BICYCLE/PEDESTRIAN ADVISORY COMMITTEE AGENDA
Tuesday, July 12, 2016 - 5:30 PM
Conference Room A

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Peggy Hawker, City Recorder at 541.574.0613.

The agenda may be amended during the meeting to add or delete items, change the order of agenda items, or discuss any other business deemed necessary at the time of the meeting.

CALL TO ORDER

ROLL CALL/INTRODUCTIONS

ADDITIONS TO AGENDA

PUBLIC COMMENT

APPROVAL OF MINUTES

Approval of Minutes of the June 14, 2016 Meeting
June 14, 2016 Minutes.docx
DISCUSSION ITEMS

Bicycle/Pedestrian Safety Initiatives - Officer Brad Purdom - Newport Police Department

Review and Revise Bicycle Map

Bicycle/Pedestrian Plan Update - Prioritization of Projects

Continued Review of Committee Motions and Questions
Motions Made by Committee - Compilation - November 10, 2014 to February 11, 2014.docx

Review Information Submitted by Council Liaison Engler Regarding Historic Agate Beach Bicycle and Pedestrian Path
Agate Beach Historic Trail Information.pdf

REVIEW STAFF REPORTS

Review Monthly Reports from the Community Development and Public Works Departments

REVIEW QUESTIONS FOR STAFF

Motions/Recommendations from June 2016 Meeting

BICYCLE/PEDESTRIAN ACCIDENTS - NONE IN JUNE 2016

COMMITTEE COMMENTS

DEVELOP NEXT AGENDA
CONFIRM NEXT MEETING DATE - AUGUST 9, 2016

ADJOURNMENT
The City of Newport Bicycle/Pedestrian Advisory Committee met on the above date in Conference Room A of the Newport City Hall. In attendance were Wendy Henriksen, Chuck Forinash, Maryann Bozza, Susan Hogg, and Marsha Eckelman. Also in attendance were Wendy Engler, City Council Liaison, and Peggy Hawker, City Recorder/Special Projects Director.

INTRODUCTIONS

Introductions were made.

APPROVAL OF MINUTES - MAY 31, 2016

MOTION was made by Eckelman, seconded by Bozza, to approve the minutes of the meeting of May 31, 2016, as amended. The motion carried unanimously in a voice vote.

BICYCLE/PEDESTRIAN PLAN UPDATE - PRIORITIZATION OF PROJECTS

It was agreed to postpone this agenda item until the next meeting.

REVIEW OF MOTIONS AND REQUESTS FROM JANUARY 2014 - PRESENT

The Committee reviewed the motions and requests from January 2014 to present. The following motions were requested to remain on the review list:

MOTION was made by Forinash, seconded by Bozza, that the Committee receive an overview of the scope of the proposed STIP project (sidewalk on east side of Highway 101 from the Sizzler Restaurant to 36th Street), including the beginning point, ending point, width, and width of driving lanes. The motion carried unanimously in a voice vote.

MOTION was made by Forinash, seconded by Eckelman, to ask the City Manager for an update regarding a possible vacation, right-of-way, or easement for a trail across the east edge of the current PUD yard, from Chestnut to 40th Streets. The motion carried unanimously in a voice vote.

MOTION was made by Forinash, seconded by Hogg, to request the city's Public Works staff to develop a conceptual layout of a bike lane on Nye Street. The motion carried unanimously in a voice vote.

MOTION was made by Hogg, seconded by Bozza, to request that the crosswalk at Fifth/Fall/Elizabeth Streets be repainted. The motion carried unanimously in a voice vote.
MOTION was made by Forinash, seconded by Bozza, to request that a bike lane be installed on the uphill side of 40th Street, beginning at Ash Street to the mixed use path on Chestnut Street to facilitate bicycle travel to the Oregon Coast Community College. The motion carried unanimously in a voice vote.

It was agreed to continue the review beginning with the motions made at the November 10, 2014 meeting.

A review of the discussion with Tim Gross, Public Works Director, from the May 31, 2016 meeting ensued. The Committee agreed to monitor the following potential projects:

1. Visibility issues (stopping) at the intersection of Nye Street and Olive Street;
2. Communicating with ODOT regarding marking the pedestrian crossing at the north end of the bridge – east side of Highway 101;
3. 26th Street and Jetty Street signage;
4. Concept for striping Bay Boulevard from Bay Street to Moore Drive.

It was asked whether Gross would be available to attend the August meeting to follow up on these issues.

A discussion ensued regarding how to connect the area under the bridge to the Bayfront. Suggestions included: sharrows under the bridge; signage that indicates an alternative route to Nye Beach and the Bayfront; signage painted on sidewalks with directions to different areas; a wayfinding map at the south end of the bridge; an on-line wayfinding map; sharrows in Yaquina Bay State Park; and sharrows coming off the bridge connecting to Naterlin.

MOTION was made by Forinash, seconded by Hogg, to request that sharrows be installed on the stretch of road at the north end of the bridge directing bicyclists under the bridge to the Bayfront and Nye Beach. The motion carried unanimously in a voice vote.

Forinash reported that he had spoken with Cynda Bruce regarding a bus stop above Bay Boulevard at Naterlin.

MOTION was made by Eckelman, seconded by Forinash, that staff request the transit district to install a bus stop at Bay Street and Naterlin with a continuing route up to the hospital. The motion carried unanimously in a voice vote.

A discussion ensued regarding the installation of sharrows on 6th Street after the pavement overlay. MOTION was made by Forinash, seconded by Hogg, to request that sharrows be painted on 6th Street in light of the overlay project. The motion carried unanimously in a voice vote.

**REVIEW MONTHLY REPORTS FROM THE COMMUNITY DEVELOPMENT AND PUBLIC WORKS DEPARTMENTS**
The Committee reviewed the May 2016 report from the Public Works and Community Development Departments. The Committee requested a copy of the Transportation Growth Management Plan and the LID policies for review at an upcoming meeting.

**COMMITTEE COMMENTS**

It was suggested that a water shuttle be used during peak travel times.

**CONFIRM NEXT MEETING DATE**

The next meeting will be held on July 12, 2016.

**ADJOURNMENT**

Having no further business, the meeting adjourned at 7:02 P.M.
UPDATE ON MOTIONS MADE AT THE NOVEMBER 10, 2014 MEETING

1. MOTION was made by Bozza, seconded by Hogg, that staff be requested to install a bicycle rack, which holds multiple bicycles, at the Nye Beach Turnaround.

As previously noted, in his written report on the motions, Public Works Director Tim Gross wrote the following: “I have inquired with Jim Guenther, Park Maintenance Supervisor, if the City has a bicycle rack in stock that could be installed at the turn around.”

The following motion was made in response to this information: MOTION was made by Hein, seconded by Bozza, that staff confirm the availability of a bike rack to install at the Nye Beach Turnaround, and to determine whether additional bike racks are available for installation at other locations. The motion carried unanimously in a voice vote.

2. MOTION was made by Forinash, seconded by Bozza, that staff be requested to re-establish the bike lane and associated icons on Bay Boulevard from the Embarcadero to Vista Drive, and to establish a bike lane with associated icons on the south side of Bay Boulevard from the Embarcadero to Englund Marine Supply.

As previously noted, in his written report on the motions, Public Works Director Tim Gross wrote the following: “The area will be under construction within the year to replace the storm sewer and rebuild the intersection of Bay Boulevard and Moore Drive. Staff will reevaluate the striping and pavement markings in this area as part of the design of the project.”

It was the consensus of the Committee to keep this motion on the list and to postpone further discussion until the planned project occurs.

3. MOTION was made by Hogg, seconded by Forinash, that staff be requested to repaint the crosswalk on Elizabeth Street in front of Georgy’s.

As previously noted, in his written report on the motions, Public Works Director Tim Gross wrote the following: “SW Case Street one block to the south of Georgy’s is under construction at this time. Part of the improvements on Case Street is a sidewalk on the south side from Dutch Brothers to Highway 101 to Elizabeth Street. A pedestrian ramp will also be installed on the west side of Elizabeth Street to complete the connectivity of these two sidewalks. A mid-block pedestrian crossing will be installed on Elizabeth Street at Case Street.”

It was the consensus of the Committee to keep this motion on the list and to postpone further discussion until the planned project occurs.

4. MOTION was made by Forinash, seconded by Bozza, that staff be requested to place sharrows on the uphill side of 40th Street, beginning at Chestnut Street, and
continuing up the hill to the mixed use path, and on the uphill side of the street adjacent to the Coast Guard station.

As previously noted, in his written report on the motions, Public Works Director Tim Gross wrote the following: “SE 40th Street has a sidewalk on the north side connecting the multiuse path on SE Ash Street to the multiuse path on the south side of SE 40th Street, located 700 feet east of SE Ash Street. SE 40th Street is not on any designated bicycle route in any city plan, nor does it see significant volumes of bicycles. The site distance is extremely good, and there have not been any reported bicycle/vehicle accidents or injuries. The city is annually installing shared lane markings, prioritizing those installations in the areas identified in the approved Bike and Pedestrian System Master Plan, beginning with the Oregon Coast Bike Route on Oceanview Drive and Elizabeth Street. Since Public Works has limited resources, we are intending to continue with this plan, and do not intend to install shared lane markings on SE 40th Street.

The existing multi-use path on SE 40th Street ends at the west edge of the property owned by the Wilder Development. When the property to the west of Wilder develops, the multiuse path will be extended further west. The owner of this property has been grading the property and the city extended utilities in 2012 making this property suitable for commercial development. As the economy grows, I expect this property to develop within the next few years.

A discussion ensued regarding the increased speed limit on Oceanview Drive. It was asked whether the city could return the speed limit to 25 miles per hour or whether it has to remain at 35 miles per hour. MOTION was made by Hein, seconded by Bozza, that the city lower the speed limit on Oceanview Drive from 35 miles per hour to 25 miles per hour. The motion carried unanimously in a voice vote.

It was noted that some of the city’s police officers do not stop at crosswalks where pedestrians are waiting to cross the street unless there is a stop sign at that location.

It was asked that staff inquire as to whether there are grants available for pedestrian safety enforcement by the Police Department.

Saelens noted that Gross plans to talk with the School District about the possible removal of parking on the south side of Seventh Street. Hogg suggested better lane separation at the four-way stop. Saelens agreed to follow-up with Gross.

November 10, 2014

MOTION was made by Bozza, seconded by Hogg, that staff be requested to install a bicycle rack, which holds multiple bicycles, at the Nye Beach Turnaround. The motion carried unanimously in a voice vote.

MOTION was made by Forinash, seconded by Bozza, that staff be requested to re-establish the bike lane and associated icons on Bay Boulevard from the Embarcadero to Vista Drive, and to establish a bike lane with associated icons on the south side of Bay
Boulevard from the Embarcadero to Englund Marine Supply. The motion carried unanimously in a voice vote.

MOTION was made by Hogg, seconded by Forinash, that staff be requested to repaint the crosswalk on Elizabeth Street in front of Georgy’s. The motion carried unanimously in a voice vote.

MOTION was made by Forinash, seconded by Bozza, that staff be requested to place sharrows on the uphill side of 40th Street, beginning at Chestnut Street, and continuing up the hill to the mixed use path, and on the uphill side of the street adjacent to the Coast Guard station. The motion carried unanimously in a voice vote.

June 10, 2014

A discussion ensued regarding sharrows and where they should go. It was noted that 24 sharrows should cover the area between Don Davis Park to the Yaquina Bay State Park. It was recommended that the sharrows be installed by July 15 to accommodate the major bike travel season. MOTION was made by Forinash, seconded by Bozza, to recommend to the City Council that it consider having staff place sharrows from Don Davis Park to Yaquina Bay State Park in a timely fashion. The motion carried unanimously in a voice vote.

February 11, 2014

On-going questions/needs of city staff include:

1. Maps to be used by the Committee (printed by city staff). Specifically requested was a Google map with a street overlay.

2. Status of recommendations made to the Public Works Department regarding safety issues on Moore Drive and Bay Boulevard. Specifically requested was whether mandatory bike lanes are included in the design.

3. Determine whether the city’s grant consultant is actively looking for all grants or whether it searches for specific grant opportunities.

4. Status of the repainting of the bike lane symbols on SE Bay Boulevard and Harney Street toward the middle school. Specifically, there were bike lane symbols on Bay Boulevard, on the uphill, by the Embarcadero. They are gone.

5. Installation of dog waste bag containers on Big Creek Trail. Kern agreed to make this request of the Parks and Recreation Committee.

6. Installation of riprap to stabilize the bank in the slide area from the stairway on 31st Street to Harney Street. It was agreed to remove this item from the list.

7. Is the city looking into the installation of paths and walkways in Forest Park? It was reported that the Parks and Recreation Committee is working on this issue, and that
the item should be removed from the list until after the joint meeting with the Parks and Recreation Committee. A discussion ensued regarding a possible linkage between the Forest Park trail system and Big Creek Road.

8. Invite Laura Svengaard to an upcoming meeting to discuss trail development, grant opportunities, and volunteer recruitment for trail development. It was agreed to remove this item from the list and Hein will advise when to add it in the future.

9. Is the city aware of the proper placement of sharrows pursuant to the MUTCD? It was agreed to remove this item from the list because the city is properly installing sharrows.

10. Does the city have an inventory of all paths, trails, bike routes, etc? Kern reported that she would be willing to work on this if she could borrow a GPS system.

11. Whether the city is planning to have the sediment tarps removed on the Big Creek Trail. It was agreed to remove this item from the list.

12. Whether there is a plan to properly sign the directions from Agate Beach to Big Creek Park. It was suggested that signs be erected at both ends of the Big Creek Trail, and that a suggestion had been made to the Wayfinding Committee to place a trail icon at the west end of Big Creek Trail. It was agreed to keep this item on the list for tracking purposes.

13. Will there be bike lanes or sharrows on the Ash Street connection soon to be constructed. It was noted that there is a disconnect in the trail system on 40th Street to the OCCC as there is no bike lane in a portion of that street. It was noted that the disconnect remains. It was asked whether it is appropriate to consider sharrows on 40th Street to facilitate bicycle traffic from Ash Street uphill to the mixed use path.
January 22, 1999

Ron Garrison  
Public Works Department  
City of Newport  
Newport, Oregon 97365

RE: Agate Beach Historic Bicycle and Pedestrian Path

Dear Ron:

You have asked if the proposed bicycle and pedestrian path that sits within the Highway 101 right-of-way from about Woody Way to Ocean View Drive is consistent with the City’s Comprehensive Plan. The recently adopted a City of Newport Transportation System Plan does call for pedestrian improvements along Highway 101 where the subject project is. In addition, the Agate Beach Neighborhood Plan makes specific reference to the project. As a specific plan, the Agate Beach Neighborhood Plan is a refinement plan to the more general Comprehensive Plan and Transportation System Plan so the proposal for the bicycle and pedestrian path is most definitely in compliance with our Comprehensive Plan.

You also asked whether or not there was citizen involvement and opportunity for comment on the proposed project. The answer to that is yes. First, the Agate Beach Neighborhood Plan had a citizen’s committee to review and make recommendation to the Planning Commission and City Council. Through the citizen review process we had public meetings which were advertised by individual notice to all the property owners in Agate Beach. After the Committee formulated the plan, the Planning Commission and City Council had additional notices and hearings prior to adoption.

With regard to the Transportation System Plan, we had numerous public meetings, outreaches, interviews and other opportunities for the public to be involved during the formulation of the plan. Again, the Planning Commission and City Council held additional public hearings prior to adoption. So I would say that the opportunity for public comment and participation in this project has been extensive.

Hopefully this letter will give you the information you need. If you have any other questions, please feel free to contact me.

Sincerely,

[Signature]

Michael A. Shoberg  
Planning Director
City of Newport City Council  
810 SW Alder Street  
Newport, OR 97365  

Dear Councilmembers:

Please accept this letter as a show of support for the proposed bike/pedestrian trail linking the Yaquina Head Lighthouse area with the northern intersection of Oceanview Drive and US Hwy 101. The proposed trail would greatly benefit bicyclists in the Newport area.

The Lincoln County Bicycle Advisory Committee is a group of cyclists appointed by the Board of Commissioners to advise them on county issues that involve bicycling. The committee consists of local citizens who regularly use their bicycles for recreation and commuting.

Many Newport residents use their bicycles to commute from the Agate Beach area to work and school in central Newport. The Highway 101 leg of this commute is most exposed to motorized traffic and therefore the most dangerous. The proposed trail would create a safer ride for these cyclists and encourage more would-be cyclists to use their bicycles for their daily commute.

Bicycling for recreation is an increasingly popular activity for residents of the Newport area. In the summer months, many of Newport's visitors are looking for safe and fun bicycle trips. The proposed trail creates a wonderful ride from lodging accommodations in the Nye Beach area, along the coastline, to the lighthouse and tidepools at Yaquina Head, without exposing these generally inexperienced cyclists to the dangers of Highway 101.

This committee believes that the proposed trail would help commuting cyclists, create safe recreational opportunities for local and visiting cyclists, and strengthen Newport's link in the Oregon Coast Bicycle Route. We strongly urge that you consider building this much needed trail.

Sincerely,

Jerry Kern  
Chair  
Lincoln County Bicycle Advisory Committee

Ken Dennis  
Vice Chair  
Lincoln County Bicycle Advisory Committee

Bob Dickman  
Member  
Lincoln County Bicycle Advisory Committee
January 25, 1999

Re: Transportation Enhancement Program

To Whom It May Concern:

We have been invited to comment on the merits of converting an historic railroad right-of-way in north Newport, Oregon to a paved pathway for recreational use. On behalf of Yaquina Pacific Railroad Historic Society representing one of the local nonprofit organizations in this county, we would like to lend our endorsement to this proposed project.

With this opportunity to comment, we would request as well, as this effort commences, that any surviving artifacts or remnants of our railroad heritage be appropriately collected and preserved; and furthermore, that historic marker signage be provided to educate users of the pathway to the coastal railway story and its tie to the timber industry in Lincoln County.

For your additional information, we have a published railroad historian in local membership. If the project is approved, and if there is a way we and the Lincoln County Historical Society can contribute to the telling of this story, please let us know how we might become involved.

Sincerely,

Lynne Chandler  
Program Coordinator, YPRHS

c: W. Bain  
L. Palmer  
L. Harrison
## City of Newport, Oregon
### TEA-21 Historic Railroad Combined Use Pathway
### ESTIMATE
Revised: 1.20.99

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Price</th>
<th>Amount</th>
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<tbody>
<tr>
<td>1. Obtain ODOT R-O-W permit, and required bonding and insurance</td>
<td>1</td>
<td>Lump Sum</td>
<td>$20,000</td>
<td>$20,000</td>
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<tr>
<td>2. Mobilization</td>
<td>1</td>
<td>Lump Sum</td>
<td>$29,503</td>
<td>$29,503</td>
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<td>3. Clearing and grubbing of Pathway Area, 20-ft. Wide</td>
<td>1</td>
<td>Lump Sum</td>
<td>$10,900</td>
<td>$10,900</td>
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<td>4. Waste Excavation of Native Material to Establish Walkway Subgrade</td>
<td>810</td>
<td>Cu. Yd.</td>
<td>20</td>
<td>16,200</td>
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<td>5. Preparation of Subgrade:</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Grading</td>
<td>28</td>
<td>Hr.</td>
<td>75</td>
<td>2,100</td>
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<td>Roller Compaction</td>
<td>28</td>
<td>Hr.</td>
<td>75</td>
<td>2,100</td>
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<tr>
<td>6. Import and Placement of Granular Base Material, (1.5&quot;-0 Crushed Rock), 6&quot; thickness</td>
<td>1,080</td>
<td>Ton</td>
<td>20</td>
<td>21,600</td>
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<td>7. Supply and Installation of 12-inch Diameter HDPE Culvert Pipe</td>
<td>280</td>
<td>Lin. Ft.</td>
<td>20</td>
<td>5,600</td>
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<td>8. Excavation of Culvert Inlet and Outlet Areas</td>
<td>56</td>
<td>Cu. Yd.</td>
<td>25</td>
<td>1,400</td>
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<td>9. Hand Placement of 4-inch Diameter Drain Rock at Culvert Inlets and Outlets</td>
<td>20</td>
<td>Ton</td>
<td>50</td>
<td>1,000</td>
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<td>10. Selective Clearing of Underbrush, and trimming of low branches between Proposed Pathway and Existing Highway along Project Corridor</td>
<td>1</td>
<td>Lump Sum</td>
<td>78,400</td>
<td>78,400</td>
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<td>11. Construction of Two Period Replica Railroad Trestles, to Cross Ravines at NW 48th Street and at Lucky Gap</td>
<td></td>
<td></td>
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<tr>
<td>NW 49th Street (190 feet)</td>
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<td>Lucky Gap (205 feet)</td>
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<td>Lump Sum</td>
<td>170,000</td>
<td>170,000</td>
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<tr>
<td>12. Construction of Gazebo Style Shelter Structures for Pedestrian Rain Refuge and Housing of Historic Information Displays</td>
<td>7</td>
<td>Each</td>
<td>10,000</td>
<td>70,000</td>
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<tr>
<td>13. Establishment of Historic, Displays, and Signing</td>
<td>1</td>
<td>Lump Sum</td>
<td>25,000</td>
<td>25,000</td>
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<td>14. Import and Placement of Granular Final Grading Basecourse, (0.75&quot;-0 crushed rock), 2&quot; thickness</td>
<td>310</td>
<td>Ton</td>
<td>20</td>
<td>6,200</td>
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<td>15. Import and Placement of Asphaltic Concrete Pavement, 2&quot; thickness</td>
<td>310</td>
<td>Ton</td>
<td>55</td>
<td>17,050</td>
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<td>16. Seeding and Mulching Bare Earth Areas</td>
<td>0.5</td>
<td>Acre</td>
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<td>2,500</td>
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<td>17. Cleanup and Surface Restoration</td>
<td>1</td>
<td>Lump Sum</td>
<td>29,503</td>
<td>29,503</td>
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**Estimate Item Subtotal**

Contingency (20% of Item Subtotal)

Construction Subtotal

Engr., Legal, & Admin. Exp. (20% of Constr. Subtotal, less 10% of bridge cost)

Estimated Total Project Cost

Prepared by: E. Linglehill  
Date: 1.20.99
Construction Concept

Driven pile timber freestyle

12' 0" overall

4 x 12 bracing

14 x 14 cap

4 x 16 x 18" deck plank

2 x 6 rail

6 x 6 posts at 5' c/r

Preservative creosoted

Driven timber piles