

OPEN HOUSE AND VIRTUAL OPEN HOUSE #1 SUMMARY

Date:	November 3, 2022
To:	Wendy Farley-Campbell, Shirley Gray, Erin Reynolds, Mike Miller, City of Florence Michael Duncan, Oregon Department of Transportation
From:	Russ Doubleday, Matt Bell, and Susan Wright, PE, PMP, Kittelson & Associates, Inc.
Project:	City of Florence Transportation System Plan Update
Subject:	Open House and Virtual Open House #1 Summary

Introduction

This memorandum summarizes the outcome of Open House #1 for the Florence Transportation System Plan (TSP) Update. The purpose of the open house was to provide an overview and update on the planning process, present key findings from Draft Tech Memo #1: Plans and Policy Review, Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria, and Tech Memo #3: Existing Conditions Inventory and Analysis, and solicit feedback from the public on the findings. The feedback will be incorporated into final versions of the tech memos and contribute to the development of the TSP Update.

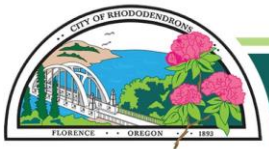
An in-person open house was held at the Florence Events Center on Thursday, November 3rd, 2022, from 5:30 to 7:30 PM. An online version of the open house was available on the project website (www.projectcomment.com/florencetsp) from Monday, November 7th through Wednesday, November 30th, 2022. The public was notified about the open house as follows:

- » A newsletter was created in English and Spanish and distributed at high traffic locations throughout Florence.
- » A poster and flyer were created in English and Spanish and posted at high traffic locations throughout Florence.
- » A news release was prepared in English and Spanish and distributed through local news outlets and social media sites.
- » Several stakeholder e-mails were prepared and distributed by City staff and other project team members through local list serves.
- » The project website was updated to include the outreach materials along with a general announcement of the open house.

The following provides a summary of the feedback received during the in-person and online open house.

In-Person Open House #1 Feedback

The in-person open house started with a brief presentation by City staff, the City Council president, and a member of the project team. The presentation provided an overview of the



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project as well as guidance on the posterboard session that followed. More than 50 people attended the in-person open house, many of whom filled-out comment cards, provided comments on the posterboards, and engaged in discussions with the project team.

The project team received more than 118 comments from the public during the in-person open house. Many of the comments confirmed information included in the draft tech memos, provided suggestions for future tech memos, and resulted in changes as summarized below.

ROADWAY SYSTEM:

- » Identified need for an additional turn lane at the Rhododendron Drive/Jetty Road intersection.
- » Identified need for pull-outs for slow moving vehicles on Rhododendron Drive.
- » Identified need to slow traffic at the north city limits.
- » Identified need for traffic signals on US 101 at Heceta Beach Road and Munsel Lake Road.
- » Identified need for all-way stop-control at the Oak Street/35th Street and the Kingwood Street/9th Street intersections.
- » Identified need to reconfigure the Oak Street/Spruce Street intersection.
- » Identified need to slow traffic along Spruce Street and Oak Street.
- » Identified need to slow traffic at the Oak Street/35th Street and US 101/Munsel Lake Road intersections.
- » Identified need to address general operational issues at the US 101/27th Street, Kingwood Street/9th Street, and OR 126/Spruce Street intersections.
- » Identified need to reconfigure Bay Street to provide better flow into Old Town (eliminate motor vehicle traffic, convert Bay Street to one-way with angle parking, etc.).
- » Identified need for path for trash and recycle trucks along 9th Street and Rhododendron Drive.
- » Identified need for path for schools and public works vehicles along Kingwood Street and 27th Street.
- » Identified need for path for port-bound vehicles along Quince Street and Harbor Street.
- » Identified need to address erosion issues along Rhododendron Drive.
- » Identified potential need for turn lanes at Rhododendron Dr/Jetty Road.

PEDESTRIAN SYSTEM

- » Identified potential need for pedestrian facilities along US 101 near Fred Meyer, the Community Baptist Church, and south of Munsel Lake Road.
- » Identified potential need for pedestrian facilities along Rhododendron Drive south of 35th Street.
- » Identified potential need for pedestrian facilities that connect to the Three Rivers Casino.
- » Identified potential need for pathways near Munsel Creek, the Siuslaw River Estuary, through Miller Park, and between Kingwood Street and Rhododendron Drive.
- » Identified potential need for pedestrian crossing facilities at the following intersections:
 - » US 101/9th Street
 - » Golf Course/35th Street
 - » Myeena Loop/35th Street
 - » Rhododendron Drive/35th Street
 - » US 101/Heceta Beach Road



CITY OF FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE

- » Rhododendron Drive/Seapine Drive
- » Rhododendron Drive/Fawn Ridge Lane
- » Heceta Beach Road/Leeward Drive

- » Identified potential need for enhanced crossings along US 101 between Heceta Beach Road and Munsel Lake Road and near Bay Street .
- » Identified additional concerns include sidewalk width and condition, crosswalk location and conditions, lighting levels.

BICYCLE SYSTEM

- » Identified potential needs to improve bike facilities across Siuslaw River Bridge and along Oak Street, Rhododendron Drive, Bay Street.
- » Identified potential need for bike facilities that connect Spruce Street to Casino Access road.

TRANSIT SYSTEM

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

A more detailed summary of the feedback from the in-person open house is provided as an attachment.

TRAFFIC SAFETY

Identified potential need for safety enhancements at the following intersections:

- » US 101/Heceta Beach Road
- » US 101/Fred Meyer Driveway – dangerous crossing for pedestrians
- » US 101/Grocery Outlet
- » US 101/OR 126 – dangerous crossing for bicyclists
- » OR 126/Spruce Street – a recent fatal crash occurred at this intersection
- » Rhododendron Drive/Heceta Beach Road
- » Rhododendron Drive/Jetty Road
- » Rhododendron Drive/35th Street
- » Kingwood/35th Street
- » Oak Street/21st Street
- » Spruce Street/16th Street – dangerous crossing for bicyclists



Virtual Open House #1 Feedback

The virtual open house presented many of the same materials as the in-person open house and offered many of the same opportunities to provide feedback, including comment cards, interactive maps, and contact information for the project team.

The project team received a single comment on the Roadway System page of the virtual open house and no comments on the interactive project map. The comment identified the potential need for a traffic signal at the US 101/Munsel Lake Road intersections. A more detailed summary of the feedback from the virtual open house is provided as an attachment.

Attachments

- A. Newsletter/Poster/Flyer
- B. Open House Presentation
- C. Open House Comment Form/Handout
- D. Feedback from Open House #2
- E. Feedback from Virtual Open House #2

Attachment A Newsletter/Poster/Flyer



Transportation System Plan Update

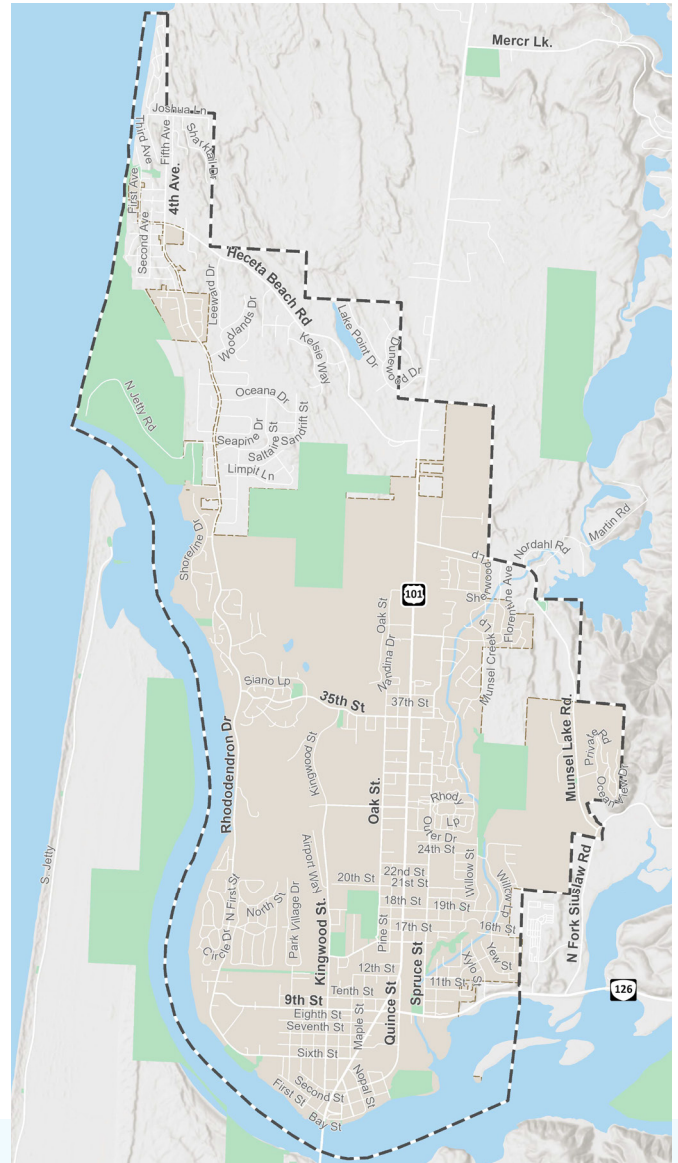
OPEN HOUSE NOVEMBER 3RD, 2022

5:30 - 7:30 PM AT THE FLORENCE EVENTS CENTER

The City of Florence is updating its Transportation System Plan (TSP), the long-range planning document that guides transportation policies and investments in the City. The City would like your input on the TSP and will host three open houses throughout the duration of the project. Each open house will be an in-person event, and they will also include a live, online presentation for those who cannot attend in person. The open house materials will also be available online through the project website (www.projectcomment.com/florencetsp).

OPEN HOUSE #1

Please join us on **Thursday, November 3rd, 2022** at the Florence Event Center on Quince Street to provide your input on key transportation-related issues within the community. Doors open at 5:30 PM with a presentation scheduled at 5:45 PM. Open House #1 will provide information and solicit input on the project goals and objectives, as well as the inventory and existing conditions analysis. This information serves as the foundation for identifying existing gaps and deficiencies and evaluating potential improvements for the TSP update.



PROJECT SCHEDULE





Actualización del Plan del Sistema de Transporte

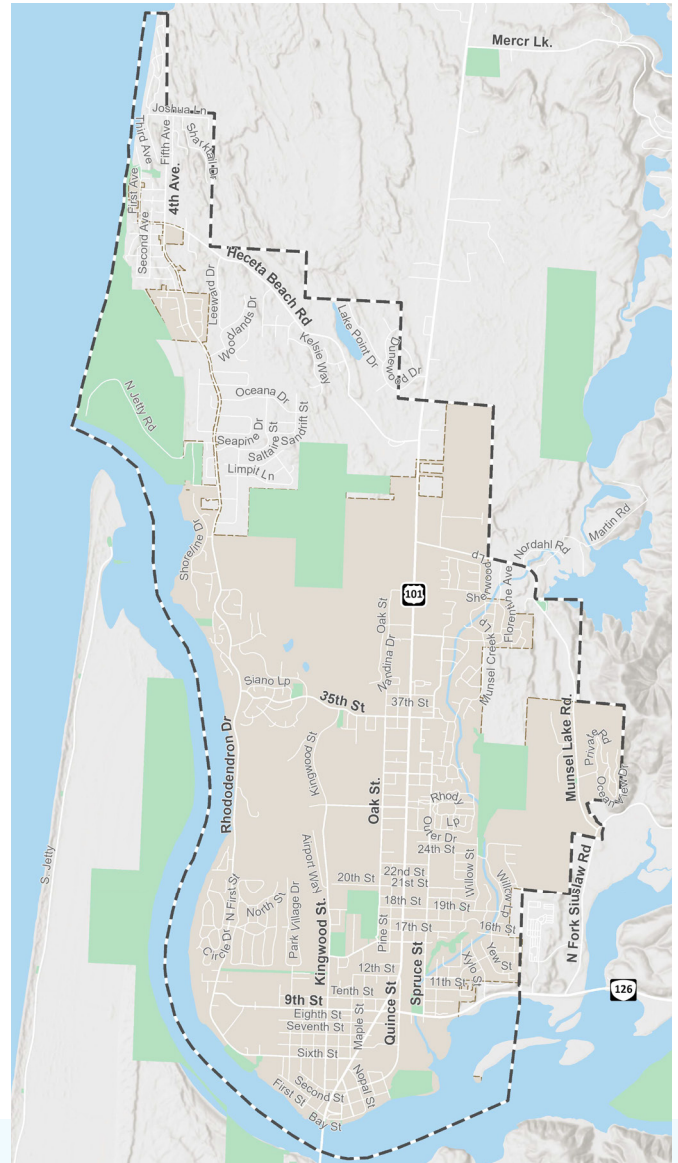
CASA ABIERTA 3 DE NOVIEMBRE DE 2022

5:30 - 7:30 PM EN FLORENCE EVENTS CENTER

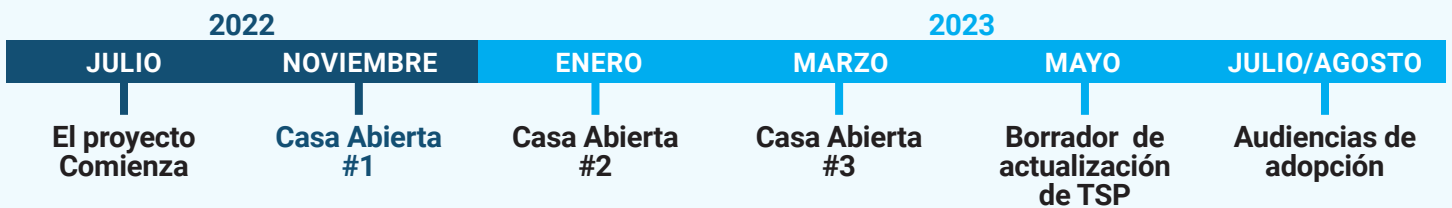
La Ciudad de Florence está actualizando el Plan del Sistema de Transporte (TSP), el documento de planificación a largo plazo que guía las políticas de transporte y las inversiones en la Ciudad. La Ciudad quisiera su opinión sobre el TSP y organizará tres jornadas de puertas abiertas durante la duración del proyecto. Cada jornada de puertas abiertas será un evento en persona y también incluirá una presentación en vivo en línea para aquellos que no puedan asistir en persona. Los materiales de la jornada de puertas abiertas también estarán disponibles en línea a través del sitio web del proyecto (www.projectcomment.com/florencetsp).

CASA ABIERTA #1

Por favor Únase a nosotros el jueves **3 de noviembre de 2022** en el Florence Event Center en Quince Street para proporcionar su opinión sobre problemas clave relacionados con el transporte dentro de la comunidad. Las puertas se abren a las 5:30 pm con una presentación programada para las 5:45 pm Casa Abierta #1 proporcionará información y solicitará aportes sobre las metas y objetivos del proyecto, así como el inventario y el análisis de las condiciones existentes. Esta información sirve como fundación para identificar las brechas y deficiencias existentes y evaluar posibles mejoras para la actualización del TSP.



HORARIO DEL PROYECTO





Transportation System Plan Update

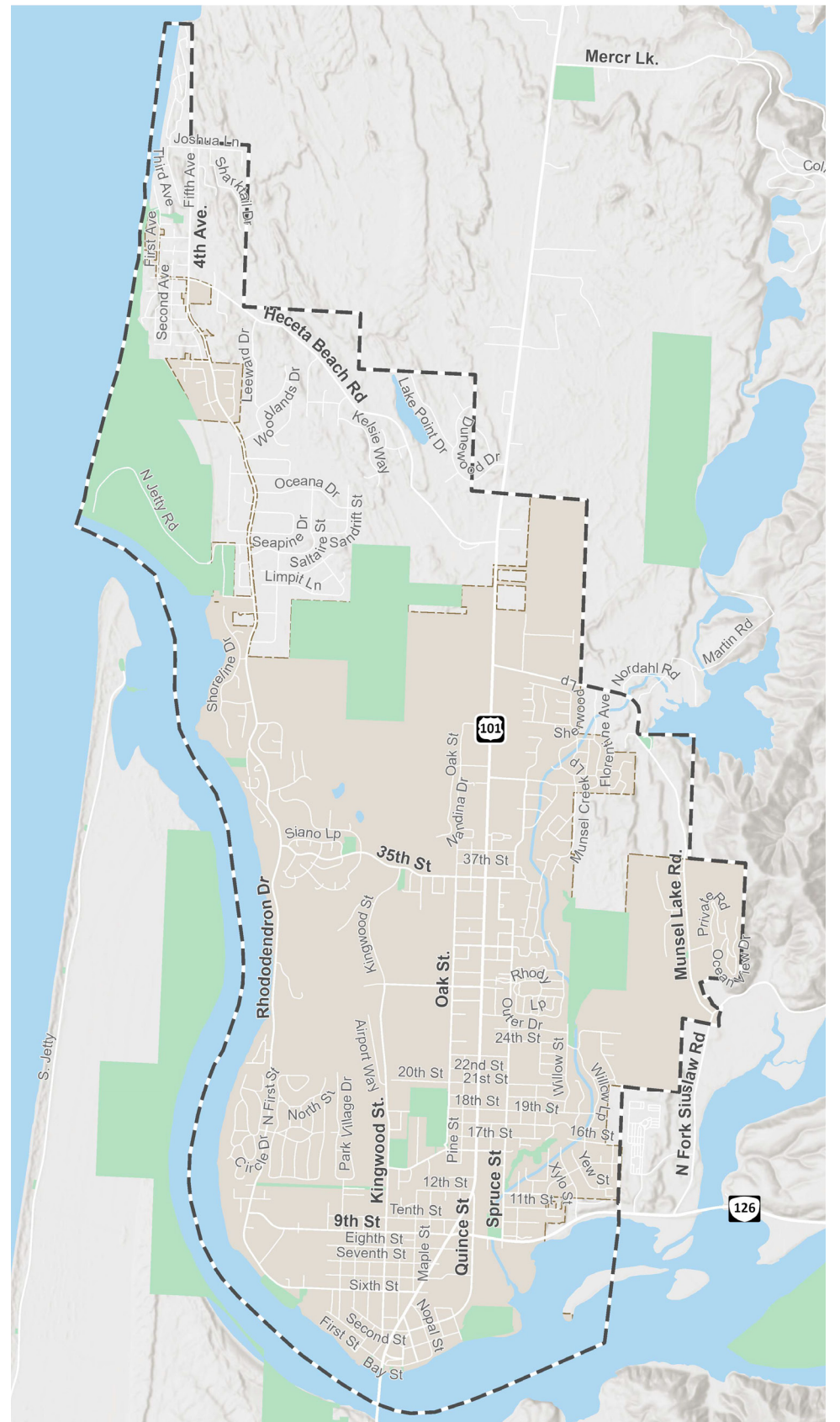
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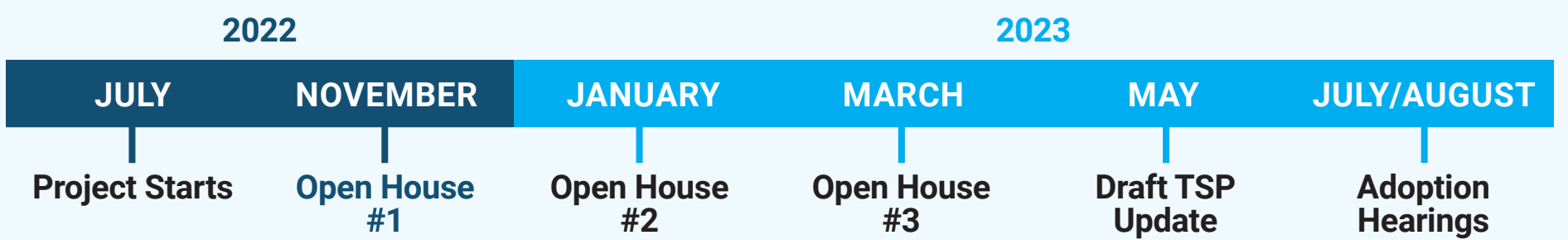
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PROJECT SCHEDULE



WWW.PROJECTCOMMENT.COM/FLORENCETSP
WWW.CI.FLORENCE.OR.US

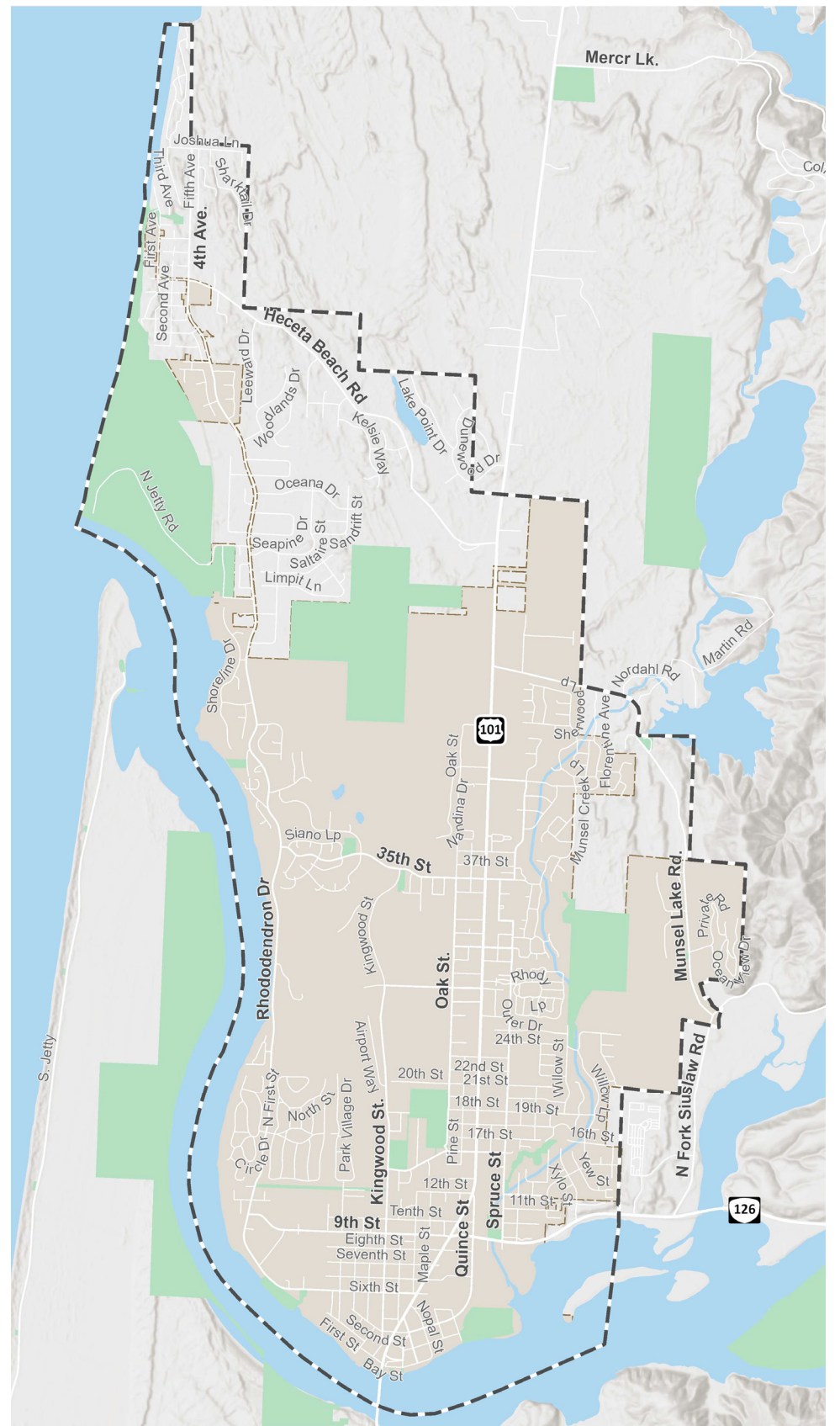


Actualización del Plan del Sistema de Transporte **CASA ABIERTA 3 DE NOVIEMBRE DE 2022** 5:30 - 7:30 PM EN FLORENCE EVENTS CENTER

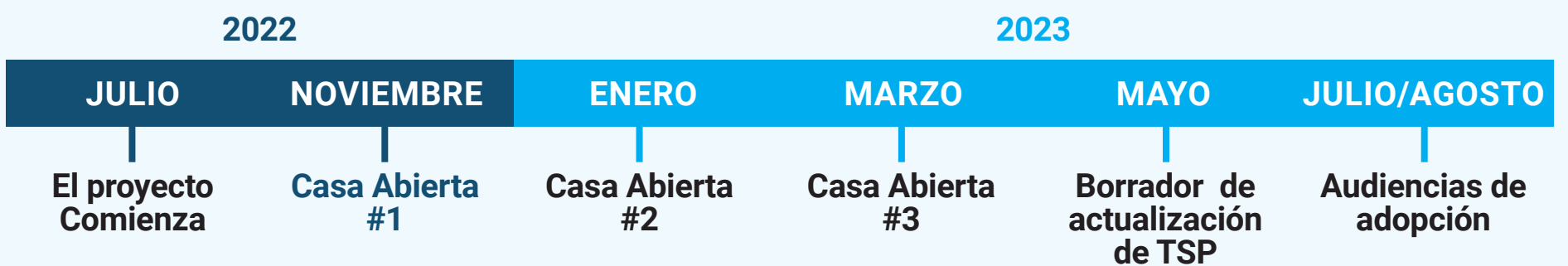
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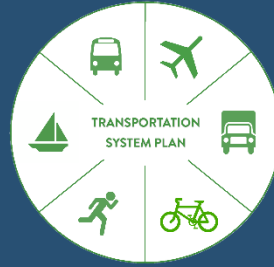


HORARIO DEL PROYECTO



WWW.PROJECTCOMMENT.COM/FLORENCETSP
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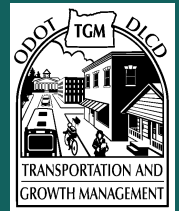
Attachment B Presentation



FLORENCE TRANSPORTATION SYSTEM PLAN UPDATE OPEN HOUSE

NOVEMBER 3, 2022

FLORENCE EVENTS CENTER



WELCOME

Sally Wantz, Vice President
Florence City Council



AGENDA

Wendy Farley-Campbell, Director
Community Development Department

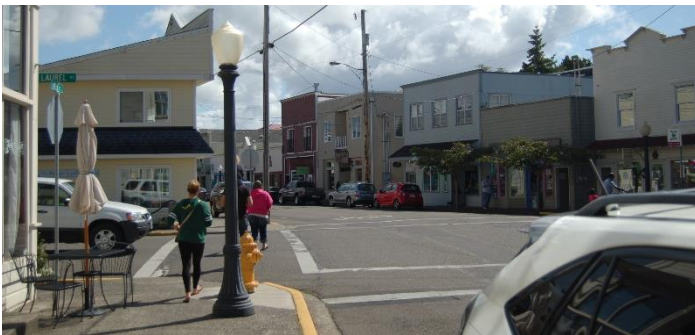


Agenda

- Welcome & Introduction
- What is a TSP
- Why Have a TSP
- Project Team, Schedule
- Major Tasks & Deliverables
- Goals for Today
- Next Steps and Closing

WHAT IS A TSP?

- » A long-range plan that identified the transportation facilities needed to support growth within the city over a 20-year period, including:
 - » Pedestrian, bicycle, transit, and motor vehicle (including freight), as well as rail, air, water, and pipeline transportation
- » Identifies goals and policies for developing the transportation system over time
- » Identifies prioritized lists of transportation system improvements consistent with goals and policies of the city



WHY HAVE A TSP?

» Legal requirement

- » Required by OAR 660-012 (Transportation Planning Rule)
- » Required as part of Periodic Review Process through DLCD

» Practical

- » Provides basis for Capital Improvement Plan (CIP)
- » Provides basis for System Development Charges (SDC)
- » Provides basis for land development conditions of approval
- » Provides rationale for making investments and land use decisions
- » Ensure planned transportation system will meet long-term needs
- » Protects right-of-way for needed improvements
- » Provides consistency between state, regional , and local planning
- » Provides link to Statewide Transportation Improvement Program (STIP)



PROJECT BACKGROUND

The current TSP was adopted in 2012. Since that time:

- » Considerable population and employment growth
- » Changes in development patterns
- » New transportation facilities and services
- » Demand for more travel options
- » State/local policies and regulations



PROJECT TEAM

» Project Team

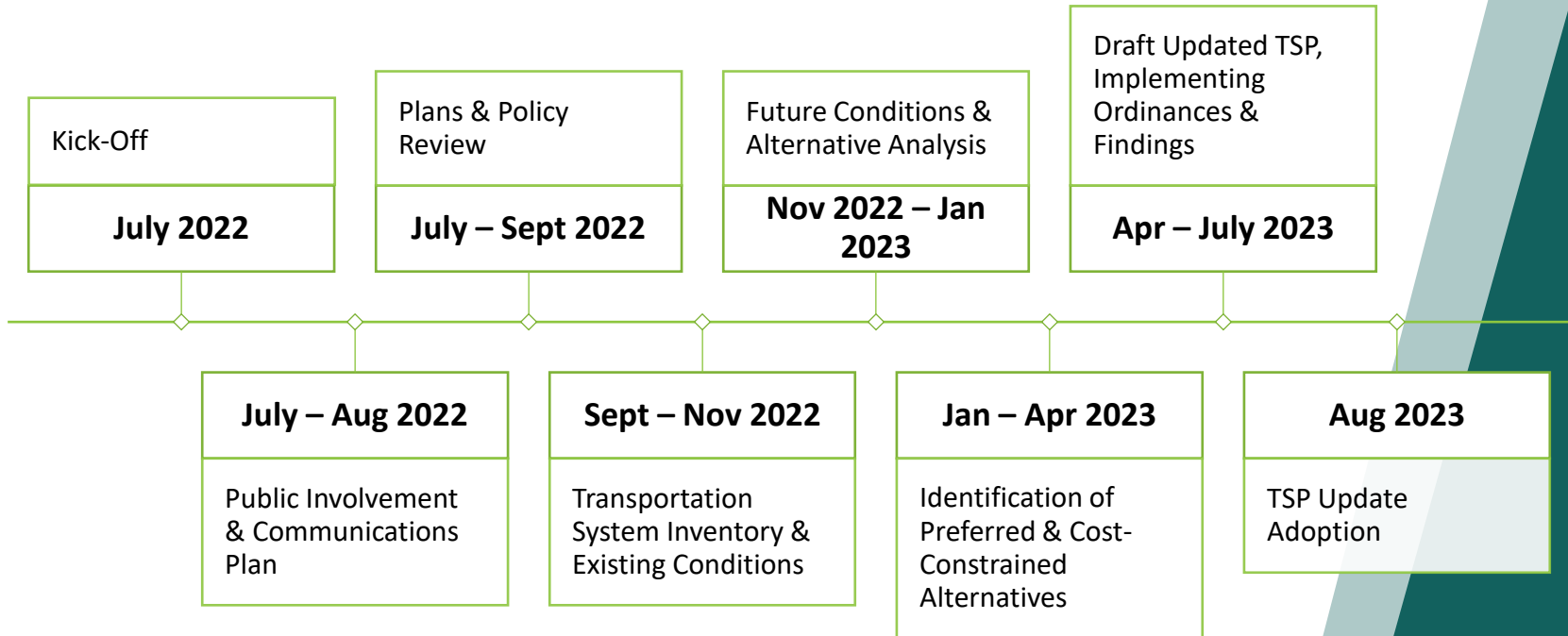
- » City of Florence
- » Oregon Department of Transportation (ODOT)
- » Kittelson & Associates, Inc.
- » MIG

» Stakeholder Transportation Advisory Committee (STAC)

- » City Council, City Planning Commission, other city groups and committees
- » Local stakeholders (youth, freight, ADA, Port of Siuslaw, etc.)
- » Siuslaw School District and Lane Community College
- » Lane County Public Works, Lane Transit District, Lane Council of Govts
- » Broader ODOT representation



PROJECT SCHEDULE



MAJOR TASKS & DELIVERABLES

» Draft:

- » TM #1: Plans and Policy Framework
- » TM #2: Goals, Objectives, & Evaluation Criteria
- » TM #3A: Transportation System Inventory
- » TM #3B: Existing Conditions Analysis

» Moving Forward:

- » TM #4: Future Land Use and Transportation Conditions
- » TM #5: Alternatives Analysis and Funding Program
- » TM #6: Preferred Alternatives
- » Draft Updated TSP & Implementing Ordinances
- » TSP Update Adoption

*Pending STAC feedback and public comment from tonight's open house



GOALS FOR TODAY

- » Provide an overview of the project
- » Collect feedback from the public
 - » Goals and Objectives
 - » Transportation Inventory
 - » Existing traffic operations and safety
- » Built interest in the project



NEXT STEPS



REVIEW MATERIALS
ONLINE



FINALIZE DRAFT
MEMOS BASED ON
PUBLIC FEEDBACK



START NEXT ROUND OF
MEMOS



NEXT OPEN HOUSE:
THURSDAY, JANUARY
19TH, 2023

Attachment C Comment Form/
Handout



TRANSPORTATION SYSTEM PLAN UPDATE COMMENT SHEET

Name _____

Address _____

Email _____

1. Are there any other gaps and/or deficiencies that should be addressed?

2. Are there any transportation systems needs missing?

3. What else would you like us to know?



TRANSPORTATION SYSTEM PLAN UPDATE

GOALS AND OBJECTIVES

		Do the goals align with your vision for the city? Will the objectives help meet the goals?					
		Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	What would you change?
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.							
Objective 1A	Address known safety issues at locations with a history of fatal or severe injury crashes						
Objective 1B	Provide safe pedestrian crossings on state highways and at additional locations off state highways						
Objective 1C	Support roadway improvements that provide safe access for all users, regardless of age, ability, or mode of transportation						
GOAL 2	BUILDING RIGHT-SIZED FACILITIES THAT SUPPORT ECONOMIC DEVELOPMENT & ARE COST-EFFECTIVE						
Build transportation facilities that are suited for the community and its continued economic development. These facilities do not necessarily need to be built to accommodate summer peak periods.							
Objective 2A	Provide convenient access for motor vehicles, transit, bicycles and pedestrians to major activity centers						
Objective 2B	Design streets, bikeways and walkways to meet the needs of pedestrians and cyclists to promote convenient circulation						
Objective 2C	Provide the efficient movement of goods, services, and people and maintain City minimum vehicular operating standards						
Objective 2D	Preserve the function of both US 101 and US 126 for regional traffic while building transportation connections between the City and these highways						
Objective 2E	Minimize negative impacts of vehicular traffic to existing and future neighborhoods, and to developable and developed commercial and industrial sites						
Objective 2F	Balance the City's strong tourism economy with the transportation related impacts from visitors						
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.							
Objective 3A	Create a non-motorized network that has a high degree of comfort (i.e. minimal Level of Traffic Stress)						
Objective 3B	Close key gaps in the pedestrian or non-motorized system, creating short, easy, and accessible loops within the network						
Objective 3C	Provide pedestrian or non-motorized connectivity to schools, business districts, transit stops and corridors, and/or parks - including bicycle parking						
Objective 3D	Promote demand management programs (i.e. incentives to use non-automotive modes, parking management) to reduce single occupancy vehicle trips						
Objective 3E	Support frequent and reliable transit service for transit stops and corridors, including (but not limited to) stop amenities, identifying a regional service hub, etc.						

		Do the goals align with your vision for the city? Will the objectives help meet the goals?					
		Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	What would you change?
GOAL 4	MINIMIZING ENVIRONMENTAL IMPACTS						
Support policies and programs that minimize pollution and reduce impacts to the environment and climate change. Support environmental justice policies, recognizing that transportation impacts are more likely to be felt negatively by historically marginalized communities.							
Objective 4A	Minimize the impacts on natural and cultural resources when constructing transportation facilities						
Objective 4B	Set policies that encourage the use of non-polluting transportation modes						
Objective 4C	Select alternatives which balance the requirements of other goals with the need to minimize air, water, light, and noise pollution						
Objective 4D	Construct transportation facilities that minimize impacts on natural resources such as streams, wetlands, and wildlife corridors						
GOAL 5	ADDING RESILIENCE TO THE NETWORK & 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.							
Objective 5A	Design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami						
Objective 5B	Locate new transportation facilities outside the tsunami inundation zones where feasible						
Objective 5C	Develop transportation facilities that both enhance community livability and serve as tsunami evacuation routes						
Objective 5D	Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts						
Objective 5E	Design streets to efficiently and safely accommodate emergency service vehicles						
GOAL 6	COORDINATING WITH LOCAL, REGIONAL, & STATE PARTNERS						
Foster strong relationships with public and private partners in the common interest of building the city's transportation network.							
Objective 6A	Ensure consistency with local plans including the Comprehensive Plan, state plans, transit plans, and the plans of neighboring jurisdictions						
Objective 6B	Ensure consistency with statewide planning documents such as the Transportation Planning Rule, Oregon Transportation Plan, Oregon Highway Plan, and ODOT modal plans						
Objective 6C	Partner with local, county, and state agencies to invest in a transportation network that meets everyone's needs						
Objective 6D	Meet the goals and policies laid out in the City's other planning efforts, including the Housing Implementation Plan Project						

Attachment D Feedback from In-Person Open House

Board	Location	Comment	Action Item?
Jurisdiction	Munsel Lake Road	Lane County Sleeping Streets	Research what this means
Traffic Control	Rhododendron Dr/Jetty Rd	Add turn lanes	Identified potential need for turn lanes
Traffic Control	Rhododendron Dr	Pull outs for slower vehicles	Identified potential need for pullouts
Traffic Control	US 101 at north city limits	Slow	Identified potential need for traffic calming at south approach to north City limits
Traffic Control	US 101/Heceta Beach Rd	Light for turn lanes	Identified potential need for traffic signal
Traffic Control	US 101 between Heceta Beach Rd and Munsel Lake Rd	Pedestrian overpass	Addressed under pedestiran
Traffic Control	US 101/Munsel Lake Rd	Light	Identified potential need for traffic signal
Traffic Control	US 101/Munsel Lake Rd	Stoplight	Identified potential need for traffic signal
Traffic Control	US 101/Munsel Lake Rd	Stoplight helping hands	Identified potential need for traffic signal
Traffic Control	US 101 south of Munsel Lake Rd	Sidewalks both sides	Addressed under pedestiran
Traffic Control	Oak St/35th St	4-way stop	Identified potential need for all-way stop
Traffic Control	Spruce St/35th St (?)	Left-turn arrow	Identified potential need for updated traffic control
Traffic Control	Oak St/35th St	20 MPH limit	Identified potential need for traffic calming
Traffic Control	US 101/27th St general area	Dot for motor vehicle improvements	Identified potential need for MV improvements
Traffic Control	Kingwood St/9th St	Dot for motor vehicle improvements	Identified potential need for MV improvements
Traffic Control	Spruce St/OR 126	Dot for motor vehicle improvements	Identified potential need for MV improvements
Traffic Control	US 101/Bay Street	Pedestrian overpass	Addressed under pedestiran
Traffic Control	Bay Street (and assorted downtown streets)	Wider, better flow to Old Town	Identified potential need to reconfigure roadway
Traffic Operations	35th St between Oak St and Kingwood St	Traffic is [illegible] to next level	Confirm with City
Freight Route Designations	Bay Street	Bay Street access - not sure what's best	Identified potential need to reconfigure roadway
Freight Route Designations	9th St and Rhododendron Dr	Path for trash and recycle trucks	Identified as potential freight routes
Freight Route Designations	Kingwood St and 27th St	Path for schools and public works vehicles	Identified as potential freight routes
Freight Route Designations	Quince St and Harbor St	Identified as path (likely for Port)	Identified as potential freight routes
Freight Route Designations	Rhododendron Dr	Erosion issues	Identified as potential issue
Freight Route Designations	Rhododendron Dr	Should partner with federal/Core [Corps?] to maintain	Address in future TM
Reported Crashes from 2016-2020	Spruce St/OR 126	Fatal crash recently	Identified as potential safety concerns
Reported Crashes from 2016-2020	Kingwood St/9th St	4-way stop?	Identified potential need for all-way stop
Reported Crashes from 2016-2020	Rhododendron Dr (between Wildwinds St and 35th St)	Sketch pavement for bike/ped use	Address in future TM
Reported Crashes from 2016-2020	US 101/Fred Meyer	Dangerous crossing	Identified as dangerous crossing

Reported Crashes from 2016-2020	US 101 N of Munsel Lake Rd	Traffic calming	Identified potential need for traffic calming
Reported Crashes from 2016-2020	Rhododendron Dr/35th St	Also flat [illegible]	Identified as potential safety concerns
Reported Crashes from 2016-2020	US 101/Heceta Beach Rd	Circled as safety improvement location	Identified as potential safety concerns
Reported Crashes from 2016-2020	US 101/Heceta Beach Rd	Circled as safety improvement location	Identified as potential safety concerns
Reported Crashes from 2016-2020	Rhododendron Dr/Heceta Beach Rd	Circled as safety improvement location	Identified as potential safety concerns
Reported Crashes from 2016-2020	Rhododendron Dr/Jetty Rd	Circled as safety improvement location	Identified as potential safety concerns
Reported Crashes from 2016-2020	Kingwood/35th St	Circled as safety improvement location	Identified as potential safety concerns
Traffic Safety	US 101/Grocery Outlet	Plaza and roundabout	Identified as potential safety concerns
Traffic Safety	Oak St/21st St	Circled	Identified as potential safety concerns
Safe Routes to School	General comment	Appreciative of new connections to US 101 and sidewalks	Address in future TM
Safe Routes to School	General comment	Overpasses? Can they be pedestrian/wildlife overpasses?	Addressed under pedestiran
Pedestrian Facilities	General comment	US 101 crosswalks with lights have made a big difference in getting cars to stop	Address in future TM
Pedestrian Facilities	General comment	Sidewalks are not good to walk	Identified as potential need for ped improvmenets
Pedestrian Facilities	General comment	Four dots places around "new multi-use paths and trails" as new pedestrian facilities	Address in future TM
Pedestrian Facilities	Rhododendron Dr south of 35th St	Very exposed as a pedestrian - need lighting!	Identified as potential need for ped improvmenets
Pedestrian Facilities	Rhododendron Dr south of 35th St	People walking in the ditch here	Identified as potential need for ped improvmenets
Pedestrian Facilities	Rhododendron Dr to 35th St	Proposed path drawn on the map	Identified as potential need for ped improvmenets
Pedestrian Facilities	US 101/30th St and US 101/25th St	Hard to turn left going southbound with pedestrian refuge island	Address in future TM
Pedestrian Facilities	US 101/Fred Meyer	Sidewalks needed around Fred Meyer	Identified as potential need for ped improvmenets
Pedestrian Facilities	US 101/46th St	Community Baptist Church/Helping Hands offers meals to homeless, but no sidewalks here	Identified as potential need for ped improvmenets
Pedestrian Facilities	Munsel Creek path	Improve	Identified as potential need for ped improvmenets
Pedestrian Facilities	Three Rivers Casino	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	US 101/9th St	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	Golf Course/35th St	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	Myeena Lp/35th St	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	Rhododendron Dr/35th St	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	US 101/Heceta Beach Rd	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	Rhododendron Dr/Seapine Dr	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Facilities	Rhododendron Dr/Fawn Ridge Ln	Dot for pedestrian improvements	Identify potential need for ped improvements

Pedestrian Facilities	Heceta Beach Rd/Leeward Dr	Dot for pedestrian improvements	Identify potential need for ped improvements
Pedestrian Level of Traffic Stress	Siuslaw River Bridge	How to get bikes across the bridge? Bikes travel in car lanes now	Identified potential need for bike improvements
Pedestrian Level of Traffic Stress	Siuslaw River Bridge	Shared pathways	Identified potential need for bike improvements
Bicycle Facilities	General comment	Better bike lanes/paths all along Oak Street - near-miss bike crashes	Identified potential need for bike improvements
Bicycle Facilities	General comment	Cars very fast on Spruce - don't want to ride a bike there	Identified potential need for traffic calming
Bicycle Facilities	General comment	Cars zoom on Oak - 35th to Fred Meyer	Identified potential need for traffic calming
Bicycle Facilities	General comment	Narrow streets for biking - Rhododendron Dr especially. Better bike facilities here would complete a nice biking loop	Identified potential need for bike improvements
Bicycle Facilities	General comment	Slow traffic on Oak St to 20 MPH or less	Identified potential need for traffic calming
Bicycle Facilities	General comment	Encourage students to bike, add proper bike parking	Address in future TM
Bicycle Facilities	General comment	Need bike path along Rhododendron past the transit station - all the way to Heceta Beach Road (and down Heceta Beach Rd too)	Identified potential need for bike improvements
Bicycle Facilities	General comment	New multi-use paths - don't need to be paved	Address in future TM
Bicycle Facilities	Bay Street	Carless Bay Street, sufficient bike parking	Identified potential need for bike improvements
Bicycle Facilities	Bay Street	[in response to comment above] covered all weather, EV plugins locks while charging	Address in future TM
Bicycle Facilities	Siuslaw River Estuary	Estuary trail	Address in future TM
Bicycle Facilities	US 101/OR 126	Safety at this intersection	Identified as potential safety concerns
Bicycle Facilities	Rhododendron Dr (south of hospital)	Quite narrow for a bike lane	Identified potential need for bike improvements
Bicycle Facilities	Spruce St/16th St	Want to feel safer!	Identified as potential safety concerns
Bicycle Facilities	Munsel Creek path	Improve!	Address in future TM
Bicycle Facilities	Siuslaw River Bridge	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr/Wildwinds St	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr (north of Wildwinds St)	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr (south of 35th St)	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr (south of 35th St)	Dot for bicycle improvements	Identified potential need for bike improvements

Bicycle Facilities	Rhododendron Dr (north of 35th St)	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr (north of 35th St)	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr/Mariners Ln	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr/Woodlands Dr	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Facilities	Rhododendron Dr (south of Heceta Beach Rd)	Dot for bicycle improvements	Identified potential need for bike improvements
Bicycle Level of Traffic Stress	General comment	Totally need more ADA for people with wheels too	Address in future TM
Bicycle Level of Traffic Stress	General comment	[in response to comment above] Yes!!	Address in future TM
Bicycle Level of Traffic Stress	General comment	Sweep bike lanes plan	Address in future TM
Bicycle Level of Traffic Stress	General comment	Add more routes	No direct change
Bicycle Level of Traffic Stress	General comment	What do larger cities do?	No direct change
Bicycle Level of Traffic Stress	General comment	More bike and personal electric vehicle lockups, covered for weather	Address in future TM
Bicycle Level of Traffic Stress	Bay Street	No cars on Bay Street. Shuttle? Rickshaw? Free for people with mobility impairment	Address under roadway
Bicycle Level of Traffic Stress	Siuslaw River Estuary	Estuary trail? Add pedestrian/bike access	Identify potential need for ped improvements
Bicycle Level of Traffic Stress	Spruce Street to Casino access	Add bike path connection here not on sand	Identified potential need for bike improvements
Bicycle Level of Traffic Stress	Oak St and Miller Park	Path on Oak Street and through Miller Park	Identify potential need for ped improvements
Bicycle Level of Traffic Stress	Munsel Creek path	Identifies path at this location	Identify potential need for ped improvements
Bicycle Level of Traffic Stress	Path between Kingwood St and Rhododendron Dr	Identifies path at this location	Identify potential need for ped improvements
Transit Facilities	General comment	"More transit shelters at bus stops" -- with restroom facilities	Identified as need under transit
Transit Facilities	General comment	Need public transportation along Rhododendron	Identified as need under transit
Transit Facilities	General comment	[in response to comment above] Yes! With sidewalks/pathways even off the road, smooth ADA access	Addressed under pedestrian
Transit Facilities	General comment	More frequent transit service	Identified as need under transit
Transit Facilities	General comment	More publicity on connection to Eugene and Yachats	Identified as need under transit
Transit Facilities	General comment	More publicity/discussion on value of public transportation options and the economic comparisons on not driving (no insurance, gas, maintenance, etc.)	Identified as need under transit
Transit Facilities	General comment	Eugene airport transit stop	Identified as need under transit

Transit Facilities	Rhododendron Dr/Exploding Whale park	Add stop here	Identified as need under transit
Transit Facilities	Grocery Outlet	Full fledged bathroom/shower/trash can	Identified as need under transit
Transit Facilities	Dot near Safeway, Florence Events Center, US 101/OR 126	Full fledged bathroom/shower/trash can	Identified as need under transit
Transit Facilities	US 101/Munsel Lake Rd	More frequency	Identified as need under transit
Transit Facilities	N Jetty Rd	Stop at N Jetty	Identified as need under transit
Transit Facilities	Driftwood Shores	Stop at Driftwood	Identified as need under transit
Transit Facilities	Driftwood Shores	Include Driftwood on transit loop	Identified as need under transit
Transit Facilities	Heceta Beach Rd	Dot for transit service improvements	Identified as need under transit
Transit Facilities	Rhododendron Dr/Woodlands Dr	Dot for transit service improvements	Identified as need under transit
Transit Facilities	Rhododendron Dr/Shelter Cover Wy	Dot for transit service improvements	Identified as need under transit
Transit Facilities	Rhododendron Dr (south of 35th St)	Dot for transit service improvements	Identified as need under transit
Transit Qualitative Assessment	General comment	Full fledged toilet/shower facilities - at Grocery Outlet and at Safeway	Identified as need under transit

Attachment E Feedback from Virtual
Open House

ID	PROJECT	SENTIMENT	COMMENT
2101	Open House Exhibit: Traffic Control	I like this	Based on my driving, there is a need for a traffic light at the intersection of Munsel Lake Road and Highway 101. I understand that a traffic study was done nearby for the Cannery Station development during the off season. The traffic study needs to be done during the high traffic summer months.