



PAC Meeting Summary

PAC Meeting #3: January 12, 2022

Attendance

- Chris Laity, Tillamook County Engineer
- Deborah Cipolla, Manzanita
- Julie Chick, Nehalem
- Justin Baile, Nehalem
- Leila Aman, Manzanita
- Mary Johnson, Assistant City Manager, Wheeler
- Melissa Thompson-Kiefer, City Manager, Nehalem
- Mike Anderson, Wheeler
- MJ Anderson, Nehalem
- Phyllis Scott, Manzanita
- Doug Pilant, Tillamook County Transportation District
- Mary Roberts, Manzanita
- Kara Hall, Fehr & Peers
- Briana Calhoun, Fehr & Peers
- Ken Shonkwiler, ODOT
- Sarah Peters, Fehr & Peers
- Allison Brown, JLA
- Ariella Frishberg, JLA

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 the community they are representing or the role they have on the project.

Project Update

Kara Hall, Fehr & Peers, reviewed the agenda for the meeting and then briefly updated committee members on the project process, timeline, and the draft project lists.

This process will result in a transportation system plan for the Nehalem Bay region. This will define what the transportation system should provide both within the local communities and across the region. So far, the project has met the following milestones: existing and future conditions, transportation goals, performance metrics, and policies, programs, and projects. Next steps will include funding, draft plan, and council adoption.

Public feedback to this point has been key in identifying gaps in data, updating goals, metrics, and evaluation criteria, and refining the draft project list.

The input gathered during the PAC meeting will help inform the priority project list, which will then be shared with community members during the upcoming Community Conversations at the end of January and beginning of February. Once the prioritized project list has been confirmed, these projects will be evaluated for financial feasibility. A draft plan will be presented back to the community and once refined, will be brought to City Councils to be adopted.

Discuss Solutions: Breakout Rooms

Kara presented on the draft project list and introduced the discussion questions for the breakout rooms.

There are four different project lists, oriented based on the locations of the projects. One of the lists is focused on regional projects and the others are projects that fall within each city's limits. ODOT will be responsible for any projects related to US 101 and it will be important to address how US 101 is interacting with local roadways as cities determine which projects are highest priority. Each of the four lists has about 20 projects, with a total of 82 projects to consider for the TSP.

A participant asked if PAC members had access to the statistics about crash injuries and fatalities in the area. Kara said the project team could share those data with the PAC members.

The group split into breakout rooms (one each for Nehalem, Manzanita and Wheeler). Each group discussed three questions:

1. Which projects do you view as the highest priority projects for your community?
2. Are there any projects that should not be considered? Why?
3. Are there any projects missing? Either specific projects or groups of users that wouldn't benefit from these projects.

Notes from these breakout rooms are included in the appendices of this document. During the report out after the breakout rooms, the project team liaison for each city shared the following topics that had come up in their room:

Nehalem

- Improvements that can be made to US 101.
- Making a full connection between Nehalem Point to Nehalem State Park.
- US 101 and 7th Street intersection in Nehalem and improvements needed there.

Manzanita

- The types of facilities that make the most sense in different areas; where pedestrians and bicyclists will feel the most safe.
- Puffin Lane and how future development will affect that area.
- Connections from Manzanita to Bayside Gardens, including support for facilities on Necarney City Road as well as north on Nehalem Road.

Wheeler

- Identified several local projects that needed to be added, including repaving projects, and replacing/enhancing transit stops within Wheeler.
- ADA upgrades for sidewalks on existing sidewalks in addition to those along 101.
- Parking along US 101.
- Guardrail and rumble strips on the curve on US 101 outside of town.

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. There will be three Community Conversations at the end of January and beginning of February. These will be virtual events, focused on each of the three cities. The project team will take the information shared by PAC members tonight, refine the proposed solutions, and then ask for community feedback through these virtual events. Alongside these events, there will be a website update and survey for community members to provide their input as well.

Using the input provided during these events, the project team will develop a draft TSP between now and Spring 2022. The next steps include the PAC Meeting #4 and the Council workshop.

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

Appendix 1: Notes from Manzanita Breakout Room

Goals & General Feedback Discussion:

- One topic discussed was what types of bicycle and pedestrian facilities are most appropriate for different locations.
 - The group prefers separated facilities (sidewalks for pedestrians and dedicated lanes or lanes shared with vehicles for bicyclists). This is driven by the speed difference between people walking and biking.

Project Specific Feedback:

Project R3 –

- Gary St is a county road
- Necarney City Road feels unsafe due to the curves and is used by RVs
 - Need to make a connection from Classic to Cemetery
- New development in the area is going to extend some of the roads in this are
 - Puffin Lane (county) is going through that process – likely to be incorporated into city eventually
- Need to rename Necarney City Road

Project U5 –

- Gravel on the shoulder is an existing issue at this location

Project U4 –

- Can this be expanded to include flattening the curve?

Project R1 –

- Nehalem Rd – only 40 ft ROW, preference for more separated facility or wider shoulder but hard with ROW

General Project Feedback:

- Classic St was temp paving, upgrade (there is currently 40 ft ROW)
- Should move bicycles on Manzanita Ave not Laneda Ave
- AT signage to walk on left, bike on right.

- Ocean Road – stormdrain issues, would need improvements if making changes.
- Along Sitka Ln is separated bike path that needs maintenance – on private property.
- Find a way to solve for peak season without paving paradise
- If M3 is dropped to Sitka lane and tied into the access road to the park then people can connect.
- Lots of maintenance locations – should this be programmatic? What about AT maintenance?

High Priority Projects:

- R3 - Necarney City Rd/Cemetery Rd improvements – multiuse and speed combined x3
- R1 - Nehalem Rd
- Generally sharrows for bicyclists, separated for pedestrians
- Speed feedback signs

Low Priority Projects:

- M16 - 3rd Street North of Ocean Road is county road, residential, not really needed
- M3 – will drive itself with development into a roadway
- M14 – trail connection doesn't seem high priority, high connection

Appendix 2: Notes from Nehalem Breakout Room

Goals & General Feedback Discussion:

- No concerns with goals or priorities as shown; do need to maintain focus on providing facilities for vulnerable users, specifically children walking to school

Project Specific Feedback:

- Regional
 - Need to add connection from Nehalem Point in Nehalem to Nehalem Bay State Park for people walking and biking (entirely off US 101)
 - Project N16 is right against a hill where ROW is very constrained
 - Nehalem River Bridge is already one of the best locations for people walking and biking on US 101
- Local
 - Concern that roundabout at 7th Street intersection will be too impactful
 - If additional ROW is required, it would be impactful to downtown/parking near the intersection
 - Concern about the amount of flooding that occurs at this intersection
 - One-Way Couplet
 - Concern for shifting regional traffic off US 101
 - Impact to downtown of having one-way streets
 - Need to add safety improvements at I Street and Thompson Road intersection
 - Improvements for kids walking to school on 9th street are important

High Priority Projects:

- 9th Street improvements to the north and south of US 101
- Multimodal connection from Nehalem Point to Nehalem Bay State Park
- Thompson Road safety improvements

Low Priority Projects:

- Roundabout at 7th Street
- One-Way Couplet

Appendix 3: Notes from Wheeler Breakout Room

Goals & General Feedback Discussion:

- Specifically for Wheeler, economic vibrancy is important: should be given more weight.
- Multimodal connections between three communities (including transit) are very important
- Doug Pilant from “The Wave” is seeing transit as important; so is safety and economic vibrancy.
- Enhancing existing facilities is just as important as building new connections. Need to improve what we have; but also add access for new modes.
- R.1.1: Project improves access for underserved or vulnerable populations.
 - Underserved or vulnerable populations are a larger group than people who need ADA-compliant facilities.
 - Is this actually connecting to variables like income, race, etc. that also reflect whether populations are underserved?
- ADA also addresses safety concerns – might be redundant with #2
 - Consider replacing with a criterion that evaluates connecting residents to jobs and services?
- R2.1: Project addresses a location with a history of fatal/severe injury crashes and/or bike/ped crashes.
 - Wheeler has very few crashes – concern that this could lead to Wheeler projects being less prioritized.
 - ODOT has an NCHRP dataset of crash risk factors that can be used to identify improvements.
- W2.2: Project minimizes runoff by not increasing the amount of impervious surface within Wheeler.
 - This seems to conflict with other goals/criteria. Suggest rewording: “Project increases multimodal connectivity instead of adding vehicular access.”
 - Don’t love this one; consider awarding points to projects that would mitigate erosion hazards instead.

Project Feedback:

- **Consider:** One-way street conversion if it would allow for additional on-street parking (specifically street near post office which only carries traffic in one direction, see if possible to punch through street through beauty salon access)
- **Add:** Transit stop enhancements for existing transit stops in Wheeler
- **Add:** Repaving projects (Mary has a list from past grant applications)
- **Add:** ADA upgrades for existing sidewalks (besides 101 sidewalks)
- **Consider:** Metered parking along 101 through downtown area
- **3rd Street enhancements:** might be better on 2nd street because 3rd street is quite steep

High Priority Projects:

- Local
 - US 101 projects
 - Transit stop replacements
 - Gateway into community and associated traffic calming
 - ADA upgrades to sidewalks off 101
- Regional
 - US 101 guardrail and rumble strips
 - Transit projects – excited to see this – look to circulator discussion in Coordinated Transit and Human Services Plan
 - Speed feedback signs should help reduce speeds – especially entering town
 - Note that signage (curve warning) and chevrons will be updated along US 101 starting in Spring 2022

Low Priority Projects:

- W7: waterfront parking is extremely limited, especially during fishing season
- W8: Daylighted Gervais Creek is not feasible given current plans to jack & bore (so creek would not be daylighted); however, may still be an option to construct pathway even if creek is not daylighted
- General note: Landslides are a larger concern than tsunamis in Wheeler