

July 10, 2018

5:36 P.M.

Newport, Oregon

The City of Newport Bicycle and Pedestrian Advisory Committee met on the above date in Conference Room A of the Newport City Hall. In attendance were Marsha Eckelman, Wendy Henriksen, Wendy Engler, Susan Hogg, Jeff Pendleton, Daniella Crowder, and Michael Rioux. Also in attendance was Rachel Cotton, Associate Planner and Jenna Berman, ODOT Active Transportation Liaison. Not in attendance was Chuck Forinash and Nicole Fields.

ROLL CALL

Henriksen opened the meeting with a roll call.

ADDITIONS TO AGENDA

Henriksen asked for additions to the agenda. None were heard.

APPROVAL OF MINUTES OF THE MEETING OF JUNE 19, 2018

Cotton called for approval of the June 19, 2018 meeting minutes.

MOTION was made by Crowder, seconded by Henriksen to approve the meeting minutes of June 19, 2018. The motion carried unanimously in a voice vote.

ODOT ACTIVE TRANSPORTATION LIAISON

Jenna Berman gave a presentation to the AC on the Transportation System Plan (TSP) update and Safe Routes to School (SRTS) project funding opportunities. She noted that one of the requirements for SRTS projects was that they need to be part of a plan. Berman wanted to give the AC information on the SRTS program and what ODOT was looking for from applications.

Berman reviewed the SRTS program history and how it started as federally funded then went to become state funded. Hogg asked if there was a distance restriction for the program. Berman said it was one mile from schools. Berman thought that when looking at granting funds, ODOT would prioritize projects that were even closer to schools. The distance was also incremental based on age of students, in terms of how far they can bike or walk.

Berman covered the legislative history of SRTS Program funding. She reviewed the funds available through the program and pointed out that the bulk of them would go to the competitive grant program to build street safety projects, with lesser funding available for the rapid response program (urgent needs or systemic safety issues) and the project identification grant program, to assist communities in identifying SRTS projects. Berman noted that the minimum award amount for the competitive grant program was \$60,000 and the maximum was \$2,000,000. Hogg asked if they could combine grants to meet ADA requirements. Berman said any project ODOT funded would have to be ADA compliant. Hogg asked if there were other sources of funding for ADA. Berman said that ODOT was working on this but there was none at

present. She noted the first round of grants would be to Title I schools, and all Newport schools qualify as Title I.

Berman reviewed the grant timeline next. She said the competitive program applications for the first cycle would open in July, close in October, and applicants would hopefully receive notice in March. She said she would be applying for a couple grants herself and asked the AC to pass along information to her about the projects that applied to the state system to create a project list for Newport. Berman noted they could work on an application together as well.

Berman reviewed the criteria of the program that said projects needed to be in the public right-of-way. She noted there would be a 20 percent local match for total project costs required. This would grow from 20 to 40 percent in future years but would be held at 20 percent for Title I schools. Berman said if there was a project that tied into the city's SRTS project that had been constructed within the past two years, that could be used as the 20 percent match. Schools needed to provide a letter to say they were supportive, but they would not be the applicant.

Berman reviewed project samples next. These included rapid flashing beacons, safe pedestrian crossings, and road diets or lane reconfigurations. Engler asked where diets had been done. Berman said Ashland did one on Highway 99 and eastern Oregon had some other examples. Other project samples were bike signals, leading pedestrian intervals, and buffered bike lanes. Henriksen asked about using beacons for school zones to slow down speeds. Berman said there was better compliance when the signs said "when flashing" and thought a grant could be written for flashing beacons for school zones. She also noted that if the current TSP showed there was value in safe routes, projects would qualify.

Berman said there would be the same reviewing committee for both infrastructure and non-infrastructure programs. She said in terms of the scoring, criteria would be weighed by Title I schools at the top, then safety issues around the school, K-8th schools, and other projects that the SRTS project could tie into.

Berman gave a couple tips from the program manager. She said cities could apply for more than one grant. If Newport delivered the project, it would be a positive thing because ODOT had limited capacity to do work. Berman also said letters of support would help. She reported that the Oregon Transportation Infrastructure Bank was a program that had resources to provide a quick loan from ODOT that could be used for the 20 percent match. Berman gave examples of how to leverage another project as the 20 percent match for the project the city would be applying for.

Henriksen asked for clarification on who would identify Safe Routes to Schools projects and potential grants to apply for from the City. Cotton explained that since the eligibility was opened up to within a mile of schools, it would be centered around most of central Newport, with a focus around the schools. She stated that no bike or ped. improvements on Highway 20 were in the current TSP and didn't think the City would be ready to submit an application until the TSP update is done. She said the current decisionmaking on the layout and traffic circulation around the County Commons would affect future SRTS concepts as well. Cotton said there would be an AC member on the TSP update committee who would be able to represent

the AC. She said there would be a combined effort between Public Works and the Community Development Department to apply for SRTS grants in the future.

A discussion ensued regarding how to get Newport schools involved in Bike and Walk to school days when they had been unwilling to participate the previous year. Cotton noted the County Public Health Department had an Americorps Vista who was helping her to assess the city's sidewalk conditions.

Berman reviewed the Oregon Coast Bike Route plan next. It was a two to three year planning study, currently in its first year. They are looking at the full route, if it was in the right place, and how it could be improved. They would be doing outreach to get feedback. Berman covered the different advantages Oregon had to get cyclists to use the route. She felt two of the issues that were coming up were transit connections and how people got back after they rode the route. Berman said infrastructure was another issue. ODOT was assessing the entire shoulder width along the coast line. A tough discussion for ODOT was determining who the typical rider was to understand what the standards should be. The next public outreach would be to determine what projects were happening in communities and how ODOT could make sure the shoulders were wide enough for bike lanes. Berman said a problem with bike tourism was that they didn't have secure pods for people to park their bikes and gear when they wanted to stop and leave their gear to spend time in different communities. She said improvements to bike parking could be called out in the TSP. Berman noted that ODOT was willing to install sharrows on the Yaquina Bay bridge, but the city would have to maintain them.

Hogg asked if funding was available through ODOT and the Oregon Coast Bike Route for safety issues and improvements, in particular on Oceanview Drive. Berman said every time a problem area was identified through local TSPs and the Oregon Coast Bike Route plan, it would be more likely to get a grant. There was no funding attached to the Oregon Coast Bike Route plan, but it dictates prioritization for future funding.

A discussion ensued regarding different ways to expand bike lanes and to make roadways safer for cyclists. There was a suggestion to utilize speed bumps, with a note that feedback from Public Works has historically been that they were against them. Cotton said the AC needed to watchdog what was happening with the TSP, to be sure bicycle and pedestrian needs were included. Berman encouraged the AC to do research on what other communities are doing in regards to their TSPs and be involved in the TSP update process. She noted that TSPs were an idea guide and once the city would apply for a grant, that would be when the different specifics on projects such as crossings would be detailed.

BICYCLE/PEDESTRIAN ACCIDENTS

Cotton reported there was one bicycle/pedestrian accident in May which happened at SW Bailey and Highway 101. A turning vehicle hit a cyclist in the crosswalk.

There was one accident in June where the driver hit the passenger they just dropped off because they didn't know the passenger was walking behind the vehicle when backing up.

ADJOURNMENT

Having no further business, the meeting adjourned at 7:02 P.M.