



# TECHNICAL MEMORANDUM #2

## PLAN AND POLICY REVIEW SUMMARY

Date: March 26, 2025

To: Tillamook County  
Oregon Department of Transportation (Region 2)

From: David Evans and Associates, Inc.

Subject: Tillamook County Transportation System Plan Update

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### Overview

The Transportation System Plan (TSP) for Tillamook County is a long-range plan providing the framework for meeting transportation needs now, through and beyond the 20-year planning horizon.

This memorandum provides a review of existing plans and policies that affect transportation in Tillamook County and highlights key goals, policies, growth assumptions, and regulatory provisions. The purpose of this memorandum is to identify and distinguish regional issues as they relate to the goals of the regional transportation plan and identify how relevant documents relate specifically to the Tillamook County TSP.

### Plan and Policy Review

This section summarizes key regulatory documents and identifies how they are relevant to the planning process of the TSP update. The review focuses on the policy-level guidance that the plans provide and the strategies or practices they recommend. Table 1 lists all the documents reviewed for this memorandum. Table 2 provides a review of state documents and Table 3 (starting page 17) provides a review of local documents.

**TABLE 1. DOCUMENTS INCLUDED IN PLAN AND POLICY REVIEW**

STATE PLANS AND POLICIES	TILLAMOOK COUNTY PLANS AND POLICIES
<ul style="list-style-type: none"> <li>• Oregon Transportation Plan (2023)</li> <li>• Oregon Highway Plan, Including amendments November 1999 through January 2023 (1999)</li> <li>• Oregon Public Transportation Plan (2018)</li> <li>• Oregon Bicycle and Pedestrian Plan (2016)</li> <li>• Oregon Rail Plan (2014)</li> <li>• Oregon Freight Plan (2017)</li> <li>• Oregon Aviation Plan (2018)</li> <li>• Oregon Transportation Safety Action Plan (2021)</li> <li>• Transportation Planning Rules (Oregon Administrative Rules (OAR) 660-012-000 to 660-012-0920)</li> <li>• Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction (2013)</li> <li>• Statewide Transportation Improvement Program (STIP)</li> <li>• ODOT Analysis Procedures Manual (2024)</li> <li>• ODOT Highway Design Manual</li> <li>• Oregon TSP Guidelines (2020)</li> <li>• Access Management Rules (OAR 734-051-1020 to 734-051-7010)</li> <li>• Oregon Resilience Plan (2013)</li> <li>• Oregon Coast Bike Route Plan (2022)</li> <li>• Salmonberry Trail Plan (2021)</li> <li>• Oregon Coast Trail Action Plan (2023)</li> <li>• US 101 Condition Report (2005)</li> </ul>	<ul style="list-style-type: none"> <li>• Tillamook County TSP (2005)</li> <li>• City of Tillamook TSP (2019)</li> <li>• Nehalem Bay TSP (2023)</li> <li>• Tillamook County Transportation District's Long-Range Transit Plan (2024)</li> <li>• Tillamook County Comprehensive Plan</li> <li>• Local Comprehensive Plans</li> <li>• Local Capital Improvement Plans ("CIP") (where available)</li> <li>• Tillamook County's Seismic Resiliency for Bridges Priorities (2017)</li> <li>• Neah-Kah-Nie Middle and High School Safe Routes to School Plan (2020)</li> <li>• Northwest Oregon Transit Access Project – Transit Stop Improvement Study (2019)</li> <li>• Tillamook US 101 Pedestrian Crossing Study (2018)</li> <li>• OR 6 Wilson River Highway Corridor Study (2023)</li> <li>• Salmon Superhighway Annual Report (2024)</li> <li>• Cape Kiwanda Master Plan (2016)</li> <li>• Cape Kiwanda Master Plan for Tourism Related Facilities (2016)</li> <li>• Pacific City / Woods Parking Management Plan (2019)</li> <li>• Highway 131 Refinement Plan (2007)</li> </ul>

**TABLE 2. STATE PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Oregon Transportation Plan (OTP), 2023	<ul style="list-style-type: none"> <li>• The OTP is the state’s multimodal transportation plan that assesses the needs of airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads.</li> <li>• The purpose of the OTP is to define the long-range transportation policy for the movement of people and goods across the state and set the framework for policies and strategies through to 2050.</li> <li>• The OTP provides a framework for prioritizing transportation improvements to address the challenges Oregon faces based on various revenue conditions.</li> <li>• This plan offers guidance for state, regional, local, and private transportation facilities.</li> <li>• Transportation improvements involving the state system must be consistent with applicable OTP goals and policies. The OTP’s goals include:               <ul style="list-style-type: none"> <li>○ 6.1 Economic and Community Vitality</li> <li>○ 6.2 Social Equity</li> <li>○ 6.3 Mobility</li> <li>○ 6.4 Stewardship of Public Resources</li> <li>○ 6.5 Safety</li> <li>○ 6.6 Sustainability and Climate Action.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Consistent with updated OTP goals, this planning process will focus on maintaining and building upon existing investments and using system management and transportation options to maximize functionality of existing state facilities and support transportation networks in Tillamook County.</li> <li>• The OTP strongly supports a transportation system with multiple travel choices that are easy to use, cost-effective, and accessible to all potential users, including the transportation disadvantaged.</li> <li>• The Tillamook TSP adoption process will consider findings of compatibility with relevant OTP goals.</li> </ul>

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DOCUMENT	OVERVIEW	PROJECT RELEVANCE
1999 Oregon Highway Plan (OHP), Including amendments November 1999 through January 2023 ( <i>comprehensive update in progress</i> )	<ul style="list-style-type: none"> <li>• The OHP is a modal plan of the OTP<sup>1</sup> that defines policies and investment strategies for Oregon's state highway system.</li> <li>• Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity.</li> <li>• These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.</li> <li>• The OHP was last updated in 2023. The previous update (2015) incorporated all previous amendments through May 2015. This included:               <ul style="list-style-type: none"> <li>○ Mobility Standards Revisions</li> <li>○ Access Management Revisions</li> <li>○ Tolling and Pricing Policy Amendment</li> <li>○ Expressway Classifications Revisions</li> <li>○ State Highway Freight System Policy Revisions and Adoption of Rule on Reduction of Vehicle-Carrying Capacity.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• For state highway facilities, the Tillamook TSP update's projects, policies, and regulations should be consistent with or move in the direction of meeting OHP policies, standards, and targets such as the following relevant policies:               <ul style="list-style-type: none"> <li>○ Policy 1A – State Highway Classification System</li> <li>○ Policy 1B – Land Use and Transportation</li> <li>○ Policy 1C – State Highway Freight System</li> <li>○ Policy 1D – Scenic Byways</li> <li>○ Policy 1E – Lifeline Routes</li> <li>○ Policy 1F – Highway Mobility Policy</li> <li>○ Policy 2B – Off-System Improvements</li> <li>○ Policy 2F – Traffic Safety</li> <li>○ Policy 2G – Rail and Highway Compatibility</li> <li>○ Policy 3A – Classification and Spacing Standards (see the Access Management Rule review below)</li> <li>○ Policy 3C – Interchange Access Management Areas</li> <li>○ Policy 4A – Efficiency of Freight Movement (see the Oregon Freight Plan review below)</li> <li>○ Policy 4B – Alternative Passenger Modes</li> <li>○ Policy 5A – Environmental Resources</li> <li>○ Policy 5B – Scenic Resources</li> </ul> </li> <li>• Highways in Tillamook County include US 101, OR 6, OR 22, OR 53, OR 130 and OR 131</li> </ul>

<sup>1</sup> Modal and topic plans are part of the OTP. As ODOT's website states: "These plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address." (<https://www.oregon.gov/odot/Planning/Pages/Plans.aspx>)

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Oregon Public Transportation Plan (OPTP), 2018	<ul style="list-style-type: none"> <li>• The OPTP is a modal plan of the OTP that provides guidance regarding the development of public transportation systems to support the development of a comprehensive, interconnected, safe, and reliable public transportation system statewide.</li> <li>• The OPTP includes goals, policies, and strategies to inform and guide public transportation decisions for jurisdictions, the state, and public transportation providers, and partners.</li> <li>• The OPTP's vision is guided by the ten goals of the plan: (1) Mobility; (2) Accessibility and Connectivity; (3) Community Livability and Economic Vitality; (4) Equity; (5) Health; (6) Safety and Security; (7) Environmental Sustainability; (8) Land Use; (9) Funding and Strategic Investment; and (10) Communication, Collaboration, and Coordination</li> </ul>	<ul style="list-style-type: none"> <li>• The OPTP provides high-level guidance for public transportation decisions, and the TSP update process should work to be consistent with the plan.</li> <li>• The <i>Tillamook County Transportation District's Long-Range Transit Plan</i> provides more targeted guidance. The planning process should coordinate with other transit service providers in the study area as needed.</li> <li>• The TSP will consider the transit district and/or rider representatives as interested parties.</li> </ul>
Oregon Bicycle and Pedestrian Plan (OBPP), 2016	<ul style="list-style-type: none"> <li>• The OBPP is a modal plan of the OTP that provides policies and implementation strategies intended to enhance access, mobility, and safety for cyclists and pedestrians.</li> <li>• The OBPP includes bicycle and pedestrian designs and standards that are intended for state highways and can be used to guide other facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• OBPP standards and guidelines will inform potential bicycle and pedestrian improvements to state-owned facilities in Tillamook County.</li> <li>• The Tillamook County TSP Update should consider the goals (e.g. safety, connectivity, equity, health, sustainability, and coordination), policies, and strategies for implementation identified in the 2016 OBPP.</li> </ul>

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Oregon Rail Plan (ORP), 2014	<ul style="list-style-type: none"> <li>• The ORP, another modal plan within the OTP, addresses long-term freight and passenger rail planning in Oregon.</li> <li>• The Oregon Transportation Commission (OTC) adopted the 2014 ORP in response to the 2008 Passenger Rail Investment and Improvement Act (PRIIA) which increased the level of state involvement in rail transportation and rail planning.</li> <li>• The ORP establishes a vision for the future of rail in Oregon supported by goals, policies, and strategies.</li> </ul>	<ul style="list-style-type: none"> <li>• The ORP establishes minimum levels of service standards and policies for freight and passenger rail.</li> <li>• The TSP update will consider the existing and planned rail freight system in developing recommended policies and projects.</li> </ul>

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Oregon Freight Plan (OFP), 2017	<ul style="list-style-type: none"> <li>• The OFP, another modal plan within the OTP, is a guide for improving freight connections in Oregon.</li> <li>• The OFP supports investments in state highway, rail, marine, air, and pipeline transport infrastructure to create a multimodal, interconnected freight system.</li> <li>• The OFP identifies institutional and organizational barriers to an effective freight transportation system and develops strategies for overcoming them.</li> <li>• The OFP adopts strategies for implementation of OTP goals and policies related to the maintenance and improvement of the freight transportation system.</li> </ul>	<ul style="list-style-type: none"> <li>• The Tillamook County TSP update should be consistent with or move in the direction of meeting OFP policies, standards, and targets such as the following relevant strategies:               <ul style="list-style-type: none"> <li>○ <i>Strategy 1.2</i> – Support freight access to the Strategic Freight System, including proactively protecting and preserving strategic corridors.</li> <li>○ <i>Strategy 2.3</i> – Identify and rank freight bottlenecks, corridor constraints, or chokepoints, especially those located on the strategic system.</li> <li>○ <i>Strategy 2.4</i> – Coordinate freight improvements and system management plans on corridors comprising the Strategic Freight System.</li> <li>○ <i>Strategy 3.2</i> – Partner with local government agencies to identify intermodal connectors that provide “last mile” connectivity to freight-generating businesses not currently classified as National Highway System (NHS) Connectors.</li> <li>○ <i>Strategy 3.3</i> – Encourage inclusion of connector roads in local transportation system plans.</li> <li>○ <i>Strategy 5.1</i> – Monitor, preserve, and improve highway freight facilities that accommodate truckloads requiring a permit.</li> </ul> </li> </ul>

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Oregon Aviation Plan (OAP), 2018	<ul style="list-style-type: none"> <li>• The OAP, another modal plan within the OTP, provides guidance on preserving the state's system of airports and presents a framework for improving the system for continued support of communities and economic development.</li> <li>• OAP Goals are to:               <ul style="list-style-type: none"> <li>○ Follow The Airport System Planning Process as applicable to the 97 airports comprising the Oregon Aviation System</li> <li>○ Evaluate current system performance and identify airport facilities and service deficiencies and gaps.</li> <li>○ Determine the ability of each airport to meet its objectives to support its role in the system plan.</li> <li>○ Identify special considerations related to airports which support economic development and health and safety.</li> <li>○ Provide guidance to support informed investment decisions on an airport-by-airport basis and by categories of airports.</li> <li>○ Establish a blueprint for Oregon's future airport system.</li> </ul> </li> <li>• The Tillamook Airport Unmanned Aircraft Systems (UAS) Test Range is part of the Johnson Near Space Center and is a facility for the emerging UAS test flight market. Businesses in Oregon are using UAS to survey forests and wildlife, monitor forest fires, photograph land, and for mapping.</li> </ul>	<ul style="list-style-type: none"> <li>• As airports in Oregon update their individual airport master plans, projects identified in this analysis should be incorporated into those plans.</li> <li>• The Tillamook County TSP update will include inventory and operations information for the county's three airports:               <ul style="list-style-type: none"> <li>○ <i>Tillamook Airport</i> (Regional General Aviation Airport – Category III, Tier 2/Type 2 Federal Staging Area)</li> <li>○ <i>Nehalem Bay State Airport</i> (Remote Access / Emergency Service Airport – Category V)</li> <li>○ <i>Pacific City State Airport</i> (Remote Access / Emergency Service Airport – Category V)</li> </ul> </li> </ul>



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Oregon Transportation Safety Action Plan (OTSAP), 2021	<ul style="list-style-type: none"> <li>• The goals, policies, and strategies in the OTSAP focus on changing safety culture and proactively planning, designing, operating, and maintaining a transportation system which eliminates fatalities and serious injuries.</li> <li>• Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.</li> </ul>	<ul style="list-style-type: none"> <li>• The TSP should consider projects that support the goals of the OTSAP, which are to:               <ul style="list-style-type: none"> <li>○ Improve safety culture</li> <li>○ Improve infrastructure</li> <li>○ Facilitate healthy, livable communities</li> <li>○ Implement best available technologies</li> <li>○ Collaborate and communicate</li> <li>○ Target strategic investments</li> </ul> </li> </ul>
OAR Chapter 660, Division 12 (Transportation Planning Rule, TPR)	<ul style="list-style-type: none"> <li>• Statewide Planning Goal 12 (Transportation) requires cities, counties, MPOs, and ODOT to provide and encourage a safe, convenient, and economic transportation system through the development of Transportation System Plans (TSPs) based on inventories of local, regional, and state transportation needs.</li> <li>• Statewide Planning Goal 12 is implemented through OAR 660, Division 12, the Transportation Planning Rule (TPR). The TPR contains requirements governing transportation planning and project development relevant to TSPs.</li> </ul>	<ul style="list-style-type: none"> <li>• The TPR includes requirements governing transportation planning and project development. Policy and development code amendments should be consistent with TPR.</li> <li>• State rules implementing Goal 12 do not regulate access management. ODOT adopted OAR 734-051 to address access management on state facilities.</li> <li>• Recent amendments to Division 12 relating to "Climate-Friendly and Equitable Communities" rulemaking do not apply to the Tillamook County TSP Update because it is outside the metropolitan planning area.</li> </ul>
Statewide Transportation Strategy (STS): A 2050 Vision for Greenhouse Gas Emissions Reduction, 2013	<ul style="list-style-type: none"> <li>• The STS charts a potential broad path for reducing emissions and is comprised of transportation and land use strategies with the fewest apparent negative impacts.</li> <li>• It is neither directive nor regulatory.</li> <li>• Many strategies in the STS require further analysis and consideration before the right approach can be determined.</li> <li>• By mandate, the STS focus is on prevention and mitigation of climate impacts rather than adaptation.</li> </ul>	<ul style="list-style-type: none"> <li>• Tillamook County may be able to help the state achieve its goal to reduce greenhouse gas emissions by considering TSP projects that fall into the following STS strategy categories:               <ul style="list-style-type: none"> <li>○ Vehicle and Engine Technology Advancements</li> <li>○ Fuel Technology Advancements</li> <li>○ Enhanced System and Operations Performance</li> <li>○ Transportation Options</li> <li>○ Efficient Land Use</li> <li>○ Pricing and Funding Mechanisms</li> </ul> </li> </ul>

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Statewide Transportation Improvement Program (STIP), 2024-2027	<ul style="list-style-type: none"> <li>• The STIP is a four-year programming and funding document for transportation projects and programs on state and regional transportation systems.</li> <li>• The STIP includes state and federally funded projects that have approved funding and are expected to be undertaken during the upcoming four-year period.</li> </ul>	<ul style="list-style-type: none"> <li>• Any projects that applied for STIP funding in the past could be included as a project and could seek 2024-2027 STIP eligibility or explore other funding.</li> <li>• Projects in the STIP will be included in the future No Build analysis. Projects from the STIP (printed 1/5/2025):               <ul style="list-style-type: none"> <li>○ K18736: US101: Cloverdale bus stop and wayside</li> <li>○ K20252: US101: Urban upgrade (Garibaldi)</li> <li>○ K20448: US101: Trask River Bridge</li> <li>○ K20448: US101: Culverts (MP 73.46-136.29)</li> <li>○ K21558: US101: Nedonna Creek culvert</li> <li>○ K21737: OR6: Devils Lake Fork Wilson River Bridge</li> <li>○ K21760: OR131: Tillamook River Bridge</li> <li>○ K22100: Tillamook Off-Road Trail Alliance Sector 1004 Trails</li> <li>○ K22419: US101: Butte Creek culvert</li> <li>○ K22459: Rockaway Beach Path</li> <li>○ K22509: OR6: Roadside Barrier Upgrades</li> <li>○ K22657: Dougherty Slough, Blum Lane, Prince bridge</li> <li>○ K22706: OR6 at Wilson River Loop</li> <li>○ K22709: Northwest Oregon pedestrian crossing enhancements</li> <li>○ K22726: Lighting/enhanced intersection warning</li> <li>○ K22787: OR6: MP 4.4-9.0</li> <li>○ K22977: US101: Electric Vehicle Infrastructure</li> <li>○ K23120: US101: Over Port of Tillamook Bay RR bridge (Juno)</li> <li>○ K23141: Sand Creek, Sand Lake Rd "Atkinson" bridge</li> <li>○ K23591: Rockaway Beach Path</li> <li>○ K23643: EVITA Pacific Northwest Rural Community EV Charging</li> <li>○ K23778: Sandlake Road Slide (MP 10.6) (Tierra Del Mar)</li> </ul> </li> </ul>

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ODOT Analysis Procedures Manual (APM), 2024	<ul style="list-style-type: none"> <li>• The APM provides a comprehensive source of information regarding current methodologies, practices, and procedures for conducting analysis of ODOT plans and projects.</li> <li>• Procedures addressed in the APM are organized to follow the progression of analysis conducted for a typical transportation plan or project.</li> </ul>	<ul style="list-style-type: none"> <li>• The Tillamook County TSP should align with APM guidance on the following topics:               <ul style="list-style-type: none"> <li>○ Scoping Projects</li> <li>○ Transportation system inventory</li> <li>○ Safety</li> <li>○ Developing existing year volumes</li> <li>○ Future year forecasting</li> <li>○ System planning analysis</li> <li>○ Mesoscopic analysis</li> <li>○ Transportation analysis performance measures</li> <li>○ Analyzing alternatives</li> <li>○ Segment and facility analysis</li> <li>○ Signalized and unsignalized intersection analysis</li> <li>○ Multimodal analysis</li> <li>○ Traffic simulation models</li> <li>○ Environmental traffic data</li> <li>○ Travel demand modeling</li> <li>○ Transportation systems management and operations</li> <li>○ Traffic analysis reports</li> </ul> </li> </ul>

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ODOT Highway Design Manual (HDM), 2025	<ul style="list-style-type: none"> <li>• The HDM provides design standards for state facilities depending on the facility's functional classification and the project type.</li> <li>• Classification of state facilities in Tillamook County should be established through review of the Oregon Highway Plan. Once projects are identified later in the TSP update process, the project's facility classification can be used along with project type to determine applicable HDM standards.</li> <li>• Parts of the HDM are broken down to address various transportation modes serving different user types (e.g. pedestrians and bicycles) and discuss the standards that apply when designing these facilities.</li> <li>• The 2024 HDM applies to all projects with the Plans, Specifications and Estimates (PS&amp;E) milestone on and after January 1, 2025.</li> </ul>	<ul style="list-style-type: none"> <li>• The HDM includes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects.</li> <li>• All projects that are located on state highways should apply HDM standards and are dependent on the highway's functional classification and the project type.</li> <li>• Adhere to standards, guidelines, and best practices in the HDM when prioritizing projects for the Tillamook County TSP.</li> <li>• The HDM covers standards for:               <ul style="list-style-type: none"> <li>○ Design policies and procedures</li> <li>○ Geometric design and context</li> <li>○ Cross section elements</li> <li>○ Roadside design</li> <li>○ Intersection design</li> <li>○ Interchanges and grade separations</li> <li>○ Public transportation</li> <li>○ Pedestrian design</li> <li>○ Bikeway design</li> <li>○ Other technical disciplines</li> <li>○ Design exceptions</li> </ul> </li> </ul>

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ODOT Transportation System Plan (TSP) Guidelines	<ul style="list-style-type: none"> <li>• The TSP Guidelines provide guidance to ODOT planners, local jurisdictions, and the consultant community on how to successfully create or update a TSP.</li> <li>• The requirements and recommendations from the TPR inform the TSP guidelines, which also incorporate the current best practices in long-range planning of a transportation system.</li> </ul>	<ul style="list-style-type: none"> <li>• The process to update the Tillamook County TSP and recommendations proposed in the plan should be consistent with TSP guidelines.</li> <li>• The TSP must include information on the following elements:               <ul style="list-style-type: none"> <li>○ Air</li> <li>○ Bicycle</li> <li>○ Pedestrian</li> <li>○ Pipeline</li> <li>○ Rail</li> <li>○ Street and Highway</li> <li>○ Public Transportation</li> <li>○ Truck Freight</li> <li>○ Transportation Options</li> </ul> </li> <li>• The TSP could also include information on the following elements:               <ul style="list-style-type: none"> <li>○ Marine</li> <li>○ Policies, Ordinances, and Funding Plans</li> </ul> </li> </ul>

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OAR Chapter 734, Division 51 (Access Management Rule)	<ul style="list-style-type: none"> <li>• Division 51 establishes procedures, standards, and approval criteria that ODOT uses to govern highway approach permitting and access management consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), statewide planning goals, acknowledged comprehensive plans, and the Oregon Highway Plan (OHP).</li> <li>• The intent of Division 51 is to provide a highway access management system based on objective standards that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways in a manner consistent with local transportation system plans and the land uses permitted in applicable local comprehensive plans.</li> </ul>	<ul style="list-style-type: none"> <li>• The Access Management Rule includes requirements governing highway access management. Policy and development code amendments should be consistent with these rules.</li> </ul>
Oregon Resilience Plan, 2013	<ul style="list-style-type: none"> <li>• The purpose of the Resilience Plan is to improve resiliency performance through capital investment, new incentives, and policy changes so that the inevitable Cascadia earthquake and tsunami will not deliver a catastrophic blow to Oregon's economy and communities.</li> <li>• Transportation network resilience is a key factor for re-establishing other lifelines after a major earthquake.</li> <li>• The overall resilience goal for the transportation network is first to facilitate immediate emergency response and second to restore general mobility within specified time periods.</li> </ul>	<ul style="list-style-type: none"> <li>• Parts of Tillamook County fall within the Tsunami Zone, where severe shaking and tsunami inundation would cause near total damage, and threaten the lives of residents.</li> <li>• Parts of Tillamook County fall within the Coastal Zone, where severe shaking and damage to transportation systems would severely disrupt and isolate communities and where the major challenge after the earthquake would be to keep the population sheltered, fed, and healthy.</li> <li>• The Tillamook County TSP should consider projects to increase earthquake resilience according to information in the Oregon Resilience Plan.</li> </ul>

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Oregon Coast Bike Route Plan (OCBRP), 2022	<ul style="list-style-type: none"> <li>• The Oregon Coast Bike Route (OCBR) connects state parks, coastal communities, and panoramic viewpoints from Astoria to the Oregon-California border for over 370 miles, mostly on US-101.</li> <li>• The OCBRP:               <ul style="list-style-type: none"> <li>○ Identifies opportunities to revise the route, including adding alternate routes that provide more direct access, provide a different riding experience, and/or provide access to commercial areas within communities.</li> <li>○ Identifies critical needs based on existing roadway characteristics, crash data, local planning documents, and public input.</li> <li>○ Proposes infrastructure improvements and solutions to improve safety, accessibility, and comfort.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Tillamook County may be able to align some of its project needs with the projects identified in the OCBRP and benefit from state funding. The Tillamook County TSP will likely benefit from factoring OCBRP findings into its project list.</li> <li>• The OCBRP identifies the following segments of the Oregon Coast Bike Route within Tillamook County as critical needs due to narrow or no shoulders, high speeds, and high levels of bicycle level of traffic stress:               <ul style="list-style-type: none"> <li>○ North of Manzanita</li> <li>○ Wheeler</li> <li>○ Garibaldi</li> <li>○ Tillamook</li> <li>○ Oregon Route 131</li> </ul> </li> </ul>
Salmonberry Trail Plan, 2021	<ul style="list-style-type: none"> <li>• The Salmonberry Trail is a planned 84-mile-long regional rail trail. It is broken into four segments: Tillamook Coast, Nehalem River, Salmonberry River Canyon, and Tualatin Valley. Some portion of all four segments fall within Tillamook County.</li> </ul>	<ul style="list-style-type: none"> <li>• Tillamook County may be able to align some of its project needs with the projects identified in the Salmonberry Trail Plan and benefit from state funding. The Tillamook County TSP will likely benefit from factoring Salmonberry Trail Plan findings into its project list.</li> <li>• Currently, ODOT is working with the City of Rockaway Beach and the Salmonberry Trail foundation to write the Rockaway Beach Segment Plan and Design (expected to be completed in the summer of 2025).</li> </ul>

**TABLE 2. STATE PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Oregon Coast Trail Action Plan (OCTAP), 2023	<ul style="list-style-type: none"> <li>• The Oregon Coast Trail (OCT) is a hiking trail that travels roughly 400 miles along the Oregon coast.</li> <li>• There are gaps in the trail that force hikers to travel along road shoulders, including the shoulder of US-101. There are also sections of the trail that lack adequate supportive services and facilities. The OCTAP describes how to remedy these gaps in the trail.</li> <li>• Legislation in 2017 (Oregon House Bill 3149) directed Oregon Department of Parks and Recreation (OPRD) to develop an action plan to complete the OCT. The OCTAP fulfills that directive and provides concrete steps to make the complete OCT a reality.</li> </ul>	<ul style="list-style-type: none"> <li>• Tillamook County may be able to align some of its project needs with the projects identified in the OCTAP and benefit from state funding. The Tillamook County TSP will likely benefit from factoring OCTAP findings into its project list.</li> <li>• OCT gaps within Tillamook County are:               <ul style="list-style-type: none"> <li>○ Manzanita – Nehalem River</li> <li>○ Tillamook Bay</li> <li>○ Oceanside</li> <li>○ Oceanside South</li> <li>○ Netarts Bay</li> <li>○ Sand Creek</li> <li>○ Nestucca River</li> <li>○ Cascade Head (North)</li> </ul> </li> </ul>
US 101 Condition Report (2005)	<ul style="list-style-type: none"> <li>• This report is a web-based tool with a variety of information and maps covering the US101 corridor by milepoint.</li> <li>• The report has data and maps covering the US101 corridor's:               <ul style="list-style-type: none"> <li>○ Highway approaches</li> <li>○ Facility inventory</li> <li>○ Existing Geometric conditions</li> <li>○ Operations</li> <li>○ Management systems</li> <li>○ Land use</li> <li>○ Recreational areas</li> <li>○ Safety</li> <li>○ Topography</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This report is 20 years old and many aspects of it may be outdated. It can, however, provide historical context for the US 101 corridor.</li> <li>• Current inventory information along the US101 corridor is now readily available using the ODOT TransGIS tool (<a href="https://gis.odot.state.or.us/transgis/">https://gis.odot.state.or.us/transgis/</a>).</li> <li>• The data from these resources will be considered in compiling existing conditions information for the TSP update.</li> </ul>



**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Tillamook County TSP (2005)	<ul style="list-style-type: none"> <li>• The purpose of the TSP is to guide development of a safe, convenient, and efficient transportation system that promotes livability and economic prosperity and to integrate land use and transportation planning to maintain and enhance a safe, efficient transportation system that complies with the state TSP.</li> <li>• The TSP emphasizes the following elements:               <ul style="list-style-type: none"> <li>○ Reduce reliance on the automobile</li> <li>○ Provide transportation options for all people</li> <li>○ Promote a safe transportation system</li> <li>○ Minimize conflicts between modes</li> <li>○ Promote intermodal linkages for passengers and goods</li> <li>○ Minimize impacts to the natural and built environment</li> <li>○ Make decisions about community intentions and expectations for the future of its transportation system</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The new TSP will draw from the 2005 TSP to guide the update process. The TSP update will build on the goals and policies set forth in the previous version.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
City of Tillamook TSP (2019)	<ul style="list-style-type: none"> <li>• This TSP is the City's plan to guide investment in the City's transportation system over the next 20 years.</li> <li>• The TSP is the transportation element of the Tillamook Comprehensive Plan.</li> <li>• The TSP establishes the following goals:               <ul style="list-style-type: none"> <li>○ Coordination</li> <li>○ Safety</li> <li>○ Livability and Economic Vitality</li> <li>○ Accessibility and Connectivity</li> <li>○ Mobility</li> <li>○ System Preservation</li> <li>○ Public Transportation</li> <li>○ Pedestrian and Bicycle Facilities</li> <li>○ Environment</li> <li>○ Funding</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The City of Tillamook TSP identifies and ranks a variety of transportation projects within its boundaries. It is important for Tillamook County to be aware of these projects so that it can coordinate with the City if necessary.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Nehalem Bay TSP (2023)	<ul style="list-style-type: none"> <li>• The Nehalem Bay TSP establishes a vision for the transportation system in the Nehalem Bay region and serves as a long-range planning tool to bring that vision to fruition.</li> <li>• The Nehalem Bay region includes Manzanita, Nehalem, and Wheeler.</li> <li>• The TSP's goals are:               <ul style="list-style-type: none"> <li>○ Quality of life</li> <li>○ Create safe connections</li> <li>○ Plan for the future</li> <li>○ Support fiscal responsibility</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The Nehalem Bay TSP identifies and ranks a variety of transportation projects within its boundaries. It is important for Tillamook County to be aware of these projects so that it can coordinate with the Nehalem Bay region if necessary.</li> <li>• This TSP also provides an in depth analysis of US 101, which will likely be applicable to Tillamook County.               <ul style="list-style-type: none"> <li>○ US 101 in the Nehalem Bay area is an ODOT Reduction Review Route, meaning that it is a facility that may not have any permanent reduction in vehicle-carrying capacity unless needed for access or safety considerations, or through local exemption.</li> <li>○ All segments of US 101 in the Nehalem Bay area have a v/c ratio below OHP-defined targets under existing and future conditions. This means that between now and 2040, no additional capacity will be needed on US 101.</li> </ul> </li> </ul>
Tillamook County Transportation District Coordinated Transportation Plan (2024)	<ul style="list-style-type: none"> <li>• Tillamook County uses this document to make funding decisions and seek funding through grants to develop and enhance transit services for seniors, people with disabilities, and low-income people.</li> <li>• It provides an assessment of available services from public, private, and nonprofit transportation providers.</li> <li>• It provides and assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.</li> <li>• It provides strategies, activities, and projects to address identified gaps.</li> </ul>	<ul style="list-style-type: none"> <li>• The Tillamook County Transportation District Coordinated Transportation Plan identifies and ranks a variety of transportation projects within its boundaries. It is important for Tillamook County to be aware of these projects so that it can coordinate with the Tillamook County Transportation District if necessary.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Tillamook County Comprehensive Plan	<ul style="list-style-type: none"> <li>• This plan guides future County development. Its policies allow coordination of governmental entities and assist the private sector in reaching mutually beneficial development decisions.</li> <li>• The plan is organized by state land-use goals.</li> <li>• It seeks to preserve the County's rural character and orientation towards natural resources and amenities.</li> <li>• It adopts the Tillamook County TSP as an appendix.</li> </ul>	<ul style="list-style-type: none"> <li>• The County TSP update should either align with policies established in the County Comprehensive Plan or recommend systematic changes.</li> <li>• The Comprehensive Plan provides policy direction on:               <ul style="list-style-type: none"> <li>○ Road Network Planning</li> <li>○ Functional Classifications</li> <li>○ Road Designs</li> <li>○ Access Management</li> <li>○ Pedestrian and Bicycle Facilities</li> <li>○ Public Transportation</li> <li>○ Air, Water, and Rail Transportation</li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Local Comprehensive Plans (Participating Communities)	<ul style="list-style-type: none"> <li>Community plans establish guidance for development in accordance with each community's unique goals.</li> <li>The Tillamook County TSP will apply to the following 13 unincorporated participating communities:               <ul style="list-style-type: none"> <li><i>Falcon Cove</i> – No Community Plan</li> <li><i>Blaine</i> – No Community Plan</li> <li><i>Tierra Del Mar</i> – No Community Plan</li> <li><i>Cape Meares</i> – No Community Plan</li> <li><i>Neahkahnie</i> – Has Community Plan, Transportation Policy (1997)</li> <li><i>Barview / Watseco / Twin Rocks</i> – Has Community Plan, Transportation Policy (2002)</li> <li><i>Oceanside</i> – Has Community Plan, Transportation Policy (2018)</li> <li><i>Netarts</i> – Has Community Plan, Transportation Element (1999)</li> <li><i>Pacific City / Woods</i> – Has Community Plan, Transportation Policy (2019)</li> <li><i>Neskowin</i> – Has Community Plan, Transportation Policy (1999)</li> <li><i>Beaver</i> – Has Community Plan (2002)</li> <li><i>Cloverdale</i> – Has Community Plan, Transportation Policy (2002)</li> <li><i>Hebo</i> – Has Community Plan, Transportation Policy (2002)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Although many community plans are outdated and do not reflect unincorporated Tillamook County as a whole, they underscore what is important to each participating community. The County TSP update will consider participating communities' Community Plans during the update process and will lend coordination support to planned local projects that cross jurisdictional boundaries.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Local Capital Improvement Plans (“CIP”)	<ul style="list-style-type: none"> <li>CIPs of participating communities provide information on planned local transportation projects.</li> </ul>	<ul style="list-style-type: none"> <li>Many of the participating communities do not have CIPs. Some of the CIPs that do exist are outdated. The County TSP update will consider and factor in participating communities’ planned projects during the update process. Knowledge of planned projects will prevent the County from duplicating efforts and will allow for coordination across projects.</li> <li>The Pacific City / Woods CIP includes the Kiwanda Corridor Project, which consists of:               <ul style="list-style-type: none"> <li>Improving the existing Cape Kiwanda parking lot</li> <li>Constructing a multiuse path along Cape Kiwanda Drive</li> <li>Improving the Webb Park parking lot</li> <li>Developing the Jensen Property</li> <li>Improving wayfinding to promote increased shuttle ridership</li> </ul> </li> </ul>
Tillamook County’s Seismic Resiliency for Bridges Priorities (2017)	<ul style="list-style-type: none"> <li>In this report, Tillamook County (with ODOT) prioritizes bridges on the State Highway and County Road Systems for seismic retrofit or replacement to increase earthquake resiliency.</li> </ul>	<ul style="list-style-type: none"> <li>The Tillamook County TSP would benefit from factoring findings of the Tillamook County Resiliency for Bridge Priorities report into its project list.</li> <li>Priorities for retrofit are as follows:               <ul style="list-style-type: none"> <li>Wilson River Loop – Wilson River</li> <li>Wilson River Loop – Creek</li> <li>Wilson River Loop – Overflow Br</li> <li>Wilson River Loop – Overflow Br</li> <li>Wilson River Loop – Dougherty Slough</li> <li>Alderbrook Loop – Kilchis River</li> <li>Ferry Street – Nestucca River</li> <li>Pacific Avenue – Nestucca River</li> <li>Miami-Foley Road – East Foley Creek</li> <li>McDonald Dike Road – N. Fk. Nehalem River</li> <li>Woods-Cloverdale – Nestucca River</li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Neah-Kah-Nie Middle and High School Safe Routes to School (SRTS) Plan (2020)	<ul style="list-style-type: none"> <li>• This plan focuses on reducing barriers for students walking or biking to school in the Neah-Kah-Nie School District.</li> <li>• It includes short- and long-term infrastructure improvement recommendations that may be candidates for the ODOT SRTS Competitive Grant Program.</li> </ul>	<ul style="list-style-type: none"> <li>• It is important for Tillamook County to be aware projects in this plan so that it can coordinate with potential TSP projects:               <ul style="list-style-type: none"> <li>○ Neah-Kah-Nie Middle and High School Grounds                   <ul style="list-style-type: none"> <li>○ Update signs and striping</li> <li>○ Include signage in English and Spanish</li> </ul> </li> <li>○ US 101 in vicinity of the schools                   <ul style="list-style-type: none"> <li>○ Construct sidewalk adjacent to US 101 along fence line between north school driveway and US 101 bridge</li> <li>○ Include 'No Parking' signs in English and Spanish</li> <li>○ Install placemaking/traffic calming to reduce speeds</li> <li>○ Consider installation of landscaped median within existing striped median of US 101</li> <li>○ Consider installation of City of Rockaway Beach welcome sign or arch within existing US 101 median</li> <li>○ Trim vegetation at US 101/NE Lake Blvd</li> <li>○ Consider adding "Fines Higher" placard to School Speed Limit Assembly and removing separate "Begin Higher Fines Zone" in both directions.</li> <li>○ Replace 'Ahead' placard with "School" placard in southbound and northbound directions</li> <li>○ Relocate 'End School Zone' signs to south side of bridge to extend school zone length</li> <li>○ Consider installing high visibility marked crosswalk across US 101 100 ft north of NE Lake Blvd along with Pedestrian Hybrid Beacon (PHB) and a railway crossing to reach the beach</li> <li>○ Consider 100 ft of sidewalk on west side of US 101</li> <li>○ When bridge is retrofitted or replaced, provide at least four feet width for sidewalks on both sides with curb ramps and tactile domes</li> <li>○ If bridge is replaced, provide additional width for bike facilities</li> <li>○ Support future development of Salmonberry Trail</li> </ul> </li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Northwest Oregon Transit Access Project – Transit Stop Improvement Study (2019)	<ul style="list-style-type: none"> <li>• This study presents findings of the collaborative effort between ODOT, the Northwest Oregon Transit Alliance (NWOTA), and a consulting team to identify and develop designs for enhanced or new transit stops along Northwest Connector routes.</li> <li>• The project identified six transit stops in Tillamook County to address based on these design elements:               <ul style="list-style-type: none"> <li>○ Safety and functionality</li> <li>○ Visibility</li> <li>○ Americans with Disabilities Act (ADA) accommodation</li> <li>○ Bicycle and pedestrian accessibility</li> <li>○ Bus pull-out or stop location configuration</li> <li>○ Shelter size, type, and amenities</li> <li>○ Right of way</li> <li>○ Roadway crossings</li> <li>○ Illumination and wayfinding</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The study identified the following six transit stops in Tillamook County for attention:               <ul style="list-style-type: none"> <li>○ Rockaway Beach – US 101 and South 3rd Ave (Northbound and Southbound stops) – Move stops west to US 101; Include raised passenger waiting area, boarding/alighting area, transit stop amenities, a sidewalk connection to the intersection, and ADA curb ramps. Accommodate future “rail-with-trail” Salmonberry Trail alignment.</li> <li>○ Rockaway Beach – US 101 and North 3rd Ave (Northbound and Southbound) – Include raised passenger waiting and boarding/alighting area, transit stop amenities, a sidewalk connection to the intersection, and ADA curb ramps. Accommodate future “rail-with-trail” Salmonberry Trail alignment.</li> <li>○ Hebo – US 101 and South Hebo Ln – Include raised passenger waiting, boarding, and alighting area with amenities, a sidewalk connection to and ADA curb ramp, and a crossing to the opposite side of US 101.</li> <li>○ Pacific City – Alder St and Cape Kiwanda Dr – Move stop slightly west of existing location; Include raised passenger waiting area, boarding/alighting area, sidewalk connection to existing sidewalk, and ADA curb ramp.</li> </ul> </li> <li>• It is important for Tillamook County to be aware of these projects so that it can consider them in relation to potential TSP projects.</li> </ul>



**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Tillamook US 101 Pedestrian Crossing Study (2018)	<ul style="list-style-type: none"> <li>This study describes crossing needs in downtown Tillamook for US 101. It includes exact locations where crossings, pedestrian signalization, and signage should be installed to increase safety and comfort for pedestrians while crossing.</li> </ul>	<ul style="list-style-type: none"> <li>The study results are intended to be coordinated with the pedestrian system recommendations made as part of the Tillamook TSP update.</li> <li>Recommended crossing enhancements in the study area (US 101 Pacific and Main Avenues from 3rd St to 12th St) are:               <ul style="list-style-type: none"> <li>7th St – Marked (continental) crossing with advance crossing signage</li> <li>9th St – Marked (continental) crossing with advance crossing signage</li> <li>11th St – Marked (continental) crossing with advance crossing signage and Rectangular Rapid Flashing Beacon (RRFB) in northbound direction</li> </ul> </li> <li>The study recommends removal of east-west marked crossing on Main and Pacific Avenues at 5th, 6th, 8th, and 10th Sts</li> <li>It is important for Tillamook County to be aware of these projects so that it can consider them in relation to potential TSP projects.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
OR 6 Wilson River Highway Corridor Study (2023)	<ul style="list-style-type: none"> <li>• OR 6 is a 48-mile highway connecting the cities of Banks and Tillamook. It is an important commercial route and is also popular for tourists traveling between Portland and the Oregon Coast.</li> <li>• ODOT prepared this study in accordance with House Bill 4053, passed in 2022.</li> <li>• The study addresses safety concerns on OR 6.</li> <li>• Project packages in the study are not prioritized and some solutions are included in more than one package to give decision-makers flexibility to match available funding to packages.</li> <li>• ODOT does not currently have funding through construction for any package.</li> </ul>	<ul style="list-style-type: none"> <li>• Package options include:               <ul style="list-style-type: none"> <li>○ <i>A: Systemic Signage</i></li> <li>○ <i>B: Corridor Pavement Markings</i></li> <li>○ <i>C: Rumble Strips</i></li> <li>○ <i>D: Intelligent Transportation System and Communications</i></li> <li>○ <i>E: Passing Opportunities Capital Projects</i> <ul style="list-style-type: none"> <li>○ E1: Longer Passing Opportunities</li> <li>○ E2: Full Climbing Lanes Over the Summit</li> </ul> </li> <li>○ <i>F: Unstable Slopes Remediation</i></li> <li>○ <i>G: Other Large Capital Projects</i> <ul style="list-style-type: none"> <li>○ G1: Pavement Rehab</li> <li>○ G2: Wilson River Loop Intersection</li> <li>○ G3: Gales Creek Intersection</li> <li>○ G4: Summit Safety and Paving Project</li> </ul> </li> <li>○ <i>H: Strategies to Address Behavioral Components</i></li> <li>○ <i>I: Policies or Long-Term Studies</i></li> <li>○ <i>J: Identification of Funding Needs</i></li> </ul> </li> <li>• It is important for Tillamook County to be aware of these projects so that it can consider them in relation to potential TSP projects.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Salmon Superhighway Annual Report (2024)	<ul style="list-style-type: none"> <li>The Salmon Superhighway program is an effort to reconnect fish populations with critical habitat across a six-river landscape within Tillamook County. Efforts include updating road crossings and other barriers to restore habitat access for six species of ocean-going fish.</li> </ul>	<ul style="list-style-type: none"> <li>The program's near-term goal is to remove 10 barriers and reconnect 9.4 miles of stream habitat. Upcoming projects include:               <ul style="list-style-type: none"> <li><i>Esther Creek</i> – Replace tide gate and culvert.</li> <li><i>Chance Creek</i> - Replace undersized, deteriorating culvert to reduce flooding and sediment deposition.</li> <li><i>Flower Pot Creek</i> – Plug the small culvert and install a new bridge just West of the current road/stream crossing.</li> <li><i>Myrtle Creek</i> – Remove a 5-foot perched undersized fish passage barrier culvert and install one 42-foot concrete bridge on Kilchis River Road.</li> <li><i>Pothole Creek</i> – Replace current culvert with a bridge. This creek is off the East Fork Track River.</li> <li><i>White Star Creek</i> – Replace current culvert with a bridge. This creek is off the Kilchis River.</li> <li><i>Mill Creek Tributary B</i></li> <li><i>Whiskey Creek</i></li> <li><i>Upper Sutton Creek</i> – Replace two culverts with bridges.</li> </ul> </li> <li>It is important for Tillamook County to be aware of these projects so that it can consider them in relation to potential TSP projects.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Cape Kiwanda Master Plan (2016)	<ul style="list-style-type: none"> <li>• In recent years, tourism in Cape Kiwanda has surged and area transportation facilities are under increasing pressure.</li> <li>• This plan aims to improve, locate, and develop tourism-related facilities around Cape Kiwanda. Its objectives are to:               <ul style="list-style-type: none"> <li>○ Protect beauty and natural resources</li> <li>○ Minimize / mitigate adverse effects of visitors</li> <li>○ Improve visitor experiences and encourage longer stays</li> <li>○ Attract shoulder season visitors</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The plan introduces projects by phase. Phases and projects relevant to the TSP update are:               <ul style="list-style-type: none"> <li>○ <i>Phase 1 (2017-2018)</i> <ul style="list-style-type: none"> <li>○ Require a fee to park in county parking lots (Cape Kiwanda lot, Turnaround lot, future lot on current Webb Park site)</li> <li>○ Parking management plan (Designate a maximum number of spaces Pacific City can accommodate – see Pacific City / Woods Parking Management Plan below)</li> </ul> </li> <li>○ <i>Phase 2 (2019-2021)</i> <ul style="list-style-type: none"> <li>○ Cape Kiwanda Drive pedestrian, bicycle, and roadway improvements (Construct 12-foot multi-use path on west side of Cape Kiwanda Dr between the Cape and Pacific Avenue Bridge; Construct sidewalks, crosswalks, ADA curb ramps, and curbed medians to calm traffic)</li> <li>○ Parking shuttle (Run shuttle between Cape Kiwanda parking lot and parking lots to the south)</li> </ul> </li> <li>○ <i>Phase 3 (2022-2027)</i> <ul style="list-style-type: none"> <li>○ Relocate Webb Park and construct new parking lot (redevelop what is currently Webb Park as a public parking lot)</li> </ul> </li> </ul> </li> <li>• It is important for Tillamook County to be aware of these projects so that it can consider them in relation to potential TSP projects.</li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Cape Kiwanda Master Plan for Tourism Related Facilities (2016)	<ul style="list-style-type: none"> <li>• The purpose of this plan is to:               <ul style="list-style-type: none"> <li>○ Inventory existing and planned tourism facilities</li> <li>○ Identify additional tourism-related facilities that will be needed over the next 20 years</li> <li>○ Locate sites for new facilities</li> <li>○ Prepare cost estimates for improvements</li> <li>○ Develop a phased implementation approach</li> </ul> </li> <li>• The plan discusses issues relating to circulation, parking, wayfinding, safety, facilities and infrastructure, sand management, and natural resources.</li> </ul>	<ul style="list-style-type: none"> <li>• This plan references the proposed Cape Kiwanda Drive improvements and the possibility of using what is currently Webb Park as additional parking (see Cape Kiwanda Master Plan entry above).</li> <li>• The plan provides more background on the existing conditions that necessitate the infrastructure upgrades.</li> <li>• It also proposes the following solutions for circulation and parking problems around Cape Kiwanda (both projects have been implemented since the plan's publication):               <ul style="list-style-type: none"> <li>○ Widen Hungry Harbor Road beach access to two lanes and build an additional sidewalk on the south side of the road</li> <li>○ Build a new public park on the east side of Cape Kiwanda Drive and include additional parking</li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Pacific City / Woods Parking Management Plan (2019)	<ul style="list-style-type: none"> <li>• The purpose of this plan is to identify parking policies and strategies to improve the visitor experience and livability for Pacific City/Woods residents.</li> <li>• It explores how parking facilities are currently being used, outlines recurring issues, and identifies potential solutions.</li> <li>• The 2016 Cape Kiwanda Master Plan was the basis for this plan.</li> </ul>	<ul style="list-style-type: none"> <li>• In the near-term, Pacific City / Woods is focusing on implementing the following projects, which may be beneficial to apply in other areas of Tillamook County:               <ul style="list-style-type: none"> <li>○ Consistent parking branding</li> <li>○ Refine wayfinding and signage</li> <li>○ Reconfigure existing shuttle service and stops and provide real-time shuttle information</li> <li>○ Pay-to-Park (Kiwanda Access Fee)</li> <li>○ Reconfigure parking facilities to serve vehicles more efficiently (e.g. compact parking spaces for spots too small for a regular-sized vehicle)</li> <li>○ Establish remote parking areas served by the shuttle</li> <li>○ Define roadway shoulders so that it is more obvious where parking is allowed and where it is not.</li> </ul> </li> <li>• In the mid-term, the following projects could be relevant to the TSP update:               <ul style="list-style-type: none"> <li>○ Real-time parking availability information</li> <li>○ Add bike racks to various locations and require developers to add at least one bike rack to any new development</li> <li>○ Create electric vehicle charging stations</li> <li>○ Roadway improvements to Sunset Drive</li> </ul> </li> <li>• Long Term projects include:               <ul style="list-style-type: none"> <li>○ Constructing sidewalks on both sides of Hungry Harbor Drive</li> <li>○ Rebuild and reconfigure parking facilities at Pacific City Turnaround and Fishers Point Boat Launch</li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Highway 131 Refinement Plan (2007)	<ul style="list-style-type: none"> <li>• This plan addresses transportation issues on Highway 131 as it runs through and between Oceanside and Netarts.</li> <li>• Plan objectives are to:               <ul style="list-style-type: none"> <li>○ Identify strategies to improve bicycle and pedestrian safety</li> <li>○ Identify strategies to address parking and circulation in Oceanside and Netarts</li> <li>○ Identify main street strategies in Oceanside and Netarts to address pedestrian, bicycle, and auto circulation while maintaining Highway 131 through function</li> <li>○ Evaluate ODOT Special Transportation Area (STA) designation for Oceanside</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This plan includes a number of proposed projects relevant to the TSP update. Since the plan is from 2000, it is likely that some of the projects have already been implemented.</li> <li>• Oceanside Improvement Concepts:               <ul style="list-style-type: none"> <li>○ Reconfigure Wayside parking lot and modify Pacific Avenue circulation</li> <li>○ Restripe parking, define access points, and modify circulation in the parking lot adjacent to community center</li> <li>○ Install directional signage</li> <li>○ Explore solutions for improved beach access</li> <li>○ Install gateway feature</li> <li>○ Install bicycle parking</li> <li>○ Coordinate with Netarts-Oceanside Sewer District for parking coordination</li> <li>○ Explore the “slow street concept” on Pacific Avenue</li> </ul> </li> <li>• Netarts Improvement Concepts:               <ul style="list-style-type: none"> <li>○ Install raised pedestrian median / refuge and crosswalk in the vicinity of Crab Avenue</li> <li>○ Install bus shelters between Crab Ave and post office and at Netarts Bay Dr</li> <li>○ Install signage to slow vehicles at South Commercial Area (south entrance) and North Commercial Area (north entrance)</li> <li>○ Paint Highway 131 shoulders with high-contrast paint</li> <li>○ Install pedestrian-scale illumination in North and South Commercial Areas</li> <li>○ Install bicycle parking in North and South Commercial Areas and at the Marina and boat basin</li> <li>○ Improve Highway 131 cross-section through Netarts (two 12-ft travel lanes and two 6-ft shoulders)</li> <li>○ Install gateway features at entrances to north and south commercial areas</li> <li>○ Add TCTD bus stops at Netarts Bay Dr</li> <li>○ Install marked crosswalk at Netarts Bay Dr</li> <li>○ Consider fee parking at marina and boat basin</li> </ul> </li> </ul>

**TABLE 3. LOCAL PLANS AND POLICIES**

DOCUMENT	OVERVIEW	PROJECT RELEVANCE
Highway 131 Refinement Plan (2007) - Continued		<ul style="list-style-type: none"> <li>• Corridor Improvement Concepts:               <ul style="list-style-type: none"> <li>○ Install bike signage and information kiosks along the Three Capes Scenic Loop</li> <li>○ Add or improve shoulders where feasible</li> <li>○ Add bicycle pullouts where shoulders not feasible</li> <li>○ Explore opportunities to implement sustainable features</li> <li>○ Coordinate with ODOT to enforce weight limits</li> <li>○ Reconfigure the Bilyeu St/Ocean Highlands Parkway intersection</li> <li>○ Install signage and reconfigure Whiskey Creek Road intersection</li> </ul> </li> </ul>