
Meeting Minutes

Gilliam County Transportation System Plan (TSP)

Project Advisory Committee Meeting

December 3, 2014: 3:00 – 5:00 p.m.

Memorial Hall, Condon, Oregon

Attendance: See attached sign-in sheet

Meeting Notes

1. Marc Butorac provided an introduction to the project and its purpose and value to the County and its cities.
2. Introductions – Everyone was asked to identify their top two transportation issues in the County & define what a successful project would look like.
 - a. Generally, success was defined as a project that:
 - i. Develops a plan that can be implemented and is realistic (e.g., the 1999 TSP is perceived as successful since all projects have been completed),
 - ii. Develops a document with minimal boilerplate language and is useable.
 - iii. Provides the foundation to apply for (and win) grants
 - iv. Clearly describes objectives and standards to result in consistent interpretation in the future.
 - v. Includes pilot projects to try innovative solutions, and
 - vi. Considers programs in addition to projects.
3. Transportation Issues Identified by the PAC include:
 - a. Emergency Management (Portable Message Boards):
 - i. Would like to have speed reader boards to take out, especially for black ice warnings. The fire department would also like speed reader boards strategically placed.
 - ii. Would like permanent warning boards that could be managed from afar (smoke, ice, etc), primarily for I-84. There's one at Biggs but not another one until Boardman. Most crashes on Highway 19 or 206 are not local drivers. On I-84, the issues occur when it's sunny, but shady spots are still icy.
 - iii. Would like a message board for "road closed except emergency vehicles" for use during fire season.
 - iv. County had portable message boards but charging didn't work and it cost too much to maintain.

- v. There is a lack of roads to access locations for firefighting
- b. Infrastructure upgrades/improvements & maintenance:
 - i. OR 206 between Cottonwood Park and Condon needs improvement, especially with increased traffic due to park opening
 - ii. Roads within the state park now carry more people and may need upgrades
 - iii. The condition of bridges. From an emergency management standpoint, you have to cross a bridge from all directions to reach Condon making bridge maintenance a critical service.
 - iv. Industrial-zoned development triggered some road upgrades and road development to help attract some businesses, but more road upgrades may be needed to continue to attract businesses;
 - v. Would like to increase connectivity in communities and strengthen character in the cities
 - vi. Balance all modes on highways, for example freight, farming equipment, and bicycles.
 - vii. Maintaining gravel roads is challenging during harvest season. No solution known, but it is an observed issue.
- c. Safety concerns
 - i. Getting into and out of Arlington: wrong way issue with interstate ramps (especially during summer tourism months). Drivers are going on the westbound on-ramp when they want to go eastbound. Need better signage.
 - ii. Main Street/Walnut Street in Condon: design concern, especially with non-locals. They've tried to change it in the past, but ODOT has told them they don't have enough traffic, no major crashes, etc. for signal. They don't want 4-way stop. Would at least like to put up a sign under the Stop signs that say "3-way stop." They used to have "stop ahead" signs on Main Street, but they didn't comply with MUTCD so they couldn't put them back when repaving done. Pavement markings could help supplement the traffic control signs.
 - iii. Issue with snow drifting on OR 206 around MP 22 in particular, 5 vehicles have been trapped in snow drifts.
- d. Intermodal (including some infrastructure projects)
 - i. Shutler Station crossover track: need rail crossovers that make movement of rail cars within park easier. This was a Connect Oregon project that did not get funded.
 - ii. The Port of Arlington doesn't have capability to transfer containers to/from barges.

- iii. The Port still wants efficient grain handling from truck to barge. It's good, but in the process of being upgraded.
 - iv. The marina is recreational. They are in the process of adding a fuel dock.
 - 1. Need to provide a location where recreational users (kite surfers and wind surfers) can access the water.
 - v. Improved access and improved roads needed to and within industrial parks, especially Arlington Mesa Industrial Park (no shoulders, drop off on road)
 - vi. Industrial park at willow creek (Heppner Junction) had a barge dock and its use is transitioning.
 - vii. Air: The City of Condon and the Port of Arlington are trying to get water and sewer to the Condon Airport, then will try to get fuel to encourage more stops at the airport. But first, they are trying to get it in the UGB. Arlington runway is just a gravel strip. It's difficult to keep it mowed. Paving should be included in TSP update as a long-term project.
- e. Pedestrian and bicycle
- i. Would like to add bike lanes/bike parking
 - ii. Would like to extend sidewalks off Main Street in Condon
 - iii. Would like better road upgrades and sidewalks throughout the Cities
 - iv. Would like to see a bicyclists recreational plan (it's tough outside of the city)
 - v. Need locations where cyclists can get water along rural bicycle routes
 - vi. Would like to encourage more bicycling in the County
 - vii. Would like mapped out ped/bike routes in cities
- f. Programs:
- i. Drivers education has been cut from schools. Would be good to find grants or organizing programs with local agencies to bring it back.
- g. Funding: biggest concern for roadway maintenance and Roadmaster
- i. County has made a lot of safety improvements but they are losing pavement each year because there's no money for asphalt, so they have converted some roads back to gravel
 - ii. They can't complete some needed rehabilitation projects
 - iii. Grants: they've applied, but with the low population, they are often not selected
 - 1. Example: their bridge (Cayuse Canyon Road) is often a priority for replacement, but after all other criteria is evaluated, it falls to

bottom due to low volume. Bridge will cost \$2 million to replace. It currently has 18-mile detour. They are looking for other options.

2. If the County wins grants, they are usually not enough to pay for consultants and the County doesn't have the resources to pay the difference between the full project cost and the grant money received, so they've stopped going after them.
 - iv. Bicycle and pedestrian projects: supportive of them, but difficult to rationalize putting them in when the County doesn't have enough funding to maintain the roads.
 - v. Concern that federal government funds available in the case of a natural disaster will not apply to projects in the TSP.
 - vi. The TSP will include project prospectus sheets that will streamline future grant applications.
 - h. Other:
 - i. Would like to encourage collaboration with wind farms and the road department
4. PAC Roster
 - a. Would be good to have someone from ambulance services on the PAC. Shannon C will send suggestions for representative.
 5. Project Overview
 - a. Project Purpose
 - b. Study Area
 - c. Project Schedule
 - d. Roles & Responsibilities
 6. Review & Discussion of Project Goals & Objectives
 - a. No comments from PAC
 7. Plans & Policy Review
 - a. No comments from PAC
 8. Existing Conditions Inventory and Analysis Review
 - a. Priority Lands for Development & Population Projections
 - i. Population projections are governed by the state.
 1. PSU provides county, Counties allocate through cities. – which they did by percent.

- ii. County population projection is approximately 400 people. The PAC agrees that there should be a focus within the County on finding ways to attract people to relocate to the County.
 - iii. Additional Industrial parks to include:
 - 1. Willow creek – mix of port-owned land and public land that is zoned industrial. At Heppner junction.
 - 2. Old radar base: named “Columbia plateau industrial park”
- b. Street System
 - i. Functional Classification
 - ii. Dewey: classifications need to be updated.
 - 1. Activities have changed in the county. (grain elevator in Arlington – wheat coming from Morrow county to Arlington)
 - 2. Specific recommendations provided on Dewey’s map – see pdf.
 - iii. Peter: Consider the proportion of trucks when establishing design standards, reviewing crash history, etc.
- c. Roadway Operations
- d. Crash History
 - i. Safety
 - 1. Crash History: Figure 3-7
 - a. Revise to show dates of study period.
 - 2. Look up ODOT Deer crash map
 - 3. Consider impacts of rumble strips on motorcycles and bicycles
- e. Identified Issues
 - i. Lone Rock/OR 206 – people drive on wrong side of road to improve sight distance
 - ii. Main/Walnut and Gilliam/Main – Cannot see to west if stop at stop sign on northbound approach. ODOT knows about this, but has rules that impede a solution.
 - iii. Charging station –
 - 1. Arlington has one that has 240 and dc quick charger
- f. Pedestrian and Bicyclist System
 - i. Pedestrian
 - 1. Kathryn has applied for grants and can provide information on where priority connections are
 - 2. Connection between schools is due to Safe Routes to School program
- g. Public Transportation
- h. Truck Freight System

- i. Rail System
 - j. Air Transportation
 - k. Marine Transportation
 - l. Bridge Inventory
 - m. Funding
9. Summary of Issues Identified
- a. People can add additional issues online: <http://maps.kittelson.com/gilliamcountytsp>
10. Discussion and Feedback
11. Upcoming Meetings and Deliverables
- a. March 18th in Arlington – no known conflicts with Condon or Arlington meetings