

## CITY COUNCIL WORK SESSION MINUTES

**Monday September 20, 2021 – 7:30 p.m.**

**Meeting Hall, Garibaldi City Hall, 107 6<sup>th</sup> street, Garibaldi. OR 97118 and via Zoom**

### I. PLEDGE OF ALLEGIANCE

### II. CONVENING OF MEETING

The meeting began at 7:45 p.m. Citizens present included Lauri Norman, Carl & Carol Kopacek, Barbara Camus, Sam Cummings, Jay Marugg, Blake Paulson and Norman “Bud” Shattuck.

### III. Highway 101 Redesign Work Session

Project Managers Bill Jablonski and Ken Shonkwiler, Roadway Designer Alissa Loberg and Transportation Liaison Jenna Berman presented a [slideshow](#) about the Enhance grant to redesign US 101 through Garibaldi. Partners are the City, the Ports of Garibaldi & Tillamook Bay, the Oregon Coast Scenic Railroad and the county.

Roadway design: Will include pavement rehabilitation from First to 10<sup>th</sup> and 10<sup>th</sup> to 12. Substandard curves will be corrected, ADA ramps will be ODOT compliant, will address transit stops and parking. There will be a sidewalk west of First Street to Second. Also bet Ninth and 10<sup>th</sup>. 6-foot sidewalks and 8-foot by bus pullouts. If there’s room in a right-of-way, will have a buffered sidewalk, like bet Ninth and 11<sup>th</sup>.

7<sup>th</sup> has a sharp corner; road alignment must shift north by about six feet. Will improve rail crossing ped safety. Through town, 11-foot lanes, 5-foot bike lanes, seven-foot parking. Two more bus pullouts bet eighth and ninth. Other improvements to sigh distances. Shortened crossing distances should discourage speeding at the west end. Don’t qualify for traffic lights but will get illuminations at marked crossings.

Environmental and cultural staff are on the alert for archaeological specimens. Cultural inspector will be onsite, but the work will be more grinding than digging. Minimizes cultural impacts.

Jablonski: Eight stages of construction. Hard part when work is on your main st; must balance cost, business and Port operations, emergency access as well as community tolerance. Mostly building curbs and sidewalks, considering ADA access to businesses. Sidewalk elevations will change. Most of paving is nine inches deep; will have a single lane of traffic for a few weeks with a change of grade. Miami-Foley is an alternative. Total is \$10.6M; Enhance is \$1.5M and city match is \$289K. Includes brick pavers, ped lighting, benches, bike racks and directional signage. Need to adjust for inflation since 2015. ODOT is paying for a consultant to do utility relocation. In-ground utilities must be temporarily moved. Landscaping is a city decision. Bench designs are limited. They’d subtract the cost if the city

wants to improvise. Can partner with other agencies to address sidewalks gaps on 3<sup>rd</sup> and 7<sup>th</sup>. They would design it. County pays for transit stops and ramps. Stops on Sixth are paid for. Hope ODOT Rail will pay for crossing improvements at 7<sup>th</sup>.

Intergovernmental Agreement requires city approval of paving abutting city streets, lighting, maintenance agreement for storm water, planter strips, crosswalks, bike racks, pavers. Includes budget and cost split. Hope to negotiate in the next few months.

A southbound left-turn lane can be analyzed. So-called *enhanced* crosswalks will be illuminated, and most will get bulb outs for ped visibility and safety. Flashing beacons are not part of the project but can be requested. Can do another speed evaluation after the project is done. Engineering, enforcement, and education of speed engineering will be affected by project's features. Narrower lanes should calm traffic.

IV. OTHER COUNCIL INTERESTS

V. ADJOURNMENT

Mayor Hall adjourned the meeting at 8:15 p.m.

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Tim Hall, Mayor

ATTEST:

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Juliet Hyams, City Manager