

US101 SE 16<sup>th</sup> – SE 36<sup>th</sup> Street (Lincoln City)  
Community Advisory Committee  
Kickoff Meeting Minutes  
June 13, 2007

**Attendees**

CAC Members: Robert Gibson, Wendy Armendariz, Lynda Krogh and Ellen Mellin,  
Lincoln City Staff: Kurt Olsen, Alison Nelson and Lila Bradley  
ODOT Staff: Taundra Mortensen and Amy Sinclair

**Introductions**

Community Advisory Committee (CAC) members introduced themselves. ODOT Staff introduced themselves and their role on the project team. Taundra Mortensen, Project Roadway Designer, and Amy Sinclair, Project Leader, introduced themselves.

**Roles and Responsibilities**

Amy Sinclair led a discussion on roles and responsibilities. Each member was mailed a description of the CAC members' roles and responsibilities. Members were encouraged to provide input and if the idea fits within ODOT standards, is feasible and within budget the design team will consider incorporating the idea into the project. CAC members ideas and comments will be forwarded to the project team for consideration.

**Project Overview**

Amy Sinclair provided a brief overview of the project as it was originally scoped and discussed the decision to include the 19<sup>th</sup>-32<sup>nd</sup> Street Project. The group discussed the Project Scope Statement. It was suggested the following items be added:

**Objectives**

To preserve the Nelscott Strip and maintain its historic significance. It was suggested the reference in the Scope Statement be made a little more economic and community friendly.  
Facilitate pedestrian movements on the east side of US101 in Nelscott as well as movements across the highway.  
Provide adequate parking  
Aesthetic Improvements to make the area appealing and maintain the uniqueness of the Nelscott Strip.

**Other comments:** Can we consider options without a light? Can we look at two signals, one at 36<sup>th</sup> Street and one at 32<sup>nd</sup> Street that are timed to allow pedestrian movements across US101? If we install a signal it will attract traffic because it would be a safe place to get across the highway. A traffic light would be like a magnet and would draw cars to it that are not using the intersection today. What about the constraint to build out at The Inn at Spanish Head? How does that impact the project? Keep the Olivia Beach project in mind as the project develops. Can we consider a design that meets the desired speed for the "Pearl" concept?

## **Presentation**

Taundra Mortensen and Amy Sinclair provided a presentation on several design options the team has considered to date. Taundra discussed each design and the potential impacts. The options presented included: a roundabout, a realignment of 32<sup>nd</sup> Street north, a realignment of 32<sup>nd</sup> Street south, 32<sup>nd</sup> Street tunnel under US101 and 32<sup>nd</sup> Street over US101. The Project Team has excluded the roundabout option from further development. This option was excluded due to a fatal flaw in that the functional classes of the legs of the roundabout were different. The CAC agreed this seemed to be a reasonable exclusion. The group discussed the difficulties associated with a tunnel under US101. Lila Bradley, Lincoln City Public Works Director, indicated there were a number of utilities in that area and with Baldy Creek nearby, a tunnel would be very difficult.

Several questions were asked in relation to the presentation. Many of the questions required an answer based on traffic engineering expertise.

**Decision Item:** *It was decided the questions would be recorded, researched and answers provided at the next CAC.*

The list of questions is provided at the end of the minutes.

## **Nelscott Development Overview**

Kurt Olsen provided an overview of recent development activities.

- Bi-Mart has extended their lease and are no longer looking at the 29<sup>th</sup> Street property.
- Looking into increasing parking and providing retail along US101 as a pilot for mixed use zoning.
- Theater West is planning an expansion of their facility.
- 35<sup>th</sup> Street – Looking behind the Nelscott Strip at the city owned property for the development of a walkway along the creek.
- An approved site plan for the Seida property. It is currently being marketed as “pre-approved” package.
- The area behind Garden Art is owned by the county. The city is looking at purchasing that area.

## **Meeting Schedule:**

The group discussed the frequency of meetings, the time and day.

**Decision Item:** *The group agreed to meet on a monthly basis until the scope of the project has been determined and then on an as needed basis. The group proposed July 11, 2007 as the next meeting date.*

**Action Item:** *Amy to confirm meeting date and ask for a traffic engineering representative to attend and answer the groups questions regarding signalization and the number of lanes needed.*

1. Can we put in two signals, one at 36th and one at 32nd Street that are timed to facilitate pedestrian movement across US101?
2. Why do we think we'd need 5 lanes if a signal goes in at US101/S 32nd Street?
3. Is there a way to avoid 5 lanes?
4. Can we put a pedestrian overpass in instead of a signal? If the signal would require 5 lanes would the pedestrian overpass help eliminate that need?
5. Is it a given that a signal has to be green, yellow, red? Could the signal head facing US101 traffic be green, yellow, red and the signal head facing 32nd Street traffic be a blinking red light so that 32nd Street traffic doesn't have to sit and wait for the signal to run through before they can move?
6. Can we have a signal at an offset intersection? In other words do we really need to realign one of the legs of 32nd Street? What is the benefit of realigning 32nd street versus the offset intersection?
7. Could we block off SW 32nd Street traffic and put a signal at 29th or 35th?
8. Have we considered a signal at 29th Street instead of 32nd Street?
9. Can we examine the possibility of design exceptions for lane widths to minimize impacts if we reduce our design speeds? It would be desirable to have people slow down through the Pearls.
10. Do we take local development into consideration when we do our traffic study?
11. Can the parking in front of the Nelscott stores be expanded? Isn't it a unique feature that we could preserve? Does it help alleviate some of the congestion?