ALTERNATIVES ANALYSIS REPORT
COMMENTS AND RESPONSES

U.S. Highway 101
Oregon State Highway 6
City of Tillamook, Oregon

Key Number 14313
Federal Aid Number S009(354)

September 18, 2012
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Introduction

This document provides responses to substantive public and agency comments received on the Tillamook US 101/OR 6 Project Alternatives Analysis Report (AA Report).

The Oregon Department of Transportation (ODOT) published the AA Report and the Proposed Section 4(f) de minimis Impact Finding for Hoquarten Interpretive Trail Park on June 4, 2012. Notice of the report and preliminary finding availability, and the opportunity to comment, was announced and publicized by:

- **Newsletter** mailed to the existing mailing list, as well as to businesses and residents within the City of Tillamook (ZIP code mailing to all addresses)
- **Newspaper ad** in the Tillamook Headlight-Herald on June 6, 2012
- **Project website** including the full text of the report
- **Email distribution** to all email addresses gathered by the project team during the project on June 4, 2012
- **Newspaper article** about the project and the combined public hearing and open house in the Tillamook Headlight-Herald on June 4, 2012
- **Posters** in Spanish and English at a grocery store in downtown Tillamook and the Tillamook library

The comment period for the AA Report and proposed de minimis impact finding extended from June 4 to July 6, 2012. ODOT accepted comments via postal mail, email, fax, the project website, and at a combined public hearing and open house. Because some notifications of availability were issued prior to the initiation of the public comment period, ODOT received three comments prior to June 4, 2012. ODOT has included those comments and ODOT’s responses in this report, because they were directly related to the publication of the AA Report.

The AA Report, all its supporting documentation, and proposed de minimis impact finding were available on the project web site (http://www.TillamookTraffic.org), by request, at Tillamook City Hall, at the Tillamook County Main Branch Library, and at the ODOT district office in Astoria. The AA Report was also discussed at a Stakeholder Advisory Committee meeting on June 7, 2012, and at a Tillamook County Board of Commissioners meeting on June 12, 2012.

A combined public hearing and open house was held on Wednesday, June 20, 2012, at the Swiss Hall in Tillamook (4605 Brookfield Avenue) from 4:30 to 7:30 p.m. Approximately 55 individuals attended the event. Attendees were offered the opportunity to speak at the public hearing portion of the event, which was overseen by ODOT staff. None of the attendees expressed a desire to speak at the public hearing. A copy of the sign-in sheet for the open house is provided in Appendix A.

ODOT received 20 comments via written comment forms, email, or postal mail. Sixteen unique comments were received during the June 4 to July 6, 2012 comment period. One comment was received multiple times and is included once in the record. As noted previously, three comments were received before the comment period but accepted as comments on the AA Report. One agency, Tillamook County, provided comments. No state or federal agencies or tribes provided comments. One organization (Tillamook Area Chamber of Commerce) provided comments. No verbal testimony was
submitted at the June 20, 2012, public hearing. ODOT received no specific comments on the Proposed de minimis Impact Finding for Hoquarten Interpretive Trail Park.¹

When a comment was received, it was assigned a number (beginning at #1, up to the last comment received, comment #20). Therefore, the comments are numbered from 1 to 20. The comment number is located in the upper right hand corner of the source comment. The response to comment refers to the comment number. Personal information other than commenter name and mailing address was removed from the source comments provided through the project website.

¹ Two comments were received that referenced park impacts, but neither specifically referred to the proposed de minimis impact finding for Hoquarten Interpretive Trail Park. One comment stated that the park impact appears to be minimal and park use can continue as is under the Build Alternative, and the other comment stated that the project would enhance access to the park.
Comment 1

From: Saturday, June 02, 2012 2:26 PM
To: Comment from TillamookTraffic.org
Subject: Comment from (firstname lastname): jean bailey

Comment from (firstname lastname): jean bailey

Address1: 911 Williams Ave.
City: Tillamook
State: OR
ZIP code: 97141
Phone: 503-842-6505

Comment: I believe Hoquarten is the way to spell this, not Hoquarten. Those things are important to us old timers. Also, how about 8' sidewalks, 9 ft. parking and 13' travel lane unless there are rules against that configuration.

Response to Comment:
Thank you for your comment. ODOT decided to spell Hoquarten with an “e” to be consistent with the State of Oregon’s files and documentation for the spelling of the slough and the bridge. ODOT recognizes that spelling with an “o” is more common locally.

The Oregon Highway Plan designates US 101 (Main Avenue and Pacific Avenue) between 1st Street and 12th Street in downtown Tillamook as a Special Transportation Area (STA). An STA is an ODOT-designated district that may be applied to a state highway segment that is located within an existing downtown or other area of compact development. According to the Oregon Highway Design Manual, the minimum standard width for sidewalks within an STA is 10 feet.

ODOT evaluated a variety of cross-section configurations for Main and Pacific avenues during the previous project phase, the US 101/OR 6 Alternatives Study. In Oregon, travel lanes are typically 12 feet wide on state highways that traverse downtown areas, as US 101 does in Tillamook. Twelve-foot travel lanes are also appropriate on segments of highway that have relatively high truck and recreational vehicle use, as is the case for US 101 in downtown Tillamook. Through coordination with local stakeholders, including downtown Tillamook business owners, ODOT determined that for Main and Pacific avenues a travel lane width of approximately 12 feet and a sidewalk width of approximately 10 feet would improve traffic safety on the state highway in the downtown area, would best meet stakeholder and business needs and would also be consistent with the Highway Design Manual.
Response to Comment:
Thank you for your comment. In 2009, the Oregon State Legislature through the Jobs and Transportation Act (JTA) allocated $27 million towards the planning, engineering design, and construction for the Tillamook US 101/OR 6 Project.

The purpose of the project is not limited to improving traffic performance, but also to improve the design and safety of the US 101 and OR 6 intersections in downtown Tillamook and across Hoquarten Slough, while helping to meet land use and economic development goals and objectives for downtown Tillamook. The need for the project is related to the following (see Chapter 1 of the Alternatives Analysis Report for additional detail, which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx):

- Future vehicular demand on US 101 and OR 6 in downtown Tillamook will exceed capacity during peak periods by 2036
- Narrow travel lanes on the US 101 couplet do not adequately accommodate current and projected vehicle traffic while maintaining on-street parking
- Travel patterns can be confusing to infrequent users and likely contributes to a relatively high number of low-speed crashes
- Topographic, natural environment, and built environment constraints limit the ability to improve highway infrastructure in the study area

The Stakeholder Advisory Committee unanimously recommended to the Project Management Team the Build Alternative as the Preferred Alternative on July 16, 2012. The Project Management Team then unanimously recommended to ODOT the Build Alternative as the Preferred Alternative on July 17, 2012. On July 20, 2012, ODOT selected the Build Alternative as the Preferred Alternative.
Comment 3

From: Many Lives [many.lives@hotmail.com]
Sent: Sunday, June 03, 2012 7:56 PM
To: comment@tillamooktraffic.org
Subject: Tillamook 101 project

We can hardly wait for the proposed Highway 101/6 plan to be built. We've lived here over 40 years, we were volunteers building Hoquarton Park, and we participated in many of your local planning meetings. This is the best version we've seen.

We support the proposed project.

Elaine and Ted Hungerford
Tillamook, Oregon

ODOT's Response

Comment #: 3
Submission by: Project website
Date: June 3, 2012
Name: Elaine and Ted Hungerford
Address: <No street address provided>
Tillamook, OR

Response to Comment:
Thank you for your comment.

From:comment@TillamookTraffic.org
Sent:Tuesday, June 05, 2012 11:19 AM
To:CH2MHILL Tillamook Traffic; Rippetoe, Tom/PDX
Subject:Comment from TillamookTraffic.org

Comment from (firstname lastname): Raymond DeHaan

Address1: 310 Stillwell Avenue
Address2: City: Tillamook
State: OR
ZIP code: 97141

Date submitted: 6/5/2012 11:19:15 AM

Comment: This should improve traffic flow and help clean up and modernize the appearance of the intersection. It also should make parking and traveling along Main and Pacific Avenues a little less nerve-wracking.

ODOT’s Response

Comment #: 4
Submission by: Project website
Date: June 5, 2012
Name: Raymond DeHaan
Address:
310 Stillwell Avenue
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

Comment 5

Comment from (firstname lastname): Jon Dicampli

Address:
Address2:
City:
State: OR
ZIP code: 97141

Date submitted: 6/5/2012 9:36:47 PM

Comment: I feel that this project would hurt any businesses south of First street by having a large number of tourists bypass part of Tillamook instead of driving through downtown to get from Highway 101 to Highway 6. As an employee at The Pancake House on 3rd and Main, I feel this would be extremely bad for business, and would force several local businesses to close. Of course there would be a temporary increase in construction jobs, but I feel there would be a negative overall impact on the business. Most of the revenue from our restaurant comes from tourists, especially during the summer. We depend on tourists to stay in business in a small town. I don’t see how having fewer tourists driving through Tillamook would be a good thing and the owner of our restaurant has said that we will be forced to close down if this project happens.

ODOT’s Response

Comment #: 5
Submission by: Project website
Date: June 5, 2012
Name: Jon Dicampli
Address: <No address provided>

Response to Comment:
Thank you for your comment.

During construction, at least one lane of traffic in each direction will remain open on US 101 while the new bridge is built. During some activities (such as bridge construction, pier removal, and soil improvements), US 101 might be narrowed to one lane of traffic controlled by flaggers. At least one lane of traffic will remain open on Main and Pacific Avenues and 1st and 3rd Streets while the streets are improved and intersections are reconstructed, except for short durations when traffic may be detoured to adjacent parallel streets.

After construction, the project will not change travel patterns from US 101 to OR 6. Southbound travelers on US 101 will continue to make a left-turn from Main Avenue onto 3rd Street to continue eastbound on OR 6. Northbound travelers on US 101 will continue to make a right-turn from Pacific Avenue onto 3rd Street to travel eastbound on OR 6. Therefore, the US 101 travelers will still need to travel through downtown to access OR 6 eastbound. The project will not change travel patterns for motorists (including tourists), except for US 101 northbound travelers between 1st Street and Hoquarten Slough. Travelers will use the new Pacific extension rather than continuing westbound for one block to Main Avenue to continue northward. Average daily traffic on US 101 and OR 6 through downtown Tillamook will be the same with the project as without the project.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.
Comment 6

Comment from (first name last name): Timothy Lutz

Address1: PO Box 819
Address2: 
City: Tillamook
State: OR
ZIP code: 97141

Date submitted: 6/7/2012 7:13:51 PM

Comment: I have read the material sent out the week of June 4th. I think the planners did a great job in trying to solve as many concerns as possible, realizing there is no way everyone will like the outcomes. I lend my support to the project, it improves traffic and makes some badly needed safety improvements in the town core. As far as the use of 95 square feet of the Hoquarten Park, it is a price worth paying. The impact to the park appears to minimal and its use can continue. I do want the access to be safe though. I believe it is unwise not to use these funds for this project. It may mean decades before the concerns are meant and the cost will be much greater. Respectfully, Tim Lutz Tillamook County Assessor (Retired)

ODOT’s Response

Comment #: 6
Submission by: Project website
Date: June 7, 2012
Name: Timothy Lutz
Address: P.O. Box 819
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

The new access to Hoquarten Interpretive Trail Park from the new public street and the new public street’s access to the new Pacific Avenue extension (US 101 northbound) will be designed using accepted engineering design standards. These design standards consider the safety of the access point on the highway for motorists, bicyclists, and pedestrians. As the new public street will be deeded to the City of Tillamook after its completion, ODOT will coordinate with the City as the design is finalized and as the street is constructed.

Comment 7

From: Joan Becker
To: Tillamook Traffic
Subject: Submission by Project website

Comment from (firstname lastname): Joan Becker

Address1: 893 3rd St #9
City: Tillamook
State: OR
ZIP code: 97141

Date submitted: 6/13/2012 5:44:53 PM

Comment: Thank you for the chance to voice my thoughts on the planned changes at Hwys 101/6. Tillamook cannot afford to chase away tourists for many months, close 6 businesses and inconvenience multitudes of businesses that depend on these streets for transport on a regular basis. Tourists will simply plan trips to reach the coast route further south & northward travelers will detour at Lincoln City, rejoining 101 at Seaside/Astoria. Having grown up here 70 years, in a business on Main St, I am well aware of the area being considered, and it’s just another of Tillamook’s pipe dreams that waste time and money and only accomplish more confusion. Please do us all the favor of forgetting any $8 wasting schemes for the foreseeable future. Sincerely, Joan Becker

ODOT’s Response

Comment #: 7
Submission by: Project website
Date: June 13, 2012
Name: Joan Becker
Address: 893 3rd Street #9
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

To minimize disruptions during construction, ODOT will develop project-specific work zone, construction sequencing, and traffic control specifications during final design that will be added to construction plans and documents. Contractors will be required to comply with these specifications and ODOT standard specifications for work zone and traffic control. Vehicular access (off-street parking) and pedestrian access (from a parking lot or sidewalks) will be maintained to all businesses during construction. Appropriate signage will be installed to maintain adequate access to businesses and to safely direct vehicles, bicyclists, and pedestrians through construction areas.

During the design phase, ODOT will also determine whether to divide the project into separate construction phases or to construct the project at one time. The project’s construction schedule and approach could entail, for example, dividing the contracted work geographically or by construction type (such as bridge work and roadway). Whether construction work is divided into separate contracts, major elements of the project could be scheduled concurrently, with some overlap or sequentially. In developing a construction schedule and approach, ODOT will consider several factors, such as potential contractor expertise, costs, minimizing construction, traffic operations, and environmental constraints.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.
Comment 8

ODOT’s Response

Comment #: 8
Submission by: Letter
Date: June 13, 2012
Name: Tim Josi, Chairperson, Tillamook County Board of Commissioners
Mark Labhart, Vice Chairperson, Tillamook County Board of Commissioners
Address: 201 Laurel Avenue
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

The Stakeholder Advisory Committee unanimously recommended to the Project Management Team the Build Alternative as the Preferred Alternative on July 16, 2012. The Project Management Team, which included representation from Tillamook County, unanimously recommended to ODOT the Build Alternative as the Preferred Alternative on July 17, 2012. On July 20, 2012, ODOT selected the Build Alternative as the Preferred Alternative.

ODOT appreciates Tillamook County’s ongoing participation throughout the project and looks forward to continue working with Tillamook County on this project.
construction phase as well as provide safety and design improvements at the US 101/OR 6 intersection as well as downtown Tillamook. We also believe this will do a lot to "spruce up" and improve the downtown core area.

Sincerely,

BOARD OF COMMISSIONERS FOR TILLAMOOK COUNTY, OREGON

Tim Josi, Chairperson

Mark Labhart, Vice Chairperson

AN EQUAL OPPORTUNITY EMPLOYER
Comment: As a life long resident of Tillamook I believe this proposed change will do more harm then good to our town. I've never read anything about accident statistics for that intersection and I don't ever see a real problem with traffic backup. If that is the supposed problem, then build the new bridge with the four lanes, as planned, and extend the three Northbound lanes all the way across to meet up with the lanes on the other side. Then, we don't lose 6 businesses. And the only lose might be the swimming pool at the motel. I don't think this town can really afford to lose any more businesses. Had the Bi-Mart complex moved forward, there might have been a location for some of these businesses to have moved to, but that is not going to happen now. So let's leave the businesses alone and use some common sense in this matter. I don't see that the changes are going to increase the flow of traffic, and I personally think it is only going to make the confusion worse.

ODOT's Response

Thank you for your comment.

As noted in the project's Purpose and Need Statement, narrow travel lanes on US 101 and the confusing traffic patterns at the convergence of US 101 and OR 6 at Main Avenue/1st Street and Pacific Avenue/1st Street intersections likely contribute to the relatively high number of low-speed crashes on state roadways within the project's study area (within the top 25 percent for similar facilities statewide between 2008 and 2010). ODOT also studied crash data on roadway segments within the study area. While the roadway segment crash rates may be artificially inflated because the roadway segments used to calculate the crash rates on this project are shorter than the typical length (at least one mile), the average crash rate of US 101 northbound and southbound in the City of Tillamook was higher than the statewide average on principal arterials in rural cities (2.73 crashes per million vehicle miles, compared to 1.18 crashes per million vehicle miles). Further, ODOT has determined that widening the travel lanes from 10 feet to 12 feet and extending Pacific Avenue to the north will improve safety conditions in the study area. Given this information, ODOT concluded that there are safety issues in the project study area and that design changes within the Build Alternative can help address those issues and improve traffic safety. Please see Section 3.1.1.3 of the Alternatives Analysis Report (which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx) for a summary of existing safety conditions.

ODOT performed a queuing analysis for the 16 study intersections in downtown Tillamook. The queuing analysis indicates that in 2016 the peak hour northbound queue lengths from the Pacific Avenue/1st Street intersection would extend approximately 45 vehicles with the project, but approximately 175 vehicles without the project. When project construction is completed, queue lengths will be shorter than they would have been under the No-Build Alternative, but the queue length difference with and without the project will diminish by 2036. Therefore, the benefits of shorter queue lengths with the project will occur earlier in time rather than later.

Similar to the alternate roadway design that you suggest in your comment, ODOT evaluated an alternative that would have entailed building a new four-lane bridge on Main Avenue while maintaining the existing configuration of the Main Avenue/1st Street intersection. This alternative was called Alternative C during the planning process. Alternative C would have displaced up to six businesses (the same number of business
displacements as the proposed project) – some of the displacements would have been the same as under the Build Alternative and some would have been different. In February 2011, following an evaluation of the two alternatives and a public review process, ODOT dismissed Alternative C and selected the proposed design that would extend Pacific Avenue north for evaluation in the Alternatives Analysis Report. While the two designs were substantially similar, the design that became the Build Alternative was advanced into the Alternatives Analysis Report because it would better meet the project’s purpose and need by:

- Providing a more intuitive local traffic pattern by extending Pacific Avenue north of 1st Street;
- Adding more net parkland to Hoquarten Interpretive Trail Park;
- Providing two additional crosswalks in downtown Tillamook; and
- Allowing for better traffic operations at the Main Avenue (US 101) and 1st Street (OR 6) intersection.

In identifying the preferred Build Alternative design, ODOT considered local jurisdiction and public comments.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: [http://www.Oregon.gov/ODOT/hwy/row/](http://www.Oregon.gov/ODOT/hwy/row/).

Comment Form

We want your input and need to hear from you. Use this form to provide thoughts, ideas, and concerns that you have on the Alternatives Analysis Report and proposed Section 407 de minimis Impact Finding for Headquarters Interpretive Trail Park.

Comments collected at this time will become part of the public record. Comment forms must be received by ODOT by July 6, 2012.

Required: Please fill out your name, address, City, and ZIP code. (Other information optional.)

Name: Kent Searles
Address: 2675 Radar Road West
City: Tillamook
Date: June 20, 2012
State: OR
Zip: 97141
Email: 
Do you want to be added to the project mailing list? YES □ NO □

Comment:

Great project. This should have been done years ago.

Visit www.TillamookTraffic.org to learn more or comment online. Comment form must be returned before July 6, 2012.

ODOT’s Response

Comment #: 10
Submission by: At the combined public hearing and open house
Date: June 20, 2012
Name: Kent Searles
Address: 2675 Radar Road West
Tillamook, OR 97141

Response to Comment:

Thank you for your comment.

Comment 11

Comment Form

We want your input and need to hear from you. Use this form to provide thoughts, ideas, and concerns that you have on the Alternatives Analysis Report and proposed Section 6(f) de minimis Impact Finding for Husquarven Interpretive Trail Park.

Comments collected at this time will become part of the public record. Comment forms must be received by ODOT by July 6, 2012.

Required: Please fill out your name, address, City, and ZIP code. (Other information optional.)

Name: Ray Jacobs
Address: 1914 2nd Street
City: Tillamook
State: OR
ZIP: 97141
Email: ray.jacobs@live.com

Do you want to be added to the project mailing list? YES ☐ NO ☐

Comments:

Visit www.TillamookTraffic.org to learn more or comment online. Comment form must be returned before July 6, 2012

ODOT’s Response

Comment #: 11
Submission by: At the combined public hearing and open house
Date: June 20, 2012
Name: Ray Jacobs
Address: 1914 2nd Street
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

Comment 12

ODOT’s Response

Comment #: 12
Submission by: At the combined public hearing and open house
Date: June 20, 2012
Name: Nancy Searles
Address: 2675 Radar Road West
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

Comment 13

Comment Form

We want your input and need to hear from you. Use this form to provide thoughts, ideas, and concerns that you have on the Alternatives Analysis Report and proposed Section 4(f) In-limine Impact Finding for Huskaren Interuptive Trail Park.

Comments collected at this time will become part of the public record. Comment forms must be received by ODOT by July 6, 2012.

Required: Please fill out your name, address, City, and ZIP code. (Other information optional.)

Name: Gus Meyers Family
Address: 1715 Skyline Dr, Tillamook
City: Tillamook State: Oregon ZIP: 97141
Email: gusmeyer94@gmail.com
Do you want to be added to the project mailing list? YES □ NO □

Response to Comment:

Thank you for your comment.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.

ODOT will work with the City of Tillamook during final design on specifications for visual aesthetic treatments in downtown Tillamook, such as street trees and lighting.

As noted in Section 3.1 of the Alternatives Analysis Report (which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx), the project will displace approximately 30 to 35 on-street parking spaces, of which approximately 10 to 15 spaces will be in areas with limited off-street parking. During final design, ODOT will seek to minimize on-street parking spaces removed, while meeting various state and local design and operational standards and related goals and objectives. The City of Tillamook and Tillamook County have informed ODOT of their efforts to expand on-street or off-street parking in the downtown area. The City of Tillamook recently opened an off-street parking lot with approximately 25 spaces at the Ivy Avenue/1st Street intersection.


ODOT’s Response

Comment #: 13
Submission by: At the combined public hearing and open house
Date: June 20, 2012
Name: Gus Meyers Family
Address: 1715 Skyline Drive Tillamook, OR 97141

Response to Comment:

Thank you for your comment.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

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Comment #: 14
Submission by: Project website
Date: June 22, 2012
Name: Lori Kaiser
Address: <No address provided>

Response to Comment:
Thank you for your comment.

The purpose of the project is not limited to improving traffic performance. It is also intended to improve the design and safety of the US 101 and OR 6 intersections in downtown Tillamook and across Hoquarten Slough.

The project will make the following modifications that could improve transportation safety:
- Widen the travel lanes from 10 to 12 feet on Main and Pacific Avenues between 1st and 4th Streets
- Provide a more intuitive travel pattern for northbound US 101 traffic by extending Pacific Avenue north
- Maintain all existing crosswalks and construct two new crosswalks (at the north and east sides of the Main Avenue/1st Street intersection)
- Provide a combined shoulder/bicycle lane on Main and Pacific Avenues north of 1st Street and across Hoquarten Slough in both directions
- Provide wider sidewalks and a combined shoulder/bicycle lane on US 101 in both directions for approximately 70 feet north of Hoquarten Slough.

Transportation projects are substantial investments and are designed and constructed to last for decades. Therefore, ODOT evaluates mobility for existing conditions and 20 years in the future. The traffic study for 2036 (approximately 20 years after construction is completed) indicated that four study intersections would exceed the Oregon Highway Plan mobility target during the peak hour (Main Avenue/1st Street, Pacific Avenue/1st Street, Main Avenue/3rd Street, and Main Avenue/4th Street) if nothing was done. Three of the four intersections (Main Avenue/1st Street, Main Avenue/3rd Street, and Main Avenue/4th Street) will exceed capacity, meaning there will be more demand to use the intersection than intersection capacity, if nothing was done. The project will improve mobility at three of these intersections (Main Avenue/1st Street, Pacific Avenue/1st Street, and Main Avenue/3rd Street), and will maintain the same mobility at the Main Avenue/4th Street intersection. For more information on the traffic analysis, please see Sections 1.1 and 3.1 of the Alternatives Analysis Report, which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx.

As noted in Section 3.1 of the Alternatives Analysis Report (which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx), the project will displace approximately 30 to 35 on-street parking spaces, of which approximately 10 to 15 spaces will be in areas...
with limited off-street parking. In 2005, the project team conducted a parking utilization study that showed that approximately 29 percent of available on-street parking spaces were utilized over a weeklong period (38 percent on weekdays and 20 percent on weekends). Given that a 90-percent utilization rate is typically the standard used to classify an area as being “at capacity” for on-street parking, and that downtown Tillamook has not substantially changed since 2005, the study team concluded that parking utilization is currently not a problem within the project study area. However, recognizing that access to convenient parking is important for maintaining business vitality, the project team has worked to minimize on-street parking displacements within the conceptual design of the Build Alternative, while still meeting the project’s purpose and need. During final design, ODOT will seek to minimize on-street parking spaces removed, while meeting various state and local design and operational standards and related goals and objectives. The City of Tillamook and Tillamook County have informed ODOT of their efforts to expand on-street or off-street parking in the downtown area. The City of Tillamook recently opened an off-street parking lot with approximately 25 spaces at the Ivy Avenue/1st Street intersection.

ODOT’s Response

Comment #: 15
Submission by: Letter
Date: June 26, 2012
Name: Mary Welle Sims
Address: 3145 Gienger Road
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

While ODOT’s traffic analysis indicates that in 2010 the intersections of 1st Street and Main and Pacific Avenues were not congested, the analysis also shows that by 2036 (the project’s forecast year) they would be at or over capacity, if no improvements are made. Further, the project study area is not limited to the Main Avenue/1st Street intersection. The purpose of the project is to improve the design, traffic performance, and safety of all four of the US 101 and OR 6 intersections in downtown Tillamook, and across Hoquarten Slough. Improvements will extend from 4th Street on the south to approximately 700 feet north of Hoquarten Slough (south to north). The project will also make improvements to OR 6 between Main Avenue and Madrona Avenue.

To minimize disruptions during construction, ODOT will develop project-specific work zone, construction sequencing and traffic control specifications during final design that will be added to construction plans and documents. Contractors will be required to comply with these specifications and ODOT standard specifications for work zone and traffic control. Vehicular access (off-street parking) and pedestrian access (from a parking lot or sidewalks) will be maintained to all businesses during construction. Appropriate signage will be installed to maintain adequate access to businesses and to safely direct vehicles, bicyclists, and pedestrians through construction areas.

During the design phase, ODOT will also determine whether to divide the project into separate construction phases or to construct the project at one time. The project’s construction schedule and approach could entail, for example, dividing the contracted work geographically or by construction type (such as bridge work and roadway). Whether construction work is divided into separate contracts, major elements of the project could be scheduled concurrently, with some overlap or sequentially. In developing a construction schedule and approach, ODOT will consider several factors, such as potential contractor expertise, costs, minimizing construction, traffic operations, and environmental constraints.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its
Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/. The City of Tillamook’s property tax base will be reduced only if the businesses chose not to relocate within the City of Tillamook.

Subject: RE: HWY 6/101

Thank You Liane!

Bill and Kristen,

What the Chamber is going to be interested in will be the timing of different stages of this project to create the least amount of impact on surrounding businesses. Don and Pat are right that there is a lot of construction going on in our small community over the next few year. However, I believe that there are ways that if we all communicate and work together we can make sure that this impacts our surrounding businesses as little as possible. I apologize for missing the public meeting, I look forward to working with you on this project in the future.

One design feature that I have concerned at this time, and is what I believe an easy fix, is the proposed island on Front/101. This being the industrial loading zone in Tillamook, this island would impede a very large percentage of commerce on this road. Semi’s and large trucks swing this corner and get to their loading docks. This is the only way for either a loaded lowboy to go west or a 53’ Tillamook County Creamery truck to get to their docks on front. Any thoughts on this?

Regards,

Justin Aufdermauer
Executive Director
Tillamook Area Chamber of Commerce
503.842.7525; justin@gotillamook.com

Comment 16

Thank You Liane!

Bill and Kristen,

What the Chamber is going to be interested in will be the timing of different stages of this project to create the least amount of impact on surrounding businesses. Don and Pat are right that there is a lot of construction going on in our small community over the next few year. However, I believe that there are ways that if we all communicate and work together we can make sure that this impacts our surrounding businesses as little as possible. I apologize for missing the public meeting, I look forward to working with you on this project in the future.

One design feature that I have concerned at this time, and is what I believe an easy fix, is the proposed island on Front/101. This being the industrial loading zone in Tillamook, this island would impede a very large percentage of commerce on this road. Semi’s and large trucks swing this corner and get to their loading docks. This is the only way for either a loaded lowboy to go west or a 53’ Tillamook County Creamery truck to get to their docks on front. Any thoughts on this?

Regards,

Justin Aufdermauer
Executive Director
Tillamook Area Chamber of Commerce
503.842.7525; justin@gotillamook.com

ODOT’s Response

Comment #: 16
Submission by: Email
Date: June 26, 2012
Name: Justin Aufdermauer, Tillamook Area Chamber of Commerce
Address: 3705 Highway 101 North
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

To minimize disruptions during construction, ODOT will develop project-specific work zone, construction sequencing and traffic control specifications during final design that will be added to construction plans and documents. Contractors will be required to comply with these specifications and ODOT standard specifications for work zone and traffic control. Vehicular access (off-street parking) and pedestrian access (from a parking lot or sidewalks) will be maintained to all businesses during construction. Appropriate signage will be installed to maintain adequate access to businesses and to safely direct vehicles, bicyclists, and pedestrians through construction areas.

During the design phase, ODOT will also determine whether to divide the project into separate construction phases or to construct the project at one time. The project’s construction schedule and approach could entail, for example, dividing the contracted work geographically or by construction type (such as bridge work and roadway). Whether construction work is divided into separate contracts, major elements of the project could be scheduled concurrently, with some overlap or sequentially. In developing a construction schedule and approach, ODOT will consider several factors, such as potential contractor expertise, costs, minimizing construction, traffic operations, and environmental constraints.

The proposed island on Front Street at US 101 was conceptually designed to accommodate the turning movements of semi-tractor trailers and other large vehicles. During final design, ODOT will seek the input of businesses and stakeholders and ODOT will refine the preliminary design that has been developed to date, including this proposed island.

Comment 17

From: Comment from TillamookTraffic.org
Sent: Friday, July 06, 2012 8:53 PM
To: Comment from TillamookTraffic.org
Subject: Comment from TillamookTraffic.org

Comment from (firstname lastname): Aaron Burris

Address1: 2006 1st
Address2: 509 linden dr.
City: Tillamook
State: OR
ZIP code: 97141

Date submitted: 7/6/2012 8:52:39 PM

Comment: I do not feel that this project is needed. I think it will be devastating to the businesses in downtown Tillamook. For example look at the loss of business at the shops on 3rd street and thats only been going on for a short time. All the signs is moving out of B&B due to the loss of revenue and no one is interested in renting the space. In my opinion this project is not needed, and all of the loss the community will take out weights the benefits.

ODOT's Response

Comment #: 17
Submission by: Project website
Date: July 6, 2012
Name: Aaron Burris
Address: 2006 1st Street
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

The need for the project is related to the following (see Chapter 1 of the Alternatives Analysis Report for additional detail):

- Future vehicular demand on US 101 and OR 6 in downtown Tillamook will exceed capacity during peak periods by 2036
- Narrow travel lanes on the US 101 couplet do not adequately accommodate current and projected vehicle traffic while maintaining on-street parking
- Travel patterns can be confusing to infrequent users and likely contributes to a relatively high number of low-speed crashes
- Topographic, natural environment, and built environment constraints limit the ability to improve highway infrastructure in the study area

To minimize disruptions during construction, ODOT will develop project-specific work zone, construction sequencing and traffic control specifications during final design that will be added to construction plans and documents. Contractors will be required to comply with these specifications and ODOT standard specifications for work zone and traffic control. Vehicular access (off-street parking) and pedestrian access (from a parking lot or sidewalks) will be maintained to all businesses during construction. Appropriate signage will be installed to maintain adequate access to businesses and to safely direct vehicles, bicyclists, and pedestrians through construction areas.

During the design phase, ODOT will also determine whether to divide the project into separate construction phases or to construct the project at one time. The project’s construction schedule and approach could entail, for example, dividing the contracted work geographically or by construction type (such as bridge work and roadway). Whether construction work is divided into separate contracts, major elements of the project could be scheduled concurrently, with some overlap or sequentially. In developing a construction schedule and approach, ODOT will consider several factors, such as potential contractor expertise, costs, minimizing construction, traffic operations, and environmental constraints.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its
Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.

Comment from (firstnamelastname): Lyla Rawe

Address1: 1050 McCormick Loop Road
City: Tillamook
State: OR
ZIP code: 97141

Date submitted: 7/6/2012 11:50:02 AM

Comment: I am firmly opposed to the proposed traffic change in Tillamook where Hwy 6 and 101 will meet. I think it will not be beneficial to traffic and will cause undue stress on business in town. Not only the ones being forced to move but the ones that will lose business due to parking and the need to bypass Tillamook downtown.

ODOT's Response

Comment #: 18
Submission by: Project website
Date: July 6, 2012
Name: Lyla Rawe
Address: 1050 McCormick Loop Road
Tillamook, OR 97141

Response to Comment:
Thank you for your comment.

ODOT performed a traffic analysis at 16 study intersections with and without the project. Based on the traffic analysis, ODOT concluded that traffic will operate better than the No-Build Alternative at nine of the ten unsignalized study intersections in 2036 during the peak hour. One intersection (3rd Street and Laurel Avenue) will operate slightly worse than the No-Build Alternative in 2036 during the peak hour. At signalized study intersections, the traffic analysis concluded that traffic will operate better than then No-Build Alternative at four of the six signalized intersections (Main Avenue/1st Street, Pacific Avenue/1st Street, Main Avenue/3rd Street, and Main Avenue/4th Street) in 2036 during the peak hour. The project will operate the same as the No-Build Alternative at two of six signalized study intersections (Pacific Avenue/3rd Street and Main Avenue/4th Street) in 2036 during the peak hour. Based on the project's traffic analysis, traffic on US 101 and OR 6 in downtown Tillamook will operate noticeably better under the Build Alternative than under the No-Build Alternative. For more information on the traffic analysis, please see sections 1.1 and 3.1 of the Alternatives Analysis Report, which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx.

To minimize disruptions during construction, ODOT will develop project-specific work zone, construction sequencing and traffic control specifications during final design that will be added to construction plans and documents. Contractors will be required to comply with these specifications and ODOT standard specifications for work zone and traffic control. Vehicular access (off-street parking) and pedestrian access (from a parking lot or sidewalks) will be maintained to all businesses during construction. Appropriate signage will be installed to maintain adequate access to businesses and to safely direct vehicles, bicyclists, and pedestrians through construction areas.

During the design phase, ODOT will also determine whether to divide the project into separate construction phases or to construct the project at one time. The project's construction schedule and approach could entail, for example, dividing the contracted work geographically or by construction type (such as bridge work and roadway). Whether construction work is divided into separate contracts, major elements of the project could be scheduled concurrently, with some overlap or sequentially. In developing a construction schedule and approach, ODOT will consider several factors, such as potential contractor expertise, costs, minimizing construction, traffic operations, and environmental constraints.
The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.

As noted in Section 3.1 of the Alternatives Analysis Report (which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx), the project will displace approximately 30 to 35 on-street parking spaces, of which approximately 10 to 15 spaces will be in areas with limited off-street parking. During final design, ODOT will seek to minimize on-street parking spaces removed, while meeting various state and local design and operational standards and related goals and objectives. The City of Tillamook and Tillamook County have informed ODOT of their efforts to expand on-street or off-street parking in the downtown area. The City of Tillamook recently opened an off-street parking lot with approximately 25 spaces at the Ivy Avenue/1st Street intersection.

The project will not change travel patterns on US 101 or OR 6, except for US 101 northbound travelers between 1st Street and the Hoquarten Slough. Travelers will use the new Pacific extension rather than continuing westbound for one block to Main Avenue to continue northward. Average daily traffic on US 101 and OR 6 through downtown Tillamook will be the same with the project as without the project.

Comment 19

From: Comment from TillamookTraffic.org

To: Comment from TillamookTraffic.org

Subject: CH2MHILL Tillamook Traffic; Rippetoe, Tom/PDX

Friday, July 06, 2012 8:57 AM

Comment from (firstname lastname): Allen Burris

Address1: 2006 first st
Address2: City: tillamook
State: OR
ZIP code: 97141

Date submitted: 7/6/2012 8:56:40 AM

Comment: The proposed changes to Hwy 101 will affect our business in a very detrimental way, there is no where in Tillamook that we can move to that will have the kind of exposure that we have here. Instead of spending $22 million on a project that will not help the town in a positive way, maybe you should look into fixing the intersection at Hwy 6 and Pacific with better signage on possibly some concrete dividers to keep people from illegally changing lanes. That would alleviate most, if not all of the fender benders at the intersection. Also, instead of spending all this money on a useless project, maybe we should focus on fixing the Hwy6/Wilson Rver Lp. intersection where many people have died in traffic accidents. The minute amount of damage caused by fender benders at the Hwy6/Pacific intersection is nothing compared to the countless lives that have been lost or ruined because of the Hwy6/Wilson Rver Lp. intersection.

Response to Comment:

Thank you for your comment.

The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.

The US 101/OR 6 planning process evaluated a range of options to improve safety and mobility at the US 101/OR 6 intersections in downtown Tillamook, including evaluating improvements at the Pacific Avenue/1st Street intersection. The Build Alternative evaluated in the Alternatives Analysis Report was identified as the best alternative to meet the purpose and need of the project. For more information on the alternatives and options previously considered, see Section 2.2 of the Alternatives Analysis Report, which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx.


Although not related to the US 101/OR 6 project, ODOT will start construction on a project to improve the intersection of Wilson River Loop at OR 6 later this year (2012). For more information, please visit: http://www.Oregon.gov/ODOT/hwy/Region2/pages/WilsonRiver_Loop.aspx.
Comment 20

To: Bill Johnston, ODOT Region 2
From: Tilda Chadwick Jones, 7650 Fairview Road, Tillamook, Oregon
Date: July 5, 2012
Subject: $27M ODOT US101/OR6/City of Tillamook Main Avenue Project comments

Re: City of Tillamook 4 year commitment $27M ODOT US 101/OR 6/Main Avenue intersection “build or not build” project

Comments:
1) "Build" project takes $27M of taxpayers state money to buy outtake $21M of 6 city taxpayer family owned commercial businesses and property, forever, to over develop the intersection, highway, bridge, and downtown.
2) Another $250,000 annual city taxes are lost with an excessive and unnecessary $27M "build" project in rural Tillamook. A community society built on family and family owned businesses and property taxpayers to sustain the most prosperous country in world history.
3) $27M "build" project is more convoluted than current road system, defeating purposes for optimum safety and mobility.
4) $27M "build" project ridicules and mistreats community tax base when the small faux stakeholders committee decided 4 years ago "to build." The committee of officials and agencies "tie off the hands that feed them," create a ghost town. They need to approve a (city) ballot vote of registered voters at the July 15 meeting.
5) Downtown traffic is "built" 30% faster with 30-35 parking spaces "unbuilt"—the opposite of optimum downtown City of Tillamook business prosperity.
6) $2/M is spent without reducing flood damages, the #1 issue on North Tillamook Avenue/Hwy 101. June 4, 2012 Alternatives Analysis Report does not include flood analysis section with FEMA "no rise" certification, data supporting several inches of reduced flood waters with reduced impervious surfaces, and flood duration effects.
7) 150 years of progressive history projected forward another 25 years (to 2030) regresses with the committee's $2/M decision to "build."

Question: What needs to be done to require ballot votes on taxpayer projects costing over $5MM?

Respectfully Submitted,
Tilda Chadwick Jones

ODOT's Response

Comment #: 20
Submission by: Letter
Date: July 6, 2012
Name: Tilda Chadwick Jones
Address: 7650 Fairview Road
Tillamook, OR 97141

Response to Comment:
Thank you for your comment. The following provides responses to elements of your comment:

1. In 2009, the Oregon State Legislature through the Jobs and Transportation Act (JTA) allocated $27 million towards the planning, engineering design, and construction for the Tillamook US 101/OR 6 Project. As part of the JTA, as of January 1, 2011, Oregon’s fuel tax increased by 6 cents.

The preliminary estimated right-of-way cost of the project is approximately $6.2 million in 2014 dollars and includes all fee simple, permanent easement, and temporary easement acquisitions. Up to six businesses will be displaced by the project. During final design, ODOT will continue to try to avoid or minimize displacements, while still meeting the project’s purpose and need. For businesses that are ultimately displaced, ODOT will provide relocation assistance through its Relocation Assistance Program. The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. Similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses. A replacement site for the Mar Clair Inn in downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.Oregon.gov/ODOT/hwy/row/.

2. The project will displace up to six businesses. During final design, ODOT will continue to work to avoid or minimize displacements, while continuing to meet the project’s purpose and need. ODOT will provide relocation assistance to displaced businesses through its Relocation Assistance Program. Only those displaced businesses that choose to or cannot be relocated will be lost.

The federal Uniform Act ensures fair and equitable relocation and reestablishment of persons, businesses, farms, and non-profit organizations displaced as a direct result of federal or federally-assisted programs. ODOT’s survey has shown that similar vacant properties and vacant commercial buildings exist within downtown Tillamook that could allow for successful relocation of five of the six businesses that could be displaced by the project. However, a replacement site for the Mar Clair Inn in...
downtown Tillamook might be difficult to locate. For more information on the relocation process, please see Appendix F of the Alternatives Analysis Report, or ODOT’s Right of Way Section website at: http://www.oregon.gov/odot/hwy/row/.

How many jobs will be lost due to the project will depend on how many displaced businesses are ultimately relocated and if some of the business displacements can ultimately be avoided. The jobs for approximately 55 employees would be lost and the property tax base would be proportionately reduced if all businesses decided not to relocate or could not be relocated. If some or all of the displaced businesses are ultimately relocated, then the number of jobs lost would be reduced.

3. The project will maintain the existing roadway grid network, except for extending Pacific Avenue between 1st Street and Hoquarten Slough. The extension of Pacific Avenue will allow northbound US 101 travelers to continue northbound on US 101 from the 1st Street without making any turns. (Currently, northbound US 101 travelers need to make a left-turn at 1st Street and a right-turn onto Main Avenue to continue northbound on US 101.)

4. The Stakeholder Advisory Committee included members representing a wide-range of community interests. The Stakeholder Advisory Committee unanimously recommended to the Project Management Team the Build Alternative as the Preferred Alternative at the July 16, 2012, meeting, after the June 4 to July 6, 2012, comment period. A public vote is not required for project approvals or funding.

5. The project will improve vehicular travel times through downtown Tillamook by approximately 30 percent in 2036 during the peak hour, compared to peak hour travel times under the No-Build Alternative in 2036. As noted in Section 3.1 of the Alternatives Analysis Report (which can be accessed at http://www.TillamookTraffic.org/AltAnalysis.aspx), the project will displace approximately 30 to 35 on-street parking spaces, of which approximately 10 to 15 spaces will be in areas with limited off-street parking. During final design, ODOT will seek to minimize on-street parking spaces removed, while meeting various state and local design and operational standards and related goals and objectives. The City of Tillamook and Tillamook County have informed ODOT of their efforts to expand on-street or off-street parking in the downtown area. The City of Tillamook recently opened an off-street parking lot with approximately 25 spaces at the Ivy Avenue/1st Street intersection.

6. A preliminary hydraulic analysis indicated that the new Hoquarten Slough bridge and associated activities within the floodplain will decrease the 100-year water surface elevation by approximately 0.1 feet from the current elevation. Therefore, the project as currently defined will meet the “no rise” criterion in the Tillamook Zoning Ordinance. ODOT will be required to obtain a Floodplain Development Permit from the City of Tillamook for construction activities and new infrastructure built within the
floodplain. A final hydraulic analysis will be prepared by ODOT during that permitting process and the “no rise” criterion will continue to be met.

ODOT preliminary concluded in the Alternatives Analysis Report that the floodplain encroachment will not be significant as defined by 23 CFR 650.105 (see Section 3.8 of the AA Report, which can be accessed at http://TillamookTraffic.org/AltAnalysis.aspx). Therefore, construction of the Build Alternative will be a compatible floodplain development. Because the encroachments of the project will not be significant, ODOT anticipates a formal finding from the Federal Highway Administration that the project complies with 23 CFR 650.105. FHWA will make the final floodplain compliance determination.

7. Comment noted.

Regarding your question – at the state level, a new state law or constitutional amendment would need to be enacted to require a popular vote on all projects costing more than $5 million.

Appendix A

Combined Public Hearing and Open House Sign-in Sheet (June 20, 2012)
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Personal Information Removed