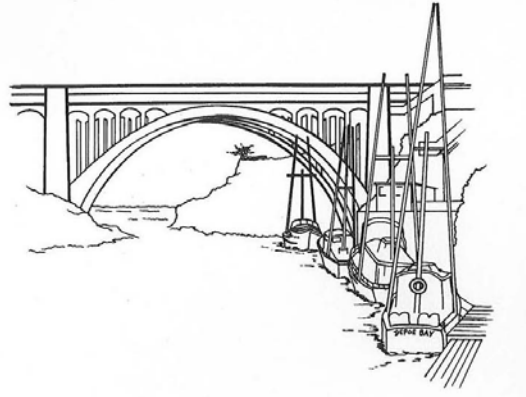


CITY of DEPOE BAY

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Depoe Bay Transportation System Plan Update Community Advisory Committee Meeting #2

Meeting Date: Wednesday, March 12, 2013
Meeting Time: 3:00 p.m. to 5:00 p.m.
Meeting Location: Depoe Bay Community Hall
220 SE Bay Street
Purpose: The purpose of this meeting is to review the future conditions and needs and identify the potential improvements and alternatives that will move forward for evaluation (Technical Memoranda #7 through #9).

AGENDA

- 3:00 PM INTRODUCTIONS AND AGENDA OVERVIEW
- 3:10 PROJECT FUTURE CONDITIONS AND NEEDS (TM #7)
- Future system conditions
 - System deficiencies and needs
- 3:30 LOCAL ROADWAY ALIGNMENT EVALUATION (TM #8)
- Project objectives
 - Recommended alignment
- 4:00 IMPROVEMENT ALTERNATIVES (TM #9)
- Brief overview of alternatives
 - US 101 cross-section alternative refinement
 - US 101 south of bridge streetscape alternative refinement
 - Pedestrian, bicycle, transit and motor draft plans
- 4:50 NEXT STEPS
- Future Needs (TM #7)
 - Identify potential improvements

Meeting Summary

Depoe Bay Transportation System Plan Update

Community Advisory Committee Meeting #2

March 12, 2014, 3:00 – 5:00 p.m.

Meeting Attendees

Project Staff

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

CAC Members

- Fred Robison (Chamber of Commerce)
- Roy Hageman (Planning Commission)
- Pat Dunlop (Business Owner)
- Michael Granat (Resident)
- Sgt. Dave Shanks (Lincoln Co. Sheriff's Office)
- Peggy Leoni (Business Owner)
- Fran Recht (Resident)

Introductions and Project Background

Reah opened the meeting by asking the attendees to introduce themselves. She then provided an overview of the meeting agenda and stated it would be a workshop format with open discussions and maps to mark up.

Review of Technical Memoranda

Reah walked the group through the three memoranda provided in the CAC packet. The comments are summarized in the sections below.

Tech Memo 7 (Future Baseline Conditions)

- Improvements were recently constructed at US 101/Lillian Lane that included a northbound right turn lane. Future operating conditions in Table 1 will be updated to reflect the change.
- There was agreement among the group that pedestrian needs and the US 101 cross-section downtown are important in the future.

Tech Memo 8 (Local Road Alignment Evaluation)

- It was pointed out that the objective of the local roadway is to provide an alternative route to US 101 for local trips and during an emergency if US 101 is closed.
- One member was concerned about tsunami evacuation areas and questioned the connection to US 101 north of Collins Street and wanted a connection to the north through the county.
- There was opposition to alignment 2A through the park. The group preferred the 2B connection to Ainslee Avenue and questioned the connection to Bayview Avenue but agreed to keep it as an alternative.
- It was pointed out that the roadway outside the urban growth boundary (but inside the city limits) will be noted in the TSP and will require an exception from the state.

Tech Memo 9 (Development of Improvement Alternatives)

- The CAC had the following comments on the pedestrian plan:
 - Wide sidewalks on the bridge are important
 - Some members disagree that sidewalks aren't needed on key walking routes
 - Add sidewalks to one side of Shell Avenue
 - Williams Avenue and Coast Avenue have limited right of way, sidewalks won't fit on both sides of the street.
 - Add a pedestrian and bicycle pathway on one side of Williams Avenue and Coast Avenue as a long range project.
- The CAC had the following comments on the bicycle plan:
 - Accommodating bikes through town is difficult, specifically US 101 in the downtown area with parking conflicts
 - The group had concerns with a parallel bike route on Williams Street, others felt it would be better than US 101
- The CAC had the following comments on the transit plan:
 - The group agreed that new stops in the downtown area would provide a key connection for tourists and residents, there was some concern that the new stops would remove parking spaces on US 101
 - One member suggested the city should provide free transit passes
 - A few members suggested a new stop at the Worldmark condos at the north end of the city
- The group discussed the US 101 cross-section alternatives.
 - Reah shared preliminary findings show the three-lane section does not meeting ODOT operating standards in 2035, some members questioned this.
 - The current four-lane section and a hybrid alternative do meet ODOT operating standards in 2035. Both alternatives would result in either wider sidewalks or bike lanes on the bridge.

- One member asked that US 101/Collins Street be evaluated with westbound left turn movement prohibited to see if 2035 operations improved.
- The group agreed on the list of alternatives.
- Alternatives for improvements on the east side of US 101 south of the bridge were presented. The group had discussion on the street elements:
 - The group was split on the type of parking that would be best south of the bridge; parallel and head in angled parking. Maximizing parking supply is important.
 - Reah presented a back in angle parking option that can maximize parking supply and has shown to be safer than head in angle parking.
 - The group suggested northbound left turns should be provided at Ellingson Street and Evans Street, maybe at Hawkins Street
 - It was agreed that the potential pedestrian crossings to be evaluated are Evans Street, Ellingson Street, Graham Street and Lillian Street
 - The group agreed on the list of alternatives.

Next Steps

Reah thanked the CAC and staff for their time and stated the next CAC meeting would be in approximately six weeks to discuss specific project recommendations. The walking workshop would likely take place the next day.