

## Columbia County 2008 – 2011 STIP Sub-Committee

July 27, 2005  
Columbia River PUD  
Deer Island, OR

The meeting was called to order by Lonny Welter, Columbia County Roads. The following NWACT members and local transportation staff attended:

Robyn Bassett – City of Vernonia  
Jon Hankin, NWACT, City of Scappoose  
Sally Harrison – City of Vernonia  
Tim Homann – City of St Helens  
Sue Nelson-Mullett – City of St Helens  
Charlie Sciscione – ODOT Region 1  
Dave True – City of Clatskanie  
Lonny Welter, NWACT, Columbia County  
Tim Wilson – ODOT Region 1

Welcome and Introductions: Attendees introduced themselves.

### 1. STIP Process

- Question – Does the technical scoring automatically dictate the ranking, or is there an opportunity to provide other project information that can affect a project’s overall ranking? Response: Ranking doesn’t necessarily have to follow technical scores.
- Will need to be sure that projects considered today are Modernization projects, and meet the OTC eligibility requirements:
  - Adds new capacity (new lanes, new roads, wider bridges, new interchange
  - Tend to be large and expensive
  - Usually have multiple planning and project phases, such as environmental assessment, project design, public participation, land use review, etc
- Only about \$5 million is available outside the Portland urban growth boundary for Region 1 mod projects in 2008 – 2011
- Preservation and bridge projects are decided by ODOT, with projects on prior STIPs carried forward, and considered still on the STIP:
  - Havlik Road and Hwy 30 – funding for signal in 2006 – 09 Draft STIP
  - Lower Columbia and Van St and Swedetown interchange projects – in planning phase
  - West Lane Rd is on the freight list
- NWACT Prioritization Factors
  - System-wide congestion – 25 points. For 5 mile stretches of roads, so it doesn’t pick up specific locations, which means that it’s not likely Columbia County projects will score very high in this category. Data is from ODOT using 2001 Congestion Map
  - Economic and community development – 25 points. (All of Columbia County is “distressed” as defined by OECD). Set up in ¼ mile increments from employment/industrial park centers.
  - Safety – 20 points. Safety Investment Priority (SIP) is the number of accidents in a general location. SPIS addresses crash severity at a specific location.
  - Community partnership – 10 points
  - Connect Oregon – 10 points. Freight incentive program, proximity to intermodal sites and/or have written support from an intermodal transportation provider.
  - Total – 100 points

### 2. STIP Proposals

- Lower Columbia River Hwy at Millard Road – Ranked #2 on 2006 – 09 Developmental STIP and nothing has been done on it yet. The project is a controlled intersection in St Helens, connects to the industrial land being developed at McNulty Creek. Will take freight traffic off Gable Rd where it currently accesses Hwy 30. Will become a C STIP project. No technical score because already listed on 2006 – 2009 STIP. Ranked number one because of need and because only construction project to be ranked.
- Lower Columbia River Hwy – Clatskanie to Westport Section Passing Lanes – Ranked #7 on 2006 – 2009 STIP, and nothing has been done on it to date. No technical score, because already listed on 2006 – 2009 STIP.

- Hwy 47 Miles Bridge Replacement – Built in 1938, the bridge has alignment issues with the existing highway, land width on the bridge is inadequate for the large freight trucks, and bicycle/pedestrian use is a safety concern with little or no way to safely cross the bridge. Question – Are there any plans to increase capacity on Hwy 47 adjoining the bridge, so that the increased capacity of the bridge matches the highway capacity? Why isn't ODOT replacing the bridge? Been identified as deficient, but not currently scheduled for replacement. How far along is the project, eg, how much planning is done? Would need to go on D STIP rather than C STIP. Although, project is really more suited to the bridge replacement program, the group agreed to leave it on NWACT's list in case additional funding becomes available in the future. Technical score is 34. D STIP project.
- Gable Road. Number on priority on the St Helens Transportation Plan, Gable Road connects several major residential areas from the west side of town to the main shopping and commercial area of the city, St Helens High School, and Hwy 30. It is currently a two-lane road in extremely poor condition, with substandard width travel lanes, little to no shoulders, no bicycle or pedestrian facilities, inadequate storm drainage, and severely deteriorating wearing surface. A traffic study conducted in October of 2003 produced an ADT of 4,100 and the City of St Helens Transportation System Plan (TSP) identifies Gable Road as having the highest projected annual traffic volume growth rate in the City at nearly 4%. At this rate, the 2013 projected ADT would be 6,100 and the 2023 projected ADT would be 9,000, well exceeding the current capacity of the road. Project would increase lane capacity for a .72-mile stretch of the road, extending from Highway 30 west to the City limits. Although not a State highway, congestion and safety numbers make the technical score a 57. D STIP project.
- Hwy 30 Tide Creek Intersection Turn Lane – Project would construct a left turn lane for north bound traffic to exit Hwy 30 enabling entry to Tide road. During inclement weather or conditions affecting visibility, north bound traffic comes up unexpectedly on stopped turning traffic. The adjacent ODOT bridge is scheduled for replacement or repair in the near future, but currently no capacity improvements are planned. From a cost and roadway improvement perspective, it makes sense to combine the road and bridge improvements. Technical score is 28.

### 3. County Rankings

- C STIP – Lower Columbia River Hwy at Millard Road ranked number one because of need and because only construction project ranked.
- D STIP – Tide Creek ranked 1 assuming the schedule for the bridge replacement is within the same timeframe, Miles Bridge ranked 2 unless the project is moved over into the bridge program, Gable Road ranked 3, and the Clatskanie – Westport passing lanes ranked 4<sup>th</sup>.

### 4. Next Meeting

Joint meeting with Washington County will be August 11<sup>th</sup>. Washington County's projects will likely stay the same: Glencoe interchange and Staley's Junction.

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Recorded: Mary McArthur, Staff

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Lonny Welter, Columbia County Roads