

Good day -

I have a commitment or would have attended this meeting in person.

Great oppty though for opening up discussion surrounding a few "known" impediments to safe travel in our County.

Both of these areas have a history of accidents, and one has a history of "serious and deadly" accidents, leading to road closures and detours for hours. I've seen this happen for the almost 30 years of living in this County. A third issue will be noted as well. **Thanks so much for being my voice at this meeting.** I'll be as brief as possible. My guess is that you will have folks in attendance that may bring up these same concerns, or at least will acknowledge their existence.

1) ODOT has said in the past that putting in adequate signaling in downtown Nehalem is cost prohibitive. At what cost to safe travel and pedestrian traffic as well? The inadequate signage does little if anything to keep drivers in the know on how to handle this difficult intersection. This is hwy 101 in downtown, where traffic heading North needs to make a 90 degree left turn at a flashing ("yellow" light?). Traffic heading South makes a right hand turn at a stop sign, with a hardly noticed sign ahead of it that says no stop needed when turning right. This intersection confounds most people who are not "locals" ! There are two other entrances to this 90 degree elbow in downtown that handles a "LOT" of hwy 101 traffic, including large 18 wheelers and big motorhomes.

What is needed is a compound set of better signals with flashing green arrows for thru traffic and other colors for other traffic arriving and leaving the intersection in those other two directions.

Infrastructure funding dollars never seem to make it to projects such as these.

2) Again, on hiway 101, a few miles North of Tillamook city proper, sits an intersection that has traffic coming and going at a location that forms a "T" (Idaville Rd.) on a major highly traveled highway, with no "escape lanes", or left turn lanes "across" the highway at this T type intersection. Research will show how many bad accidents and "fatal" accidents have occurred here over the years, with resultant hiway closures, detours, and the like, impacting the area sometimes for " hours ". A flashing caution light does little to inform 101 traffic that can't see what is happening many cars ahead of them. It can be too late at times to slow without causing rear end accidents or even head on's .

3) South of Tillamook and approaching the town of Beaver, there have been attempts made to clear slow traffic from the difficult sections of highway between the 2 roads off of 101 that lead to Pacific City. Slow cars, service vehicles, motorhomes and trailers, cause a real backup of vehicles who should be allowed to travel at the posted speed limits. No one enforces the "slow moving vehicle turnouts" that have been constructed, paved, and signed at what I'm certain was a very large chunk of highway funds a few years back. They almost go "unused", as slow vehicles must feel that using them means they will lose valuable time getting to where they are going. They just pass them by, leaving long lines of cars and trucks just traveling 35 in a 55 zone for many many miles, with the quantity of cars getting larger each mile that is driven. What about a large "fine" for not using them, and then "enforce" the fine . Like red

light cameras in the big cities, finding a way to get this enforced and get the slow vehicles to pull over (multiple times if needed) , would be a real good “use” of the money already spent to construct these “pullouts” . It costs companies on their bottom line, when their employees are stuck in very slow traffic behind a person who is not abiding by the law on the highway . This happens all along the Oregon coastline. Full of 2 lane highways.

Thank you for letting me know that you received this, and will attempt to voice these concerns at the June 18 meeting. I do hope some headway is made. Lives are on the line and livelihoods to boot .

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