



PAC Meeting Summary

PAC Meeting #2: September 9, 2021

Attendance

PAC Members

- Chris Laity, Tillamook County Engineer
- Deborah Cipolla, Manzanita
- Julie Chick, Nehalem
- Justin Baile, Nehalem
- Leila Aman, Manzanita
- Mary Johnson, Wheeler
- Melissa Thompson-Kiefer, City Manager, Nehalem
- Mike Anderson, Wheeler

- MJ Anderson, Nehalem
- Phyllis Scott, Manzanita

Staff Attendees

- Allison Brown, JLA
- Ariella Frishberg, JLA
- Briana Calhoun, Fehr & Peers
- Kara Hall, Fehr & Peers
- Ken Shonkwiler, ODOT
- Sarah Peters, Fehr & Peers

Introduction and Agenda Review

Allison Brown, JLA Public Involvement, opened the meeting by reviewing Zoom tools and etiquette. PAC members and staff attendees gave brief introductions and stated where they lived.

TSP Overview

Kara Hall, Fehr & Peers, shared a slideshow covering project updates, the Transportation System Plan process, progress since the previous meeting, and how the input gathered in today's meeting will inform the project team moving forward.

Outreach Summary

Sara Peters, Fehr & Peers, provided results and feedback related to the Online Open House. There were 225 views and 66 survey responses, most of which were from Manzanita and Nehalem. The Online Open House explained the background of the TSP, provided an overview of goals, and asked for community members' feedback and perspective on modes of transportation. It also asked participants to identify challenges they experience and provided an interactive map to pinpoint problem areas.

Key themes from the feedback included:

- Many roads, including U.S. 101, feel too narrow to be safe for current speeds, traffic volumes, and/or mode mixes.
- Participants want room – on the roads or separately – for both visitors and residents to walk and bike.
- Roads near popular destinations, such as the Post Office and Wanda's, need special care to cope with congestion.
- The "T" intersection in Nehalem (U.S. 101 and 7th) is not just frustrating but dangerous, with frequent near misses and collisions – including between people driving and people walking or biking.

Regional goals feedback:

- Most people wanted to see more bike lanes or alternative modes of transportation.
- Many were concerned about routes and transportation modes in emergency situations.
- There were concerns about tourist-related traffic and whether improvements would attract more tourists.

City specific goals:

- Increase alternative transportation options and infrastructure for alternative transportation methods, specifically Salmonberry Trail connections.
- Concerns about intersection in Nehalem where southbound U.S. 101 makes right turn.
- Focus on transportation modes and routes in case of emergency.
- Concerns about attracting more tourists.
- Concern about the corner of Northfork Road and Seventh Street.

Respondents were asked for feedback on what it was like to travel in each area and outside of the area.

- Nehalem stands out as needing most improvements, U.S. 101 through Nehalem is the biggest cause for concern. Other cities need minor improvements.
- Biking and walking in Nehalem and outside of the cities also need major improvement.
- People wanted to see major improvements related to biking in all cities/areas.
- Most people felt that alternative transportation options were adequate.

TSP Technical Background

Briana Calhoun, Fehr & Peers, reviewed the existing conditions of the region. Full details from this presentation can be found in the slide deck.

Question: Where is the collision data collected from?

Answer: It's from the DMV and ODOT, as well as state police. There is a lag in data, so this is from 2014-2018.

Comment: Everything presented so far is no new information. We all know U.S. 101 is a one lane ribbon that connects north to south, so of course there are going to be more accidents compared to the rest of the state. The other point related to new people not causing much more congestion is that sometimes it takes 20 minutes to get onto 101. I have to make a dangerous turn into traffic against where I want to go, to take another turn several blocks later into the direction I want to go in. If that's happening now, it's going to be worse in five years. My main concern if this is the 20-year plan is that I don't see any dike building going on, and the roads will not be able to go through Nehalem and Wheeler, as they will be very soggy.

Response: We interpreted data we collected, and it reflects what you see. Data only gets so far without personal experiences. Now we can look at specific problem locations and narrow in on them to find solutions, so thank you.

Question: Why is Manzanita Ave. called out as an area with issues instead of Laneda?

Answer: That is from ODOT's projections of areas with most increased traffic in the future.

There were no more questions or comments.

Discussion: TSP Project Objectives & Projects

The group split into breakout rooms (one each for Nehalem, Manzanita and Wheeler) to discuss goals, objectives, and transportation solutions for the TSP. Each community group would be asked three questions:

1. Are these the right objectives?
2. Are there any clarifications needed or something that doesn't resonate with your community?
3. What kinds of projects meet these objectives and project goals?

Notes from these breakout rooms are included in the appendices of this document. During the report out after the breakout rooms, the following themes were shared:

Nehalem

- The need to bring connectivity.
- Options to connect community.
- Are there opportunities to think about rail?
- How people can travel within different modes of transportation.
- When crossing 101 would a push button make sense? Crossing flags?

- Still need to do work on identifying where crashes occur.
- Where are sidewalk gaps, especially related to students?
- Is a water taxi feasible?
- How do we manage visitors?

Manzanita

- Do we need to shift thinking related to how busy it has been through Covid?
- Circulator shuttle or trolley.
 - How might this be funded?
- Parking management programs.
- Facilities on U.S. 101 including shoulders, bike lanes, etc.
- Speed on U.S. 101.
 - Should we do a speed study? Are crossings warranted?
- Changing language around “non-motorized” to electric bikes.
- Key destination connectivity.
- Where would we want pedestrian and bike facilities? Should they be fully separated or a greenway system?

Wheeler

- Challenges traveling between different communities; concerns about safety.
- Support for Salmonberry Trail.
- Concern about speeding at 101, needs improved enforcement.
- Looking at wayfinding within Wheeler so that people can more easily find businesses.

Public Comment

There was no public comment to share at this meeting. Public comment is welcome and can be shared with the project team in writing by emailing Ken Shonkwiler at Kenneth.d.Shonkwiler@odot.state.or.us.

Next Steps & Closing

Kara Hall reviewed the next steps for the TSP process and the PAC. Next steps include: finalizing the summary of the community outreach and making it available, building out a list of projects and analyzing them based upon feedback, and screening them based upon project

goals. There will be an opportunity for the community to weigh in on the process later in the year, as well as at the third PAC meeting.

Question: Where is the money for these projects, and who is the money from? How soon will the money be here? Are there grant options? Are we just talking because it's in your job description to analyze everything? Analyzing is great, but then what?

Answer: We'll come up with solutions. The plan needs to meet statewide goals and be fiscally responsible for the cities, whether short term or long-term goals. This is not a guarantee of funding for construction, but having this plan creates a clear path forward. This enables us to apply for construction grant opportunities, from ODOT and the federal government, and then start pursuing those opportunities. The first question on a grant is "Is the project on a TSP?" Right now, none of your projects are, so this is the first step. We aren't wasting your time.

Allison Brown and Ken Shonkwiler thanked members for their attendance and ended the meeting.

Appendix 1: Notes from Manzanita Breakout Room

Regional Goal #1: Quality of Life

- Since COVID, there isn't distinction between summer/winter or weekend/weekday traffic volume.
- Parking is a growing problem, either need to increase parking lots or identify ways to create mode shift and improve non-vehicle connections.
- Projects to consider:
 - An efficient shuttle that allows people to travel with similar flexibility as their own vehicle (long term)
 - Parking management – signed parking, time limited, etc.
 - Widen shoulders or bike facilities on 101 near Manzanita
 - Speed limit study between Manzanita and Nehalem
- Items to consider:
 - Pacific Coast Trailhead crossing on 101
 - Other measures to increase safety such as lower speeds/traffic calming

Regional Goal #2: Safety

- Projects to consider:
 - Improve visibility when turning from Laneda Avenue to 101
 - Speed management and traffic calming on 101 between

Regional Goal #3: Connectivity

- A bike trail between all three cities is needed; also need to consider mountain bike trails for recreational riders.
- Projects to consider:
 - Improve non-motorized routes that allow electric bikes

City Goal #1 – Access Management

- Key destinations are the downtown core and the beach.
- Projects to consider:
 - Trolley (Similar to Cannon Beach Trolley)

- Need to understand funding sources

City Goal #2 – Economic Vibrancy

- Projects to consider:
 - Update to standards
 - Improved separation for modes on Classic Street where new houses are being built
 - Alternative/creative treatments instead of sharrows
 - Improved signage
 - Greenway system

Appendix 2: Notes from Nehalem Breakout Room

Regional Goal #1: Quality of Life

- This goal should also include connectivity.
- Projects to consider:
 - On-demand transportation service (Lyft or Uber)
 - Improved illumination
 - Rail system to connect communities
 - Local circulator
 - Connecting modes (e.g. bikes to bus)
 - Shuttle to consolidate trips from the State Park

Regional Goal #2 – Safety

- Objective #3 (latent risk) needs to be stronger.
- Projects to consider:
 - Improved illumination between cities
 - Crossing flags at 9th Street crossing
 - RRFBs or other pedestrian warning system

Regional Goal #3 – Connectivity

- Projects to consider:
 - Trail connection between the three cities
 - More/better managed parking

City Goal #1 – Connectivity (Local)

- Objective #1 should specifically mention pedestrians and 101.
- Students need to cross 7th Street/101 intersection safely.
- Missing connections:
 - Elementary School to NCRD
 - NCRD to town – 9th Street (both sides)
 - From town out to the bridge

City Goal #2 – Natural Environment

- Projects to consider:
 - Water taxi
 - More strategic wayfinding to better manage visitors

Appendix 3: Notes from Wheeler Breakout Room

Regional Goal #1: Quality of Life

- Expand Objective #2 to include the Oregon Coast Railway (currently under contract with Tillamook Bay).
 - Ideally would provide daily visitor travel between Nehalem Bay communities.
 - Currently used by Railriders but could become its own attraction and serve the campground and Wheeler marina.
- Projects to consider:
 - Allow bikes on rail shuttle to travel between Wheeler and other communities
 - Water shuttle
 - Repair train trestle over Vossburg Creek to allow train to come into town.
 - Salmonberry Trail improvements could result in some improvements.
 - Rails to trails and possibly rails-with-trails
 - North Coast Trail is an option as well.

Regional Goal #2: Safety

- Projects to consider:
 - Speed feedback signs
 - Salmonberry Trail to improve safety of people walking and biking

Regional Goal #3 – Connectivity

- Need to reroute bikes onto local streets.
- Bridge between Nehalem and Wheeler is narrow and feels dangerous.
 - Are there routes through Mohler that could be an alternative route?

City Goal #1 – Active Transportation

- Wayfinding is needed to direct visitors to commercial areas off 101
- Lack of parking is an issue, are there opportunities to convert streets into one-way streets to create angled parking?

City Goal #2 – Economic Vibrancy

- Objective #1 – Expand to include businesses off 101

- Objective #2 – add Rail Shuttles
- Food carts/coffee carts were interested in setting up in Wheeler but only locations are on 101. Is this an issue for ODOT?
- Projects to consider:
 - Restored steamboats or other water connection that doubles as a tourist attraction