Tillamook TSP Update:
Project Advisory Committee (PAC)
Meeting #3 Notes
Tillamook Library
3:00 PM – 5:00 PM, Tuesday June 12, 2018

Attendees

**PAC Members**
- Jan Stewart, Citizen
- Harry Hewitt, Citizen
- Michelle Bradley, POTB
- Kaylan Sisco, YMCA
- David Mattison, Citizen
- Erin Skaar, CARE
- Michelle Jenck, Citizen
- Debbi Reeves, URA

**Agency Staff**
- Sierra Lauder, Chamber of Commerce
- Wayne Alvarez-Rojas, Tillamook Regional Medical Center
- Laura Swanson, Tillamook County Pioneer
- Ross Tomlin, TBCC
- KC Fagan, TPUD

**Consultant Team**
- Paul Wyntergreen, City of Tillamook
- Liane Welch, City of Tillamook
- Ken Shonkwiler, ODOT
- Ryan Farncomb, Jacobs
- Kristin Hull, Jacobs
- Garth Appanaitis, DKS
- Amanda Deering, DKS

**Introduction**
The purpose of the meeting was to share and obtain PAC feedback on the draft transportation solutions and funding recommendations provided in Technical Memos #8 and #9, as well as introduce issues around transportation standards that will be incorporated into Technical Memo #10. Key points and feedback emerging from the discussion with the PAC is summarized in the sections below.

**Project Update**
The meeting began with a brief update on the overall project, including a review of the latest engagement schedule, production timeline, and upcoming milestones in the planning process. The schedule from September through October 2018 includes development and review of the Draft TSP, as well as the second and final public open house.

**Draft Transportation Solutions**
The PAC was briefed on the contents of Draft Technical Memo #8: Transportation Solutions. The solutions identified in the memo were based on existing and future transportation needs, previous stakeholder feedback, and previously identified project needs in relevant plans (e.g. 2003 TSP, Hoquarton Waterfront Plan, etc.). The main objective for this part of the meeting was to share draft recommended projects the PAC, which are proposed for inclusion in the final TSP. The recommended transportation solutions were identified using evaluation criteria based on the TSP goals (see Technical Memo #4: Goals, Objectives, and Evaluation Criteria for more information).

PAC members were asked to provide feedback on the evaluation criteria, process, and recommended transportation solutions. The project team provided PAC members with print-outs of the full evaluation
matrix and maps of proposed transportation solutions. Considerations for discussion included project cost, appropriateness for inclusion in the final TSP, timeline, and priority.

The following subsections summarize the key points that emerged from this discussion, organized by mode.

**Draft Solutions: Pedestrian System**

Project staff shared a map of draft pedestrian system improvements with the PAC, which included proposed crossing improvements, sidewalks, off-street trails.

**Key Discussion Points/Q&A**

- The PAC asked to know how crossing needs were determined to be Basic (pavement markings and signage) versus Advanced Crossings (pedestrian signal or beacon). The project team explained that the Basic and Advanced designations are general guidelines for the assessed level of need/solution, but that there are no hard and fast rules to clearly define a Basic or Advanced Crossing.
- **Question: How did you decide what kind of crossing is needed?**
  - Answer: The project team decided on the type of crossings needed based on roadway type, width, and traffic speed.
- **Question: Is it assumed that where ladder crosswalks are recommended, all four legs of the intersection will be improved?** No, just where needed.

**CROSSINGS**

- Include Basic Crossing at 7th Street to serve kids at YMCA.
- An improved crossing is needed at 7th Street/US-101 NB Pacific Street.
- Include signage to warn drivers about kids near 9th Street and Rove.
- Include Advanced Crossings on US-101 at 7th, 8th and 9th Streets
- Include crossing improvement on US-101 at 11th Street; there is high-speed traffic at this location with limited sight distances.
- Crossing improvements are needed on Stillwell Avenue at 7th and 8th Streets
  - **Group consensus:** Include Advanced Crossings at 7th, 8th and 9th Streets. Additional walkability improvements are needed at these locations to allow pedestrians to move safely through the area.
  - Staff noted that crossings on US 101 should be studied further.

**SIDEWALKS**

- Sidewalk improvements near Les Schwab are not needed. PAC recommends a bike lane in this location instead.
- Include sidewalks on 3rd Street east to Marolf Loop or Olsen Rd.

**Draft Solutions: Bicycle System**

Project staff shared a map of draft bicycle system improvements with the PAC, which included proposed dedicated bicycle facilities, shared bicycle facilities, off-street trails.

**Key Discussion Points/Q&A**

- There is a general desire to see more bicyclists accessing and travelling through Downtown Tillamook.
- **US-101 SB Main/NB Pacific:** Dedicated bicycle facilities will not be needed on US-101 given the recent improvements as part of the US-101 Traffic Improvement Project, as also since most cyclists use 1st Street/Front to access OR-131
- Include continuous bicycle lanes on 3rd
• The existing bike plaza at 2\textsuperscript{nd} should be shown.
• ODOT project will build a bike shelter at 2\textsuperscript{nd}/Ivy.
• Include a dedicated bike facility on 1\textsuperscript{st} Street
• Include a bike crossing at US-101 and 11\textsuperscript{th} Street
• Could you stripe a bike lane on US 101 from Hoquarton to 4\textsuperscript{th}?
• Include a bicycle crossing at 4\textsuperscript{th} Street and US 101
• Is there an opportunity for bike parking at 4\textsuperscript{th}/Main?
• Build new bike parking hub near Front Street and near 12\textsuperscript{th} at the triangle
• Suggestion to cantilever bike lanes on the bridge over the Trask River on Hwy 131 (Note: not within the City)

Draft Solutions: Roadway System
Project staff shared a map of draft roadway system improvements with the PAC, which included street flow modifications and intersection improvement projects.

Key Discussion Points/Q&A
• 12\textsuperscript{th} Street Rail Crossing – part of project is moving forward
• Question: How does the proposed roundabout at 12\textsuperscript{th} Street/Miller Avenue accommodate trucks? Are trucks required to take another route? Answer: Roundabouts can be designed to be less expensive and accommodate trucks.
• Improve the intersection at 3\textsuperscript{rd} Street and Marolf Loop.
• Mill site: consider showing future connectivity across the site as very general.
• Intersection of 12\textsuperscript{th}/Miller needs to be examined – safety issues.
• New road utilizing the rail right of way in town?
• Street extension near Linden?
• Williams extension to relieve school traffic?
• Intersection of Marolf and 3\textsuperscript{rd} is also an issue.

Draft Funding Recommendation
Project staff presented a draft funding recommendation to close the gap between current transportation revenues and future funding needs. The draft recommendation to generate an additional $3.9 million in additional transportation funding includes raising the gas tax, implementing system development charges (SDCs), partnerships, and leveraging utility projects.

Key Discussion Points/Q&A
• Most funding today is from state and local gas tax.
• Tillamook will become ineligible for Special City Allotment when population exceeds 5,000. This is likely to occur soon.
• The city currently does not levy System Development Charges (SDCs) for streets.
• There are $1.2 million available for transportation projects over the next 25 years. Under current funding, there is likely to be a substantial funding gap.
• Question: What are the assumed SDC rates in the memo? Answer: $2,000 per SF unit.
• The objective of the “partnerships” recommendation is to leverage different resources to accomplish a shared goal.
• The objective of the “leverage utility projects” recommendation is to coordinate utility and transportation projects to save on programming and construction costs for both.
• **Question:** When was the gas tax last increased? **Answer:** Never; the gas tax was first implemented in the 1980s.
• A major benefit of raising the gas tax is that it is levied both on local residents and tourists.
• Consider bonds, particularly for ped/SRTS projects.
• Potential for tourism money for use on some projects; connections to the Oregon Coast Trail.
• Travel Oregon conducting a Tourism Studio for North Coast in the fall. Important to bring up these issues/transportation issues.
• Would like more analysis of SDCs and how they would impact housing development
  • Staff noted that the full Technical Memo #9 contains in-depth discussion of SDCs. SDCs must be used for capacity improvements
  • Include FLAP Grants and Recreational Trails Grants as potential funding sources
  • Connect Oregon isn’t currently funded; shouldn’t be shown in the memo

**Transportation Standards**
The project team briefed the PAC on preliminary work to be documented in the next deliverable – Technical Memo #10: Transportation Standards. The memo will review standards such as Roadway and Access Spacing, Enhanced Pedestrian Crossing Treatment Guidelines, and ITS Coordination Guidelines to guide the development of potential TSP projects. The PAC was given an opportunity to discuss and ask questions. PAC feedback on these topics will be considered as the project team develops the memo.

**Other Topics/General Q&A**
• Tillamook County and City of Tillamook are currently developing a seismic resiliency plan. This may carry implications for the TSP update.
• PAC advised that technology changes may continue to change the downtown environment. To be considered as the project team developed the Draft TSP.

**Next Steps**
• The project team will revise Technical Memos #8 and #9 based on PAC feedback. Early PAC feedback on transportation standards will also be considered in the development of Technical Memo #10.
• Next open house and PAC meeting will be in September 2018.
• Contact Paul Wyntergreen with any additional thoughts or questions