	Construct bike lanes on both sides - requires narrowing travel lanes at Airport Way to 35th Street.	2	0	1	2	2	0	1	-1	1	2	1	2	0	0	2	1	2	1	2	2	2	1	0	0	0	0	0	26	High	
B32	Maple Street	Add shared lane pavement markings at US 101 to Bay Street.	0	0	1	0	1	-2	0	-1	1	1	1	1	0	0	2	1	1	2	1	2	1	0	0	1	0	0	1	15	Low	
B33	Oak Street	Shared lane pavement marking from 20th Street to Siuslaw Middle School Driveway.	0	0	1	2	1	-2	0	-1	1	1	1	1	2	0	2	1	1	1	1	2	1	0	0	1	0	0	1	18	Medium	
B34	Oak Street	Construct buffered bike lanes on both sides - requires narrowing travel lanes at 27th Street to 35th Street.	0	0	1	2	2	0	1	0	1	2	0	2	0	0	1	1	2	1	2	2	2	1	0	-1	0	0	1	23	Medium	
B35	Oak Street	Construct buffered bike lanes on both sides - requires narrowing travel lane at 35th Street to 46th Street.	0	0	1	2	2	0	1	0	1	2	0	2	0	0	1	1	2	1	2	2	2	1	0	1	0	0	0	24	Medium	

ID	Location/Name	Description	Evaluation Criteria (-2 to +2 scoring)																									Evaluation Total	Priority		
			Transportation System for All			Goal 2: Building Cost-Effective Facilities that Support Economic Development					Goal 3: Meeting the Wide-Ranging Transportation Needs of all Users					Goal 4: Minimizing Environmental Impacts				Goal 5: Adding Resilience to the Network & Planning for Emergencies					Goal 6: Coordinating with Local, Regional, & State Partners						
			Objective 1A: Address Known Historical Safety Issues	Objective 1B: Provide Safe Pedestrian Crossings	Objective 1C: Support Safe Roadway Improvements for All	Objective 2A: Convenient Access for All Modes to Major Motorized Routes	Objective 2B: Non-motorized Routes	Objective 2C: Vehicle Mobility	Objective 2D: Roadway Connections	Objective 2E: Minimize Vehicle Delay	Objective 2F: Balance Economic and Traffic Impacts	Objective 3A: Low Stress Network	Objective 3B: Non-motorized Gaps	Objective 3C: Non-motorized Connectivity	Objective 3D: Demand Management Programs	Objective 3E: Comfortable and Reliable Transit	Objective 4A: Minimize Natural and Culture Resources Impacts	Objective 4B: Policies that Encourage Low-Emission Travel	Objective 4C: Sustainable Alternatives	Objective 4D: Minimize Impacts on Natural Resources	Objective 5A: Add Resilience	Objective 5B: Outside Tsunami Inundation Zones	Objective 5C: Enhance Livability and Tsunami Evacuation Routes	Objective 5D: Non-motorized Evacuation Route and Signage	Objective 5E: Accommodate Emergency Service	Objective 6A: Consistency with Local Plans	Objective 6B: Consistency with Statewide Planning			Objective 6C: Partnerships	Objective 6D: City Goals and Policies
B36	Quince Street	Construct buffered bike lanes on both sides - requires narrowing travel lane at 2nd Street to OR 126.	0	0	1	2	2	0	1	0	1	2	0	2	0	0	1	1	2	1	2	2	2	0	0	-1	0	0	0	21	Medium
B37	32nd-Redwood Street	Construct buffered bike lanes on both sides - requires narrowing travel lane at Spruce Street to 35th Street.	0	0	1	1	2	0	1	0	1	2	0	2	0	0	1	1	2	1	2	2	2	0	0	-1	0	0	0	20	Medium
B38	Spruce Street	Extend bike lanes north to 42nd Street.	0	0	2	1	1	0	1	0	1	1	1	1	0	0	-1	1	1	-1	1	2	1	0	0	1	0	0	1	15	Low
B39	Spruce Street	Construct bike lanes south of 25th Street - requires removing on-street parking.	0	0	2	1	2	0	0	0	-1	2	1	2	0	0	2	2	2	2	2	2	2	0	0	-1	0	0	0	22	Medium
B40	Spruce Street	Construct bike lanes on both sides -requires removing on-street parking from 17th Street to OR 126.	0	0	1	0	2	0	0	0	-1	2	2	2	0	0	2	2	2	2	2	2	2	1	0	-1	0	0	0	22	Medium
B41	4th Avenue	Construct bike lanes on both sides at Heceta Beach Road to Falcon Street.	0	0	1	0	2	0	0	0	1	2	2	2	0	0	1	2	2	-1	2	2	2	1	0	1	0	0	0	22	Medium
B42	20th Street	Add shared lane pavement markings and extend 20th Street west to Kingwood Street from Kingwood Street to US 101.	0	0	1	0	1	-1	0	-1	2	1	1	1	0	0	2	1	2	2	1	2	1	0	0	1	0	0	0	17	Medium
B43	Laurel Street/Old Town Way	Add shared lane pavement markings at US 101 to Maple Street.	0	0	1	2	1	-1	0	-1	2	1	1	1	0	0	2	1	1	2	1	1	1	0	0	1	0	0	1	18	Medium
B44	30th Street	Construct bike lanes on both sides - requires removing on-street parking at Oak Street to US 101.	0	0	2	2	2	0	1	0	-1	2	2	2	0	0	2	2	2	2	2	2	1	1	0	-1	0	0	0	25	Medium
B45	30th Street	Construct bike lanes on both sides - requires removing on-street parking at US 101 to Spruce Street.	0	0	2	2	2	0	1	0	-1	2	2	2	0	0	2	2	2	2	2	2	1	1	0	-1	0	0	0	25	Medium
Transit System										0																				Low	
T1	New Routes and Existing Route Changes	Explore adding service to Rhododendron Dr and Heceta Beach neighborhood	0	0	0	1	0	0	0	-1	1	0	0	0	2	2	1	2	2	1	1	-1	2	0	0	0	0	1	1	15	Low
T2	Service, Frequency, Hours, and Coverage	Increased intercity service frequency	0	0	0	2	0	0	0	-1	1	0	0	0	2	2	2	2	2	1	1	1	1	0	0	1	0	2	1	20	Medium
T3	Marketing	Improve marketing for intercity services - Specifically to Eugene and Yachats	0	0	0	2	0	0	0	0	2	0	0	0	2	1	2	2	1	2	0	0	2	0	0	1	0	2	2	21	Medium
T4	New Amenities	Establish a transit center at the Grocery Outlet bus stop on 21st St, add bathroom facilities to transit center, formally establish a park-and-ride with Grocery Outlet, add transit shelters and/or benches to existing stop locations.	0	0	0	1	0	0	0	0	1	0	0	0	2	2	-1	2	2	2	1	1	1	0	0	1	0	1	0	16	Low
T5	Transit Stops	Add shelters and/or benches to existing bus stops and build bus stops that are accessible.	0	0	0	0	0	0	0	0	1	0	0	0	2	2	1	2	1	1	1	1	2	0	0	1	0	0	0	15	Low
T6	Park and Ride Locations	Explore establishing a park-and-ride: - Grocery Outlet at US 101/21st Street - Three Rivers Casino - Florence Events Center (parking lot south of 6th Street)	0	0	0	2	0	0	0	0	2	0	0	0	2	2	2	2	2	1	0	1	2	0	0	1	1	2	1	23	Medium
T7	Mobility Hubs	Explore establishing a mobility hub: - Primary mobility hub at the Grocery Outlet at US 101/21st Street - Secondary mobility hub at the Port parking lot (1st Street and Nopal Street) - Secondary mobility hub at the Florence Events Center (parking lot south of 6th Street)	0	1	1	1	0	0	0	0	1	0	0	0	2	2	-2	2	2	1	2	2	0	1	0	1	0	2	1	20	Medium