

MEETING AGENDA

Date: Thursday, November 8, 2018
Time: 1:00 pm—3:30 pm
Location: Clatsop Community College
 Columbia Hall—Room 219
 1651 Lexington Ave
 Astoria, OR
 503.970.3336

Directions/Click on Map:
<http://www.clatsopcc.edu/about-ccc/campuses/main-campus/main-campus-map>
Contacts: Henry Heimuller, Chair: 503.397.4322 or henry.heimuller@co.columbia.or.us
 Mary McArthur, Staff: 503.970.3336 or mbmcarthur@nworegon.org

NWACT meetings are open to the public and accommodations will be provided to persons with disabilities. If a sign language interpreter is needed, please call Mary McArthur at 503.228.5565 at least 48 hours prior to the meeting.

Item 1 1:00 pm	Welcome and Introductions		Henry Heimuller
Item 2 1:05 pm	NWACT Minutes/Updates <ul style="list-style-type: none"> ✚ Approval of September 13, 2018 Meeting Minutes (attached) ✚ Public Comment (Limited to 5 minutes per person) ✚ ODOT Region 2 Updates ✚ STIP Leverage Program Guidelines ✚ Oregon Transportation Commission Update ✚ Clatsop County Transportation Update 	Action Item	Henry Heimuller
Item 3 1:30 pm	ADA Transition Plan Presentation and Discussion		Lisa Strader ODOT
Item 4 2:15 pm	Hwy 6 Passing Lanes Proposal Presentation and Discussion		Tom Messenger Tillamook Co Private Sector
Item 5 2:30 pm	Oregon Coast Bike Route Rider Survey		Ken Shonkwiler ODOT
Item 6 2:45 pm	Local Government Pavement and Bridge Conditions Reporting		Ken Shonkwiler ODOT
Item 7 3:00 pm	COAR Applications		Jim Knight Port of Astoria
Item 7 3:15 pm	NWACT Updates <ul style="list-style-type: none"> ✚ NWACT Executive Officers Nominating Committee Recommendations ✚ Member Updates ✚ Other 		Henry Heimuller All

Attachments:
 September 13, 2018 Meeting Minutes
 Hwy 6 Passing Lanes Proposal

2019 NWACT Meeting Schedule

Note: A complete meeting packet is available on the NWACT website at: NWOregon.org/NWACT/News and Announcements

NW Oregon Area Commission on Transportation

September 13, 2018
Stub Stewart State Park
Buxton, OR

The meeting was called to order by Kathy Kleczek. The following members and guests attended.

John Boren—ODOT TDD	Jim Knight—Port of Astoria
Mike Borreson—Washington Co Private Sector	Rodney Linz—Banks Fire District
Bob Brajcich—City of Clatskanie	Rosemary Lohrke—Columbia Co Citizen-at-Large
Jayson Buchholz—ODOT	Patrick McIntire—Tillamook County Private Citizen
Stevie Burden—City of Wheeler	Gary Neuschwander—ODA
Ray Drake—ODOT	Mike Russell—Columbia County Roads
Mark Ellsworth—Governors NW Oregon RST	John Serra—Congressman’s Schrader’s Office
Dave Harlen—Business OR Port	Ken Shonkwiler—ODOT
Eric Havig—ODOT	Frank Spence—Port of Astoria
Henry Heimuller—Columbia County Commission	Tony Snyder—ODOT
Josette Hugo—Rep Brad Witt’s Office	Dave Sukau—City of Scappoose
Tony Hyde—Columbia County Private Sector	Lianne Thompson—Clatsop County Commission
Michelle Jenck—Tillamook Co Citizen-At-Large	Dave True—City of Clatskanie
Bruce Jones—City of Astoria	Joe Younkins—Washington County Transportation
Marsha Kirk—City of Banks	Suzanne Weber—City of Tillamook
Kathy Kleczek—Sunset Empire Transportation Dist	Lonny Welter—Columbia County Roads

Excused: Bill Baertlein, Michele Bradley, Senator Johnson, Jerry Taylor

1. Welcome and Introductions—Welcome to Tony Synder, ODOT’s new Area 2 Manager.
2. NWACT Minutes and Updates
 - Approval of May 12, 2018 Minutes—Approved unanimously. (KK/SB).
 - Public Comment
 - Banks Fire Chief. District covers 136 square miles. Have 3 stations: Banks, Timber and Buxton. Adding a new Fire Station near Manning. Would like to request ODOT to assist them start the process in applying for funds to put in a traffic light on Hwy 26 at the station location. Will save response time out Hwy 26. Hwy 6 has limited coverage from MP 34 to MP 15.
 - Gaston. Asked NWACT to support their Safe Routes to School application. Washington County has supported their community development efforts. Concerns raised by NWACT members—Unclear how many other applicants are from the NWACT area, if NWACT supports them all, does that reduce the impact of NWACT? Haven’t had a chance to do due diligence on the application. However, there was a consensus that it is important to demonstrate support for rural community applications. Without knowing all the other applications, difficult to know which ones to support. Tony Synder noted that there is only \$16 million of funding for the Safe Routes to Schools program state-wide. Currently there have been over 100 letters of interest with over 40% of the projects coming from Region 2. Ken suggested that it might be helpful to put together a process for next year’s application process. Tony suggested a letter that talks about the increase in rural traffic and safety concerns, that rural areas are low on resources and high on need. Submit a more general letter supporting more funding for rural infrastructure needs. NWACT supports the Safe Routes to School safety goals and getting people to walk goals. May want to relook at Bylaws and see if NWACT would want to include supporting grant applications, and develop a process. ACTs can make recommendations to ODOT on any of the funding programs and policies. Members requested that Mary draft a letter for Henry’s signature asking ODOT to have ACTs review and recommend Safe Routes to School applications in the future, and encourage increased funding for the urban surge traffic see in our rural areas. (KK/LT) Regarding Gaston’s Request—Letter to ODOT in lieu of individual project support letters.
 - Banks Request for a No Jake Braking Sign along Hwy 6 at Banks, near residential area. ODOT has a no unmuffled braking program, but it does not have signing. Communities can set up their own signs within their city limits. The new residential area is outside the Banks City limits.
 - Region 2 Update. Scoping the 150% STIP Fix-It List and seeing where they can integrate leverage projects. After that will winnow down to 100%. Will bring the winnowed down list back to NWACT. Working on Tillamook TSP, taking comments on freight travel and Hwy 101/6 intersection feedback.

Hwy 101 Bicycle Safety Study is in process. Very popular bike route. Will keep NWACT updated. Traffic counts being taken this month on several ODOT highways. (ODOT does yearly traffic counts.) For specific projects will look at current and expected future land use. NWACT Questions: Increased growth in Portland metropolitan impacts the Coast, but is it factored into the population growth that ODOT looks at for the NWACT region? ODOT looks at 30% increase rates. Question: Are current urban growth rates also being factored in? Issue driving through Nehalem is dog-legged turn, with people stopping inappropriately, as well as the flashing light at the turn. Ken will be looking at doing a corridor study from Manzanita to Wheeler. Some of the signage was developed before the new GPS-based applications. Are near misses factored in? Suggestion: Include to the south end of Rockaway Beach in corridor study.

The Oregon Transportation Commission—Will be increasing funding for updating the lighting at Arch Cape Tunnel. Question: Been some erosion at the base of the tunnel. ODOT will look at it. Will be requesting additional funding for the Tillamook Hwy 101/6 project where costs have increased from finding underground fuel tanks. Upcoming workshop in Silverton regarding emerging technology issues and how they will affect ODOT policies. ACTs will be receiving a survey regarding future roles and responsibilities of ACTs.

Working on Astoria bridge ends projects.

- Washington County Transportation—Banks Hwy 47 trailhead. Trailhead for Salmonberry and Banks Vernonia. Working on rail banking decision. Have some weight-limited bridges. Hwy 47 in Forest Grove in Fern Hill area working on a safety audit review, identify some safety solutions. Looking at using approximately 40-50% HB 2017 funds on rural bridges repair/rehab.

3. ODOT Freight Advisory Committee (OFAC) Presentation/Discussion

Interested in hearing the issues and challenges of the region, how to improve freight movement and connect with other modes of transportation. Most everything connected with people and society is impacted by transportation. Committee is very interested in hearing from the ACTs throughout the state. Lonny is NWACT's chief connector to the Committee. Dave Harlen, Business Oregon's Port representative to OFAC, noted that freight projects benefit all users. Portland congestion affects much freight movement in all parts of Oregon. OFAC looks at cross-region impacts and benefits. Freight is important to Oregon's economy. Moves goods and services for local Oregon companies. Oregon is primarily an export state.

NWACT feedback: Freight movement through Tillamook is almost exclusive by truck, so important to consider truck movement through communities and along highways. Urge involvement of (former) truck drivers in designing new and/or updated roadways. Multi-modal options from freight are important in NW Oregon, given the emergent Cascadia event. Hampton Lumber, in Banks, is looking at making their facility a distribution center, bringing in trucks from Warrenton and Tillamook and then transloading to rail. They will be looking at local infrastructure and traffic along Hwy 47. Suggestion: Look at how Rainier has dealt with Teevin's log facility growth and traffic.

First and last mile of freight movement is often the most critical.

4. Member Updates

- SETD—Kathy reminded NWACT members on how important tourism is for the region, including managing traffic. Also reminded folks about the September 25th North Coast Tourism Studio.

Recorded: Mary McArthur, Staff

Henry Heimuller, NWACT Chair

Oregon Highway 6 Passing Lanes Proposal

The safety along Oregon Highway 6 ("OR 6") between Tillamook and Banks is and has been an ongoing concern for individuals and businesses on both sides of the Coast Range. Several potential solutions have been brought forth through many different channels. We are seeking your support in bringing one specific partial solution to fruition.

Challenges:

OR 6 is not a safe road to travel for the following reasons:

Traffic issues:

1. Traffic Flow increase – OR 6 has had a 20% increase in traffic since 2012 whereas Oregon as a whole has had a 9.7% increase since 2012. OR 6 has had no lane improvements to the road during that time.
2. OR 6 is often curvy and wooded obscuring the driver's view of the road ahead to see if passing is safe. When you increase the traffic volume on any two lane road, the ability to safely pass other vehicles is decreased simply due to the increased traffic coming the other way.
3. The Portland metro area is growing at the rate of 36,000 people per year.
4. In south Hillsboro, a 20,000 person subdivision is being built right now. In the Cornelius area, a 900 home subdivision is underway. A natural path to the beach for both these developments is OR 6.
5. Tourism to Pacific City, Tillamook and other destinations on the coast that are accessed via OR 6 is increasing rapidly resulting in increased traffic and congestion.
6. Commuter traffic has increased, particularly due to the fact that Tillamook County Creamery Association ("TCCA") now has major employee centers in Tillamook, Portland and Boardman.
7. OR 6 is the primary route by which goods and services are transported in and out of Tillamook County and it is increasingly used as a commuter route. It is also an important egress route in an emergency.
8. Increased tourist traffic does not mix well with freight and commuter traffic and creates safety challenges.
9. The recent Scenic By-Way designation for OR 6 will increase tourism-related traffic.
10. The 2017 Legislature approved a comprehensive transportation bill. Part of its goal is improving traffic flow in the Portland metro area which will also generate more traffic to go to the beach via all the major routes.

Road issues:

11. Very few rumble strips are in place on OR 6. More should be added in remote areas to alert drivers that they are crossing the center line.
12. Most dangerous path to the beach – a steeper climb and steeper descent with fewer passing lanes than other major routes to the beach.
13. From Tillamook, it is a long climb up one side and then a quick down the hill on the other side. Traffic gets bunched up in both the up and down hill portions of the road.
14. Going east from Tillamook, OR 6 has a 23 mile stretch of highway with no passing lanes (MP 3 to MP 26).
15. There is no cell service in almost all of thirty-two miles (MP 7 to MP 39) of OR 6. There is occasional cell service right at the top of the hill for less than a mile. There is no indication or message or sign that tells you that there is cell service there. So, if there is an accident or problem, it takes extra, valuable time to get to a place where you can communicate with emergency services via cell service. This also delays emergency services from getting to the situation and delays notification to loved ones of the situation.
16. The ODOT Cam for OR 6 is 11 miles and 1000' in elevation below the summit. This does not provide accurate weather or road conditions at or near the summit.
17. There is no downhill passing lane on OR 6 Eastbound.

18. All existing passing lanes in both directions are near the top of the hill except one westbound downhill passing lane at MP 16.
19. Specific concerns cited by logistics representatives at TCCA Include:
 - a. Road surface condition
 - b. Passing lane lengths and locations
 - c. Need more paved pullouts. People feel safer pulling off to let people pass if paved instead of gravel.
 - d. Lack of cell service. Increasing # of accidents on Hwy 6; What's the plan for emergency communication? Cell tower? Call boxes? People need to know where these are. It is usually another driver who is first to respond to the scene
 - e. Icy road conditions: "Manning side seems to get more attention/be better maintained." Need more sand on our side. Not just de-icer.
 - f. Need to update Trip Check/511 in real time. Look at allowing truck drivers and other users to update via an app.

Economic issues:

20. For Tillamook County, almost all goods and services – including Tillamook Cheese products – enter and exit the county via OR Hwy 6.
21. More and more tourists each year are using OR 6 as their path to the beach and the North Oregon Coast.
22. OR 6 is also a key path for timber industry to move logs, lumber and wood chips to the Willamette Valley from Tillamook County.
23. OR 6 is key to the economic development of the North Oregon Coast.

Proposed Partial Solution:

Install 3 passing lanes, each about .4 miles in length, on Eastbound OR 6 at the following locations: MP 16, MP 22 and MP 35.5. The one at MP 16 will replace a much shorter turnout. These proposed lanes are all on straight almost level sections of OR 6.

This proposal provides a new passing lane thirteen miles past the previous passing lane Eastbound on OR 6, a second passing lane six miles later and a third passing lane 2.5 miles down the east side of the hill below the summit of OR 6.

This will smooth traffic flow for OR 6 Eastbound and decrease the likelihood of accidents.

There is no formal project or funding at this point. This effort is to try to establish consensus around the need and a deep and strong group of supporters so that when funding becomes available, there is a strong case to present to ODOT to fund the project.

Request:

We ask that if NWACT supports this proposal, then a letter would be written to Tony Snyder at ODOT expressing the support of NWACT for this proposal.

Thank YOU!

Oregon Trucking Association
Washington County Commissioners
Washington County Land Use and Transportation
Washington County Sheriff
Tillamook County Commissioners
Tillamook County Creamery Association
Hampton Lumber Company
Banks School District
Tillamook School District
Tillamook County Sheriff
Tillamook County Public Works
Tillamook People's Utility District
Tillamook Economic Development Council
Tillamook Chamber of Commerce
Tillamook Coast (Visitors Assoc)
Tillamook Adventist Regional Medical Center
Washington County Visitors Association
Nestucca Valley Chamber of Commerce
Sen Betsy Johnson
Sen Arnie Roblan
Sen Chuck Riley
Rep David Gomberg
Rep Susan McClain
Rep Deborah Boone
Rep Mitch Greenlick
Rep Ken Helm
Rep Janeen Sollman
City of Tillamook Mayor Suzanne Weber
Tillamook County Commissioner Candidate Mary Faith Bell
Tillamook County Commissioner Candidate Adam Schwend
Pacific City Citizen Advisory Committee
Port of Tillamook Bay
Port of St Helens
Banks Chamber of Commerce
Forest Grove Chamber of Commerce
Gales Creek Chamber of Commerce

**NWACT MEETING SCHEDULE
2019**

Meetings will be held the **2nd Thursday** of the month

All meetings are from 1:00 pm—3:30 pm, unless otherwise scheduled.

January	Columbia County	Thursday, 1/10	Columbia County Scappoose Fire Station
February			
March	Tillamook County	Thursday, 3/14	Tillamook County Port of Tillamook Bay Officers Mess Hall Col-Pac Annual Meeting/Luncheon
April			
May	Clatsop County	Thursday, 5/9	Clatsop County Clatsop Community College
June			
July	Tillamook County	Thursday, 7/11	Tillamook County Port of Tillamook Bay Officers Mess Hall
August			
September	Washington County	Thursday, 9/12	Washington County To Be Decided
October			
November	Clatsop County	Thursday, 11/4	Clatsop County Clatsop Community College
December			