



Technical Memo #4

Goals, Objectives, and Evaluation Criteria

October 29, 2021

Prepared by Fehr & Peers

Introduction	2
Stakeholder Outreach	2
Goals and Objectives	3
Regional Goals	3
Manzanita Goals	4
Nehalem Goals.....	5
Wheeler Goals.....	6
Evaluation Criteria.....	7
Appendix.....	12
Goals in Existing Local, Regional, and State Plans	12
Wheeler Comprehensive Plan (2017)	12
Wheeler Vision (2011).....	13
Nehalem Comprehensive Plan (2019).....	14
Nehalem Downtown Transportation Plan (2003).....	15
Manzanita Comprehensive Plan (2014).....	16
Manzanita Downtown Transportation Plans (2003)	17
Tillamook County Transportation System Plan (2004).....	18
ODOT Oregon Transportation Plan (2006)	20
ODOT Oregon Bicycle and Pedestrian Plan (2016)	20
ODOT Oregon Transportation Options Plan (2015)	21

Introduction

This memorandum presents the proposed Goals and Objectives for the Nehalem Bay Transportation System Plan (TSP), along with a framework for evaluating transportation solutions with respect to their performance towards desired outcomes. The Goals, Objectives, and evaluation framework presented here were developed in coordination with staff from the Oregon Department of Transportation (ODOT), the cities of Manzanita, Nehalem, and Wheeler and the Planning Advisory Committee (PAC).

The **Goals** below provide strategic direction for collaboration and investment decisions over the next 20 years. **Objectives** provide actionable paths to fulfill the TSP goals and inform the **Evaluation Criteria** which are the measurable benchmarks by which **Projects** will be scored and prioritized.



Stakeholder Outreach

On June 9, 2021, the project team led a workshop with ODOT, City and County Staff, and PAC members to discuss key priorities that should serve as the foundation for the development of the Nehalem Bay TSP. The workshop resulted in a draft set of regional and city goals. These were then shared with the public through the Nehalem Bay TSP website, which was advertised through both print and online sources during the month of August. Following input from the communities, the feedback gathered was shared with the PAC to ensure that the priorities of the communities were reflected in the regional and local goals and objectives.

Goals and Objectives

The goals are divided into regional goals that apply to all three cities and city-specific goals that speak to the unique needs of each community. These goals build on past planning efforts and are consistent with other local and regional planning, while reflecting the changing transportation landscape as the cities plan for growth. Each goal is supported by objectives which are focused and measurable ways by which the goals can be achieved.

Regional Goals

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.

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.

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.

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.

Manzanita Goals

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.

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.

Nehalem Goals

Connect Local Destinations

Increase connectivity for people walking and biking to key destinations such as schools, restaurants, and the commercial core by filling infrastructure gaps and improving existing infrastructure to provide access for users of all ages and abilities.

Objectives:

1. Improve safe access to schools and recreational centers.
2. Provide low stress connections for residents and visitors of all ages and abilities by building out sidewalks in the commercial core and improving existing sidewalks to meet ADA standards.
3. Provide sufficient facilities on local streets to accommodate pedestrians, bicyclists, parking, and vehicles based on surrounding land use and transportation needs.

Access to the Natural Environment

Increase access to recreational areas and water-based travel options while protecting the natural environment.

Objectives:

1. Increase non-motorized access to key recreational areas in Nehalem.
2. Improve wayfinding to direct visitors to recreational options and water access points.
3. Develop projects and encourage travel modes that minimize environmental impacts.

Wheeler Goals

Create More Travel Options

Improve walking and biking safety, connections, and wayfinding within Wheeler.

Objectives:

1. Provide safer connections for residents and visitors that want to access key destinations by building out sidewalks and crossings in the commercial core.
2. Create a sense of place by enhancing pedestrian-scale signage, lighting, landscaping, and amenities.

Enhance Economic Vibrancy

Support economic vibrancy by creating connections to recreational opportunities and new forms of local tourism while protecting the natural beauty that draws visitors to Wheeler.

Objectives:

1. Improve wayfinding to direct visitors to recreational opportunities and water access points.
2. Encourage new forms of local tourism such as rail bikes or a water taxi that can use the existing transportation right-of-way or local waterways.

Evaluation Criteria

The Transportation Goals and Objectives were used to develop an evaluation framework for potential transportation projects and solutions. A total of 12 regional criteria and four criteria for each city were developed and each was assigned a maximum number of points as shown in **Table 1** and **Table 2**.

Using this framework, potential projects and solutions will be evaluated as part of the Solutions Evaluation phase of work. While each project will have a numeric score showing how well it advances the TSP's adopted Transportation Goals, the evaluation will be used to inform a final "bundle" of solutions that will be considered for the 2040 planning horizon. In addition to advancing the identified Transportation Goals, the final bundle of investments is expected to be:

- Individualized for each City.
- Multimodal, with benefits among all primary modes of travel.
- Distributed geographically, including neighborhoods with large environmental justice communities priority land use areas.
- Wide ranging in project cost, with smaller projects that can be acted on more swiftly and larger projects that may require phasing, additional funding, and agency partners.

The final evaluation will group projects solutions into phasing, typically identified as near term (within 10 years) and long term (remainder of the planning horizon).



Table 1. Regional Evaluation Criteria

Regional Goal	Evaluation Criteria	Pts	Scoring
<p>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.</p>	<p>Project improves access for underserved or vulnerable populations.</p>	4	Project provides new connection that meets ADA standards.
		2	Project improves an existing connection to meet ADA standards.
		0	Project does not create new ADA compliant connection or enhance existing infrastructure.
	<p>Project improves a route predominately used by local travelers off US 101.</p>	4	Project improves a local roadway to better meet the needs of all travelers.
		0	Project does not improve a local roadway.
	<p>Project improves the experience of people traveling through Nehalem Bay.</p>	4	Project improves a regional route (US 101, connections to Nehalem Bay State Park, etc.) to better meet the needs of all travelers.
		2	Project provides wayfinding signage on regional routes to direct regional travelers to local destinations, parking, etc..
0		Project does provide any of the above.	
<p>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.</p>	<p>Project addresses a location with a history of fatal/severe injury crashes and/or bike/ped crashes.</p>	4	Location with one or more fatal/severe injury crashes and/or bike/ped crashes in the past 5 years.
		2	Location with one or more crashes of any type and severity in the past 5 years.
		0	Location with no crashes in the past 5 years.
	<p>Project creates new connections off US 101 for active transportation modes between Nehalem Bay communities.</p>	4	Project provides a new connection off of US 101 for people walking or biking, such as a sidewalk, trail, or bike lane.
		0	Project does not provide any of the above.
	<p>Project includes a traffic calming element aimed at slowing vehicle traffic to improve safety and comfort for active transportation users.</p>	4	Project adds a traffic calming element such as speed reduction measures, roadway narrowing, or sidewalk bulb outs.
		0	Project does not provide any of the above.
	<p>Project addresses a location with a latent risk of crashes.</p>	4	Location identified as having latent risk based on the built environment.
0		Location not identified as having latent risk based on the built environment.	



Regional Goal	Evaluation Criteria	Pts	Scoring
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.	Project maintains or rebuilds critical infrastructure; or improves access for emergency vehicles.	4	Project includes maintenance, repair, or seismic upgrades on U.S. 101, a bridge, or an identified evacuation route; or improves access and/or circulation for emergency vehicles.
		2	Project is not on a critical route but improves access and/or circulation for emergency vehicles.
		0	Project does not provide any of the above.
	Project includes a maintenance component on local roads.	4	Project extends the lifespan of existing local facilities or reduces future maintenance needs such as pavement overlays, replacing and upgrading existing facilities, making signal improvements, or replacing signals with roundabouts.
		0	Project does not provide any of the above.
	Project improves US 101 consistent with ODOT's Blueprint for Urban Design (BUD) or other regional planning efforts.	4	Project would provide improvements to US 101 consistent with ODOT's BUD or other regional planning document.
0		Project does not provide any of the above.	
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.	Project builds on investments in transportation funded primarily by entities other than the cities. (state, regional, county, grants, or development impact fees).	4	Project may receive funding from non-local sources.
		2	Project would rely on local funding but would extend or improve facilities funded by other agencies.
		0	Project would rely entirely on local funding.
	Project decreases future operation and/or maintenance costs.	4	Project lowers future operational and/or maintenance costs.
		0	Project does not provide any of the above.
Total Points		48	

Table 2. City Evaluation Criteria

Manzanita Goal	Evaluation Criteria	Pts	Scoring
Manage access from Highway 101 to Manzanita and the recreational opportunities in the area to minimize cut through traffic and seasonal congestion.	Project improves local roadway connections and/or wayfinding within Manzanita's UGB.	4	Project improves local connections and/or wayfinding.
		0	Project does not provide any of the above.
	Project supports efforts to create connections between key destinations and the commercial core.	4	Project is on the City's Trail Master Plan or supports efforts by the Oregon Parks and Recreation Department to create connections to Nehalem Bay State Park.
		0	Project does not provide any of the above.



Support economic vibrancy and reduce parking demand by providing walking, biking, and transit connections to the commercial core.	Project creates new connections for active transportation modes on arterials or collectors.	4	Project provides a new connection or improves an existing connection for people walking or biking on or parallel to an arterial or collector roadway.	
		0	Project does not provide any of the above.	
	Project builds roadway shoulders to city standards/greater than standard where no bike/ped facility is available.	4	Project builds roadway shoulder to wider than city standards or builds a sidewalk on a local road (non-arterial/collector)	
		2	Project builds roadway shoulder to meet city standards.	
		0	Project does not provide any of the above.	
Nehalem Goal		Evaluation Criteria	Pts	Scoring
Increase connectivity and fill infrastructure gaps for people walking and biking to access key destinations such as schools, restaurants, and the commercial core.	Project improves safe access to school and recreational centers.	4	Project improves or creates a safe route for walking, biking, or taking transit to a school or recreational center.	
		0	Project does not provide any of the above.	
	Project builds shoulders to city standards/greater than standard where no bike/ped facility is available.	4	Project builds roadway shoulder to wider than city standards.	
		2	Project builds roadway shoulder to meet city standards.	
		0	Project does not provide any of the above.	
Increase access to recreational areas and water-based travel options while protecting the natural environment.	Project would improve walking, biking, or watercraft access to natural areas and/or parks.	4	Pedestrian, bicycle, or watercraft-focused connection or wayfinding within 1/4 mile of a park or trail.	
		0	Project does not provide any of the above.	
	Project preserves and minimizes impact on ecological resources.	4	Project (other than trails) avoids crossing through or encroaching onto one of the following: estuary, wetland, or shoreline.	
		0	Project located in a floodway (NOT floodplain), significant wetland, or sensitive shoreline.	
Wheeler Goal		Evaluation Criteria	Pts	Scoring
Improve walking and biking safety, connections, and wayfinding within Wheeler.	Project builds sidewalks or crossings in the commercial core or as a connection to key local destinations.	4	A sidewalk or marked crossing, consistent with design criteria, in Wheeler's commercial core or connecting to a key destination such as a hospital or transit stop.	
		0	Project does not provide any of the above.	
	Project includes streetscape improvements.	4	Project adds landscaping, pedestrian-scale lighting, benches and/or street trees.	
		0	Project does not provide any of the above.	



Support economic vibrancy by creating connections to recreational opportunities and new forms of local tourism while protecting the natural beauty that draws visitors to Wheeler.	Project would improve walking, biking, or watercraft access to natural areas and/or parks.	4	Pedestrian, bicycle, or watercraft-focused connection or wayfinding within 1/4 mile of a park or trail.
		0	Project does not provide any of the above.
	Project preserves and minimizes impact on ecological resources.	4	Project (other than trails) avoids crossing through or encroaching onto one of the following: estuary, wetland, or shoreline.
		0	Project located in a floodway (NOT floodplain), significant wetland, or sensitive shoreline.
Total Points Per City		16	

Appendix

Goals in Existing Local, Regional, and State Plans

Wheeler Comprehensive Plan (2017)

City Goal

To provide and encourage a safe, convenient, and economic transportation system.

Priorities

3. Protect the Natural Beauty
4. Preserve Small Town Atmosphere
5. Keep Town Safe and Functional
6. Improve Livability of Wheeler
7. Support a Vital Economy
8. Enhance Citizen Enjoyment

Policies

9. The City supports efforts to provide a broad range of transportation options for all users.
10. The City shall seek to maintain a multi-modal transportation system plan to provide and strengthen safe and efficient transportation connections between the highway, the community, the downtown, and the waterfront.
11. The City shall provide clear standards for highway and street construction projects.
12. Street developments shall be designed consistent with city standards to create a minimal need for cutting and filling.
13. The City shall maintain a street master plan.
14. Where the City determines that street standards cannot be met, the City Council may approve an alternative design if appropriate support is provided by a site investigation report and engineering recommendations.
15. The City shall be notified prior to the installation of any underground utility in a City right-of-way. The City will require the property owner and/ or their agent(s) authorized by the City to be responsible for the cost of improving or restoring the road consistent with City standards.
16. Additional access points to US Highway 101 shall be discouraged including those within new residential developments. Access to commercial uses should be provided by a consolidated access point.

17. The City will participate in Transportation Studies within the Wheeler jurisdiction with the intention of providing safer and more efficient highway transportation through Wheeler.
18. The City of Wheeler 2006 Transportation System Plan is part of the Comprehensive Plan.
19. Future improvement plans should not preclude passenger rail services to Wheeler.
20. To enhance public safety and recreational opportunities the City supports the development of the planned regional multi-use bicycle and pedestrian Salmonberry Trail designed to pass through the City by utilizing the Port of Tillamook Bay rail right-of-way and/or by sharing portions of local vehicular streets or US Highway 101.
21. When transportation planning or development work is undertaken within the Wheeler jurisdiction, the Wheeler Planning Commission or another committee designated by the City Council shall be used by the Oregon Department of Transportation as its citizen involvement committee.
22. The Oregon Department of Transportation (ODOT) shall coordinate any Transportation Studies, Transportation System Plans, and highway improvements within the City jurisdiction with the City and the Port of Tillamook Bay Railroad to insure that their combined improvement plans are consistent with the criteria in Policy 15.
23. Transportation improvement plans shall address the following considerations:
 - a. The enhancement of pedestrian and vehicular access across Highway 101;
 - b. The maintenance or improvement of parking facilities along Highway 101;
 - c. The minimization of short-term disruptions which would adversely affect the business and residential areas of Wheeler;
 - d. The enhancement of the long range viability of the downtown and waterfront areas;
 - e. The minimization of noise and air pollution impacts on adjacent areas;
 - f. The provision of appropriate landscaping;
 - g. The protection of views across Nehalem Bay and surrounding area;
 - h. The enhancement of access to and along the waterfront; and
 - i. Opportunities to improve the safety of the coastal bike route including but not limited to such means as: constructing separate bike lanes, widening the highway shoulders, or diverting bike traffic.

Wheeler Vision (2011)

With remarkable consistency the citizens of Wheeler have had many of the same concerns and priorities for the past 40+ years. Their vision of Wheeler is a place where all of the citizen's and their priorities as a group are valued and acted upon by the City. For Wheeler to be a city in which government supports, through policy and ordinance, the continuation of a small town atmosphere that is environmentally friendly. For the City to also be a well- functioning municipality that is a safe and naturally beautiful place to live.

Nehalem Comprehensive Plan (2019)

Vision Statement

In 2040, Nehalem is a livable, economically sustainable, rural coastal community, a place where people know each other and celebrate its setting of natural beauty.

Aspirations

Infrastructure

- Nehalem's infrastructure of water, sewer, storm drains, streets and parks is developed to good standards for a rural community, well-maintained and renewed as needed from well-funded and well-managed reserve funds.

City Transportation Goal

To provide and encourage a safe, convenient, and economic transportation system.

Policies

1. Street patterns shall minimize the need for cutting and filling.
2. The City may permit narrower street widths in steep slope areas consistent with traffic safety and emergency vehicle access.
3. The City shall accept private streets as public streets only after they have been improved to City standards.
4. The City, County, and the State Department of Transportation shall discourage new access points onto Highway 101.
 - a. Wherever possible, new residential development shall not have a direct access to Highway 101.
 - b. New commercial and multi-family uses should be clustered with access being provided by a consolidated access point, preferably not directly onto Highway 101.
5. Alternative uses of City rights-of-way should be considered where they are not needed as streets.
 - a. These uses may include trails, small parks, or natural areas.
6. The City shall be notified prior to the installation of any underground utility in a City right-of-way.
 - a. The City will require reasonable efforts to improve or restore the road after construction.
7. The City supports efforts such as bus service, to provide transportation for people with limited transportation opportunity, and supports the Tillamook County Transit District to maintain bus stops and shelters as described in the Downtown Transportation Plan.

8. The City will work to incorporate (as resources allow) streetscape elements for pedestrian and bicycle friendly street design as illustrated in the Downtown Transportation Plan.
9. The City will encourage (as resources allow) an interpretive trail that provides access to the wetlands and river.
10. Street design standards are contained within the City's Subdivision Ordinance.
11. The City will work with ODOT to improve the design and safety of the U.S. 101/7th Street intersection.
12. The City will work with ODOT to provide pedestrian safety improvements and traffic calming measures and safe routes to school and encourage all types of transportation that limit greenhouse gas emissions.
13. The City recognizes the importance of and encourages a link between the Oregon Coast Trail and the Salmonberry Trail, and the Tillamook County Water Trail.

Nehalem Downtown Transportation Plan (2003)

Goal 1: Mobility, Safety and Accessibility

Improve mobility, safety and accessibility for all travel modes

Objectives:

1. Improve street connections and intersections, especially with U.S. 101, as needed to address circulation, safety and capacity deficiencies.
2. Reduce impacts of truck traffic in Nehalem's downtown; address truck parking and loading issues.
3. Improve on- and-off street parking opportunities; connect with school and recreation center as possible.
4. Provide for improvements to public transportation loading areas and circulation routes.
5. Improve traffic circulation for fire and emergency vehicles.
6. Address flooding on U.S. 101 as applicable, including alternate routing during floods.
7. Explore potential for special transportation area (STA) designation for U.S. 101 in Nehalem.

Goal 2: Pedestrians and Bicycles

Improve pedestrian and bicycle circulation and facilities.

Objectives:

1. Create better pedestrian and bicycle linkages across U.S. 101 to link business and recreational destinations to downtown.

2. Identify appropriate streetscape improvements, including landscaping, pedestrian-scale lighting, benches and street trees.
3. Provide facilities, such as sidewalks, crosswalks, curb extensions and signage, for safe and pleasant pedestrian travel.
4. Identify potential alignment for shared-use path to connect residents and visitors with the Nehalem River.

Goal 3: Implementation

Provide for improvements that are implementable and comply with applicable standards.

Objectives:

5. Propose new or updated design standards for city streets, in particular to emphasize traffic calming and pedestrian and bicycle travel.
6. Develop designs that improve local street connectivity as applicable.
7. Ensure that new facilities (and existing facilities as feasible) comply with the Americans with Disabilities Act (ADA).
8. Develop designs that minimize environmental impacts.
9. Develop designs that are cost-effective.
10. Develop designs that meet applicable local, county, state and federal plans, standards and criteria.
11. Develop a plan with sufficient detail to qualify for funding of engineering and construction phases.

Manzanita Comprehensive Plan (2014)

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. 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. 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. The city and state shall cooperate to limit the number of accesses onto U.S. Highway 101 to as few as possible. No new accesses shall be permitted north of Laneda, or in other locations where traffic visibility is limited.
 7. 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. 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.

Manzanita Downtown Transportation Plans (2003)

Goal 1: Mobility, Safety and Accessibility

Improve mobility, safety and accessibility for all travel modes

Objectives:

1. Improve vehicle circulation, particularly for north-south travel, as well as along Laneda Avenue and side streets.
2. Develop and mark new on- and off-street parking areas for auto and recreation vehicle (RV) users at business and recreational destinations downtown.
3. Identify intersection improvements (especially at Laneda Avenue/U.S. 101 and Manzanita/U.S. 101) to address circulation, safety and capacity deficiencies.
4. Provide detail for the extension of Classic Street to enhance local circulation and encourage local traffic to stay off U.S. 101.
5. Provide for improvements to public transportation loading areas and circulation routes.
6. Ensure transportation system allows for safe emergency vehicle access and circulation.

7. Ensure improvements maintain Manzanita's secluded, restful feel while encouraging business opportunities.
8. Develop solutions that balance the needs of motor vehicle and pedestrian/bicycle travel in the downtown area.

Goal 2: Pedestrians and Bicycles

Improve pedestrian and bicycle circulation and facilities.

Objectives:

1. Improve crosswalks and maximize pedestrian safety in the downtown area.
2. Identify appropriate streetscape improvements, including landscaping, pedestrian-scale lighting, benches and street trees.
3. Improve bicycle and pedestrian safety and comfort on Laneda Avenue through the use of traffic calming and other design features.
4. Identify opportunities for off-street pedestrian and bicycle facilities, such as shared-use paths, trails and greenways.
5. Provide an American with Disabilities Act (ADA)-compliant ramp to the beach at the west end of Laneda Avenue.

Goal 3: Implementation

Provide for improvements that are implementable and comply with applicable standards.

Objectives:

1. Propose new or updated design standards for city streets, in particular to emphasize traffic calming and pedestrian and bicycle travel.
2. Develop designs that improve local street connectivity as applicable.
3. Ensure that new facilities (and existing facilities as feasible) comply with ADA.
4. Develop designs that minimize environmental impacts.
5. Develop designs that are cost-effective.
6. Develop designs that meet applicable local, county, state and federal plans, standards and criteria.
7. Develop a transportation plan with sufficient detail to qualify for funding of engineering and construction phases.

Tillamook County Transportation System Plan (2004)

Goals

- Reduce reliance on the automobile

- Provide transportation options for all people, including the transportation disadvantaged
- Promote a safe transportation system
- Minimize conflicts between modes
- Promote intermodal linkages for passengers and goods
- Minimize impacts to the natural and built environment
- Make decisions about the community intentions and expectations for the future of its transportation system

ODOT Oregon Transportation Plan (2006)

1. **Goal 1 – Mobility and Accessibility:** Provide a balanced, efficient and integrated transportation system that ensures interconnected access to all areas of the state, the nation and the world. Promote transportation choices that are reliable, accessible and cost-effective.
2. **Goal 2 – Management of the System:** Improve the efficiency of the transportation system by optimizing operations and management. Manage transportation assets to extend their life and reduce maintenance costs.
3. **Goal 3 – Economic Vitality:** Expand and diversify Oregon’s economy by transporting people, goods, services and information in safe, energy-efficient and environmentally sound ways. Provide Oregon with a competitive advantage by promoting an integrated freight system.
4. **Goal 4 – Sustainability:** Meet present needs without compromising the ability of future generations to meet their needs from the joint perspective of the environment, economy and communities. Encourage conservation and communities that integrate land use and transportation choices.
5. **Goal 5 – Safety and Security:** Build, operate and maintain the transportation system so that it is safe and secure. Take into account the needs of all users: operators, passengers, pedestrians and property owners.
6. **Goal 6 – Funding the Transportation System:** Create sources of revenue that will support a viable transportation system today and in the future. Expand ways to fund the system that are fair and fiscally responsible.
7. **Goal 7 – Coordination, Communication and Cooperation:** Foster coordination, communication and cooperation between transportation users and providers so various means of transportation function as an integrated system. Work to help all parties align interests, remove barriers and offer innovative, equitable solutions.

ODOT Oregon Bicycle and Pedestrian Plan (2016)

Vision

In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes. People can enjoy Oregon’s scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.

Goals

1. **Goal 1: Safety** Eliminate pedestrian and bicyclist fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk.
2. **Goal 2: Accessibility and Connectivity** Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.
3. **Goal 3: Mobility and Efficiency** Improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk, or use mobility devices to move easily on the system.
4. **Goal 4: Community and Economic Vitality** Enhance community and economic vitality through walking and biking networks that improve people's ability to access jobs, businesses, and other destinations, and to attract visitors, new residents, and new business to the state, opening new opportunities for Oregonians.
5. **Goal 5: Equity** Provide opportunities and choices for people of all ages, abilities, race, ethnicities, and incomes in urban, suburban, and rural areas across the state to bike or walk to reach their destinations and to access transportation options, assuring transportation disadvantaged communities are served and included in decision making.
6. **Goal 6: Health** Provide Oregonians opportunities to become more active and healthy by walking and biking to meet their daily needs.
7. **Goal 7: Sustainability** Help to meet federal, state, and local sustainability and environmental goals by providing zero emission transportation options like walking and biking.
8. **Goal 8: Strategic Investment** Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.
9. **Goal 9: Coordination, Cooperation, and Collaboration** Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

ODOT Oregon Transportation Options Plan (2015)

Goals

1. **Goal 1: Safety** To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.
2. **Goal 2: Funding** To establish an optimized transportation system with funding for transportation options equally considered with other programs at the state, regional, and local levels, with strategic partnerships that support jurisdictional collaboration, and with public and private sector transportation investment.

3. **Goal 3: Accessibility** Expand the availability, information, and ease of use of transportation options, improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.
4. **Goal 4: Mobility and System Efficiency** To improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.
5. **Goal 5: Economy** To enhance economic vitality by supporting job creation and retention, decreasing household spending on transportation, supporting vibrant local businesses, and helping goods move reliably.
6. **Goal 6: Health and Environment** To support healthier natural and built environments by developing and promoting transportation options that reduce the environmental impacts of motorized travel and allow more people to incorporate physical activity in their daily lives.
7. **Goal 7: Land Use and Transportation** To ensure land use planners, developers, and decision makers have transportation options tools and strategies to implement livable development patterns by supporting the availability, access, and co-location of transportation options.
8. **Goal 8: Coordination** To work collaboratively with public and private partners to integrate transportation options into local, regional, and state planning processes, operations and management, and investment decisions.
9. **Goal 9: Equity** To support the diverse transportation needs of people of all ages, abilities, income levels, and ethnicities throughout Oregon.
10. **Goal 10: Knowledge and Information** To provide Oregonians and visitors with easily accessible information about the full range of transportation options available to them, to improve the customer experience through increased human capital, and to help customers match options with individual travel needs.