



COUNCIL ORDINANCE No. 23-03

AN ORDINANCE OF THE CITY OF MANZANITA, OREGON, AMENDING GOAL 12 TRANSPORTATION POLICIES, AND GOAL 11 PUBLIC FACILITIES RELATING TO STREET POLICIES OF THE CITY OF MANZANITAS COMPREHENSIVE PLAN, RESCINDING THE DOWNTOWN TRANSPORTATION PLAN AND REPLACING IT WITH VOLUME 2 OF THE NEHALEM BAY TRANSPORTATION SYSTEM PLAN FOR MANZANITA.

WHEREAS, the Planning Commission held a special session to conduct final deliberations and take public comment on the Transportation Systems Plan on July 31, 2023; and

WHEREAS, the Planning Commission has recommended the adoption of the Transportation Systems Plan and Policies to the City Council; and

WHEREAS, the City of Manzanita provided the Department of Land Conservation and Development notice of a Post Adoption Plan Amendment on August 24, 2023 which was at least 35 days in advance of the first hearing as required by state law; and

WHEREAS, the City of Manzanita City Council held a public hearing on October 4, 2023 and received public testimony on the proposed changes; and

WHEREAS, the City Of Manzanita City Council supports the adoption of the proposed Transportation Systems Plan and policies.

Now, Therefore, the City of Manzanita does ordain as follows:

Section 1. The City of Manzanita Downtown Transportation Plan, is hereby rescinded and replaced with the Nehalem Bay Transportation System Plan Volume 2 a copy of which is attached as Exhibit A hereto and by this reference incorporated herein, is hereby adopted and incorporated into and made a part of the City of Manzanita Comprehensive Plan.

Section 2. Transportation Policies stated under Goal 12 of the City of Manzanita Comprehensive Plan are hereby amended to read as follows:

TRANSPORTATION POLICIES:

Transportation planning in Manzanita includes cars and trucks, commercial buses, the senior citizen bus, bicycles and walking. The street system is described in the public facilities section of the plan. ~~In addition, improvements along Highway 101, Classic Street and Laneda Avenue are included in the adopted Downtown Transportation Plan, Section 4. (Amended by Ord. 03-05, passed July 9, 2003)~~ Additional policies concerning the transportation system are:

1. Efforts to reduce speeding on Laneda Avenue should be carried out by the city.

This should take the form of maintaining a low speed (20 MPH), requesting that the City police and Tillamook County Sheriff's Department maintain a high level of enforcement and installing appropriate warning signs. (Amended by Ord.14-02; passed on April 9, 2014)

~~2. Sufficient pavement width should be included on all major streets or roads to accommodate bicycle traffic. Facilities such as bicycle racks should be considered in the city park and downtown area.~~

~~3. The city traffic management plan should be used as a guide for the installation of traffic signs, crosswalks, and other street improvements. The plan should be communicated to the county for their participation on county roads, and should be updated on a regular basis. . In addition, crosswalks and other improvements on Highway 101, Classic Street and Laneda Avenue are included in the adopted Downtown Transportation Plan, Section 4. (Amended by Ord. 03-05, passed July 9, 2003)~~

4.2. Crosswalks in the downtown commercial area should be a high priority for the City. Consideration should be given to the installation of planters or other landscaping devices in conjunction with the crosswalks.

5.3. The City and State shall cooperate to retain the airport at Nehalem Bay State Park. It is the position of the city that the airport should be surfaced, that "T-Hangers" should be installed, and that a caretaker should be stationed at the airport. It is the goal of the City that the facility be improved for existing traffic rather than expanded.

6.4. The City and State shall cooperate to limit the number of accesses onto U.S. Highway 101 to as few as possible. No new access shall be permitted north of Laneda, or in other locations where traffic visibility is limited.

7.5. The City will work with the Oregon Department of Transportation to coordinate plans and projects particularly through the Oregon Transportation Plan and the US Highway 101 Corridor Study. Specifically, the city wishes to have direct input into highway improvement plans on U.S. Highway 101 in the vicinity of the City, and on future uses of the unused highway right-of-way.

8.6. The City discourages property owners from improving street rights-of-way with landscaping, driveways, walkways and similar projects, especially in the vicinity of water, sewer, and storm drainage lines. All parking required by the zoning ordinance must be useable by the property owners, generally not exceeding 10% grade from the street.

7. The City will support equitable access for underserved and vulnerable populations through compliance with ADA standards for new transportation infrastructure improvements and upgrades to existing infrastructure that does not meet ADA standards.

8. The City will support the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail, Oregon Coast Trail, and Tillamook County Water Trail.

9. The City will support streetscape improvements to improve downtown areas, including, but not limited to, improved landscaping pedestrian scale lighting, benches, bicycle racks, and street trees.

10. The City will support alternative travel modes that reduce vehicle travel between cities, including, but not limited to, regional shuttle services or water taxis.

11. The City should prioritize improvements to non-motorized routes that include pedestrian and bicycle facilities between Nehalem Bay communities.

12. The City should prioritize enhancing pedestrian and bicycle crossings on US 101 that connect businesses and recreational destinations with neighborhoods.

13. The City will support improvements that increase visibility of transportation users in constrained areas, such as hills and blind curves.

14. The City shall prioritize improvements that address known safety issues at locations with fatal or severe injury crashes, crashes involving bicyclists or pedestrian, and vehicles entering and exiting US 101.

15. The City will coordinate with ODOT to implement engineering and traffic calming strategies on US 101 to reduce vehicle speeds and are consistent with ODOT's Highway Design Manual and other local and regional planning efforts.

16. The City should maintain transportation infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.

17. The City will support improvements to traffic circulation and access for fire and emergency vehicles.

18. The City shall prioritize cost-effective transportation improvements.

19. The City should seek additional funding sources for transportation improvements, such as, but not limited to, grants, developer contributions, and transportation system charges.

20. The City should support partnerships that maximize the benefit and return on investment for associated costs when prioritizing transportation investments.

21. The City should support improvements that increase local vehicle circulation and encourage local traffic to use local roads.

22. The City should support non-motorized and transit connections from key destinations and the commercial core.

23. The City should prioritize bicycle and pedestrian facilities on arterials and collectors that enhance connections to local destinations.

24. The City should prioritize transportation and land use solutions that support all road-users in the downtown area and to/from residential areas to the downtown core and beach.

Section 3. Street Policies stated under Goal 11 Public Facilities and Services of the City of Manzanita Comprehensive Plan and hereby amended as follows:

PUBLIC FACILITIES AND SERVICES

The demographic trends of North Tillamook County, and increasing costs of mandated regulations, encourages cooperation between communities relative to Public Facilities and Services.

STREET POLICIES

1. The cost of constructing streets in new subdivisions, planned developments, or in rights-of-way where no improved street exists shall be the responsibility of the developer or the adjacent property owners. The City shall share costs in the following way:
 - A. On existing dedicated, but unimproved streets, which are arterials or feeders, the City will pay the difference in pavement width between the existing width and arterial or feeder width. On existing dedicated unimproved or underimproved residential streets, the abutting property owners shall pay all costs of the improvement.
 - B. Substantial improvement of existing street intersections shall be the responsibility of the City.
 - C. There shall be no city participation in bearing the cost of streets in subdivisions or planned developments. Owners wishing to build access to their property on unimproved rights-of-way must adhere to City Street Standards.
2. Asphaltic concrete pavement shall be required for all streets.
3. Storm drainage, as determined by the PWD, shall be required for all street improvements and construction.
4. Street right-of-way which cannot be improved due to steep topography, or other valid reason, should be used for other purposes, such as parks or open space, walking trails or greenbelts.
- ~~5. Street standards for the City of Manzanita are located in the Street Improvement Standards Ordinance and future improvements to intersections along US 101 are identified in the adopted Downtown Transportation Plan, Section 4. (Added by Ord. 03-05, passed July 9, 2003)~~

Read the first time on _____, and moved to second reading by _____ vote of the City Council.

Read the second time and adopted by the City Council on _____.

Signed by the Mayor on _____.

Deb Simmons, Mayor

ATTEST:

Leila Aman, City Manager/Recorder