

Waldport Transportation System Plan (TSP) Update

Project Advisory Committee (PAC) Meeting #2

Monday, May 20, 2019 – 1:00 to 3:00 p.m.

Waldport City Hall – 125 NW Alsea Hwy, Waldport, OR 97394

Meeting Organizer: Susan Wright, Consultant Project Manager

Meeting Attendees: Harry Dennis, Paul Virtue, Ray Woodruff, Kerry Kemp, Larry Lewis, David Helton, Susan Wright, Matt Bell

Meeting Purpose: The purpose of Project Advisory Committee (PAC) Meeting #2 was to review and discuss the future baseline transportation conditions in Draft Tech Memo #4 and potential alternatives in Draft Tech Memo #5.

Discussion Topics:

1. Draft Tech Memo #4: Future Systems Conditions (Susan, 20 min)
 - Can you explain the population forecast? It seems high.
 - Population estimates were developed based on coordinated population forecast.
 - Household growth reflects population growth and current zoning designations.
 - Employment growth
 - Employment estimates were developed based on historic employment growth in the City; about 70 jobs are assumed over the planning horizon.
 - An additional 130 jobs are assumed for the industrial area, which translates to about 200K square feet of industrial space, or 1/10 of potential.
 - The city is actively trying to create employment in the industrial areas, so they should have some growth that is higher than the historical growth.
 - The existing population estimate is higher than other estimates.
 - The existing population shown is based on the latest census data.
 - How do the estimates account for rentals?
 - Rentals are still considered households, they still generate trips similar to households; however, the impact may not be as significant year-round.
 - Future Deficiencies:

- How would closing Crestline Drive from Lint Slough Road to Cedar Street impact operations at other locations?
- Westbound left from Range Drive onto US 101, surprised there is not as many issues.

2. Draft Tech Memo #5: Alternatives Analysis and Funding Program (Susan, 30 min)

▪ Crestline Drive:

- Not a clear answer but keeping it open to two-way traffic makes the most sense for all modes.
- Could have an improvement in the unconstrained plan and not in the constrained plan.
- Larry – city probably needs to look further into the costs of improving.
- Susie – traffic could support a closure either temporarily or for construction (or permanently) and the local street recommendations are to improve lowland connections between Cedar and Crestline.

▪ Industrial Park Road

- Access Road #2 has sight distance issues at US 101 assuming it connects near Whitecap Drive.
 - A subsequent site visit showed that the sight distance issue is related to the crest curve along US 101 to the south. Realigning the Access Road #2 to the north near Breakers Drive could address the sight distance issue.
- The city tries to keep trucks off Range Drive due to loads. Waconda Beach Road is the preferred route for trucks.
- David – Access to areas besides the industrial area should be considered too. Would prioritize AR #2 for access to industrial area but keep AR #3 on for access to other areas. AR #1 is a problem due to being outside of the UGB and redundant to Waconda Beach Road given distance from downtown.
- Ray – There was a meeting last week with ODOT about reducing the weigh station on-ramp length as it's designed for 55 but puts vehicles into a 45 mph zone. Want scales moved to Yaquina bridge.
- Larry – Questions the need for the weigh station. Has seen more temporary stations than the permanent station in use.
- Kerry – Have funds to take the industrial plan to next level. TSP should identify issues to consider.

▪ Streetscape – US 101

- Cycle tracks – large RVs tend to park on the street and could block bicycle lanes, also worried about their mirrors and passing bikes.
- Kerry – likes all 3-lane options.
- Where would transitions occur? The transitions would likely need to occur on the bridge.
- Can we reroute bikes to Maple as a shared lane facility? Yes, but you may still want to maintain some level of connectivity on US 101.
- Larry - Could we do a bike lane SB and a sharrow NB; there is very little local bike traffic? We could, but the preferred approach would be to provide bike facilities on both sides of the roadway.
- Shell station frequently backs into right lane SB – what happens if we constrict to one lane? People will not be able to back onto the highway.
- US 101, south of downtown – problems at the seawall but long-term should have sidewalks.
- Streetscape – OR 34
 - OR 34 – envisioned as Alsea Avenue, with planted medians and bulb-outs. Want it to be more like a Boulevard. It's the terminus of the scenic byway.
 - There is a concept plan for OR 34 with landscaped medians, restricted some turn movements.
 - OR 34, east of downtown, once past the slough, shared use shoulder may be sufficient if adequately set back. Could be most needed on the north side to connect to the RV park.
- Streetscape – Crestline, Cedar, Range
 - Need sidewalks on Crestline and Range
 - May need to consider utilities to prioritize one side vs the other
 - Cedar Street – not sure we need sidewalks on both sides – wouldn't want back to traffic coming down hill, not a pleasant walk, could take woodland trail as an alternative.
- Transit
 - Identify new stops along Crestview and Range rather than Tsunami area.
 - Add an alternative that will relocate library stop to Dollar General.
- Local Street Connectivity
 - Remove the local street connection between US 101 and Maple
 - Why not on the south side of the pharmacy instead?

- If anywhere consider extension of willow.
 - Range Drive going south – are we adding that? Yes, added to memo.
- Other issues?
 - Stop signs in town that are unnecessary? Will we address this? Could add list of locations that should have traffic engineering analysis to TSP.
 - Pedestrian crossings on US 101 and OR 34 – looking at enhancing some of them – should that be in the TSP? Yes.
- Port – looking at purchasing a property to make a traffic connection – may align with local streets shown.
- Parking – the need to provide alternatives for addressing parking conditions within the downtown area was expressed following the meeting.

Action Items:

- Identify potential to realign access Road #2 to the north near Breakers Drive to address sight distance.
- Identify Maple as a potential shared lane facility.
- Add an alternative to US 101 to include a SB bike lane and NB shared lane.
- Identify new stops along Crestview and Range rather than Tsunami area.
- Add an alternative that will relocate library stop to Dollar General.
- Remove the local street connection between US 101 and Maple.
- Include a section on potential parking alternatives.