



BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA
Tuesday, June 08, 2021 - 5:30 PM
City Council Chambers and via Internet (Zoom) or Meeting Room 2

This will be a hybrid meeting, which means that it will be held electronically, via Zoom, with a limited number of people (up to 15) allowed to attend in-person. The meeting will be live-streamed at <https://newportoregon.gov>, and broadcast on Charter Channel 190.

Anyone interested in making public comment is allowed to attend in-person, subject to congregant limitations (up to 15).

Anyone wishing to provide real-time, virtual public comment should make a request at least four hours prior to the meeting, at publiccomment@newportoregon.gov, and request the Zoom meeting information.

Anyone wishing to provide written public comment should send the comment to publiccomment@newportoregon.gov. The e-mail must be received at least four hours prior to the scheduled meeting.

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, and pursuant to the municipal code.

A. CALL TO ORDER

B. ROLL CALL/INTRODUCTIONS

C. APPROVAL OF MINUTES / ACTION ITEMS CHECK-IN

- C.1 May BPAC Minutes
 - [DRAFT May 11 2021 BPAC.docx](#)
 - [BPAC Action Items 5-11-21.docx](#)

STAFF COMMENTS

D. ACTIVE TRANSPORTATION INCIDENTS

- D.1 Traffic Incidents
 - [Collisions Report.docx](#)

E. OTHER BUSINESS

- E.1 Goals and Action Items
 - [Goals Worksheet.docx](#)
- E.2 TSP
 - [PPT DRAFT TSP presentation to CC and PC.pdf](#)
- E.3 Orientation Packet and Bylaws
 - [DRAFT BPAC Bylaws 2021.doc](#)
 - [Rules and Ethics Memo.docx](#)
 - [Working Table of Contents.docx](#)

F. PUBLIC COMMENT

G. COMMITTEE COMMENTS

H. CONFIRM NEXT MEETING DATE

I. ADJOURNMENT

May 11, 2021

5:33 P.M.

Newport, Oregon

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met on the above date in the Council Chambers of Newport City Hall, via Zoom. In attendance were Committee Members Michael Rioux, Jacob Osburne, Richard Keagle, Minda Stiles, Cheri Dessero, and Jane Barwell. Also, in attendance were Associate Planner Beth Young and Council Liaison Ryan Parker.

APPROVAL OF MINUTES

March 9, 2021. MOTION was made by Osburne, seconded by Barwell, to approve the minutes. The motion carried unanimously in a voice vote. Stiles asked if action items could be itemized in the minutes. Young reported actions are not itemized, but committee members can do that.

ACTIVE TRANSPORTATION INCIDENTS

March Traffic Crashes. Young read the incidents included in the packet. She reported on March 10, 2021, at 4:37 P.M. a pedestrian was struck by a vehicle in the Fred Meyer parking lot. She stated on April 21, 2021, at 6:30 P.M. a vehicle struck a bicyclist on Benton and E. Olive Street.

STAFF LIAISON REPORT

Young reported Susan Hogg resigned from the committee. She noted Hogg recommended development of preserving committee history in a searchable manner, follow up on committee-initiated projects, and to get data from bike shops, tourists, or residents. Discussion ensued on the role of the committee. Stiles emphasized the need to track action items so that things don't get dropped between meetings. She noted it's hard to get anything done without an employee on the committee. She explained the committee has staff that supports them, but there is not an active transportation manager at the city. She stated the committee is, essentially, being tasked to act like city employees when none of them have the authority, time, or expertise to do that. She added if the city wants to move forward with active transportation and long-term livability, the city needs to find a way to hire someone who has the expertise to do this full time. She asked if active transportation is being considered for the new Public Works Director or City Engineer.

Rioux replied he was unable to attend the interviews and he is unsure of the status of those positions. Dessero asked who is the liaison to the Transportation System Plan Update. Young replied Committee Member Thomas Follett is the liaison for the Bicycle and Pedestrian Committee. Discussion ensued on providing input on the TSP update. Parker noted projects being considered in the TSP. He stated the City Manager needs to say on the record the city can have dual jurisdiction on reducing speed limits on a connector like Oceanview or that the city is prevented from doing anything except for, and then list those exceptions. He noted the more often these ideas are mentioned, the more likely they will be followed up on. He encouraged the committee to keep trying. He

recommended getting data from bicyclists in Nye Beach. Barwell asked how to make his recommendations into an action item. Parker suggested reaching out to the businesses in Nye Beach to find out how to work together on gathering feedback from customers. Barwell suggested creating a feedback box.

Young noted she has bylaws for the committee to review. She stated the committee created its goals, but did not create solutions or ways to implement the goals. She suggested the committee discuss the goals again. Rioux expressed support for working on the goals. Young stated she would include goals discussion at the next meeting. She noted the committee has not appointed a chair this year.

MOTION was made by Barwell, seconded by Keagle, to nominate Rioux as chair. The motion carried unanimously in a voice vote. Rioux suggested Dessero be designated as a full member.

MOTION was made by Rioux, seconded by Stiles, to recommend Dessero be appointed a full member of the committee. The motion carried unanimously in a voice vote.

OTHER BUSINESS

Ocean-to-Bay Trail Letter. Rioux requested approval of the letter. He reported he included requests for improved signage as a starting point. Barwell suggested including the link from Agate Beach on the map. Rioux replied, technically, the trail does start from Agate Beach. He stated the letter is looking for signage at Agate Beach Wayside, Big Creek Park and Forest Park Trail, and on-street on Eads, 7th Street, and Harney down to the Embarcadero. He noted he will update the map to reflect the entire trail.

MOTION was made by Rioux, seconded by Barwell, to approve the letter. The motion carried unanimously in a voice vote.

Stiles clarified the specific places the letter asks for signage. Rioux noted signage at the ends of the trails will be added to the letter. Dessero asked is there a way to better quantify the budget for the signs. Rioux replied he will reach out to the Parks and Recreation Committee on that. Parker suggested the committee present any requests for money to the Budget Committee at its upcoming meeting.

TSP Update. Young updated the committee on the status of the TSP. She noted it will be important to address intersections of highways with the community. She explained she created a list of intersections that need safety improvements. Osburne asked if it ODOT's responsibility to maintain US 101 and the Oregon Coast Bike Route. Young replied US 101 is the jurisdiction of ODOT. She explained that ODOT controls US 101 and Highway 20, and the other streets are under city jurisdiction. She noted there are state standards, which city roads have to comply with. Osburne stated the intersections on the Oregon Coast Bike Route need to be protected. Young suggested the committee decide which intersections they want to be the safest. She noted connecting every neighborhood is not in the TSP. She recommended including that as a long-term goal. She added another goal would be to pave every street in Newport. Barwell asked what is the deadline to have the committee's wish list on the TSP. Young stated the next community outreach period will be in June. She suggested the committee consider the recommendations in the TSP as if they were Council. Barwell suggested action items would be to review the TSP,

identify the priorities, gain consensus, and create a document. Stiles clarified the committee should review the TSP slides included in the packet. Barwell suggested gaining consensus at the next meeting, and then drafting a document. She volunteered to draft the letter. Rioux volunteered to facilitate the discussion. Stiles suggested bringing overarching goals and specific goals to the meeting. Young suggested the goals be broad, except for which intersections need to be prioritized for safety. Osburne recommended prioritizing the intersections at the Yaquina Bay Bridge exit, Harney and Moore at Highway 20, and Oceanview.

PUBLIC COMMENT

Young read Wendy Engler's public comment. Rioux expressed support for the workshop she requested. Young suggested Rioux issue a statement.

MOTION was made by Rioux, seconded by Stiles, to issue a statement of support for Engler's public comment. The motion carried unanimously in a voice vote.

Barwell stated she will list the action items from tonight's meeting and distribute that to the group.

COMMITTEE COMMENTS

Stiles requested an organizational chart of city staff that have something to do with transportation. Young explained the City Manager's Office, Engineering Department, Public Works Department, and Community Development Department. Stiles clarified the City Engineer looks at the transportation infrastructure as part of their job. Barwell clarified signs are made by the Public Works Department at the direction of administration.

ADJOURNMENT

Having no further business, the meeting adjourned at 7:05 P.M.

BPAC Action Items 5-11-21

- BPAC reviewed the TSP draft included in our meeting notes.
- Some of our priorities are there, some aren't. In order to get our priorities included, we need to present them to TSP, ODOT, get on budgets. This means we need to know what we are asking for, create a document, and get it to the proper authorities by deadlines.
- Action items for this meeting aim to get our priorities to the right venues by the right time.

| Action | Who | Steps/Person | By Date |
|--|----------------------------------|---|----------------|
| Draft letter of support for Wendy's letter | Michael | - Draft letter supporting Wendy's request | May |
| | | | |
| Provide input to City Budget Committee Meeting | Michael | <ul style="list-style-type: none"> • Get estimate of cost of signage we are requesting. • Identify other small asks ASAP and get on budget agenda for May 18 meeting | Meets May 18th |
| | | | |
| Provide BPAC input to TSP | Group | <ul style="list-style-type: none"> • Review TSP draft documents • Summarize your preferences/priorities in (email to BPAC?) • Identify items they missed | May 31 |
| | | <ul style="list-style-type: none"> • Focus on actions that involve intersections – funding available ODOT <ul style="list-style-type: none"> ○ ODOT responsible for 101 and bike route. ○ Safer intersections | |
| | | <ul style="list-style-type: none"> ○ Beth Identified 27 intersections that need work. ○ Show how the various bike paths intersect with key intersections ○ Couplets – long vs short | |
| | | General, ongoing asks <ul style="list-style-type: none"> ○ Signage to motorists alerting to bike paths – Jacob ○ All streets paved. ○ Protected bikeways | |
| Prepare discussion doc for June 8 BPAC meeting | Jane Beth | <ul style="list-style-type: none"> - Aggregate BPAC member responses comments to TSP - Distribute before June 8 BPAC meeting | May 31? |
| Discuss, gain consensus | Michael | - Facilitate BPAC consensus on items to be included in our TSP recs. | June 8 |
| Draft BPAC recommendations to TSP | Jane + group review, suggestions | <ul style="list-style-type: none"> - Draft and circulate for comments - Sign off - Final draft, review edit - Submit by deadline | Mid June? |
| | | | |

| Action | Who | Steps/Person | By Date |
|--|-------|---|---------|
| BPAC Process/Organization | Beth | BPAC Orientation - Identify who does what - jurisdictions - – Org chart in Orientation guide | June? |
| | Group | BPAC Goals and solutions <ul style="list-style-type: none"> • Follow-up on goals that we brainstormed previously • Come up with solutions • Make plans to get done | |
| | | | |
| Design a way to gather feedback on bike/pedestrian amenities from residents and visitors | | - Feedback cards in bike shops, tourist areas? - Online reviews – yelp | |

MEMO



Community
Development
Department

TO: BPAC
FROM: Beth Young, Associate Planner
RE: May 2021 Collisions Report
DATE: 6/1/21

5/18/2021 7:39 a.m. - JC Market parking lot - Driver was attempting to park and thought she was hitting the brake pedal, when she mistakenly pushed the accelerator. The vehicle moved forward, striking a pedestrian on the walkway in front of JC Market. The vehicle proceeded to crash into the building. Pedestrian received minor injuries. Officer submitted a Driver Evaluation Request Form to DMV.

Source:
Kit O'Carra - Special Projects
Newport Police Department



MEMO



To: BPAC
From: Beth Young, BPAC Staff Liaison
Subject : Goals Worksheet
Date: 6/4/21

The following goals were established at the February 2021 BPAC Meeting. Now it is time to determine ways to meet these goals in the next fiscal year (July 2021 to June 2022). Once these are decided I recommend we assign names and dates to these goals where appropriate.

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

Possible Action Items:

- ☐ Maintain a prioritized "wish list" of active transportation infrastructure improvements
- ☐ Review wish list annually or bi-annually
- ☐ Submit memo to City Council regarding infrastructure wish list
- ☐ Inform City Council regarding active transportation community concerns
- ☐ Annual or bi-annual report to City Council regarding BPAC progress
- ☐ Provide BPAC agendas to the City Council in a timely manner (staff)

Others:

Goal: Identify ways Newport's transportation modes can be made safer

Possible Action Items:

- ☐ At every meeting, Staff Liaison to report active-transportation collisions since the last meeting.
- ☐ Report new safety hazards directly to Public Works regularly
- ☐ Maintain a crash report spreadsheet, review on a regular basis

Others:

Goal: Promote public outreach and connection with other active transportation groups in Newport

Possible Action Items:

- ☐ Designate BPAC member to stock bike maps throughout the community for the following 12 months
Coordinate with community organizations to promote National Bike-To-Work Day: October 6, 2021
- ☐ Coordinate with schools regarding National Bike/Walk to School Day: May 21, 2022
- ☐ Work with the Chamber of Commerce and local businesses to begin a "Bicycle-Friendly Business" program in Newport
- ☐ Begin actions toward Newport becoming a designated "Bicycle-Friendly Community"

Others:

Goal: Help City Council identify active transportation funding sources

Possible Action Items:

- ☐ Maintain a funding spreadsheet
- ☐ Submit annual or bi-annual memo to City Council regarding funding sources and progress
- ☐ Invite City staff to Q-and-A on the funding process for City infrastructure improvements and programs

Others:

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

Possible Action Items:

- ☐ Hold joint meetings with other advisory committees on matters of mutual interest
- ☐ Communicate with other advisory committees on matters of mutual interest
- ☐ Invite key staff members for Q-and-A sessions
- ☐ Host a social event for City Council that is within public meeting laws yet fun

Others:

Goal: Newport's active transportation modes are connected

Possible Action Items:

- ☐ Request that City Council reinstate the Wayfinding Committee (NMC 2.05.070)
- ☐ Work with the the Wayfinding, Parks and Rec, and Arts Committees to integrate BPAC routes and trail connections into a visually attractive and easily identified citywide signage system

Others:



Newport TSP Update

**PLANNING COMMISSION & CITY COUNCIL
JOINT WORK SESSION**

Draft Solutions Discussion

Today's Agenda

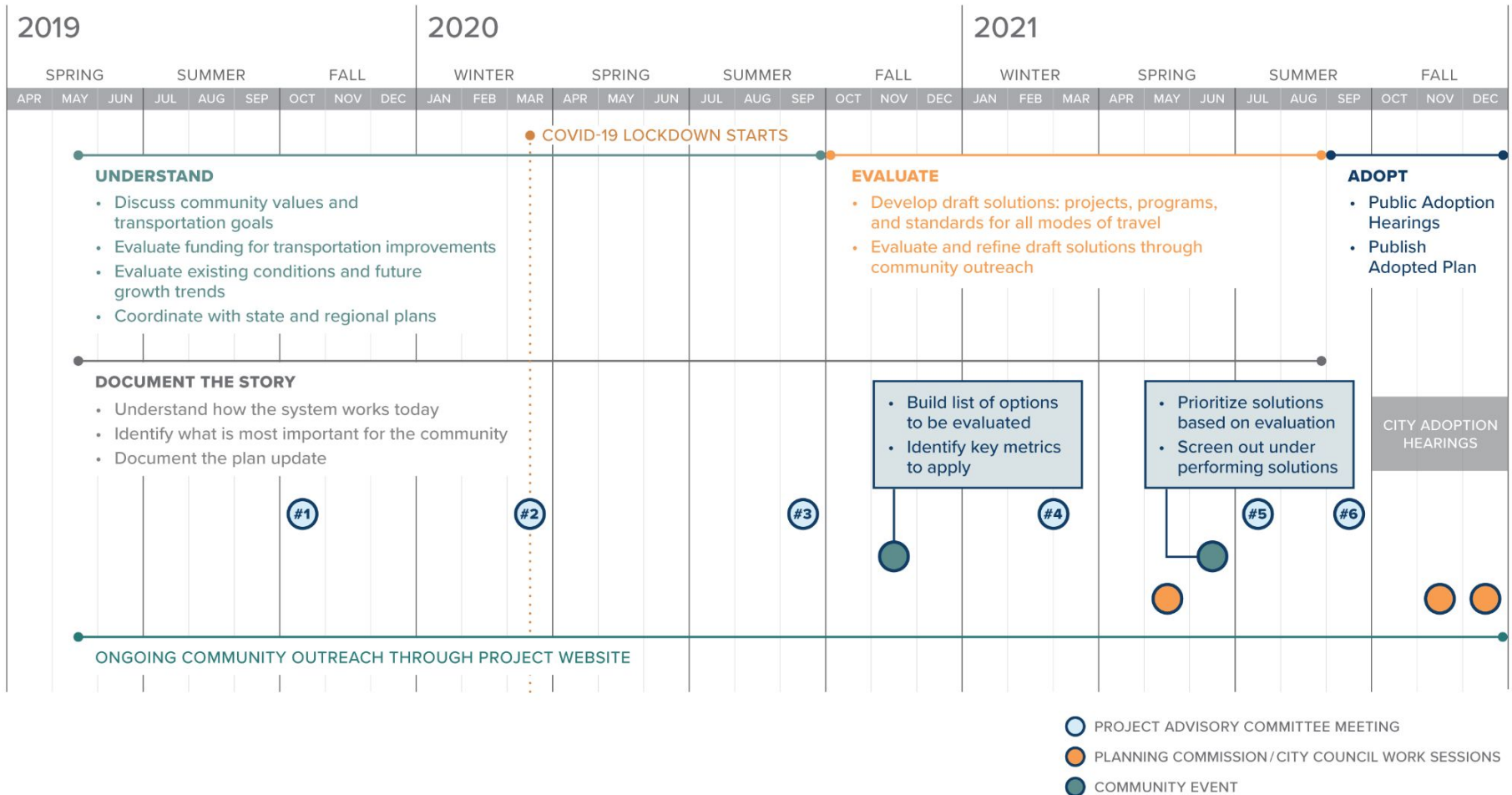
- Welcome
- TSP Decision-Making Process Ahead of US
- Proposed Citywide Solutions
- Proposed Highway Solutions
- Public Comment

The background image shows a large, multi-arched steel bridge spanning a body of water. In the foreground, several boats are docked or moving, including a prominent white and blue boat with the name 'Discovery' on its side. The scene is set in a harbor or bay area with buildings and other structures visible in the distance.

DECISION MAKING PROCESS AHEAD

Key Milestones Ahead for the PAC, PC & CC

Project Schedule



Milestones Ahead for TSP Adoption

- **2nd Online Open House Events**
- **Staff to review** the Solutions (Tech Memo #8) and Standards (Tech Memo #10) with PC/CC
- **PAC Meeting #5** - Review and comment on highest priority solutions and feedback for Open House #2
- **PAC Meeting #6** - Review Draft TSP Document
- **Planning Commission Hearings**
- **City Council Hearings**

A large blue and white ferry boat is in the foreground, partially obscured by the title text. In the background, the Astoria-Megler Bridge spans the water. The scene is a harbor or bay with other boats and buildings visible in the distance.

CITYWIDE SOLUTIONS

Major Issues and Recommendations

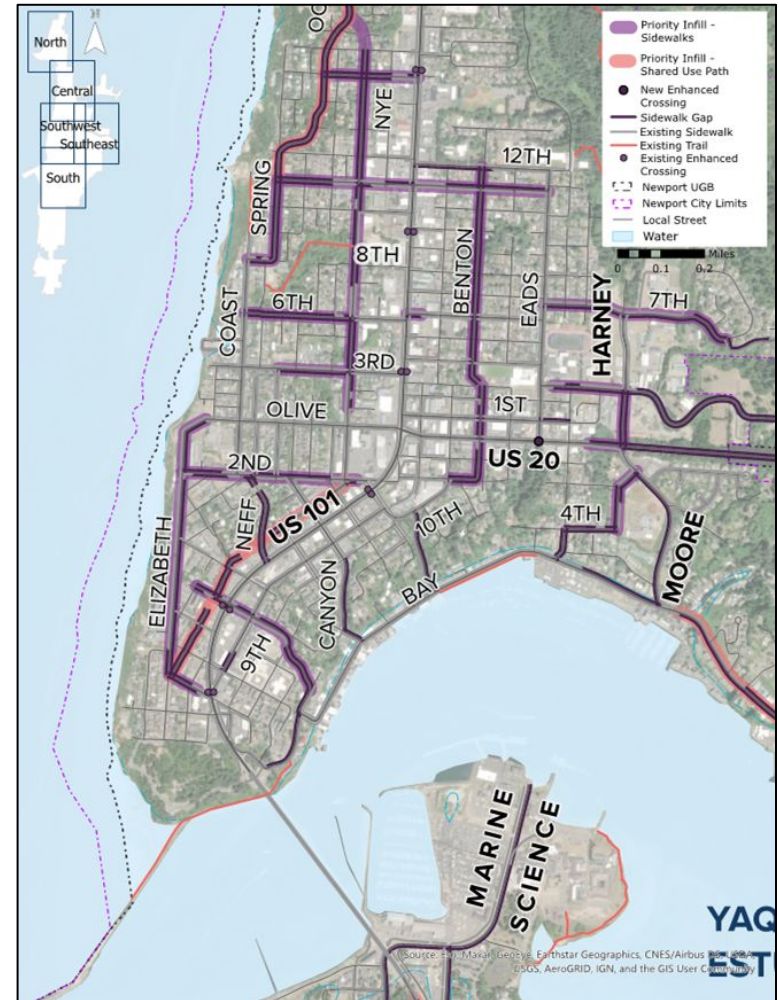
Proposed Priority Pedestrian Network

Priority corridors for:

- Proximity to schools
- Proximity to major destinations
- Extent of existing sidewalk gaps
- Lack of topographical constraints

Enhanced crossings for:

- Agate Beach
- US 20



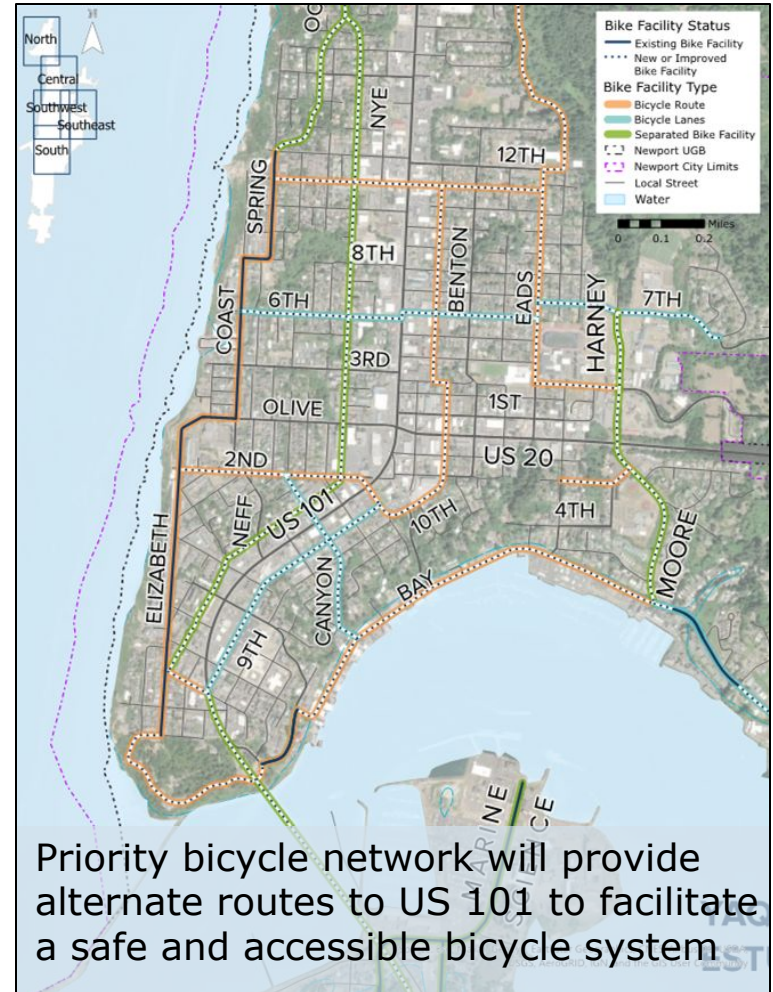
Proposed Priority Bike Network

Treatments could include:

- Separated Bike Facility – shared use path, cycle track, or separated bike lanes
- Bicycle Lanes – standard on-street bicycle lanes with or without a painted buffer
- Bicycle Route – sharrows, wayfinding, or other traffic calming treatments as appropriate

Priority corridors for:

- Proximity to schools
- Proximity to major destinations
- Directness
- Provide parallel, off-highway connections

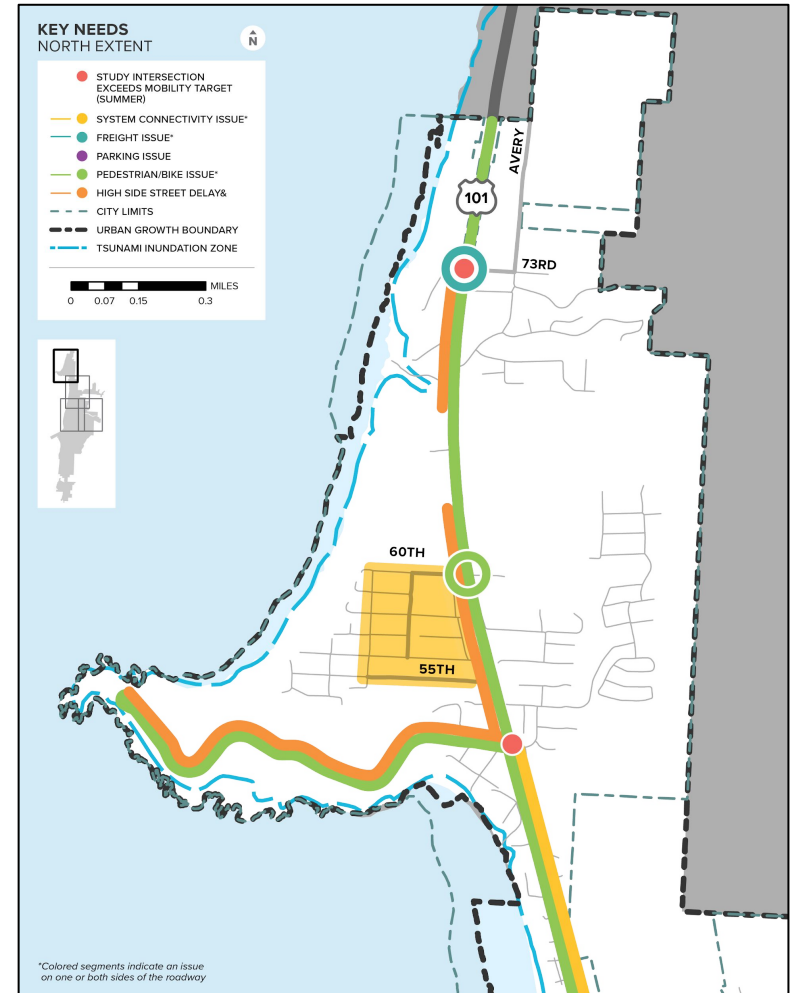


North Newport / Agate Beach

- New signal at US 101/NE 73rd Street (INT1)
- On-highway bike facilities along westside s/o 48th Street to Oceanview

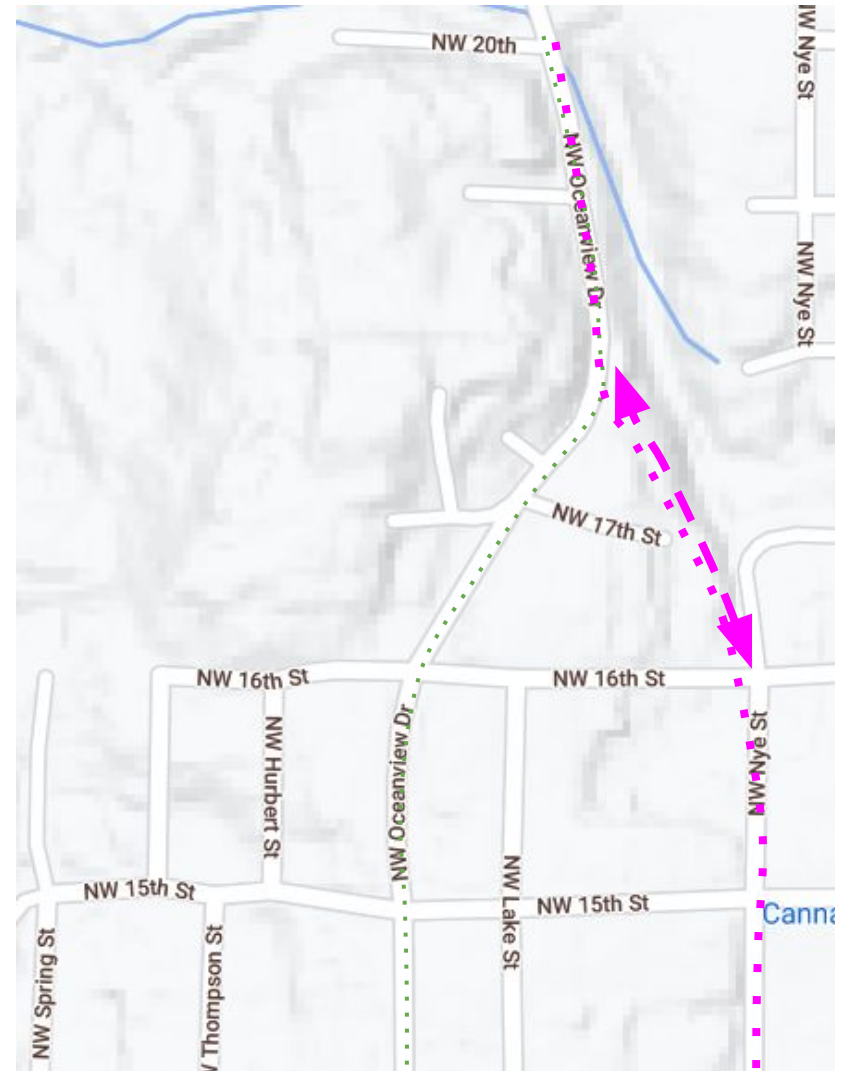
Agate Beach Area:

- Extend Biggs Road between NW 55th Street and NW 60th Street
- Improve NW 55th Street
- Consider sensitive geology during design
- Install enhanced pedestrian crossing



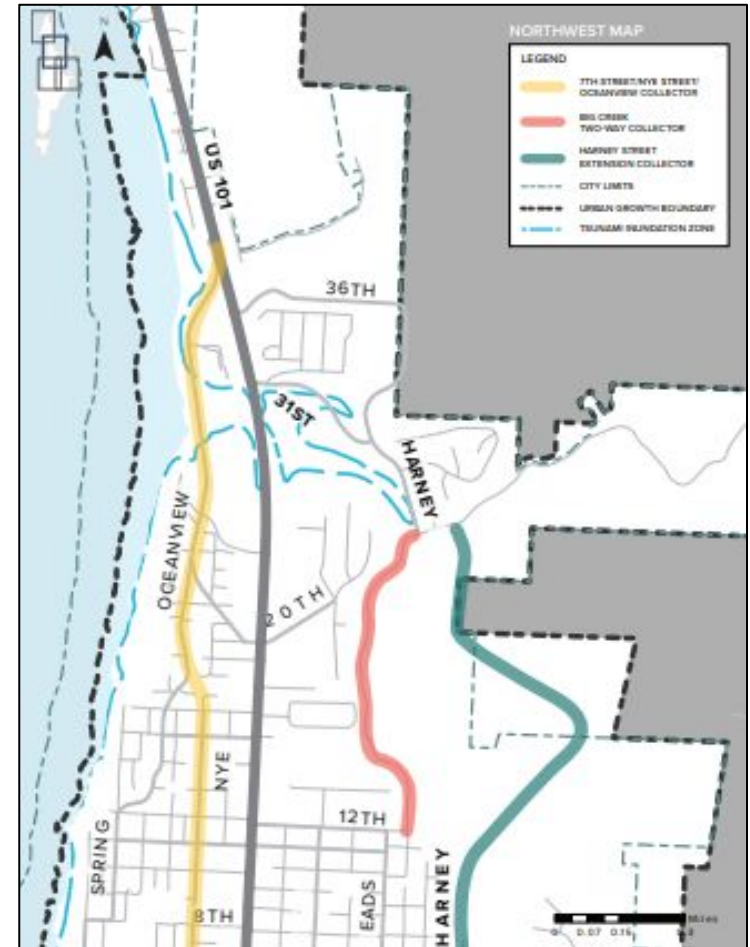
Oceanview / Nye Street Area

- Re-assign preferred bike route from NW Oceanview Drive onto NW Nye Street at 16th Street
- Nye Street Extension (EXT2)
 - Full street option
 - Ped/bike facility only option
- Opportunity for added traffic calming
- One-way concept set challenging with limited alternative circulation options

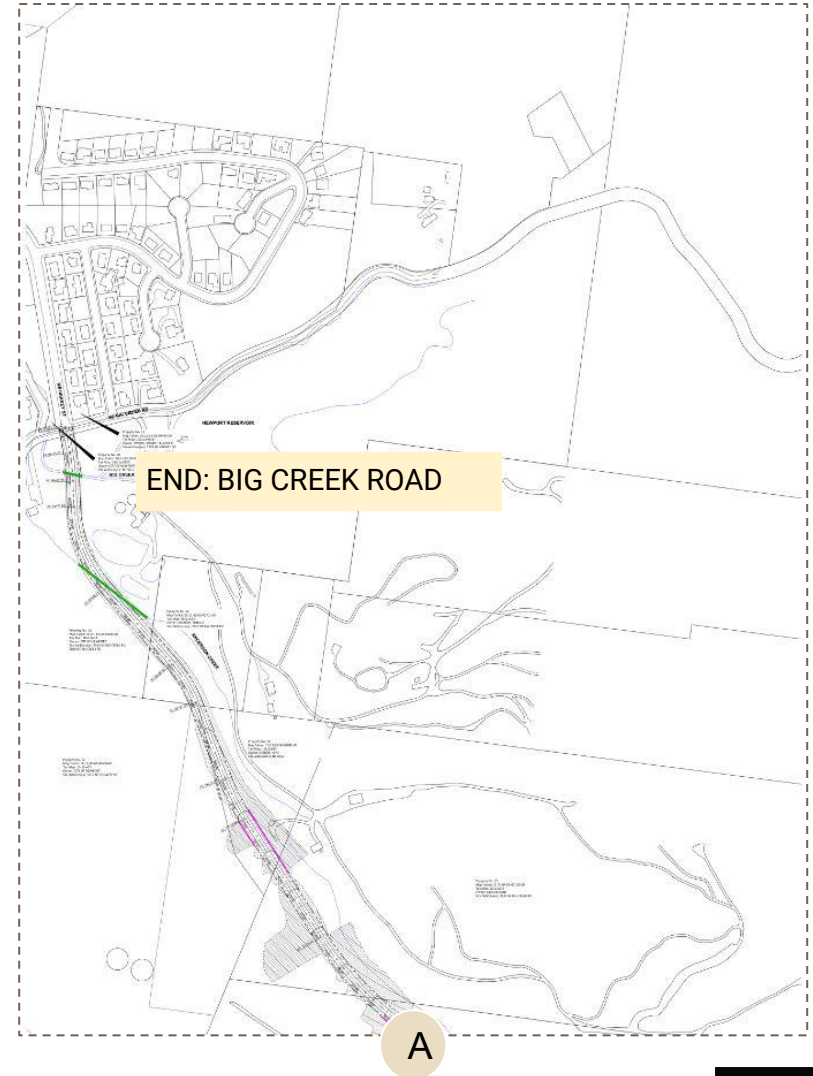
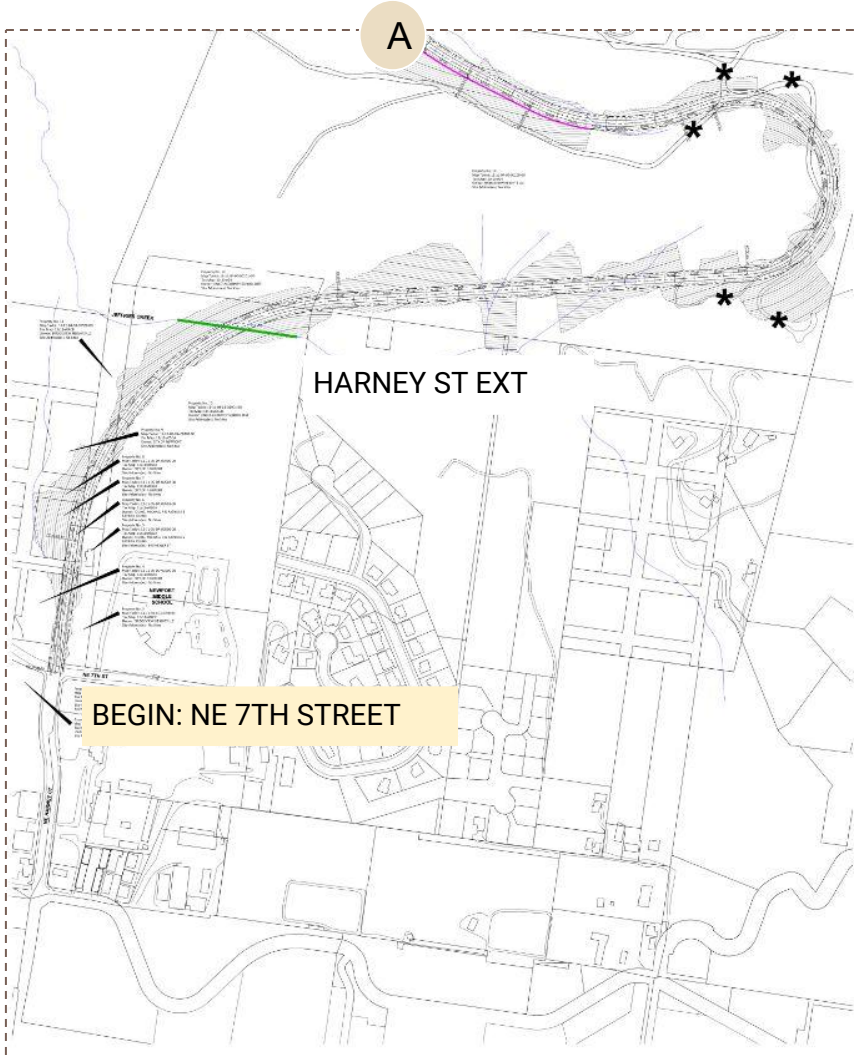


Harney Street Extension

- Largely serves regional traffic
- About 5,000 vehicles per day
- Limited access for most Newport drivers
- 2-lane roadway with limited walking and bicycle facilities
- Would help relieve US 101 / US 20 traffic
- Estimated construction cost: \$\$\$\$\$\$\$\$



Harney Street Extension



Mobility Policy on State Facilities

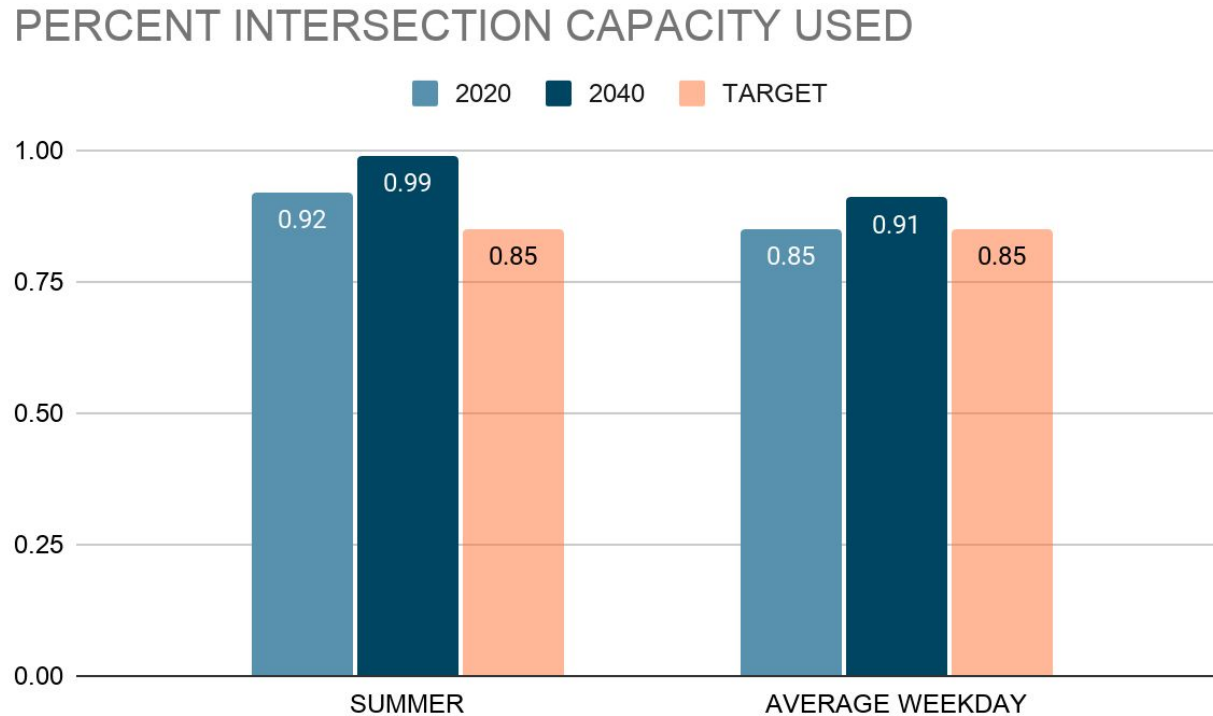
Current Policy 30th Highest Hourly Volume

- Build for summertime conditions (July)
- Higher capacity targets requires larger roadway facilities
- More roadway expansion leads to significantly higher spending

Alternative Policy Option Average Weekday

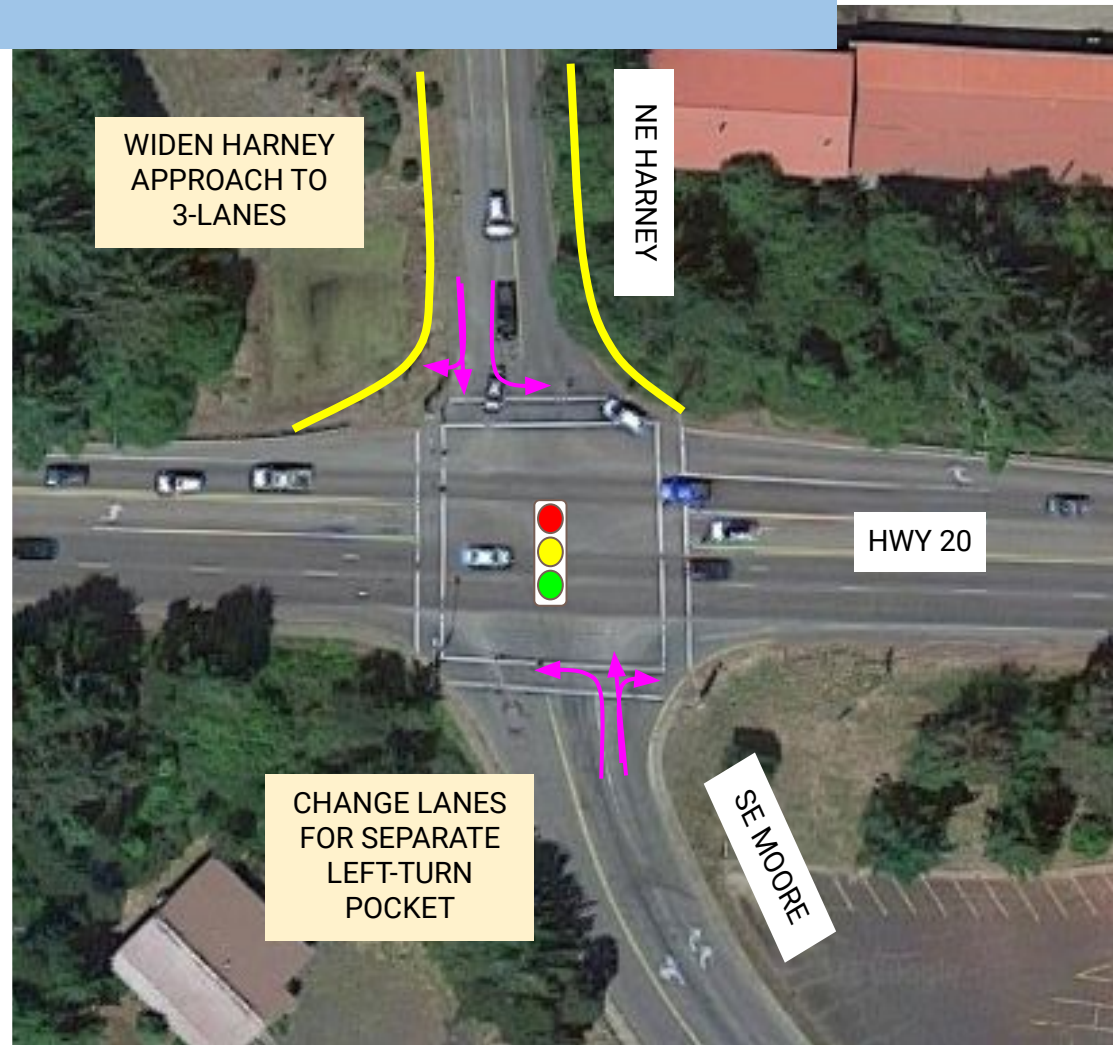
- Aim to serve average weekday conditions across whole year
- Leads to allowing more weeks of congestion
- Leads to less capital improvement to add capacity

Difference it Makes at US 101/US 20

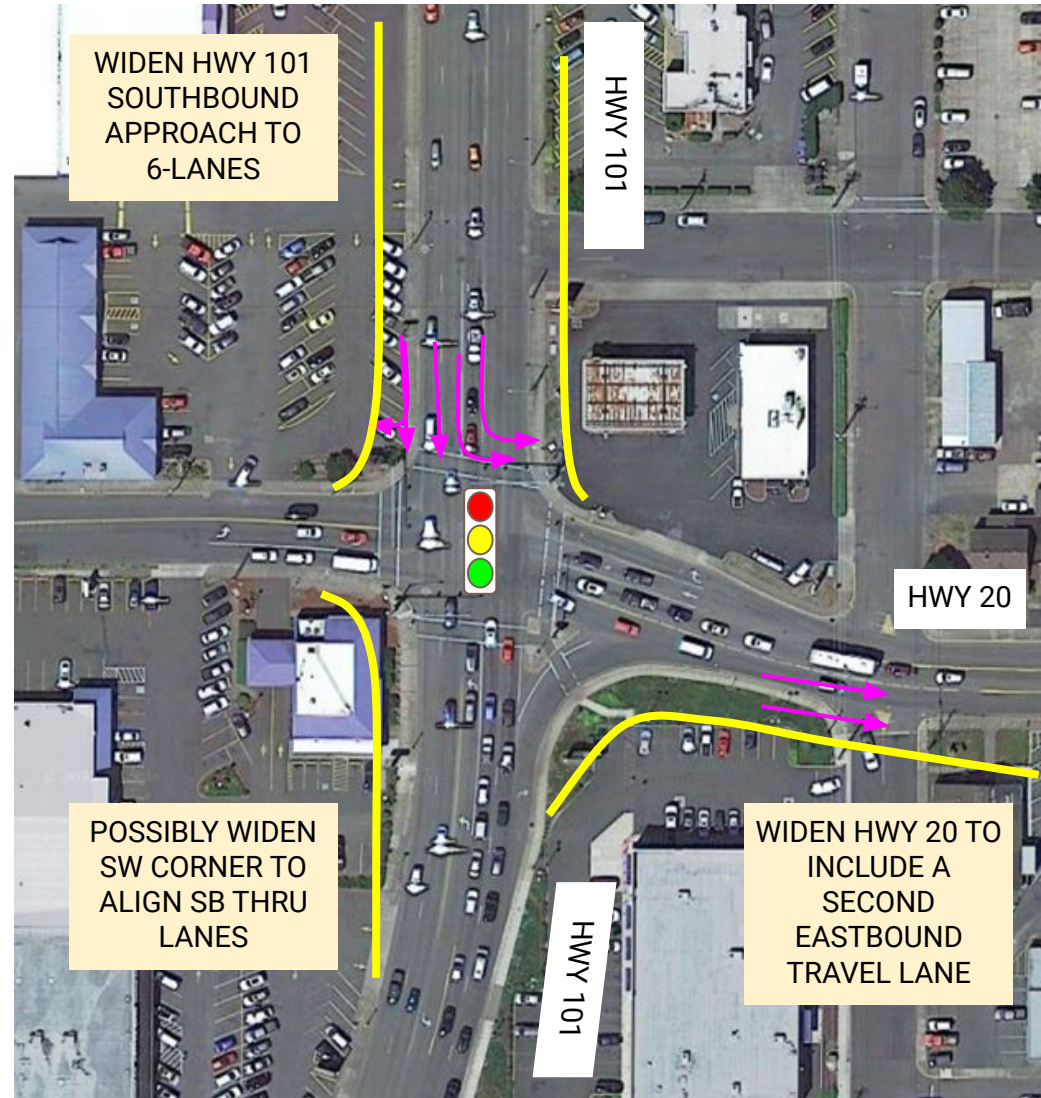


Peak conditions with no added improvements

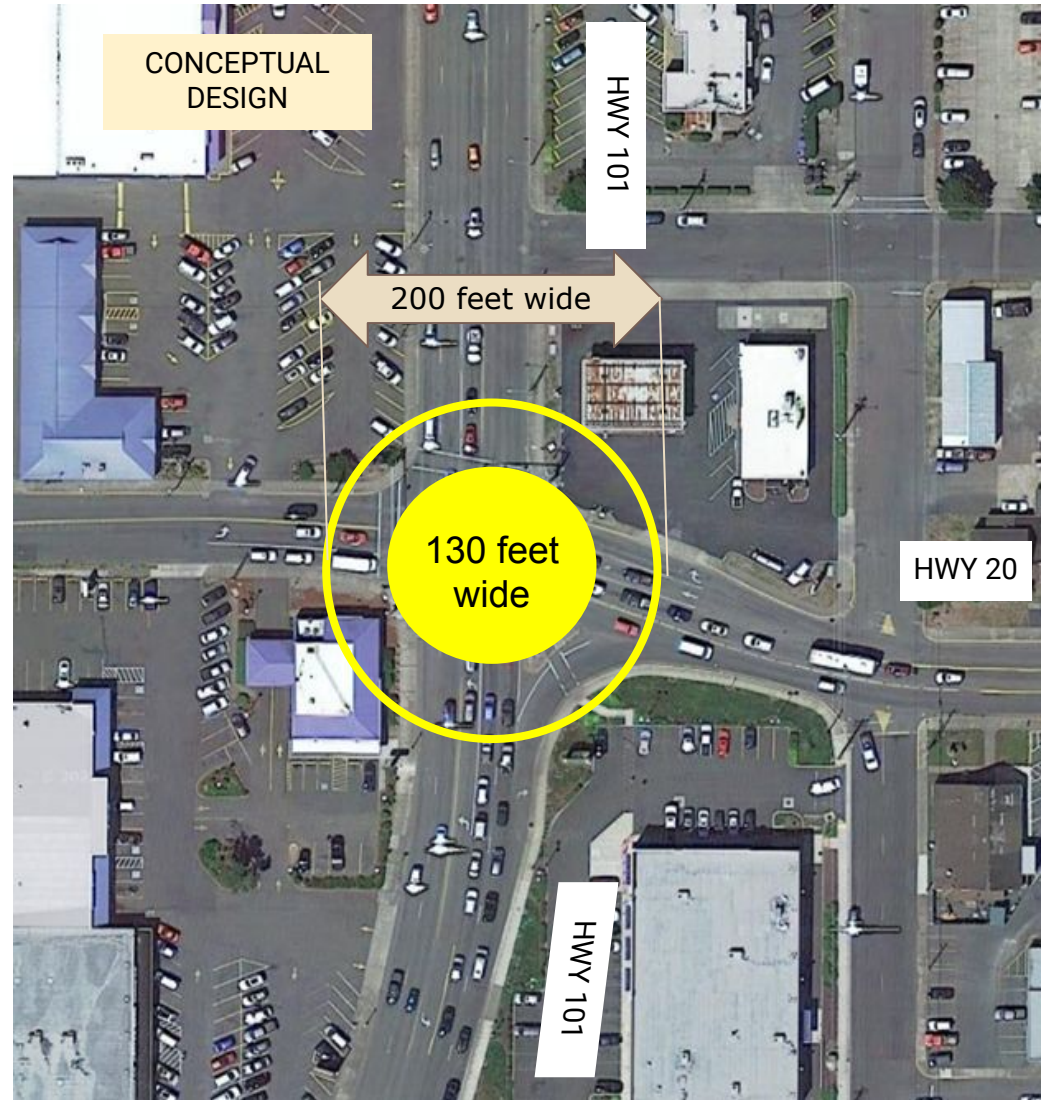
- Modify existing signal to add side street left-turn pockets
- Requires widening of Harney Street approach (SB)
- Lane change only on Moore approach
- Alternatively, a Roundabout would slow vehicle speeds and reduce side street delays



- Modify signal to add 2nd SB left turn lane
- Requires widening on both sides of Hwy 101 approach (SB)
- Requires widening on south side of Hwy 20 to add a second eastbound travel lane
- Could also impact SW corner to align SB thru traffic



- Reconstruct as a two-lane roundabout
- All corners would likely be impacted
- Typical inner circle = 130 feet wide
- Typical outer circle = 200 feet wide
- Large size required to serve trucks



Solution Decisions Ahead

- Select preferred solution at US 101/US 20
 - Add turn lane capacity
 - Convert to roundabout
 - Close Olive Street leg
- US 101 North End Terminus
 - Minimize property impacts near City Hall
 - Limit Angle Street to right turns only
- US 101 / Hurbert - Interim Option
 - Removing parking and adding left-turn lanes on US 101 significantly improves operations (V/C 0.81)
- Do we apply Summer or Average Weekday Performance Target Policy?

- Modify Hwy 101/Hwy 20 signal to remove eastbound phase
- Install a raised median at Hwy 101/Hwy 20 to restrict eastbound traffic
- Install 'Business Access Only' signage on eastbound Olive at Nye
- Install a traffic signal and restripe eastbound approach at Hwy 101/Angle





PUBLIC COMMENT

Opportunity for Input from the General Public

Next PAC Meeting

- **PAC MEETING #5 – JUNE 2021**

- Prioritized solutions to address system needs including cost estimates
- Design standards for new facilities



NEWPORT DOWNTOWN CORRIDOR OPPORTUNITIES

MAY 3, 2021



Discuss goals for the revitalization and long-term economics and livability of downtown Newport, and how highway and local street investment can serve those goals.

- **Background and process now and upcoming towards decisions**
- **Overall Concepts: Three on Hwy 101; Two on Hwy 20**
- **Downtown design influenced by highway options**
- **Street design details**
- **Comparison of concepts and committee discussion**

SIGNATURE AREAS TODAY

NYE BEACH

HOTEL
DISTRICT

Newport

BAYFRONT

YAQUINA BAY STATE
RECREATION SITE

SOUTH BEACH

CIVIC USES



NEWPORT
H.S.

COUNTY
COMMONS

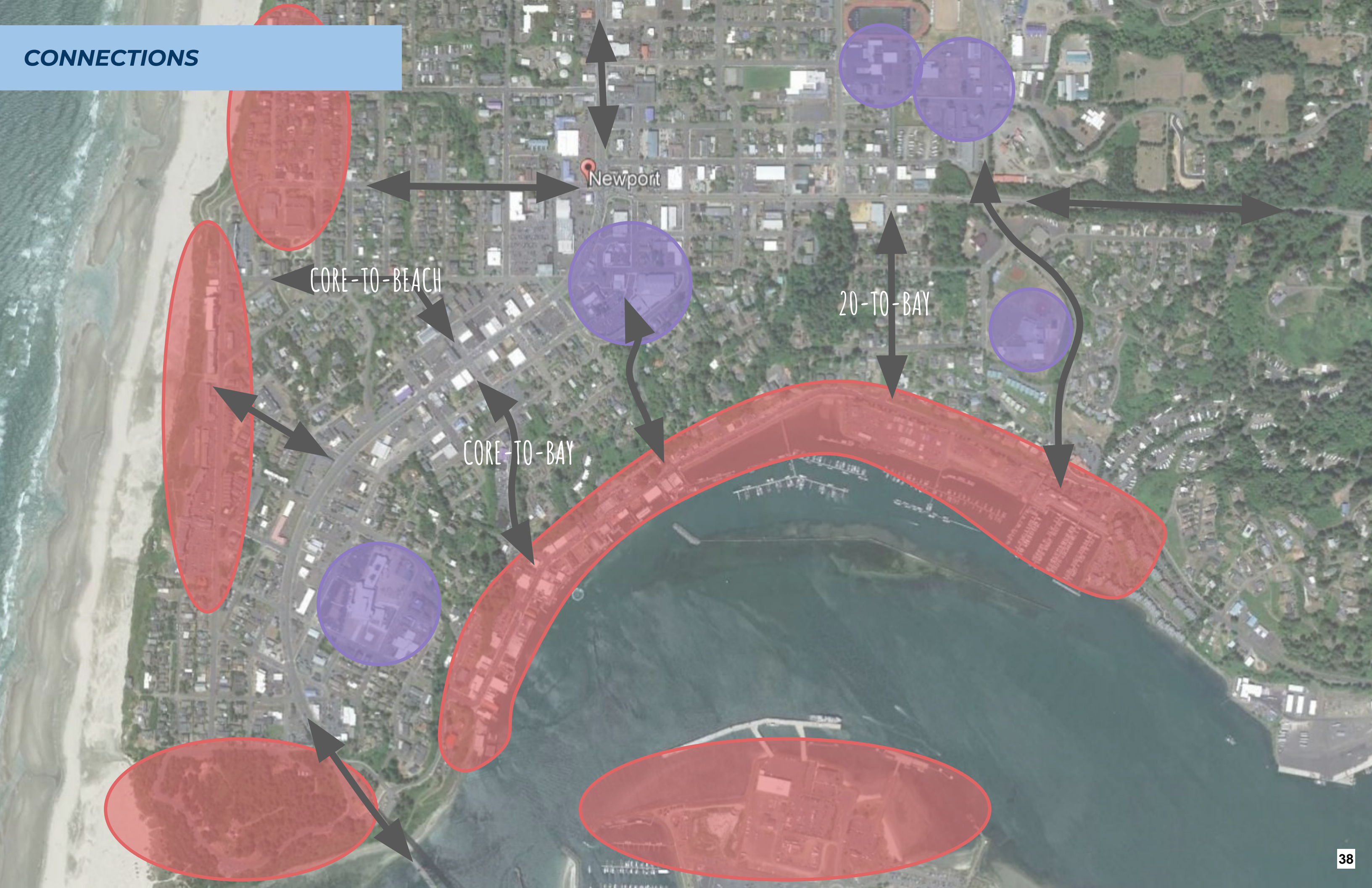
Newport

CIVIC
CORE

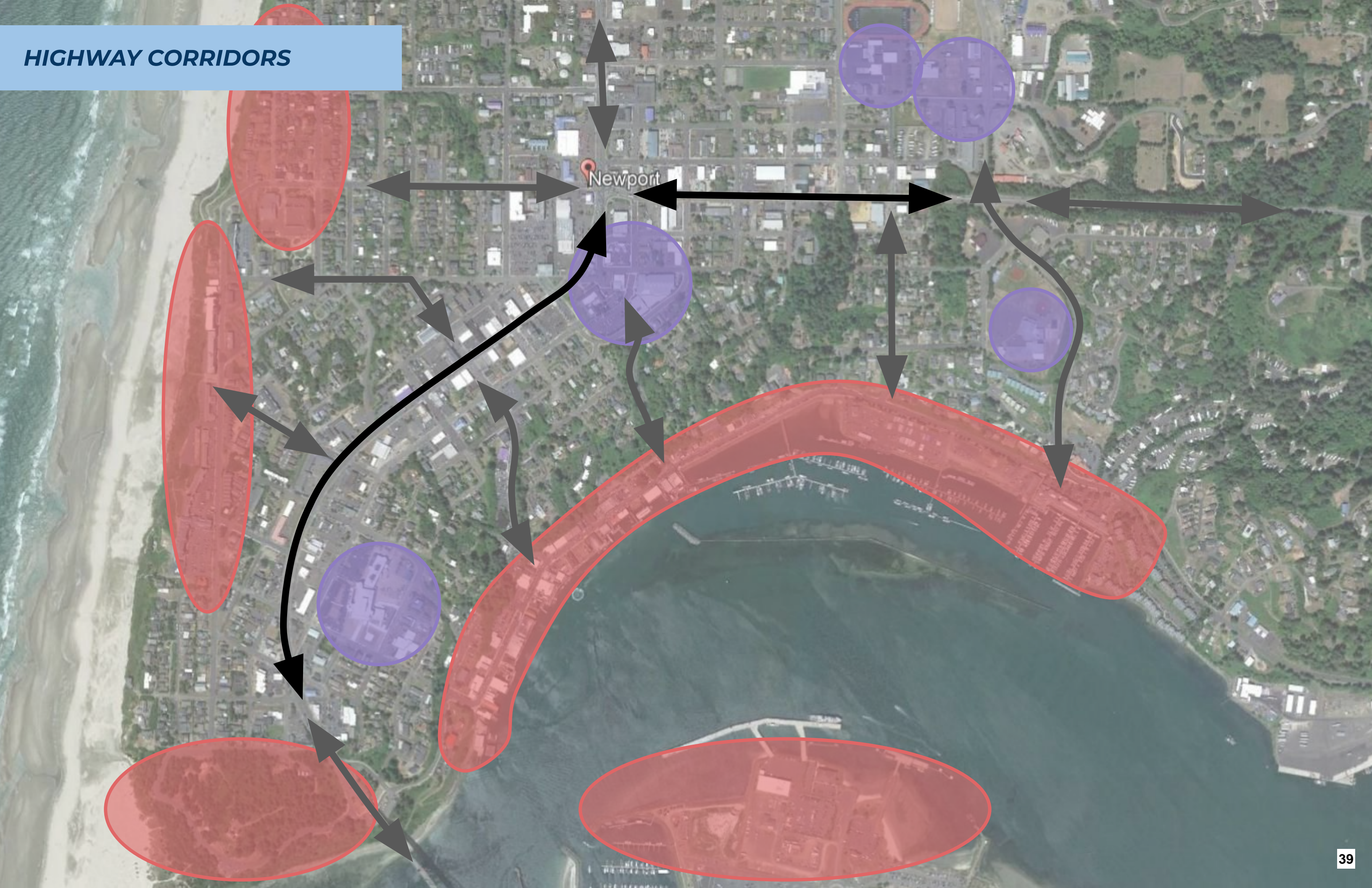
YAQUINA
VIEW E.S.

HOSPITAL

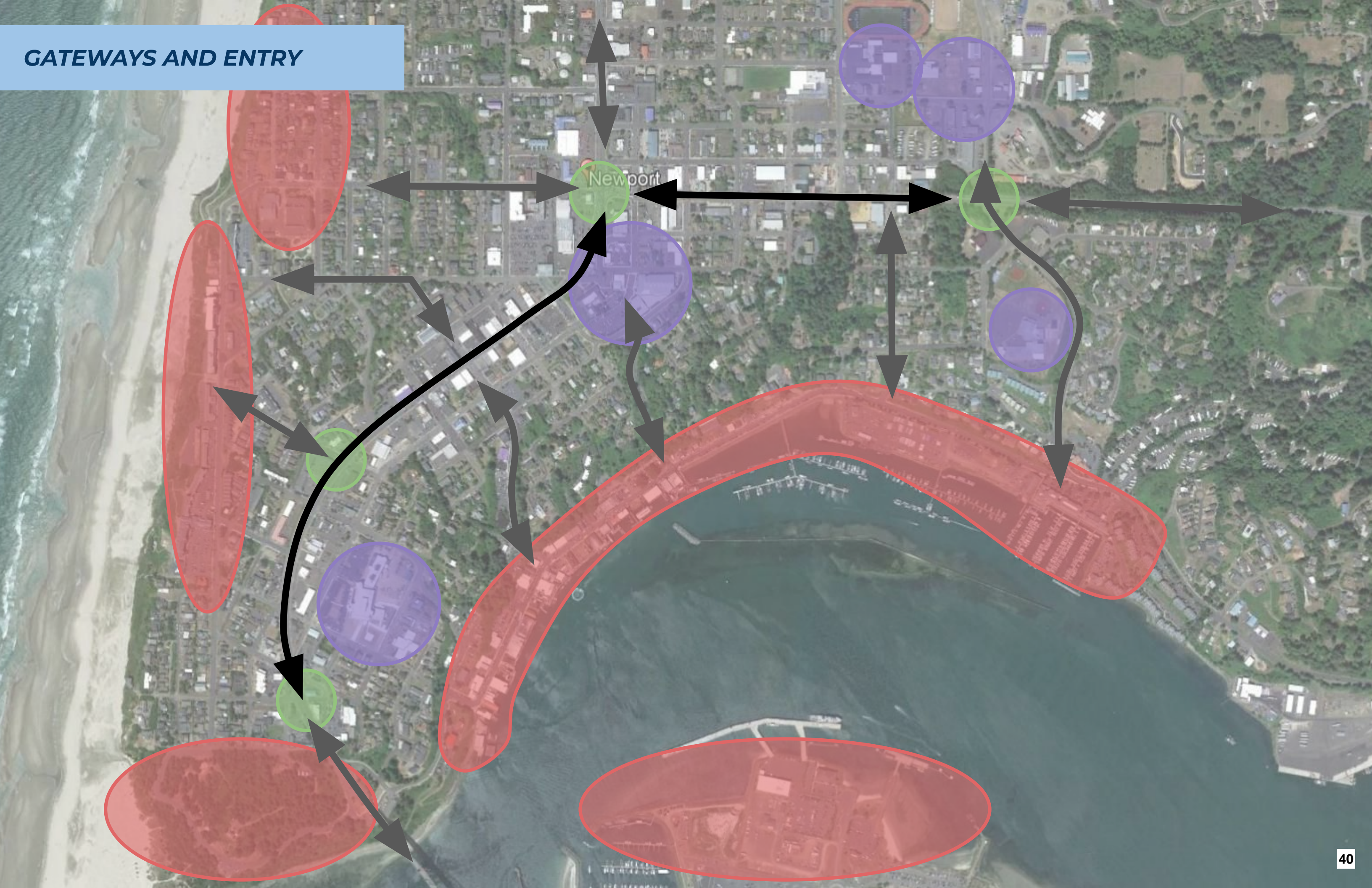
CONNECTIONS



HIGHWAY CORRIDORS



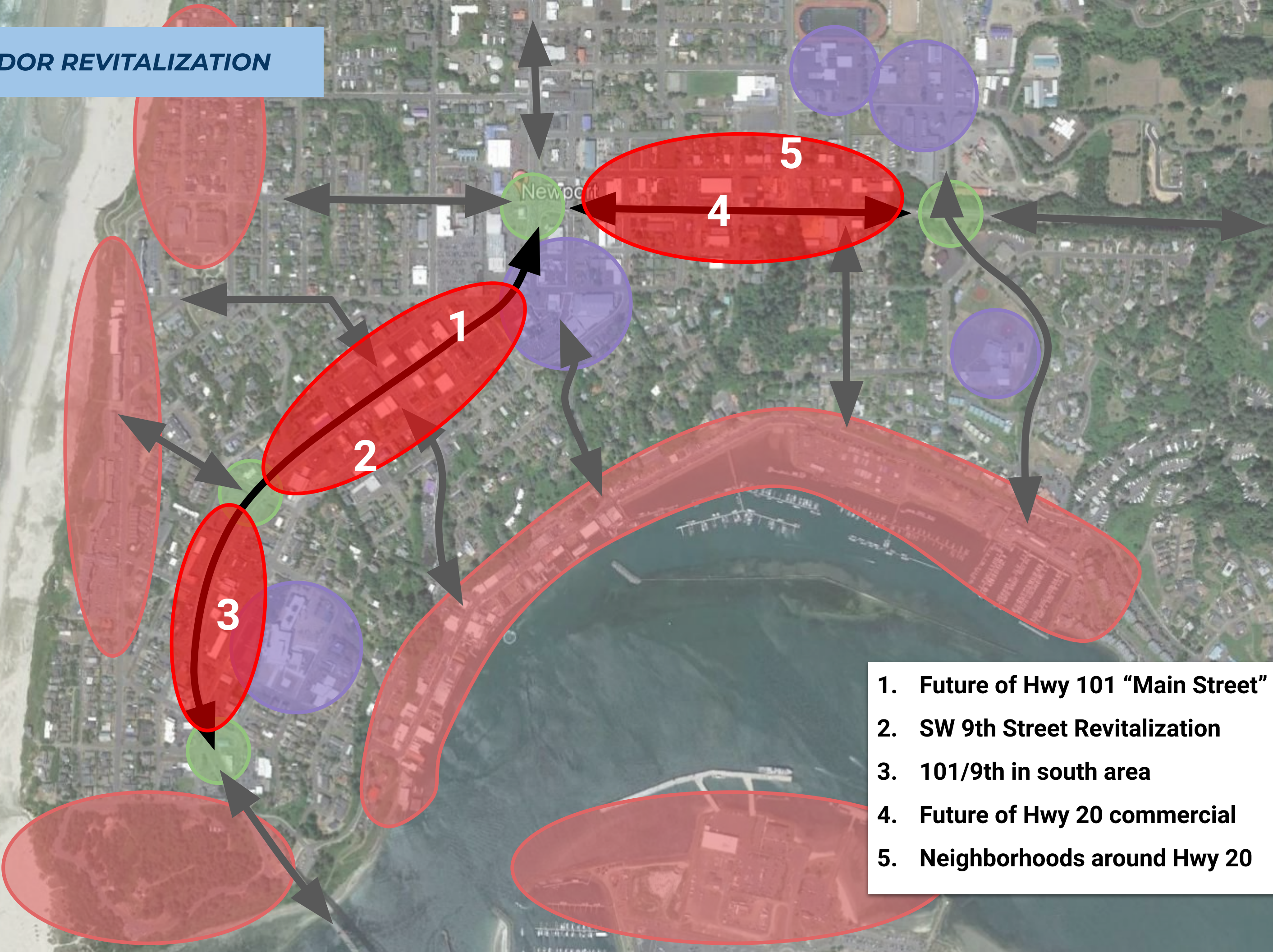
GATEWAYS AND ENTRY



CORRIDOR REVITALIZATION



CORRIDOR REVITALIZATION



- 1. Future of Hwy 101 “Main Street”
- 2. SW 9th Street Revitalization
- 3. 101/9th in south area
- 4. Future of Hwy 20 commercial
- 5. Neighborhoods around Hwy 20

Leverage state and local transportation investments to restore and strengthen Newport's traditional Downtown, including:

- **Fostering a compelling mix and density of uses**
- **Improving multimodal connectivity**
- **Prioritizing pedestrians through human-scale design**
- **Creating places to gather and linger**
- **Enhancing natural elements**
- **Developing a unique identity and character**
- **Delivering an authentic experience for residents and visitors alike**

URBAN PRINCIPLES



MIXED-USE, VIBRANT PLACES



OVERALL MOBILITY



IMPROVE BUSINESS VISIBILITY / ACCESS



STREETSCAPE & PEOPLE SPACES

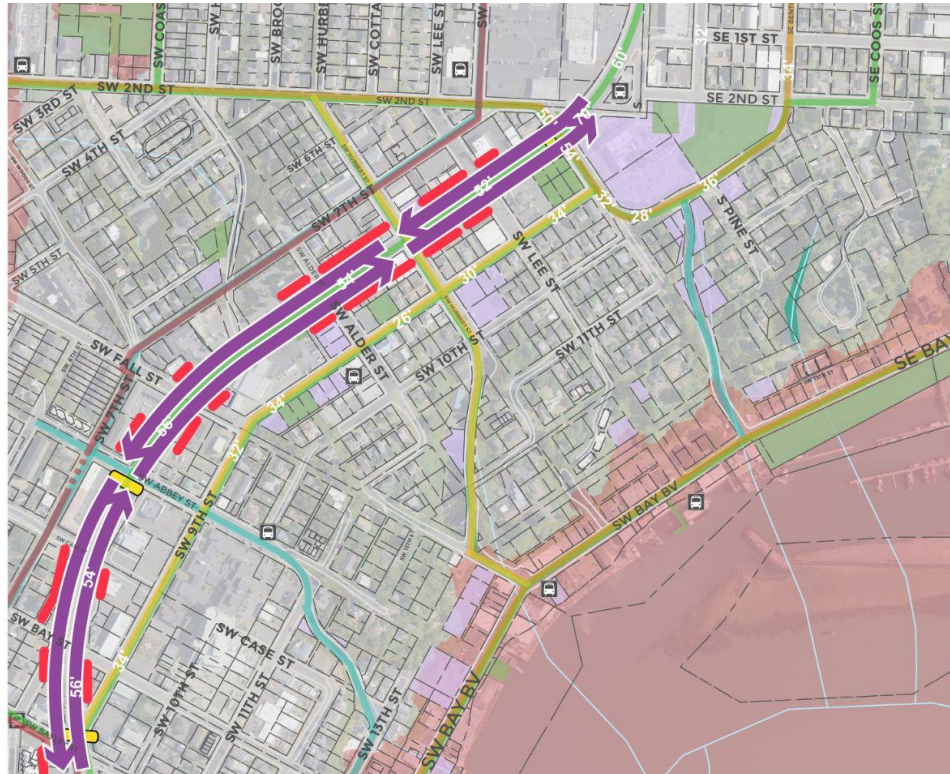


STREET GRID AND URBAN PATTERN



WALK AND BIKE OPPORTUNITY

CONCEPT A. TWO-WAY



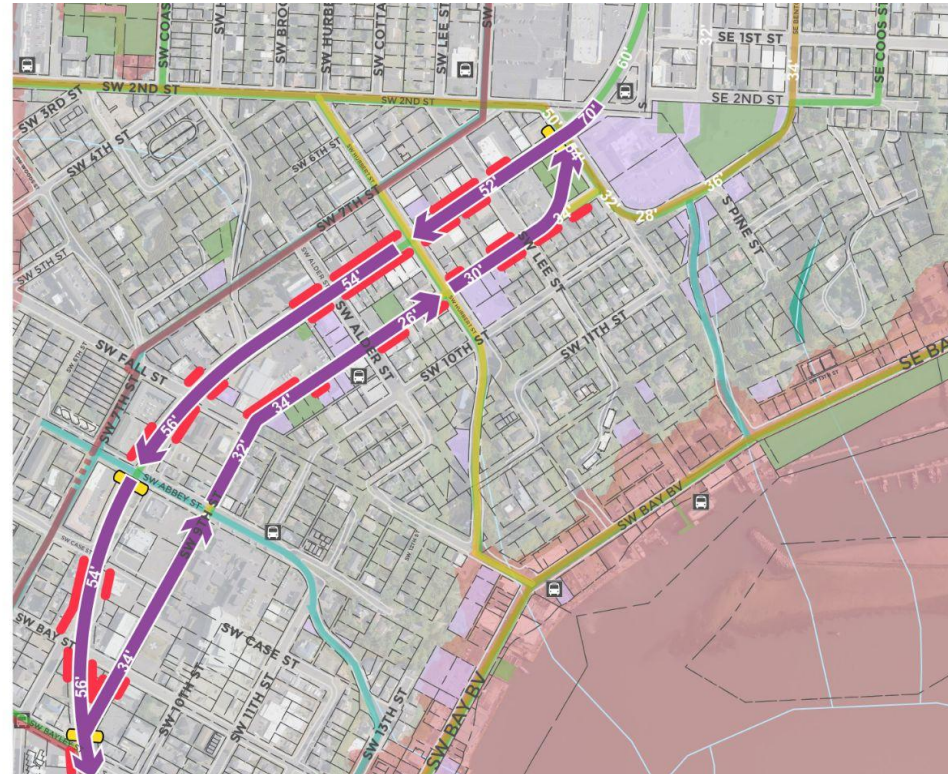
OBJECTIVES

- **Explore simpler overall project**
- **Streetscape improvements**
- **Street safety / int'x improvements**
- **Improve existing access to businesses and properties**

DESIGN

- **Maintain two-way vehicle flow**
- **Suboptions**
 - **4-lane with bikeways**
 - **4-lane with wider sidewalks**
 - **3-lane with bikeways**
 - **3-lane with parking**

CONCEPT B. LONG COUPLET



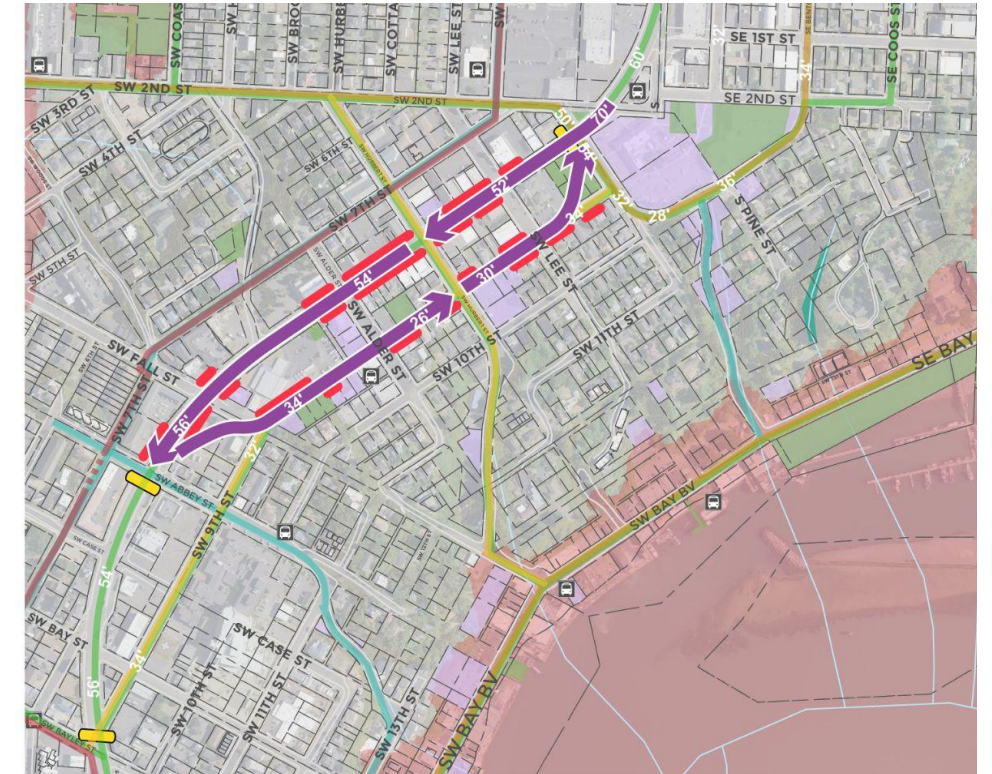
OBJECTIVES

- **Traffic improvements through major redesign**
- **Seeks to extend area of impact southward to SW Bayley**
- **Provide new highway access to many businesses and sites**
- **Improve and add walking and biking routes on highway**

DESIGN

- **Northbound shifts to SW 9th**
- **Retains parking, improves sidewalks, adds bikeway**

CONCEPT C. SHORT COUPLET



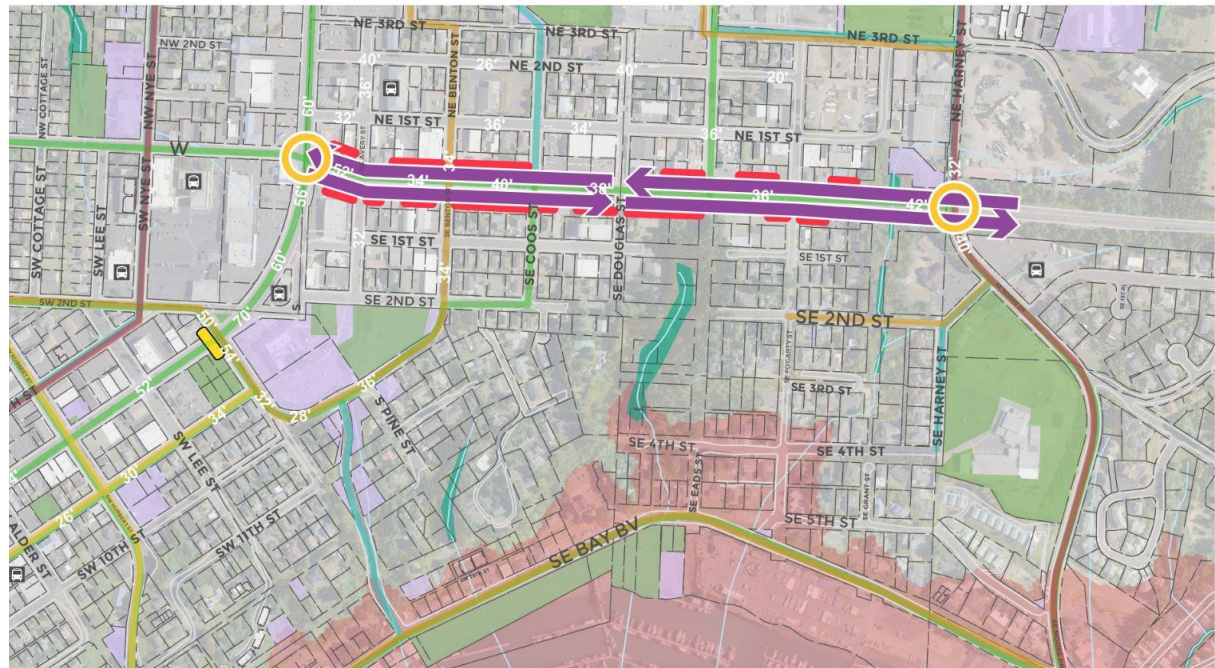
OBJECTIVES

- **Traffic improvements through major redesign**
- **Concentrate impact in downtown core area (Fall St - Angle St)**
- **Provide new highway access to core businesses and sites**
- **Improve and add walking and biking routes on highway**

DESIGN

- **Northbound shifts to SW 9th**
- **Retains parking, improves sidewalks, adds bikeway**

CONCEPT D. TWO-WAY



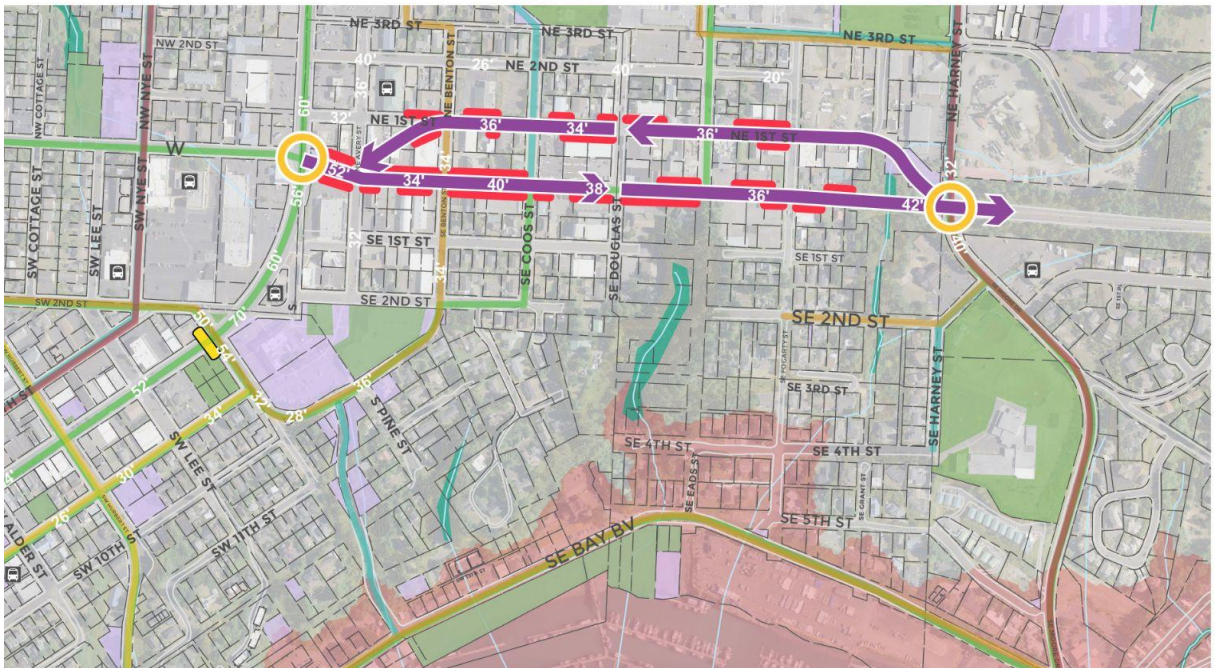
OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Supports residential and businesses to north and south
- Serve “strip commercial” style development and services

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 3-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane, more ROW, bikeways and wider sidewalks

CONCEPT E. COUPLET



OBJECTIVES

- Traffic improvements through major redesign
- Open up area north of Hwy 20 to redevelopment (residential, etc.)
- Provide new highway access to businesses and sites
- Improve and add walking and biking routes on highway

DESIGN

- Westbound shifts to NE 1st
- Adds parking, improves sidewalks, adds bikeway
- Suboption: 70' ROW w/ bikeways



CONCEPT A. HIGHWAY 101 TWO-WAY

Hwy 101

EXISTING

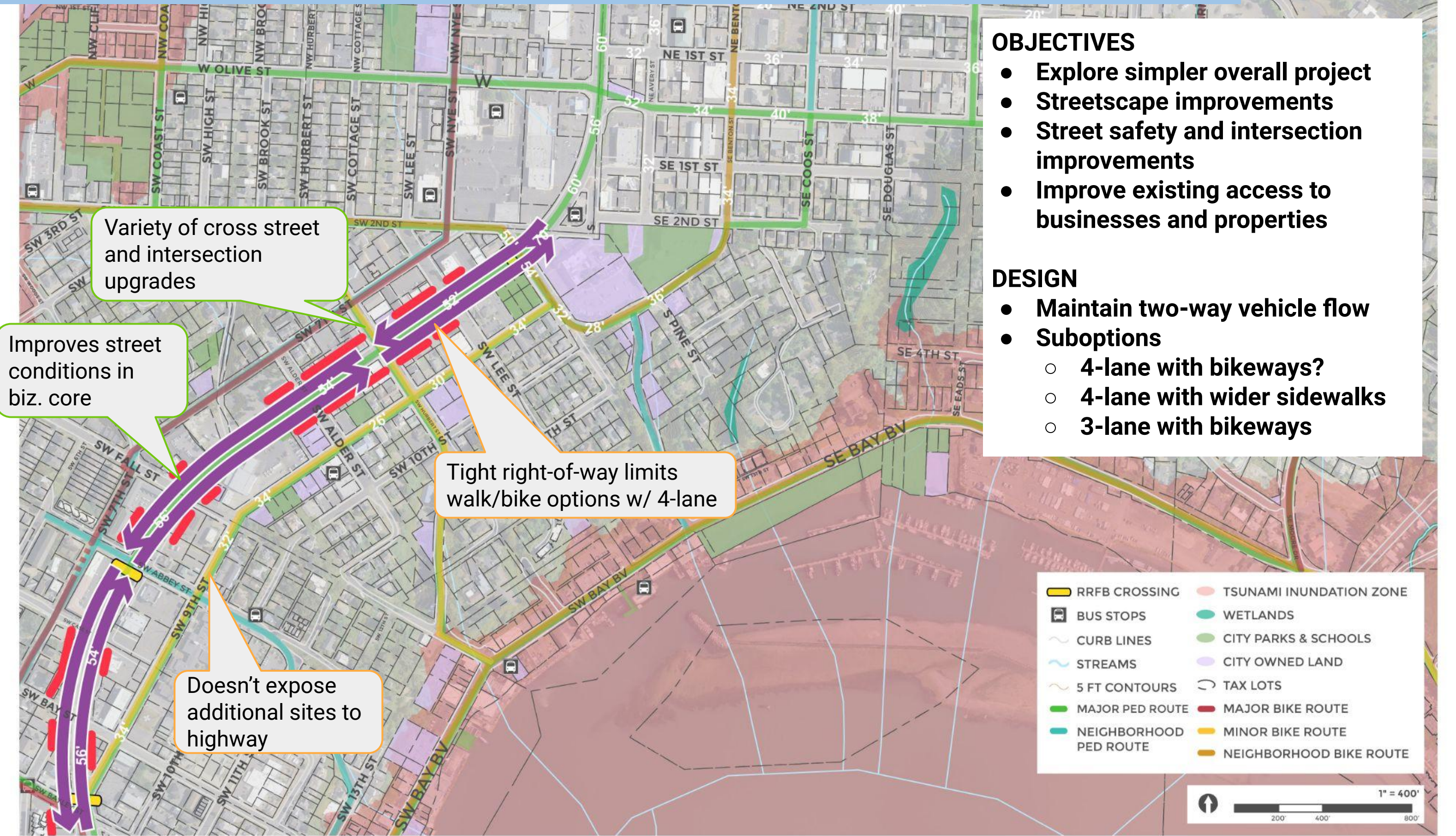


- 10' lanes are substandard
- Narrow sidewalk widths
- Lack of any streetscape features
- Poor and infrequent crossing locations
- Congestion and turn-movement backups

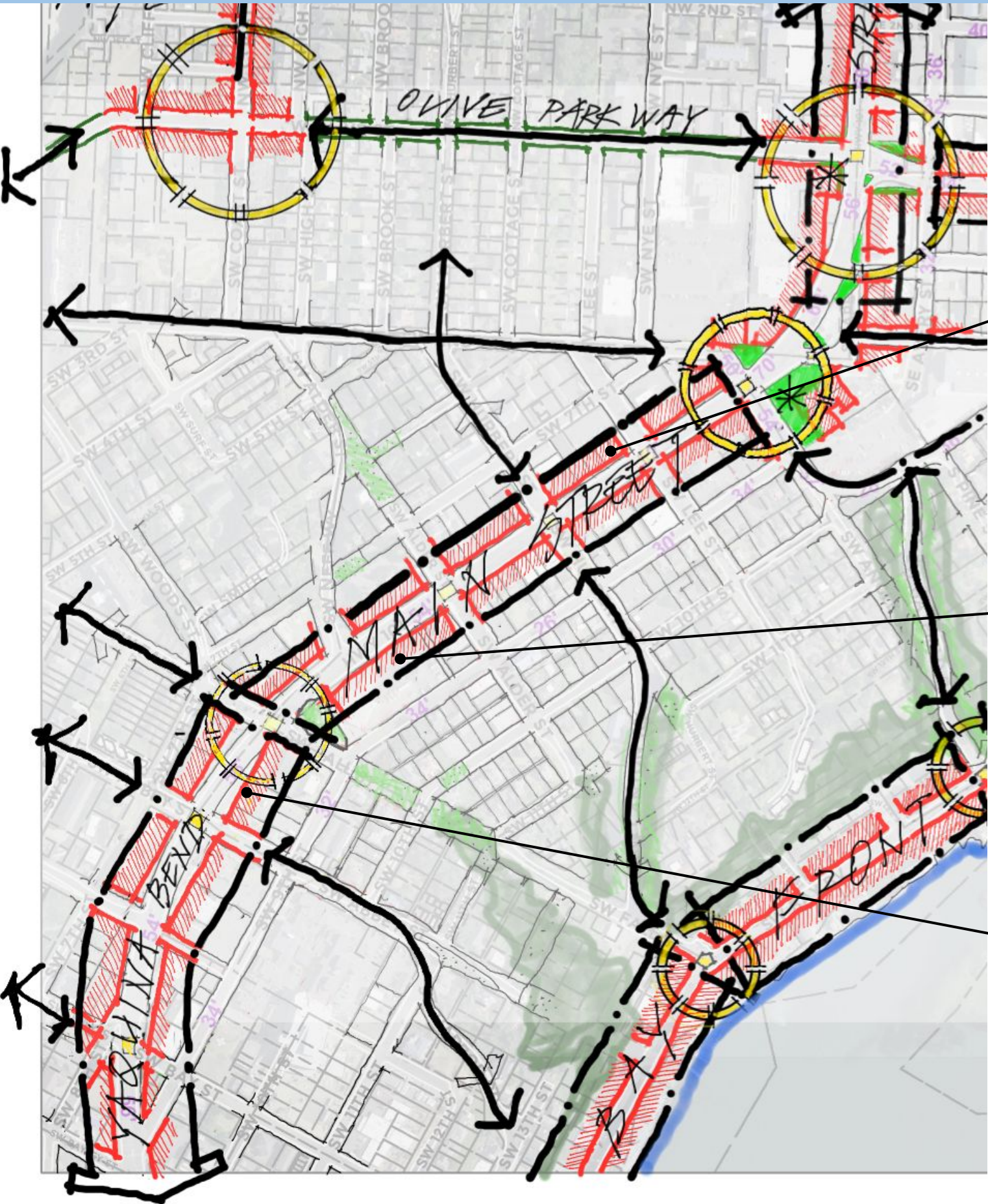
MINOR IMPROVEMENT OPTION: FOUR LANE WITH PARKING

- Update to 11' lanes
- Retain on-street parking
- Sidewalks narrowed to 7' wide
- **Not recommended**

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | OVERALL CONCEPT



CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | GRID AND URBAN FORM



**Business
revitalization**



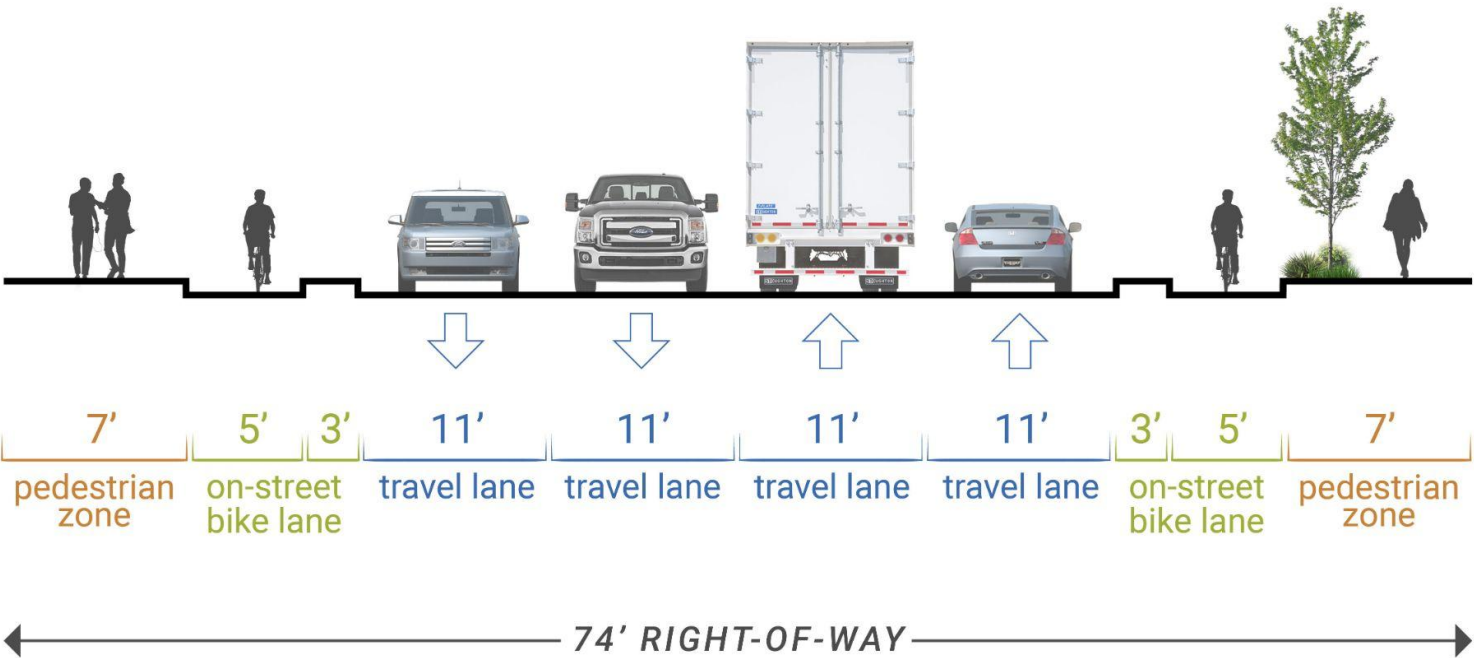
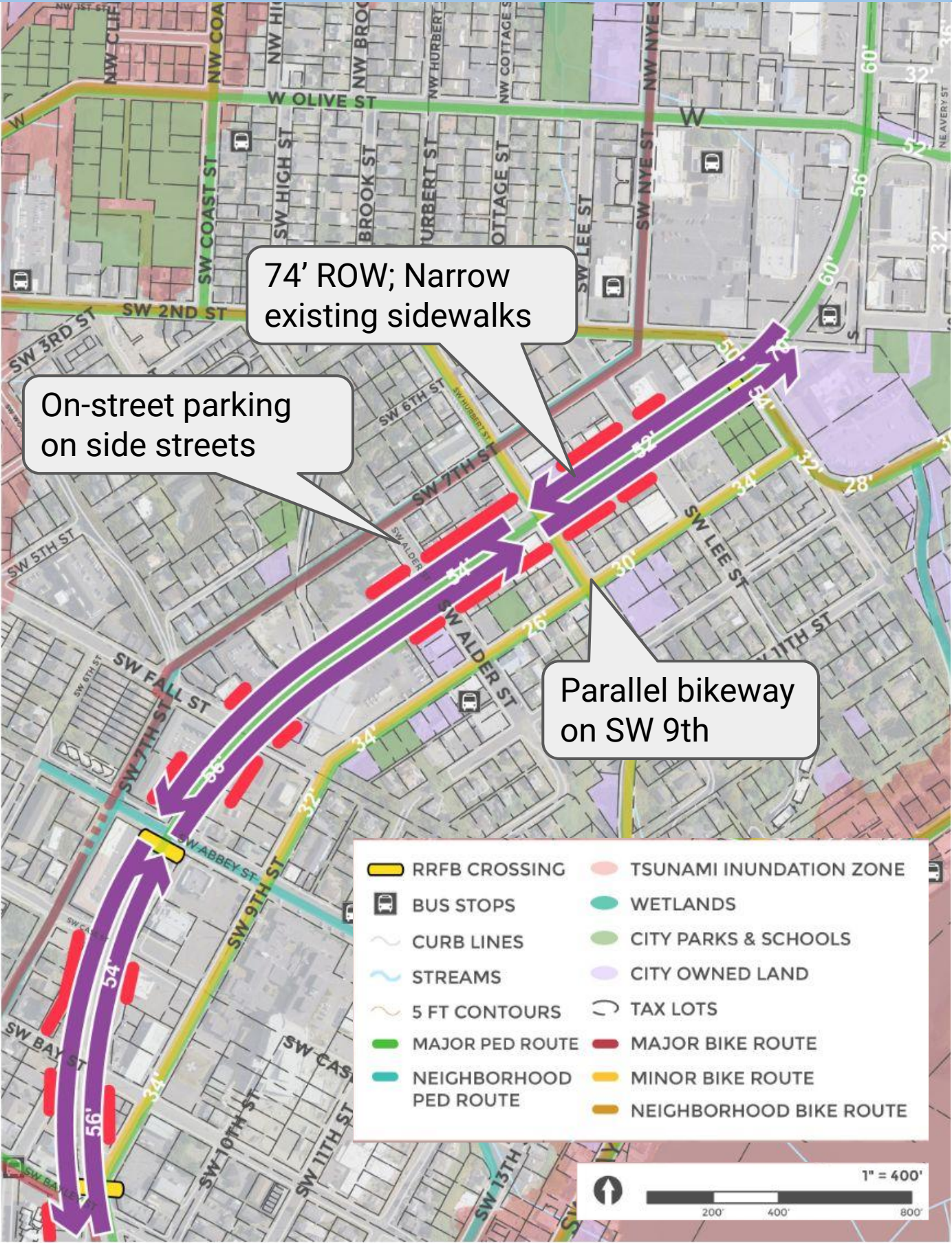
**Infill
development**



**Streetscape
improvements**



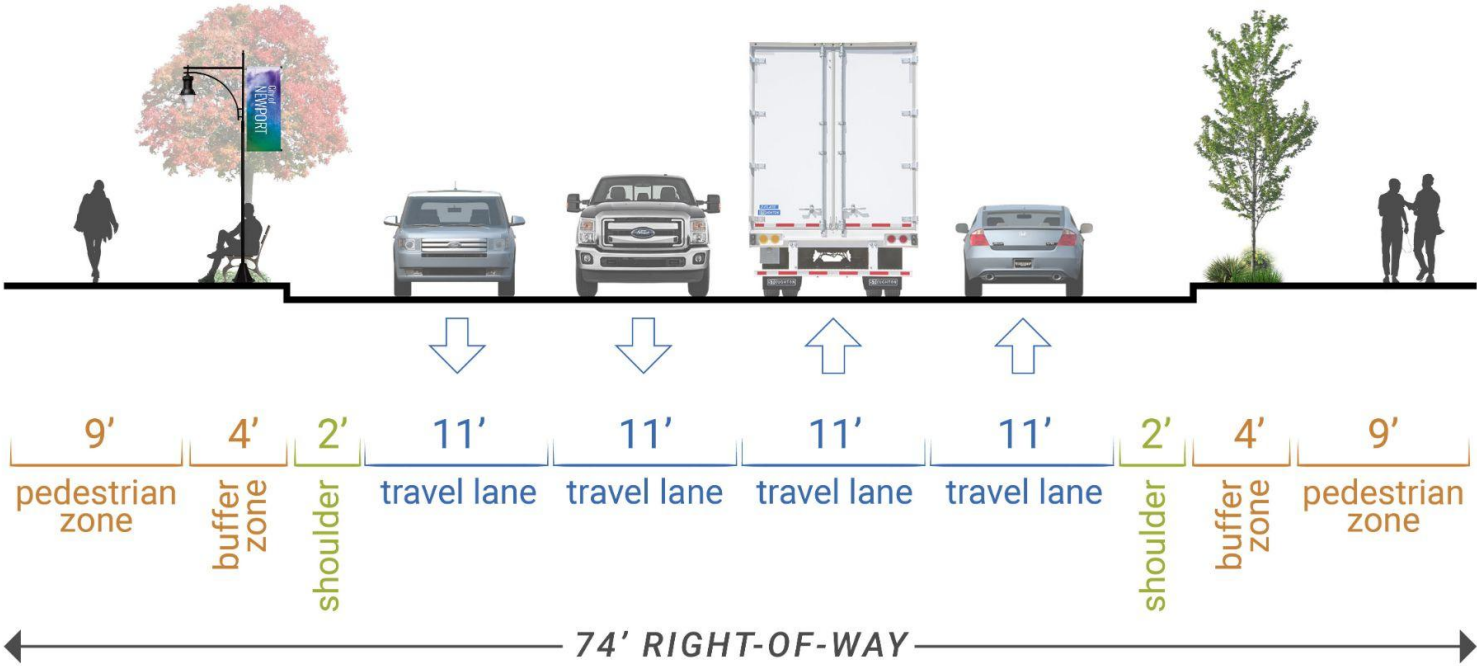
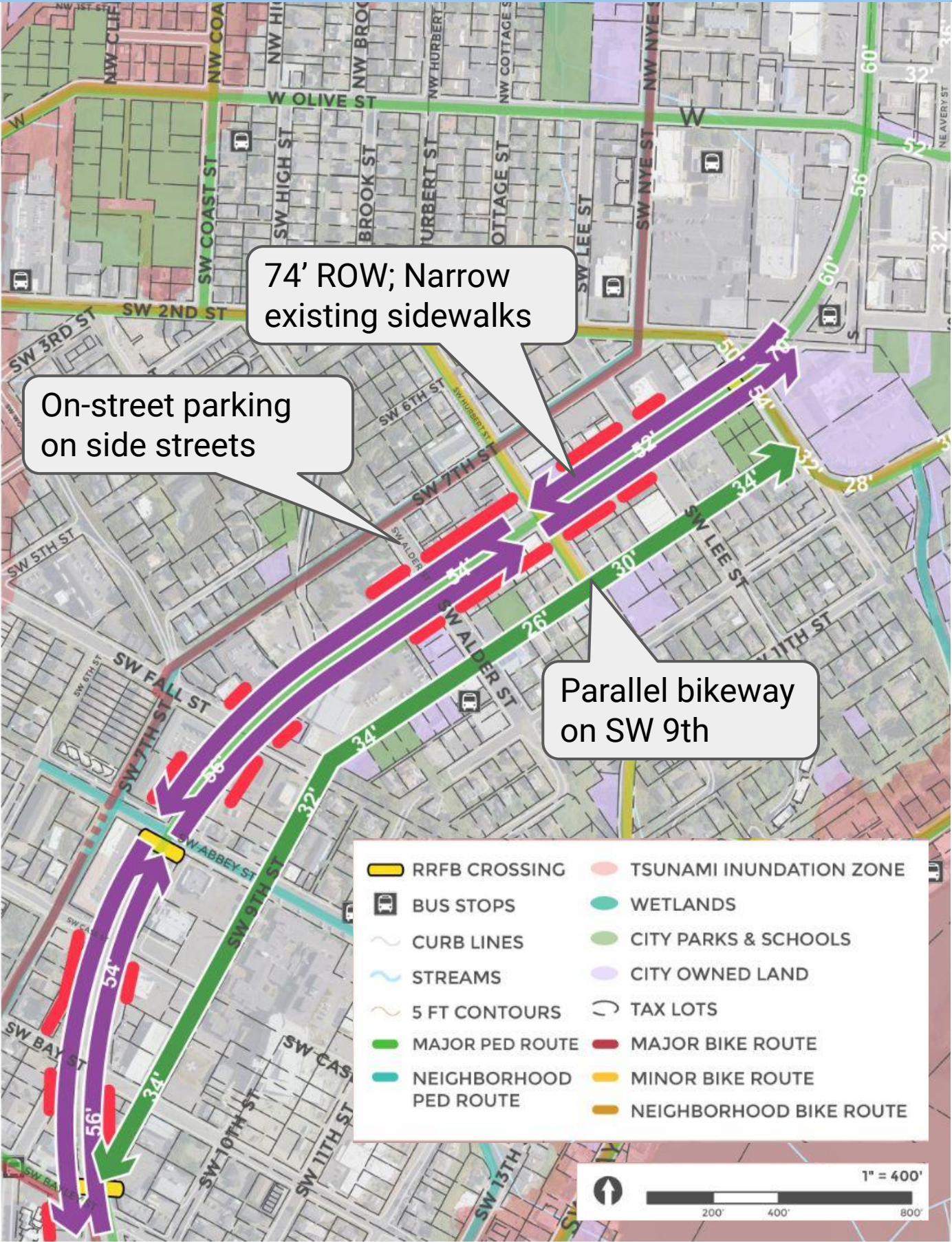
CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ VEHICLE OPERATIONS & WALK/BIKE



FOUR LANE: BIKEWAYS

- Update to 11' lanes
- Protected bikeways
- Sidewalks continue to be narrow in the business core

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | VEHICLE OPERATIONS & WALK/BIKE



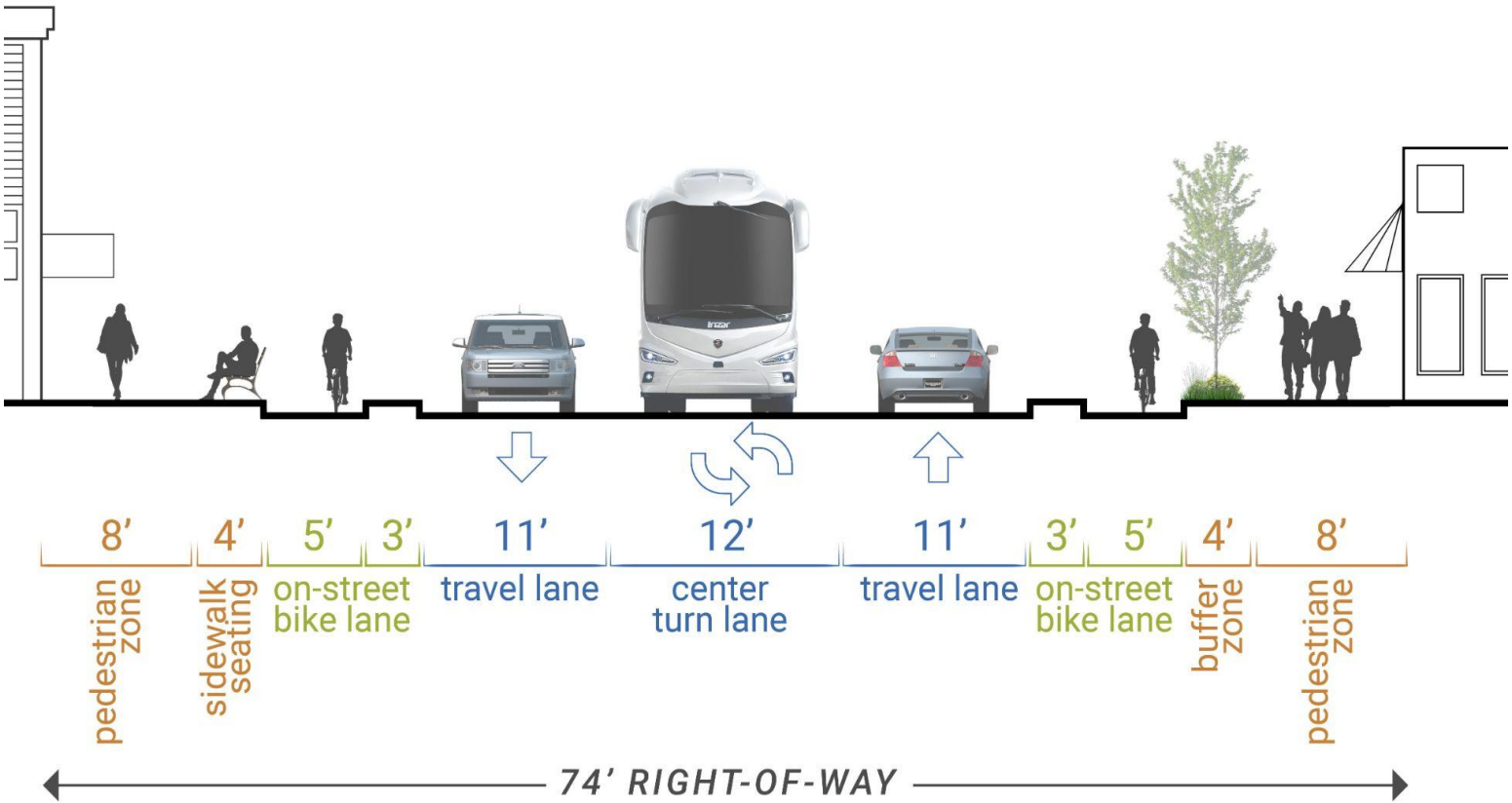
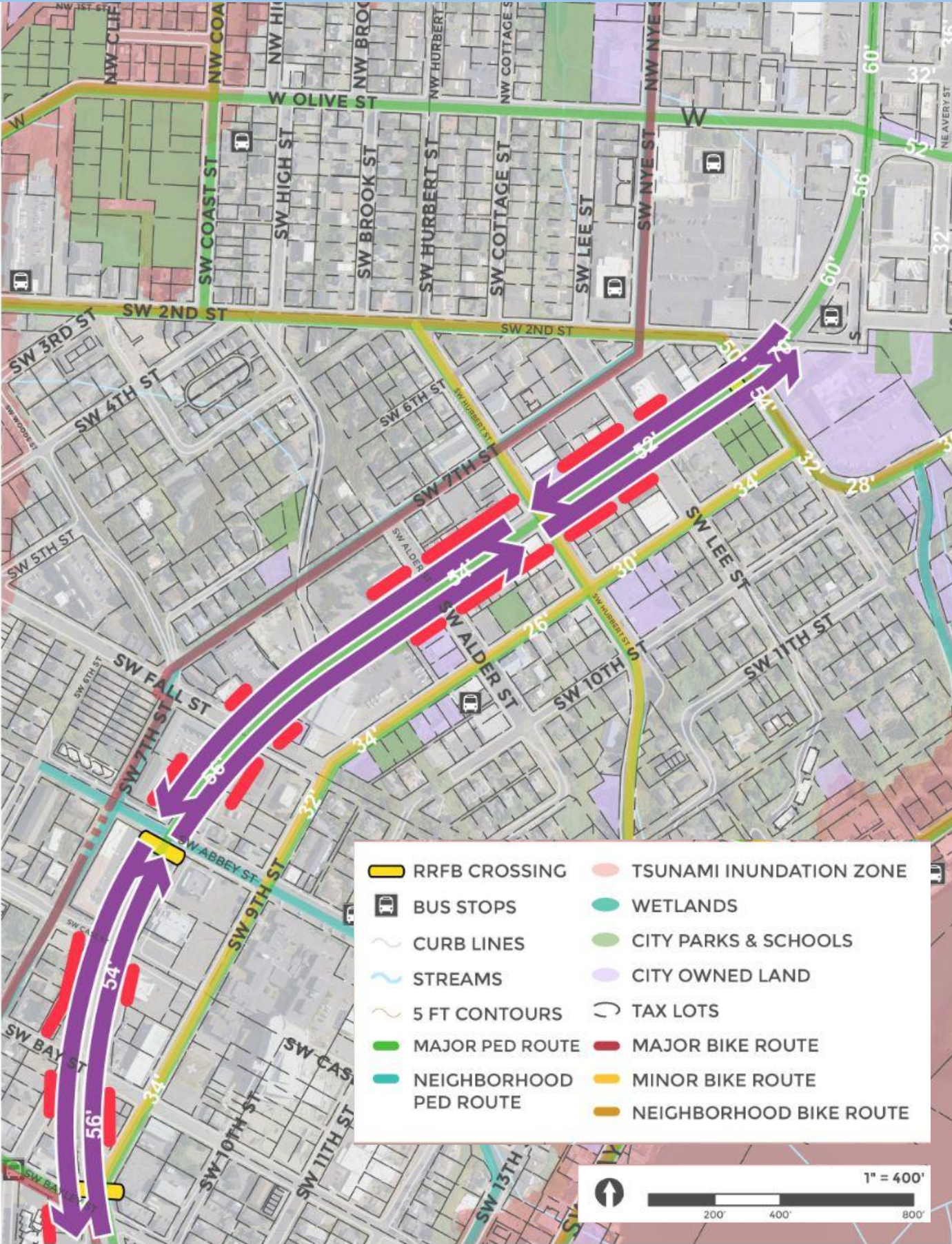
FOUR LANE: WIDER SIDEWALK OPTION

- Update to 11' lanes
- Wider sidewalk area with landscape
- Corridor parking on side streets and lots

SW 9th BIKEWAY

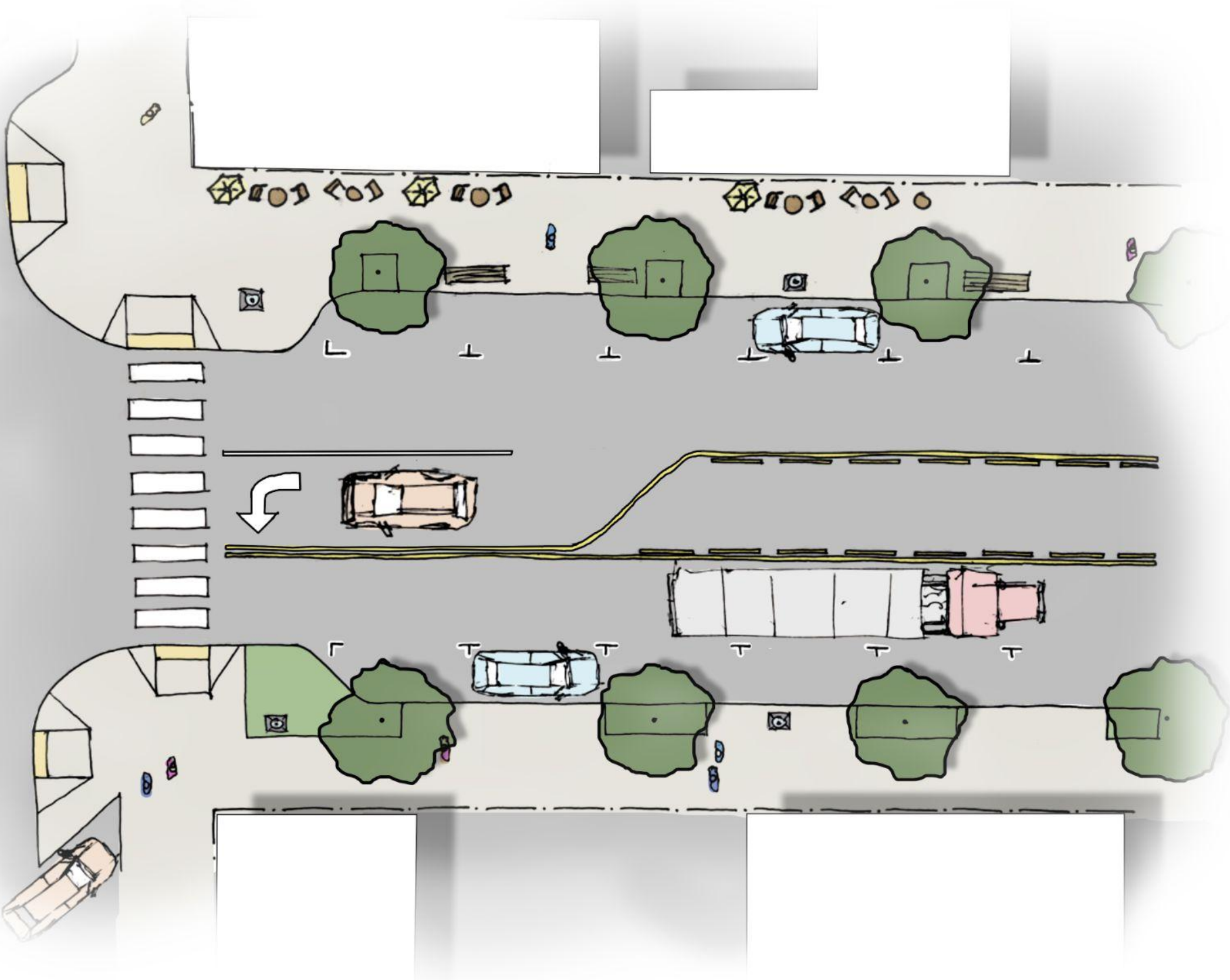
- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ VEHICLE OPERATIONS & WALK/BIKE



THREE LANE: WITH BIKEWAYS

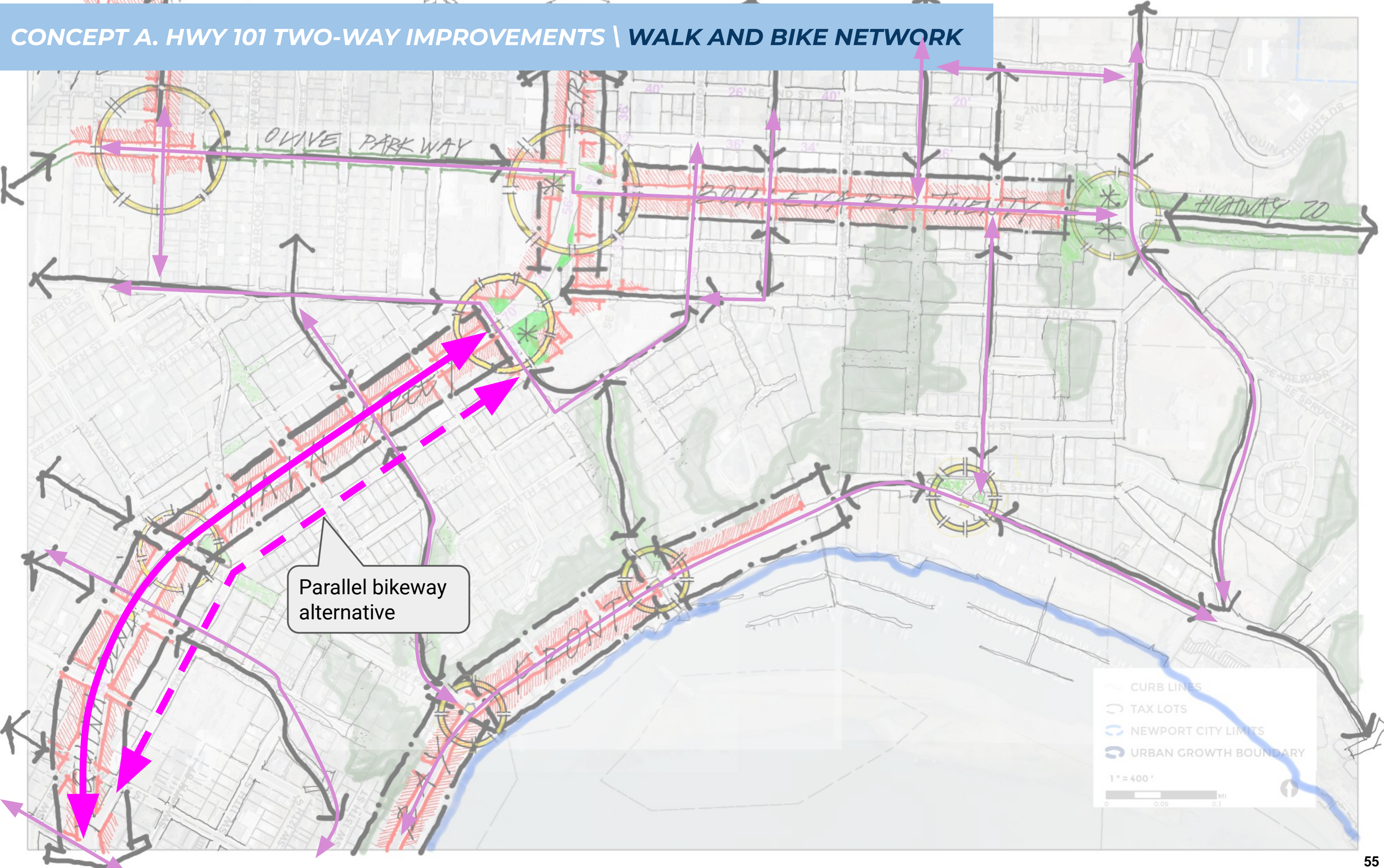
- Reduce through lanes; add center-turn
- Protected bikeways in both directions
- Provides additional sidewalk and landscape area
- Corridor parking on side streets and lots



THREE LANE: WITH PARKING

- On-street parking
 - **Risk of traffic backup
-
- WIDER SIDEWALKS AND SEATING
 - ON-STREET PARKING (OR BIKE)
 - VEHICLE LANE
 - CENTER TURN LANE
 - VEHICLE LANE
 - ON-STREET PARKING (OR BIKE)
 - WIDER SIDEWALKS AND SEATING

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS | WALK AND BIKE NETWORK



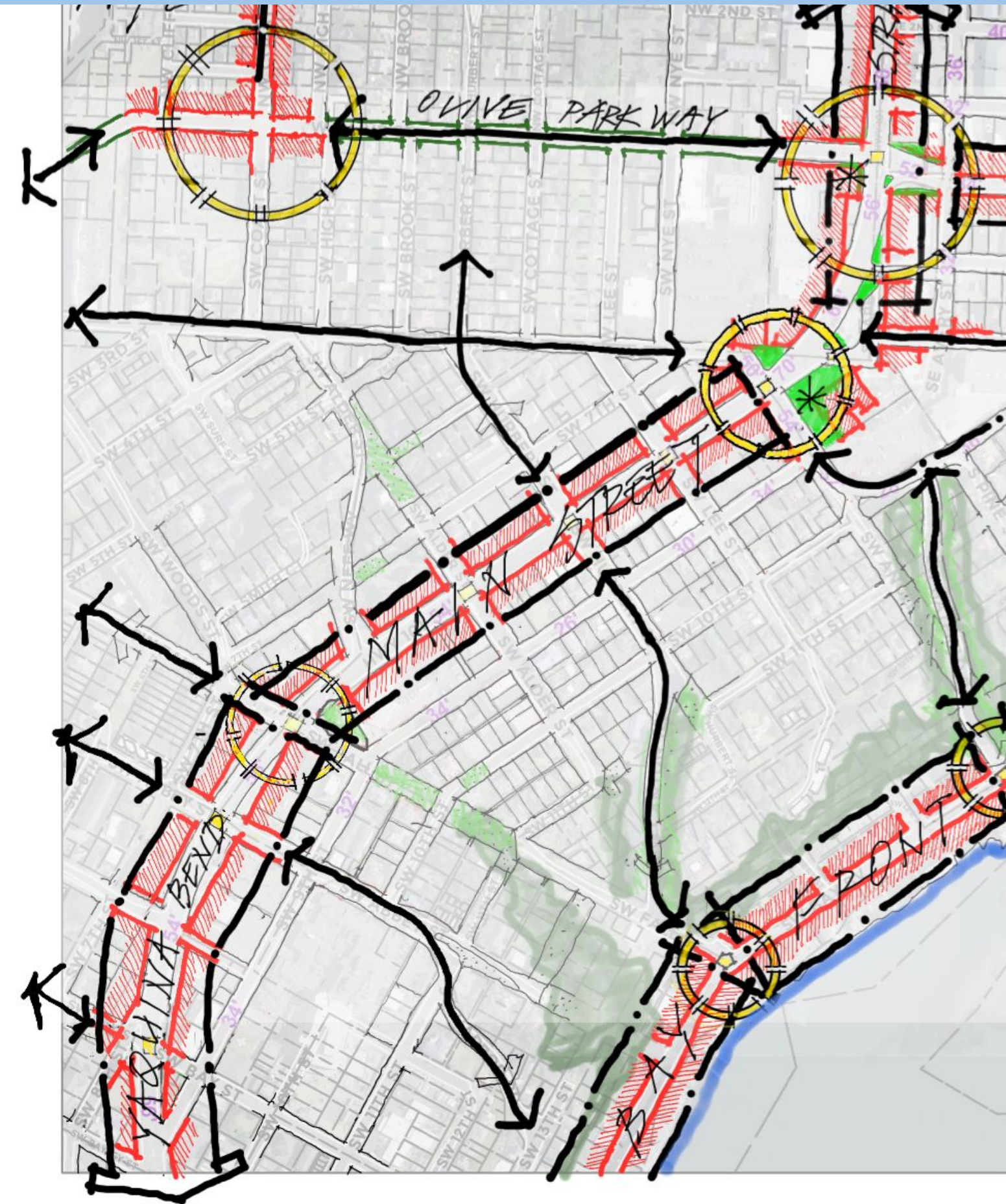
Parallel bikeway
alternative

~ CURB LINES
○ TAX LOTS
— NEWPORT CITY LIMITS
— URBAN GROWTH BOUNDARY

1" = 400'

0 0.05 0.1 MI

CONCEPT A. HWY 101 TWO-WAY IMPROVEMENTS \ KEY POINTS



SITE ACCESS AND VISIBILITY

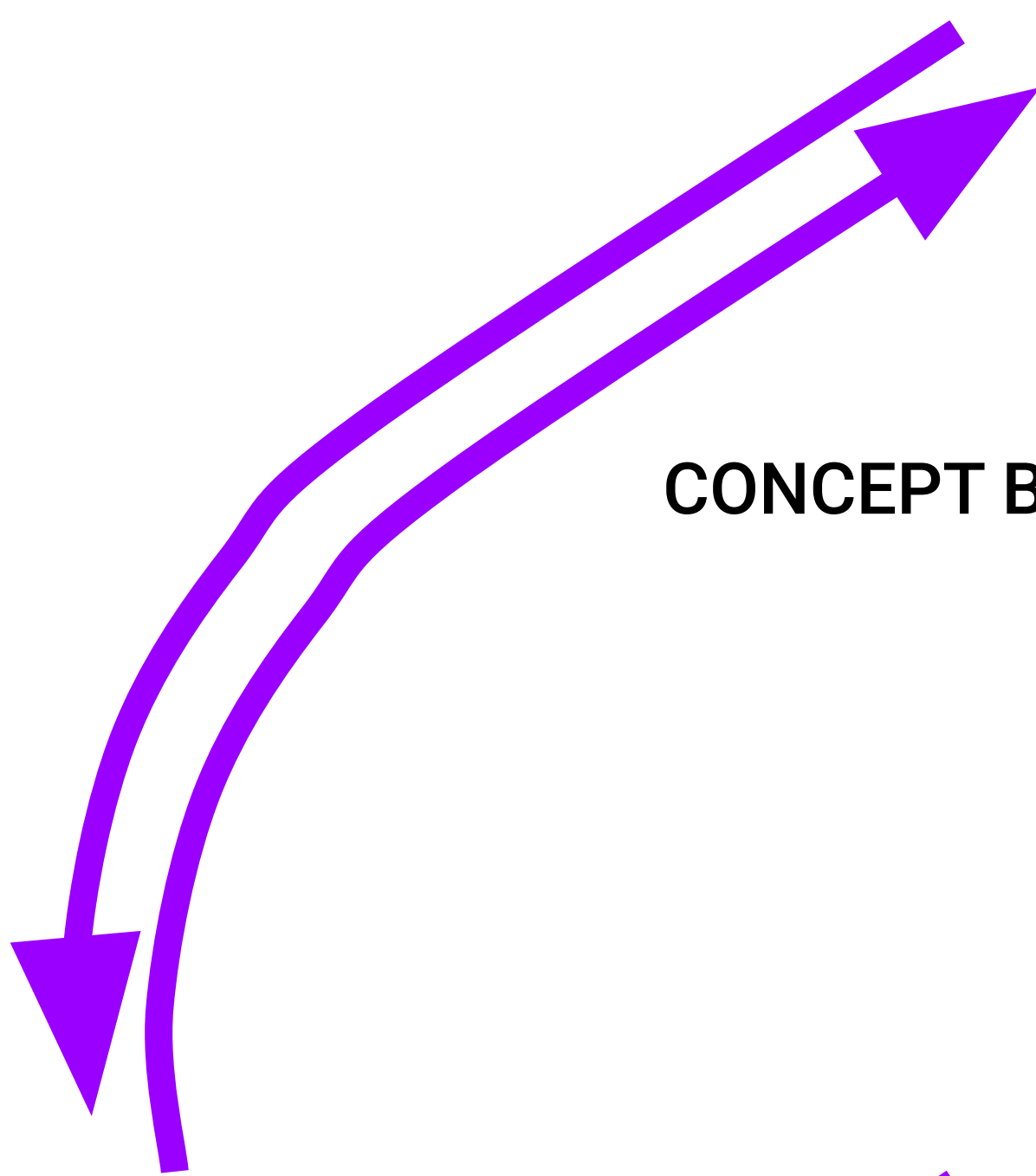
- **Overall streetscape improvements enhance business presence**
- **Multi-modal routes and a variety of on- and off-street parking options**

WALK & BIKE

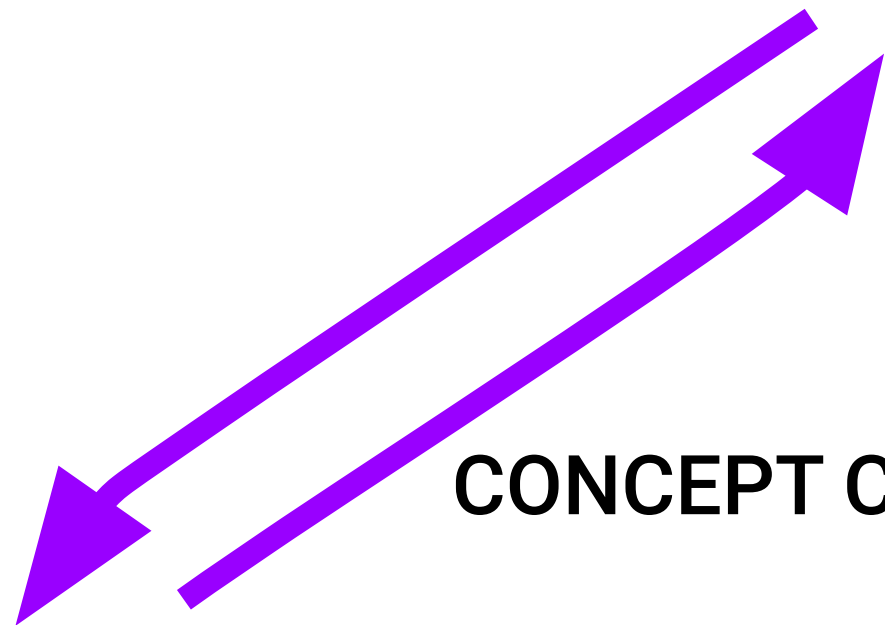
- **Larger, more amenitized sidewalks**
- **Protected bikeways on highway in 3-lane option (or parallel bike route)**

TO DISCUSS

- **Do you have thoughts about 4-lane versus 3-lane options?**
- **Are bikeways better provided on Hwy 101 or on a parallel nearby street?**
- **Is removing parking from 101 acceptable and/or desirable?**
- **Which intersecting streets are most important for citywide connections?**
- **Will this help both revitalize existing businesses AND spur new development?**



CONCEPT B. HIGHWAY 101 LONG COUPLET



CONCEPT C. HIGHWAY 101 SHORT COUPLET

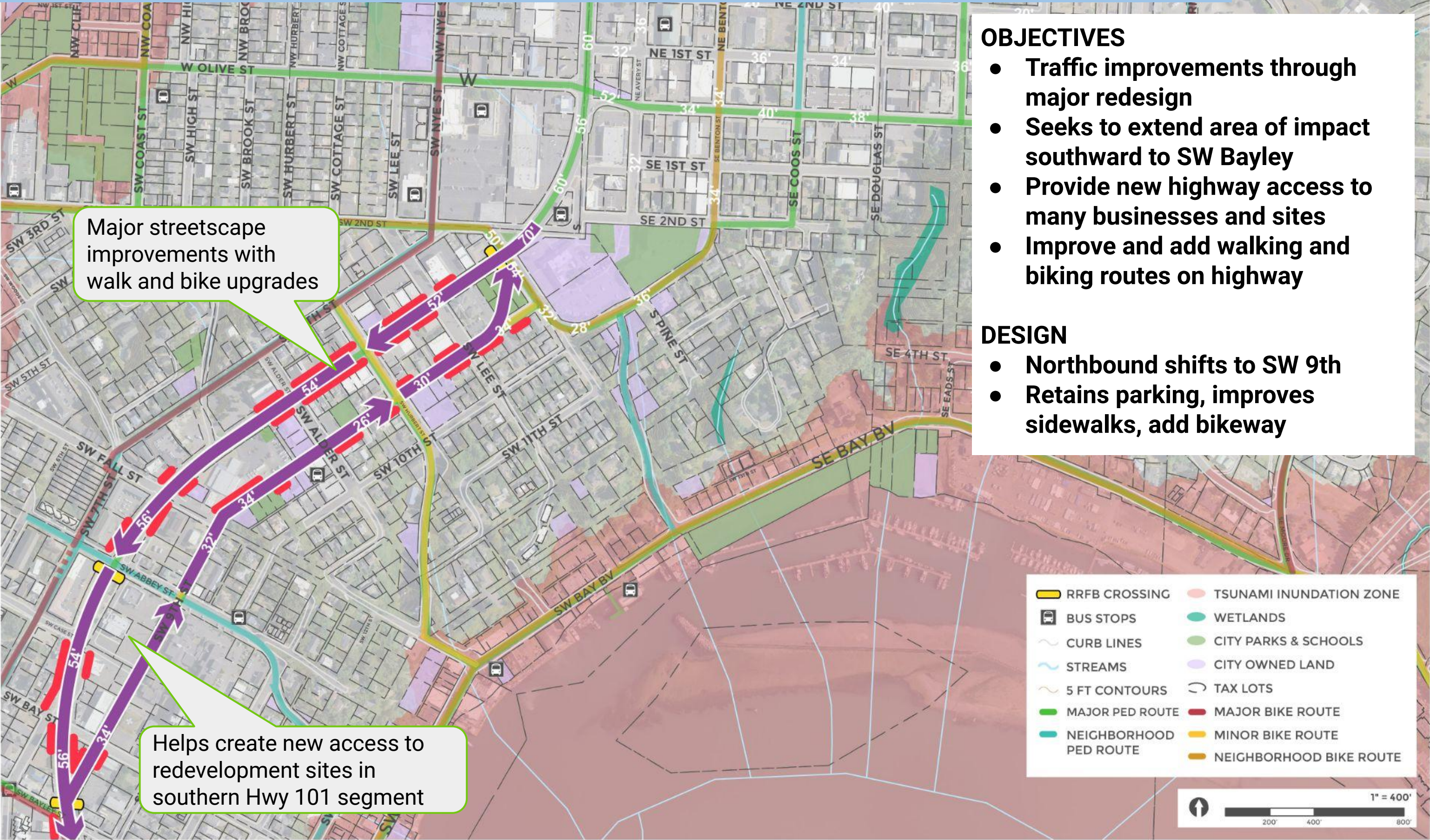
SW 9th

EXISTING

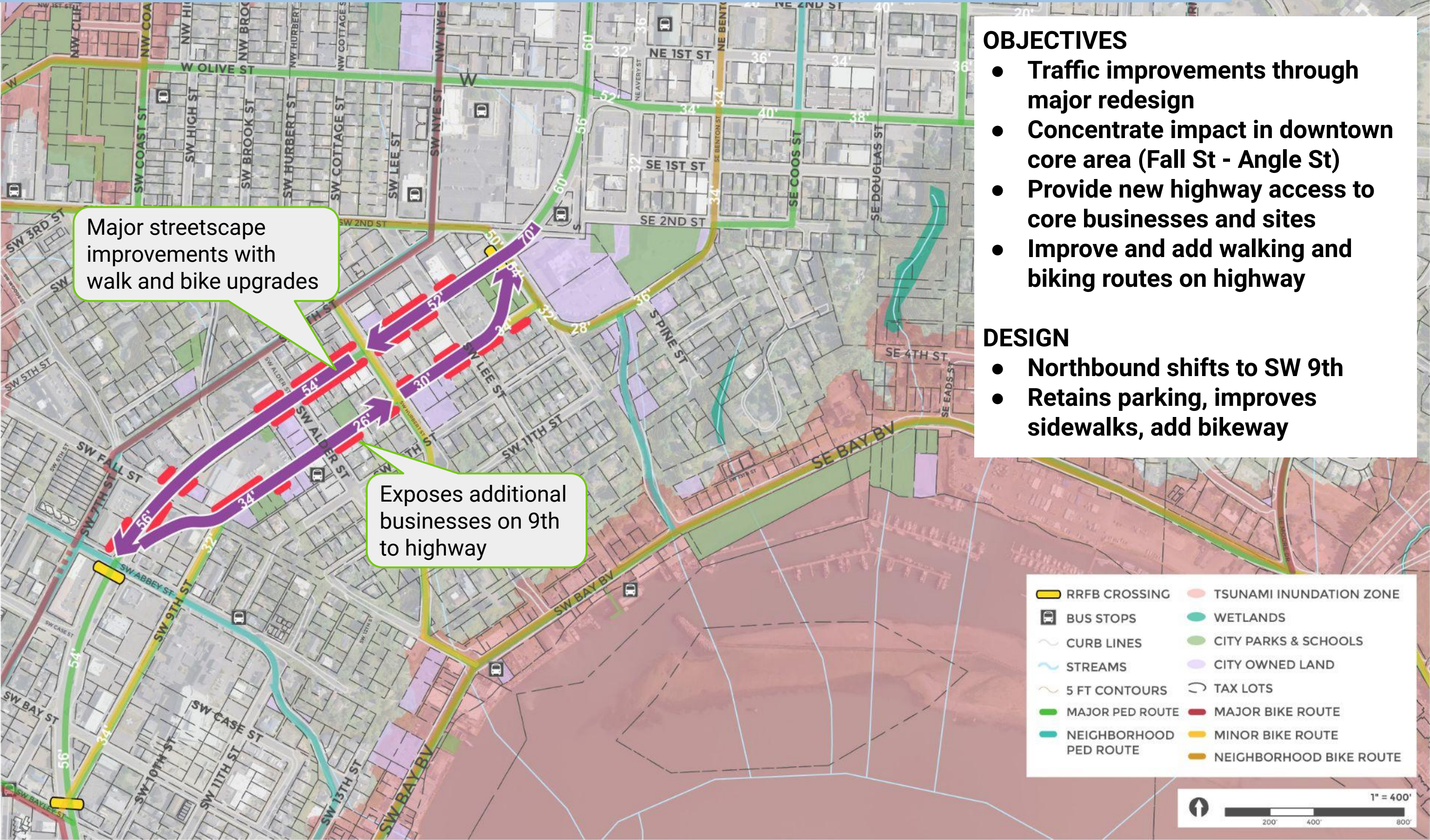


- Typical 6' sidewalk - gaps in places
- Two lanes, bi-directional
- On-street parking

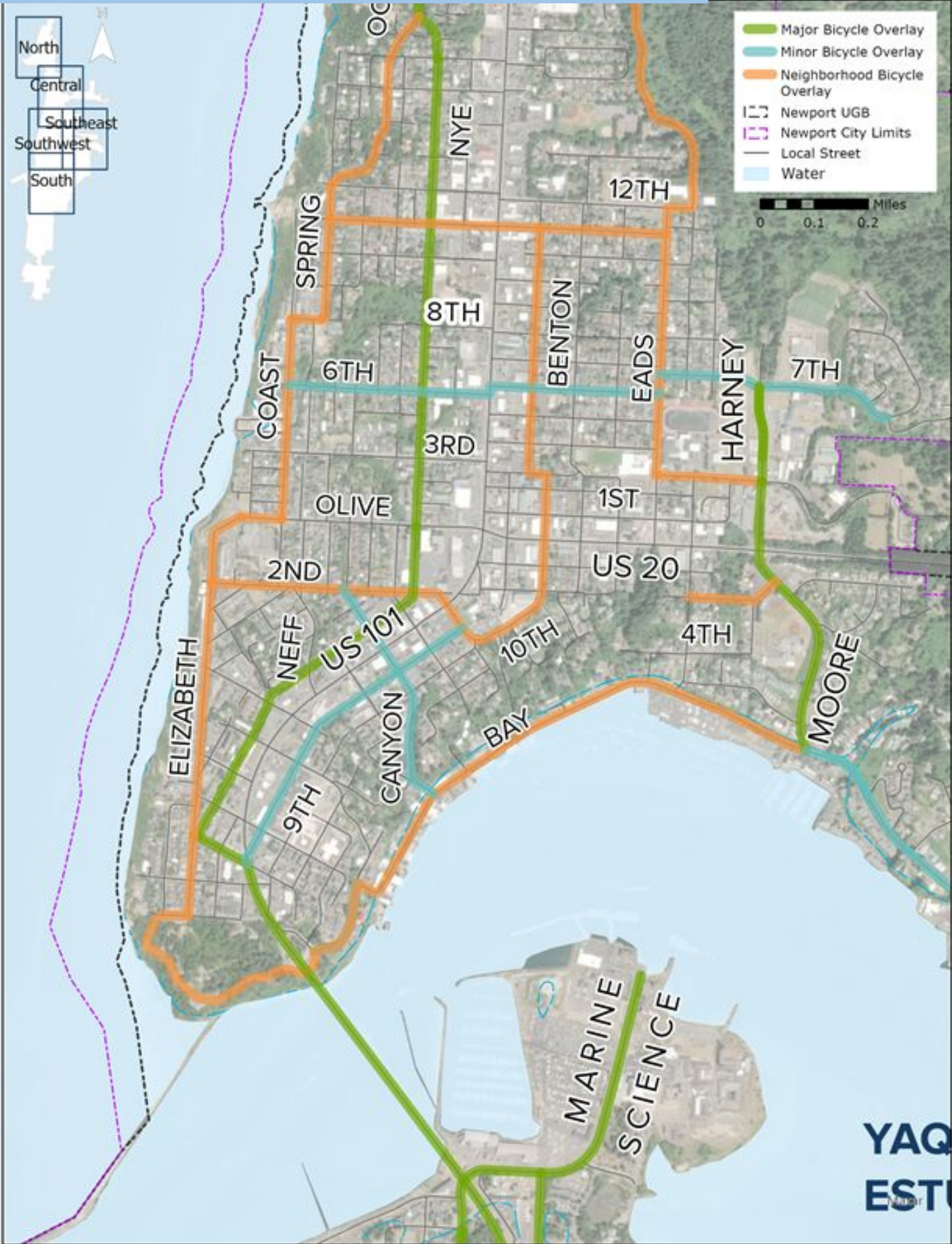
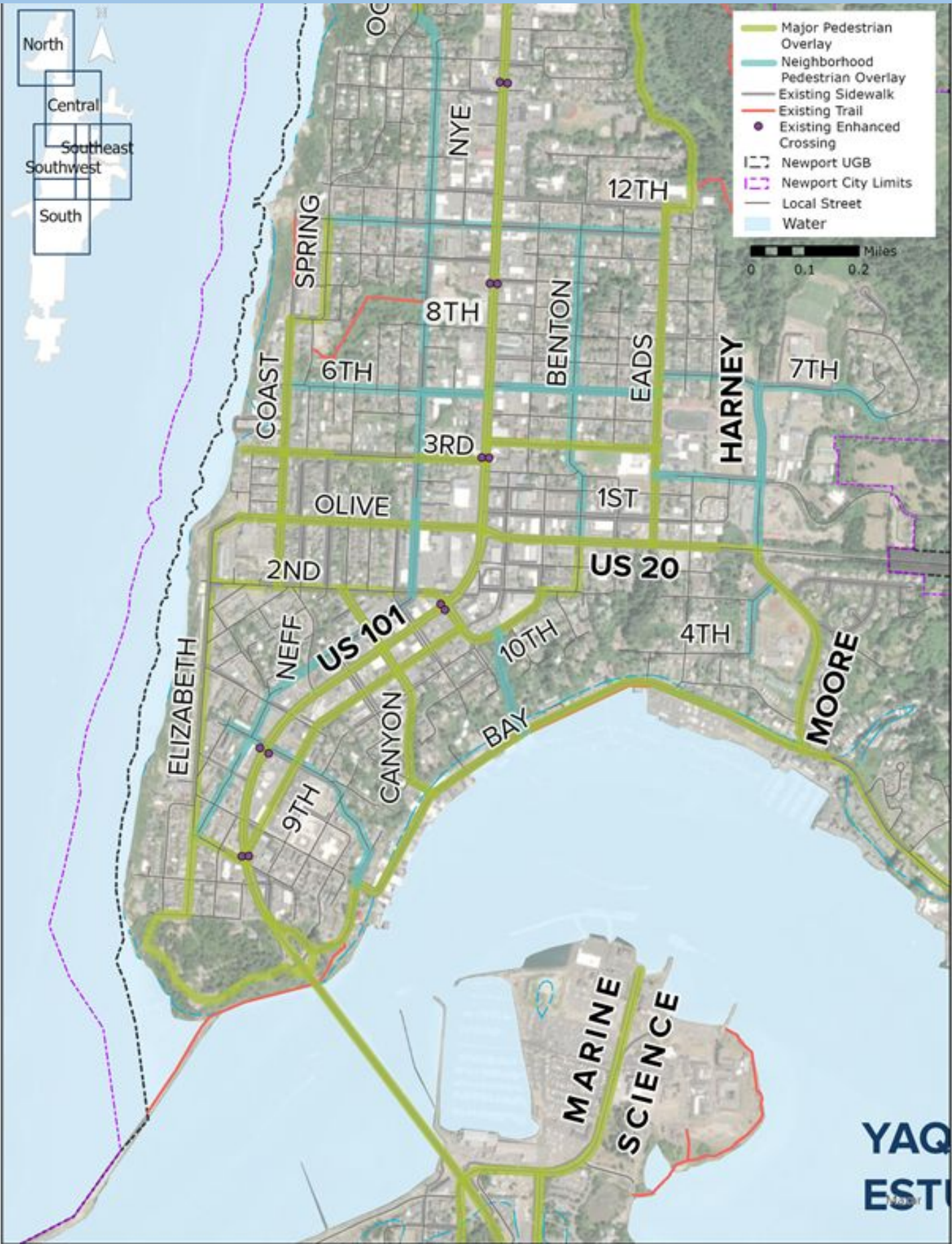
CONCEPT B. HWY 101 LONG COUPLET \ OVERALL CONCEPT



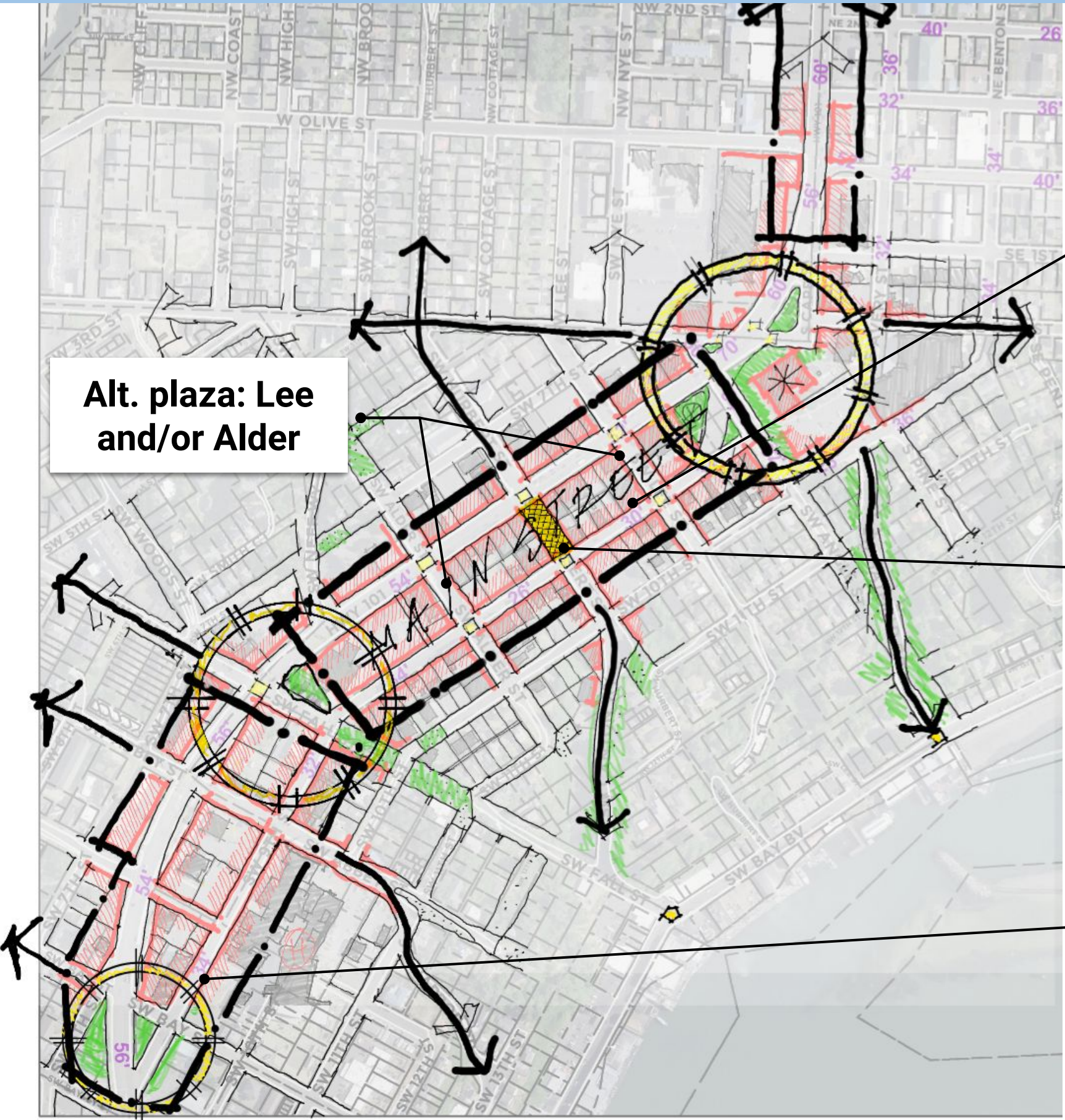
CONCEPT C. HWY 101 SHORT COUPLET \ OVERALL CONCEPT



SUPPORTING INFORMATION \ PEDESTRIAN AND BICYCLE NETWORK RECOMMENDATIONS



CONCEPT B. HWY 101 LONG COUPLET \ GRID AND URBAN FORM



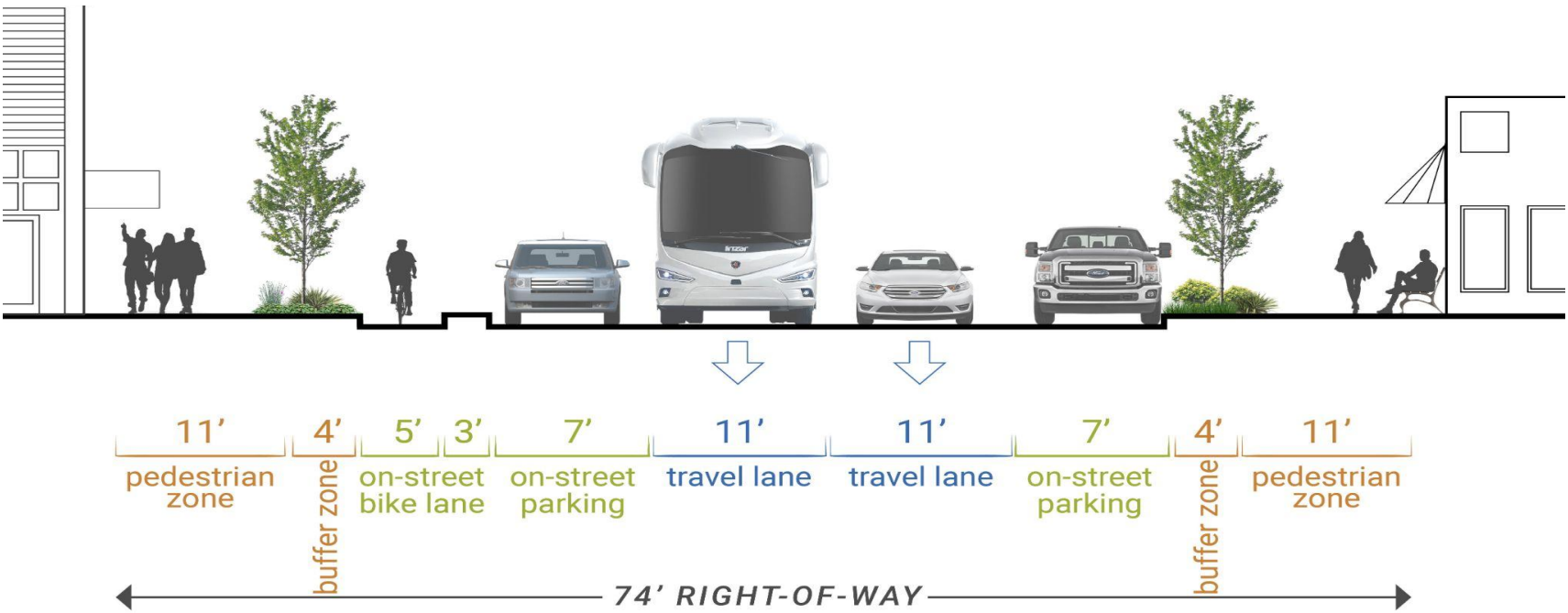
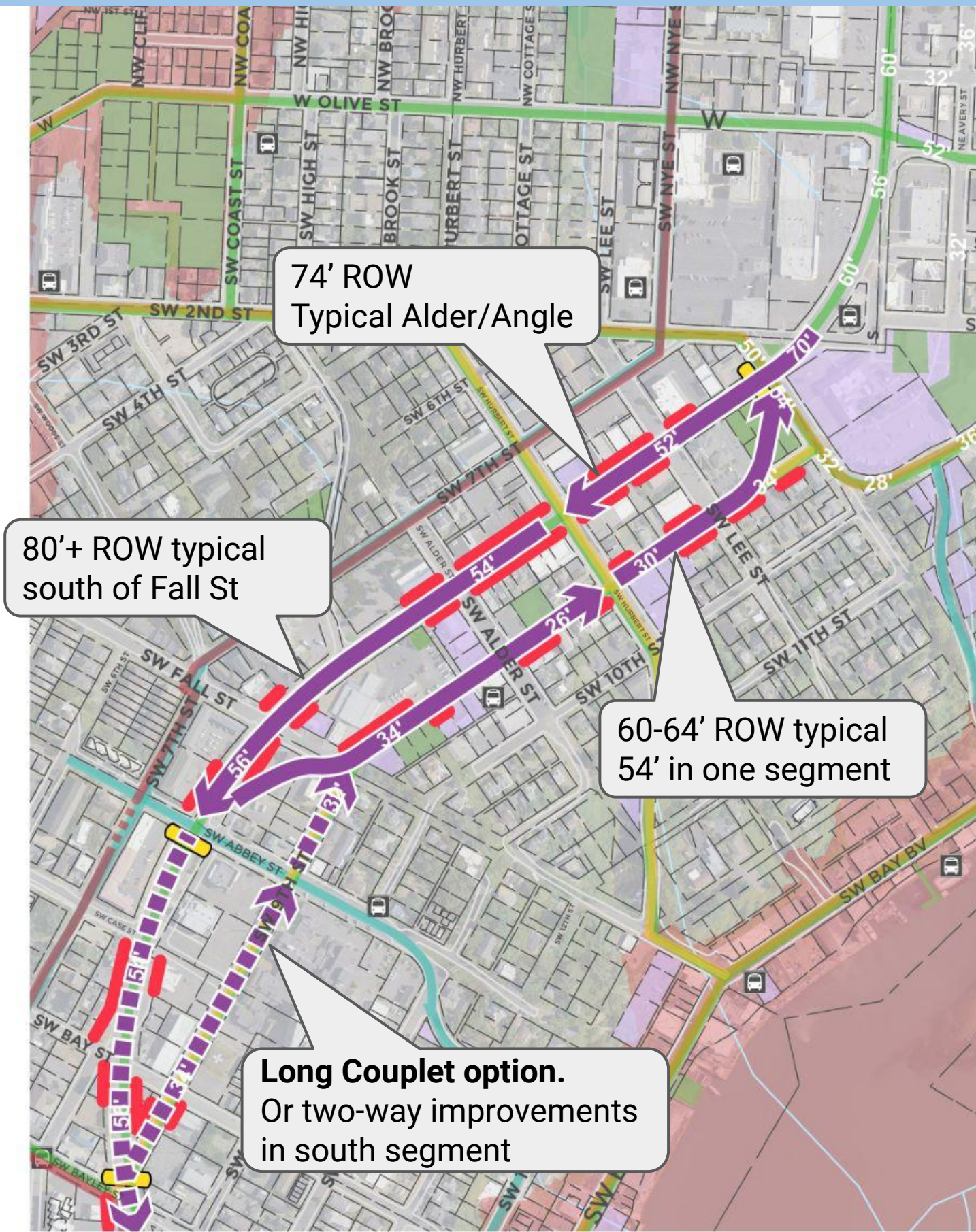
Alt. plaza: Lee and/or Alder

Redevelopment and infill businesses

Urban plaza

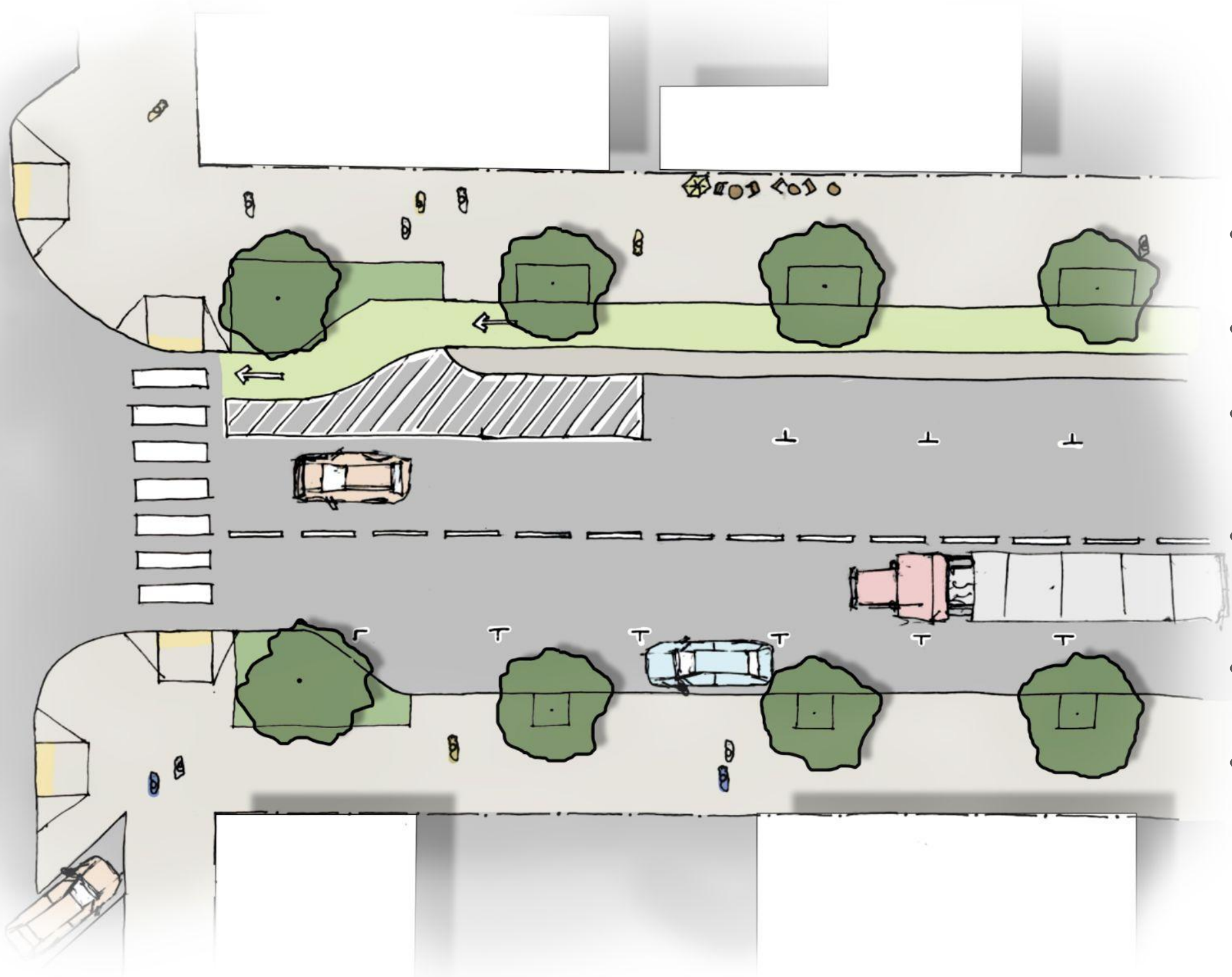
Protected bikeway on 101





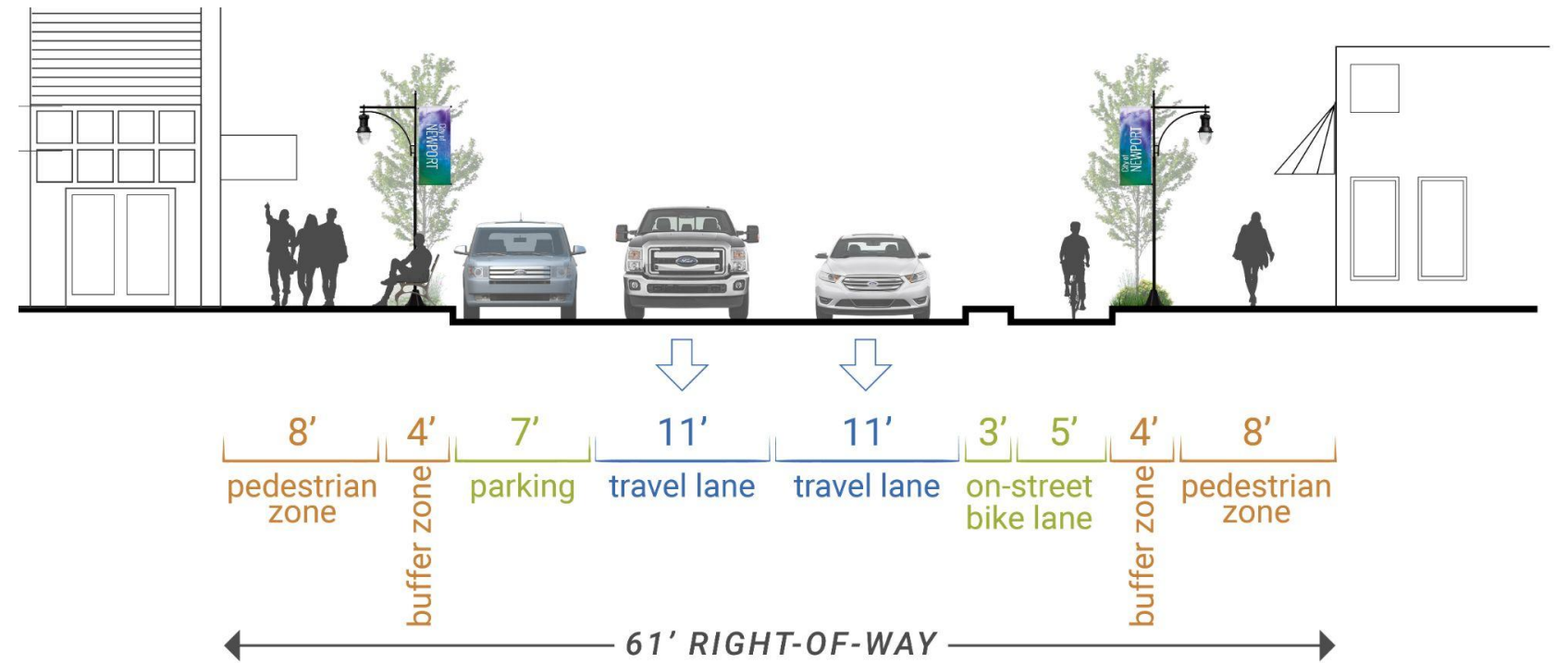
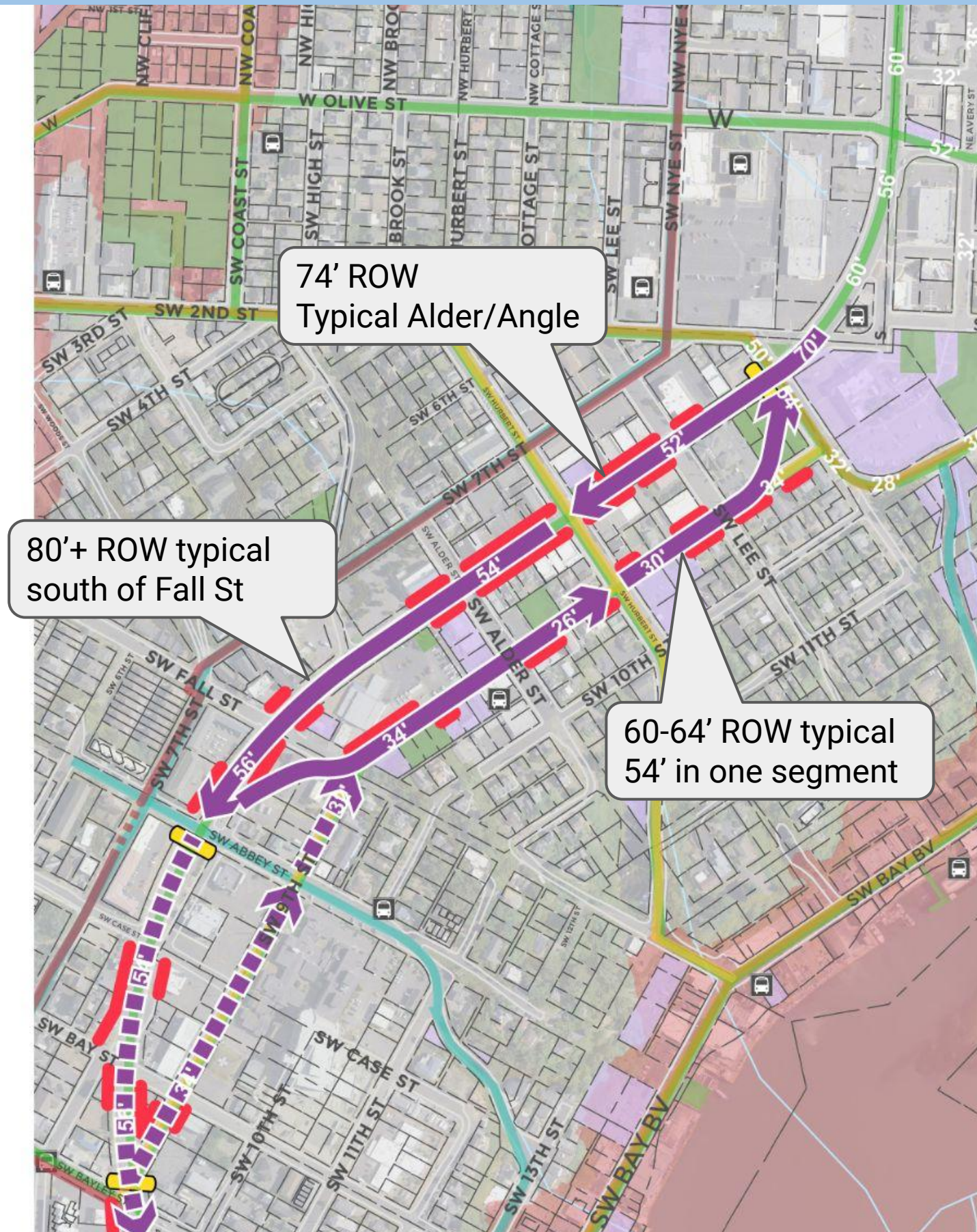
- HWY 101 SOUTHBOUND**
- Two southbound lanes
 - Retain parking on both sides
 - Protected bikeway and wider sidewalks

BOTH HWY 101 COUPLET CONCEPTS \ SOUTHBOUND HWY 101 (74' WIDE)



- WIDER SIDEWALKS AND SEATING
- SOUTHBOUND BIKE LANE
- ON-STREET PARKING
- SOUTHBOUND - TWO LANES
- ON-STREET PARKING
- WIDER SIDEWALKS AND SEATING

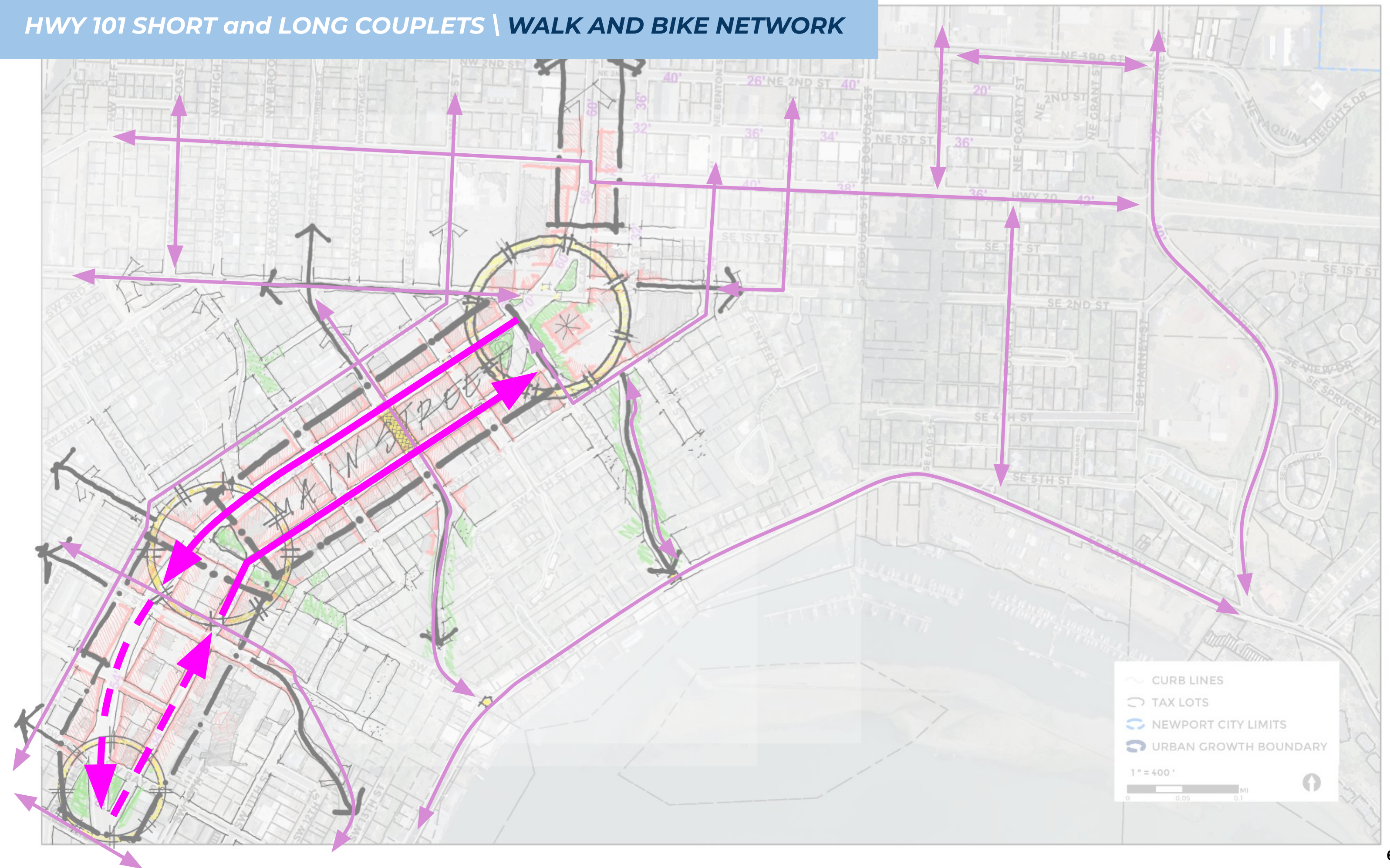
HWY 101 SHORT and LONG COUPLETS | VEHICLE OPERATIONS & WALK/BIKE



HWY 101 NORTHBOUND (ON SW 9TH)

- **Two northbound lanes**
- **One side on-street parking**
- **Protected bikeway and wider sidewalks**

HWY 101 SHORT and LONG COUPLETS | WALK AND BIKE NETWORK



CONCEPT B. HWY 101 LONG COUPLET \ KEY POINTS



SITE ACCESS AND VISIBILITY

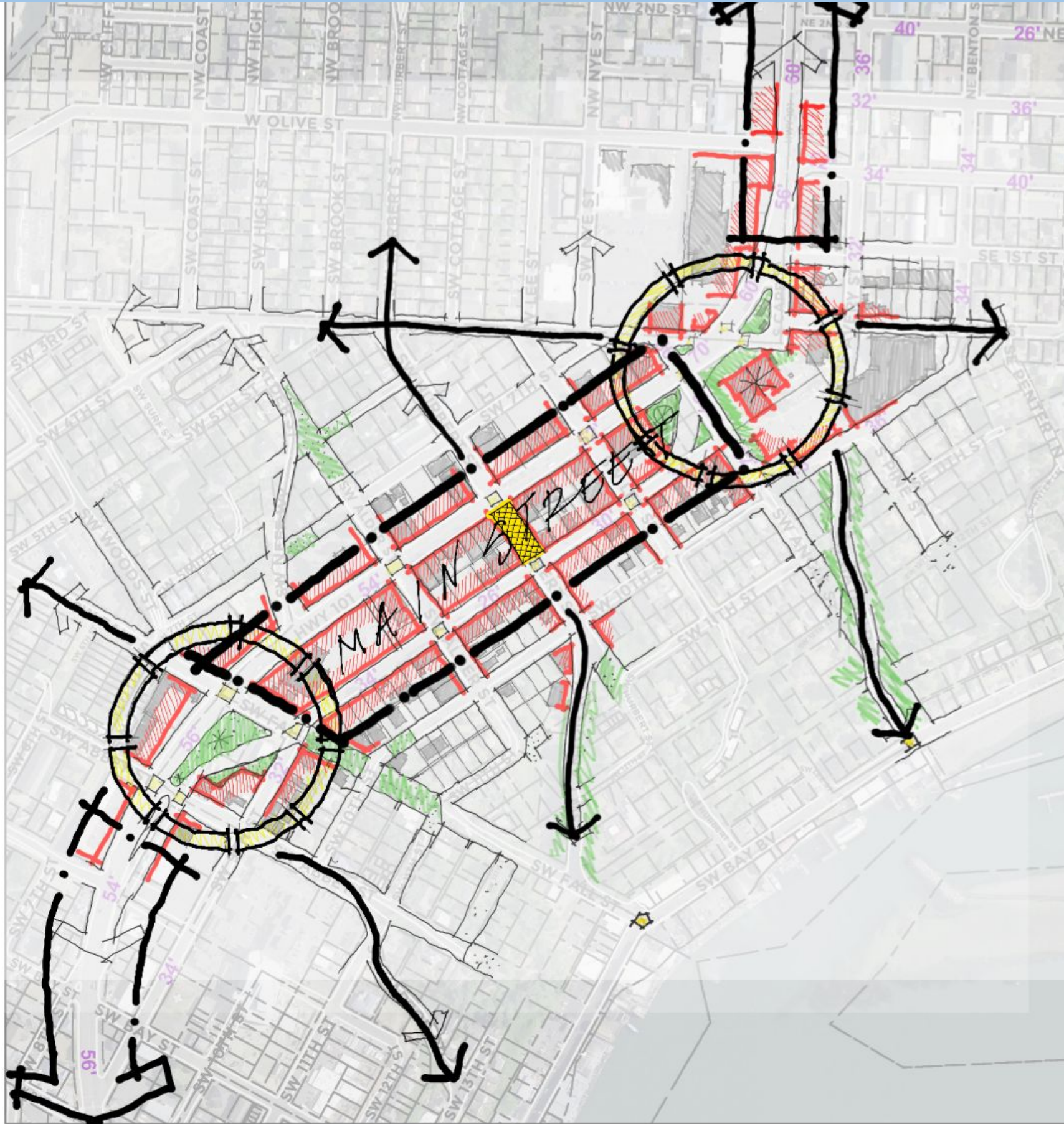
- Most additional properties with new highway exposure
- Access to larger (often vacant or parking lot) sites in southern area

WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Is the southern area (south of Fall St) promising enough to commit major highway investment to?
- Do you support a street-closure type plaza and other open space?
- Will this help both revitalize existing businesses AND spur new development?
- How can Hospital be better accessed from ALL sides of the site?



SITE ACCESS AND VISIBILITY

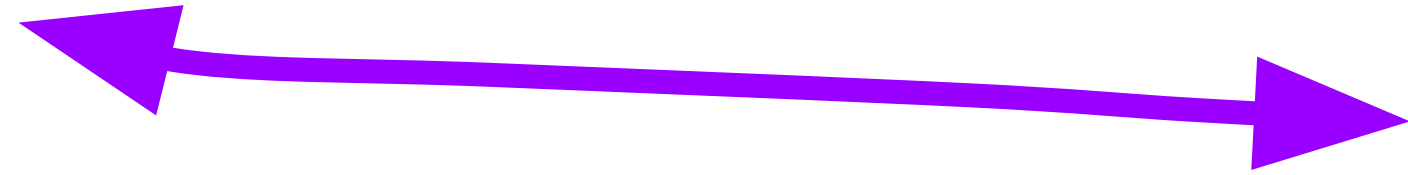
- **Additional properties with new highway exposure in core area**
- **Concentrates major highway realignment in the main street core area**

WALK & BIKE

- **Larger, more amenitized sidewalks**
- **Protected bikeways on highway**

TO DISCUSS

- **Do you support a street-closure type plaza and other open space?**
- **Is this concentration of highway work in the main street core a more appealing focused investment?**
- **Will this help both revitalize existing businesses AND spur new development?**



CONCEPT D. HIGHWAY 20 TWO-WAY

CONCEPT D. HWY 20 TWO-WAY | OVERALL CONCEPT

Major 101/20 Intersection improvements

Reduce lane widths to widen sidewalk and/or add parking

Improves highway conditions to increase biz. visibility

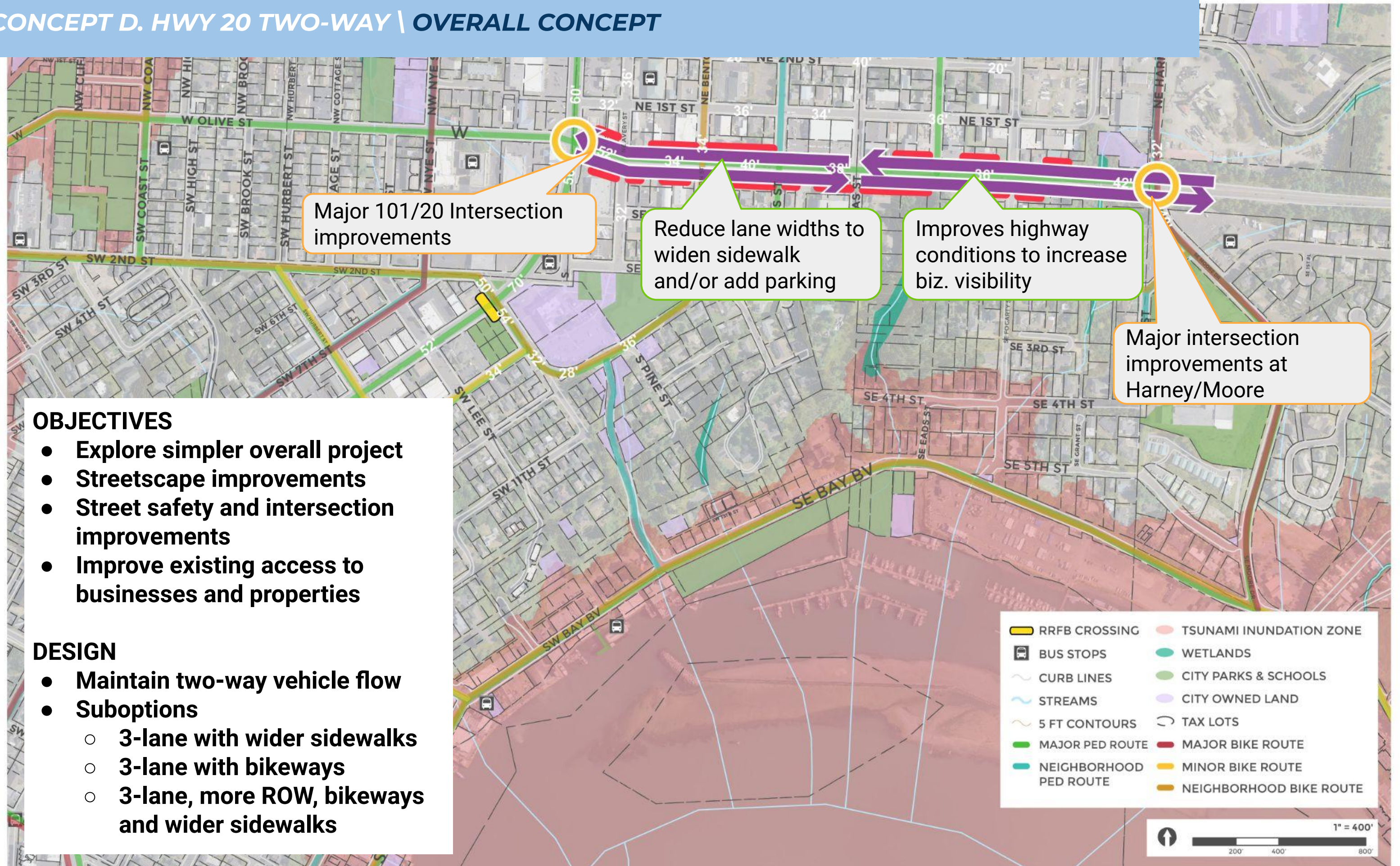
Major intersection improvements at Harney/Moore

OBJECTIVES

- Explore simpler overall project
- Streetscape improvements
- Street safety and intersection improvements
- Improve existing access to businesses and properties

DESIGN

- Maintain two-way vehicle flow
- Suboptions
 - 3-lane with wider sidewalks
 - 3-lane with bikeways
 - 3-lane, more ROW, bikeways and wider sidewalks



CONCEPT D. HWY 20 TWO-WAY | GRID AND URBAN FORM

Potential neighborhood bikeway on 1st

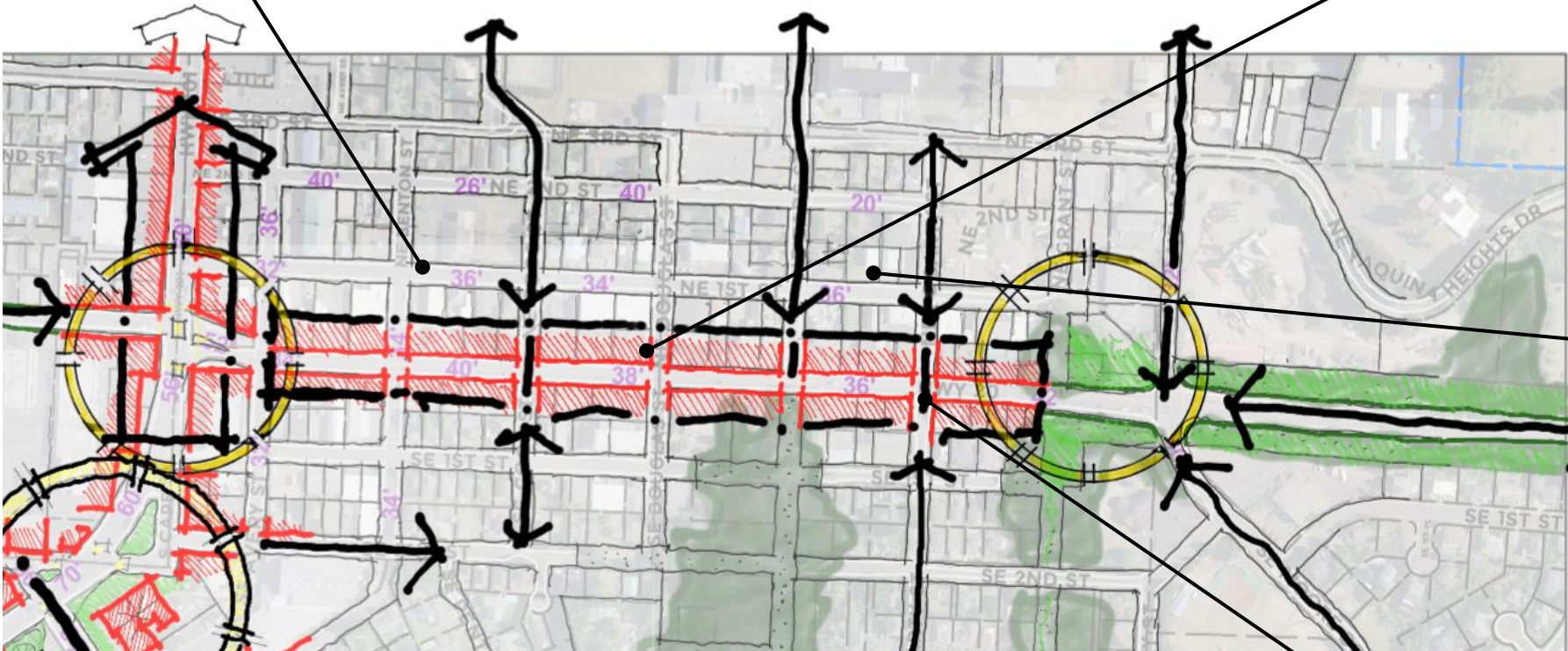
Commercial redevelopment

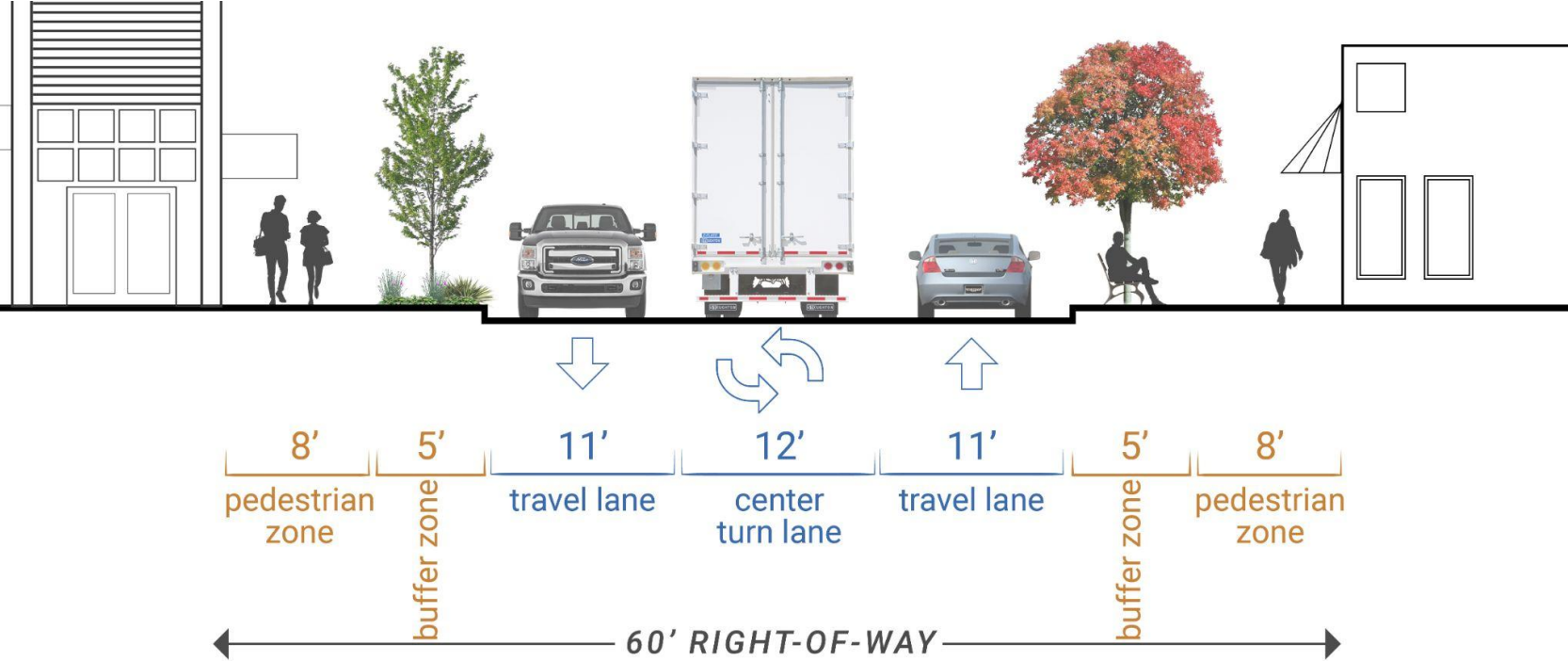


Neighborhood Residential



Potential hwy bikeway



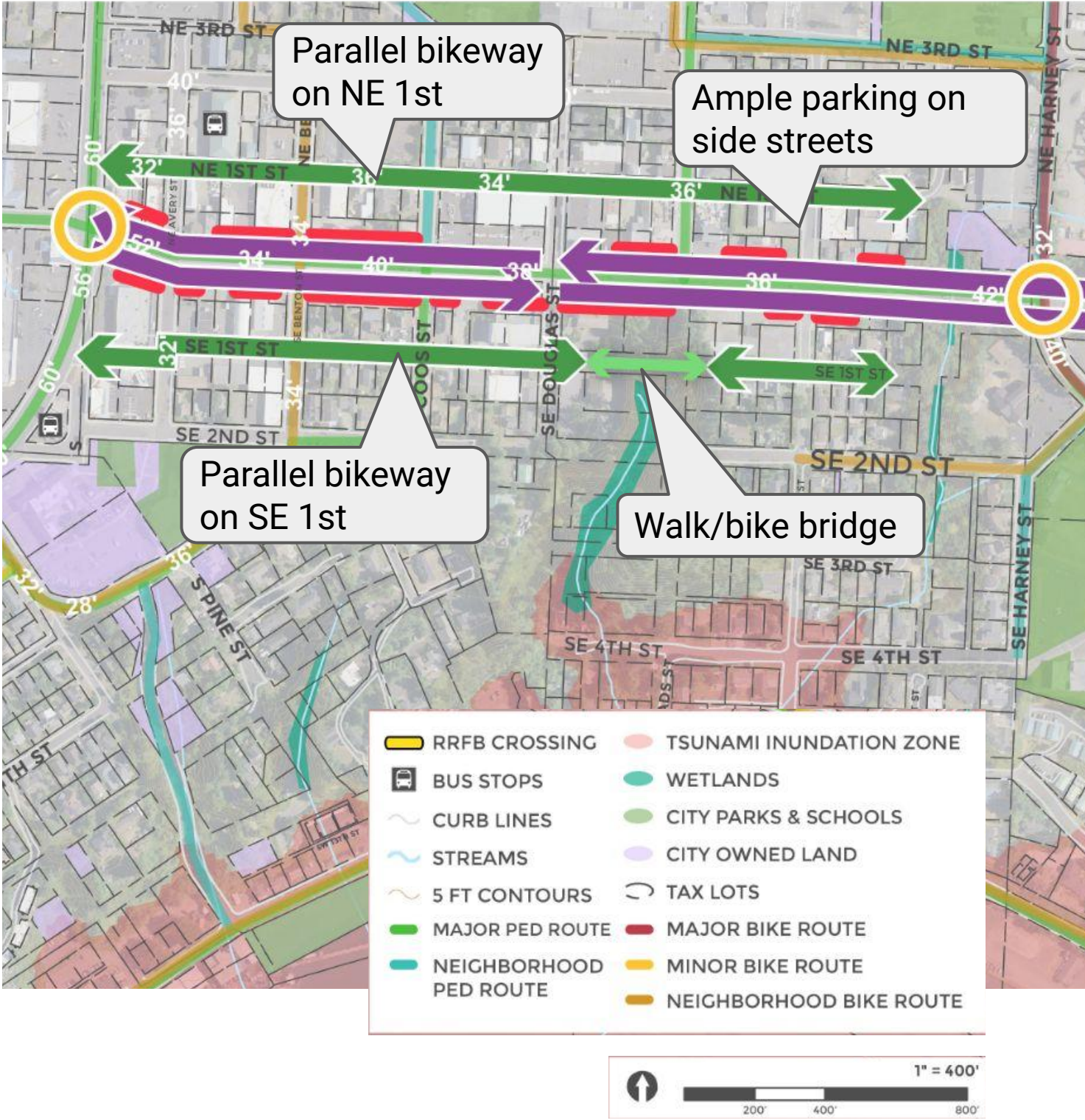


HWY 20 TWO-WAY: WIDER SIDEWALKS

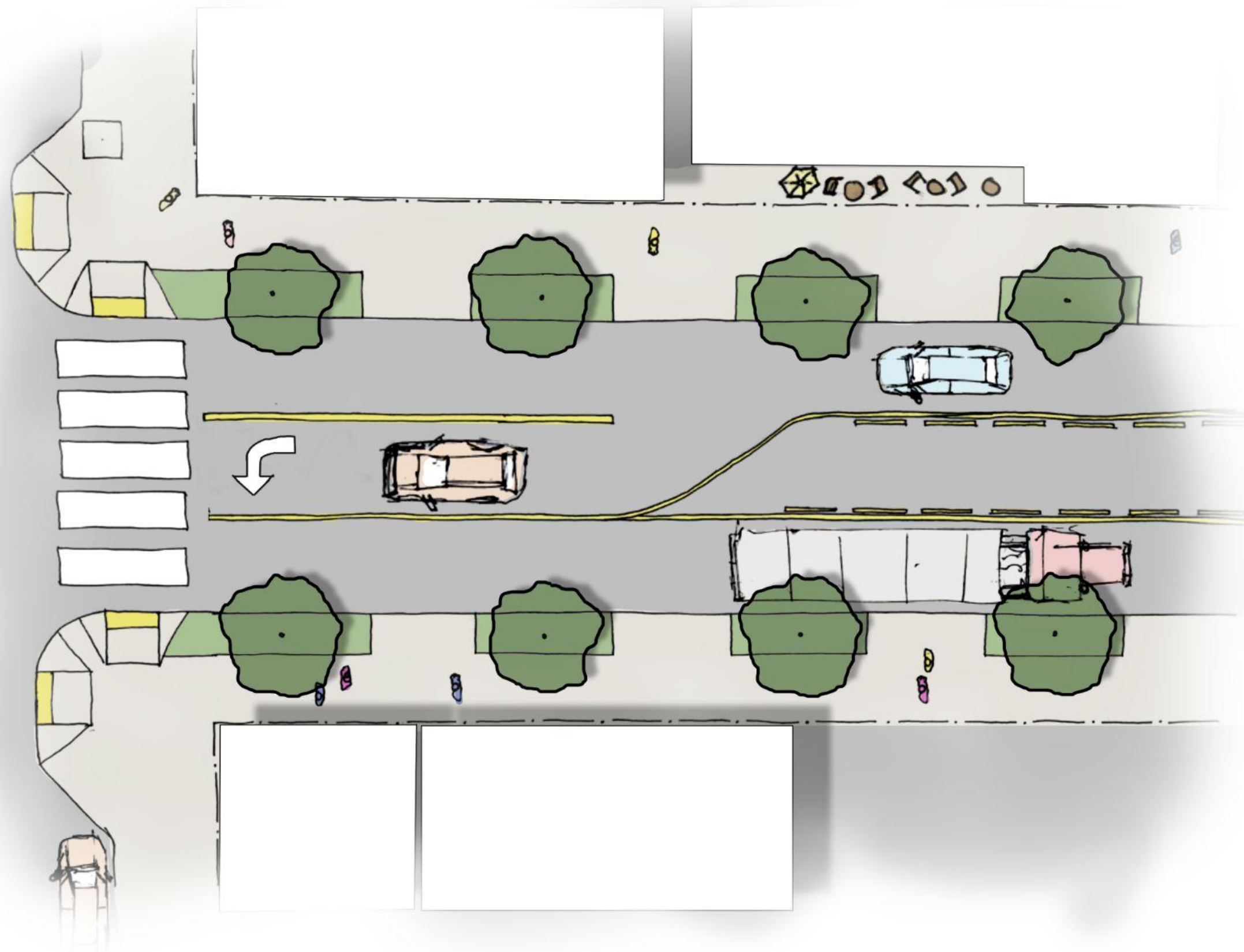
- Reduced lanes width from excessively wide today
- Widens sidewalk and provides landscaping
- Requires parallel route bikeway (potential on NE 1st with bikelanes or shared street)

NE 1st and SE 1st BIKEWAY

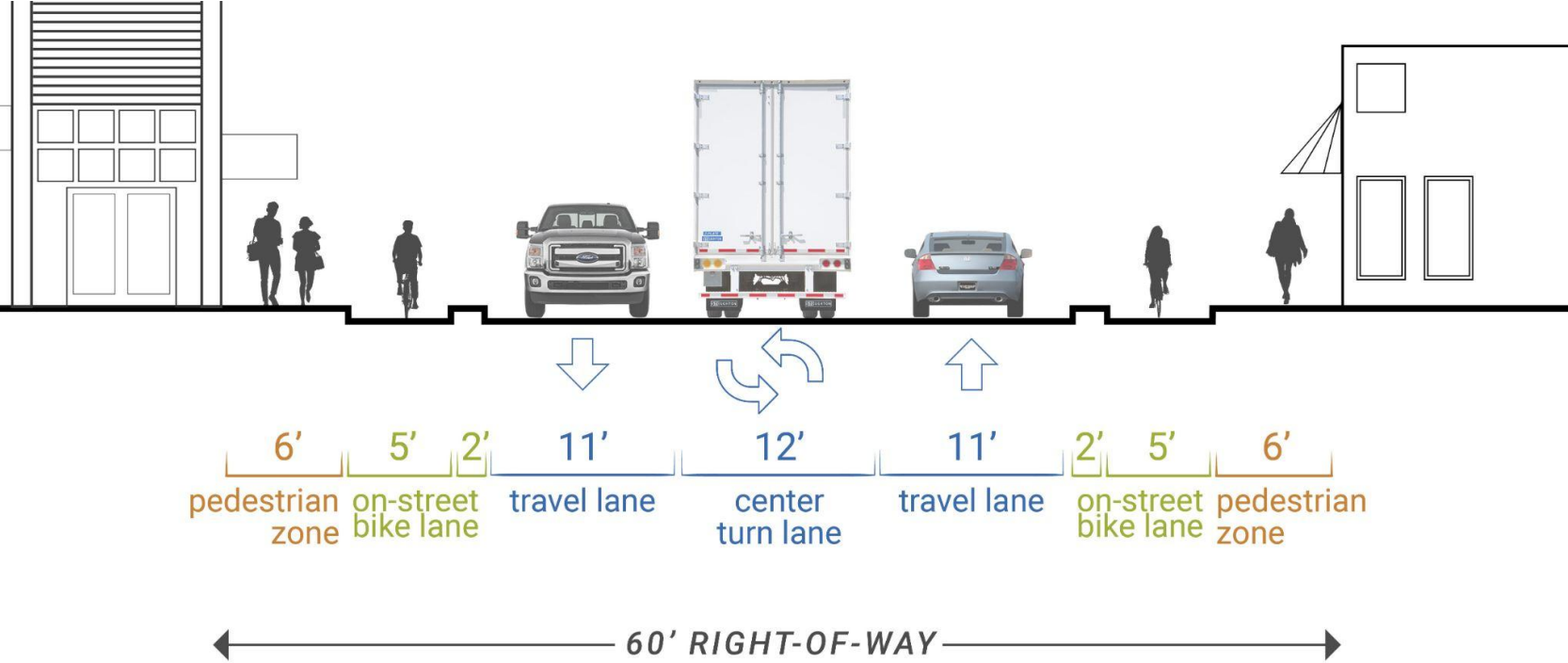
- Option 1: Shared bike and vehicle lanes (2 lanes)
- Option 2: Remove parking, add bike lanes



CONCEPT A. HWY 20 TWO-WAY | HIGHWAY 20 (60' WIDE) THREE-LANE IMPROVEMENTS

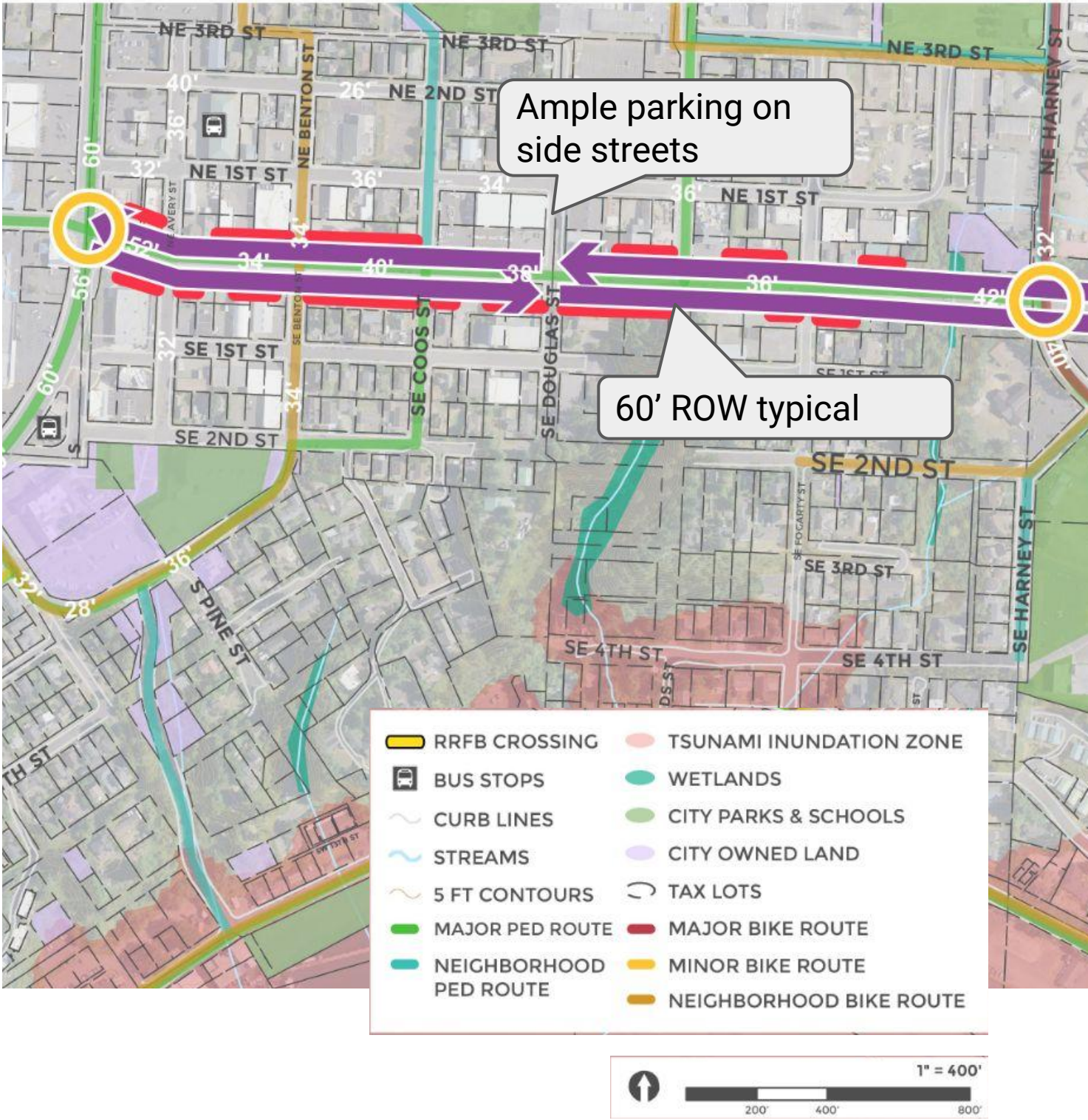


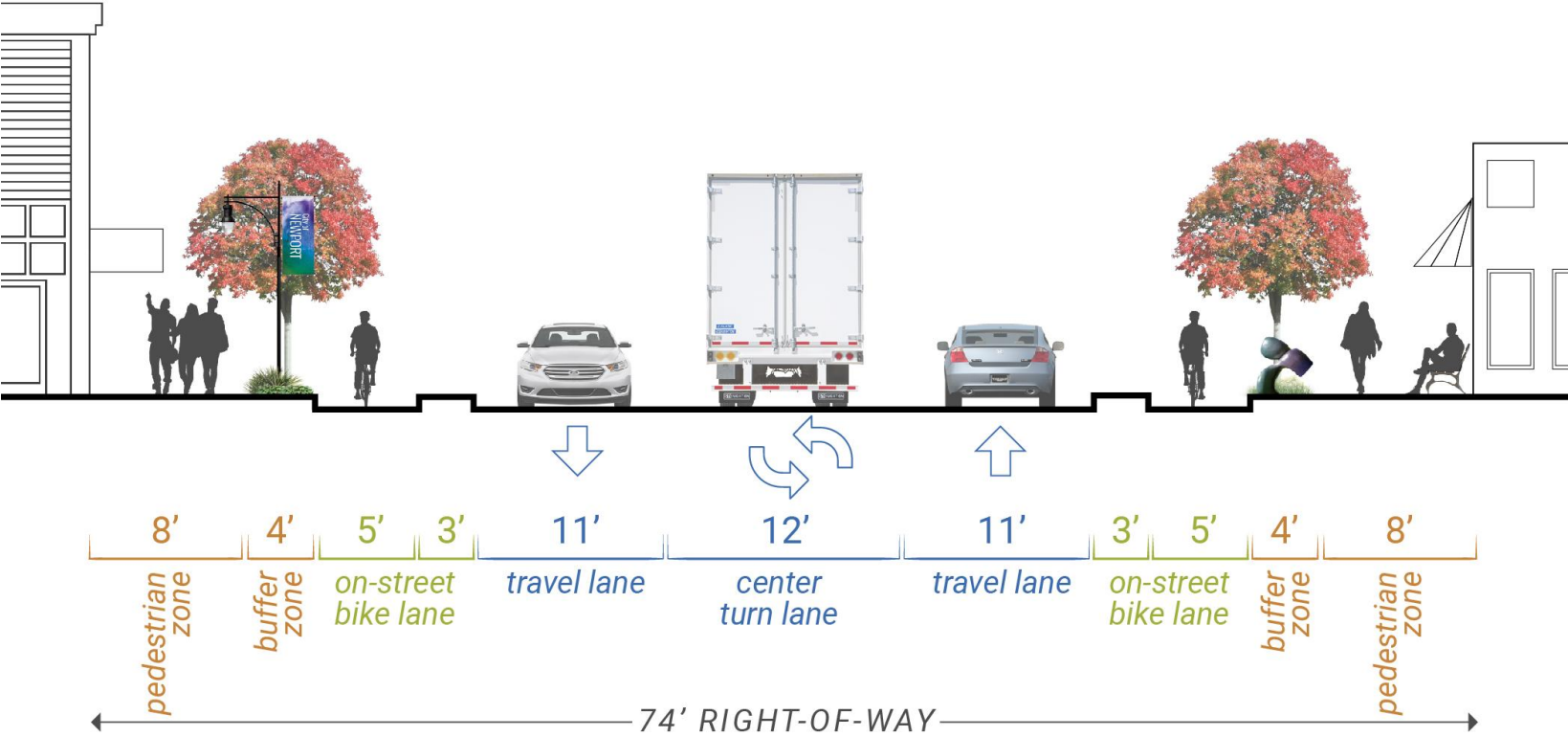
- — WIDER SIDEWALKS AND SEATING
- — VEHICLE LANE
- — CENTER TURN LANE
- — VEHICLE LANE
- — WIDER SIDEWALKS AND SEATING



HWY 20 TWO-WAY: BIKEWAYS

- Reduced lanes width from excessively wide today
- Protected bikeways in both directions
- Minor sidewalk improvements and gap filling



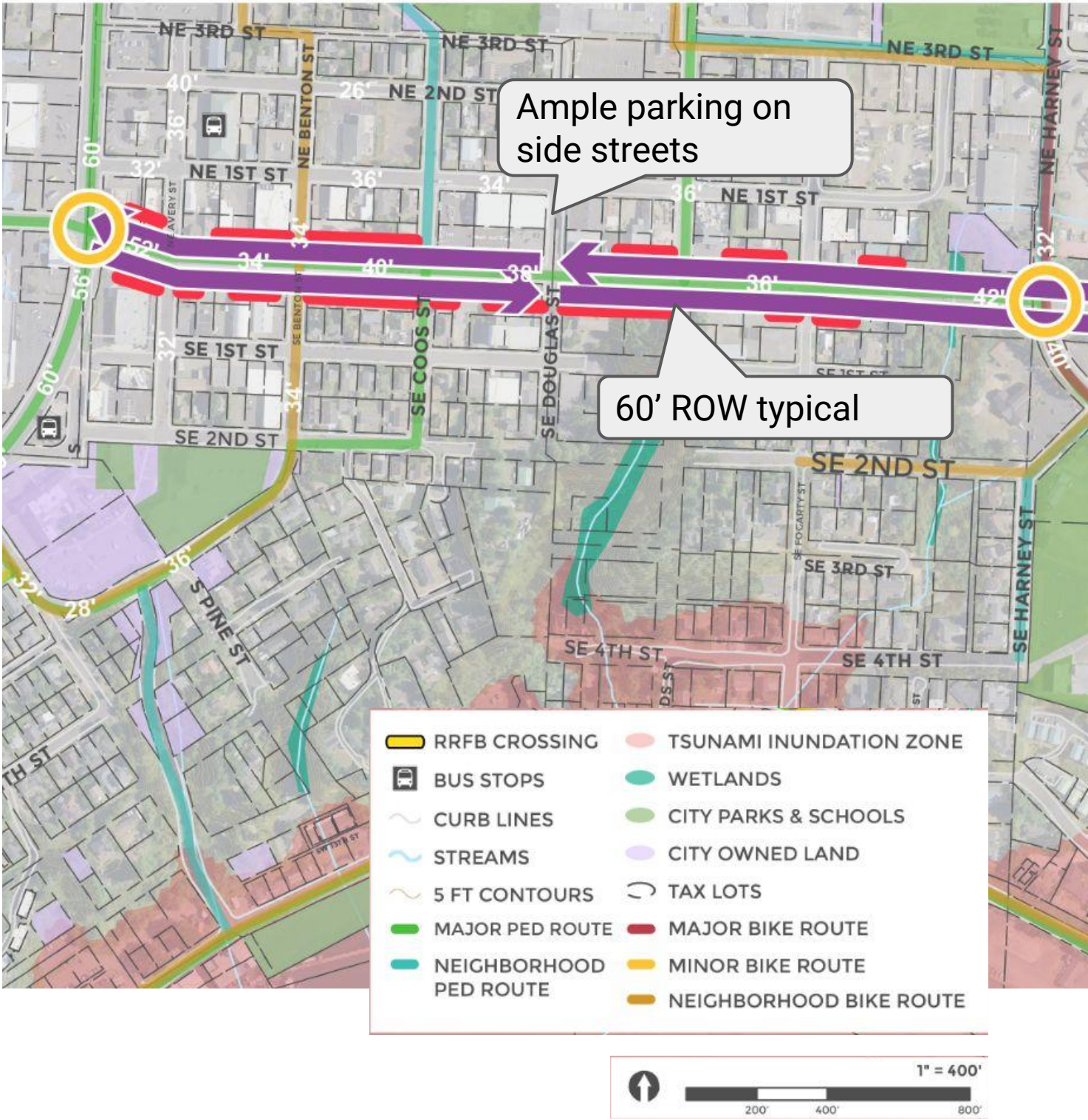


HWY 20 TWO-WAY: WIDER ROAD OPTION

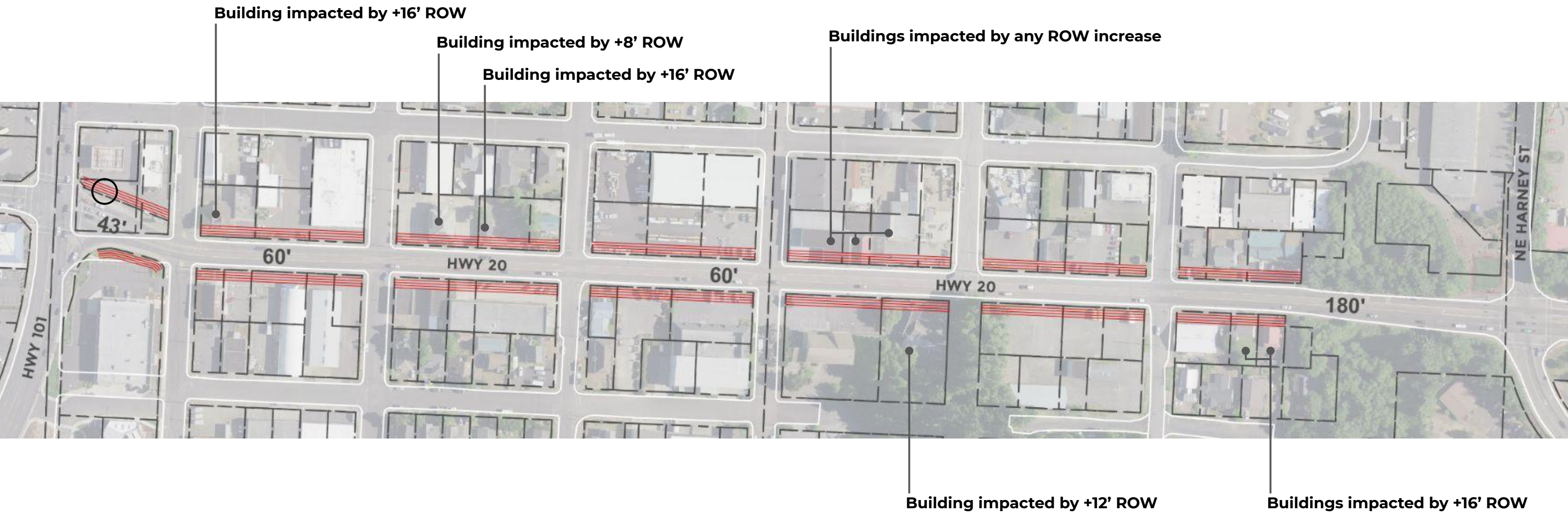
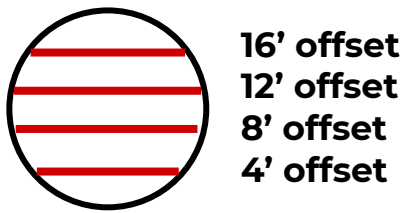
- Requires ROW acquisition of 10-14'
- Adds protected bikeways in both directions
- Provides for wider sidewalks and landscape

TO CONSIDER

- Cost and complexity of ROW acquisition likely to yield only marginal economic activity improvements



CONCEPT D. HWY 20 TWO-WAY | ROW STUDY



SITE ACCESS AND VISIBILITY

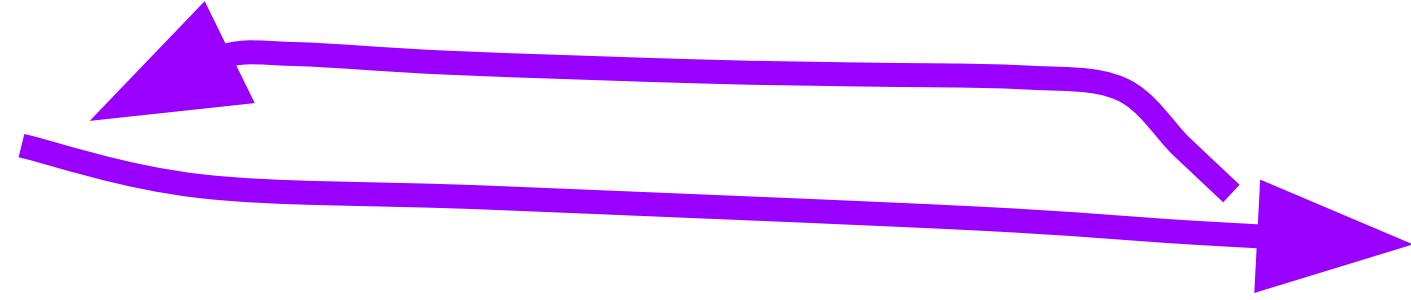
- Overall streetscape improvements enhance business presence
- Multi-modal routes and a variety of side street parking options

WALK & BIKE

- Larger, more amenitized sidewalks
- Protected bikeways on highway in some of the 3-lane options

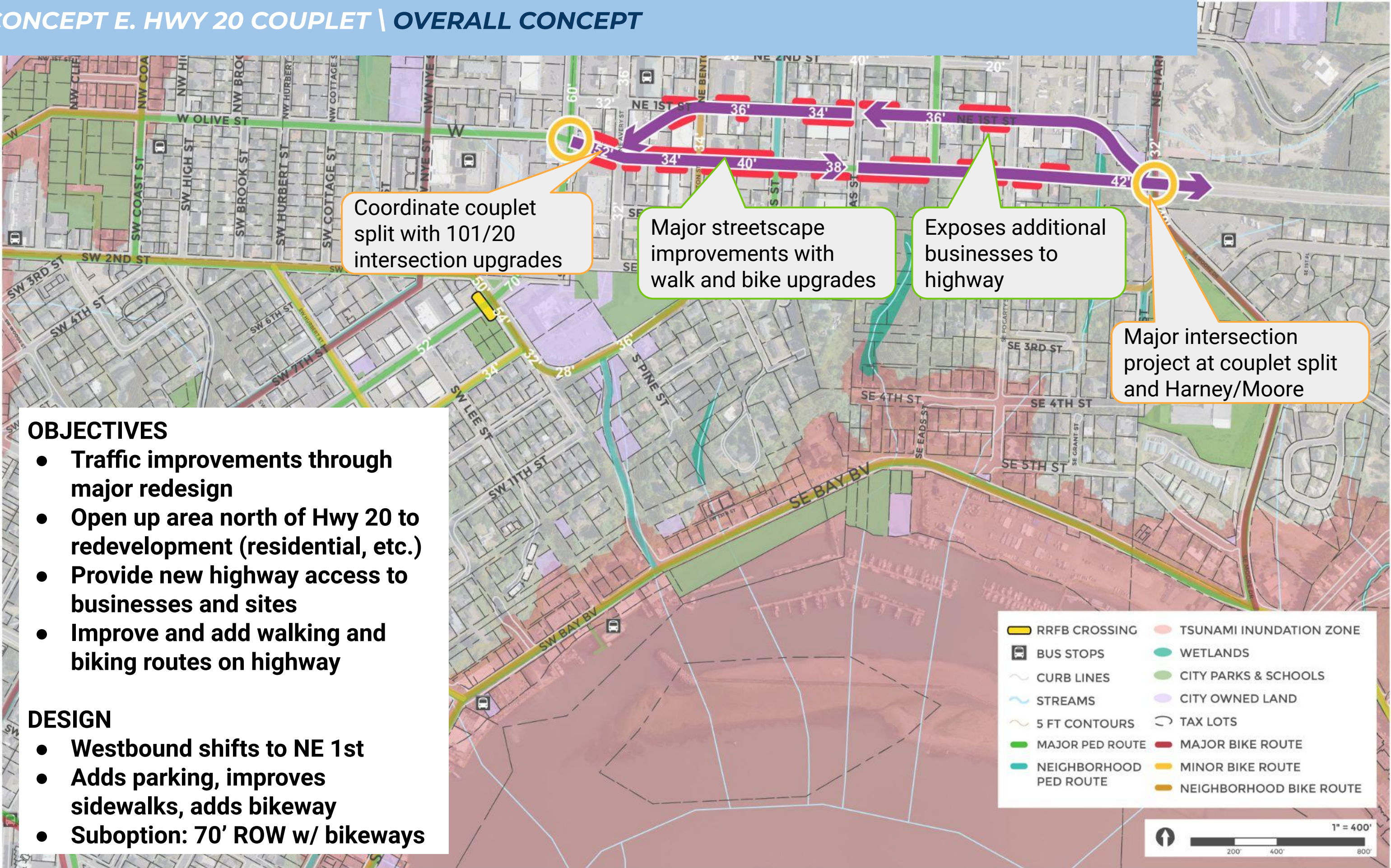
TO DISCUSS

- Do you support this improvement to Hwy 20 mobility while keeping street and neighborhoods north and south more local-feeling?
- Are bikeways better provided on Hwy 20 or on a parallel nearby street?
- Which intersecting streets are most important for citywide connections?
- Will this help both revitalize existing businesses AND spur new development?



CONCEPT E. HIGHWAY 20 COUPLET

CONCEPT E. HWY 20 COUPLET \ OVERALL CONCEPT

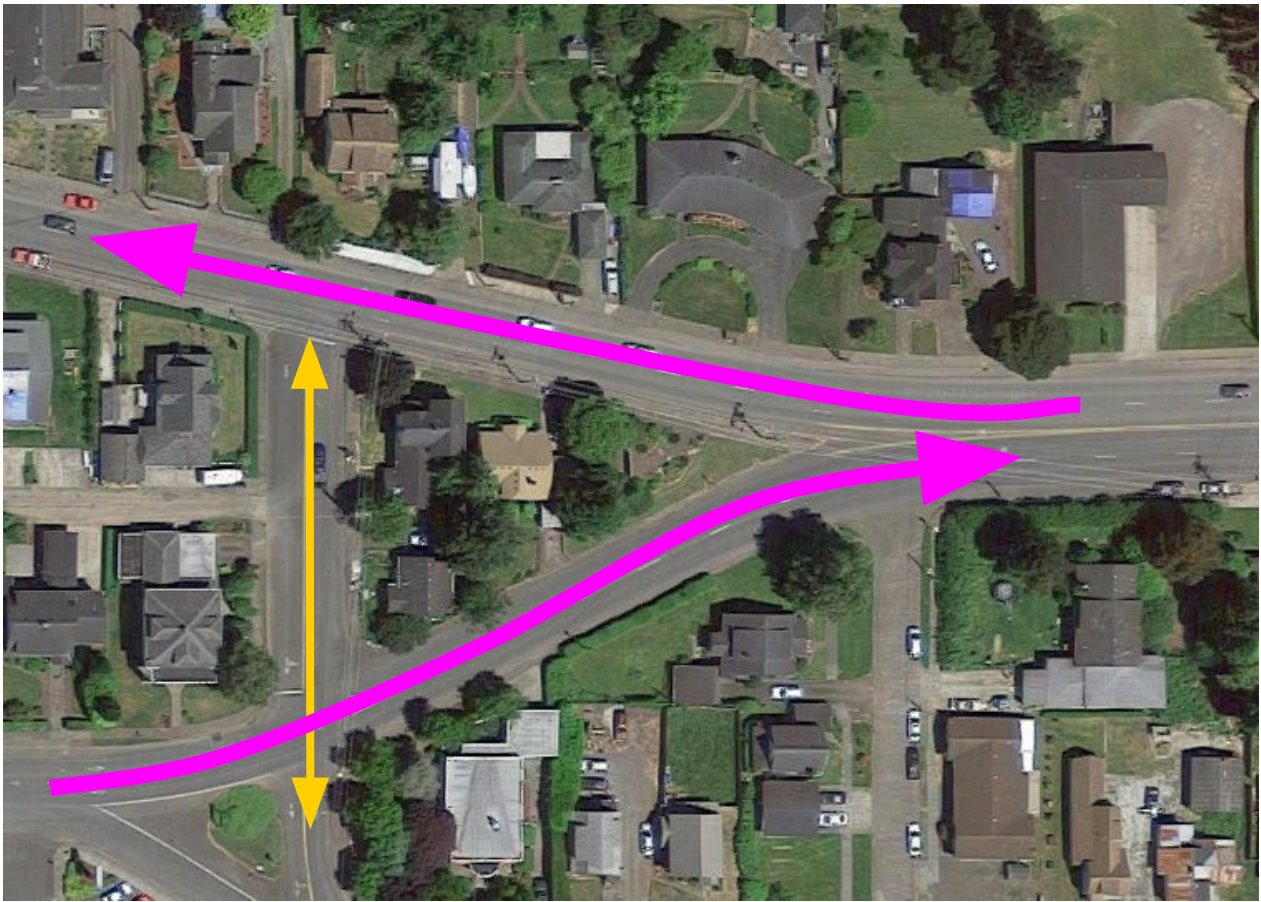


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

PHILOMATH, OR - HWY 20

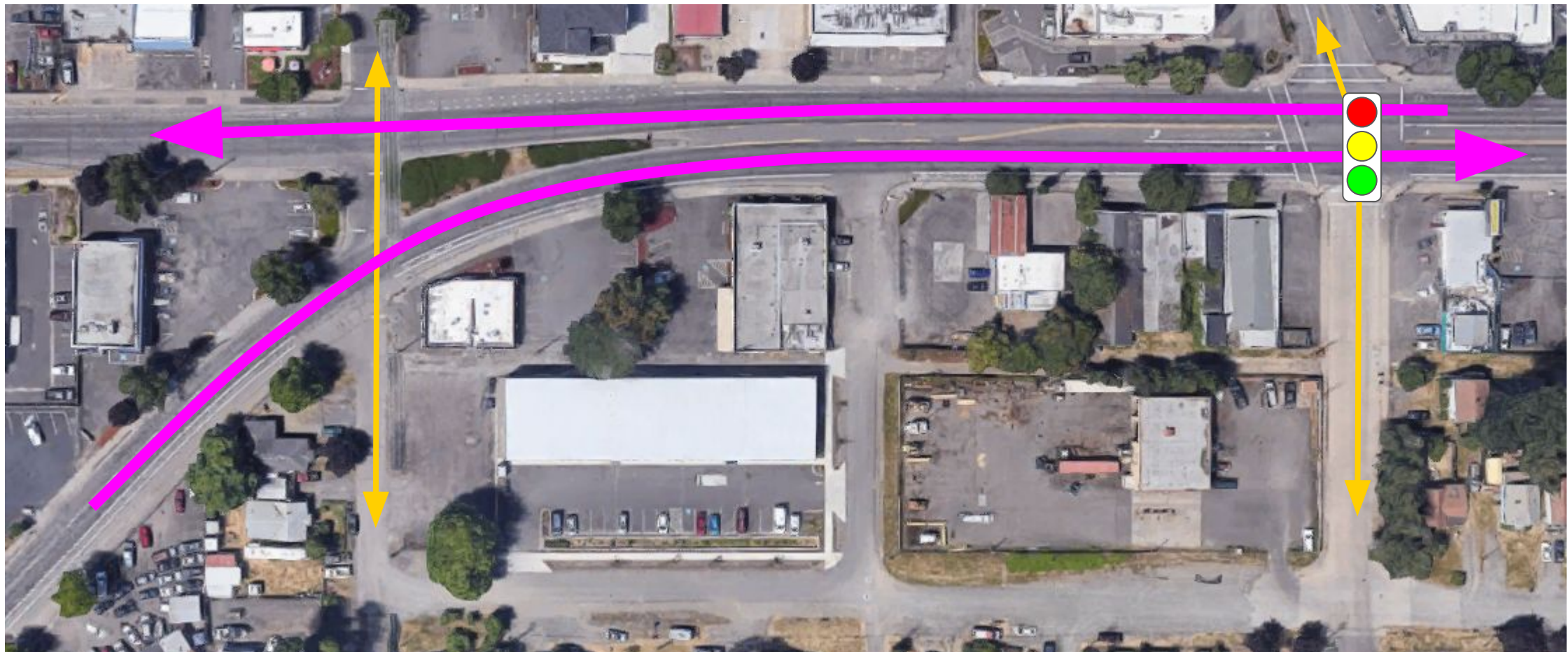


TILLAMOOK, OR - HWY 6

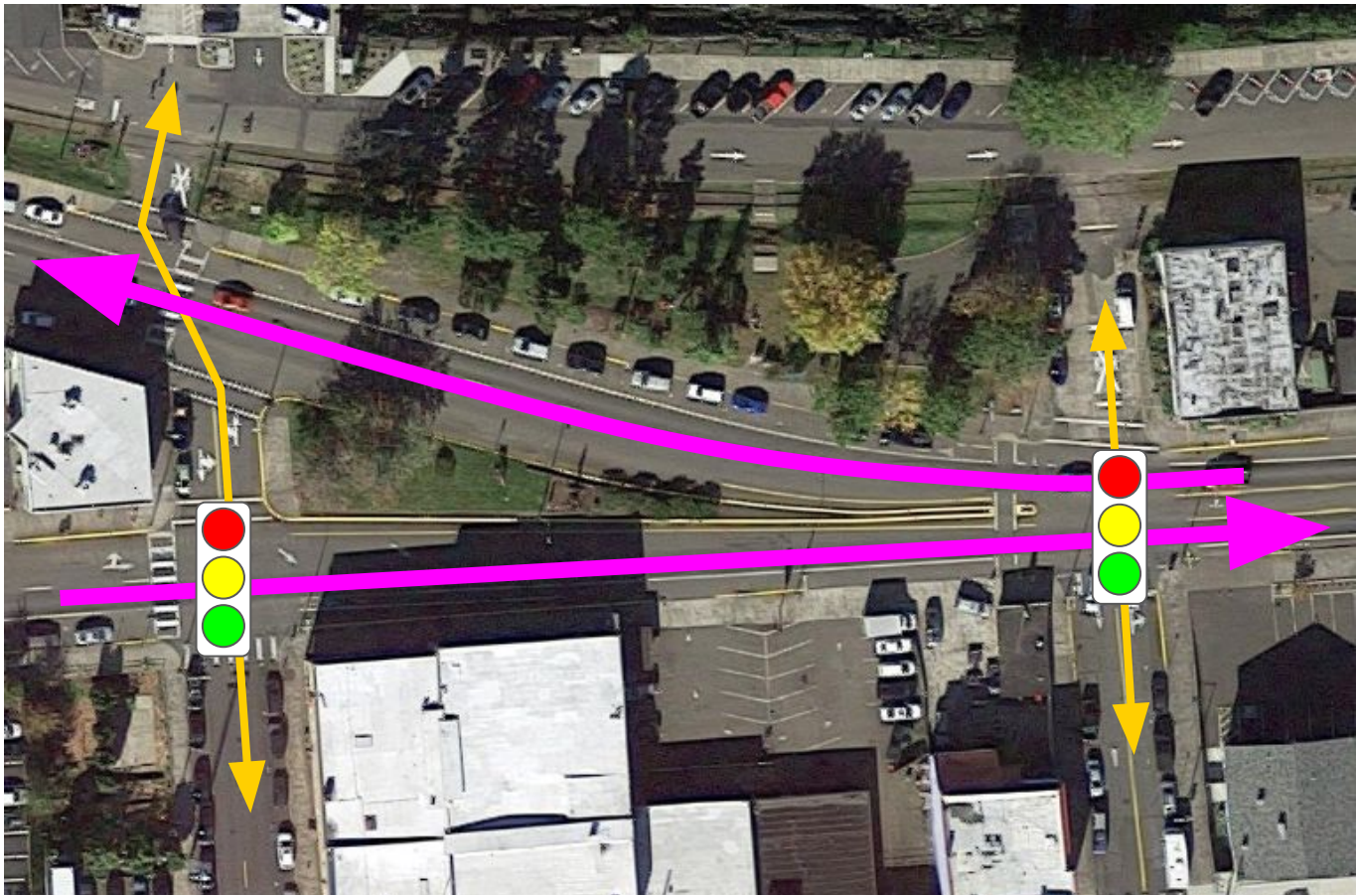


CONCEPT E. HWY 20 COUPLET \ EXAMPLE COUPLETS

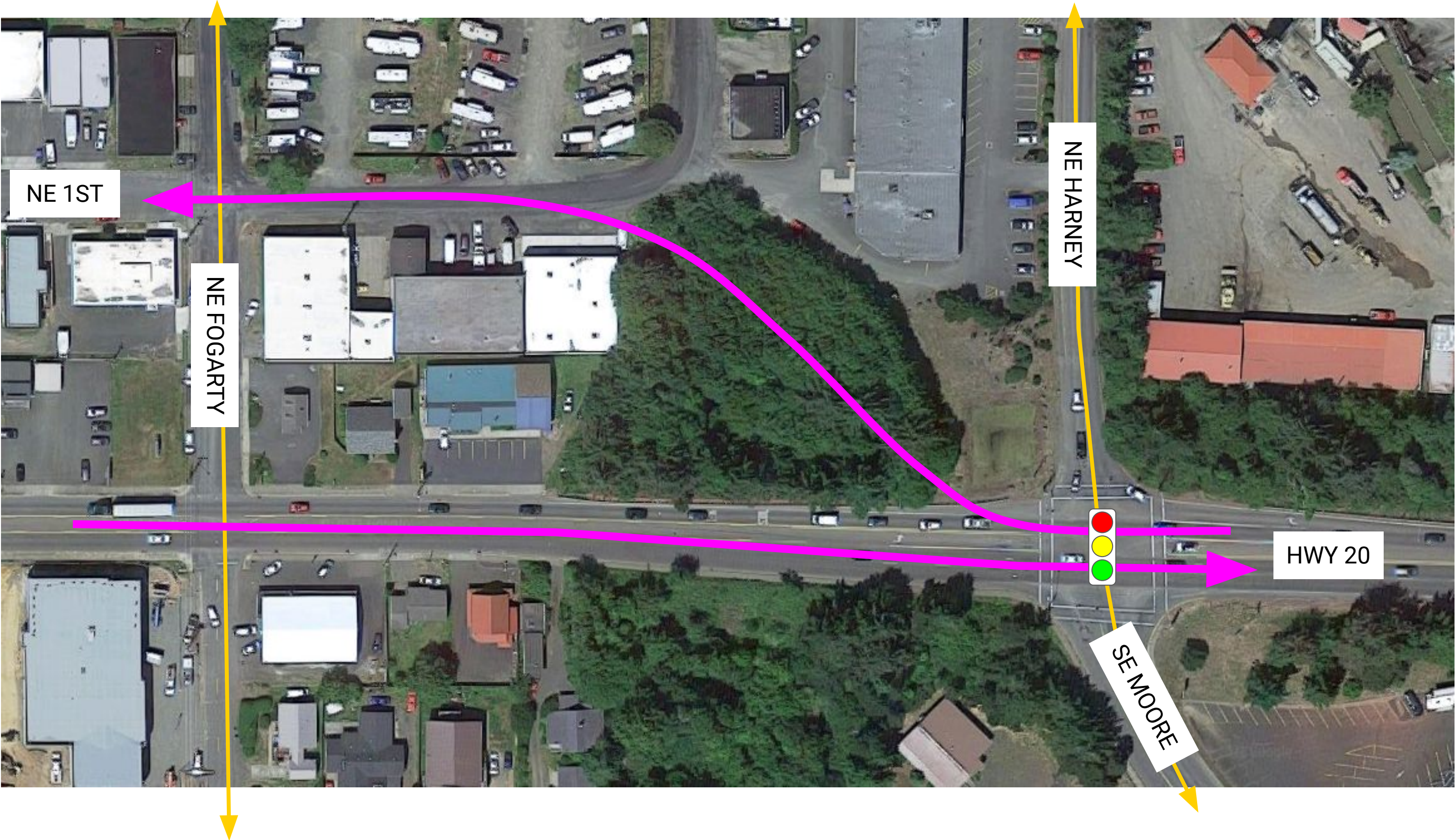
SPRINGFIELD, OR
- HWY 126



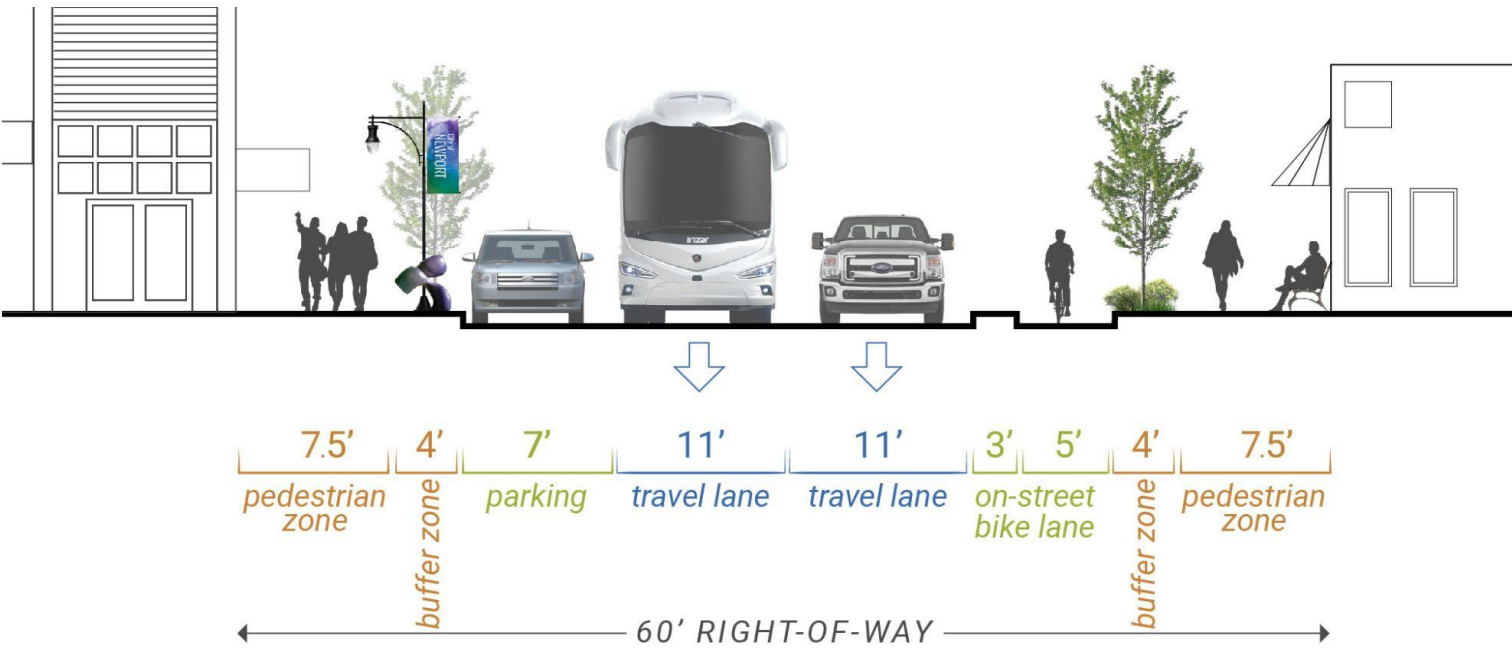
ASTORIA, OR - HWY 30



CONCEPT E. HWY 20 COUPLET \ POTENTIAL ALIGNMENT

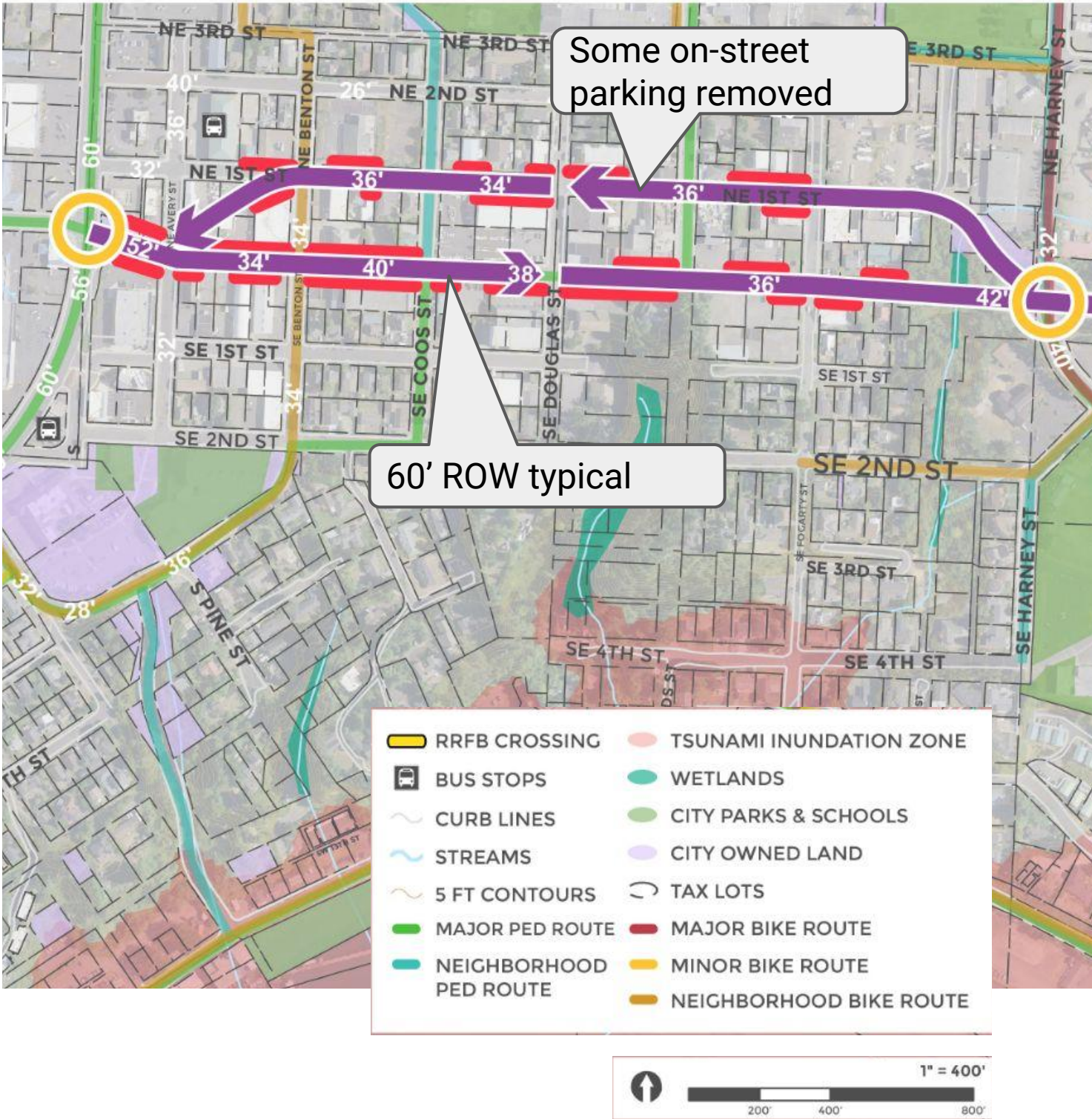


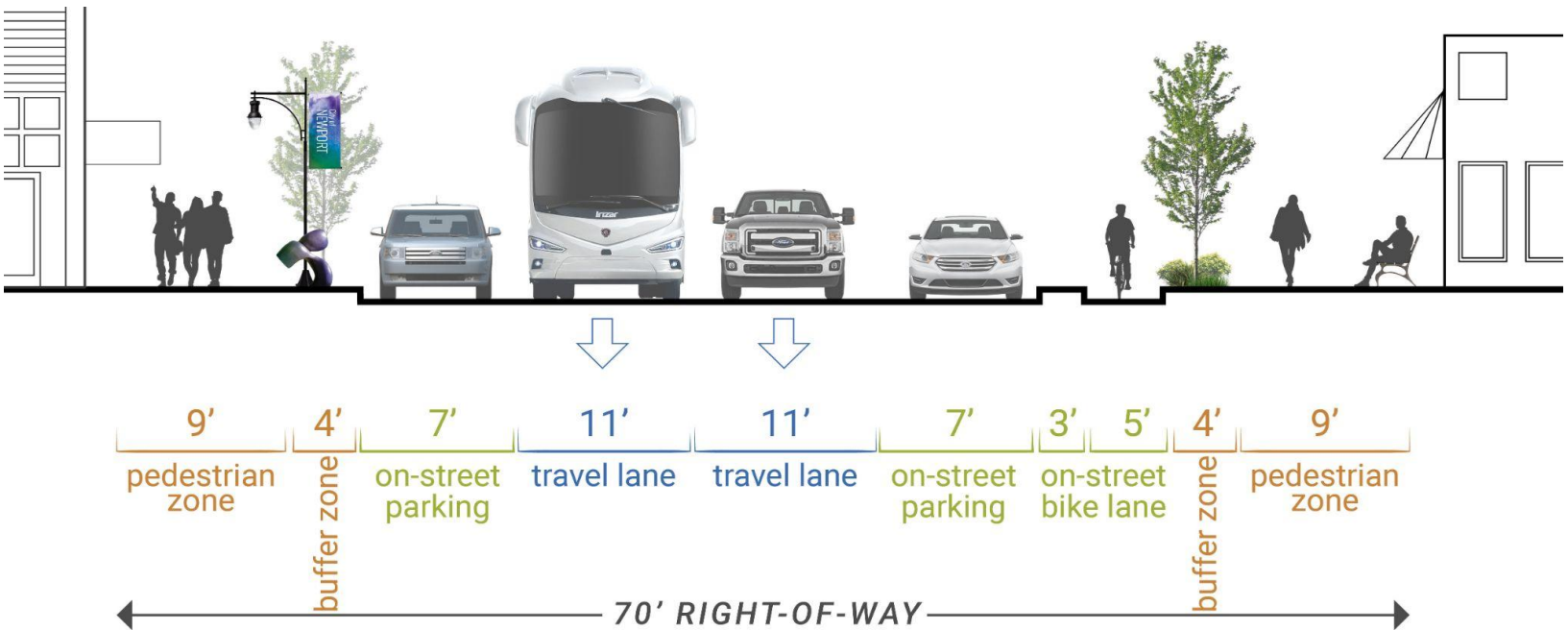
CONCEPT E. HWY 20 COUPLET \ VEHICLE OPERATIONS & WALK/BIKE



HWY 20 BOTH SEGMENT: 60' RIGHT-OF-WAY

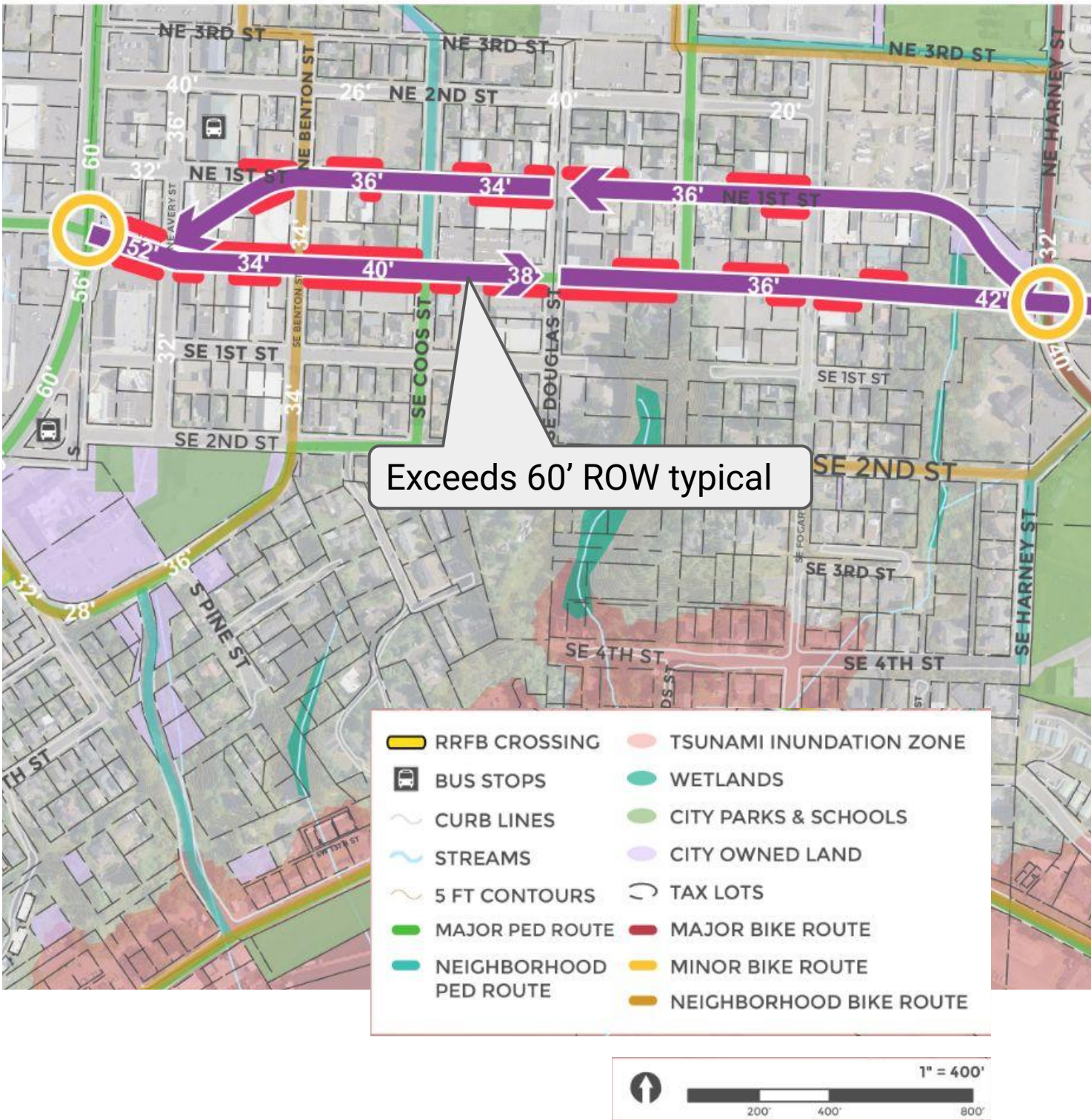
- Two vehicle lanes
- Parking on one side (or both with no bikeway)
- Protected bikeway and wider sidewalks





HWY 20 EASTBOUND (ORIGINAL HWY 20): 70' RIGHT-OF-WAY

- Requires acquiring 10' ROW
- On-street parking both sides
- Protected bikeway and wider sidewalks



CONCEPT E. HWY 20 COUPLET \ GRID AND URBAN FORM

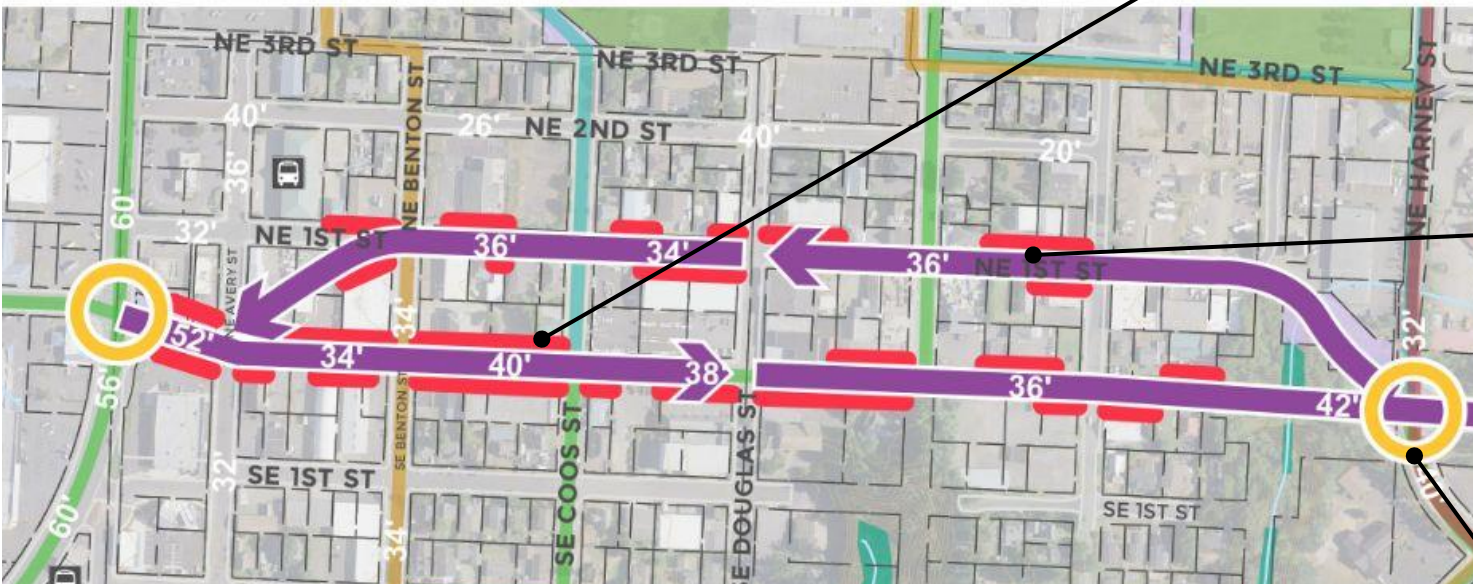
Business
redevelopment



Bikeway



Gateway and
welcome



SITE ACCESS AND VISIBILITY

- Additional properties with new highway exposure along westbound couplet
- Can help clarify driveway access, street parking, and turn movements

WALK & BIKE

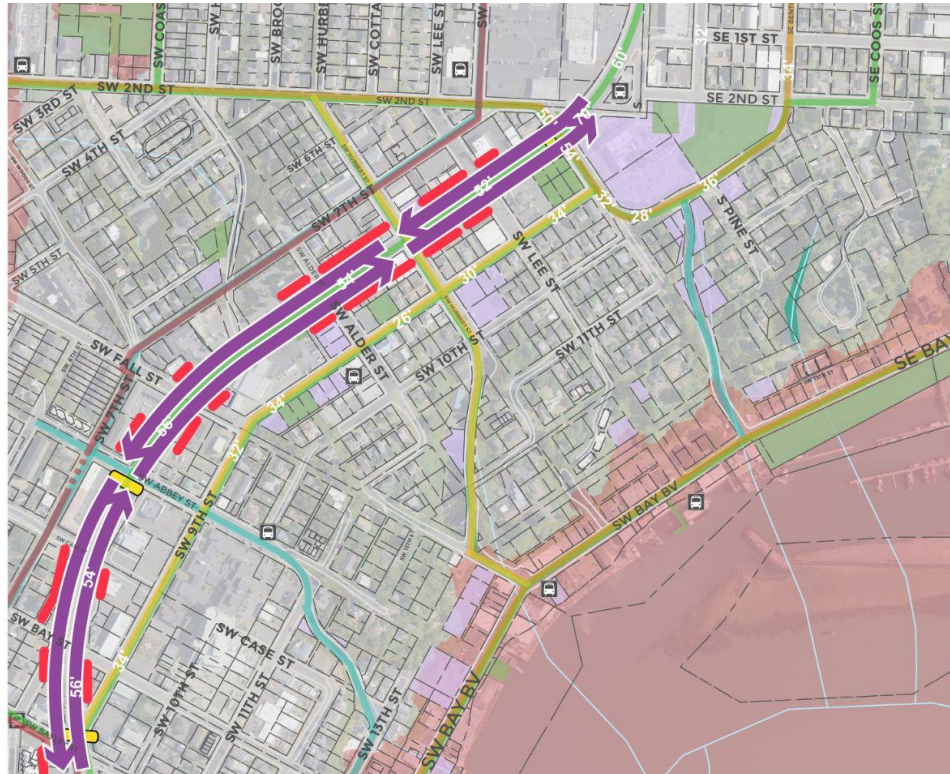
- Larger, more amenitized sidewalks
- Protected bikeways on highway

TO DISCUSS

- Are sites along NE 1st viable to activate with new highway exposure?
- Or does a highway interfere with vision for a residential-focus neighborhood?
- Will this help both revitalize existing businesses AND spur new development?
- Is this configuration necessary to provide future highway mobility?



CONCEPT A. TWO-WAY



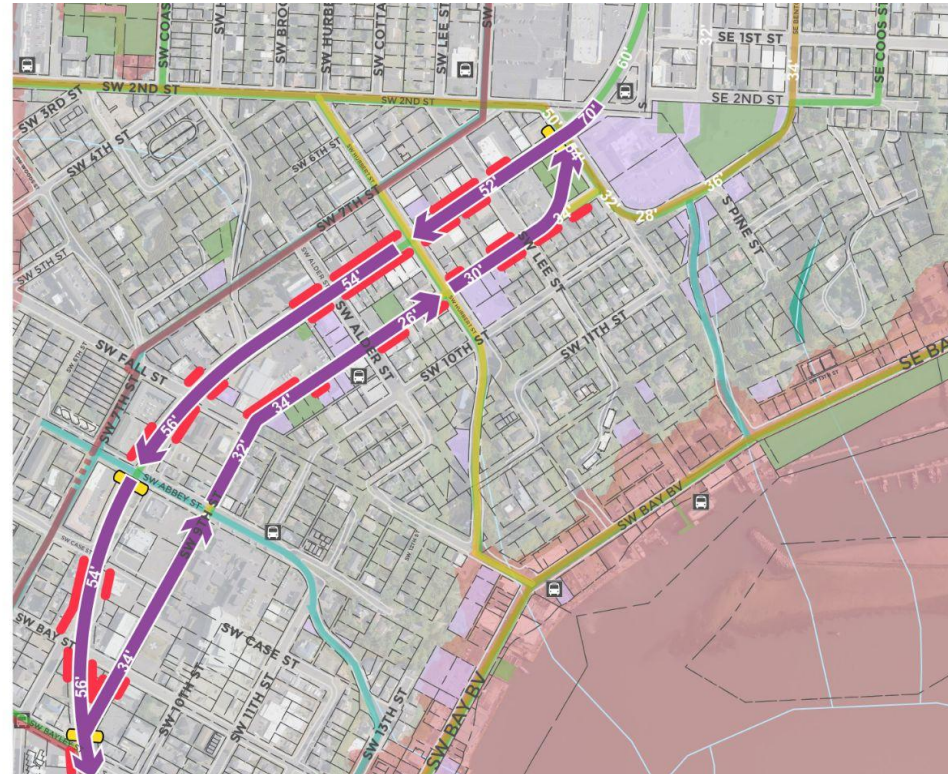
BIG IDEAS

- **Simpler overall project**
- **Doubles-down on current 101**

CONCERNS

- **Needs further study of 4-lane and 3-lane traffic flow**
- **Doesn't expose SW 9th sites**
- **Impacts of keeping or removing on-street parking**
- **Bikeway on 101, or parallel route?**

CONCEPT B. LONG COUPLET



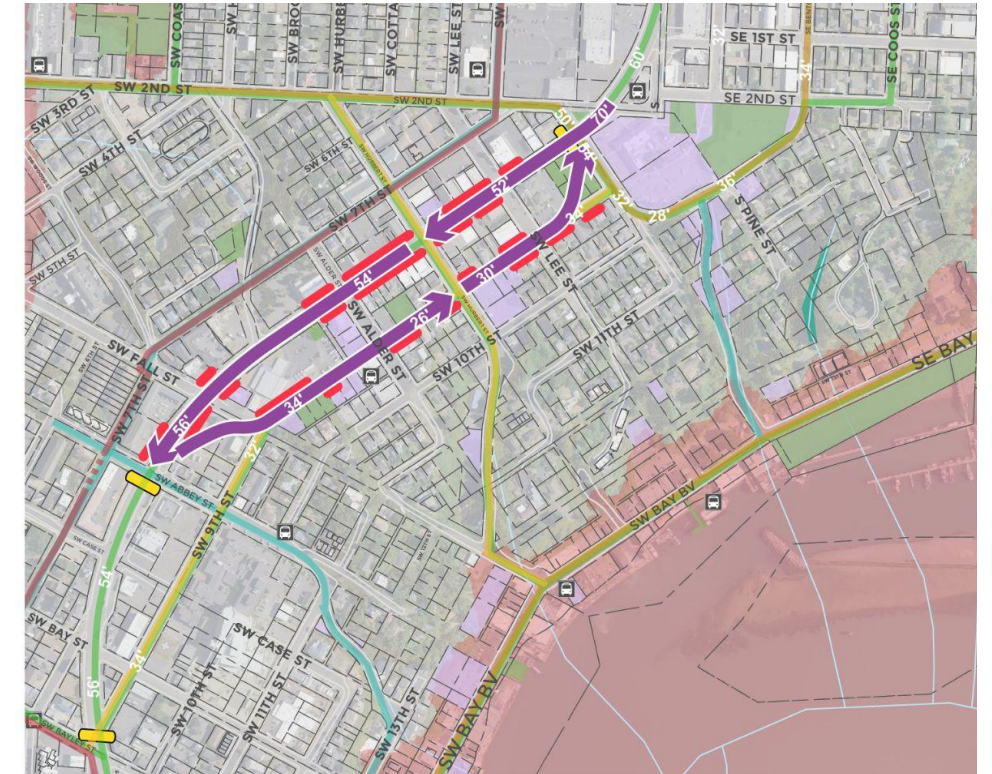
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on SW 9th

CONCERNS

- **May stretch the investment too thin - pursues too much “main street”**
- **Is it necessary for traffic flow?**
- **Site access concerns - especially southern segment**

CONCEPT C. SHORT COUPLET



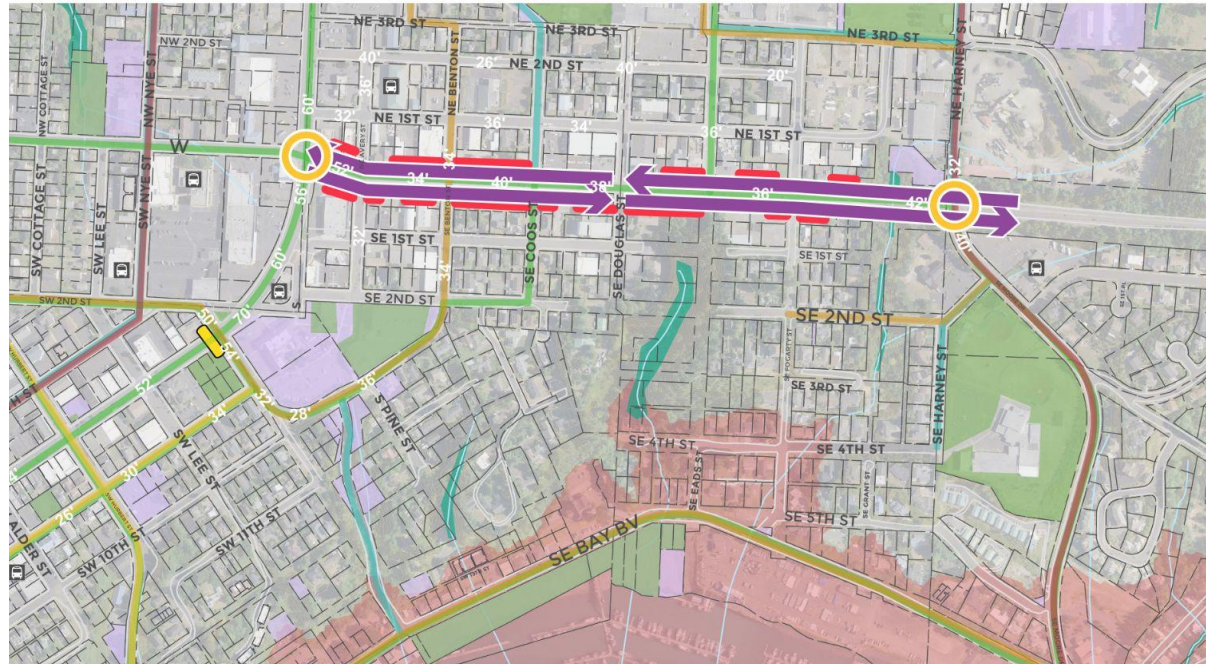
BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on a smaller segment of SW 9th

CONCERNS

- **It is worth the disruption - for economic benefit and mobility?**
- **Is it necessary for traffic flow?**
- **Less investment and connectivity in southern segment**

CONCEPT D. TWO-WAY



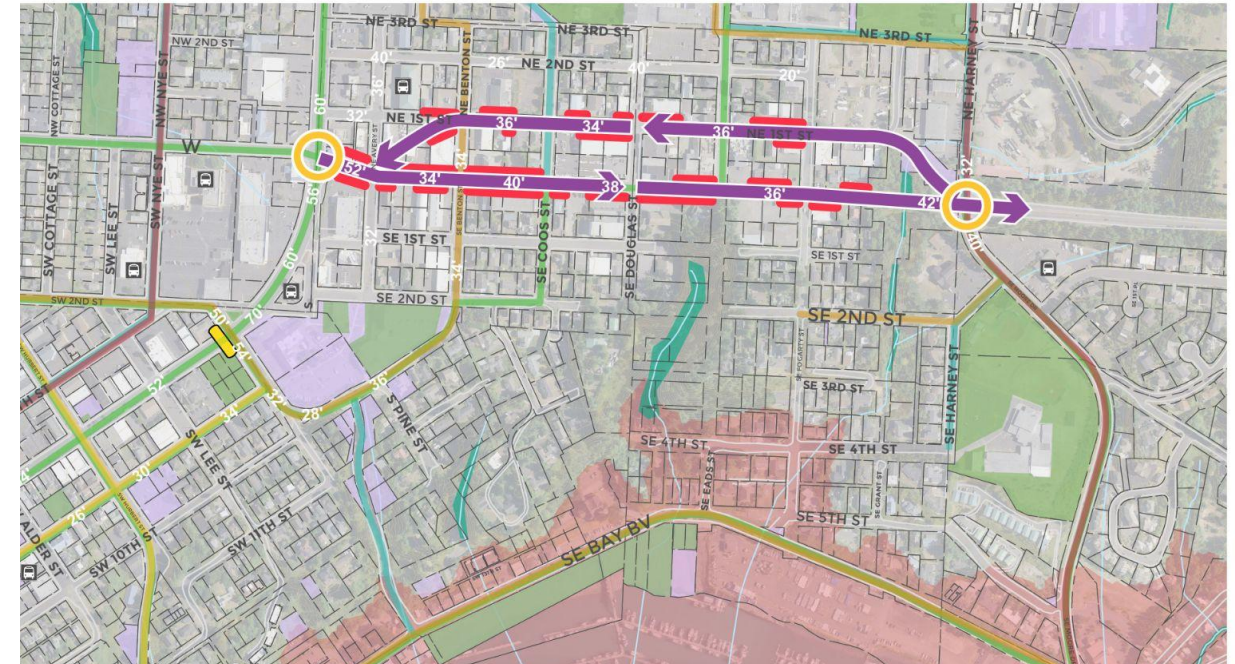
BIG IDEAS

- Simpler overall project
- Doubles-down on current 20
- Takes advantage of readily-available traffic calming opportunities and potential walk/bike routes
- Allows more locally-driven transformation on NE and SE 1st

CONCERNS

- Might not have a big transformative effect on sites and businesses
- Is it sufficient for traffic flow?
- Future of 101/20 intersection

CONCEPT E. COUPLET



BIG IDEAS

- Major traffic flow overhaul
- Space for walk and bike improvements
- Exposes new sites on NE 1st

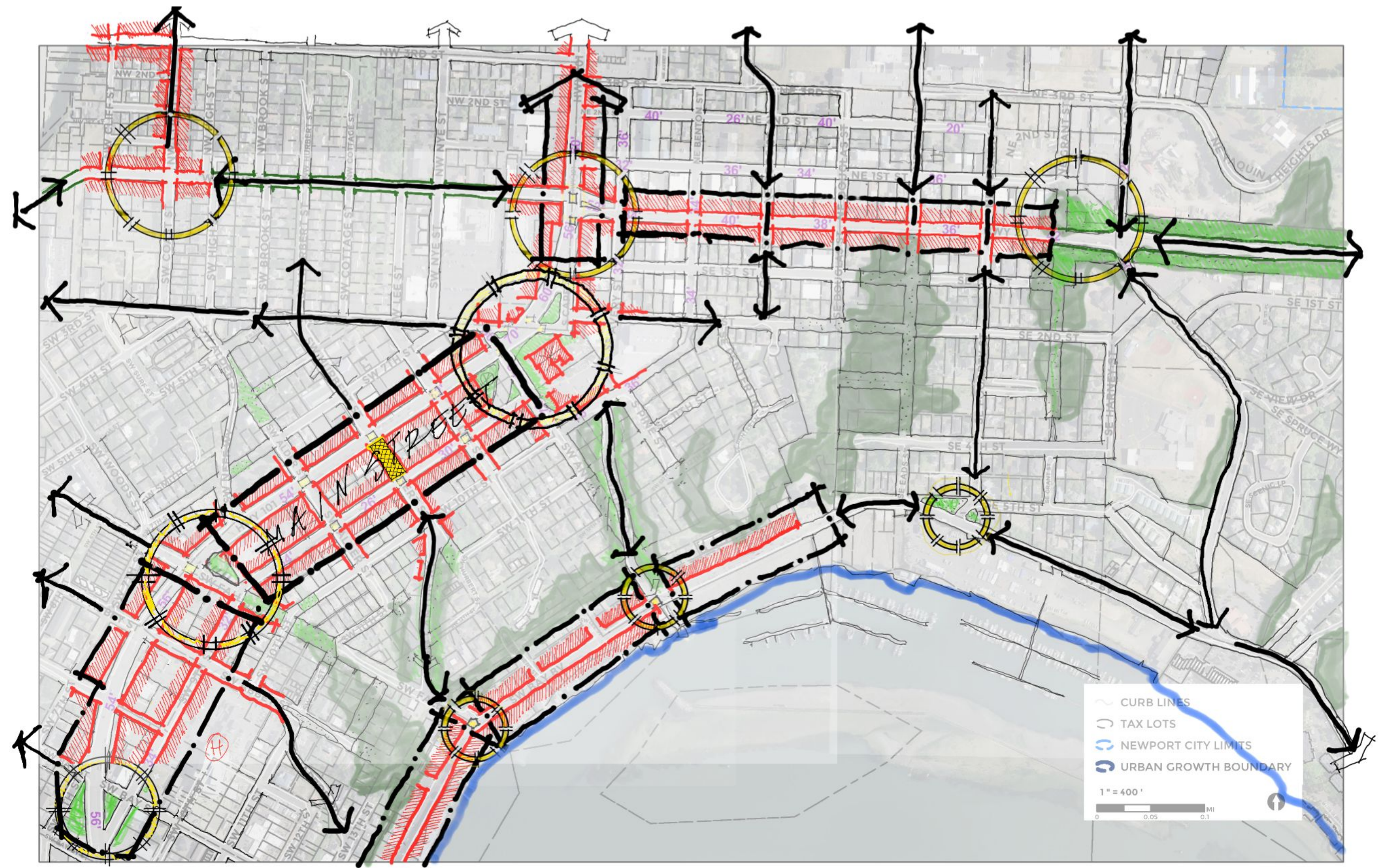
CONCERNS

- Could be unnecessary for traffic flow improvements?
- It is worth the disruption - for economic benefit and mobility?
- Maybe not ideal for the type of neighborhood and residential transformation you seek north and south of Hwy 20 route

PROPOSED EVALUATION CRITERIA

| EVALUATION CRITERIA | HWY 101 TWO-WAY | HWY 101 LONG COUPLET | HWY 101 SHORT COUPLET | HWY 20 TWO-WAY | HWY 20 COUPLET |
|--|---|--|---|---|--|
| Promotes mixed-uses and activity centers | <div>++</div> <div>Improvements focused on 101 existing “main street”; 101/Hurbert as major active corner</div> | <div>+++</div> <div>Several key gateway, plaza, and site redev. Locations along 101</div> | <div>+++</div> <div>Concentrates investment in existing most active 101 area</div> | <div>++</div> <div>Character improvements; opportunity for active corner redevelopment (at Benton, Fogarty)</div> | <div>+</div> <div>Desired land use character around NE 1st (local residential) not well supported by couplet</div> |
| Distributes transportation investment to the widest range of opportunity streets and sites | <div>++</div> <div>More so with 3-lane and bikeways; Improves 101 and key side streets</div> | <div>++++</div> <div>Exposes most blocks and sites to street upgrades and improved business visibility</div> | <div>+++</div> <div>Better site access, visibility, and circulation improvements in Fall-Angle corridor</div> | <div>++</div> <div>Overall streetscape improvements (on 20 and side streets) bolster business environment</div> | <div>+</div> <div>Accesses new sites; limited opps; diffuses commercial potential</div> |
| Improves overall mobility | <div>++</div> <div>Basic traffic calming and intersection cleanup; more so with 3-lane on 101</div> | <div>+++</div> <div>Longest stretch of new traffic pattern, bikeways, sidewalk upgrades, parking</div> | <div>+++</div> <div>New traffic pattern, bikeways, sidewalk upgrades, parking</div> | <div>+</div> <div>Basic traffic calming and intersection cleanup; clarify turns and side-street access</div> | <div>++</div> <div>New traffic pattern, bikeways, sidewalk upgrades, parking</div> |
| Improves walking and biking network | <div>+++</div> <div>Overall improvements and sidewalk widening; option for bikeways is a plus</div> | <div>++++</div> <div>Overall improvements provide benefits; new facilities on longest stretch of highway</div> | <div>+++</div> <div>Overall improvements provide benefits; new facilities on highways</div> | <div>+++</div> <div>Overall improvements; sidewalk upgrades; bikeway option on 20 and parallel streets</div> | <div>+++</div> <div>Overall improvements; sidewalk upgrades; bikeways on 20</div> |
| Increases streetscape improvement opportunities | <div>++</div> <div>Overall improvements; better with 3-lane option on 101</div> | <div>++++</div> <div>Allows most length space for streetscape upgrades</div> | <div>+++</div> <div>Allows much space to streetscape upgrades</div> | <div>++</div> <div>Overall improvements; better with 3-lane option on 101</div> | <div>+++</div> <div>Allows much space to streetscape upgrades</div> |
| Improves the street grid and urban pattern | <div>+</div> <div>Overall circulation improvements; related side-street impacts</div> | <div>++++</div> <div>Most extensive upgrades to highway segments and interconnected side streets</div> | <div>+++</div> <div>Major upgrades to highway segments and interconnected side streets</div> | <div>+</div> <div>Overall circulation improvements; related side-street impacts; link to 101/20 intersection work</div> | <div>+++</div> <div>Major upgrades to highway segments and side streets; potential for northward connections</div> |

POTENTIAL OVERALL HIGHWAY CONCEPT \ 101 COUPLET - 20 TWO-WAY



- Which concepts best support your vision for an economically and actively revitalized Downtown?
- Which concepts provide the most benefit for the investment?
- Do you have thoughts about bike routes on the highway compared with options on nearby parallel streets and paths?
- Do you support options that may remove parking from certain segments of the highways?
- Are there other concerns or questions you wish to see addresses?

***DRAFT for review of BPAC June 2021 meeting
for approval of BPAC July 2021 meeting***

***By-laws of the
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 Council on issues related to active transportation per Newport Municipal Code 2.05/”Boards and Commissions” sections 2.05.001/ “Applicability and Authority,” 2.05.001 “Board, Committee, and Commission Appointments and Service” and 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 three-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 meet twelve times a year, usually the second Tuesday of each month, unless circumstances do not allow.
2. Meetings are usually 5:30 to 7 p.m. Members may decide to continue a meeting at or near the scheduled meeting's end (7 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 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.
6. If membership quorum is not reached by ten or 15 minutes past the scheduled meeting time, the meeting shall be "called" by the Chairperson or, in their absence, an attending member.
7. At least four members, including alternate members, shall constitute quorum.

ARTICLE 6

Amendments

1. These By-Laws 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 _____

signed, _____
Mayor <name here>

Memo

To: Bicycle & Pedestrian Advisory Board (BPAC)
From: Beth Young, BPAC - Staff Liaison
Re: Rules and Ethics
Date: 6/4/2021



[This is the draft Memo that will be included in the Orientation Packet: I am including this in your June agenda packet FYI.]

General

The role of the BPAC is to advise the city council on active-transportation matters.

Members and Quorum¹

There are seven “regular” positions and three “alternate” positions on BPAC. Quorum is always four people, even when there are openings on the BPAC.

Voting

At meetings any member (regular or alternate) may be a part of any discussion. Usually only regular members may vote. However if three or fewer regular members are in attendance, all alternate members in attendance will be asked to vote. A simple majority vote passes a decision. The Chairperson can break a tie decision.

Public Figure

As a member of the BPAC you are a public official. As such you must follow the State of Oregon ethics laws.

Group Discussions

Up to three members may be in a discussion (in-person or virtual). Four or more members is technically a BPAC meeting without the necessary public notice.

Emails, etc.

Emails to the entire BPAC with links, forwarded articles, or attachments is a great way to educate each other on the ever-changing world of active transportation and is encouraged. However BPAC members should avoid a back-and-forth discussion sent, cc'd or bcc'd to all members. This also applies to social media and group texts.

Potential Conflict of Interest

If any BPAC member may even potentially benefit financially from a topic that is being discussed, that member should state that they have a “potential conflict of interest.” That is all that is required and the member may continue to be part of the discussion and vote.

Note

For a BPAC discussion of government ethics, please listen to or view the 7/28/20 BPAC meeting.

¹ the minimum amount of members necessary to conduct a meeting

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Welcome letter from Mayor Sawyer (1 page)

Welcome letter from Michael/Beth

Acknowledgement of Oregon Government Ethics Law (1 page; new member required to sign)

Bylaws

Current BPAC members (Contact Sheet)

Who is?

- Chairperson
- City Council Liaison
- Staff Liaison

Current BPAC Goals and Calender

List of Other Newport Advisory Committees

Addenda

Newport Municipal Code 2.05.055 and 1.05.055 (2)

Vision 2040 "Our Community Vision" (~32 pages)

A Quick Reference Guide to Oregon's Public Meetings Law (2007) –note I have in PDF format

Oregon Government Ethics Law: A Guide for Public Officials (2010)