

US101 SE 16th – SE 36th Street (Lincoln City)
Community Advisory Committee
Meeting Minutes
July 11, 2007

Introductions

The group introduced themselves. Members present included: Robert Gibson, Jay Sennwald, Wendy Armendariz, Lynda Krogh, and Ellen Mellin. Lincoln City Staff Present: Kurt Olsen and Alison Nelson. ODOT Staff: Taundra Mortensen, Craig Black and Amy Sinclair.

June Meeting Minutes

The meeting minutes from June were reviewed. A request for the minutes and agenda to be sent via e-mail prior to the meeting was made. If everyone can provide a copy of their e-mail address, we can do that beginning with the next meeting.

Follow Up from June Meeting

There were several questions from the June meeting that we took back to our Region 2 Traffic Engineer for review. Craig Black, representing Region 2 Traffic, attended the meeting to help explain the answers and answer any follow up questions from the presentation. A handout containing the questions and answers from the previous meeting was provided. Additionally, copies of today's meeting presentation were also provided. Each question and answer was reviewed. Any additional questions or explanation are as follows:

Question 1: Have we considered a signal at 29th Street instead of 32nd Street? Could we block off SW 32nd Street and put a signal at 29th or 35th Street?

Additional comments: The benefit of 32nd Street is that it serves both sides of the highway. An intersection that serves just one side of the highway has more difficulty meeting warrants.

Question 2: Why do the conceptual designs show five lanes if a signal is installed at the intersection of US101 and South 32nd Street?

Additional comments: Will a five lane design include the slow area behind the raised area that is parking in Nelscott? A five lane design would likely utilize some of the area. It was pointed out that there is a desire among the property owners along that strip to preserve the parking in the Nelscott area.

Question 3: Is there a way to avoid five lanes?

Additional comments: Do we still need five lanes on US101 if we have an offset intersection? Craig Black's reply was yes and he referenced a signal in Newport that was previously offset and recently was realigned. A signal at an offset intersection can create additional delay when providing for turning movements. If the intersection is realigned directly across from each other, left turn movements can happen concurrently. A question was asked if the signal could still allow concurrent lefts if it

was an offset intersection. Craig indicated there would need to be an all red time in this scenario which would create more delay to the highway traffic.

Question 4: Can the parking in front of the Nelscott Stores be expanded? Isn't it a unique feature that we can preserve?

Additional comments: This question isn't quite what was asked. Clarification: Is there any scenario or design where the part on the other side of the median is an asset and not a liability? In other words is there a design where instead of taking an eraser to the raised barrier can we maintain this and make it an asset where it becomes something we keep as a frontage or service road?

We are not able to answer or evaluate this until further information and survey data is gathered. Previous conceptual designs showed construction up to the business fronts. Mr. Gibson has some photos indicating this portion of the highway is one of the original pieces of the Roosevelt Highway. In addition to this area in front of the Nelscott Stores, is there a way to create a similar design across the street at the future Nelscott Commons so that it looks like it was meant to be there? There was discussion about the need for parking in this area and whether or not there is a way to use this type of a design for parking.

Question 5: 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? How is that beneficial?

Additional comments: Question for Craig Black: When someone activates the detector on the side street and then turns right do they deactivate the detector? Craig answered yes. When the car activates the detector it creates a call for the side street. If the car leaves the system, the detectors will clear the call so that highway traffic can keep moving.

Question 6: 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 light to turn before they can move?

No additional comments.

Question 7: Can we put in two signals, one at 36th Street and one at 32nd Street that are timed to facilitate pedestrian movement across US101?

Additional Comments: Two signals would require State Traffic Engineer approval. If the goal is to facilitate pedestrian movement, we would need to do an investigation to understand pedestrian flow in that area. If development creates a commercial area it would be an asset to have pedestrian crossing. It was mentioned that for the businesses located along US101 it would be desirable to have people move back and forth across the highway at this location. There is a concern with the amount of

space available to pedestrians. Over the next few months the group will need to evaluate what the goal is for this area. Is it to improve vehicle access to US101 from SW and SE 32nd Street, or are pedestrian improvements a higher priority?

Question 8: Can we put in a pedestrian overpass instead of a signal? If the signal would require five lanes, would a pedestrian overpass help eliminate that need?

Additional Comments: The length of the ramp would be fairly long in this location. Based on the grade needed for wheelchair accessibility and the vertical clearance, the ramps would touch down further on up the side streets, or if parallel to the sidewalks along US101 they would still be fairly long. This could also create a significant visual impact to the area. For an example, we are currently constructing a pedestrian crossing over I-5 at the Beltline Interchange (near Eugene), this is an example of potentially what a pedestrian overpass would look like.

Question 9: Do we take local development into consideration when we do our traffic study?

No additional comments.

Question 10: Can we examine the possibility of design exceptions for lane widths to minimize our impacts if we reduce our design speeds? In other words, how can we create an area where people will slow down through the “Pearl” section of Lincoln City?

Additional comments: What does annual 14’ wide route mean? This means that oversized loads such as manufactured homes and large construction equipment that are less than or equal to 14’ in width are given a permit that is good for one year from the date of issuance. These loads are allowed to operate on their annual permit without making any prior notification to the department provided they follow all of the hauling hour, vehicle marking and pilot vehicle requirements of their permits. Loads greater than 14’ in width are permitted to move, but have to coordinate that movement with our Over-Dimension Permit Unit.

This information was provided just to get an idea of some of the items our designers need to consider when working on lane widths for a given area.

Taundra Mortensen described how we can use vertical elements to create a feeling of enclosure to slow people down, rather than narrowing lane widths.

Design Requirements Presentation

The group reviewed some of the design requirements for this project. A copy of the meeting presentation was provided.

A question was asked what items help identify the need for a signal. Craig Black indicated a high crash location, a lot of delay or if it has been identified in the City’s Transportation System Plan (TSP).

There was a question about the current volumes on US101. The traffic counts that are currently underway will provide that information. There was information presented on current and future volumes provided in the presentation.

Craig Black talked about the impacts a signal can have on volume to capacity ratios. He talked about standard calculations that are used nationwide for evaluating volume to capacity ratios. He mentioned adding a lane can lower the volume to capacity ratio. The presentation provided an excerpt from the *Highway Design Manual* identifying the volume to capacity ratio that applies to this project location.

A question was asked if there is a point where the system breaks down, where adding lanes starts to have impacts that are not desirable? When do we start looking elsewhere for traffic to move? Craig answered it is a balancing act and we have to look ahead with our analysis. With the current environmental constraints it is hard to create new highways. With this project we will try to achieve our standards.

There is an indication that most people in the neighborhood don't understand that putting in a signal could trigger the need for additional lanes or that we're talking about realigning one of the side streets. When members of the committee talk to their neighbors they have a much different idea of what this project will be versus what we are discussing at the meetings.

There was discussion about getting word out to community members. As the project progresses there will be Open Houses for members of the community to come see what solutions the team is exploring. It was mentioned when people see the cost of the project they will be surprised. Kurt noted it is important for us to keep in mind this project has funds from the 19th – 32nd Street project included and the total dollar amount reflects that work, not just the 32nd Street portion.

Agenda Build

For the next meeting it was asked if someone could go over the right of way acquisition process.

Mr. Gibson would like to give a presentation on the information he found regarding US101 and the Nelscott Area. Could we have our Historian participate in the meeting? The next meeting was scheduled for October 3, 2007, after survey and environmental work has been completed.