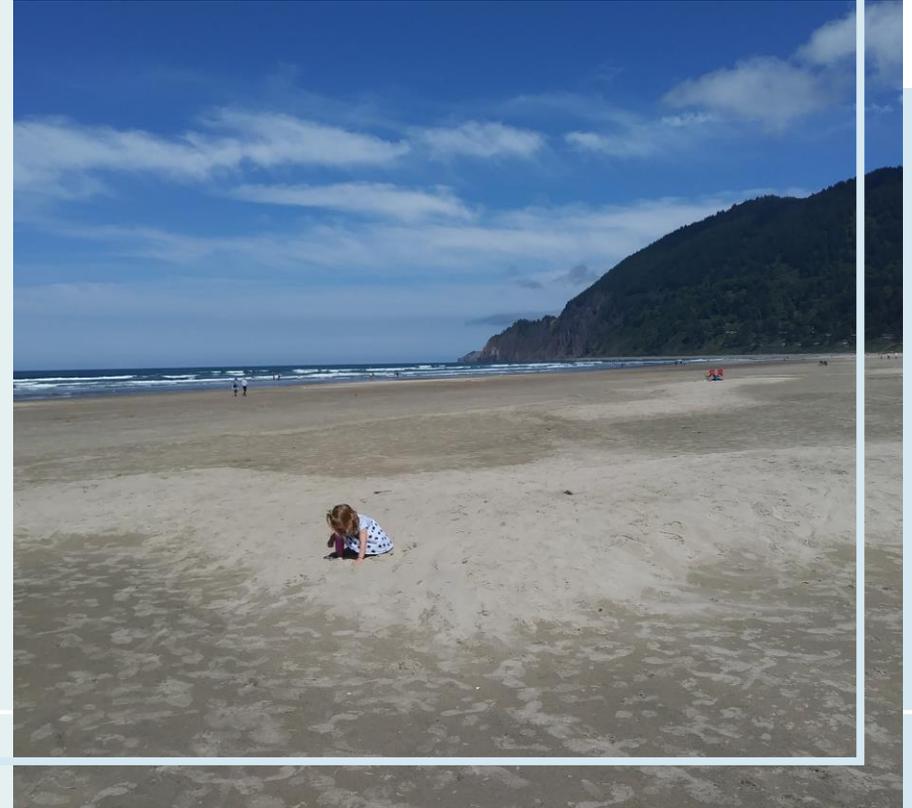


Nehalem Bay TSP City Council

City of Manzanita
February 8, 2023



Agenda

Transportation System Plan Overview

Goals, Objectives, and Policies

Modal Networks

Projects

Implementation

Next Steps

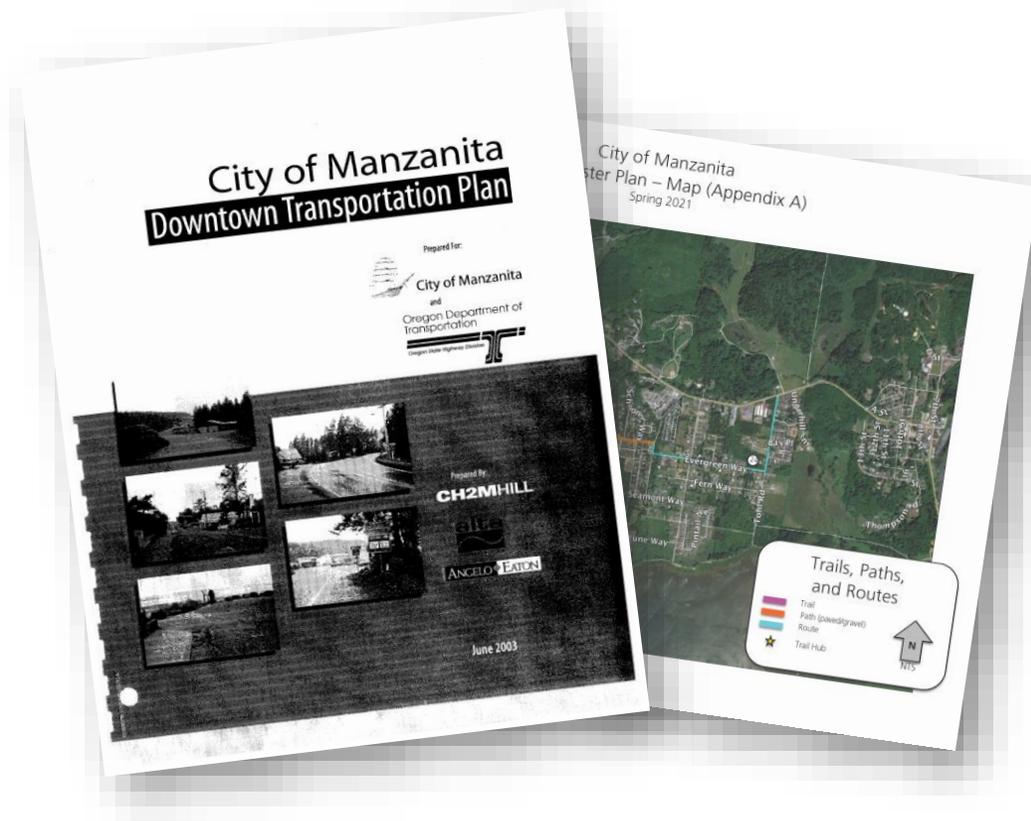
TSP Overview

- A Transportation System Plan:
 - Describes the transportation system
 - Outlines projects, programs, and policies to meet transportation needs now and in the future based on community aspirations
 - Typically serves as the transportation component of the local comprehensive plan



TSP Overview

- **Why develop a TSP?**
 - Manzanita's current TSP was developed in 2003.
 - Opportunity to evaluate transportation needs in Manzanita and the region.
 - Creates a way to share goals and investments supported by your community and opens opportunities for collaboration.



What does a TSP do?



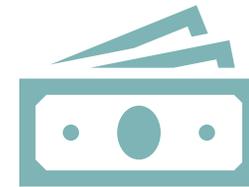
**Defines what
the community
wants**



**Documents
existing
transportation
infrastructure**



**Identifies
transportation
improvements
that will be
needed in the
future**



**Identifies
potential
funding
sources**

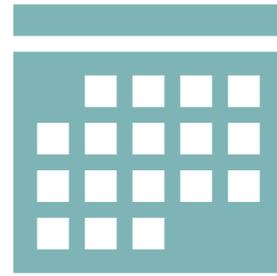


**Identifies high
priority
projects**

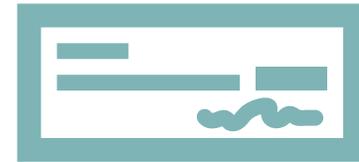
What does a TSP not do?



**Project
refinement
and design**

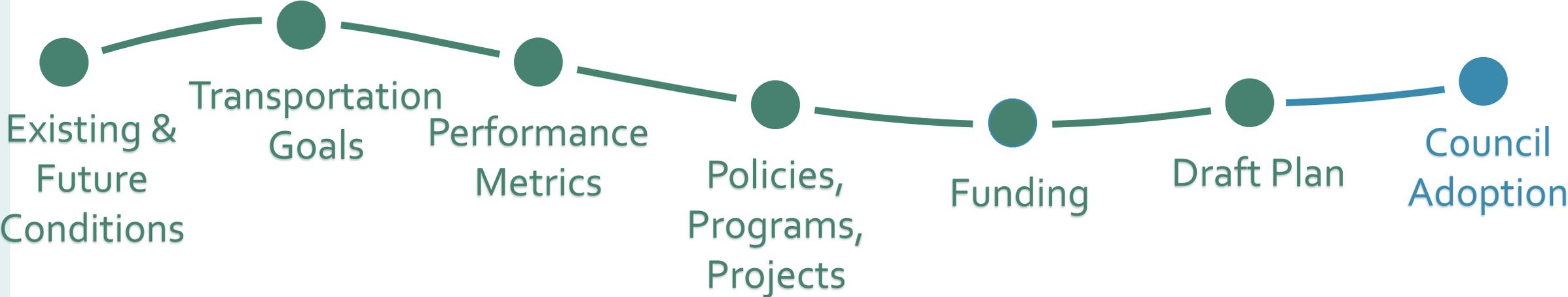


**Identify
specific timing
for when
projects will be
built**



**Allocate
Funding**

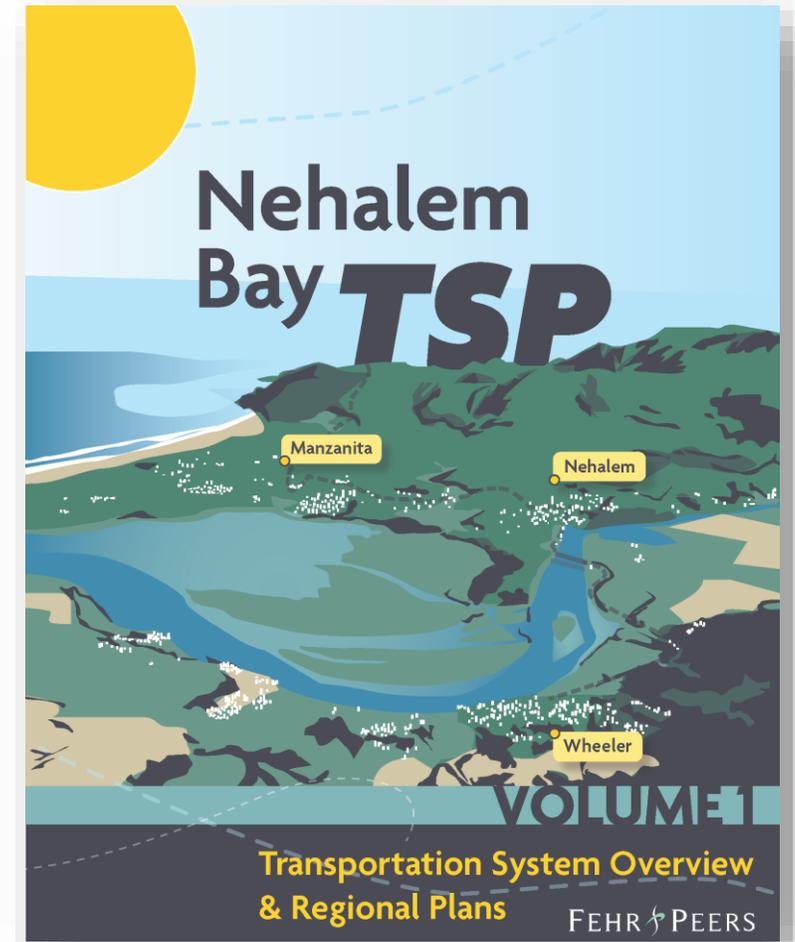
The TSP Process



What is in the TSP?

Volume 1: TSP Overview & Regional Projects

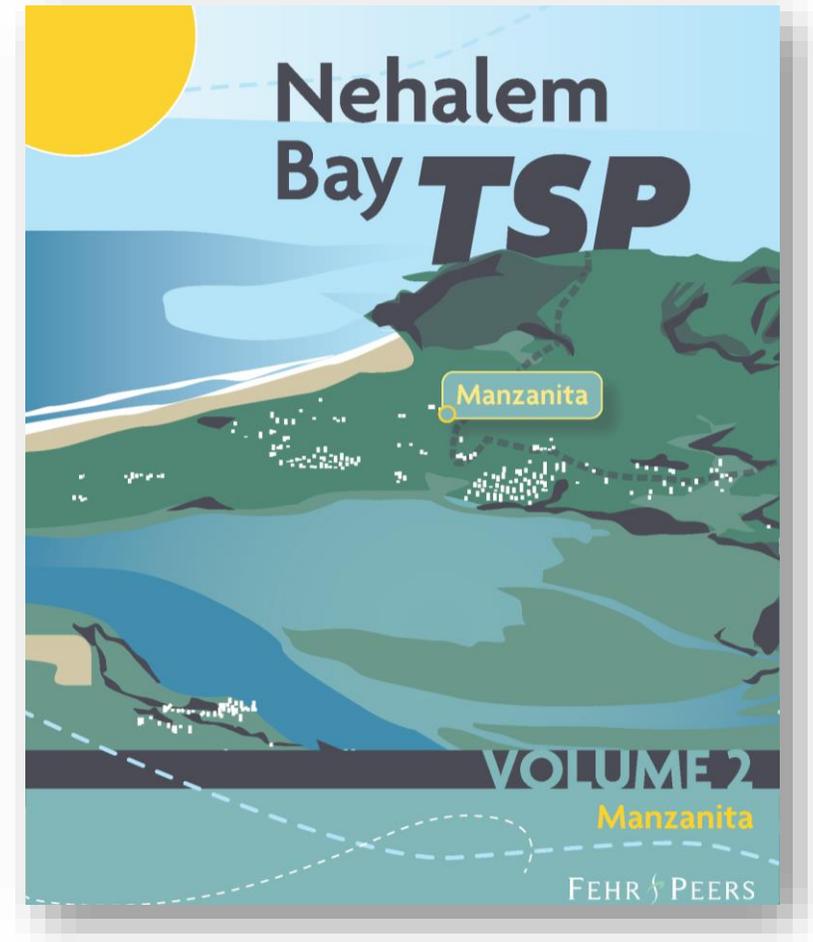
- Overview of the TSP process
- Public involvement and stakeholder input
- Regional goals and objectives
- Regional recommendations and projects



What is in the TSP?

Volume 2: Manzanita TSP

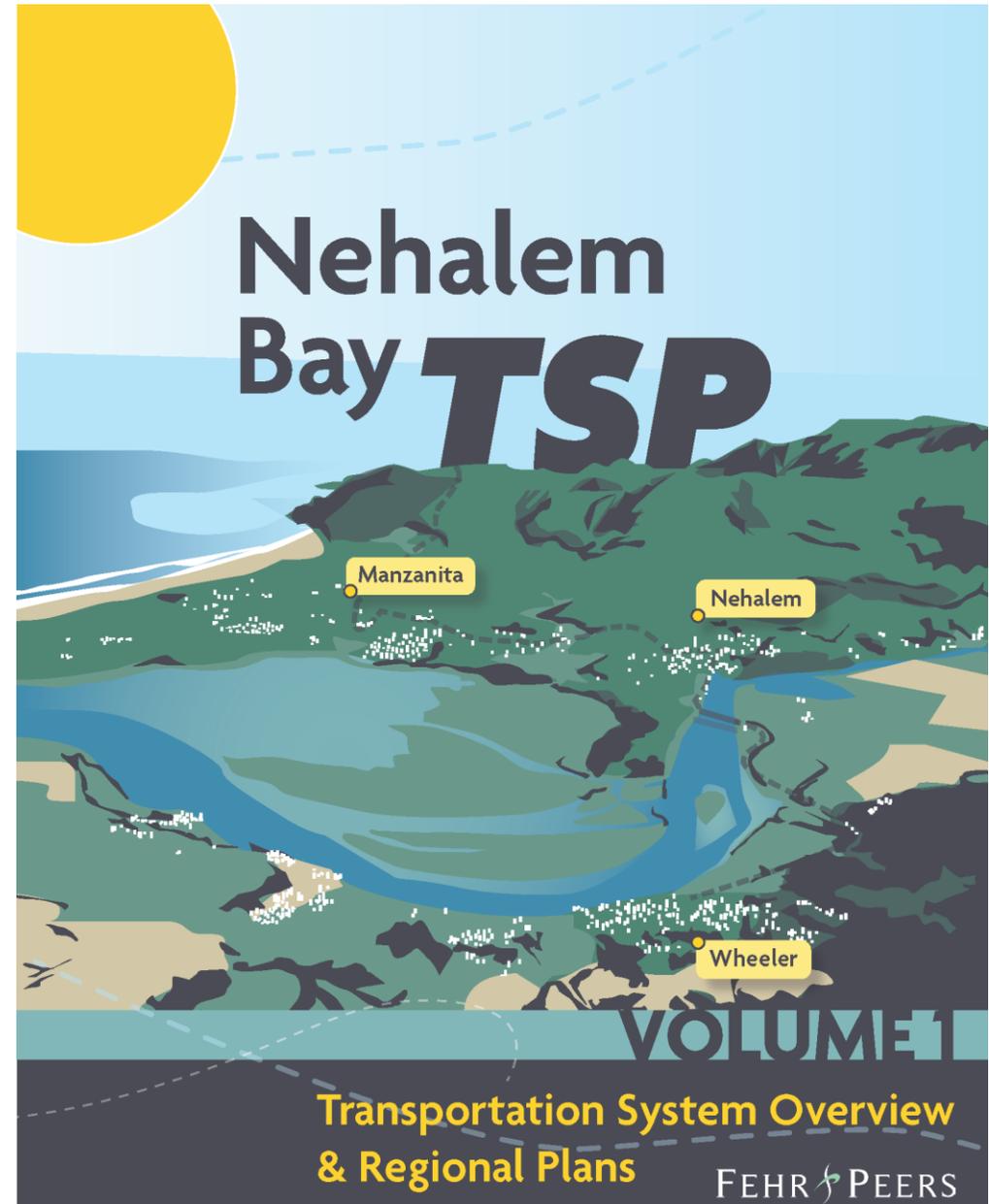
- Manzanita goals and policies
- Proposed networks for vehicles, bicyclists, and pedestrians
- Project list
- Paths to implementation



How will the TSP be used?

- **Amending the Comprehensive Plan**
 - The TSP Goals & Objectives will be incorporated as transportation policies
 - The TSP will be adopted by reference (Volume 1, 2, and 5)
- **Updates to the Development Code**
 - Recommendations for updates to Development Code
 - Implement street design and access standards
 - Addition of traffic impact analysis guidelines

Volume 1: TSP Overview & Regional Projects



Volume 1: Regulatory Context & Background

Regulatory Context:

- Developed based on Oregon Revised Statutes 197.712 and the Transportation Planning Rule (TPR, OAR 660-012)
- Requires that TSP considers current Comprehensive Plan Land Use and resulting growth
- Requires consideration for alternative travel modes
- Because Manzanita's population is less than 10K there are exemptions from the requirements in the TPR

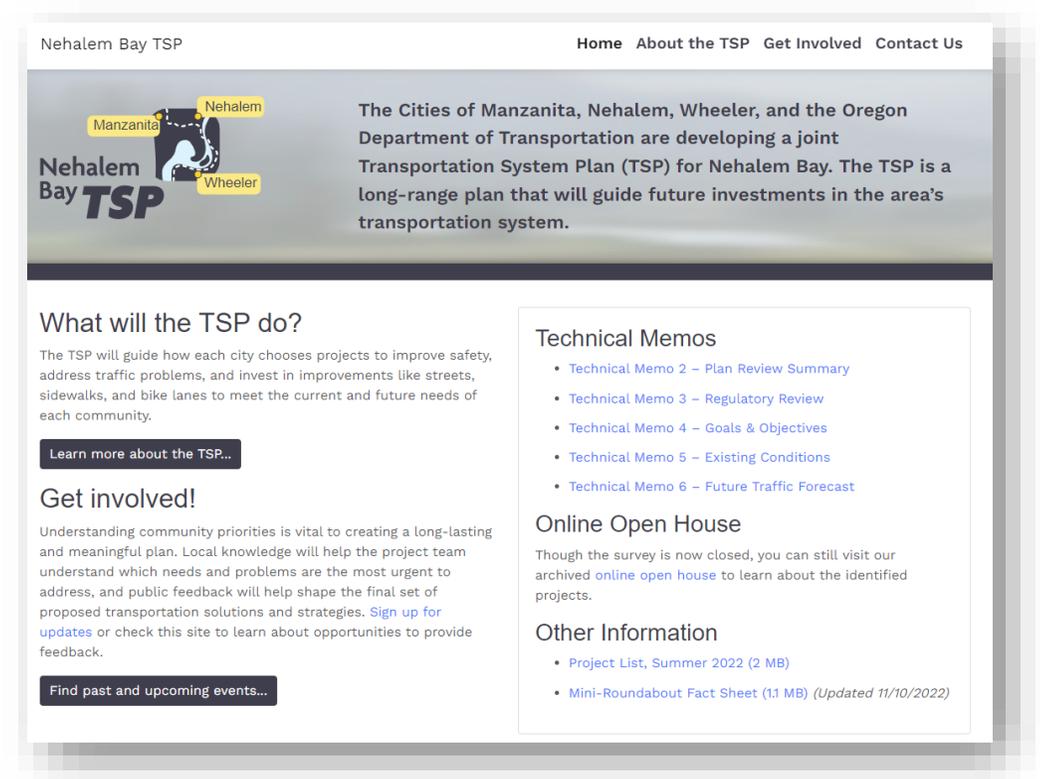
Background:

- Tillamook County TSP (2005)
- Manzanita Trail Master Plan (2021)
- Manzanita Downtown Transportation Plan (2003)
- Manzanita Comprehensive Plan (last amended 2014)
- Nehalem Downtown Transportation Plan (2003)
- Nehalem Comprehensive Plan (last amended 2007)
- Wheeler Comprehensive Plan (last amended 2017)
- Wheeler Transportation System Plan (2001)
- Wheeler Waterfront Development Plan (revised 2008)
- Salmonberry Trail Coast Segment Planning Study (2017)

Volume 1: Public Involvement Summary

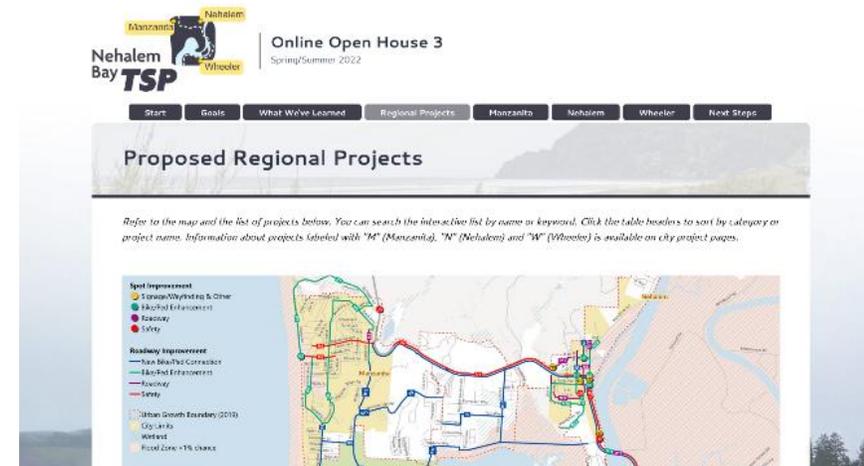
Tools to gather feedback throughout the process:

- A Planning Advisory Committee (PAC) that included local representatives from each community
- Assistance and review by agency representatives from the three cities, the Oregon Department of Transportation (ODOT), and Tillamook County
- A project website
- Virtual events and online surveys
- Targeted digital and printed advertisements
- In-person open house
- Planning Commission and City Council briefings
- Public hearings as part of the adoption process



Volume 1: Community Input

- **Community Event #1: Goals & Objectives**
 - Virtual open-house
 - Opportunity to review Existing Conditions
 - Provide input on the Goals & Objectives
- **Community Event #2: Draft Project List**
 - Community conversations and virtual open-house
 - Opportunity to review project list
- **Community Event #3 – High-Priority Projects**
 - In-person and virtual open-house
 - Opportunity to review final project list and high-priority projects
 - Input informed final list of projects



Volume #1: Regional Goals



Goal #1: Quality of Life

Create a transportation system that provides equitable multimodal access for underserved and vulnerable populations and balances the needs of local travelers and regional through-traffic.

Objectives:

- 1 Provide equitable access for underserved and vulnerable populations by requiring ADA compliance for new transportation infrastructure and upgrading existing infrastructure that does not meet ADA standards.
- 2 Increase connections to recreational opportunities by supporting the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail, Oregon Coast Trail, and Tillamook County Water Trail.
- 3 Create comfortable downtown spaces by identifying appropriate streetscape improvements, including landscaping, pedestrian scale lighting, benches, and street trees.
- 4 Reduce vehicle travel between cities by exploring options for visitors to 'park once', such as a regional shuttle service or water taxi.

Volume #1: Regional Goals



Goal #2: Create Safe Connections

Create safer connections between the Nehalem Bay communities for people walking, biking, or using other non-auto modes and identify strategies to reduce crashes for all users when traveling on US 101.

Objectives:

- 1 Identify key non-motorized routes between the Nehalem Bay communities and prioritize pedestrian and bicycle facilities on these routes.
 - 2 Connect businesses and recreational destinations with neighborhoods by enhancing pedestrian and bicycle crossings on US 101.
 - 3 Improve areas with higher crash risk by improving the visibility of transportation users in constrained areas, such as on hills and blind curves.
 - 4 Address known safety issues at locations with fatal or severe injury crashes, crashes involving a bicyclist or pedestrian, and vehicles entering and exiting US 101.
 - 5 Collaborate with ODOT to implement engineering and traffic calming strategies on US 101, where appropriate, to reduce vehicle speeds.
-

Volume #1: Regional Goals



Goal #3: Plan for the Future

Collaborate with ODOT and Tillamook County to create a transportation system that is resilient to extreme weather events, able to safely accommodate evacuation and recovery efforts, and consistent with the goals and objectives of each City, Tillamook County, and the state.

Objectives:

-
- 1 Maintain local infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.
 - 2 Improve traffic circulation and access for fire and emergency vehicles.
 - 3 Collaborate with ODOT to develop and implement improvements to US 101 that fit the land use context and are consistent with ODOT's Blueprint for Urban Design (BUD) and other local and regional planning efforts.
-

Volume #1: Regional Goals



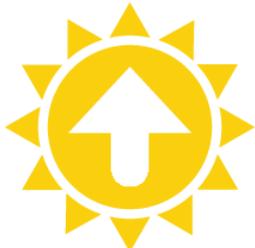
Goal #4: Support Fiscal Responsibility

Plan for a transportation system that is financially viable with consideration for life cycle costs by identifying new funding sources to make local dollars go farther.

Objectives:

- 1 Develop transportation solutions that are cost effective.
- 2 Identify outside funding sources for transportation projects such as grants, developer contributions, or transportation system charges
- 3 Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.
- 4 Consider future operation and maintenance costs in investment choices.

Volume #1: Evaluation Criteria

Goal	Evaluation Criteria
	Project improves access for underserved or vulnerable populations.
	Project improves a route predominately used by local travelers off US 101.
	Project improves the experience of people traveling through Nehalem Bay.
	Project addresses a location with a history of fatal/severe injury crashes and/or bike/ped crashes.
	Project creates new connections off US 101 for active transportation modes between Nehalem Bay communities.
	Project includes a traffic calming element aimed at slowing vehicle traffic to improve safety and comfort for active transportation users.
Project addresses a location with a latent risk of crashes.	

Volume #1: Evaluation Criteria

Goal	Evaluation Criteria
	Project maintains or rebuilds critical infrastructure; or improves access for emergency vehicles.
	Project includes a maintenance component on local roads.
	Project improves US 101 consistent with ODOT's Highway Design Manual or other regional planning efforts.
	Project builds on investments in transportation funded primarily by entities other than the cities. (state, regional, county, grants, or development impact fees).
	Project decreases future operation and/or maintenance costs.

Regional Transportation Needs: Autos

What was Evaluated:

- Evaluated U.S. 101 and key intersections to determine if additional capacity was needed
 - Relied on traffic volume from 2020; adjusted for COVID and seasonal conditions
 - Forecast growth based on ODOT forecasts for U.S. 101 and population growth

Findings:

- **Today**, capacity is sufficient to meet demand; however, visitor traffic impacts experience of local users
- **In the future**, additional capacity is not needed but improvements that help traffic flow more smoothly are

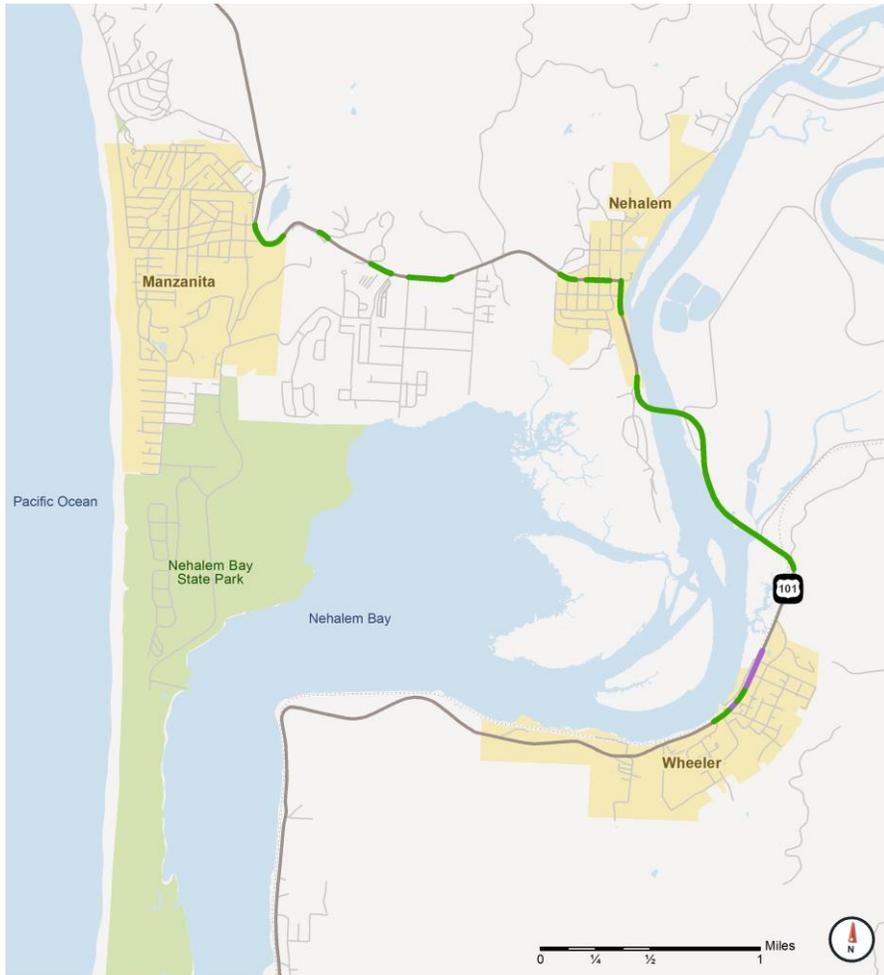
Regional Transportation Needs: Safety



Findings:

- Most crashes occur on U.S. 101
- High vehicle speed was a factor in many crashes
- Improvements needed include:
 - Enhanced curve delineation
 - Traffic calming to lower vehicle speeds
 - High visibility crosswalks to improve visibility at marked crossings
 - Sidewalk improvements to address existing deficiencies and ensure that facilities are consistent with the Americans with Disabilities Act (ADA) standards

Regional Transportation Needs: Bikes



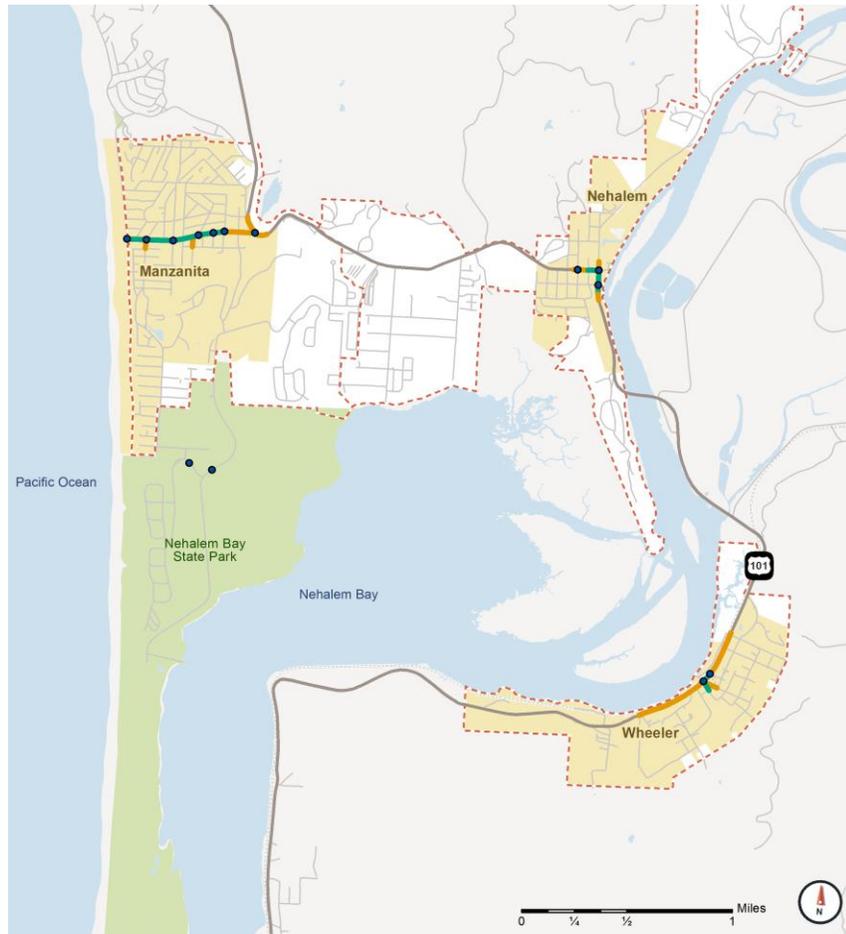
- Shoulder > 5ft
- Shared Lane
- City
- Park
- Railroad

Bicycle Network

Findings:

- Existing infrastructure is shared with vehicles and not accessible for people of all ages and abilities
- Dedicated space for people bicycling is needed
- Facilities that connect the communities off U.S. 101 are needed
- Facilities that connect people to the State Park are needed

Regional Transportation Needs: Pedestrians



Pedestrian Network

Findings:

- Sidewalks only exist in the downtown areas within the region
- Crossing U.S. 101 to access recreational destinations is challenging for pedestrians
- Existing sidewalks are in poor condition and ADA improvements are needed

Regional Projects

- Projects that fall outside the jurisdiction of Manzanita, Nehalem, or Wheeler
- Primarily located on roads owned and operated by ODOT or Tillamook County
- Projects that cross jurisdictional boundaries and create a regional connection

Project Categories:

- Signage/Wayfinding & Other
- Bicycle & Pedestrian Enhancements
- Roadway
- Safety
- New Bicycle & Pedestrian Connections

Regional Projects

- Timeline for implementation:
 - Informed by cost and complexity
 - Projects can be implemented at any time when funding is available

 <i>Near-Term</i>	Projects that could be implemented in the next 5-years; Improve existing facilities or spot improvements
 <i>Medium-Term</i>	5-10 years to implement; substantial upgrades to existing facilities or new connections
 <i>Long-Term</i>	More than 10 years due to cost and complexity; substantial coordination between agencies

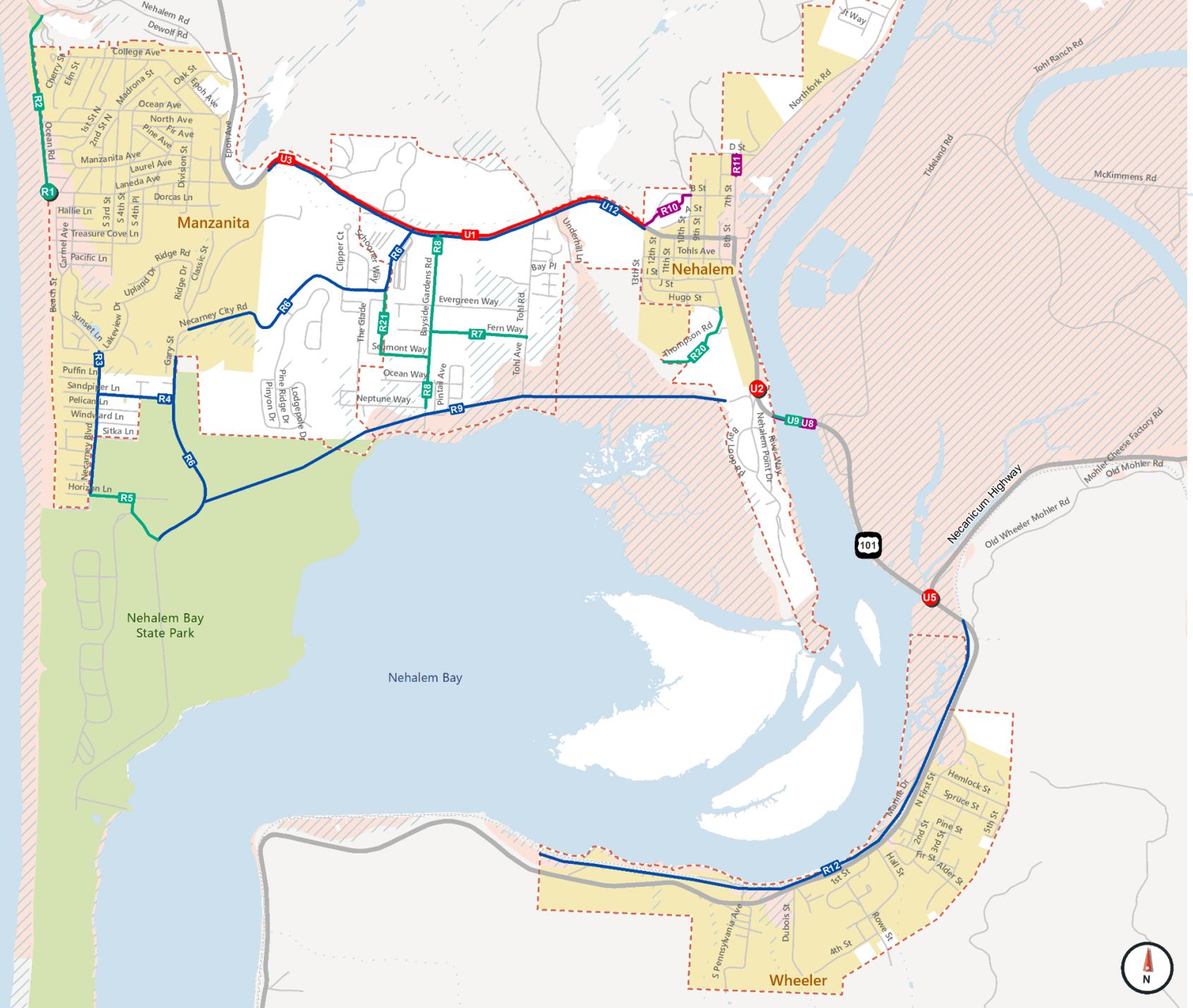
Spot Improvement

- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

- ▭ Urban Growth Boundary (2019)
- ▭ City Limits
- ▭ Wetland
- ▭ Flood Zone >1% chance





Ocean Road Crossing Enhancements PROJECT R1

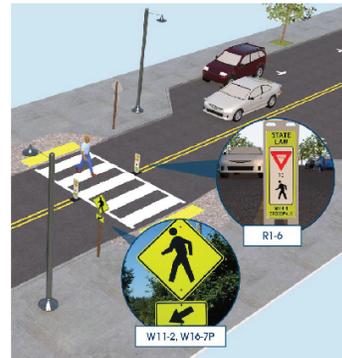
CATEGORY	COST	TIMELINE
Bicycle and Pedestrian Enhancement	\$300,000	Near-Term
IMPLEMENTING AGENCY	PROJECT LOCATION	
Tillamook County	Laneda Avenue & Ocean Road Intersection	

PROJECT DESCRIPTION

Enhance Ocean Road cross at Laneda Avenue with high-visibility markings, advance signage to alert drivers of crossing, and illumination.

GOALS THIS PROJECT ADVANCES

- Enhance Quality of Life
- Create Safe Connections
- Plan for the Future
- Support Fiscal Responsibility



Source: Small Town and Rural Design Guide

Ocean Road Separated Facilities PROJECT R2

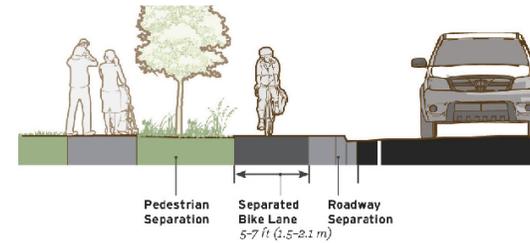
CATEGORY	COST	TIMELINE
New Bicycle and Pedestrian Connection	\$750,000	Long-Term
IMPLEMENTING AGENCY	PROJECT LOCATION	
Tillamook County & Manzanita	Ocean Road from Laneda Avenue to Nehalem Drive	

PROJECT DESCRIPTION

Construct a path, providing separated space for people walking and biking, parallel to Ocean Road. Further analysis will be required to determine the appropriate cross-section and alignment.

GOALS THIS PROJECT ADVANCES

- Enhance Quality of Life
- Create Safe Connections
- Plan for the Future
- Support Fiscal Responsibility





Classic Street to Necarney Boulevard Connection

PROJECT R4

CATEGORY

New Bicycle and Pedestrian Connection

COST

\$300,000

TIMELINE



Near-Term

IMPLEMENTING AGENCY

Tillamook County and Manzanita

PROJECT LOCATION

Gary Street to Necarney Boulevard

PROJECT DESCRIPTION

Construct a multiuse trail with wayfinding to connect people walking and biking between Necarney Boulevard and Classic Street north of Nehalem Bay State Park. The multiuse trail would serve as a connection for people walking and biking in the area until development occurs connecting either Puffin Lane or Sandpiper Lane.



Source: Sonoma County Regional Parks

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Bayside Gardens to Nehalem Bay State Park Bicycle and Pedestrian Connection

PROJECT R6

CATEGORY COST TIMELINE

New Bicycle and Pedestrian Connection

\$4,360,000



Long-Term

IMPLEMENTING AGENCY PROJECT LOCATION

Tillamook County, Manzanita, Nehalem, and Oregon State Parks

US 101 to Nehalem Bay State Park

PROJECT DESCRIPTION

Provide a separated path for people walking and biking between Bayside Gardens and Nehalem Bay State Park. Further analysis would be required to identify final cross-section and alignment, which is expected to follow Nearnery City Road and Classic Street. This project will also require coordination with Oregon State Parks and should also include wayfinding to encourage visitors to walk and bike to the state park.



Source: Small Town and Rural Design Guide

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Nehalem Point to Nehalem State Park Bicycle and Pedestrian Connection

PROJECT R9

CATEGORY	COST	TIMELINE
New Bicycle and Pedestrian Connection	\$950,000	Long-Term
IMPLEMENTING AGENCY	PROJECT LOCATION	
Tillamook County, Manzanita, Nehalem, and Oregon State Parks	Nehalem Point Drive to Nehalem State Park	

PROJECT DESCRIPTION

Construct a paved or gravel trail that would connect people walking and bicycling between Manzanita and Nehalem off of U.S. 101. If possible, the trail should be wide enough to provide an additional route off of U.S. 101 in the event of a tsunami evacuation. More analysis will be required to determine the final alignment, cross-section, and recommended surface.

GOALS THIS PROJECT ADVANCES

- Enhance Quality of Life
- Create Safe Connections
- Plan for the Future
- Support Fiscal Responsibility



Source: Small Town and Rural Design Guide

Seasonal Circulator Shuttle

PROJECT R15

CATEGORY	COST	TIMELINE
Transit	\$45,000/season (dependent on operations)	Medium-Term
IMPLEMENTING AGENCY	PROJECT LOCATION	
Tillamook County Transportation District	N/A	

PROJECT DESCRIPTION

Coordinate with the Tillamook County Transportation District to operate a seasonal circulator providing service between Manzanita, Nehalem, Wheeler, and Mohler with stops at Nehalem Bay State Park and Neahkahnie Trailhead. This route could be operated with trolleys to enhance visitor experience. Shuttle would be assumed to operate from Memorial Day through Labor Day, Friday through Sunday on holiday weekends, and Saturday-Sunday on typical summer weekends with service beginning at 9AM and ending at 7PM with 30-minute headways. Additional coordination would be needed to determine the appropriate location for stops within each city.

GOALS THIS PROJECT ADVANCES

- Enhance Quality of Life
- Create Safe Connections
- Plan for the Future
- Support Fiscal Responsibility



Source: globaltransitguidebook.com



Widen US 101 Shoulders & Add Rumble Strips

PROJECT U1

CATEGORY	COST	TIMELINE
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Safety	\$3,760,000	 Long-Term
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IMPLEMENTING AGENCY	PROJECT LOCATION
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Oregon Dept. of Transportation	Manzanita City Limits to Nehalem City Limits
--------------------------------	--

PROJECT DESCRIPTION

Widen shoulders on US 101 to ODOT standard to support bicycle travel and add rumble strips to improve safety.

GOALS THIS PROJECT ADVANCES


Enhance Quality of Life


Create Safe Connections


Plan for the Future


Support Fiscal Responsibility



Source: pexco.com

US 101 Speed Study

PROJECT U10

CATEGORY	COST	TIMELINE
----------	------	----------

Programmatic	N/A	 Near-Term
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IMPLEMENTING AGENCY	PROJECT LOCATION
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Oregon Dept. of Transportation	U.S. 101 from Manzanita City Limits to Wheeler City Limits
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PROJECT DESCRIPTION

Complete a speed study on US 101 to identify opportunities to lower speeds, particularly near city limits.

GOALS THIS PROJECT ADVANCES


Enhance Quality of Life


Create Safe Connections


Plan for the Future


Support Fiscal Responsibility



Speed Feedback Signs

PROJECT U11

CATEGORY

Safety

COST

\$40,000 per sign

TIMELINE



Near-Term

IMPLEMENTING AGENCY

Manzanita, Nehalem, & Wheeler

PROJECT LOCATION

Dependent on further coordination with Oregon Dept. of Transportation

PROJECT DESCRIPTION

Identify locations on US 101 where speed feedback signs may be placed to alert drivers of their speeds. While feedback signs are typically maintained and operated by the local jurisdiction, coordination with ODOT is required to determine where feedback signs may be placed on state highways.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



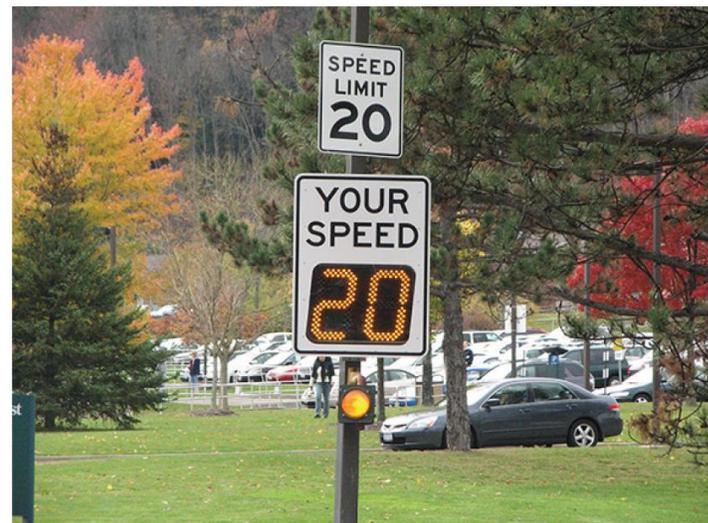
Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Source: GP Roadway Solutions

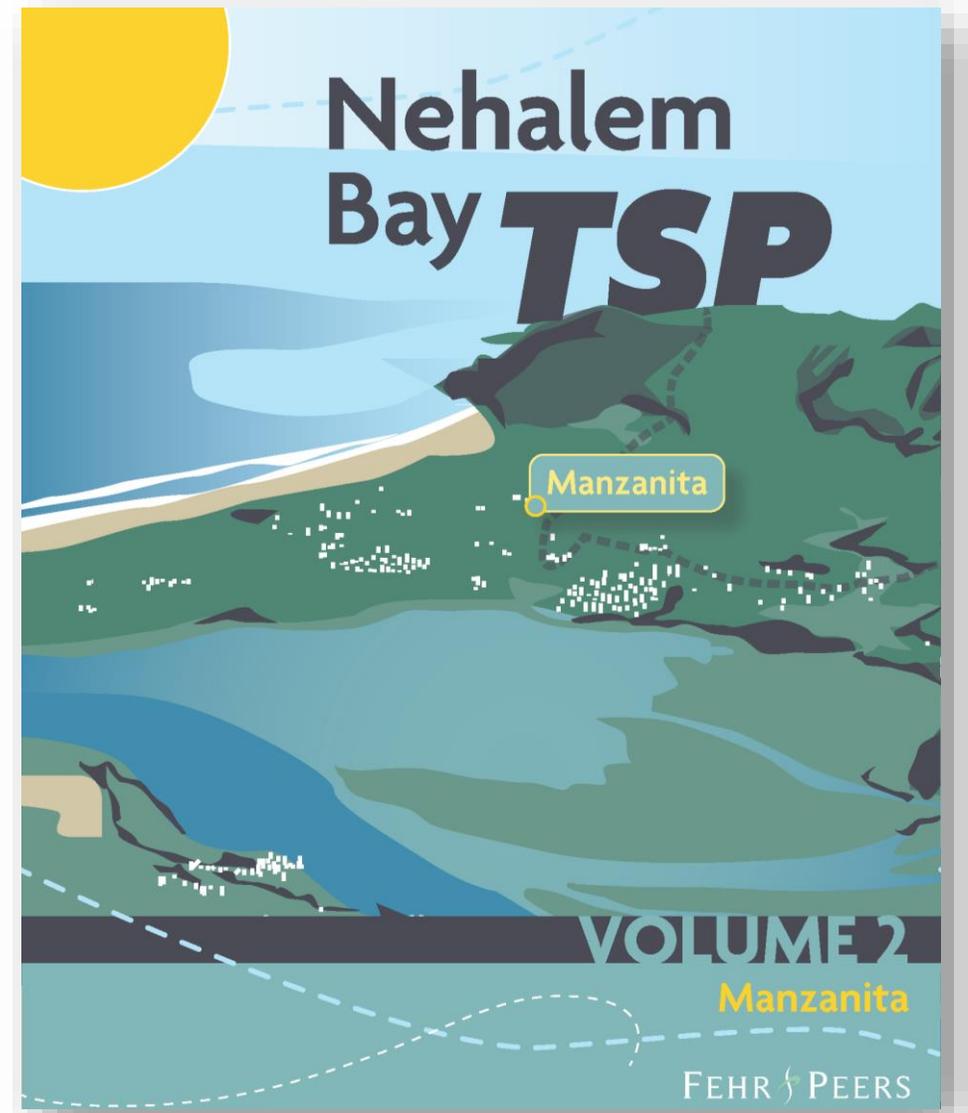
Other Regional Projects

Project ID	Project Description	Extents	Category	Implementing Agency	Cost	Timeline
R3	Necarney Boulevard Bicycle Connection	Lakeview Drive to Horizon Lane	Bike/Ped Enhancement	Tillamook County & Manzanita	\$60,000	Near-Term
R4	Classic Street to Necarney Boulevard Connection	Gary Street to Necarney Boulevard	New Bike/Ped Connection	Tillamook County & Manzanita	\$150,000	Near-Term
R5	Horizon Lane Bicycle & Pedestrian Enhancements	Necarney Blvd to Gary Street	Bike/Ped Enhancement	Tillamook County	\$45,000	Near-Term
R7	Fern Way Bicycle & Pedestrian Enhancements	The Promenade to Tohl Avenue	Bike/Ped Enhancement	Tillamook County & Nehalem	\$10,000	Near-Term
R8	Bayside Gardens Road/Seamont Way Bicycle & Pedestrian Enhancements	US 101 to Terminus	Bike/Ped Enhancement	Tillamook County & Nehalem	\$80,000	Near-Term
R10	Hayes Drive Improvements	10th Street to US 101	Roadway	Tillamook County & Nehalem	\$190,000	Medium-Term
R11	Northfork Road Improvements	C Street to D Street	Roadway	Tillamook Count & Nehalem	\$100,000	Medium-Term
R12	Salmonberry Corridor	US 101 to Mohler Cheese Factory Road	New Bike/Ped Connection	Salmonberry Trail Intergovernmental Agency	\$15,430,000	Long-Term
R13	North County Flex Route	-	Transit	Tillamook County Transportation District	\$175,000 per year	Medium-Term
R14	Regional Water Taxi	-	Other	Public/Private Partnership	Unknown	Medium-Term
R16	Oregon Coast Trail Realignment	Nehalem Road to Nehalem Bay State Park	New Bike/Ped Connection	ODOT/Local Cities	Unknown	Medium-Term
R17	Electric Vehicle Infrastructure	-	Other	Public/Private Partnership	Unknown	Near-Term
R18	Regional Wayfinding	-	Other	Local Cites/Oregon State Parks	\$20,000	Near-Term
R19	Emergency Planning Coordination	-	Programmatic	Local Cities	-	Near-Term
R20	Thompson Road Bicycle & Pedestrian Enhancements	Terminus to 9th Street	Bike/Ped Enhancement	Tillamook County & Nehalem	\$16,000	Near-Term
R21	The Promenade Bicycle & Pedestrian Enhancements	Seamont Way to Necarney City Road	Bike/Ped Enhancement	Tillamook County & Manzanita	\$30,000	Near-Term

Other Regional Projects

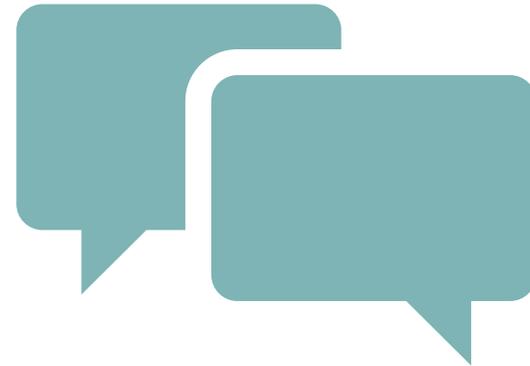
Project ID	Project Description	Extents	Category	Implementing Agency	Cost	Timeline
U2	US 101 & Nehalem Point Drive Intersection Improvements	US 101 & Nehalem Point Drive	Safety	ODOT	\$300,000	Medium-Term
U3	Enhanced Curve Delineation	East of Manzanita city limits, approximately mMP 43.3 to 43.5	Safety	ODOT	\$40,000	Near-Term
U4	US 101 & Nehalem Road Intersection Improvements	US 101 & Nehalem Road	Safety	ODOT	\$250,000	Medium-Term
U5	SR 53 Intersection Advanced Signage	US 101 near SR 53	Safety	ODOT	\$10,000	Near-Term
U6	SR 53 Intersection Enhancements	US 101 near SR 53	Safety	ODOT	-	Near-Term
U7	Widen US 101 Shoulders	Nehalem Point Drive to future Salmonberry Trail Crossing location east of SR 53	Safety	ODOT	\$700,000	Long-Term
U8	US 101 Bridge Seismic Upgrades	US 101 Bridge	Roadway	ODOT	\$2,500,000	Long-Term
U9	US 101 Bridge Pedestrian Enhancements	US 101 Bridge	Bike/Ped Enhancement	ODOT	\$1,500,000	Long-Term
U12	US 101 Bicycle & Pedestrian Path	Regional	New Bike/Ped Connection	ODOT	\$8,000,000	Long-Term

Volume 2: Manzanita TSP



Community Needs & Desires

- Desire for improvements to infrastructure for biking
- Enhancements to existing facilities for people walking and biking
- Consideration for interactions with large vehicles traveling to the state park



Manzanita Goals



Goal #5: Manage Access

Manage access from Highway 101 to Manzanita and the recreational opportunities in the area to minimize cut through traffic and seasonal congestion.

Objectives:

- 1 Improve connections within Manzanita and to the neighborhoods within the UGB to improve local vehicle circulation and encourage local traffic to use local roads.
- 2 Support other planning efforts to create non-motorized and transit connections from key destinations to the commercial core.

Manzanita Goals



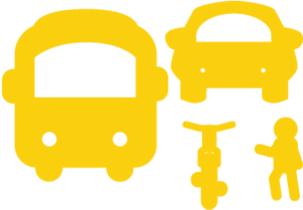
Goal #6: Enhance Economic Vibrancy

Support economic vibrancy and reduce parking demand by providing walking, biking, and transit connections to the commercial core and the beach.

Objectives:

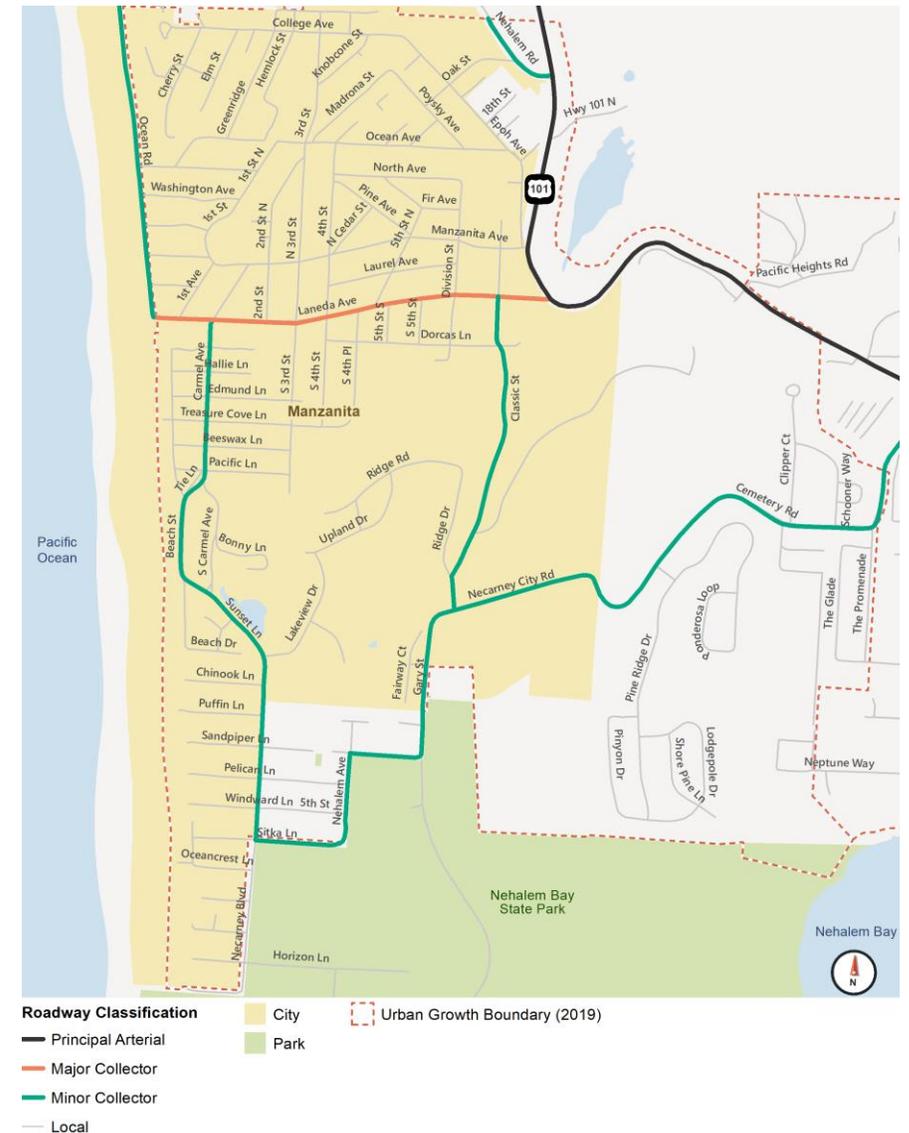
-
- 1 Prioritize low stress bicycle and pedestrian facilities on arterials and collectors to enhance connections to local destinations.
 - 2 Develop transportation and land use solutions that balance the needs of all users in the downtown area and to/from residential areas to the downtown core and beach.

Manzanita Evaluation Criteria

Goal	Evaluation Criteria
	<p>Project improves local roadway connections and/or wayfinding within Manzanita's UGB.</p> <p>Project supports efforts to create connections between key destinations and the commercial core.</p>
	<p>Project creates new connections for active transportation modes on arterials or collectors.</p> <p>Project builds roadway shoulders to city standards/greater than standard where no bike/ped facility is available.</p>

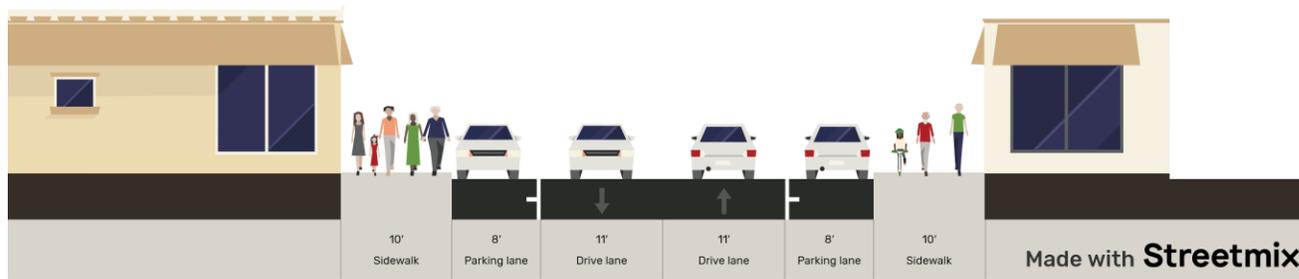
Manzanita's Transportation System: Autos

- **Functional Classification** is used to indicate purpose, design, and function.
- Three functional classes in Nehalem:
 - Principal Arterials – High volume roadways where mobility and access control is the focus.
 - Collectors – Distribute trips between local streets and arterials
 - Local Streets – Provide circulation within residential neighborhoods
- TSP is not proposing to change the classification type, just further define what each classification looks like

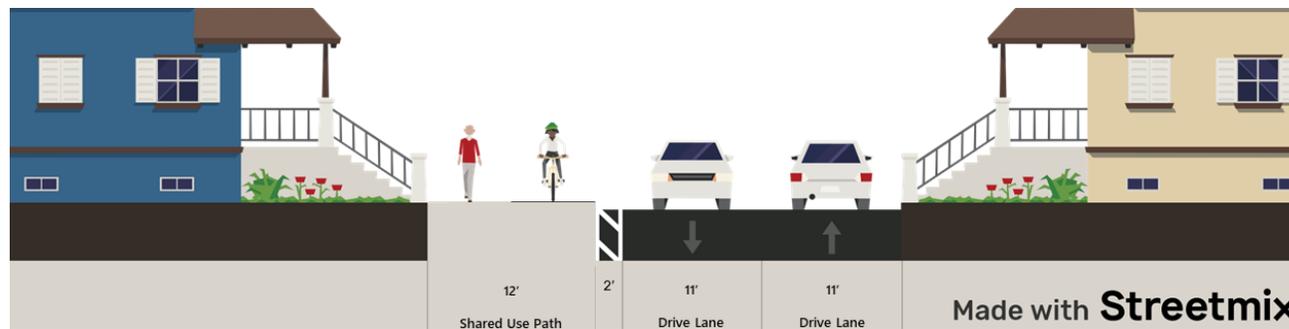


Manzanita's Transportation System: Autos

Proposed Major Collector Cross-Section



Proposed Minor Collector Cross-Section



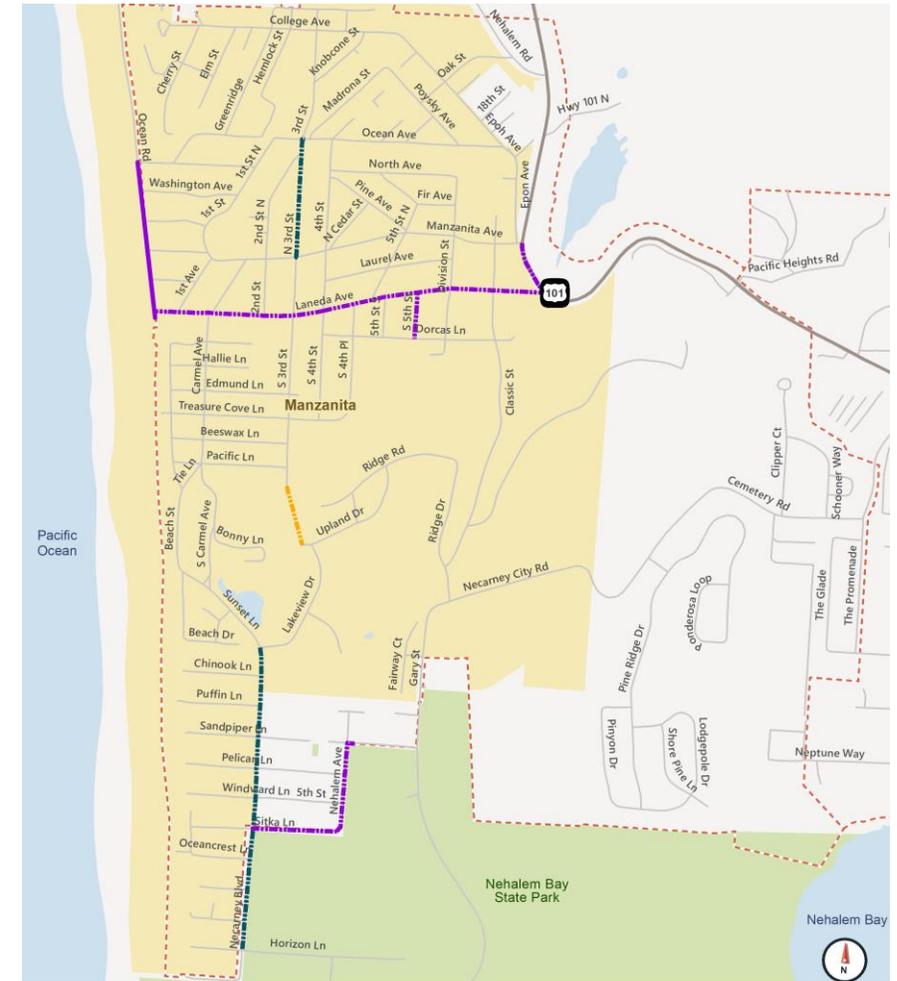
Manzanita's Transportation System: Autos

Proposed Local Street Cross-Section



Manzanita's Transportation System: Pedestrians

- Only new sidewalk identified is on Ocean Road
- Should improve existing sidewalks and address locations that do not meet ADA standards
- Consider widening sidewalks on Laneda Avenue
- Proposed treatments for local roads include shared space for people walking and bicycling

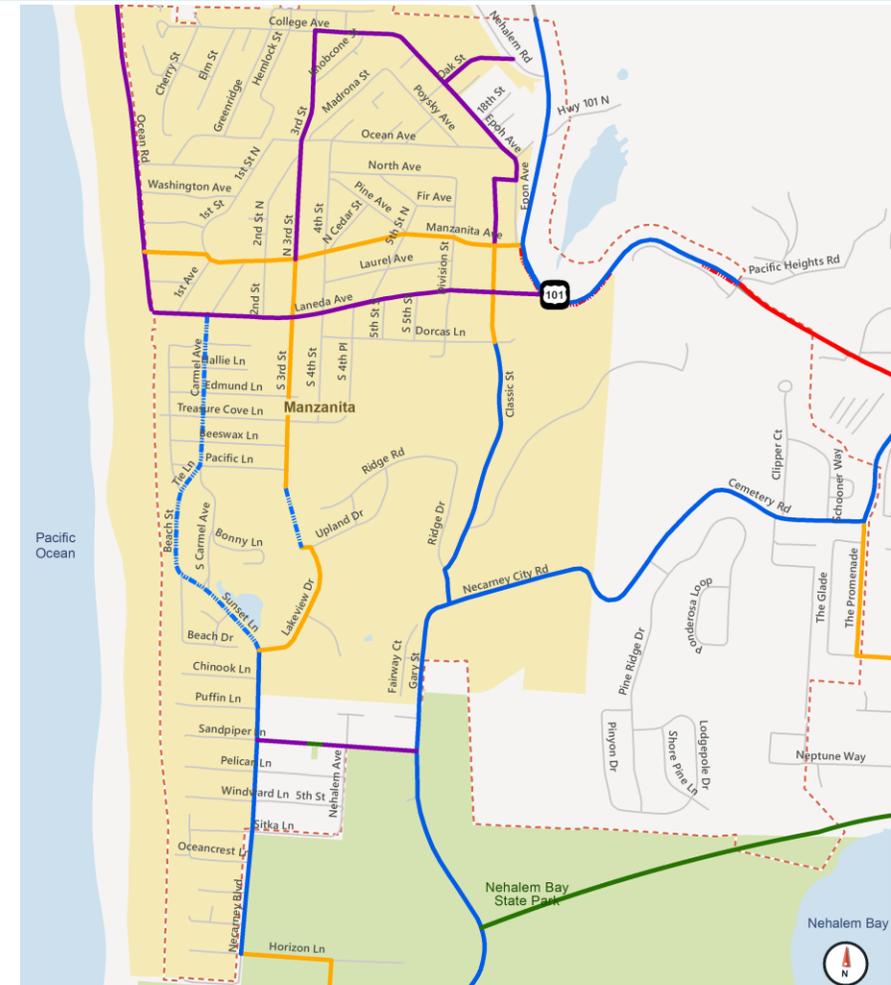


Pedestrian Network

- Existing Pedestrian Lane
- Existing Sidewalk
- Existing Trail
- Sidewalk
- Urban Growth Boundary (2019)
- City
- Park

Manzanita's Transportation System: Bicycles

- Today there no standards for how specific roadways should provide space for people bicycling
- Proposed bicycle network includes:
 - Separated Facilities
 - Sharrows
 - Advisory Bike Lanes
 - Trails

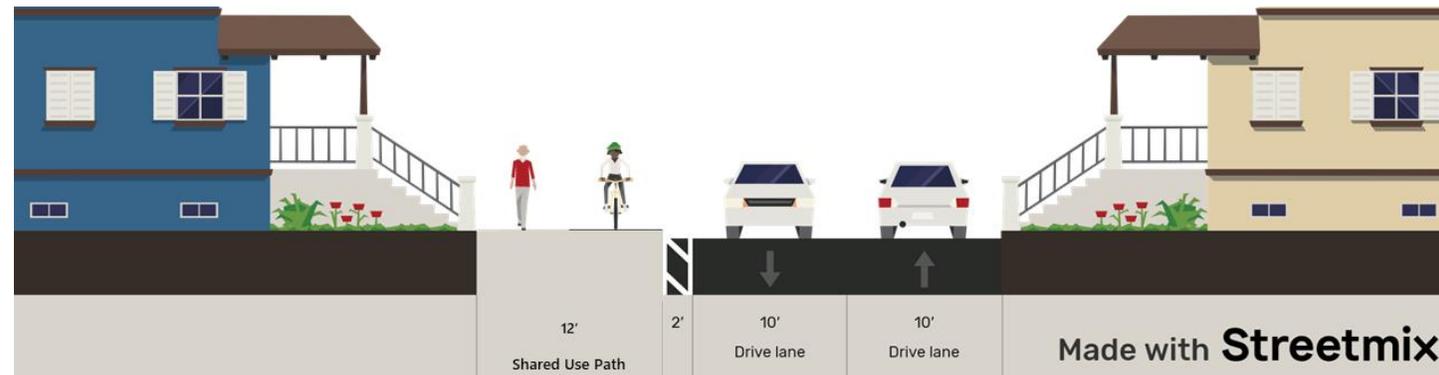


Bicycle Network

- Existing Separated Facilities
- Proposed Separated Facilities
- Existing Wide Shoulder
- Proposed Sharrows
- Proposed Advisory Bike Lanes
- Proposed Trail
- Proposed Wide Shoulder
- Urban Growth Boundary (2019)
- Park

Manzanita's Transportation System: Bicycles

Proposed Separated Facilities

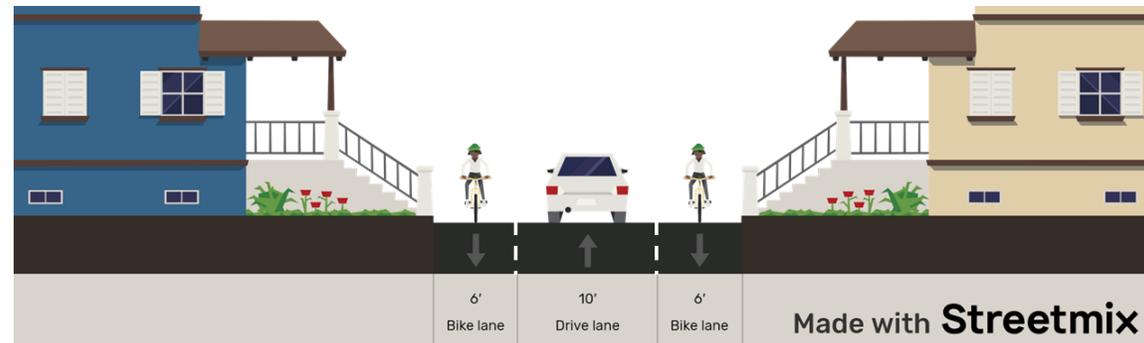


Proposed Roadway Cross-Section with Sharrows



Manzanita's Transportation System: Bicycles

Proposed Roadway Cross-Section with Advisory Bike Lanes



Proposed Trail Cross-Section



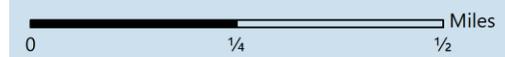
Spot Improvement

- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

- ▭ Urban Growth Boundary (2019)
- ▭ City Limits
- ▭ Wetland
- ▭ Flood Zone >1% chance

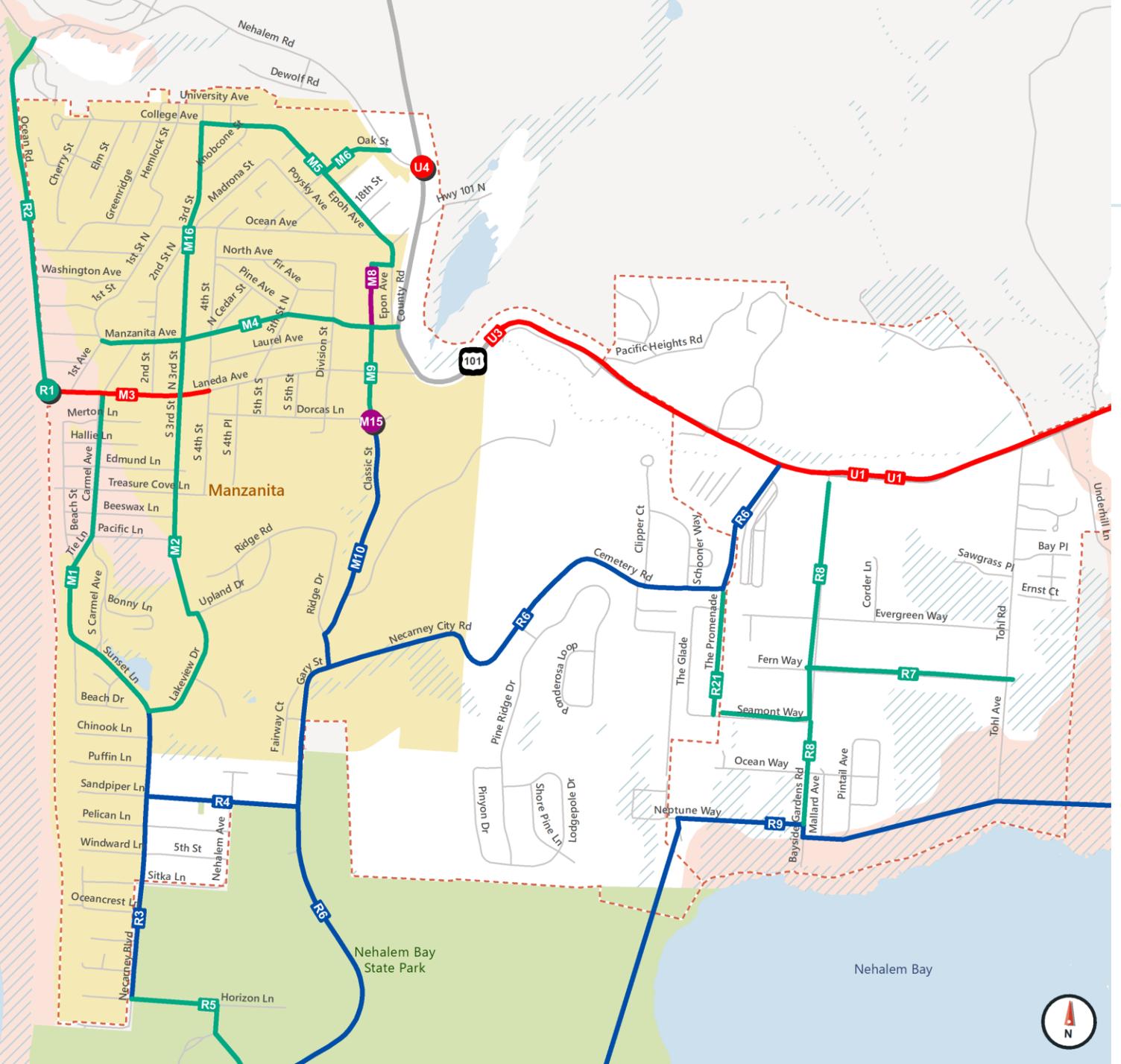


Pacific Ocean

Nehalem Bay State Park

Nehalem Bay

Manzanita





Carmel Road Pedestrian Enhancements

PROJECT M1

CATEGORY	COST	TIMELINE
Bicycle and Pedestrian Enhancement	\$180,000	 Medium-Term

PROJECT LOCATION

Carmel Road from Laneda to Lakeview Drive

PROJECT DESCRIPTION

Enhance the existing space for bicyclists and pedestrians and identify opportunities to increase safety through the addition of vertical delineators, or other physical separators and improved markings at crossings.

GOALS THIS PROJECT ADVANCES

-  Enhance Quality of Life
-  Create Safe Connections
-  Plan for the Future
-  Support Fiscal Responsibility
-  Manage Access
-  Enhance Economic Vibrancy



Source: ITE NY Upstate

Laneda Avenue Improvements

PROJECT M3

CATEGORY	COST	TIMELINE
Safety	\$600,000	 Long-Term

PROJECT LOCATION

Laneda Avenue from 4th Street to Ocean Road

PROJECT DESCRIPTION

Create a connection between the downtown core and the beach by improving Laneda Avenue to feel like a main street through the use of traffic calming measures. This could include painting a solid yellow stripe, providing curb extensions at key intersections, considering back-in angled parking, and constructing consistent curbs. This project should also ensure that ADA parking requirements are being met.

GOALS THIS PROJECT ADVANCES

-  Enhance Quality of Life
-  Create Safe Connections
-  Plan for the Future
-  Support Fiscal Responsibility
-  Manage Access
-  Enhance Economic Vibrancy



Source: strongtowns.com



Classic Street Bicycle & Pedestrian Enhancements

PROJECT M9

CATEGORY	COST	TIMELINE
Bicycle and Pedestrian Enhancement	\$110,000	 Medium-Term

PROJECT LOCATION

Manzanita Avenue to Laneda Avenue

PROJECT DESCRIPTION

Enhance Classic Street to provide advisory bike lanes creating space for people walking and biking and a connection from downtown core to planned multimodal facilities.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Manage Access



Enhance Economic Vibrancy



Source: Rural Design Guide

Bicycle & Pedestrian Connection to Nehalem State Park

PROJECT M10

CATEGORY	COST	TIMELINE
New Bicycle and Pedestrian Connection	\$620,000	 Long-Term

PROJECT LOCATION

Classic Street from Dorcas Lane to the Urban Growth Boundary

PROJECT DESCRIPTION

Provide a separated path to connect people walking and biking between the Manzanita and Nehalem Bay State Park along the Classic Street alignment. Further analysis would be required to identify final cross-section and alignment. This project should also include wayfinding to encourage visitors to walk and bike to the state park and will require coordination with Nehalem Bay State Park for connections into the State Park.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Manage Access



Enhance Economic Vibrancy



Source: purdue.edu

Additional Manzanita Projects

ID	Project Name & Description	Extents	Category	Estimated Cost	Timeline
M2	3rd Street/ Lakeview Drive Bicycle & Pedestrian Enhancements: Enhance 3rd Street/Lakeview Drive with advisory bike lanes to provide space for people walking and biking.	Manzanita Avenue to Necarney Blvd	Bike/Ped Enhancement	\$98,000	Medium-Term
M4	Manzanita Avenue Safety Enhancements: Enhance Manzanita Avenue with advisory bike lanes identify space for people walking and biking and improve safety at intersections. Project may also include removing landscaping and shrubbery near intersections where needed to improve intersection sight distance.	US 101 to Ocean Road	Bike/Ped Enhancement	\$120,000	Medium-Term
M5	Epoh Avenue Bicycle & Pedestrian Enhancements: Enhance Epoh Avenue with sharrows to indicate where people biking should travel.	3rd Street to North Avenue	Bike/Ped Enhancement	\$23,000	Near-Term
M6	Oak Street Bicycle & Pedestrian Enhancements: Enhance Oak Street with sharrows to indicate where people biking should travel.	Nehalem Road to Epoh Avenue	Bike/Ped Enhancement	\$4,000	Near-Term
M7	North Avenue Bicycle & Pedestrian Enhancements: Enhance North Avenue with sharrows to indicate that bikes should use the vehicle lane.	Epoh Avenue to Classic Street Extension	Bike/Ped Enhancement	\$3,200	Near-Term
M8	Classic Street Extension: Construct an extension of Classic Street from Manzanita Avenue to North Avenue and include sharrows to indicate that bikes should use the vehicle lane.	North Avenue to Manzanita Avenue	Roadway	\$100,000	Long-Term
M11	Complete Trail Connections: Complete trail connections identified in the City's Trail Master Plan to create more local connections for people biking and walking.	Citywide	New Bike/Ped Connection	-	Medium-Term
M12	Bicycle Parking: Provide dedicated areas for bicycle parking near the beach and in the downtown core.	Citywide	Bike/Ped Enhancement	\$5,000	Near-Term
M13	Parking Signage: Provide signage near the beach and downtown core to direct visitors to public parking areas.	Citywide	Signage/Wayfinding	\$2,000	Near-Term
M14	Wayfinding Signs: Provide wayfinding and educational signs in the downtown core and beach to direct visitors to local destinations, enhancing visitors ability to park once. Signage should also include messaging about where pedestrians should walk.	Citywide	Signage/Wayfinding	\$6,000	Near-Term
M15	Dorcas Lane & Classic Street Intersection Improvements: Construct intersection improvements, potentially a mini or compact roundabout, to improve safety and operations as development continues.	Dorcas Lane & Classic Street	Roadway	\$500,000	Long-Term
M16	3rd Street Bicycle & Pedestrian Enhancements: Enhance 3rd Street with sharrows to indicate where people biking should travel.	Manzanita Avenue to College Avenue	Bike/Ped Enhancement	\$40,000	Near-Term

Manzanita 20-Year Financial Forecast

Line Items	Actuals		Average	20-Year Forecast
	FY 19/20	FY 20/21		
Revenues				
Franchise & Utility Agreements	\$ 83,617	\$ 89,140	\$ 86,379	\$ 1,727,570
Street Permit Fees	\$ 2,000	\$ 4,300	\$ 3,150	\$ 63,000
Motor Vehicle Tax	\$ 41,076	\$ 46,404	\$ 43,740	\$ 874,800
Grants	\$ 5,919	\$ 40,478	\$ 23,199	\$ 463,970
Earned Interest	\$ 5,376	\$ 2,336	\$ 3,856	\$ 77,120
Total	\$137,988	\$182,658	\$160,323	\$3,206,460
Expenditures				
Personnel Services	\$ 82,504	\$ 63,409	\$ 72,957	\$ 1,459,130
Materials & Services	\$ 28,895	\$ 44,527	\$ 36,711	\$ 734,220
Transfers to Other Funds	\$ 9,200	\$ 9,200	\$ 9,200	\$ 184,000
Total	\$120,599	\$117,136	\$118,868	\$2,377,350
Potentially Available Funds (Revenues-Expenditures)			\$ 41,456	\$ 829,110

Other Options for Funding

System Development Charges: Charges that may be applied to new development within the City

- Manzanita currently has SDCs for water, stormwater, and parks
- Should evaluate SDCs for transportation

Local Gas Taxes: Implemented by levying a business tax on fuel dealers.

- Set at cents per gallon of fuel sold
- HB 2001 requires approval through a public vote
- Currently used by 35 cities with taxes ranging from \$0.015 to \$0.10 cents per gallon

Urban Renewal Areas or Tax Increment Financing: Allows use of revenue generated from property taxes to improve poorly developed or underdeveloped areas

Transportation Utility Fees: Monthly fees collected as part of water/sewer bills based on number of trips likely to be generated.

Competitive Grants

Sidewalk Improvement Program (SWIP):

Funds projects that are:

- Located on or along a state highway
- Located within the public road right-of-way
- Standalone projects or additions on to another project
- Improving conditions for people walking and biking through a safety or access improvement
- A bikeway, walkway, or crossing safety improvement
- In the right-of-way, utility relocations, preliminary engineering, construction, inspection, or project close out phases
- Identified as a need in a plan or in the region's Active Transportation Needs Inventory and support implementation of Oregon Bicycle and Pedestrian Plan policies and priorities

Oregon Community Paths:

Funds projects that are:

- Continuous paths physically separated from the roadway
- Paths that connect two or more communities
- Paths that will serve as a connection point for people commuting between communities, or is a part of an officially designated walking and bicycling route
- Paths that are endorsed by elected bodies along path alignment

Competitive Grants

Statewide Transportation Improvement Program:

STIP includes investment in:

- Fix-it programs
- Enhance highway programs
- Safety programs
- Non-Highway programs
- Local government programs
- Other functions

Recreational Trails Program:

Funds projects that are:

- Constructing of new trails
- Major rehabilitation of existing trails
- Development or improvement of trailhead or other support facilities
- Acquisition of land or easements for the purpose of trail development
- Safety and education projects

Competitive Grants

Small City Allotment Program:

Funds available for:

- Cities with a population less than 5K
- Streets that do not have enough capacity
- Streets that are in disrepair that is resulting in a safety hazard

Great Streets Program:

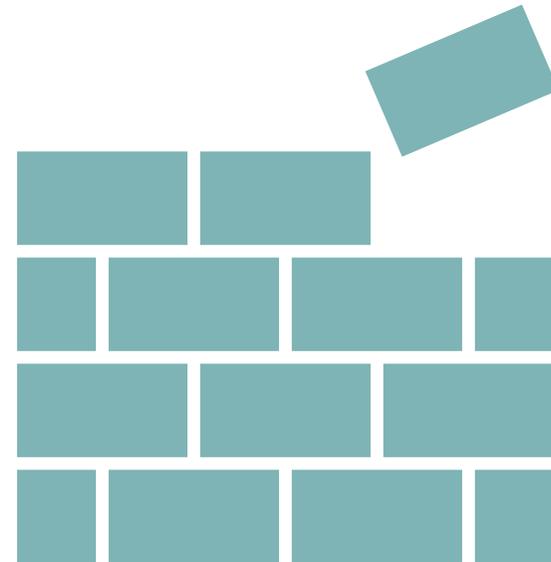
Funds projects that are:

- Improve safety and multimodal access on a state highway that acts as a main street
- Projects that are part of an adopted plan
- Reduces barriers for historically excluded communities
- Mitigates greenhouse gas emissions
- Supported by the local community

What's Next?

The TSP is adopted, now what?

- This TSP set's a vision for Manzanita's transportation system
- Provides direction for you when making transportation and land use decisions
- To implement the projects, the City will need to apply for competitive grants or explore the funding sources above
- Projects will need to be refined as part of the design process



TSP Process Next Steps

- Publish Draft TSP
- Solicit Input from Planning Commission
- Presentation to City Council
- Develop Final TSP
- TSP Adoption Process