

Meeting Summary

Depoe Bay Transportation System Plan Update

Community Advisory Committee Meeting #1

October 16, 2013, 3:00 – 5:00 p.m.

Meeting Attendees

Project Staff

- Larry Lewis (City of Depoe Bay)
- Valerie Grigg-Devis (ODOT)
- Reah Flisakowski (DKS Associates)
- Ray Delahanty (DKS Associates)

CAC Members

- A.J. Mattila (Mayor)
- Brady Weidner (City Public Works)
- John O'Brien (Traffic Safety Commission)
- Fred Robison (Chamber of Commerce)
- Roy Hageman (Planning Commission)
- Pat Dunlop (Business Owner)
- Bruce Silver (Resident)
- Sgt. Mark Meister (Lincoln Co. Sheriff's Office)
- Josh Williams (Depoe Bay Fire District)
- Skip Hoitink

Introductions and Project Background

Reah opened the meeting by asking the attendees to introduce themselves. She then provided an overview of where we are in the project and the overall schedule, highlighting milestones where the PAC would be brought back together to review and provide input on project work.

Review of Technical Memoranda

Reah walked the group through the six memoranda produced to date. The group had significant feedback on memos 3 (Goals, Objectives, and Evaluation Criteria) and 5 (Existing Conditions). Comments are summarized in the sections below.

Tech Memo 3 (Goals, Objectives, and Evaluation Criteria)

- Goal 5 should include language about recreational and hiking paths.
- Goal 7G is problematic because there is no permanent City tax base. Creative, stable revenue sources are needed. There is increasing demand for services when the city grows, but no proportionate increasing revenue. Reah pointed out that some options were outlined in the Transportation Finance Review Memo, and that this memo can be distributed to the CAC.
- The Evaluation Criteria section of this memo should have more language giving the context for how the criteria will be used.
- There was significant discussion among the group and general support for pedestrian safety and livability goals and objectives, and related evaluation criteria. Consideration of a three-lane cross section for US 101 was strongly supported by some CAC members.

Tech Memo 5 (Existing Conditions)

- The CAC suggested that Figure 1 (Activity Generators) should include: public restrooms, the WorldMark, the Kids center near Schoolhouse Street (where the school bus picks up and drops off), Boiler Bay State Park, Rocky Creek State Park. Also, the City Park should be labeled.
- It was pointed out that a water main runs north-south through the city underneath the east sidewalks of US 101, and this could complicate roadway improvements.
- The memo says “Depoe Bay requires sidewalks to be six feet wide for all collectors and local roads.” The CAC and the City asked that the consultant double-check this and cite.
- There was much discussion of the US 101/Collins Street intersection. CAC members mentioned the following:
 - Poor visibility of the crosswalks for cars approaching westbound on Collins
 - Large curb extensions jutting out onto 101 – larger vehicles sometimes roll over the extensions. Also, drainage at the extensions is poor – rain tends to puddle right at the base of the ADA ramp on the south side of the northeast curb extension
 - Collins is used by logging trucks, and they often have an easier time turning onto US 101 from Bay Street than Collins Street, both because of the curb extensions and the signal
- The curb extensions could be good places for bike racks.
- There was strong support for bus shelters, as rain and wind are an issue. It was pointed out that other agencies, such as Lane Transit or Corvallis, may have surplus shelters they could donate or sell cheaply.
- The group had significant discussion of parking:
 - Parking is available off US 101, but it is not well-signed

- Grandfathered businesses do not have to provide parking, but if they make improvements then it's a requirement. Some businesses provide off-street parking, but only for their own businesses
- The bridge is uncomfortable for pedestrians – it is narrow, with five-foot sidewalks. This poor pedestrian environment is a barrier to development on the south side of the bridge.
- Many city streets are in acceptable conditions, but others are in poor condition, such as Coast and Point. Tourists sometimes use these streets as a scenic detour south of the bridge, both for driving and walking.
- Some CAC members like the character of the unfinished streets. Local streets are low traffic, so walking down the center of them is OK, and roads are generally sloped due to topography, so drainage isn't much of an issue.

Next Steps

Reah thanked the CAC and staff for their time. She encouraged people to come back for the community event in the evening and to help turn people out for the next morning's walking tour.