

Waldport Transportation System Plan (TSP) Update

Project Advisory Committee (PAC) Meeting #3

Monday, July 29, 2019 – 1:00 to 3:00 p.m.

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

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Meeting Organizer: Susan Wright, Consultant Project Manager

Meeting Attendees: Jerry Phillips, Paul Virtue, Roxie Cuellar, Ray Woodruff, Chief Gary Woodson, James Feldman, Susan Wright, Larry Lewis, Sue Woodruff

Meeting Purpose: The purpose of Project Advisory Committee Meeting #3 was to review and discuss the preferred alternatives identified in Draft Tech Memo #6 to address the gaps and deficiencies in the City's transportation system.

Notes:

- Funding/Costs - What percentage does the local match equate to or are we saying the city's portion is fixed? - The city's portion is assumed to be 10% of the total project cost.
- Can you identify the total cost assumed? – The total cost assumed is 10x the cost shown.
- Broadway – Add project to improve Broadway (access to Port), has 80' ROW
- Will final plan discuss potential funding opportunities? – Yes
- The bike and ped project tables are referred to as “plans” but they are “projects”. Why not refer to them as projects? – The TSP will include plan chapters with future network maps and project lists.
- Put the industrial access road figure into Memo 6
- Note that Crestline Drive one-way SB is only if needed due to slide activity prior to it being improved.
- Cross-sections – discuss potential narrower cross-sections with council. Why not have narrower local streets, why 13' turn lanes on collectors, why not 10' travel lanes? Do we need 14' turn lane on OR34? - Some developments get narrower local streets through the PUD process, other non-PUD developments with standards local streets still have people parking in their yards.
- OR34 Cross-sections – no on-street parking is shown in the cross-sections but there's on-street parking in the Figure 2 layout.
- Realignment of Crestline to Broadway – cannot add impervious surface to the FEMA (former school) property. Maybe they would allow this if we converted the existing

alignment to wetlands. May need to have discussion about this area in the TSP and not one solution. Look at side-by-side lefts instead of TWLTL (may require bridge widening) or consider prohibiting the WBLT to Crestline (low demand without the high school there). Traffic likely to increase at Mill Street with the new dock at the marina for crabbing. May also want to have all signage for the Port direct people to Broadway, deemphasize Mill, and have exiting traffic avoid Mill as well, direct them back to Broadway around the block.

- Cross-section standards table – why not orient the other way, more traditional (James Feldman)
- Change all references to Bridge Section or Bridge Head of 101 to Seawall unless referring to the Bay Bridge (cross-section titles, project descriptions for B3, B4, and B5).
- Seawall Cross-section – Can you show a SB bike on the MUP and label it MUP rather than sidewalk? Can you show hillside rather than grass on the east side? Make note that the cross-section may not be feasible and the NB bike lane may be eliminated during value engineering (but some amount of shoulder would be necessary).
- Local street – 36' wide – can it be narrower? – there are multiple version of the local street cross section that are narrower than 36'.
- Figure 2 – Look for areas where landscape median could be implemented on OR34 (extend drawing further east?). Note concern about removal of angled parking at the corner of 101/34.
- Figure 3- label project B4 (seawall section)
- Update trail alignments as shown below (delete MU20, modify MU21):

