

Woodburn 5th Street Walking Tour

Saturday, January 23, 2009 10:00 am to 11:30 am

In Attendance:

Public

Alan Condit
Angel Espinoza
Bruce Reddick
Dave Guile
Diana Guzman
John Smith
Julianie Simanovicki
Margarito Rivera
Michele Palmer
Renee Perdue
Rick Lytle
Rob Smith

CAC Members

Casey Robles
Cindy Wurdinger-Kelly
Dave Christoff
Ed Krupicka
Jaime Estrada
Jerry Ambris
Linda Wilmes-Smith
Paul Iverson
Peppi Kosikowski
Tom Lonergan

Project Team

Dan Brown, City of Woodburn
Duane Barrick, City of Woodburn
Eric Linnquist, City of Woodburn
Marta Carrillo, City of Woodburn
Eryn Kehe, JLA Public Involvement
Gabe Crop, MSA
Kevin Thelin, MSA

Background:

City staff organized a walking tour in response to a suggestion by a member of the CAC at their first meeting on January 6, 2010. Postcards announcing the event in English and Spanish were sent to all CAC members and to 224 homes on and around 5th Street. Twenty-two people attended the event, including ten CAC members. The consultant team marked the public right-of-way at several locations along 5th Street. The tour began at Harrison and stopped at approximately six separate locations where the team pointed out the publically owned property and discussed design options for the location of sidewalks, parking and landscaping. Those in attendance shared several comments and questions which are recorded below. Questions necessitating responses from the Project Design Team were provided and follow below in italic text.

Comments and Questions Received:

- Define “right-of-way”. *Right-of-way as referred to in the context of this project means the publicly owned space that can be used for improvements. The right-of-way for 5th Street is 60 feet wide.*
- I live here; it doesn’t make sense to create a one-way couplet.
- Question about radius of corner at Harrison. *It is expected that the curb radius at the corners of Harrison and 5th Street will be reconstructed and rounded as part of this project to better allow for buses to turn without using the entire roadway.*

- What other options have been considered other than 5th? *Several options were considered during development of the City's TSP to improve the transportation system. The 5th Street improvements project was identified as a key improvement.*
- Can we reduce the size of sidewalks and landscaping to keep the road out of people's yards? *Generally yes. The flexible design areas shown in the preliminary figures, which include parking, sidewalks and landscaping can be designed to best fit within the available space to reduce impacts to existing features within the public right-of-way such as existing landscaping.*
- Consider 4 foot sidewalks if we include them on both sides.
- What are minimum standards for local streets? *5th Street is proposed to become and "Access" street as defined in the TSP. Typical standards for Access streets include 12 foot wide travel lanes, 8 foot wide parking on both sides, 6 foot wide landscaping strips on both sides and 6 foot wide sidewalks on both sides. These are "typical" dimensions rather than "minimum" dimensions and the City expects to adjust these typical features and dimensions for this project.*
- Traffic calming is going to be needed.
- Can we design the street differently in different parts of 5th street? *Yes, certain features and dimensions of features and be adjusted accordingly, although some level of consistency is desirable along the street.*
- How do you decide when to install a crosswalk and when do you install one with flashing lights? *Several factors must be considered prior to installing a crosswalk or crosswalk with flashing lights including volume of pedestrian traffic, speed, other nearby crossing locations etc. It is expected that crosswalk locations would be determined during final design.*
- The signs in advance of a crosswalk help me as a driver know when to watch for pedestrians.
- Need advance signage to communicate the truck restriction. This is currently a problem on Settlemier.
- Is there money left to resurface Fir Street? *This project needs to consider the impact on increased traffic on side streets. Funds for this project will be limited to improvements on 5th Street and Yew Street if the Yew Street connection is made. Funds for resurfacing other side streets will come from the City's ongoing maintenance funds and are subject to the priorities of which streets have the most need.*
- What happens to the traffic once it hits Harrison? *Traffic will flow similar to the current configuration with right or left turn movements. Traffic analysis will be completed to determine if potential congestion would occur.*
- From Fir Street, north it would be best to keep curb line where it is to protect front yards.
- Do we have to have on-street parking on both sides? *No. Parking can be designed on one side only, although the City would prefer to have parking on at least one side of the street.*
- Limit parking to one side in the more narrow areas of 5th Street.
- It is obvious that the neighborhood needs parking in the north area of 5th Street.

- Discussion about Yew St. and various alternatives. *The potential Yew Street extension will be discussed in more detail at CAC Meeting #2.*
- Do we have to have a planter between the sidewalk and the pavement? *No, although the benefit of this orientation is separation of the pedestrian from traffic thereby increasing pedestrian safety.*
- Keep apartments because there is a need for affordable housing and drug abuse housing.
- Thank you for doing this!
- I am open to this. All I ask for is speed humps on adjoining streets like High St., Church St. between 5th and Settlemier.
- Starting at the Church, run 4' sidewalk on one side of the street for the length of the project without parallel parking. Parallel parking on the opposite side with curb. Save mature trees and front yards. Convert the 6-plex to low income or affordable housing (A&D housing/sex offender stock). Cut into Church parking area for the extension to 3rd Street to keep the 6-plex.