

July 9, 2013  
5:30 P.M.  
Newport, Oregon

The City of Newport Bicycle and Pedestrian Committee met on the above date in Conference Room A of the Newport City Hall. In attendance were Ken Dennis, Chuck Forinash, Bob Hein, Alisha Kern, and Dave Teem. Maryann Bozza was out of town. Also in attendance was Ted Smith, Interim City Manager, Mark Saelens, City Council liaison, Peggy Hawker, City Recorder/Special Projects Director, and Tim Gross, Public Works Director.

### **APPROVAL OF MINUTES - JUNE 11, 2013**

MOTION was made by Forinash, seconded by Teem to approve the minutes of the June 11, 2013 meeting as presented. The motion carried unanimously in a voice vote.

### **COMMENTS**

Gross reported on sidewalk projects that are under construction including: the Nye Street sidewalk by Betty Wheeler Field; NE Third Street, by the high school, from Fogarty to Eads; and the street behind City Hall by the retaining wall. He added that the pedestrian crossing at 9<sup>th</sup> and Angle Streets is being relocated.

Gross reported on the open house regarding the Highway 101 crosswalk improvement project. He noted that there are new drawings with larger refuges, and that a meeting is scheduled with ODOT next week. A general discussion regarding crosswalks ensued. His discussion included: removal of crosswalks with pedestrian/vehicle conflicts; pedestrian crossings on the Bayfront; speed limit on Moore Drive.

Further discussion ensued regarding proposed bump-outs in the Deco District. It was noted that ODOT has received comments; that the consultant has comments from the state and public which will be reviewed again by the state. It was added that a second public meeting will be held at the beginning of August.

Forinash asked whether the crosswalks could be retrofitted with pedestrian activated flashing lights since the city only has funding for one. Gross noted that he would like to see all the crosswalks have pedestrian activated flashing lights. He added that ODOT will look for funding and include the flashing lights in the contract document as alternatives. Gross noted that he would like the islands to be as large as possible. He stated that if necessary, the pedestrian activated flashing lights could be installed one at a time.

Gross reported that Ash Street is under construction with a multi-use path on the west side. Forinash suggested the restriping of the uphill side of 40<sup>th</sup> Street.

A discussion ensued regarding pedestrian improvements to Safe Haven Hill. It was noted that the geotechnical report is being updated and will be sent to the state for review. It was added that the design will include sidewalks on the west side and a multi-use path below the bridge. It was reported that the gully on the back of Safe Haven Hill is being cleaned, and that the rock under the bridge will be removed by the end of summer.

A discussion ensued regarding the Agate Beach Wayside and proposed improvements. It was noted that the improvements include beach access, showers, storm sewer improvements, and the extension of the street. It was added that construction will not occur next year, but will occur the following year.

Gross reported that the suggested sewer project at Park Street will not be done due to environmental impacts. Forinash asked how the Park Street trail could be built, and Gross noted that it would need to be privately funded. Dennis noted that there was a plan for the Park Street trail, with a bridge, that was developed approximately ten years ago.

Hein suggested revisiting the widening of Oceanview Drive. Gross suggested replotting the Oregon Coast Bike Route to a safer location. Saelens suggested proposing an alternative if it is no longer feasible to widen Oceanview Drive.

Dennis addressed the issue of sharrows on the Yaquina Bay Bridge. He reported that Sheila Lyons had suggested that Council make a formal request to ODOT to place sharrows on the bridge. A discussion ensued regarding whether the city wants to encourage bicyclists to ride in a motor vehicle lane on the bridge. Gross asked whether there were any alternatives, and Dennis reported that the sidewalks are too narrow. Gross asked whether it would be safer to walk bicycles across the bridge. Hein noted that the traffic lane is the safest and easiest way to get from north to south. Teem added that many bicyclists are wearing cleated shoes which would make walking difficult, and that there is not enough room on the sidewalks for fully loaded bicycles. Teem noted that the law allows bicyclists to travel in the traffic lane. Gross suggested that the Committee write him a letter defining why it is safer to have the bridge marked with sharrows, and he will incorporate it into a letter to the state. Hein suggested an improved set of flashers on the bridge.

### **UPDATE ON CHESTNUT STREET PROJECT**

It was noted that the barricades are impeding the safe traffic flow. Gross suggested that the barricades be placed six feet apart. Forinash noted that the barricades could be placed to the extreme east side. Gross noted that he would rather send people between the barricades. Forinash stated that the main issue is to have a shoulder that connects Chestnut Street to Ferry Slip Road. Gross reported that the city could do some excavation, but that he is uninterested in investing much money because in a few years, it will be removed with the realignment of Ferry Slip Road.

### **COMMITTEE COMMENTS**

It was suggested that a GIS layer of all paths be developed which would include bicycle paths, multi-use paths, and pedestrian paths. Saelens agreed to determine whether there is a larger scaled map.

A discussion ensued regarding the bicycle template. It was noted that a template had been donated, and that the paint does not last.

Kern asked whether the bicycle lanes can be repainted. Gross noted that thermoplastic should be used due to its durability.

Forinash asked about the installation of sharrows in the State Park, and Gross noted that the sharrows could be used with paint. Forinash noted that the sharrows could be used on the mixed-use path under the bridge, the jetty trail, and the road, if the state gives permission. Gross suggested the possibility of utilizing volunteer groups to apply the sharrows and bicycle lane markings. He stated that he will contact Mike Eastman to obtain the template. Forinash noted that he will look for free paint. Smith suggested that this could be a Rotary project.

### **DEVELOP NEXT AGENDA**

It was agreed to include the following items on the next agenda:

Discussion of meeting day (does it need to be changed);  
Highway 101 Crosswalk Project update;  
Sharrows in South Beach update;  
40<sup>th</sup> Street striping and sharrows.

### **COMMITTEE COMMENTS**

Kern reiterated that the bicycle lane symbols on Bay Boulevard and Harney Street need to be replaced.

A discussion ensued regarding the safety aspect of utilizing volunteers to install bicycle symbols on Bay Boulevard and Harney Street. It was asked whether the streets would have to be swept before application of the bicycle symbols.

Kern asked whether Big Creek Road was closed to bicycles, and it was suggested that Gross be asked to widen the spaces between the barricades on the road.

Kern noted that there were bicycle brochures in the City Hall lobby. She added that one of them states, "don't flip your bike," and asked what that meant.

### **ADJOURNMENT**

Having no further business, the meeting adjourned at 7:15 P.M.