

NW Oregon Transit Alliance (NWOTA)
Coordinating Committee Meeting Minutes
July 13, 2018
Tillamook County Transportation District
Tillamook, OR

1. Introductions: Doug Pilant, Coordinating Committee Chair, opened the meeting. Meeting attendees included:
 - Cynda Bruce—Lincoln County Transportation
 - Lee Lazaro—Benton County Transit
 - Paul Lewicki—Sunset Empire Transit District
 - Doug Pilant—Tillamook County Transportation
 - Arla Miller, Ken Shonkwiler—ODOTExcused: Mark Bernard, Todd Wood
2. Consent Calendar: Unanimously approved. (JH/LL)
 - ✦ June 8, 2018 Meeting Minutes—No corrections.
 - ✦ June 2018 Financial Report—Doug reviewed. No new revenues or expenses occurred over the past month.
 - ✦ Ridership Tracking—Mary will send out once Columbia County sends in their numbers.
3. NWOTA Standing Items
 - ✦ July OTC Meeting—Jeff is going to talk about NWOTA, the Pedestrian Access Study and the Oregon Public Transit Plan.
 - ✦ IGA—Lincoln County passed the IGA. Both Doug and Lee will get it before their Boards next month. Jeff is waiting until Columbia County passes the IGA.
 - ✦ NW Connector Newsletter, NW Oregon Events—The website has been updated including a calendar. Mary will put together a plan to start utilizing, eg, connecting with the posted events and seeing if there are opportunities to be included in their advertising. Also, following up with individuals signing up for NW Connector updates and news. Mary will also add Oswald State Park, Short Sands, Falcon Head, Astoria Sunday Market, and the August Corvallis Open Streets Festival if it hasn't already been posted. Mary is also the point person for the featured events on the website. The updated website needs to be included in the driver and dispatcher training. Featured events will make good for Boomer articles. (Look at a story in the media about the Pacific City shuttle, how the signage works, is connected, the brochure, and the timing of the schedule, and up and back bus schedule so the shuttle is more visible. Built in 15 minute recovery time at the end of the route, park and ride stops identified.
 - ✦ 800 Number—Printed ads will include Tillamook Transit's 800 number.
 - ✦ North Coast Tourism Studio Workshop—Tillamook and Clatsop transit are involved, and working to include transit into tourism travel planning and development.
 - ✦ Potential Addition of Bike and Ride Information on Website—Doug noted that they not only need instructions for bicyclists attaching their bikes, but ensuring drivers go through their prechecks to ensure the bike arm is working properly and bicyclists are asked regarding whether the bike is secure. Adding the information to the website would be helpful, and add a story to the website as well. Mary will contact Sports Works on instructions. Jeff will send Mary SETD's bicycle information for drafting a NWOTA policy. August agenda
 - ✦ PSU Cascadia Connect Final Report—Not out yet, August agenda
 - ✦ Signage—Partners agreed to have route colors on the signs match the route colors on the website. Website address on the map to be nwconnector.org, and Tillamook's 800 number will

be added to the signs. Also a couple of new transit stops will be added. Doug also handed out four versions of revised logo signage. Partners agreed to use the signage that includes a bus and to have the outline color match the pole color. Doug will send out 3 more versions: green bus/green outline, a blue outline/blue bus, and one sign that is not outlined for partner decision-making.

4. Pedestrian Access Study

Ken reported. First time that ODOT highway is partnering with the transit agencies on pedestrian access and safety. Will be a model for doing similar collaborations throughout the rest of the State. Update on ODOT's design work: Survey crew changed names, but are continuing their work. The consultant has provided input into the design, once the LIDAR data comes in. Still being worked on are the Knappa and Neskowin stops. Difficult to get a safe crossing at Neotsu just outside of Lincoln City. Very short sight distance in both directions. ODOT will be meeting with Cynda next week. Being also working on environmental review all the stops. Still on schedule. Ken encouraged partners to watch for development funding opportunities to build bus stops and/or fund the stops identified in the study through private partners. Residential development in Clatsop County requires conversations with Sunset Empire Transit which can lead to including a transit stop. TSPs and Comp Plans can include transit stop language. Jeff will send the partners the transit language that SETD has drafted. Ken suggested looking at some common language that could be included in all the TSPs, and would be available later this Fall to work on. Mary will add to the Management Plan and NWOTA's Work Plan. The Salmonberry Trail project included similar language in their planning study.

5. Highway 101 Bicycle Study

Ken reported. Still in the beginning stage, but looking at safety, convenience (bike parking and other amenities). Working on background data and analysis, such as ODOT Hwy 101 shoulder data for future STIP projects. Looking at 4 foot wide shoulders, and add build out as a construction requirement. Will be looking at the potential for transit for the more dangerous sections. Doug mentioned that his buses are getting flagged down by bikers to ride the bus over Cascade Head. Currently, there is no safe stop for the buses to pull over on either side. Ken said they will look at safe locations for pick-up, for example in Neskowin. Lee mentioned that there are a lot of bicyclists that want to go over to the Coast from the valley, it's a growing market. Looking at adding front and back racks for bikes, and/or trailers to transport larger groups of bicyclists. Salem and Newberg both have organized groups of bicyclists that bicycle to Pacific City and ride the bus back. Ken noted that they have addressed some of that in their public involvement on the Oregon Coast route. Priority is to address the safety issue of bicyclists and vehicles on Hwy 101. Salmonberry Trail has a stretch of approximately 25–30 miles, and would cost millions to build out, for approximately 15,000 riders using the highway at this time.

6. Member Updates

- ✚ The NW Connector bus stop prominently stands out at the new Tillamook Creamery Visitor Center. Tillamook Transit is providing shuttle service for the large numbers of visitors that new facility is attracting.
- ✚ Sunset Empire Transit—Jeff showed a video of a recent assault on one of their bus drivers. Got 2 new buses in, with one in service already. Liquid springs are much more comfortable. Add about \$9,000 per bus, looking at adding to all their buses. Changed to a flat fare bus system, \$1 per ride. Now only have 3 passes, and reduced the fare on them, added low-income pricing as well. Jeff will report back on how well it works, expecting an initial reduction in revenue, but expect increased ridership will offset the revenue decrease. Pacific Connector route is up 40% because now connecting to Tillamook's increased number of trips to Cannon Beach.
- ✚ Lincoln County—Working on funding application to get 3 buses replaced and on STIF planning.

- ✦ Rail and Transit—Having a state audit which will involve reviews of Tillamook and Lincoln County transit.
- ✦ Benton County—Done 9 presentations on the new STIF program. Finalizing their STIF Committee, adopted the Bylaws, County has hired a new financial analyst who will provide grant and STIF accounting services for Lee’s group. Making some adjustments to the Coast to Valley Connector which will accommodate the Hut shuttle to the airport.
- ✦ ODOT—Working with Columbia and Yamhill counties, getting current on STIF.
- ✦ Transit—Tillamook County Family Counseling Center moving into the building. Also going to add a call center. Getting ready for the state audit. Completed an analysis of Route 3, while the overall ridership has been flat for the last year, the number of riders going to Cannon Beach has gone up almost 40%. Reduced trip bus pass up 70%, but general bus pass usage is down 40%.

Recorded: Mary McArthur, Col-Pac EDD and NWOTA Staff

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