Welcome and Introductions

Kristin Hull welcomed the group and asked for self-introductions. She briefly summarized the agenda which included public comment, review of the project’s decision-making process, findings from the alternatives analysis process, public outreach update, and conclusion and next steps.

Public Comment

There were no public comments.

Project’s Decision-Making Process

Kristin summarized the role of the SAC, which is to provide a recommendation to the Project Management Team (PMT) on a preferred alternative (No-Build Alternative or Build Alternative). The PMT, consisting of ODOT, City of Tillamook, Tillamook County, and consultant staff, would then make a recommendation to ODOT staff.

Alternatives Analysis Process Findings

Before summarizing the findings of the Alternatives Analysis Report, Kristin summarized the project’s purpose and need and the Build Alternative. A question was asked about the end of the new public street from the Pacific Avenue extension. It was clarified that this was a turnaround for the new public street and would accommodate larger vehicles such as fire engines and RVs.

Kristin summarized the tradeoffs between the No-Build Alternative and the Build Alternative of the following topics:
• Mobility
• Vehicle travel times
• Vehicle safety
• Clarity of travel routes
• Bicyclist safety
• Pedestrian safety
• Right-of-way
• Hydrology
• Parks
• Visual resources
• Local economy
• Construction activities

Tilda Jones, a community member attending the meeting, raised the following questions and issues during the presentation:

• The amount of commercial property would be reduced by the project.
• What is the right-of-way cost estimate? Answer: The right-of-way estimate is in the Alternatives Analysis Report and is approximately $6.2 million in 2014 dollars.
• Question: How can the same mitigation for parks be applied to commercial properties? Answer: The park regulation is a federal regulation, not an ODOT regulation. The City could rezone or reclassify commercial land in the Tillamook urban growth boundary if more commercial land was needed within the City of Tillamook.

SAC members raise the following issues and questions during the presentation:

• Would the gas station at 1st Street and Main Avenue have access from Pacific Avenue? Could gas pumps and parking be on the Pacific Avenue side?
  o Response: Access would be determined during the final design process. The gas station does not own property where access could be located. It would be up to the gas station owner to decide whether to modify the property.
• Are there bike lanes on both sides of the bridge?
  o Response: Yes, the bridge has 10-foot wide sidewalks and a 6-foot wide combined bicycle lane and shoulder.

The SAC discussed parking impacts. A member noted that minimizing on-street parking impacts as much as possible would be appreciated. Larry McKinley stated that the City has opened a new off-street parking lot at Ivy Avenue and 1st Street and Mark Labhart stated the County is looking at adding parking north of 1st Street on a County-owned parcel.

Larry clarified that the construction activities would be constructed in phases. Larry also clarified that the cost estimate could change as construction cost changes, but any leftover funding would go back to the Oregon Legislature. Leon Skiles clarified that the cost estimate was for the year of expenditure dollars but included contingency dollars.

Public Outreach Update

Kristin provided a summary of public outreach activities to date, that comments will be accepted through July 6, and summarized the plan for the combined public hearing and open
house, including how public comments will be collected (i.e. written or oral testimony via a court reporter). It was clarified that no decisions will be made at the combined public hearing and open house. Kristin also clarified that all public comments will be treated the same (e.g. a comment online is the same as oral testimony at the public hearing).

**Next Steps and Conclusion**

Kristin summarized how the SAC and PMT will make a recommendation of a preferred alternative to the PMT. Larry stated that if the Build Alternative is selected, the design process will begin in September of this year and would last for approximately 2 years. The right-of-way process would be the most time-consuming. The construction window is estimated to be 2015 to 2017.

A question was asked what would cause the No-Build Alternative to be selected. It was clarified that the No-Build Alternative could be selected if public comments substantially support the No-Build Alternative, the SAC recommends the No-Build Alternative, and the PMT recommends the No-Build Alternative to ODOT.

Kristin reminded the group that the next SAC meeting will be held Monday, July 16 from 5 to 7 p.m. at the Oregon Department of Forestry building.