

MINUTES
Transportation System Plan Policy Advisory Committee
Meeting #2
Newport City Hall Council Chambers
March 12, 2020

Committee Members Present: Dean Sawyer, Bob Berman, Lyle Mattson, Ralph Breitenstein, Linda Niecebauer, Tomas Follett, Jeff Hollen, and Jacob Osborne.

Committee Members Present by Phone: James Feldman

Committee Members Absent: Rosa Coppola, Roland Woodcock, Bryn McCornack, Judy Kuhl, Roy Kinion, Rich Belloni, and Fran Matthews.

City Staff Present: Community Development Director, Derrick Tokos; and Executive Assistant, Sherri Marineau.

Consultants Present: Ben Weber, and Carl Springer.

Public Members Present: Nyla Jebousek, John Coppola, Lisa Phipps, and Ellen Bristow.

1. **Call to Order & Roll Call.** Meeting started at 6:05 p.m.
2. **Approval of Minutes.**

Motion made by Breitenstein, seconded by Follett to approve the October 16, 2019 Transportation System Plan Policy Advisory Committee meeting minutes as written. The motion carried unanimously in a voice vote.

3. **Review Of What We Have Learned To Date.** Springer reviewed the existing system issues and the map legend with the TSP Policy Advisory Committee (PAC). He explained how traffic congestion was measured. Berman noted that NW 60th Street would soon get additional traffic from the new apartment complex being built. He explained that when construction was completed traffic would be an issue. He expressed concerns for the safety of people crossing traffic on Highway 101 at this location.

Sawyer thought yellow should be added to 7th and Harney Streets, and Highway 20 and Harney Street on Map D. He noted that these were areas that had a tremendous amount of congestion due to schools. Jebousek asked why San-Bay-O Circle was left off Map B. Springer would look at adding it. Berman noted the fairgrounds (County Commons) will be redeveloped and would introduce another element of usage and traffic. Osborne said there were sections of Harney Street that would need sidewalk improvements. He thought that the City overall didn't accommodate bikes and pedestrians, especially on Highway 101. Sawyer pointed out that near the hospital, at Abbey Street and Highway 101, people were speeding from this location to the bridge. Mattson thought there needed to be a traffic control device at this location.

Bristow noted that 9th and 10th Streets, by Oceana, people drove fast and there was a blind curve. She thought this location required street lights. Berman asked for an update on a comment at a previous meeting about installing a rapid flashing crosswalk at Eads Street and Highway 20. Tokos explained it wasn't a matter of just simply adding a beacon because there were other things that needed to be addressed, such as bringing sidewalks up to ADA standards.

Springer explained what "Intersection Congestion" was. A discussion ensued regarding the days of the week that congestion was recorded according to ODOT standards. Tokos noted that Harney Street and Highway 20 congestion wouldn't have been recorded because there wasn't school in session during the summer. He also thought the Moore Drive and Bay Blvd improvements were done to resolve issues. The hospital would be addressing issues at 9th and Abbey Street. Sawyer noted the Police Department had statistical data from a red light camera study to use. Tokos asked Springer if this data would be useful to

the consultants. Springer didn't think it would. John Coppola asked why they didn't have blinking yellow arrows on traffic lights to accommodate when traffic was low on Highway 101. Sawyer reported that the City met with ODOT and they said they were going to add these.

4. **Group Discussion About Key Stakeholder Questions.**

Tokos reviewed the public involvement progress update, and reviewed the key themes that came up from the interviews (see handout). He asked for the PAC's ideas on other stakeholders that should be added. Tokos requested that the PAC members who hadn't already given responses to the questions to do so.

Tokos asked the PAC for their thoughts on if anything was missing. Berman didn't see any input from the 60 plus community and thought they should be added. Tokos said this was already being coordinated and would happen. Coppola noted on the Bayfront there were a couple of accidents with the buses. Mixing retail and fishing was a problem. Tokos noted because there was slower traffic at the Bayfront, it was better for pedestrians. Berman suggested talking to Georgia Pacific. Tokos thought this could be picked up when talking to the logging community.

5. **Draft Approach For Community Workshops.** Weber reviewed the workshop schedule and reminded the PAC that it was subject to change because of current global health events. Weber noted the schedule presented was a proposed schedule and subject to change. He asked for feedback on the workshop schedule. Jebousek noted the workshops would be held during work days and hard for everyone to attend. Weber explained they recognized this and was something they would take under consideration. There would be bigger community events that would happen during the evening from 6 p.m. to 8 p.m. Berman asked who would be attending. Weber didn't have exacts at that point but there could be a wide range of people invited. There would be portions of the schedule where key stakeholders would be involved through the whole process. Jebousek asked if all the meetings would be open to the public. Tokos explained that not all of them would be. There would be some internal meetings with staff, and then a mix of meetings with staff and public. Breitenstein thought they needed to make sure to get the invitations out reasonably soon to insure stakeholders could attend. He wanted there to be some slots for the public to attend as well. Tokos thought they should shift meetings out a couple of weeks because of the global situation. Berman thought if a big portion of the meetings were for public input, they should be held when the public was available. He suggested a Saturday, Sunday and Monday schedule. Berman wanted serious consideration for this. Mattson suggested possibly doing a Friday, Saturday and Sunday schedule. He also thought it was important to get invitations out early so people could attend. Mattson thought it was proper to move the dates off a bit because of current global problems. Hollen thought there needed to be specific times given so people could attend different time slots.

Weber reviewed the flow of the schedule with the PAC. He thought the highway options needed to be addressed first for resolution on the first day. There would be an open house and then a review of the first day during the evening session. Day two would delve into different sections of the city so smaller teams could work in the different areas in terms of design and building for roads. Then, the teams would come back at the end of the day to talk about technical efforts. They would also set up a big public event at the end of day two. Berman asked why there was a six hour discussion on Agate Beach. Tokos said this was about Urban Renewal and served as the targeted following up for investments. Weber noted that before the workshops there would be technical transportation analysis done to see if things were viable and if they should be brought to the workshops. Tokos explained that they would come in with existing conditions maps, and with opportunities and restraints diagrams informed by what was gathered already in the morning. Then in the afternoon they would work with key stakeholders and staff to see if things were done right and make refinements on the fly. Then in the evening there would be the same conversation with more refined work with the broader community to fill in existing conditions, opportunities and constraints in greater detail. The second day would be used to work on solutions based on what was heard and make decisions with key stakeholders and the broader public.

Mattson asked if there would be suggestions and visualizations of solutions done with the public. Tokos confirmed there would be. Bristow asked if there would be any other geographic changes being done, and if dollar and cents costs would be applied. Tokos explained that there would be but not at that particular

workshop. This would happen when there was a more refined list of projects. Jebousek asked if there would be an analysis on the affect different couplets would have on businesses in the area. Tokos expected this to be raised by stakeholders when talking about the impacts on their businesses. He noted that when they had a considerable amount of support for a solution it would most likely be included, even though there may be some people who didn't like the choice.

Berman thought a couplet analysis would be affected when looking at how the armory property was being utilized properly. Tokos explained their property was owned by the State. He thought any time there was a planning effort the City wouldn't have confidence on what property owners would want to do with their properties. The City wouldn't select a specific spot for certain plans because it could get them in trouble.

Weber explained that he would look at ways to hold the workshops on the weekends and carve out specific time to have invited stakeholder check-ins. Osbourne asked where workshops would be held. Tokos explained there were a lot of options and they could be moved around. This would need to be coordinated with the consultants. Weber noted that there would be a lot of exhibits illustrating what they would be doing. There would be tables that had active drawings for people to interact with. Hollen thought it was important to look at buildable sites.

6. **Sketch Concepts For Highway Improvements.** Springer reviewed the improvement maps with the PAC. He noted that the TSP had different solutions that weren't colored on the maps. He noted these would be added later and wasn't what they were looking at on these maps.

Springer reviewed the couplet alternative maps. He noted that when adding couplets all streets would be redesigned to look like the highway. Jebousek asked what the speed on the couplets would be. Springer said they didn't have those details now but it wouldn't be faster than current speed. Mattson asked if the bulk of traffic would be going north or south on Hwy 101 from Hwy 20. Springer said most would be going south. Hollen asked if the long couplet could be used to turn south. Springer said they shouldn't concentrate on turn arounds but ask if the maps captured the types of couplets they wanted to consider going forward. Breitenstein reported that the health community didn't like the long couplet by the hospital. Tokos thought they would be better served by putting options on the table and rejecting certain options through the public process for cause, rather than trying to whittle them down as a small group. Breitenstein asked what the biggest problem was. Tokos said it wasn't just the intersection of Highway 20 and Highway 101, it was also the large traffic flow. The concept would be to reroute traffic. Tokos explained how along Highway 20 and 101 commercial properties were struggling because the built public space where the highways were didn't serve them well. There was an opportunity with substantial investments to reshape the public space in a manner that would serve them well. Bristow thought that creating couplets would put more traffic on Highway 101 than there was before.

Springer reviewed the alternative parallel route maps and noted that these routes would be two way collector streets. Berman asked if there were any serious land acquisitions at Harney Street near Forest Park. Tokos said there were only a couple of property owners with large land holdings in that area. This would make things easier and the property owners would benefit because a good portion of those properties were within the urban growth boundary and were developable. He noted that based off of stakeholder meetings, we should have maps for a full bypass of Newport. They needed to capture this and frame how it could be done further than Harney Street.

Tokos asked the PAC if they thought this was a reasonable palette of options. Berman asked that they present three different maps to show each of the couplet alternatives. A request was given to ask if the consultants could bring in examples from other communities. Tokos said they could and Ashland could be used as an example. Mattson asked if it would be reasonable to assume a collector street could be a designated bike route. Tokos thought they could. Follett asked if there was a way to submit a more visionary idea for this. Tokos asked Follett to submit what he had to him and he would share this with Springer.

7. **Next Meeting – Fall 2020.**

8. **Public Comment.** Jebousek addressed the PAC and reported that she seconded Wendy Engler's concerns that she shared with the Planning Commission to include public member involvement. She expressed concerns about the street conditions of San-Bay-O Circle, which she lived on, and thought that a signal should be placed there. She noted the Harney Street bypass would not help her street. Jebousek reported that she saw no evidence that she had been heard.

Ellen Bristow addressed the PAC and asked if a couplet would be enough when it was only two blocks long. Springer said what they were concerned about was if they had enough queue distance. The other option would be to have two signals close together to work as one. There would be a signal installed wherever the couplet crossed Highway 20.

John Coppola asked if there was any way to change to speed limit by 73rd Street. Springer said ODOT made the decision on the speed limit there but we could give them input.

Tokos noted they would distribute materials for workshops and they would be made available online.

9. **Adjournment.** Having no further business, the meeting adjourned at 8:05 p.m.

Respectfully submitted,



Sherri Marineau
Executive Assistant