

Stakeholder Advisory Committee, Meeting #3

DATE: March 3, 2009

ATTENDEES: Mark Labhart, Willard Berry, Claudine Rehn, Don Averill, Tom Weber, Shirley Kalkhoven, Mayor Robert McPheeters, Norm Myers, Matt Mumford, Andy Neal, Jan Stewart, Mark Gervasi, Tony Snyder, Ingrid Weisenbach, Joanna Ridgway, Liane Welch, Kristin Hull, Linda Girard, Andra Henriques, Dave Simmons

GUESTS: Gus Meyer, Alene Allen, James Aman, Marshall Doak, Bob White

LOCATION: Tillamook PUD, Carl Rawe Room, 1115 Pacific Ave.

Welcome and Introductions

Kristin Hull welcomed the group and asked for self-introductions. She briefly summarized the agenda which will include approving a final evaluation framework and problem statement, sharing ideas for concepts, and discussing new ideas. The meeting summary from the second meeting was approved with no corrections or additions.

Kristin said the open house held February 4th was very successful and had more than 50 people in attendance. She noted that residents identified many of the same problems as the SAC had including on-street parking (reduction in visibility and narrow roads), back ups from one signal stopping traffic at adjacent signals, safety for cars and trucks, and confusing street system for tourists or newcomers. Attendees approved of the goals identified by the SAC and suggested adding public transportation mobility, safety and involvement, and considering short-term solutions that could contribute to a bigger project.

Public Comment

There was no public comment.

Confirm Problem Statement and Evaluation Framework

The committee approved the problem statement as included in the meeting packet and finalized the goals and objectives which were amended to include transit issues and the addition of Hwy 131.

Concept ideas

Dave Simmons presented ideas for concepts identified in the Tillamook Transportation Refinement Plan, at the open house held on February 4, and by the Project Management Team and asked that the SAC think about additional concepts they would like to add tonight. Three alternatives were advanced from the Refinement Plan: Alternative 1, Alternative 4, Alternative 5 and the management team is recommending that all three remain under consideration. Ideas that originated from the open house and recommended for further study included several “variations on a theme” and one new concept:

- A new bridge for northbound traffic
- Extend Pacific Ave. and rejoin 101 south of slough; widen existing bridge
- Two new bridges east and west of existing bridge – several versions received
- Widen bridge, narrow sidewalks to allow for wider lanes on Main and Pacific

Creative ideas not recommended for further study because they were not consistent with project goals were:

- Close Pacific between 1st and 2nd and force traffic to use local streets
- Extend 1st west to Highway 131
- Redevelop downtown with a new 4-lane road between Main and Pacific avenues
- Make Pacific Avenue 2-way with a new bridge over the slough

Ideas recommended to be carried forward were:

- Alternative A – 1st and 3rd streets, two way (this was in the Refinement Plan)
- Alternative B – extend Pacific Avenue northward across slough
- Alternative C – widen existing bridge (this was in the refinement plan)
- Alternative D – two new bridges, one east and one west of existing bridge
- Alternative E – Widen existing bridge with two-way traffic on 1st and 3rd streets

Kristin and Dave then asked for comments and suggestions from the committee for additional ideas. Mark Labhart said that the Corps of Engineers is considering building an elevated highway in the flood-way north of town and we need to discuss and coordinate our plans with them especially in the alternatives including new bridges. Another committee member expressed concerns about impacts to Stillwell as well as properties north of the slough that two new bridges would create. “Stillwell is a community hub and so much traffic will be detrimental to the area. Our goals state that we should minimize business and community impacts.”

Other ideas included (1) try to work within existing parameters, (2) important to coordinate with Oregon Solutions results (i.e. elevated highway, etc.), (3) don’t design roundabouts for intersections, (4) pay attention to bikes and pedestrians in the new configurations, (5) keep lack

of parking in mind. One member asked if, when coming down Main, the plan is to widen it? The narrowness of Main Street is a major issue both because of traffic flow and parking impacts. Staff responded that they will look at cross sections as well as mobility issues in making that decision.

Introduction to Access Management

Kristin presented an overview of access management, what its benefits are, potential treatments, and steps for implementing it. She explained that access management is planning for the location, design, and operation of driveways, turn lanes and medians, and intersections. The purpose is to provide access to land while preserving safety and efficiency for facility users, to address through traffic needs, property rights, and property access based upon the primary purpose of the road, and to reduce or eliminate potential conflict points. It improves safety, reduces congestion and improves economic development.

Physical improvements could include consolidating access, adjusting driveway spacing and width, restricting access movements, restricting access with medians, relocating or closing accesses, providing frontage or backage roads, and improving local circulation. Implementation would involve identifying accesses that don't meet standards, meeting with property and business owners, developing and refining a set of access management tools and implementing agreed-upon access management changes over time.

In Tillamook a review of accesses and proposed changes would occur with any project and a plan would be developed with owner and community input. City code already requires new development comply with ODOT access management standards.

Public Comment

There was no public comment.

Conclusion and Next Steps

We will poll the committee about the best date for the next meeting to be held in late April.

Meeting was adjourned at 6:45 p.m.