



## Stakeholder Advisory Committee, Meeting #1

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DATE: January 8, 2009

ATTENDEES: Mark Labhart, Mayor Robert McPheeters, Willard Berry, Carolyn Decker, Mark Elston, Claudine Rehn, Shawn Reiersgaard, Don Averill, Tom Weber, Norm Myers, Tom Conaughton, Jan Stewart, Todd Johnson, Doug Henson, Shirley Kalkhoven, Alene Allen, Mark Gervasi, Butch Parker, Tony Snyder, Ingrid Weisenbach, Norm Rauscher, Joanna Ridgway, Kristin Hull, Linda Girard

GUESTS: Gus Meyer

LOCATION: Tillamook City Library, 1716 3<sup>rd</sup> Street

### Welcome and Introductions

Kristin Hull welcomed the group and asked for self-introductions. She briefly summarized the agenda which will include a project overview, discussion of committee charter and protocols, the environmental baseline, and a roundtable conversation about problems in the study area.

### Project Overview

Kristin reviewed the project purpose, schedule, study area and decision process. She explained that the project's overall purpose is to improve safety and mobility at the intersection of US 101 and OR 6 in downtown Tillamook. She told the committee that they would have an opportunity to more fully define the purpose of the study as they discussed the problem statement at the next meeting. She also reviewed the schedule telling the group that the project would have six major milestones: document traffic and environmental conditions, develop project problem statement and evaluation framework, develop alternatives, evaluate alternatives and select alternatives. She told the group that by June, when this process was complete, the project team would determine if the alternatives had been sufficiently narrowed to begin the NEPA process.

She defined the study area and identified the key intersections: Main Avenue and 1st Street, Main Avenue and 3rd Street, Pacific Avenue and 1st Street, and Pacific Avenue and 3rd Street. She also reviewed the project decision process and explained that the SAC would report to the Project Management Team (PMT) that includes staff from ODOT, the City of Tillamook and Tillamook County.

Kristin then reminded the group that this work followed a 2006 study of transportation problems in downtown Tillamook. She explained that this study would consider the problem at the intersections of US 101 and OR 6 in more detail. She then reviewed the recommendations for further study from the 2006 Tillamook Transportation Refinement Study. The alternatives included:

- Two way traffic on 1st and 3rd Streets.
- Widen the Hoquarten Slough Bridge.
- Extend Pacific Avenue northward and two-way traffic on 1st and 3rd Streets.

## Committee Charter and Protocols

Kristin then discussed the committee charter and protocols. The charge from ODOT states “A Stakeholder Advisory Committee (SAC) has been formed to provide “on the ground” guidance to the Project Management Team (PMT) regarding issues of importance to community members and other project stakeholders. The document outlining this also included the purpose of the committee, roles and responsibilities, and draft protocols and was part of the meeting packet distributed to committee members.

The committee agreed that an alternate can attend if a member cannot attend a meeting and can participate in the group decision-making. It was also agreed that alternates should be designated early on in the process.

Kristin noted that committee members generally include those representing property and business owners, developers, residents and affected agencies and jurisdictions and asked if there was any major interest group that we had missed. One member asked what concerns weren’t met in the first study and if any of those had to do with non represented interest groups. Kristin explained that none of the alternatives selected met ODOT’s mobility standards but the process itself was acceptable.

Meeting guidelines were also discussed and the committee agreed that public comments would be heard at the beginning and end of each meeting.

The committee said that they will attempt to reach consensus on project recommendations. If there is no consensus, 2/3 of the group must agree in order to make a recommendation and if agreement can’t be reached then no recommendation can be made and majority and minority reports will be issued instead. They also said that as long as there is, at least, a two week meeting notice, a quorum will be required (defined as a minimum of 12 members). Members also agreed that both the mayor and the commissioner can participate in making decisions.

It was decided that any news media inquiries or requests for official statements will be referred to Tony Snyder. SAC members are free to speak on their own behalf about the project but are asked not to speak on behalf of the group.

## Environmental Baseline

Kristin outlined the key environmental findings:

- Floodplain and floodway in much of the study area
- Parks/recreational resources on both sides of Hoquarten Slough Bridge
- Historic properties in downtown Tillamook
- Constrained right-of-way in downtown Tillamook

One member noted that wetlands issues will just keep coming up because of the ongoing ocean dredging. Kristin said the project team will use federal boundaries when mapping.

## Problems in the Study Area

Committee members were asked to participate in a roundtable discussion about problems that they identify in the area and how those might translate into goals for the project:

- Congestion; confusion (especially tourist traffic); lane drops/adds ( N on 101 – to bridge).
- Trucks have trouble getting through downtown, corners are sharp.
- Conflicts between modes
- Trucks are important to economy
- Smoothly – goal
- Streets are narrow, parking makes it worse
- Queues behind slower drivers, backup to 12<sup>th</sup>
- Not a clear definition between arterial and neighborhood streets (especially trucks)
- Hoquarten Bridge should be raised and widened
- Business impacts
- Chairwalls under sidewalks – difficult to widen roadways
- Safety concerns with trucks in downtown
- Getting everyone through while maintaining parking
- Volume of traffic is increasing – how do you move it through town?
- Truck traffic – especially without railroad
  - ✓ Volumes are down now because of economy
  - ✓ Log trucks are on 10<sup>th</sup>
  - ✓ Other companies going through downtown

- Anything that makes trip straight is better for trucks. Current turn radii is too tight – lots of fender benders between cars and trucks.
- Need ability to move water through floodway.

### **GOALS:**

- Traffic flows smoothly
- Pedestrian safety and pedestrian friendly
- Buy fewer fenders! – safety
- Bike safety
- Maintain good access to present businesses – preserve viability
- Fit with other plans, work done before
- Minimize or avoid impacts to trail
- Minimize or avoid impacts to riparian areas and wetlands

### **ODOT GOALS:**

- Meet community needs
- Get a good bang for our buck
- Life of the project.

## **Conclusion and Next Steps**

We will poll the committee about best date for the next meeting whether January 21, 22, 28, or 29 and inform them via a meeting request.

The first open house will be Wednesday, February 4 from 5:00 p.m. – 7:00 p.m. at the Tillamook City Library. It will be advertised through news releases to local newspapers, a newsletter mailed to 6000 households and on the project website: <http://tillamooktraffic.org/>

Meeting was adjourned at 6:45 p.m.

