



PAC Meeting Summary

PAC/Planning Commission Meeting #4:
Nehalem – May 5, 2022

Attendance

PAC Members

- Julie Chick, Nehalem
- Janet Lease, Nehalem
- Lance Stockton, Nehalem
- Justin Baile, Nehalem
- Melissa Thompson-Kiefer, City Manager, Nehalem
- MJ Anderson, Nehalem

Staff and Subject Matter Expert Attendees

- Kara Hall, Fehr & Peers
- Ken Shonkwiler, ODOT
- Kalin Schmoldt, JLA
- Travis Rumohr, JLA

Introduction, Agenda Review and Purpose

Kalin Schmoldt, JLA Public Involvement, opened the meeting and reminded those in attendance that the meeting would be recorded. PAC members and staff gave brief introductions and discussed 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 Hall, Fehr & Peers, reviewed the agenda, the TSP schedule and milestones, and shared a project update. Kara explained that the material would be familiar, but there would also be some changes to the project list based on feedback 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 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. Although there were only 9 total participants from Nehalem, the feedback was useful. The next community touchpoint will be an in-person open house 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 Nehalem-specific projects and the high priority projects that were identified through public feedback. Key takeaways:

- Projects that increase safety for pedestrians should be a priority
- Downtown is becoming more appealing and should act more like a "main street"
- Maintenance concerns on shared City/County roadways
- Prioritizing projects to keep bicyclists and pedestrians off US 101

High priority projects were mostly focused on bicycle and pedestrian enhancements, US 101 traffic calming, and a new roundabout at US 101 and 7th.

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 Nehalem project updates along with a map illustrating those changes. The main changes to the list include five new paving projects. Kara and the team in Nehalem made a note to verify that the unpaved roadways identified on the map were accurate and not in need of update.

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.

High Priority Regional 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.

- **Justin Baile asked:** With the R11 bike-ped route that connects Nehalem Point to the edge of Nehalem Bay State Park, is there an option to have a conversation about a new trail that connects into the state park?
 - **Kara Hall responded:** We haven't engaged with the state park about a trail connection, but now would be a great time to do that.
- **Justin Baile commented:** It was brought up in an earlier meeting whether it would make sense to create a pedestrian or bike lane along 101, with a connection through downtown Nehalem to connect with R11. As someone who lives here, that would be the most obvious route. Any safety improvements along US 101 would be fantastic.
 - **Kara Hall responded:** Those safety improvements are included on the Nehalem project list. We also have a number of projects with safety improvements that make it easier for people to connect through the neighborhoods, though maybe not as direct a path. I appreciate the feedback that US 101 would be the desired connection.

- **Justin Baile commented:** It is pretty steep on Thompson Road; a lot of people wouldn't want to use it.
- **Kara Hall asked:** Keeping in mind the 20 other projects, are there any that are really critical to be high priority?
 - **Nehalem responded:** I would like to see speed feedback signs coming down into Nehalem on 101. They are used in Manzanita, and they've been helpful.
 - **Kara Hall commented:** That's a good suggestion. Depending on where they are placed, it may require some coordination between the county and ODOT.
 - **Ken Shonkwiler commented:** That's absolutely something we could include; I think it's on the city project list.

High Priority Nehalem Projects Discussion

- **Kara Hall asked:** With these highest priority projects, what's missing and what else would you like to see?
 - **Nehalem responded:** Every time I go to the corner [of US 101 and 7th], I imagine a mini-roundabout. I think that would help so many problems.
 - **Justin Baile commented:** People would love a way to bike over to Manzanita or Wheeler. It's not safe to walk along the highway, and it's dangerous to ride a bike. From Bayside Gardens back over to Nehalem, riding a bike is less than ideal. As far as safety goes, I have no desire to ride a bike over there.
- **Kara Hall responded:** Since building everything out might take time, are there any short-term solutions that would make that better? Anything easier to implement in the meantime?
 - **Nehalem commented:** We call the section of US 101 from Tohl to Nehalem "dead man's curve". That is the biggest problem. It is hard to get over the hill by walking or biking.
 - **Justin Baile commented:** The roads in Bayside Gardens are fine, but to get to there you have to go over the highway, so I won't do it.
 - **Nehalem commented:** Part of the other challenge with that R9 section that goes from Fern Way to Seamount and the promenade, is that once you get there and hit Necarney City Road, you're talking hills and curves. That's not a pleasant ride for the typical person either.
 - **Kara Hall responded:** Necarney City Road is on the Manzanita improvements list. It's going to be challenging to implement. It's definitely a needed project, but probably not a short-term improvement.
- **Nehalem asked:** Is there any viability to providing a new path that parallels 101?
 - **Ken Shonkwiler responded:** It would require a lot of right of way and has topographical challenges as well. I almost wonder if R11 should just be a feasibility study to find out whether it's easier to have a separated path on 101 or have something farther away.

- **Kara Hall responded:** We are considering the R11 alignment because we heard that there are people who would use it. We can definitely revise and consider looking at options that parallel US 101
 - **Justin Baile commented:** Part of the reason for the alignment is because there's already a road that goes through the land trust there. It's sort of the most obvious, established section that could be developed with the least amount of up and down.
 - **Nehalem commented:** It would also be a connector between Argos Trail and Salmonberry Trail.
- **Ken Shonkwiler commented:** It doesn't necessarily have to be one or the other. Both could be considered.
- **Nehalem commented:** The Neahkahnie Trail that was put in runs all the way up the highway. Are you saying that this section of US 101 would be more topographically challenged?
 - **Ken Shonkwiler responded:** Yes. Also the Neahkahnie trail had fewer residences and development.
- **Nehalem commented:** R11 goes across the sewer road. The wastewater people may care about whether it is paved or not.
 - **Justin Baile asked:** Would the trail have to be paved?
 - **Nehalem responded:** It is a matter of accessibility. Otherwise we do need an accessible option.
- **Justin Baile commented:** There's space on one side of the curve near U1 where US 101 could be widened. That could give more space for cyclists or somebody. It would still not be very fun to ride but is a possible improvement.
 - **Ken Shonkwiler responded:** That would be a long-term, more expensive project.
- **Justin Baile asked:** You talked about more shuttles; would those be able to carry bikes?
 - **Kara Hall responded:** That could be explored. There was talk about a trolley bus to attract visitors, but that could be noted as an option
 - **Justin Baile commented:** It would be helpful if there could be shuttle stops to allow cyclists to bypass sketchy parts of the highway. That would be helpful in the interim.
 - **Nehalem commented:** In Lebanon, and in other areas, you can put kayaks and paddleboards on shuttles.
 - **Nehalem commented:** The shuttle could also provide options for Salmonberry Trail users.
- **Nehalem commented:** I like the speed sign and the small roundabout. Enlarge what you can when you can.
- **Justin Baile commented:** We need a "No Jake Brake" sign coming in down the hill.
 - **Ken Shonkwiler commented:** Jake breaks are considered a safety feature, so

- ODOT can't enforce "No Jake Brake" signs on highways anymore. Cities have to put the signs up, we can't install them.
- **Nehalem commented:** The problem becomes enforcement. Having signs makes it easier for police to enforce.
 - **Justin Baile commented:** Or a phone call to the companies who regularly drive that section.
 - **Ken Shonkwiler asked:** How's everyone feeling about all of these?
 - **Nehalem responded:** I think you've done great considering how pie-in-the-sky it is. When money becomes available, we can prioritize what to do.
 - **Ken Shonkwiler commented:** It's supposed to be exhaustive, to be ready for when grants become available. Grants come out for things all the time.
 - **Kara Hall commented:** This is about getting ready so you can do it when the money is available.
 - **Justin Baile asked:** Where does the grant money come from?
 - **Ken Shonkwiler responded:** All over. ODOT administers a number of federal and state grants. Oregon Parks and Recreation offers grants for community paths and trails if you ever wanted to do a project refinement grant for R11. There is also safety funding, small paving programs, and funding for ADA upgrades and sidewalks.
 - **Nehalem asked:** What is the plan for the downtown blinking light intersection (US 101 and 7th)?
 - **Kara Hall responded:** We've landed on the idea of a mini roundabout at that intersection. We know that it needs to be higher priority.
 - **Justin Baile asked:** What is different about a "mini" roundabout?
 - **Kara Hall responded:** They are typically smaller, cheaper, and trucks can drive over them.
 - **Ken Shonkwiler commented:** They also don't take a ton of right of way.
 - **Nehalem asked:** After we receive project funding, I would like to be able to have a meeting on site where we can walk through the area and be clear about how the project[s] will function.
 - **Kara Hall responded:** My guess is you can do that. There's still quite a bit of work ahead. Hopefully, we are leading you all with a solid start when we wrap this up this summer.

Next Steps

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