



# PAC Meeting Summary

PAC/Planning Commission Meeting #4:  
Manzanita – May 19, 2022

## Attendance

### PAC Members

- Jenna Edginton, Manzanita
- Karen Reddick Yurka, Manzanita
- Lee Hiltenbrand, Manzanita
- Leila Aman, Manzanita
- Mary Roberts, Manzanita
- Phil Mannan, Manzanita

### Staff and Subject Matter Expert Attendees

- Kara Hall, Fehr & Peers
- Ken Shonkwiler, ODOT
- Allison Brown, JLA
- Travis Rumohr, JLA

## Introduction, Agenda Review and Purpose

Allison Brown, JLA Public Involvement, opened the meeting and reminded those in attendance that the meeting would be recorded. PAC members and staff gave brief introductions before Kara Hall, Fehr & Peers, reviewed the purpose of the meeting:

- Provide an update on the Nehalem Bay TSP to Planning Commission.
- Share what we have heard from community members.
- Gather Planning Commission input on the project list and priorities.

## Project Update

Kara reviewed the agenda, the TSP schedule and milestones, and shared a project update. Kara explained that there would be some changes to the project list based on feedback received from the public.

Kara reviewed the TSP Project milestones. The project is currently reviewing and prioritizing proposed projects for inclusion in the Draft TSP.

Kara shared how outreach was conducted and what groups were reached during that outreach. She then input received during the online open house that ran from January 25 to February 28,

2022, which paired with a “Community Conversation” on Feb 3, 2022. The open house and community conversation gave the public an opportunity to learn about the project and provide input on goals and objectives, as well as the regional and local projects lists. There were 10 total participants from Manzanita that joined the community conversation. Kara then cited that the next community touchpoint will be an in-person and will attempt to reach more people.

## Nehalem Bay TSP Community Projects

Kara shared key takeaways about regional projects, which are those that fall outside the city limits or fall within County or ODOT jurisdiction along US 101:

- Bicycle and pedestrian infrastructure is a high priority for community members
- Bicycle and pedestrian access to the state park will help move visitors without cars
- Several roadways in the County feel unsafe for bicycles and pedestrians (Necarney City Road, Nehalem Road)
- As growth continues and the number of visitors increase, more options for travel will be needed.

She went on to share the high priority regional projects. These included:

- Nehalem Road Bicycle & Pedestrian Enhancements
- Necarney City Road Bicycle & Pedestrian Improvements
- Mohler Trail Connection
- Nehalem Point to Nehalem State Park Bicycle & Pedestrian Connection
- Oregon Coast Trail Realignment

Kara then shared key takeaways about Manzanita-specific projects and the high priority projects that were identified through public feedback. Key takeaways included:

- Traffic volume on Classic Street is increasing making it feel unsafe for people walking and biking
- On some roadways, shared space for bicycles and pedestrians is not appropriate
- Dedicating more space to pedestrians in the commercial core would enhance visitor experience
- Proposed projects would significantly increase number of facilities and space for people walking and biking

High priority projects were mostly focused on bicycle and pedestrian enhancements and completing trail connections.

## Projects and Priorities

Kara prefaced her presentation about specific projects by asking the group to think about three questions that the team will use to vet the project list before it is presented to the public:

- Do you have any concerns with the projects on this list?
- Do the top performing projects align with what you see as priorities for the community?
- Is there anything missing from the project list?

Kara shared slides that showed a map and table with the proposed regional projects. Most of the changes are projects that were shifted from the Manzanita project list to the regional projects list. Other changes included adding a separated path on Necarney City Road, a new circulator shuttle, improving Hayes drive, improved regional wayfinding for people who travel without cars, and slight alignment changes to existing projects.

She then shared the Manzanita project updates along with a map illustrating those changes. The main changes to list include five new paving projects.

The purpose of the preferred project list is to ensure that the projects align with the needs of the community, are implementable, have broad support, and prioritize projects that advance community goals. These projects do not have to be implemented in this order. The list is just a way to establish a vision for how to improve the local transportation system once funding becomes available. She then explained how the team used the goals and objectives, feedback from the PMT and PAC, and evaluation criteria to develop the proposed project list. The current step is confirming alignment with PAC and community priorities, which was the purpose of this meeting.

## High Priority Projects Discussion

Kara showed the top 10 highest performing regional projects. The top projects mostly included a mix of strategic infrastructure for bicycles and pedestrians and providing more dedicated space for those uses where possible.

- **Lee Hiltenbrand commented:** In general, looking at all the proposals, what strikes me is that very few within the limits of Manzanita are possible without widening the road. Other methods are great, but they don't do the job without widening the road.
  - **Ken Shonkwiler responded:** The planning level of a TSP is pretty high-level, so these are details that we might figure out more when working on a project. Right now, we're just trying to figure out if there's support for building a facility in the first place. Most things that get funded will be through grant applications, and that first box on the application will be whether it's on a TSP.

- **Kara Hall commented:** It's great to have separated space, if we can, but topography is a real challenge in this area, so where we can widen the road is pretty limiting. So, just thinking about where we want to focus those efforts, because the specific roadway requires it, from a safety perspective, and then are there opportunities within the city where speeds are lower and it's easier to have some of that shared space, if there are signing and striping opportunities so we can make it safer and more comfortable. That is much more challenging and much more costly, however.
- **Jenna Edginton commented:** Two things, we talk a lot about connecting to the state park, I would say connecting to Short Sands would be huge as well. Second, signage, I think it's shocking that, if you don't live in a neighborhood, you don't know about some of the trails. There's a lack of signage for trails that do exist that aren't on people's radar, it would be helpful.
  - **Kara Hall responded:** Thanks for that, on the larger list we have connecting some of those trails and wayfinding, making sure people know that they are there and can access them.
- **Karen Reddick Yurka asked:** Could you explain what a "flex route" is?
  - **Kara Hall responded:** Yes. It's just a regular transit route that operates with consistent headways. It would be more consistent service.
- **Mary Roberts commented:** Necarney City Road is a big problem, but is that really the way people want to walk into the community? What role does the Highlands property play? If I lived over there, would I want to walk on Necarney City into Manzanita or is there a more direct path?
  - **Kara Hall responded:** I would ask the group, is there? Do you think there is interest in having something off of Necarney City Road?
  - **Mary Roberts responded:** My answer is yes; I bike around this community a lot. It seems to me that we should think outside the box. If there could be a pass-through, through the Highlands that comes out near Pine Ridge and then you go down to Nehalem, but kind of going a back way, it seems like there's a way to do all this off of Necarney. I think you raise a good point, the topography is difficult in Necarney City, but if you cut across without going down and up again, it's actually a lot more attractive to active transportation. If it's possible to think about that and engage that community.
  - **Leila Aman commented:** I think there's a real serious potential for connection in there. Is there a way to ensure this is on the alignment on the map? I've had TSPs that were not in alignment, because it was argued that it was conceptual, so it was listed as one street and wound up on another in the area. The ones I've worked on had broader brush strokes.

- **Kara Hall responded:** Absolutely, a lot will come through on project design phase. But if there is interest in having that line on the map off of Necarney City Road, we can certainly make that change.
- **Leila Aman responded:** I'm suggesting, if it's in the narrative, doesn't have to be in the plan, but that it doesn't have to be Necarney, we just indicate that we aren't committed to that line.
- **Karen Reddick Yurka commented:** Responding to Mary's question, regarding the Highlands development, all the roads going in there will be city streets. We could probably talk to the developer, there may be a way to do a path that connects from the top of the Highlands hill over toward the east.
- **Lee Hiltenbrand commented:** Responding to Kara saying there is not a lot of right-of-way to widen streets earlier. Ocean Road has an adequate right-of-way and the topography is not an issue, to widen that, which is our most heavily trafficked area, outside of Laneda, with tourists, the pedestrian traffic often includes children, and others not paying attention. I would suggest that that particular proposal has a lot of merit.
  - **Mary Roberts responded:** I agree Lee, I think that's a great point. I've been thinking about how we move along the community as residents, but summer access along Ocean is important.
  - **Kara Hall responded:** So, more space for walking along Ocean Road.

#### High Priority Regional Projects Discussion

- **Mary Roberts commented:** I see Nehalem Road is not included.
  - **Kara Hall responded:** Yes, it just wasn't rising to the top 10 based on the process we went through. If you feel that should be included, that's what we are here for tonight. To find out what's missing.
- **Phil Mannan commented:** One thing to consider in Manzanita is the addition of Dorcas Road, we are currently in the process of looking at a development on the SW corner of Classic and Dorcas. There's a lot of concern in the neighborhood surrounding this intersection about the impact that the development may have on traffic flow and livability. A number of people have commented on the lack of walking space and shoulder areas.
- **Lee Hiltenbrand commented:** I'm confused about the pedestrian and bicycle route between the State Park and Nehalem, where it exits on the east end, where is that? Is that not a pretty steep hill?
  - **Kara Hall responded:** It is pretty steep. That was something we talked about, and the challenges of being able to connect to Nehalem without using US 101. It's fairly limited.
- **Jenna Edginton asked:** Is the intersection at US 101 in Nehalem a priority?

- **Kara Hall responded:** That is on the Nehalem project list. The proposal there is intersection improvements that are likely to include a mini roundabout. So, adjusting activities without taking a bunch of space and impacting downtown.
- The group had a positive reception to roundabouts.
- **Karen Reddick Yurka asked:** If there's a roundabout, then it needs to be large enough that a log truck can make it through. US 101 is the only thoroughfare north to south, it's not just visitor traffic.
- **Kara Hall responded:** A benefit of a mini roundabout is that trucks can drive over it.

### High Priority Manzanita Projects Discussion

- **Kara Hall asked:** With these highest priority projects, what's missing and what else would you like to see?
- **Jenna Edginton responded:** I think Lee's note about Ocean Ave is missing from the Manzanita list.
  - **Kara Hall responded:** We're seeing that as an incredibly important project.
- **Phil Mannan asked:** Is it possible to add Manzanita Avenue as an area to look at? I don't know it's a top priority, but there's one corner that is very bad. The intersection of Pine St, anyone driving east on pine would have to spin around in their seat to see the traffic on Manzanita. It's only going to have traffic increases as well. Another one is Manzanita Ave and 1st, it's a bad intersection for a car coming west toward the ocean. If a pedestrian is walking properly against the flow of traffic, the car will wind up on top of them, It's a blind corner.
  - **Kara Hall responded:** Maybe safety improvements on Manzanita?
  - **Phil Mannan responded:** I don't know how, there are rock walls on each side. But it needs to be done. I have also seen people blow through the stoplight.
- **Jenna Edginton commented:** I would say also, there is a lot of pedestrian foot traffic from the corner of 3rd and Ocean to the beach around that corner.
  - **Kara Hall responded:** So, I'm hearing maybe some of these roadways identified for bike and pedestrian safety, also need safety for vehicles as well.
  - **Phil Mannan commented:** I will add the 2nd St and intersection with 3rd – anyone going up 2nd will be rear-ended by someone coming up 3rd.
- **Lee Hiltenbrand asked:** On Laneda you have it identified safety considerations. Have you gone further to determine what might be implemented?
  - **Kara Hall responded:** Yes, we've looked at some countermeasures.
  - **Lee Hiltenbrand commented:** One of the things talked about a lot, is not allowing any motorhomes or trailers on Laneda, just another thing to throw into the mix.
  - **Kara Hall responded:** Some things that might address those issues include

restriping the yellow stripe, pedestrian scale lighting, high visibility crosswalks, and upgrading the sidewalks there to ADA standards.

- **Mary Roberts asked:** Is it possible to slow traffic more quickly coming off US 101 at upper Laneda? The speed feedback speed sign is several blocks away. Just wondering if there could be safety measures to slow that traffic.
  - **Kara Hall responded:** That's something we can look at. There had been many crashes, but noting the fairly recent improvements at that intersection, we identified it as an area to monitor. I think traffic calming would be something to consider. We have heard good things about the speed feedback sign.
- **Karen Reddick Yurka commented:** I really appreciate that most of the improvements are the pedestrian and bike enhancements through town. Especially if we can get the connection to the park. Anything to prevent vehicles from coming into the city is number one on my list. We don't have sidewalks, so people park in a neighborhood on a right-of-way so people wind up walking in the street. Anything we can do to keep people walking on the streets instead of driving. I like helping pedestrians over drivers.
- **Leila Aman commented:** I want to bring up what I've talked to the project team about: slowing traffic down generally. had talked about it in standards we would deal with it, sort of reducing speeds and design approaches we can take to facilitate a safer cycling environment We had talked about sharrows, where you can legally share the road. I'm wondering if you can talk about that, and some of the countermeasures in design that can slow people down and facilitate more transportation choice in Manzanita. Could you talk about how standards play a role?
  - **Kara Hall responded:** One of the next steps is going to be developing a standards document, essentially setting what different streets in the city should provide based on who they are meant to serve. If it's a residential street, it would have low speeds with space for people walking and biking on the roadway. Standards would also describe what kind of enhancements could be put on those streets, for example a sharrow. There are a number of different striping options, like green paint for example. That's something we will be tackling in standards and looking to ensure they provide a connected network inside the city. We're hearing a need for low-cost measures, as well.
- **Lee Hiltenbrand asked:** Have you considered one-way diagonal parking on Laneda?
  - **Kara Hall responded:** That isn't something we've thought about a lot, but it's an interesting idea.
  - **Lee Hiltenbrand commented:** It tends to not use up too much more space, though there are drawbacks with people backing out. It does address the concern of people opening their car door in front of you when driving.
  - **Leila Aman responded:** I love the idea, back-in angle parking is super functional and safe.
- **Lee Hiltenbrand commented:** I'm really blown away by what you have done, they give us some good choices which is really important.

- **Karen Reddick Yurka:** Jenna brought up an interesting point: the start of a connection to Short Sand Beach or Oswald West Beach to the north. I would like to see something like that get started as a long-term project.
  - **Ken Shonkwiler responded:** I think it's a great conversation to have amongst the planning commission. We can note in the text that there is support in the community for it, but it's difficult under Oregon law since we would be planning outside of our jurisdiction. I would just ask the commission, is that a reasonable place to land, would there be support for noting it in text that there be that kind of a trail connection? For state parks to pursue that?
  - **Jenna Edginton commented:** I don't think it's just pedestrian or bike, if I could jump on a bus and go to Short Sands that would be great. Parking is a huge issue.
  - **Ken Shonkwiler responded:** Absolutely. You support a flex services route to get more people out of their cars and bring them to a beautiful spot.
  - **Kara Hall responded:** I think we have some discussion in there about connecting to regional destinations. Expanding that to include Short Sands would be a great place to do it.
  - **Mary Roberts responded:** I think it's a good idea
  - **Leila Aman responded:** I agree. We should be thinking regionally too. We form a chain of day-tripper stops with Cannon Beach. Having the option to connect with regional locations too, which would be Oswald West, Short Sands, and Cannon Beach.
- **Karen Reddick Yurka Commented:** I appreciate the work that is done, and I like the way the material is presented. I appreciate the many opportunities that are available for feedback.

## Next Steps

Kara wrapped up the meeting and provided notes on upcoming steps. She also provided contact information and thanked those in attendance.