

Morrow County Transportation System Plan Update

Public Meeting I – Meeting Minutes

Meeting Date November 30, 2004 6:00 Stokes Landing, Irrigon

Issues Discussed-

After lighting the Hanukah Menorah, the meeting commenced.

Comments raised include:

1

Several traffic volumes on map appear to be wrong, particularly along Hwy 74

The future and existing volumes are the same. The consultants will review and correct any errors.

2

People asked how improvement priorities are set.

Burke O'Brien and Karla answered that they are set via a Road Committee and Public Works. Projects are also recommended to get on ODOT STIP List

2

Other transportation modes were discussed.

One person brought up equestrian needs- many residents are riding their horses to the fairground and urban locations. One of the rest stops along I-84 has an exercise area for horses. There are also trails along highways for horses.

3

Several people said that the Olson Road overpass should be a top priority project.

Burke said that the estimate for this project was \$9 million. It will be placed on the County TSP and is listed in the City of Boardman TSP.

4

Related to the Olson Rd overpass, one woman said that she and others were in favor of having some art on the overpass similar to the Dalles to help define the

community. ODOT said that they are working with many communities on this issue and that if this project proceeds, there will be several public meetings to gather input about this.

5

Tillamook Cheese is going ahead with an expansion that will have an additional traffic impact.

6.

Kunze Road Realignment-

One realignment project was just completed this past fall- to correct the alignment with Main Street.

Burke O'Brien then discussed that he has funding from ODOT (\$2.7 Mil) in 2006 STIP and Fed transportation bill to reconstruct Kunze from Tower to South Main. He said that since this project is now over funded some of the funds would be diverted over to Depot Lane improvements

7

People were concerned about safety at Cutsforth Corner and were surprised at the low number of crashes.

Howard Stein commented that CTS had visited the site They will make safety recommendations here and at other locations. Crash analysis is based on reported crashes. Individuals running off the road are not included in the crash data.

8

OTIA/Regional Transportation Committee-

There was discussion that Morrow county did very well with the new round of this program, but the funds were grants that had to be paid back, even by local jurisdictions.

9

Trucks- There was discussions that truck traffic in eastern OR is increasing and that the loads are heavier compared to other portions of the state justifying better funding.

10

Equity Funding-Burke said that he recently got hold of an objective study that reviewed how ODOT allocated funding to the counties/local agencies. This study

concluded after examining several ways to measure it, was that counties in eastern OR were not funded adequately to meet their basic maintenance needs (and in relation to their contribution/roads) compared to counties in the Willamette Valley. The valley counties receive more funds than they need for maintenance and therefore have money for capital improvement projects.

Burke said he would forward a copy of this study to CTS.

A survey was distributed. The attendees were asked to fill it out and return it to Joyce Jackson.

All attempts were made to accurately reflect the context of the meeting. Please make note of any errors or omissions for inclusion in this record.

Ideas often come to mind after the meeting. Please mail, email, or telephone your additional comments to Joyce Jackson at – Mitchell Nelson Group- 2116 NW Wilson Street – Portland, OR 97210 - 503 225-0822 x 5 - jlj@mngi.com

Morrow County Transportation System Plan Update

Public Meeting 2 – Meeting Minutes

Meeting Date February 7, 2005 6:00 Stokes Landing, Irrigon

Issues Discussed-

A survey was distributed. The attendees were asked to fill it out and return it to Joyce Jackson.

The public was welcomed to the meeting. They were asked to look at the plans and note any concerns about the county transportation system that they might have. Howard Roll then reviewed the project list and opened up the meeting for questions.

Community member reiterated their desire to have artwork that represents the region incorporated into the design of a new overpass.

Cheryl Jarvis-Smith explained that when the overpass project begins there will be several public involvement sessions.

Citizens identified the intersection of Bombing Range Road and Highway 207 as being a dangerous intersection. The intersection has several problems. The roads meet at an acute angle and that, combined with the topography, greatly limits the site distance from Bombing Range Road to the north on Highway 207. There is a bridge immediately to the right of Bombing Range Road on Hwy 207, which provides a very

small turning radius for a right turn onto Hwy 207. This forces vehicles into opposing lanes to make the right (southerly) turn.

Emergency access points along Heritage trail should be provided to insure adequate access for emergency vehicles and staff

Citizens pointed out the dwindling pedestrian path along the new railroad over pass road. The overpass is in the City of Boardman. Barry Beyerle, Boardman Community Development Director, responded that he is aware of the problem and is hoping to improve the pedestrian situation by re-striping the drive aisle to provide a wider pedestrian area.