Tillamook TSP Update: Project Advisory Committee (PAC) Meeting #1 Summary

Tillamook City Hall
3:00 PM – 5:00 PM, Tuesday, November 14, 2017

Attendees:
- Sarah Absher, Tillamook County
- Rick Adams, Tillamook Fire
- Alene Allen, Tillamook Resident
- Wayne Alvarez, TRMC
- James Aman, TPUD
- Justin Aufdermauer, Tillamook Chamber
- Michael Barberry, Oregon Coast Visitors Assoc.
- Todd Bouchard, OBB Partners V LLC
- Michelle Bradley, POTB
- Nan Devlin, Visit Tillamook Coast
- Ryan Farncomb, CH2M
- Marc Hinz, Kayak Tillamook County

- Harry Hewitt, Tillamook Churches
- Kristin Hull, CH2M
- Tim Lyda, City of Tillamook
- David Mattison, Member at Large
- Doug Pilant, Tillamook County Transit
- Bobby Poppe, City Sanitary Service
- Debbi Reeves, City of Tillamook
- Claudine Rehn, Tillamook Estuary Partnership
- Erin Skaar, C.A.R.E
- Jan Stewart, Tillamook Planning Commission
- Ross Tomlin, Tillamook Bay Community College
- Brian Vosburgh, TPUD
- David Wells, Bicycle Pedestrian/Non-Motorized

Meeting Purpose
Provide an introduction to the Tillamook TSP Update, review the PAC roles and responsibilities, and discuss draft TSP goals, objectives and evaluation criteria.

Meeting Summary
Welcome and Agenda Review

Paul Wyntergreen and Kristin Hull welcomed the group, reviewed the agenda, and introduced the process to update the City’s TSP. The group introduced themselves, stating one piece that is working well with the transportation system and one thing that needs to change in the next 20 years (summarized as an attachment to these notes). The overall theme of PAC member comments was a commitment to collaboration and problem solving.

Tillamook TSP Update Introduction

Ryan Farncomb introduced the TSP update, discussing what a TSP is and why an update to the City’s TSP is necessary. Ryan noted that a TSP is a required plan and the City’s was last updated in 2003. Discussion included:

- Will the plan look at increasing the use of electric vehicles and the need for charging stations?
  - Not necessarily. The plan is more focused on the transportation system as a whole and not vehicles.
Will we cover flooding, drainage, and stormwater in the TSP? There are areas of the city prone to frequent flooding?
  o The plan will look at how we improve the roadway system, which could include projects that indirectly address areas that flood. Stormwater and drainage are typically addressed during project design.

When will we be looking for input on the TSP?
  o We have two public events planned – the first will be in February 2018 and will focus on existing/future conditions, and gaps/needs.

PAC Role and Charge

Ryan discussed the role and purpose of the PAC in the TSP Update process. Kristin then reviewed the draft PAC Protocols. Ryan noted that PAC materials will be posted to the project website (www.tillamooktsp.org) in advance of all PAC meetings. The group agreed to the Protocols.

TSP Goals, Objectives, and Evaluation Criteria

Ryan and Kristin gave an overview on the TSP goals, objectives and evaluation criteria, instructing the team to perform an exercise placing green dots (indicating they liked the goal) or red dots (indicating they wanted to discuss the goal) on a poster for each goal statement. Discussion and feedback included:

**Goal #1 Coordination:** The PAC did not have comments on this goal.

**Goal #2 Safety**
  o Sidewalks near schools are very important
  o Safety is critical
  o Sometimes, a safety improvement for one mode could have unintended safety consequences for other modes
  o Crossings - very important
  o Lighting is extremely important, especially when it is dark and raining
  o Important to separate trucks from cyclists/pedestrians
  o Large vehicles (trucks + RVs) need room to travel safely
  o Need to prioritize safety improvements based on where problem areas exist

**Goal #3 Livability / Economic Vitality**
  o Add more about event management
  o Need to balance economic vitality with livability
  o Freight mobility a concern on US 101, arterials
  o Policy discussion around truck loading and unloading, and use of ROW
  o Policy discussion around curb bulbouts/turning radii in downtown.

**Goal #4 Accessibility and Connectivity**
  o Need to publicize/sign freight routes, revisit freight routes. Need and enforcement mechanism
  o Multiple comments on issues with trucks not using designated routes in town.
  o "Freight and service (bus, PUD) needs" in the last objective.
  o Safe crossings

**Goal #5 Mobility**
  o Need to think about mobility when thinking about closing streets, make streets dead-end, two way versus one way, etc. Consider policy around this
  o Look at consistency in intersection control, one-ways, etc.
  o Consistency around street lighting, lack of street lighting, a standard in terms of lighting
  o Conversation around use of stop signs as speeding control as opposed to traffic control devices. Are they for traffic calming?
- **Goal #6 System Preservation**: The PAC did not have comments on this goal.
- **Goal #7 Public Transportation**: The PAC did not have comments on this goal. **Goal #8 Pedestrian and Bike**
  - Conversation around bike/vehicle interactions. Need for separated space for cyclists, vehicles. US 101 is dangerous.
  - Salmonberry Trail
  - Concerns about bikes on the highways
  - Address cycling for both locals and tourists
  - 25-30% of transit ridership in the summer is cyclists, many tourists.
  - Oregon Coast Trail connects through downtown Tillamook. Could reference under Objective #3.
  - Waterways - consider beefing up mention of this in the objectives. Access to water is important.
  - Launch point at Sue Elmore park is critical
- **Goal #9 Environment**: The PAC did not have comments on this goal. **Goal #10 Funding**: The PAC did not have comments on this goal.

**Next Steps**
The project team will revise the Goals, Objectives, and Evaluation Criteria memo based on PAC feedback. The next PAC meeting will be held in February 2018.
PAC comments on “things that are working well or not working well with Tillamook’s transportation system”

Working Well:

- Stillwell Ave./3rd Street change
- US 101 will be great when complete
- Non-motorized transportation, kayaking connections
- Cooperative spirit in community
- Non-motorized transportation system
- 3rd Ave bike lane and sidewalks are very beneficial
- Collaborative/cooperative community
- Good relationships with the transit agency (TCTD)
- Collaborative efforts
- Transit loop in the City
- New improvements are currently underway
- Tourism

Not Working Well:

- Downtown core is an issue during big events, difficult to respond to emergency events
- Tourism is good, but taxing the transportation system
- Highways 6, 136, and 101 serve many people
- Emergency routes during weather events
- US 101 project and congestion
- Need more non-motorized corridors
- Prepare for aging population
- Need to integrate transit better
- Planning is important
- Need to advance City’s goals around sidewalks, pedestrian access
- Walking trails, water access
- Opportunities for non-motorized transportation
- Integrate with County plans
- Non-emergency medical transportation
- More transit
- Event-based transportation
- Maintenance
- Interconnectivity
- Look at downtown again
- Salmonberry Trail
- Resilience (especially with respect to the airport)
- Mobility during floods
- Utility coordination
- Disaster preparedness
- Safety/access
- Balance between pedestrian and traffic needs
- Procedures for events
- Balanced approach needed
- Peak season traffic on 101
- Bike lanes on 101/136
- Bike paths/trails
- Connection between Hoquarten Plan and rest of town
- Congestion at schools