



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA
Tuesday, October 12, 2021 - 5:30 PM
City Council Chambers and via Internet (Zoom) or Meeting Room 2

This meeting will be held electronically. The public can livestream this meeting at <https://newportoregon.gov>. The meeting will also be broadcast on Charter Channel 190. Public comment may be made, via e-mail, up to four hours before the meeting start time at publiccomment@newportoregon.gov. 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.

Anyone wishing to make real time public comment should submit a request to publiccomment@newportoregon.gov at least four hours before the meeting start time, and a Zoom link will be e-mailed.

A. CALL TO ORDER

B. ROLL CALL/INTRODUCTIONS

C. APPROVAL OF MINUTES

C.1 Draft Minutes

[DRAFT-2 August 2021 BPAC Minutes.docx](#)

[DRAFT Sept 2021 BPAC Minutes.docx](#)

D. ACTIVE TRANSPORTATION INCIDENTS

E. COMMITTEE COMMENTS / BETH'S REPORT

F. OTHER BUSINESS

F.1 Goals Worksheet

[Goals Worksheet 10.7.21.docx](#)

F.2 Vision Zero

[Vision Zero.pdf](#)

F.3 Bylaws Update

[Bylaws for Approval and Signature.pdf](#)

G. PUBLIC COMMENT

H. CONFIRM NEXT MEETING DATE

I. ADJOURNMENT

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
AUGUST 10, 2021
NEWPORT, OREGON

The Bicycle and Pedestrian Advisory Committee members present: Michael Rioux, Martha Winsor, Jane Barwell, Herb Fredricksen, Dick Keagle. Not present: Tomas Follet, Jacob Osburne, Nick Graves, Minda Stiles. Also in attendance were Associate Planner Beth Young and Council Liaison Ryan Parker.

Meeting commenced at 5:30 p.m.

APPROVAL OF MINUTES

June minutes unanimously approved. July minutes, with minor changes, approved.

SOUTH BEACH SURVEY and TSP WORKSHOP

Young reminded members to go online and take the South Beach Investment Priorities Survey, and to attend the August TSP in-person workshop.

BIKE BOX UPDATE

Young reported that Community Development Director Derrick Tokos sent an email to ODOT regarding the possibility of “bike boxes,” at Southeast 35th Street and Highway 101. Bike boxes are illustrated in the agenda packet. Rioux said that ODOT seemed amenable to the idea but wants to see usage patterns of this intersection after construction is completed.

LIGHTHOUSE TO LIGHTHOUSE TRAIL PLAN

Rioux reported that he put past L2L documents on the BPAC Google Drive (his personal account). Rioux also pointed out that any BPAC member can put documents of interest on this Drive. Young reminded members that the Google Drive cannot become a conversation, Rioux assented that it should only be an info dump.

Young said that, included in the agenda packet, is an email from Derrick Tokos to a citizen asking about the TSP in the Agate Beach area. Tokos’ letter states that the Federal Highway Administration and the Bureau of Land Management will be conducting a Hwy 101 @ Lighthouse Drive traffic study. This is part of a larger Federal project to improve the Yaquina Head Outstanding Natural Area. Young reported that the FHA/BLM group plans on conducting public meetings sometime in the near future. Tokos’ 6/4/21 email indicates it may be as early as fall of 2021.

Parker mentioned how the existing bike/ped facilities are at the ROW in front of Pacific Coach, and that improvements need to be made. The Council has talked to ODOT regarding making a safe crossing of Hwy 101 in the Agate Beach area, especially at the new large apartment complex. Rioux said there have been conversations about crossings with ODOT.

FERRY ACROSS YAQUINA BAY

Rioux reports that he is working on getting community interest in this idea. Rioux has sent letters to Discovery Tours and Rogue and has not gotten a response from either. He will ping them again—probably for the third time. Bike Portland has a report out about ODOT planned changes to the OCBR. From ODOT, there is interest in a Ferry because they are not going to make changes to the bridge “until the bridge falls down,” which Parker said that ODOT is on a hot mic saying that. Rioux cannot find anywhere on the ODOT website

ACTIVE TRANSPORTATION CRASHES REPORT

Young reported: No traffic incidents involving bicyclists, pedestrians or other active-transportation modes recorded by the Newport Police Department for the the month of July.

OREGON TRANSPORTATION AND GROWTH MANAGEMENT (TGM) GRANT APPLICATION

Young reported that Derrick Tokos has applied for a TGM grant for improvements to the Deco District and SE 2nd Street. Michael wrote a letter of support on behalf of the BPAC.

OREGON COAST BIKE ROUTE

Young reported that ODOT issued the DRAFT Oregon Coast Bike Route Plan in July, and two items regarding Newport are mentioned. One, to have an "Newport South Beach Trail Alternate Route."

TRANSPORTATION SYSTEM PLAN

Young requested that everyone look at Tech Memo 8 in the Agenda Packet and give comments at the next meeting, to the TSP consultants or Tokos. Rioux expressed satisfaction with Tech Memo 8. Fredricksen questioned sidewalk connections that are on dead-end streets, stating that he felt they should be in the TSP but as low priority. Parker agreed that some sidewalks and paving in Newport is overgrown because they are not used much. And that if there is no maintenance it doesn't make sense to pour concrete that will become covered with weeds and shrubs. Rioux mentioned that parts of the Ocean-to-Bay Trail—the street parts—have no sidewalks. Keagle agreed and added that people don't ride bikes on Hwy 20 because there is no bike lane. Young, responding to Fredricksen, said that the TSP is somewhat aspirational and part of the Comprehensive Plan so it has everything in it but agreed that some things could or should be low priority. Parker said that there are plans to improve Harney and the Harney/101/Moore Intersection. All agreed that that intersection is very important.

BPAC ORIENTATION HANDBOOK

Young presented "90%" complete, will be 100% complete for take-home at September meeting.

BYLAWS

Bylaws will be on the September agenda.

VICE CHAIRPERSON

Young stated that the BPAC should have elected a Vice Chairperson, in addition to the Chairperson, in January. Herb Fredricksen expressed interest but did not feel confident in knowing enough about Newport. Rioux and Young said that the job is mostly conducting the monthly meeting. General agreement to bring it up at next meeting, and if nobody is interested to continue without a Vice until January 2022. Rioux stated he would like a Vice Chair but if not we should definitely. If Rioux misses a meeting Young could ask someone to Chair for that meeting for the rest of the year.

PUBLIC COMMENT

Guest Lahman commented that bridges in Portland were temporarily closed for a bike event. We should be able to ask the City to close a street for a day or weekend to try out new street treatments. Young commented that closing streets for events can be done also, called Open Streets. Rioux mentioned "Better Naito Forever" along the downtown Portland waterfront where they improved infrastructure over years with experimental street designs.

COMMITTEE COMMENTS

Rioux read a long letter that appeared in News Lincoln County (a website) on August 7 by Jeff Bertuleit. The letter criticized a couplet, among other things. The numbers quoted –10 million dollars—are wrong. Rioux pointed out that the parking ideas in the letter were wrong. This led to a discussion of charging for parking and the book "The High Cost of Free Parking," which Young has available for loan. Rioux mentioned living in Japan where one has to prove that they have a place to park your car overnight before they can register your car. Also overnight parking is not allowed on any city street. Rioux mentioned a UPS study about saving fuel and less carbon emissions with no left turns. Michael stated that he does not agree with everything this letter

states. Parker said rumors are going around about a couplet being decided already. Young said there are many false statements put forth as fact in that letter.

Fredricksen mentioned a fall event—National Bike to Work Day—and asked if there is community interest. Discussion of a past National Bike/Walk to School Day in May. The School District did not support it then but might next time. The BPAC worked with Bike Newport and the Newport Police Department.

Fredricksen asked if the City applied for SRTS grants. The process starts in February. Fredricksen asked if it was a staffing issue. Parker mentioned that getting a grant writer is a City Council goal. Fredricksen mentioned getting a grant for planning assistance, and that he could help. He has done that in the past. Parker mentioned a need for a grant spreadsheet. Others agreed.

Does the City have a Complete Streets policy, or a resolution to become a Complete Streets program? Or becoming a "bicycle-friendly community." Parker would say that he would look into it. Discussion.

GOALS

Committee worked on the Goals Worksheet. Set action items for the goal: "Promote public outreach and connection with other active transportation groups in Newport."

Meeting adjourned at 7:03 p.m.

September 14, 2021
5:34 P.M.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE Newport, Oregon

The Bicycle and Pedestrian Advisory Committee met on the above date and time in the Council Chambers of the Newport City Hall. In attendance were Committee Members Michael Rioux, Jane Barwell, Minda Stiles, Tomas Follett, Herb Fredrickson, and Richard Keagle as well as Committee Alternate Member Martha Winsor. Absent were City Councilor Ryan Parker and Committee Member Jacob Osburne.

Staff in attendance was Associate Planner Beth Young.

ROLL CALL/GUEST INTRODUCTIONS

Young said she recently received the resignation of Committee Alternate Member Nicholas Graves. Young noted that there are now two open alternate member positions and encouraged committee members to recruit volunteers.

APPROVAL OF MINUTES

MOTION: Rioux moved to finalize the August Minutes at the October meeting. Barwell seconded the motion which carried unanimously in a voice vote.

ACTIVE TRANSPORTATION INCIDENTS

None.

COMMITTEE COMMENTS AND ANNOUNCEMENTS

E.1. Curb Cuts on Bridge

Rioux introduced the agenda item and detailed a conversation he had with ODOT Senior Transportation Planner James Feldmann about the potential for curb cuts on the Yaquina Bay Bridge. Rioux said the conversation resulted in an idea for curb cuts on the southern half of the bridge which would allow for a biker to reenter traffic from the sidewalk. Rioux said ODOT was receptive to the idea and could implement the project within the next year or two. Rioux continued that ODOT would recommend putting up signage to prevent pedestrians from attempting to cross the road at that curb cut.

Rioux shared an image of the curb cut location from an ODOT email chain.

E.2. Other Comments

Barwell shared a document with project updates.

Barwell, Rioux, and Young spoke about various cycling and pedestrian events including Cyclovia, Open Streets, and Critical Mass Bike Rides. Keagle spoke about an event in Clackamas County similar to the other events mentioned. Committee members spoke about the potential of hosting a bicycle and pedestrian event off of NW Oceanview Drive.

Young gave an update on the current state of the Transportation System Plan (TSP).

PUBLIC COMMENT

Young said an email was received from former member Susan concerning the website America Walks. Young said she would forward the email to the committee.

F.1. Bylaws

The following changes were suggested to the draft bylaws as presented:

- Change Article 5, Section 5 to read "...reached by 15 minutes past...", removing the words "ten or." (Rioux)
- Capitalize the first letter of Article 4, Section 3. (Barwell)
- Make "By-Laws" lower case in Article 6, Section 1. (Young)

MOTION: Rioux moved to approve the bylaws with the suggested changes. Keagle seconded the motion which carried unanimously in a voice vote.

Stiles asked if it would be possible to shorten the length of a term from three years to two years. Young said the term lengths are set in code though the committee could request that council change the code.

Committee members Rioux, Barwell, Stiles, Follett, and Frederickson supported a request to shorten the board's term length to two years. Young said she would inform the Mayor and City Manager of the committee's recommendation.

F.2. Vice-Chairperson

Fredrickson volunteered to be the vice-chair.

NOMINATION: Barwell nominated Fredrickson for the position of vice-chair. Rioux seconded the nomination which was approved unanimously in a voice vote.

OTHER BUSINESS

G.1. Orientation Handbook

Young presented the orientation handbook and its contents.

Rioux, Young, and Keagle spoke about Vision 2040 and the Vision 2040 Advisory Committee.

Barwell said that a relationship chart for City, County, and State agencies would be a helpful addition to the orientation handbook. Barwell also suggested a chart that incorporates the hierarchy of plans. Barwell said she would be willing to create the charts if she could be provided with the information.

G.2. Bylaws

This item was covered in F.1.

G.3. South Beach Revitalization - Project Update

Young introduced the agenda item and gave an overview of the South Beach Urban Renewal district and the funding available for projects. Young spoke about proposed revitalization projects that have impact on bicycle and pedestrian infrastructure.

Barwell said she would like to see garbage containers on the South Beach Jetty Bikeway.

G.4. Goals

The committee reviewed the Goals Worksheet 8.18.21 document in the agenda packet and reviewed the suggested action items associated with the approved goals.

Stiles said that maintaining a crash report spreadsheet would not be a good use of the committee's time and should be maintained by staff or by the police department. There was general agreement with Stiles' suggestion to change the crash report spreadsheet action item to read "encourage the City Council to request that crash report data is analyzed for patterns and public safety hazards." Young suggested this action item be undertaken in the form of a letter to the city council.

Young and Rioux recommended the book *Right of Way: Race, Class, and the Silent Epidemic of Pedestrian Deaths in America* by Angie Schmitt to the committee. Young said she can procure a copy for Barwell.

Rioux and Stiles said they would work on a draft letter to the city council about the crash report spreadsheet. They said they should have a draft for the next meeting.

Young and Rioux spoke about Vision Zero.

G.5. TSP Update

This item was covered in E.2.

G.6. Bicycle-Friendly Community

Young said this item was for information only and encouraged committee members to read the related documents attached to the agenda.

Fredrickson spoke about the agenda item and encouraged the committee to look into applying to be an official Bicycle Friendly Community.

G.7. Funding Sources

Young said this item was for information only and encouraged committee members to read the related document attached to the agenda.

G.8. Parking

Young spoke briefly about this item, suggesting that committee members spend time thinking about parking as a bicycle and pedestrian issue.

G.9. Bike/Walk to School Day and SRTS

Young introduced this item and spoke about Safe Route to School grants. Fredrickson offered to help staff with grant writing for projects.

G.10. Pop-up Transportation Solutions

Young said this item was for information only and encouraged committee members to read the related document attached to the agenda.

G.11. Bicycle Safety

Young said there was no information to be shared on this item.

ADJOURNMENT

The next meeting is scheduled for October 12, 2021 at 5:30 p.m.

Having no further business, the meeting adjourned at 7:04 p.m.

Memo

To: BPAC
From: Beth Young
Subject : Goals Worksheet
Date: 10/7/21



At our February 2021 meeting we decided on six goals for the 2021-2022 fiscal year (each year starts July 1). This worksheet is to facilitate discussion and decisions on actual action item ("objectives") for each goal. In *red italics* are possible action items. In black are items decided on at the July, August and September 2021 meetings.

Goal 1: Work to make Newport's transportation modes safer

Objectives

- a. Report new safety hazards directly to Public Works
- b. Work with City Council, NPD and ODOT to gather more informative crash data involving active transportation
- c. Become more informed about "vision zero" and www.visionzeronetwork.org

Goal 2: Help City Council identify active transportation funding sources

Objective:

- a. Start an Active Transportation Grant Opportunities spreadsheet with key deadlines.

Goal 3 : Work with local groups, agencies and organizations, especially active transportation groups, to promote active transportation in Newport

Objectives:

- a. Stock bike maps throughout town (ongoing)
- b. Promote and participate in 2022 National Bike to Work Day (Friday, May 20, 2022)
- c. Begin working with schools and other groups to promote 2022 National Bike/Walk to School Day in the next fiscal year (Wednesday, October 5, 2022)
- d. Research, and possibly begin actions toward, a Bicycle-Friendly Business program in Newport

Goal 4: Develop and maintain a positive working relationship with the City Council, advisory committees and staff to implement BPAC active transportation goals

Objectives:

- ☐ Invite key staff members for Q-and-A sessions
- ☐ Hold joint meetings with other advisory committees on matters of mutual interest (as needed)
- ☐ Assign BPAC members to be the contact person to other advisory committees (read their minutes, go to their meetings, etc.)
- ☐ Assign BPAC members to City Council members (1-on-1)

Others:

Goal 5: Work to make Newport's active transportation modes connected

Objectives:

- ☐ Work with other committees on a citywide bike/ped signage system

Others:

Goal 6: Provide input to City Council on active transportation challenges and opportunities

Objectives:

- ☐ Report to City Council regarding BPAC progress and community concerns

Others:

A PRIMER ON VISION ZERO

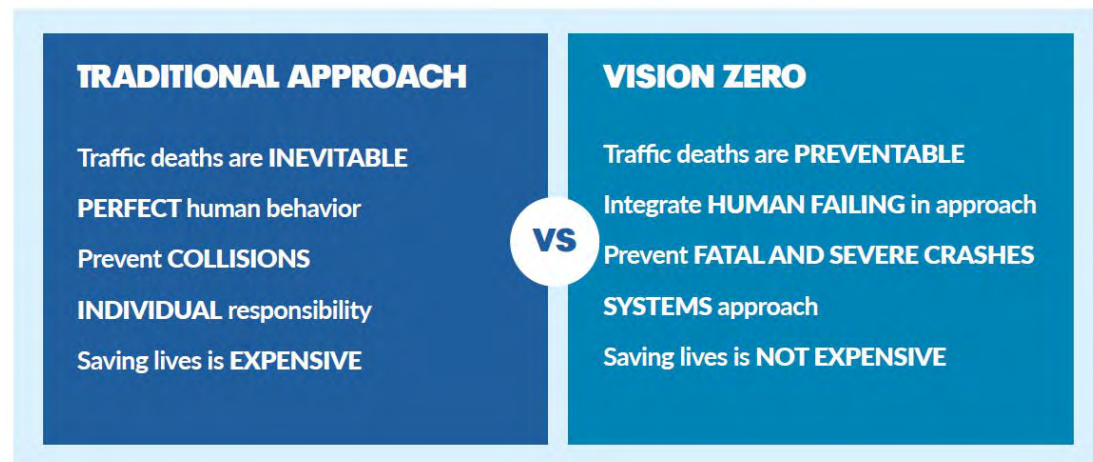
Advancing Safe Mobility for All

What is Vision Zero?

Vision Zero is a strategy to eliminate traffic fatalities and severe injuries among all road users, and to ensure safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, where traffic deaths have been cut in half even while the number of trips increased, Vision Zero is gaining momentum across the globe, including in many U.S. communities.



Each year in the U.S., more than 40,000 people — an average of 100 people per day — are needlessly killed, and millions more are injured, in traffic crashes. While often referred to as “accidents,” the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.



Changing the Status Quo - A New Vision for Safety

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel.

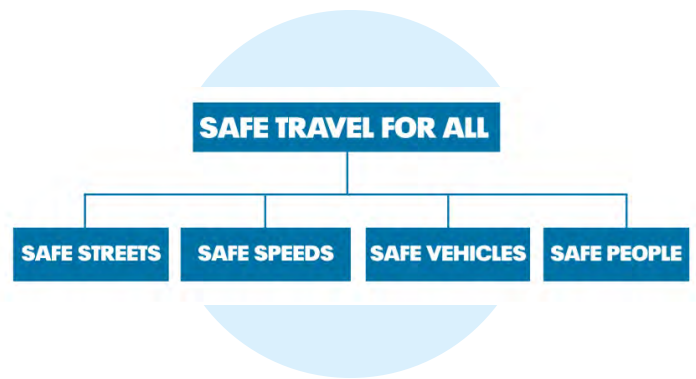
The Vision Zero approach recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.

Vision Zero Ethical Platform



What a Commitment to Vision Zero Means

Vision Zero is not a slogan, not a tagline, not even just a program. It is a fundamentally different way to approach traffic safety. Communities that want to succeed at Vision Zero need to acknowledge that business as usual is not enough and that systemic changes are needed to make meaningful progress. Effective communities will recognize and commit to core Vision Zero principles and strategies.



Committing to Vision Zero will take the following strategies:

- » Building and sustaining leadership, collaboration, and accountability – especially among a diverse group of stakeholders to include transportation professionals, policymakers, public health officials, police, and community members;
- » Collecting, analyzing, and using data to understand trends and potential disproportionate impacts of traffic deaths on certain populations;
- » Prioritizing equity and community engagement;
- » Managing speed to safe levels; and
- » Setting a timeline to achieve zero traffic deaths and serious injuries, which brings urgency and accountability, and ensuring transparency on progress and challenges.

Key among Vision Zero priorities are managing speed, centering equity, and engaging the community.



Managing Speed

Speeding kills more than 10,000 people each year in the U.S. – on par with drunk driving – yet, the act of speeding does not carry the same social consequences as drunk driving. Vision Zero calls on communities to prioritize safe speeds through safe street design, automated speed enforcement (or safety cameras), and setting safe speed limits.



Centering Equity

Safe mobility is a basic right, and Vision Zero is based on the premise that *all* people have the right to move about safely. Vision Zero communities should invest in proven safety strategies with a focus on ensuring equity. This includes identifying communities or populations that are disproportionately impacted by traffic deaths and serious injuries, and prioritizing roadway safety investments in these areas. It also means that *if* police are involved in Vision Zero, the community should make a public commitment to fair and equitable enforcement and ensure transparency and accountability on this commitment.



Engaging Communities

When it comes to experience and knowledge of how a neighborhood works, no one knows better than the people who live there. Assessing which needs are greatest requires complementing a data-driven approach with robust community engagement. The Vision Zero Network recommends working with and supporting community based organizations who have established trust and relationships with residents.

Find out more about Vision Zero and the nonprofit advocacy work of the Vision Zero Network at www.visionzeronetwork.org.

Bylaws of the
City of Newport
Bicycle and Pedestrian Advisory Committee

Article 1

This committee shall be called the Newport Bicycle and Pedestrian Advisory Committee.

Article 2: Purpose

The purpose of the committee is to advise the City Council on issues related to active transportation per Newport Municipal Code chapter 2.05 (Boards and Commissions) section 2.05.001 (Applicability and Authority), section 2.05.001 (Board, Committee, and Commission Appointments and Service) and section 2.05.055 (“Bicycle and Pedestrian Advisory Committee).

Article 3: Membership

1. Committee members are appointed by the City Council.
2. At the City Council’s option, the Committee may review applications, interview candidates, and make recommendations to the City Council.
3. The Committee shall consist of a minimum of seven members and up to three alternate members.
4. All terms are two-year terms that end on the 31st of December.
5. If a member leaves mid-term, a vacancy is created. When that vacancy is filled the new member shall complete remainder of the term.
6. All members in good standing, near the end of their term, are given the option of serving a (or another) three-year term.
7. Alternate members vote only when quorum (four members) is not met.

Article 4: Leadership

1. A new chairperson and vice-chairperson shall be voted on by the majority of the members on the first meeting of each year.
2. The chairperson shall start and end meetings, introduce agenda items, and lead discussion as needed.
3. The vice-chairperson shall fulfill the chairperson's role in their absence.

Article 5: Meetings

1. The Committee shall conduct monthly meetings (twelve times a year) unless circumstances do not allow.
2. Meetings are usually the second Tuesday of each month, 5:30 p.m. to 7:00 p.m. Members may decide to continue a meeting at or near the meeting's end (7:00 p.m.).
3. Members may decide to schedule additional meetings by majority vote.
4. Individual members are not obligated to attend more than twelve meetings in a given year. "Attending" a meeting includes meetings that did not reach quorum.
5. If membership quorum is not reached by 15 minutes past the scheduled meeting time, the meeting shall be "called" by the Chairperson or, in their absence, an attending member.
6. If a meeting is cancelled due to lack of quorum the attending members may decide whether or not to schedule a make-up meeting and shall determine on a day and time.
7. At least four members, including alternate members, shall constitute quorum.

Article 6: Amendments

1. These bylaws may be amended at any time by the Newport City Council. The committee shall make requests to the City Council for necessary and appropriate amendments.

Accepted by the City of Newport on this _____ day of _____, 20 ____

Signed, _____

Mayor of Newport