

NW Oregon Area Commission on Transportation

May 11, 2017
Port of Astoria
Astoria, OR

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

Cynthia Alamillo—City of Manzanita	Jim Knight—Port of Astoria
Jenna Berman—ODOT Active Communities Prog	Rosemary Lohrke—Columbia Co Citizen-at-Large
Mike Borresen—Washington Co Citizen-at-Large	Patrick McIntire—Tillamook Co Citizen-at-Large
Bob Brajcich—City of Clatskanie	Tom Messenger—Pacific City
Michele Bradley—Port of Tillamook Bay	Paula Miranda—Port of St Helens
Stevie Burden—City of Wheeler	Tim Potter—ODOT Region 2
Bill Carpenter—Clatsop Co Citizen-at-Large	Rich Riffle—City of Scappoose
Susan Conn—City of St Helens	Christie Schreckengost—ODOT
Mark Ellsworth—NW Oregon Regional Solutions	Mike Schroeder—ODOT
Bill Fashing—Cowlitz-Wahkiakum Council of Governments	Ken Shonkwiler—ODOT
LeeAnne Ferguson—The Street Trust	Gary Stockhoff—Washington County
Susana Gladwin—Elsie Vinemaple Rural Fire Dist	Michael Summers—Clatsop County Public Works
Jeff Harrington—City of Astoria	Mike Sykes—City of Scappoose
Henry Heimuller—Columbia County Commission	Jerry Taylor—City of Manzanita
Michelle Jenck—Tillamook Co Citizen-At-Large	Lianne Thompson—Clatsop County Commission
Bruce Jones—City of Astoria	Dave True—City of Clatskanie
Tim Josi—Tillamook County Commission	Liane Welch—Tillamook County Public Works
Marsha Kirk—City of Banks	Jim Young—Port of Tillamook Bay

Excused: Jeff Hazen, Senator Johnson, Kathy Kleczek, Blake Lettenmaier, Robert Mushen, Doug Pilant, Suzanne Weber, Lonny Welter.

1. Welcome and Introductions—Chair Heimuller opened the meeting. Members and stakeholders introduced themselves.
2. NWACT Minutes and Updates
 - Approval of March 9, 2017 Minutes—Approved unanimously. (BC, LT)
 - Public Comment—Susana Gladden. Hwy 26 at Elsie. Interested in having reduced speed and making the long straightaway east of the Hwy 103 intersection a no passing zone. Straight away section of road includes 36 mail boxes and 2 bus stops. For school bus stop, Jewell bus driver must cross the highway at point where the highway picks up speed. A center turn lane would be helpful. ODOT response: Looking at upstream flashing lights to slow down traffic. Cost would be about \$50,000 for two lights. May want to do westbound flashing light first.
NWACT response: Appears to be a pattern of this type of driving behavior occurring around bus stops. Need more public education. In Wheeler have a lot of kids crossing Hwy 101. More visible school bus lights would be helpful. Big issue is distracted driving, number one cause of accidents, can't engineer way out of some of these problems.
Another issue—No signage on Hwy 101 that road may be closed for 20 minutes at a time between Seaside and Cannon Beach.
 - Region 2 ODOT Update—Wet weather and excavation has found a lot more contaminated water at Hwy 6/101 intersection. Causing delay and extra funds to mitigate. Hoping to get 3 lane configuration open by Memorial Day weekend. Lot of retirements coming up within ODOT, including Tim Potter. NWACT members asked that his new replacement be as accessible as Tim has been. NWACT members commended Tim's good work. Dave True moved back to Clatskanie from ODOT. More and often public outreach is appreciated. Issue raised about condition of Hwy 103 as it goes under Hwy 26. Information will be passed on to the district maintenance staff. A lot of transit folks are also retiring.
 - Clatsop County Update—Also have retirements, two vacancies. Major landslide last March near Birkenfeld. Public private partnership with ODOT and a distribution company to repair. Local agency agreement to do safety improvements on Lewis and Clark road. Working through the County's list of road improvements. Working on potentially developing bike trails from Astoria to Manzanita/Wheeler, including alternate routes to Hwy 101. A discussion on bicycles will be added to a future NWACT agenda.

3. Safe Routes to School Presentation

LeeAnne Ferguson noted that The Street Trust was formerly the Bicycle Alliance. Educating folks on what the Safe Routes to School program is. Collaborating with multiple groups. Oregon has one of the higher rates of walking to school nationally. Exercise helps with school, empowers kids, gives parents more independence. Components of the program: Education, Encouragement, Engineering, Enforcement, Evaluation, Equity. If all components in place, increases the number of kids walking and biking. Safety—Reduce fear of kidnapping by having walking groups, bring parents outside. Safe routes to bus stops. In rural areas, 1 mile radius, isn't much of a catchment area for schools. One option being used is having buses drop kids off a little further from schools and have them walk the rest of the way. Also relieves congestion at the schools.

NW Transportation Options is working on projects in Astoria and Seaside, teaching biking skills. Statewide, ODOT has about \$500,000 program. But no coordinators on the coast. NWACT feedback: In NW Oregon, there aren't a lot of sidewalks and the weather is inclement a lot of the time. Accessing the Safe Routes to School program takes a collaboration such as City/County/School District/Non-Profit Partner. Safe Routes to School Network. ODOT has a technical service provider. Often times schools are the drivers of getting this activity started. Oregon funding for safe routes to school projects has been combined into ODOT's modernization funding. Also working on a legislative package. Can combine other resources such a bicycle tourism that might be using the same routes.

4. Charter Review

In March 2017, the Oregon Transportation Commission (OTC) released their amended Policy on Formation of an Operation of Area Commissions on Transportation (ACTs). NWACT last reviewed our Charter and Bylaws in July 2012 and is due to look a review. Mary went through the OTC's Policy and matched the requirements to NWACT's current Charter and Bylaws, and provided a Summary Outline for NWACT members to review and discuss. NWACT current Charter and Bylaws include most all of the OTC's requirements. The Board directed Mary to make the following amendments:

- To NWACT's activities—Add Policy language regarding reviewing projects/policies for other STIP-funded projects, language regarding providing the OTC input into long-range planning projects, and language regarding advising the OTC on other transportation issues relevant to NWACT that would benefit from a coordinated committee discussion.
- To NWACT Authority—Add verbiage about NWACT being a voluntary association with no legal authority.
- Add Community Action Team (CAT), Northwest Oregon Housing Authority (NOHA), Department of Human Services (DHS) and Oregon Employment Office to NWACT list of ex-officio members.
- To Executive Session—Add OTC verbiage.

Mary will draft the amendments for NWACT's Charter and Bylaws for final review at the July 13th meeting.

5. Other Business

- NWACT Work Plan—Mary will provide an updated draft at the July meeting.
- NWACT Biennial Report—Mary will provide a draft at the July meeting. (Note, NWACT received notice in June that the earliest opening on the OTC meeting agendas is November, which will mean that a draft NWACT Biennial Report will be reviewed at NWACT September meeting.)
- Member Updates:
 - Tom Messenger—Impressed with new signage along state highways
 - Washington County—Working on some rural bridges. Verbort roundabout almost done, unfortunately contractor defaulted. Getting a lot of development out in the rural areas of county.
 - Port of St Helens—Moving forward on taxi-way project utilizing COAR funding.
 - Wheeler—Still arguing with FEMA over fixing Hwy 101. Flooding culvert. Lower Nehalem Trust got a grant to protect Botts Marsh, and looking to connect it with the City and rails to trails.
 - Tillamook County—Partnering with Clatsop County on asphalt repair, ARTS project, fixing storm repairs.
 - Scappoose—Trying to keep up with development. Like revised highway traffic signals.
 - Rockaway Beach—Hwy 101 projects going well. Did lose one of the crosswalks when repaving was done, but it's being replaced, important to the community.

- Astoria—Bond St reopening, working on a retaining wall to get 2 lanes going. Waterfront bridges underway. Hwy 126 sidewalks. (Connect project)
- Clatsop County—Large retailer coming to the county, on a county road. Chip seal program active this time of year.
- Banks—Realigning a crosswalk, including flashing lights. Striping Hwy 47 for parking off road. Got funding from Washington County, for Banks Rd/Cedar Canyon/Hwy 47. Looking at ODOT right of way for parking at B_V trailhead.
- Manzanita—Major north south road (Carmel) contractor is in default. Hwy 101 project, tunnel is completed. Current lanes will be moved over to new alignment.
- Seaside—Holliday project is complete except for striping. Embarking on a new Urbann Renewal District.
- Clatskanie—Focus is on safety. Enforcement is going to be key, drivers will continue to be districted.
- Michelle—Jenna Berman is going to have Active presentation to Active Communities program.
- Ken Shonkwiler—Been working with Bill Fashing on getting Rainier to be more involved with the COG and COG more involved in Rainier. Working on several TSPs, Ken could give updates on TSPs at a future NWACT meeting. NW Connector Pedestrian Access study, funded through the 2015—2018 STIP, will be starting next month. Also kicking off Hwy 101 bike study, along entire coast. Ways to improve bicycle traveling experience. Focus will be on traffic safety.

Recorded: Mary McArthur, Staff

Henry Heimuller, Chair