

## NW Oregon Area Commission on Transportation

March 9, 2017  
Port of Tillamook Bay  
Tillamook, OR

The meeting was called to order by Henry Heimuller, Chair. The following members and guests attended

Cynthia Alamillo—City of Manzanita  
Jenna Berman—ODOT Active Transportation  
Mike Borresen—Washington Co Citizen-at-Large  
Michele Bradley—Port of Tillamook Bay  
Bill Carpenter—Clatsop Co Citizen-at-Large  
Susan Conn—City of St Helens  
Debbie Dudley—City of Fainier  
Henry Heimuller—Columbia County Commission  
Michelle Jenck—Tillamook Co Citizen-At-Large  
Diane Jette and Mr Jette—Elsie Vinemaple Rural  
Fire District  
Tim Josi—Tillamook County Commission  
Kathy Kleczek—Sunset Empire Transit District

Jim Knight—Port of Astoria  
Rosemary Lohrke—Columbia Co Citizen-at-Large  
Dale McDowell—City of Seaside  
Larry McKinley—ODOT  
Bob Mushen—Port of Astoria  
Tim Potter—ODOT Region 2  
Mike Schroeder—ODOT Area 1  
Ken Shonkwiler—ODOT  
Jerry Taylor—City of Manzanita  
Suzanne Weber—City of Tillamook  
Liane Welch—Tillamook County Public Works  
Jim Young—Port of Tillamook Bay

Excused: Stevie Burden, Senator Johnson, Gary Stockoff, Lianne Thompson

1. Welcome and Introductions—Chair Heimuller opened the meeting. Members and stakeholders introduced themselves.
2. NWACT Minutes and Updates
  - Approval of November 10, 2016 Minutes—Approved unanimously. (TP/MJ)
  - Public Comment—Diane Jette from Elsie spoke again regarding the safety issues on Hwy 26 near MP 22: Visitor and residential congestion, daily average of 9,500 cars, flashing lights for emergency response which allow only 6-7 seconds for a car to stop. Average speed is 60 miles/hour. Some crash pictures were distributed. Requesting a solid yellow line along that straight away, prohibiting passing. Would also like to see a reduced speed sign. Trying to mitigate the accident risk before the busy Summer travel season. ODOT response: Tim Potter had ODOT traffic staff review the highway. Have found that striping is correct, crashes that have occurred do not support making any change. The long stretch of highway in front of Elderberry Inn can't be changed, don't have the legal right to change that. Looked at vehicle speeds, 85% is used to set the appropriate speed. Difficult to lower the speed when drivers are already driving faster than the speed limit. May be able to move notice of flashing sign further east which will help access getting onto the highway. Will look at lowering light that is not clearly visible. Response from NWACT members, question why can't add a solid strip. Also, given that travel volume is increasing, should re-look at the increased need for lowering the speed limit through that stretch of the highway. Porter will look at what is needed to lower the speed limit, depends on how the rules were set, eg, legislatively or administratively. Traffic calming is not normally done on rural areas, although community has parked a lookalike patrol car there. Fatalities and serious injury accidents get priority for highway improvement funding. ODOT is initiating a second phase of the ARTS program, Clatsop could identify Elsie as a high priority project. No one from NW Oregon is on the ARTS Board which selects projects. Despite technically rural, have a large percentage of urban drivers traveling to the Coast for six months out of the year. Need to recognize what this looks like in rural life, not just what is on paper. Common sense says something needs to be done, but "rule" says nothing can be done.
  - Region 2 ODOT Update—Been trying to stay ahead of winter events. Had significant slide and snow events over the winter. Maintenance has been working long hours. Most of construction projects have been shut down, although the Megler Bridge project has been able to proceed because hasn't been a lot of wind. Hwy 101/6 project has had some issues with extra water and finding some contaminated soil. Were able to secure an additional \$2.5 for remediation. Question: Why aren't the trip checks on the ODOT website updated more frequently during the times when there is a problem. No signage on Hwy 101 that road may be closed for 20 minutes at a time between Seaside and Cannon Beach.
  - Legislative Update—Much of discussion has happened in committee. Larry McKinley spoke that nothing has come out of committee yet. OLIS site shows when all the committees are meeting. If a bill hasn't

been heard on the floor by the end of April, probably won't make it through session. Transportation legislation has four different working groups: Congestion, seismic, safety, preservation/maintenance.

- ODOT Audit (Management Review)—Tim reported that the Management Review was requested of the Administrative office to compare ODOT operations to others nationwide. Oregon is in the top 20—25%. Do very well on large \$10 million plus projects. Smaller projects, individually, had high fluctuations in terms of meeting budget. Overall, do well on accuracy, but there may be improvement per individual project. The fluctuation is worrisome. ODOT's health: How manage growth, leadership, and accountability—Do well, although need to be more critical of peers. Would like to see more internal review and feedback. Do much more public outreach than other states. Overall vision and goals are sound. Did have some concerns about span of control as go up org chart. As get higher in the organization, have too many direct reports. The Secretary of State Audit—Larry reported, dealt with auditing contracts. Larry manages all federal contracting for highway projects. Must meet certain procedures, and only found one item, unbalanced bids. Of the eleven projects reviewed, nine came under bid. The issue for the SOS office was that line item reimbursements didn't always match up with the line items budgeted. This can happen for various reasons, and generally contracts are managed to not exceed the bottom line bid.
- Tillamook County Update—Was selected as one of two counties for pilot project on seismic lifeline projects. September agenda—Seismic study of Tillamook County. Handed out the County's Public Works 2016 Performance Report. Half of department is due for retirement, need to start looking at succession plan. Will be adding 2 new employees to start learning the system. Miami Foley loop closed because of a landslide. Question: Ever a chance that any of Transit Lodging Tax (TLT) funds could go toward bike lanes and sidewalks? Tillamook County sets aside and uses a minimum of 1% toward those alternate modes. Eg, New bike lanes in front Fairgrounds.

### 3. ODOT Active Transportation Funding Presentation

Need to think about the 60% of Oregon that do not do active transportation. Issues: 40% of Oregonians do not meet national physical activity recommendations. Why there is so much emphasis on safe routes to school. Issues: Environmental—Transportation is source of the most greenhouse gas. Bicycle travelers Oregon spent nearly \$400 million in 2012. Have scenic bikeway program. Equity and Safety—80% of high income neighborhoods have sidewalks while only 49% of low income neighborhoods do. Less likely to own a car—more likely to bike, walk, use transit, and more likely to get hurt. Why safe routes to school focus is on low income schools. Bicycle and Pedestrian modal plan has been updated. Multiple modals, no hierarchy. Introducing ODOT's Active Transportation Liaison to communities. Education and outreach, to bring up the active transportation IQ. Learning how to use different types of travel and how to make them work well and work better. Funding expert, connecting funding with different types of projects. Connecting latest designs with potential projects. Road standards when upgrade highways. How to incorporate striping when repaving highways. Sidewalk Improvement program and quick fix are two funding programs. Eg, work that is being done in Seaside. Ultimate goal—The more sophisticated communities are when asking for projects, then the better design will result. Eg, a protected bike lane vs just a bike lane.

Cultural shift within ODOT as to how view and implement bike/ped. Road diet, strip off some of the extra width on roads for non-vehicle use. Now call it street re-configuration. (Not taking something away, but adding to the highway). Main Street reconfigurations. What's missing is a complete network. Eg, bike routes connecting to another bike lanes. Launching a Hwy 101 bike route study. For bike touring, local trips. 2-3-year effort. Tillamook County recently completed design in Pacific City, which would may be eligible for ConnectOregon funding. OR Parks just put out their trails applications. Seaside has just put in a bike riding training park to teach kids how to ride a bike in traffic. Hwy 131 from Tillamook to Netarts is a well-traveled bike route. Salmonberry trail will also be part of a future network. City of Tillamook will be starting their TSP update and will include some of these designs.

### 4. Transportation Investment Strategy

Ken provided an overview. Informs the Legislature on how ODOT thinks funding should be spent on transportation. How it spends now and how it should be spent in the future. Came from meeting with all the ACTs in the State. Four strategies: Preservation and Maintenance, Seismic Resiliency and Safety, Severe Congestion and Transportation Options. Funding levels now do not meet minimum needs. Areas of Investment Highway: Maintenance. If keep at current level of funding, would drop from 80% to 60% of pavement condition. Bridges: by 2035, 65% of State highway bridges will be in distressed condition.

Culverts: Wear out faster on the coast, then east of the Coast range. Safety improvements identified for segments of Hwy 101 in NW Oregon. Investment in Biking and Walking—Address gaps on urban safe system, off-road bikeways and walkways and Safe Routes to School Outreach and Education. ARTS program breaks its funding down geographically. Demand for public transportation is rising. Over the past decade, ridership has increased significantly growing twice as fast as Oregon's population. ODOT contributes only 6% toward public transit.

5. Critical Oregon Airport Relief (COAR) Applications

All 5 NWACT applications were advanced forward for final review for the \$1.8 million total available funding in 3 categories. Priority 1-Match for FAA projects: All projects were funded for \$1.2 million of the total. All Priority-2 projects addressing safety and infrastructure improvements were also funded at \$314,000. Only \$300,000 was left for Priority 3 projects for airport service improvements and economic development. POTB got 2 projects funded, Port of St Helens (Scappoose Airport) was funded, Port of Astoria received no funding. About \$100,000 was not allocated because the next prioritized project request was \$150,000. The Review Committee nominated Jim Knight as their new Chair. Will be a resource for NWACT airports in the future. Knight will look at increased focus on the P-3 funds, since that was where the most requests were made, but had the least funding. Commended ODA staff for all their hard work. 90% match is huge leverage.

6. Other Business

- NWACT Officer Election—The Nominating Committee comprised of Kathy Kleczek, Rosemary Loerke, Gary Stockoff and Suzanne Weber presented the following slate of 2017 NWACT officers: Henry Heimuller—Chair, Lianne Thompson—First Vice-Chair, Suzanne Weber—Second Vice Chair. The recommendation was unanimously approved. (KK/TP)
- Member Updates:
  - Port of Astoria—Commission has approved a May bond measure for paying infrastructure for LifeFlight ConnectOregon project. \$2 million. Three commissioner positions are up for election.
  - Sunset Empire Transportation District—Have been times when Hwy 101 flooding is back outside Seaside.
  - Seaside—Don Larson, Mayor, passed away. Jay Barber, new Mayor. Sorely missed. Great sense of humor and vision.

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Recorded: Mary McArthur, Staff

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Henry Heimuller, Chair