

agenda



Nehalem Bay TSP – Wheeler Planning Commission Work Session

5/12/2022

7:00pm-8:30pm, Zoom meeting

Join Zoom Meeting:

<https://us02web.zoom.us/j/87585140795?pwd=U2NOMmw4dHRrUHRPbG5LYmVRQjNFZz09>

Meeting ID: 875 8514 0795

Passcode: 131228

Meeting Purpose

- Share community feedback on proposed project list and priorities
- Discuss updates to the project list
- Get feedback from PAC members and Planning Commissioners projects and prioritization

7:00 pm	Introductions, Agenda Review and Purpose	Kalin Schmoltd
7:15 pm	Nehalem Bay TSP: Project Update	Sarah Peters
7:25 pm	Presentation and Discussion: Nehalem Bay TSP Community Projects <i>Discussion Items:</i> <ul style="list-style-type: none">• <i>Do you have any concerns with the projects on this list?</i>• <i>Do the top performing projects align with what you see as priorities for the community?</i>• <i>Is there anything missing from the project list?</i>	Sarah Peters
8:15 pm	Public Comment	Kalin Schmoltd
8:20 pm	Next Steps	All
8:30 pm	Adjourn	



Nehalem Bay Transportation System Plan

Winter 2022 Online Open House Summary

Open House Overview

The purpose of this online open house was to share the list of possible transportation projects to be included in the Nehalem Bay Transportation System Plan (TSP) and collect community input on which projects will help meet the region's transportation goals.

The online open house (OOH) was accessible from the project website (nehalembaytsp.org) and ran from January 25, 2022 through February 28, 2022. During this time, the site received 157 views and 23 visitors responded to the survey questions.

The website content included:

- **Goals and Objectives:** Gave visitors an overview of the regional and city-specific goals for the TSP.
- **Regional Projects:** Reviewed the challenges in the region and provided the full list of recommended regional solutions.
- **Manzanita, Nehalem, and Wheeler Projects:** Reviewed the challenges in each city and provided a list of recommended solutions.
- **Next Steps:** Shared the timeline for the rest of the project and contact information for follow up questions.

Outreach Review

Advertisement of the online open house and community conversations were led by the cities and included the following:

- Posting of the flyer on city websites and social media platforms
- Promotion at local Council and Planning Commission meetings
- Posting of the flyer at City Hall and other local locations
- Publication on the North Coast BBQ website
- Publication in the Tillamook County Pioneer

Participants reported hearing about the online open house through the following avenues:

- Word of mouth – 44%
- Email (other) – 28%



- Project website – 17%
- Email from a project partner – 6%
- Project flyer – 6%
- Newspaper – 0%
- Radio – 0%

Other answers included:

- Input requested from City of Wheeler as a project partner through my role on the Salmonberry Trail Foundation. Thanks for the great work!
- BBQ announcement
- North County Facebook group
- Facebook
- Manzanita Planning Commission Zoom meeting 1-24-22

Overall Themes and Takeaways

The online open house received many comments from passionate community members. Participants remarked on a broad range of topics, but general themes included:

- Most respondents felt that the proposed project lists are generally supportive of the project goals, though various refinements were proposed. Only one respondent did not feel that the proposed projects for Nehalem and Wheeler would support the project goals, but did not explain why.
- The most popular project priorities tended to focus on improved regional bicycle and pedestrian enhancements. Citing missing walkways and increased vehicle traffic, projects that will improve pedestrian safety were described as particularly important.
- In Manzanita, trail and bicycle connections on Classic Street were particularly popular, along with completing trail connections in the Trails Master Plan.
- In Nehalem, bicycle and pedestrian enhancements on Thompson Road, a roundabout at US 101 and 7th, and pedestrian facilities on 8th and 9th Street were the most popular projects.
- In Wheeler, enhanced US 101 crossings, citywide sidewalk improvements, and bicycle lanes on US 101 were the most popular projects.
- Three of the four comments submitted through the project website while the online open was active called for improved bicycle and pedestrian connections between Manzanita and Nehalem.

Survey Responses

(Open ended responses are presented verbatim and have not been edited for spelling or grammar.)

Regional Projects

There were seven responses to the questions about regional transportation goals and projects. All of the respondents said that they think the list of projects will help achieve regional transportation goals.



Respondents were asked to select their top three priorities from a list of 27 projects. The following projects were identified as the top priorities based on the seven responses to this question:

- R1 – Nehalem Road Bicycle and Pedestrian Enhancements (5)
- R3 – Necarney City Road Trail Connection (2)
- R8 – Mohler Trail Connection (2)
- R16 – Nehalem Point to Nehalem State Park Bicycle & Pedestrian Connection (2)
- R13 – Oregon Coast Trail Realignment (2)
- R2 – Horizon Lane Bicycle & Pedestrian Enhancements (1)
- R4 – Evergreen Way Trail Connection (1)
- R5 – Tohl Avenue Trail Connection (1)
- R6 – Regional Circulator/Shuttle (1)
- R10 – Enhanced Transit Service (1)
- R11 – B Street Improvements (1)
- U9 – Widen US 101 Shoulders (1)
- U11 – US 101 Bridge Pedestrian Enhancements (1)

Three respondents shared additional comments:

- Creating safe non-motorized transportation will have this highest return on investment for residents and visitors. The area will continue to grow, and see larger influxes of high-season visitation. It will not be possible to accommodate this growth and maintain the sense of place with traditional transportation infrastructure.
These three priorities (R13, U11, and R8) and linchpin projects that will catalyze and incentivize non-motorized transportation in the area. Safe pedestrian and cycling access across the bridge is central to connecting Wheeler, Nehalem, and Manzanita via the Oregon Coast Trail and to the Salmonberry Trail. A water taxi is a great solution, but is secondary to pedestrian friendly infrastructure.
- The options were very confusing as they related to the map. For example, I don't even know what the classic street choice was, R13? The Necarney City road is the obvious choice for pedestrian safety for all the Nehalem bay state park traffic from the 101. The next obvious pathway from Nehalem Point Drive to Neptune Way and into the Nehalem bay state park. The NBSP is the most visited place and so deserves the most pedestrian access to and from points along the 101 which should be avoided by pedestrians all together.
- The R1 project should be the number priority. There are more and more pedestrians on that road who are put in harm's way by speeding vehicles. The speed limit should be reduced to 20 mph and a section of the road should be dedicated to pedestrians. The multiple blind curves are

particularly concerning. I very much support making Nehalem Road safer for pedestrians and bicyclists.

Manzanita Questions

There were 14 responses to the questions about transportation goals and projects in Manzanita. All of the respondents said that they think the list of projects will help achieve Manzanita's transportation goals, with 57% saying they thought the projects needed only some changes.

Respondents were asked to select their top three priorities from a list of 18 projects. The following projects were identified as the top priorities based on the 14 responses to this question:

- M2 – Classic Street/Gary Street Bicycle & Pedestrian Connection (12)
- M6 – Classic Street Bicycle & Pedestrian Connection (6)
- M1 – Complete Trail Connections (5)
- M3 – Sandpiper Lane/Puffin Lane Trail Connection (3)
- M10 – Bicycle Parking (3)
- M13 – Laneda Avenue Improvements (2)
- M15 – Manzanita Avenue Bicycle & Pedestrian Enhancements (2)
- M16 – 3rd Street/Lakeview Drive Bicycle & Pedestrian Enhancements (2)
- M19 – North Avenue Bicycle & Pedestrian Enhancements (1)
- M8 – Ocean Road Bicycle & Pedestrian Enhancements (1)
- M7 – Classic Street Extension (1)
- M11 – Parking Signage (1)

Ten respondents shared additional comments:

- Classic Street continues become busier each year, with the Highlands development adding increased usage daily to this already heavily used "very convenient shortcut". The mixed use by pedestrians, biking, regular and large construction vehicles on this under-sized shoulderless in places street is a major hazard, with out of town visitors often completely oblivious to the dangers. It is not a matter of if a serious accident but when.
- I live in Classic Street Cottages. I, and almost all of my neighbors walk to town on Classic, Dorcas, and Lenada Streets for recreation and local errands. We also walk south on Classic and up over Ridge Drive often to access the beach, trying to avoid visitor congestion on Lenada. I walk every day and in the last 3 years I have seen a noticeable increase in both volume and speed of cars, delivery trucks, and construction vehicles on Classic Street all the way from Manzanita Avenue down to Necarney City Road/Gary. The road is narrow, the shoulder areas are minimal and narrow, and cars go fast, using this as a thoroughfare. In my years here I've hardly seen bike riders, but pedestrians use it hourly. So I'm hoping the path to be built is for walkers and bike

riders can share the road with cars. To mitigate unsafe car travel a posted speed limit (20 or 25 mph) strictly enforced, would seem to be a critical piece. An example of a safe and thoughtful pedestrian walkway is the one on Necarney Boulevard. Walkers are protected from car traffic by a visible hedge barrier and the few bike riders there are seem to stay on the street. In contrast, the bike/pedestrian lane on Carmel is dangerously exposed to car traffic and I think inadequate.

I know people living in the Pine Development would like to see a safe pedestrian walkway that they can use to get into town. There's not much of a shoulder there and again, cars trying to get from 101 into Manzanita, drive fast on that road from the cut-off at the Shell station all the way up Classic and either down Dorcas or Laneda.

Although not mentioned in your proposed plan, Dorcas Avenue is another narrow, busy street with no sidewalks where cars and pedestrians must share the same space. I think more residents in my area go to the beach, post office and shops on Dorcas much more than Laneda. A sidewalk would sure be nice.

In conclusion, my concerns reflect the competition between motorized vehicles and pedestrians. Manzanita is unique among popular coastal towns because Hwy 101 doesn't dominate the commercial part of town. What luck that our 1 commercial street runs perpendicular to 101 and the beach and not parallel. So I'd like to see long range planning strive to reduce inevitable visitor car traffic into the Manzanita core. A pedestrian only zone on Laneda could be part of that vision. Maybe non-local cars during Friday through Sunday could be parked up by Hwy 101 and visitors could walk into town. Or perhaps the city owned site where a proposed future city hall is being considered could be used for car parking. Maybe growth is not inevitable. Maybe tourism and commerce are not as important as livability. Maybe it's not too late to save what is so unique about Manzanita.

Thank you for offering this platform for community input. I appreciate your work and efforts to keep Manzanita livable.

- I totally support independent bicycle/pedestrian lanes and am firmly against bikes/vehicles "sharing" lanes with stripping to protect us?
- I would split M2 into two parts, hence it showing up as 1/3 and 3/3. The north part (Classic down to Necarney Ciy Road) feels pretty scary to drive on and to walk on when people and vehicles both share the road. Speed limits are often exceeded, and in some places, it can be hard for walkers to get out of the way, especially when large trailers, RV's and big dump trucks need to share the same spot as oncoming traffic and a walker. The south part of M2 is also a noble cause, but due to high costs (and likely cross jurisdictions), that might be better to be handled at a county level and tie it into R3.

If I could put R3 in as my 2/3 project choice, I would do that as walking or biking that section is almost as scary as Classic.

I try every summer to run my lawn mower down both sides of a portion of Classic to keep the weeds down and to trim the black berries back giving people some safer options, though those areas can get pretty muddy, and they do not cover the whole length. In the last year or two, the city has done a good job bringing the mower around, which has been a big help to me on my quest.

A lot of people walk and ride bikes on this street. And with the new developments just approved, we will see more foot traffic as well as cars (though locals tend to drive slower than 'through' traffic)."

- M2 & M6 - There is an extremely popular walking loop that circumnavigates Manzanita Links to/from the city core, unfortunately there's no avoiding 'Deadman's Curve'. This curve on Gary Rd. between Classic St. and Dump Road is one of the most dangerous and unfriendly sections in Manzanita to walk through. There is no practical way around it when trying to walk to/from South Manzanita to the East side city core. State Park traffic with campers and boat trailers travel at speed through that section and there is little to no road shoulder for a walker to find comfortable relief. You need to be advised and aware if you try and walk a dog through that section.

M10 - For a tourist destination, its head scratching to understand why there is no accessible bike parking from the Library to the Visitor's Center."

- Sharrows should not be considered. Urban planners have long abandoned them for having no benefit.
- Suggestion to change Classic St to a one way going north. This allows emergency vehicle access, reduces traffic and allows for a bike and walking lane without additional costs. An area similar to Carmel designated for walking, etc. would reduce the daily hazard pedestrians face when on Classic.
- There has been consistent increase in traffic on Classic St from Leneda to Necarney Blvd/Gary in particular. It's used to get into town from Pine Ridge and other developments and for Park users coming and going into town. Now a large new development.....The Highlands is adding tremendously to traffic on Classic which is narrow, unstripped, without adequate speed signs or enforcement, and without any shoulders to speak of. Cars if they are coming both ways have to stop for pedestrians. It is used consistently by walkers and is quite dangerous for everyone. As avid walkers it is our top priority. Our second priority is also based on safety issues. The good walking trail on Necarney City Road ends at the Golf Course clubhouse. The section from there to Lakeview Dr. is on curves and is quite dangerous for walkers. Our third priority is Manzanita Ave which drivers use to avoid Leneda. They go quite fast, and there are no designated walking areas although it is used by walker extensively to get to and from the beach to town and beyond. One priority for us that does not appear on the plan are any enhancements to Dorcas Lane. Like Manzanita Ave drivers use it to reach the post office and downtown to avoid Leneda.

And it's used a lot by local walkers going to the beach, post office, library, shops and stores downtown. The street has no stripping and minimal shoulder area for walkers. It would be very helpful to the road marked, widened and have designated walking areas for walkers.

- These three projects are all substantial on their own in terms of impact very significant numbers of both residents and visitors, and taken together they would have a dramatic impact city wide on moving people around neighborhoods to the beach, the state park, and assorted destinations along the way, on foot or by bike.
- We have some ways of lessening danger to cars, bicyclists and pedestrians in Manzanita; 1) like Nehalem, limit parking on corners on Laneda to smaller vehicles. At Laneda and 5th, for example, a car turning left from 5th can't see westbound traffic on Laneda, very hazardous. Also, Public Works and Police Department are not keeping intersections clear. Examples at Laurel and 5th, and Laneda and Division illustrate that owners and City are not keeping vegetation cut back even to what regulations cover. Therefore, sight lines are impaired.

Nehalem Questions

There were 11 responses to the questions about transportation goals and projects in Nehalem. Over half of respondents said they think the list of projects will help achieve Nehalem's transportation goals (6, 55%). An additional 36% (4 respondents) said they thought the projects needed only some changes. One respondent said they did not think the list of projects would help achieve the transportation goals.

Respondents were asked to select their top three priorities from a list of 25 projects. The following projects were identified as the top priorities based on the 14 responses to this question:

- N20 – Thompson Road Bicycle & Pedestrian Enhancements (9)
- N7b – US 101 & 7th Street Roundabout (5)
- N3 – 8th Street Pedestrian Facilities (4)
- N2 – 9th Street Pedestrian Facilities (3)
- N16 – US 101 Safety Improvements south of Tohls Avenue (2)
- N1 – 9th Street Crossing Enhancements (2)
- N19 – Hugo Street Bicycle & Pedestrian Enhancements (2)
- N15 – US 101 Traffic Calming (2)
- N23 – 8th Street Pedestrian Facilities (2)
- N12 – Improve US 101 Sidewalks (1)
- N18 – Shared Parking (1)
- N6 – Tohls Avenue Bicycle & Pedestrian Enhancements (1)
- N10 – Enhance Nehalem Gateways (1)
- N21 – 9th Street Bicycle & Pedestrian Enhancements (1)
- N24 – US 101 & 7th Street Camera (1)

- N7a – US 101 & 7th Street Intersection Improvements (1)

Six respondents shared additional comments:

- 1. Needs paying attention for the pedestrians that commonly walk the area to two trails on Thompson Road, one on the Sammy's Place property to the City Park and the other that accesses the Estuary Trail that connects west to Manzanita. It is a big deal that TWO trails reside at the bottom of Thompson Road, so this is an important access point for walking and/or biking to Manzanita off of Highway 101.
- 2. The City of Nehalem should take the road back into its care, or, at minimum, you could create a maintenance agreement with the County to care for the road considering there will be more traffic down there someday and there is the common use of pedestrians and access to TWO TRAILS.
- Avoiding nehalem for pedestrians by using tohl and nehalem point drive to connect is the safest way through the area.
- Increased safety for pedestrians
- Request Thompson Road improvements creating a partnership between City & County to maintain road. Folks walk and drive there where recent waste cleanup of Sammy's Place site has created more interest; biking and walking paths along Hugo Street to keep pedestrian and bicyclers off HWY101; ensure safety around postoffice traffic.
- Unless a protected bike lane is installed, curb extensions only make riding a bike more dangerous.
- While not a Nehalem resident, I pass through downtown up to several times a week. Downtown is becoming a more appealing shopping district all the time, and 101 needs to act more like a Main Street than a State Highway. Slow the traffic, and enhance the world's most confusing intersection. If I understand N6 correctly, this would help with safety concerns regularly encountered by drivers from Manzanita to Nehalem who need to interact with bikers and walkers.

Wheeler Questions

There were eight responses to the questions about transportation goals and projects in Wheeler. It should be noted that based on the information provided by respondents at the end of the survey, no residents of Wheeler participated in the survey. Three respondents said they think the list of projects will help achieve Wheeler's transportation goals and an additional three said they thought the projects needed only some changes. One respondent said they did not think the list of projects would help achieve the transportation goals and one respondent was not sure.

Respondents were asked to select their top three priorities from a list of 27 projects. The following projects were identified as the top priorities based on the eight responses to this question:

- W2 – Enhance US 101 Crossings (5)
- W1 – Citywide Sidewalk Improvements (4)
- W6b – US 101 bicycle lanes (4)
- W4 – Railroad Crossing (2)
- W3 – Gateway to Wheeler (2)
- W11 – Vosburg Creek Pathway (1)
- W6a – US 101 Sharrows (1)

Three respondents shared additional comments:

- Investment in the Salmonberry Trail, paired with improved 101 crossings will address multiple solutions included in this menu. Paired with city sidewalk improvements, this would allow pedestrians and cyclists to move through Wheeler either on the east side of 101 with immediate access to businesses and residential areas, or to move through town on the Salmonberry Trail and cross safely between the two.
- Sharrows should not be considered.
- The curve just to the east of Depot Street on 101 is extremely hazardous for those turning left (east) out of Depot Street. Cars are accelerating to over 45 mph going south out of Wheeler, and there are willows that need to be cut back on a regular basis on the north side of 101 at that point.

Demographics

Where is your primary residence?

18 responses.

- Manzanita (9)
- Nehalem (3)
- Wheeler (0)
- Bayside Gardens (1)
- Elsewhere, near the project area (4)
- Elsewhere, far from the project area (1)

Race/Ethnicity

All 11 participants who responded to this question identified their race/ethnicity as White.

Languages spoken at home other than English

No respondents answered this question.

Age

12 responses.

- 35-44 (1)
- 45-54 (4)
- 55-64 (2)
- 65+ (5)

Household income

9 responses.

- \$35,000-\$49,999 (1)
- \$50,000 - \$74,999 (4)
- \$75,000-\$99,999 (1)
- \$100,000 or more (3)

Additional Comments

In addition to the survey, the following comments were received on the Nehalem Bay TSP website between August 2021 and March 2022.

- Would love to see dedicated pedestrian/ bike trail connecting Manzanita with Nehalem and Wheeler!
- This comment regards bicycling on Necarney City Road. Perhaps you can include this in the discussion on your open house this evening.

Yesterday I had an incident with a truck on this road. I was just riding my bicycle heading up that twisty blind S-curve, when a truck with oversize tires passed me on the blind section, halfway over the double striped line, and then slowed to yell out, still on the blind curve: " get off the Bleep road you bleep bleep fat ass bicycle!" It really shook me up.

This route is really the only way to connect Bayside Gardens area to Manzanita and the beach and I bicycle this route almost every day. This dangerous road has no shoulders, inadequate signage, dangerous to bicyclists and pedestrians. It is heavily traveled by RVs, trucks, construction vehicles, boats, and the like. A separated safe path for us is necessary. My 2¢. Thank you.

- Is there any way to prohibit large RV's from driving up & down Laneda? It's dangerous. If they could park somewhere & walk Laneda. It's a small town & easy to walk around.
- Hi. I love to see a walking / biking path along Classic Street from Dorcas south towards the state park.

Also - A walking / bicycle path from Manzanita to Nehalem.



Both of these heavily travelled areas have increased visitors - car traffic / trailers- motor homes heading to the state park. A safe way to travel by foot or bike would be greatly appreciated & Thanks for the opportunity to share.



Community Conversations Summary

January-February 2022

Event purpose and outreach

At the beginning of 2022, the project team held three community conversations with community members in the Nehalem Bay Region. The purpose of these conversations was to:

- Review the technical work informing the Nehalem Bay Transportation System Plan (TSP)
- Discuss possible solutions being considered for inclusion in the TSP
- Hear your questions and get community feedback on community priorities

These events were publicized in the following ways:

- On the Nehalem Bay TSP website
- Posting of the flyer on city websites and social media platforms
- Promotion at local Council and Planning Commission meetings
- Posting of the flyer at City Hall and other local locations
- Publication on the North Coast BBQ website
- Publication in the Tillamook County Pioneer

Conversations were held via Zoom, facilitated by JLA Public Involvement. After a presentation by Fehr & Peers, attendees were invited to ask questions and share their input on the gaps and strengths of the Nehalem Bay TSP.

Event Overview

Allison Brown, JLA Public Involvement, started each meeting by welcoming attendees and reviewing Zoom logistics. She asked project team members and attendees to briefly introduce themselves.

At each event, a representative from Fehr & Peers gave a presentation on the Transportation System Plan (TSP). They introduced the purpose and goals of a TSP, shared how the project

team sought and used community input to inform the Nehalem Bay TSP, and then shared details about the proposed TSP, starting with goals and projects identified for that city and then the region as a whole.

After the presentation, attendees had 30 minutes to an hour to share their comments and questions. Detailed summaries from each conversation are included in the following sections.

After this discussion, the project team shared contact information for continuing the conversation (including information about the concurrent Online Open House), thanked participants for attending, and ended the meeting.

Notes from Wheeler Focused Conversation

Initial Comments/Questions:

- Question: Did you look at increasing accessibility to the water, especially for those using non-motorized watercraft and also for those with disabilities? It is difficult to access the water from the dock or get to the dock from the water in a canoe/watercraft as an able-bodied person.
 - Response from Mary, City of Wheeler: Access has been addressed by securing a boat launch, it is bought and paid for, but installation has been stalled due to supply chain issues.
- Comment: Some employers do encourage people to walk to work. I support having more sidewalks that will enable people to safely walk to work.
- Comment: I'm not sure what speeding on Marine Drive is referring to, because that's virtually impossible. I live on Marine Drive. I'm not sure where that could have come from. Secondly, with regard to ODOT – there's a section on 101 headed out of Wheeler where there have been five accidents in the last week. Due to ice and light conditions, that area is unsafe. I'd like ODOT to look at continuing the 35-mph speed limit beyond the City limits. I know that's a fair distance, but having it go past where Penn Avenue and Depoe Road come in to 101.
 - Agreement from others on this area, especially in reference to the speeding on Marine Drive.
- Comment: Agreement about heading south of town, there's signage about speed, but folks are still going 45 mph, I call it Dead Man's Curve. It's that very bad curve south of town by Paradise Cove. It's very dangerous, especially on icy days.
- Question: Did you guys discuss bicycle lanes along with the subject of sidewalks? As well as places you can park your bike? We are along the coastal bicycle route.
 - Response: Some of the project does provide bicycle facilities on US 101 and local streets. Bike parking wasn't explicitly mentioned, so we can identify that as another project to include.

- Question: In some areas, even down in Tillamook, local businesses provide lockers where you can store your kayak or paddleboard, right near the dock. Was there any discussion about doing something like that? It could add to the economy and add to the convenience of recreation.

Wheeler Projects:

- Question: The paving of the parking lot, is that basically the property that's across US 101 from Gregory by the boat ramp? That area is presently parking for boat trailers and trucks, would you be impacting that parking that is there now?
 - Answer: The intent is to preserve and pave the parking currently there.
- Question: Will you consider any kind of permeable paving to decrease the runoff into Nehalem Bay? Is there a way for that runoff to continue to infiltrate the upland areas instead of going into the Bay?
 - Answer: We can note that there is a preference for permeable or semi-permeable paving in that area to prevent runoff.
- Comment: I hear concerns from my employees and others about the bridge between Wheeler and Nehalem, especially in regard to seismic activity.
- Comment: I have concerns about the shoulder throughout the region, especially for bicyclists. Noting cycling on Nehalem 53, but just heading up that road out of Wheeler and Nehalem, and heading up North, that can be dangerous, even though I know we are focusing on US 101. Widening the shoulder and slowing down traffic and increasing signage and crosswalks, as well as signage at crosswalks, will help.
 - Consensus from others on this. Agreement that signage to alert drivers that bicyclists are on the road would be helpful.
- Comment: Traffic calming is a really important feature. Anything that can slow people down, it decreases accidents and helps people enjoy our community. We could use more sidewalks in our town, not sure if that's so much ODOT's concern as much as it is Tillamook County's.
 - Agreement from another participant.
- Comment, Ken Shonkwiler, ODOT: These are common themes between Nehalem and Wheeler where US 101 is more like "Main Street". Manzanita, not so much, it has a more elaborate local street network, although there are still concerns on the highway.

Notes from Manzanita Focused Conversation

Top Concerns and Top Priorities?

- Comment: Our biggest concern is along Karney City Road and along Classic. We like to walk into town and along the beach. It is currently very unsafe to do that walk, although drivers do try to stay respectful.
- Comment: One of my concerns is Ocean Road. There is traffic and parking on both sides of the road. There is no place for pedestrians at all and it is very hazardous. I am surprised that isn't on your list. People are coming to the beach, and I think that is one of the highly trafficked areas for getting to the beach.
- Question: Do you have examples of cities of a similar size that have been successful in going through this process?
 - Answer, Briana Calhoun, Fehr: Fehr and Peers has worked with many cities and communities of various sizes and types. One example that is similar to this region is Leavenworth, Washington. One of their biggest challenges was balancing the needs of seasonal congestion due to tourism with the economic and safety needs of year-round residents.
- Question: Did those projects get funded?
 - Answer, Briana Calhoun, Fehr: Yes, we prioritize projects that can be funded. Having a project like this on a long-range plan is the first step, when putting in for a grant, to saying we've done the outreach and research and we are identifying its importance in this area. We can say we've done the planning work and identified why it's important for the grant.
- Question: Do you consider the jurisdiction of the roads that you're planning around when you are doing the planning?
 - Answer, Briana Calhoun, Fehr: It is taken into account. We have both Tillamook County and ODOT involved in these conversations to make sure everyone is kept in the loop. Then we can also help find opportunities for collaboration.

Feedback on Manzanita Specific Projects?

- Question: Some of these say, "Plan for the future," that sounds far off. Are there specific timeframes on any of these projects?
 - Answer: No, we don't have any specific time frames on these. We sometimes divide them into near-term or long-term, but sometimes projects can jump the list if a good opportunity arises. So, we don't usually put hard dates around when it will be constructed, just generally thinking about enhancements for the future.
- Question: Are there any projects being considered for Necarney City Road headed east?

- Answer: Yes, that information falls under regional projects. We have heard from multiple people that this is a high priority.
- Comment: From Laneda down to Ocean – I think that should be red (a safety issue) not green (a bike/ped enhancement). It really is a safety issue. People cross that road unsafely all the time. In the late afternoon and evenings, when there are people on both sides, it can be so unsafe. It is a structural issue – folks are going to keep coming and have the same lack of common sense of navigating the road, so the safety issues need to be addressed.
- Comment: Necarney City Road, past Pine Ridge, is where most people are going at least once a week for recycling. Plus, all the traffic of trucks pulling campers, or huge RVs. It is a safety factor for folks who want to walk from Pine Ridge into town.
- Comment: It is difficult for me to share comments on these lists right now because it is all so integrated.
- Question: Anyone who is living along US 101 and/or who travels back and forth to Portland knows how much traffic is an issue. I love the accessibility of the coast for folks and at the same time it is becoming increasingly clear that the coast doesn't have capacity to meet the transportation needs of folks coming into town. Do you have volume forecasting that informs your sense of priorities and our city's sense of priorities for how many people we can expect to be coming and going over the next 10 years? Where will those people put their vehicles when they come? How does that inform the project work we do now?
 - Answer, Briana Calhoun, Fehr: ODOT publishes traffic forecasts for US 101. Our analysis has some background documents that you can view on volume of traffic conditions. It includes analysis on future conditions and what those volumes look like in the future, and what that means in key areas and intersections in the region. In order to avoid road-widening and adding huge parking lots, we have to look at how we reduce that demand for vehicles in a different way. We considered that when working on this, we can't stop people from coming, so what can we do to stop them from driving around the city, instead having them walk or bike. We are looking for creative solutions to get people out of their cars once they get here. Some plans look at enhancing transit as well. It is a delicate balance.
- Question: How can we be expected to respond helpfully to 18 projects that you have told us about for the first time?
 - Answer, Ken Shonkwiler, ODOT: This is just an introduction to a draft. We have additional outreach and feedback opportunities. We have an online open house that we will be advertising through the city that will give people around three weeks to a month to sit down and look through things. Right now, we are just gauging initial thoughts and gathering some feedback.

- Answer, Kara Hall, Fehr & Peers: There is an online open house where you can share additional thoughts until February 10. That website has all these plans for people to look through and examine. This is a lot to digest at one time, we just want to start the conversation.

Regional Projects?

- Question: Intersection of Nehalem Road and Highway 101, that road on the east side is the start of a trail that goes up Neahkahnie Mountain, and people are parking on the west side of US 101, because there is no parking on the east side to walk that trail. I'm wondering if there's any thought to some kind of pedestrian crosswalk or signage to alert those coming down the hill that there are people crossing? It's only going to get worse.
 - Answer, Ken Shonkwiler, ODOT: At ODOT we have a lot of flexibility to mark crosswalks in more urban settings, especially when the speeds are lower. Typically, when we have trails that are more rural, we don't have a ton of opportunities to stripe the crosswalk. We can add some signage, but the priority is to make people wait to cross, rather than stopping traffic. But we can definitely talk about some signage improvements in that area.

General Comments

- Comment: It's just hard to reach people right now. I encourage you to utilize any means you can to let them know about meetings and events.
- Question: I'm not clear about the relationship between ODOT, the City, and the project team, could someone clarify?
 - Answer, Ken Shonkwiler, ODOT: We have grants through ODOT where we give communities funding to do Transportation System Plans, the three cities in the Nehalem Bay area applied a couple of years ago. We were able to allocate some funding for the consultants to write up a project for them, given that the cities are pretty low on staffing, it's helpful to them. ODOT is here as a partner that's involved in the planning process to help and come up with projects.
- Question: What do you think the impact of the federal funding that's coming is going to be, is it going to impact these projects any?
 - Answer, Ken Shonkwiler, ODOT: It could, but we can't say either way. Oregon Transportation Commission decides where that funding is going to go. They are currently deciding what types of projects are going to be funded with that money.
- Question: What is the best way to stay connected about this project?

- Answer, Ken Shonkwiler, ODOT: The easiest way to stay connected is to follow the communications through the cities and check in on the Nehalem Bay Transportation System Plan website.
- Comment: If we could get the flyer that announces these meetings in jpeg and pdf then we could post it in more places and get the word out better. Having it in more than one format makes it easier to post in different places.
- Comment: I really appreciate the focus on pedestrian and bicycle connections. That is how people move around here, and it's great to see the focus on that, rather than vehicular travel.

Notes from Nehalem Focused Conversation

Top Concerns and Top Priorities?

- Comments: A few primary concerns, one is the section in front of the post office and Nehalem Lumber. People that live in the City of Nehalem or close to the post office, have to get PO Boxes, we don't get street delivery, so we have to go there often. Pulling out from the post office is difficult because of obscured views from parking. The parking also obstructs cyclists and pedestrians, causing them to bike or walk along the edge of the highway, which is dangerous.
Another issue is the speed, Hayes Drive is the turnoff that I use to get in and out of my house, and that is where the speed changes from 30 mph to 40 mph, and people are going 50 mph. We have had an accident there, which was a terrible experience, and we have almost had several more due to people speeding. It would be nice to extend the 30-mph zone farther down toward Bayside gardens.
Also, I believe it was R11 on these plans, it was talking about diverting through B Street when there is inclement weather and flooding on Highway 101. B Street, where we are, is a local access road that is not maintained by the county, it has a stormwater drainage problem, and it is a one-lane road. If they are going to be diverting traffic, then there is the potential for some problems.
- Question: Two things, I don't see anything here talking about infrastructure for EVs (Electric Vehicles). Second, I also share the concern about the intersection in the middle of downtown, it's a big issue. Does ODOT have any data points about accidents that have occurred at that intersection or ideas on how to make it better?
 - Answer, Ken Shonkwiler, ODOT: That is the point. When we participate in these TSPs we look at a range of options as to what a community would like to see and test a range of options to see what would make this intersection work better.

- Comment: There was a long discussion about the intersection at the last meeting, with two solutions presented, both of which cause more problems than they solve. The good thing about people thinking they have to stop is that it makes them slow down. One idea was to turn 8th Street into a one-way heading south, that way there would be a one-way heading south and a one-way heading south. This would create a bottleneck once they get on Tohl, increase the amount of people running the stop sign, and create more problems. I don't know if any solution is going to be better than what we already have. I think we need to talk about diking to take care of the problems caused by our water issues.
 - Answer, Ken Shonkwiler, ODOT: We want to put ideas out to the community, but there is always the possibility that we won't find a solution that everybody enjoys.

Feedback on Nehalem Specific Projects?

- Comment: We've thought for years that a roundabout is needed here (7th and US 101). This is great.
- Comment: I love the mini roundabout. We have problems with semi-trucks making wide turns, with this they could just drive over the center.
 - Answer, Ken Shonkwiler, ODOT: That's a great point. For any roundabout proposal on the highway network, I have to take it to the Freight Mobility Advisory Committee. Having the pros and cons and being able to point to community support is very helpful.
- Comment: Agreement in support of the roundabout. I think it will solve a lot of problems.
- Question: Coming from Massachusetts, where roundabouts are everywhere, they take acclimating. I am not opposed to it; I think that anything is an improvement. Do you not have the ability to address the flooding issues as you rebuild a road?
 - Answer, Ken Shonkwiler, ODOT: There're different kinds of floodplains, floodways, and different kinds of flooding that come in. The flooding at this location (7th and US 101) is through the river, so we would never be able to really build something without displacing water onto people's properties. As a transportation agency, ODOT is not able to address it with features such as dikes and other tools, since this water comes from a floodway channel.
- Question: When roundabouts are installed, there is a learning curve, but I think it will be a positive addition. Does the mini roundabout have the capacity to deal with big trucks?
 - Answer, Kara Hall, Fehr & Peers: The center island in the proposed mini roundabout does not have a full curb, trucks would likely need to drive over it, which it is built to allow. Large trucks are able to maintain their typical left turn ability in this situation. For the location in Nehalem, the roundabout would be

- designed to allow trucks to pass through and use the center island to make left turns.
- Answer, Ken Shonkwiler, ODOT: To add to that, we have various templates that apply to different sized vehicles. We use those to design roundabouts to ensure we can get the area traffic through.
 - Comment: I grew up with a roundabout in Portland on 39th and Glisan. What's in our favor is that we have a wide area for the roundabout. The key, however, is to include arrows on the pavement at the roundabout, people need this.
 - Answer, Ken Shonkwiler, ODOT: All of our updated striping guidance includes arrows.
 - Question: Would the mini-roundabout need to be offset or would it be situated directly in the middle of the intersection?
 - Answer, Kara Hall, Fehr & Peers: That would depend on some of the design details, usually the goal is to fit it in the existing intersection, but it depends on the very specific needs of the location.

Feedback on Regional Projects?

- Question: B Street is a two-lane road to the top of the hill, then it becomes a one-lane gravel road. Hayes Drive is a two-lane road the complete way that connects to B Street. Instead of going on the short strip of B Street, which is horrible, would it be possible to stick to Hayes Drive?
 - Answer, Kara Hall, Fehr & Peers: That's good feedback, we can certainly look into different potential connections in that area.
- Question: This PowerPoint is in the online open house with questions?
 - Answer, Kara Hall, Fehr & Peers: Yes, we will have this PowerPoint posted there, we also have the full list of projects, so you can view them and look at them on the map. We also have the same questions about what your top priorities are,
- Question: Is EV (electric vehicle) infrastructure being discussed? With all the tourism, people need a place to park, and we need an infrastructure to support lower carbon-based transportation options.
 - Answer, Kara Hall, Fehr & Peers: We actually have not had that come up in our prior conversations but is something we can think about incorporating. We may end up with some more programmatic solutions, rather than those being tied to a specific point, that the cities could consider in the future.
 - Answer, Ken Shonkwiler, ODOT: We may want to just make a documentation of it. It's difficult, whether it is a public or private issue, so with a lot of things such as this we want to document the support of it.

- Question: Was there discussion about the digital sign to let people know that they are speeding?
 - Answer, Kara Hall, Fehr & Peers: Yes, we do have those on the regional list, as they would be placed just outside the city limits.

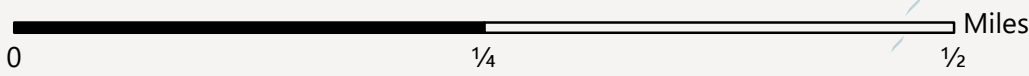
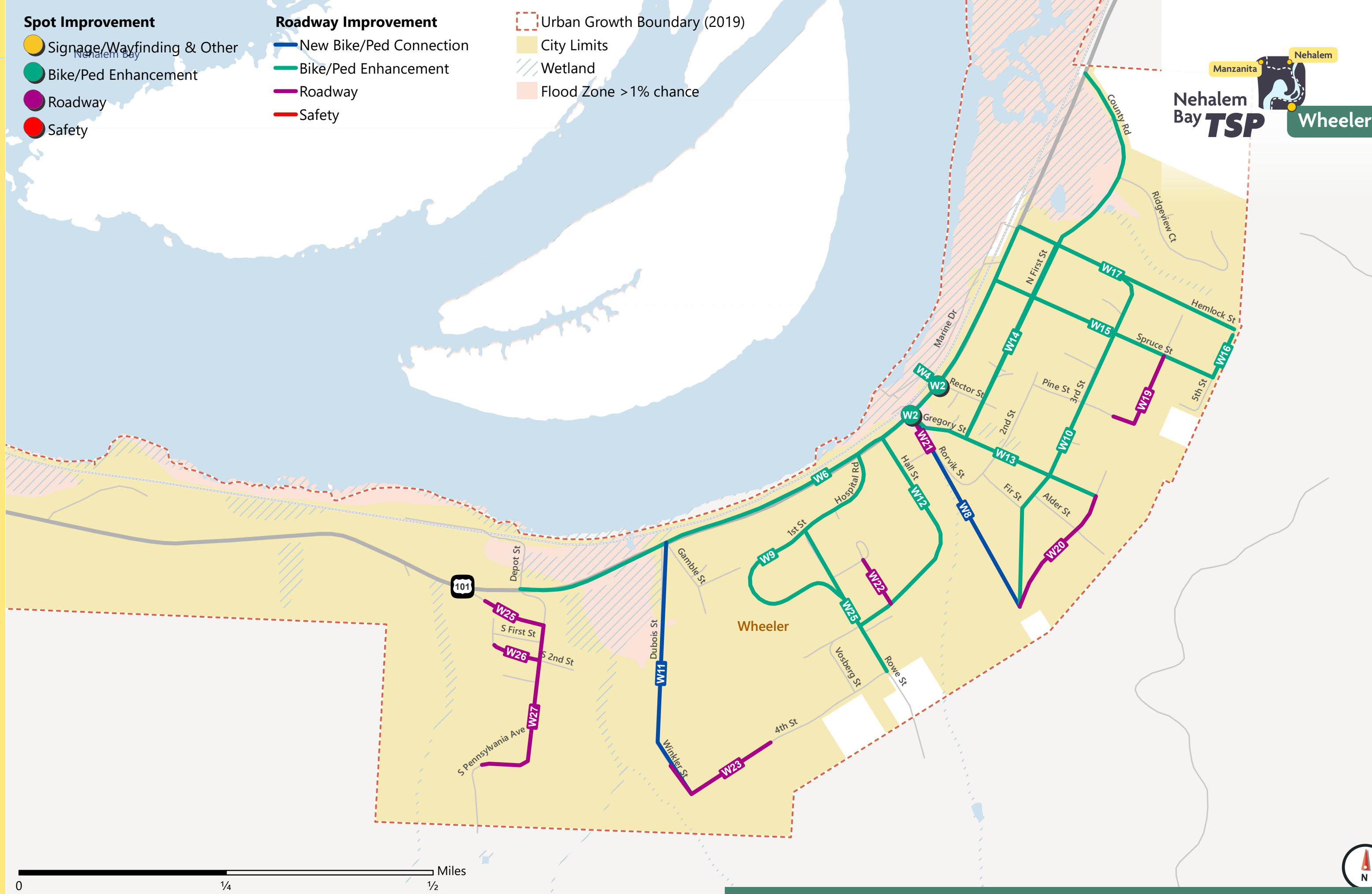
Spot Improvement

- 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



Project ID	Project Name & Description	Extents	Category	Enhance Quality of Life	Create Safe Connections	Plan for the Future	Support Fiscal Responsibility	Connect Local Destinations	Access to the Natural Environment	Total Score	Rank
W1	CITYWIDE SIDEWALK IMPROVEMENTS: Improve access to local destinations and ADA access by improving existing sidewalks on US 101, Gregory Street, and Rorvik Street.	Citywide	Bike/Ped Enhancement	■	■	■	■	■	■	32	1
W2	ENHANCE US 101 CROSSINGS: Enhance US 101 crossings by providing high-visibility crosswalks and improving illumination.	Gregory Street/Rorvik Street & Rector Street	Bike/Ped Enhancement	■	■	■	■	■	■	32	1
W9	HOSPITAL ROAD ENHANCEMENTS: Enhance Hospital Road and surrounding the City-owned land (future park) with signing and striping to identify space for people walking and biking.	Fourth Street to Hospital Street	Bike/Ped Enhancement	■	■	■	■	■	■	28	3
W12	HALL STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Hall Street from US 101 to Rowe Street with signing and striping to identify space for people walking and biking.	US 101 to Rowe Street	Bike/Ped Enhancement	■	■	■	■		■	24	4
W19	4TH STREET CONNECTION: Connect 4th Street from Spruce Street to Pine Street.	Spruce Street to Pine Street	Roadway	■	■	■		■	■	24	4
W20	4TH STREET PAVING: Pave 4th Street from Gregory Street to Rorvik Street and from Davis Street to Rowe Street.	Gregory Street to Rorvik Street & Davis Street to Rowe Street	Roadway	■	■	■		■	■	24	4
W21	RORVIK STREET PAVING: Pave Rorvik Street from 1st Street to 2nd Street.	1st Street to 2nd Street	Roadway	■	■	■		■	■	24	4
W22	AKIN STREET PAVING: Connect and Pave Akin Street from 2nd Street to 3rd Street.	2nd Street to 3rd Street	Roadway	■	■	■		■	■	24	4
W23	WINKLER STREET IMPROVEMENTS: Improve the condition of Winkler Street from 4th Street to Dubois Street.	4th Street to Dubois Street	Roadway	■	■	■		■	■	24	4
W24	ROWE STREET IMPROVEMENTS: Improve pavement condition and enhance Rowe Street with signing and striping to identify space for people walking and biking.	1st Street to 4th Street	Roadway	■	■	■		■	■	24	4
W25	BAYVIEW PAVING: Pave Bayview between Oregon Avenue and Pennsylvania Avenue.	Oregon Avenue to Pennsylvania Avenue	Roadway	■	■	■		■	■	24	4
W26	RIVER VIEW PAVING: Pave River View from Pennsylvania Avenue to its terminus.	Pennsylvania Avenue to Terminus	Roadway	■	■	■		■	■	24	4
W27	PENNSYLVANIA AVENUE PAVING: Pave Pennsylvania Avenue from 1st Street to Dichter Drive.	1st Street to Dichter Drive	Roadway	■	■	■		■	■	24	4
W5	ENHANCED WAYFINDING SIGNAGE: Connect people to local destinations by providing enhanced wayfinding signs to downtown, the dock, and other key local destinations.	Citywide	Signage/Wayfinding	■		■	■	■	■	22	15
W10	3RD STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 3rd Street from Gervais Creek and the City-owned land (future park) to Hemlock Street with signing and striping to identify space for people walking and biking.	Gervais Creek to Hemlock Street	Bike/Ped Enhancement	■	■	■	■		■	22	15
W15	SPRUCE STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Spruce Street with signing and striping to identify space for people walking and biking.	US 101 to 5th Street	Bike/Ped Enhancement	■	■	■	■		■	22	15
W4	RAILROAD CROSSING: Connect people walking, biking, and using transit across the railroad tracks by extending the sidewalk on the north side of Rector Street to connect to the existing transit stop.	-	Bike/Ped Enhancement	■		■	■	■	■	20	18
W13	GREGORY STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Gregory Street with signing and striping to identify space for people walking and biking.	US 101 to 4th Street	Bike/Ped Enhancement	■	■	■	■		■	20	18
W16	5TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 5th Street with signing and striping to create space for people walking and biking.	Spruce Street to Hemlock Street	Bike/Ped Enhancement	■	■	■	■		■	20	18
W17	HEMLOCK STREET ENHANCEMENTS: Complete pavement repairs and enhance Hemlock Street with signing and striping to identify space for people walking and biking.	5th Street to Marine Drive	Bike/Ped Enhancement	■	■	■	■		■	20	18
W11	VOSBURG CREEK PATHWAY: Construct a pathway parallel to Vosburg Creek from Fourth Street to Nehalem Bay.	Vosburg Creek to Nehalem Bay	New Bike/Ped Connection	■		■	■			16	22
W14	1ST STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 1st Street with signing and striping to identify space for people walking and biking.	Gregory Street to US 101	Bike/Ped Enhancement	■	■		■		■	16	22
W3	GATEWAY TO WHEELER: Create a gateway to Wheeler by enhancing signage, and adding landscaping and/or local artwork to alert people that they have entered city limits.	Wheeler City Limits	Signage/Wayfinding	■	■	■			■	14	24
W6	US 101 BICYCLE LANES: Widen US 101 through Wheeler to accommodate separated bicycle lanes.	Rorvik Street to Hemlock Street	Bike/Ped Enhancement	■		■		■	■	14	24
W8	GERVAIS CREEK PATHWAY: Construct a pathway parallel to Gervais Creek from Fourth Street to US 101, across the highway to the bay.	Fourth Street to Nehalem Bay	New Bike/Ped Connection	■		■	■			12	26
W18	MARINE DRIVE PARKING LOT ENHANCEMENTS: Pave the parking lot located off Marine Drive.	-	Other					■	■	8	27

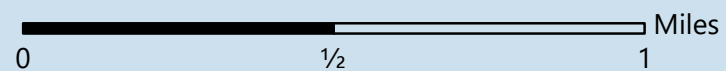
Spot Improvement

- 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



Nehalem Bay Projects

Project ID	Project Name & Description	Extents	Category	Enhance Quality of Life	Create Safe Connections	Plan for the Future	Support Fiscal Responsibility	Total Score	Rank
R7	GARY STREET SEPARATED FACILITIES: Construct paved shoulders for people biking and provide a separated path for people walking to connect people walking and biking between the Manzanita City Limits and Nehalem Bay State Park. Further analysis and coordination with Oregon State Parks would be required to identify final cross-section. This project should also include wayfinding to encourage visitors to walk and bike to the state park.	City Limits to Nehalem Bay State Park	New Bike/Ped Connection	■	■	■	■	26	1
R8	NECARNEY CITY ROAD SEPARATED FACILITIES: Construct paved shoulders with a striped buffer to provide space for people biking on the roadway and construct a separated path to separate people walking from cyclists and vehicles.	City Limits to The Promenade	New Bike/Ped Connection	■	■	■	■	26	1
R11	NEHALEM POINT TO NEHALEM STATE PARK BICYCLE & PEDESTRIAN CONNECTION: Construct a paved trail connecting people walking and biking from Nehalem to Nehalem State Park off of US 101.	Nehalem Point to Nehalem State Park	New Bike/Ped Connection	■	■	■	■	24	3
R15	NORTH COUNTY FLEX ROUTE: Coordinate with Tillamook County Transportation District to operate flex-route service between Nehalem, Manzanita, Wheeler, Nehalem Bay State Park, and Oswald West State Park.	-	Transit	■	■	■	■	24	3
R9	FERN WAY/SEAMONT WAY BICYCLE & PEDESTRIAN CONNECTION: Enhance signing, striping, and wayfinding to create a connection from Tohl Avenue to The Promenade to create bicycle and pedestrian connections off of US 101.	The Promenade to Tohl Avenue	New Bike/Ped Connection	■	■	■	■	24	3
U1	WIDEN US 101 SHOULDERS & ADD RUMBLE STRIPS: Widen shoulders on US 101 to ODOT standard to support bicycle travel and add rumble strips to improve safety.	Manzanita City Limits to Nehalem City Limits	Safety	■	■	■	■	24	3
R16	REGIONAL WATER TAXI: Explore options to operate a regional water taxi with stops in Nehalem, Wheeler and Nehalem Bay State Park to connect local destinations and enhance tourism.	-	Other	■	■	■	■	20	8
R17	SEASONAL CIRCULATOR SHUTTLE: 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.	-	Transit	■	■	■	■	20	8
R4	NECARNEY BOULEVARD BICYCLE CONNECTION: Provide bicycle sharrows along other elements aimed at speed management to connect people biking from the existing bicycle facility at Lakeview Drive to Nehalem Bay State Park.	Lakeview Drive to Horizon Lane	Bike/Ped Enhancement	■	■	■	■	20	8
R6	HORIZON LANE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Horizon Lane with signing and striping to identify space for people walking and biking.	Necarney Blvd to Gary Street	Bike/Ped Enhancement	■	■	■	■	20	8
U12	US 101 SPEED STUDY: Complete a speed study on US 101 to identify opportunities to lower speeds, particularly near city limits.	-	Programmatic	■	■	■	■	20	8
U13	SPEED FEEDBACK SIGNS: Identify locations on US 101 where speed feedback signs may be placed to alert drivers of their speeds.	Regional	Safety	■	■	■	■	20	8
R10	TOHL AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Tohl Avenue with signing, striping, and wayfinding to enhance connections from Nehalem to Manzanita off of US 101.	US 101 to Terminus	New Bike/Ped Connection	■	■	■	■	18	14
R14	MOHLER TRAIL CONNECTION: Provide a multiuse connection from US 101 to Mohler Trail Road along the identified Salmonberry Trail alignment parallel to the railroad tracks.	US 101 to Mohler Cheese Factory Road	New Bike/Ped Connection	■	■	■	■	18	14
R5	GARY STREET TO NECARNEY BOULEVARD CONNECTION: Construct a multiuse trail with wayfinding to connect people walking and biking between Necarney Boulevard and Gary 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.	Gary Street to Necarney Boulevard	New Bike/Ped Connection	■	■	■	■	18	14
U11	US 101 BRIDGE PEDESTRIAN ENHANCEMENTS: Retrofit the US 101 bridge between Nehalem and Wheeler with separated space for bicycles and pedestrians to travel.	US 101 Bridge	Bike/Ped Enhancement	■	■	■	■	18	14
U4	ENHANCED CURVE DELINEATION: Provide enhanced delineation treatments such as chevron signs or delineators to the horizontal curve located between milepost 43.3 and 43.5.	East of Manzanita city limits, approximately mp 43.3 to 43.5	Safety	■	■	■	■	18	14
U5	US 101 & NEHALEM ROAD INTERSECTION IMPROVEMENTS: Provide a dedicated buffered turn lane for southbound drivers turning right to address turning movement crashes.	US 101 & Nehalem Road	Safety	■	■	■	■	18	14
U9	WIDEN US 101 SHOULDERS: Widen shoulders on US 101 to ODOT standard to support bicycle travel.	Nehalem Point Drive to future Salmonberry Trail Crossing location east of SR 53	Safety	■	■	■	■	18	14
R12	HAYES DRIVE IMPROVEMENTS: Improve the quality of B Street to create a more reliable connection to US 101 during seasonal flooding.	10th Street to US 101	Roadway	■	■	■	■	16	23
R1	NEHALEM ROAD BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Nehalem Road with signing and striping to identify space for people walking and biking and create an east/west connection for these users north of the City.	Oak Street to Pacific Boulevard	Bike/Ped Enhancement	■	■	■	■	14	24
R18	OREGON COAST TRAIL REALIGNMENT: Realign the Oregon Coast Trail through Manzanita with more direct access to Nehalem Bay State Park. This project should include wayfinding signage and be coordinated with other enhancements for people walking and biking in the region.	Nehalem Road to Nehalem Bay State Park	New Bike/Ped Connection	■	■	■	■	14	24
R19	TRANSIT STOP ENHANCEMENTS: Upgrade existing transit stops in the region with shelters, benches, signage, and ADA upgrades.	-	Transit	■	■	■	■	14	24
R3	OCEAN ROAD BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Ocean Avenue with signing and striping to identify space for people walking and biking.	Laneda Avenue to Nehalem Drive	Bike/Ped Enhancement	■	■	■	■	14	24
U10	US 101 BRIDGE SEISMIC UPGRADES: Retrofit the US 101 bridge between Nehalem and Wheeler to the most recent seismic standards.	US 101 Bridge	Roadway	■	■	■	■	14	24

Project ID	Project Name & Description	Extents	Category	Enhance Quality of Life	Create Safe Connections	Plan for the Future	Support Fiscal Responsibility	Total Score	Rank
U6	SR 53 INTERSECTION ADVANCED SIGNAGE: Improve safety at the intersection by installing advanced signage to alert drivers of upcoming intersection.	US 101 near SR 53	Safety	■	■	■	■	14	24
U7	SR 53 INTERSECTION ENHANCEMENTS: Review turn pockets at SR 53/US 101 intersection to confirm turn pockets meet design standards; identify improvements if needed.	US 101 near SR 53	Safety	■	■	■	■	14	24
R22	EMERGENCY PLANNING COORDINATION: Create a coordinated emergency planning group with representatives from state, county, and local agencies and emergency services.	-	Programmatic			■	■	12	31
R2	OCEAN ROAD CROSSING ENHANCEMENTS: Enhance crossing Ocean Road crossing at Laneda Avenue with high-visibility markings and advance signage to alert drivers of crossing.	Laneda Avenue & Ocean Road Intersection	Bike/Ped Enhancement	■	■		■	12	31
R13	NORTHFORK ROAD IMPROVEMENTS: Improve the pavement quality of Northfork Road between C Street and D Street.	C Street to D Street	Roadway	■		■	■	10	33
R20	ELECTRIC VEHICLE INFRASTRUCTURE: Coordinate with local businesses and developments in the region to include charging stations as part of any improvements to existing parking lots or addition of new parking.	-	Other	■			■	10	33
R21	REGIONAL WAYFINDING: Coordinate within the region to deploy wayfinding, maps, and signage that connects visitors to key destinations like Nehalem Bay State Park, local downtowns, and the Nehalem River.	-	Other	■			■	10	33
R23	THOMPSON ROAD BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Thompson Street with signing and striping to identify space for people walking and biking and to create a connection to planned trails.	Terminus to 9th Street	Bike/Ped Enhancement	■	■	■	■	18	14
U2	US 101 & NEHALEM POINT DRIVE INTERSECTION IMPROVEMENTS: Provide a two-way left-turn lane for drivers turning left onto Nehalem Point Drive and adjacent driveways to address crashes occurring at this intersection.	US 101 & Nehalem Point Drive	Safety	■	■	■	■	22	7

Regional Goal	Evaluation Criteria	Pts.	Scoring
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.	R1.1: Project improves access for underserved or vulnerable populations.	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.
	R1.2: Project improves a route predominately used by local travelers off US 101.	4	Project improves a local roadway to better meet the needs of all travelers.
		0	Project does not improve a local roadway.
	R1.3: Project improves the experience of people traveling through Nehalem Bay.	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.
	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.	R2.1: Project addresses a location with a history of fatal/severe injury crashes and/or bike/ped crashes.	4
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.
R2.2: Project creates new connections off US 101 between Nehalem Bay communities.		4	Project provides a new connection off of US 101 between communities.
		0	Project does not provide any of the above.
R2.3: Project includes a traffic calming element aimed at slowing vehicle traffic to improve safety and comfort for active transportation users.		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.		
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.	R3.1: Project maintains or rebuilds critical infrastructure; or improves access for emergency vehicles.	4	Project provides a new connection out of a Tsunami zone, improving access and/or circulation for emergency vehicles.
		2	Project includes maintenance, repair, or seismic upgrades on U.S. 101, a bridge, or an identified evacuation route.
		0	Project does not provide any of the above.
	R3.2: Project includes a maintenance component on local roads.	4	Project is outside the floodplain and therefore likely to have lower ongoing mainenance costs.
		2	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.	
R3.3: Project improves US 101 consistent with ODOT design guidance or other regional planning efforts.	4	Project would provide improvements to US 101 consistent with ODOT design guidance 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.	R4.1: Project builds on investments in transportation funded primarily by entities other than the cities (state, regional, county).	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.
	R4.2: Project leverages grant funding opportunities.	4	Project is likely to qualify for grant funding.
		0	Project is not likely to qualify for grant funding.
Wheeler Goal	Evaluation Criteria	Pts.	Scoring
Improve walking and biking safety, connections, and wayfinding within Wheeler.	W1.1: Project builds or enhances sidewalks or crossings in the commercial core or as a connection to key local destinations.	4	Projects constructs 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.
		2	Project enhances and existing sidewalk or crossing in Wheeler's commerical core or connecting a key destination such as a hostpital or transit stop.
		0	Project does not provide any of the above.
	W1.2: Project includes streetscape improvements or wayfinding improvements.	4	Project adds landscaping, pedestrian-scale lighting, benches, wayfinding, 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.	W2.1: Project would improve walking, biking, or watercraft access to natural areas and/or parks.	4	Project improves pedestrian and/or bicycle access on a roadway that connects to a natural area and/or park.
		0	Project does not provide any of the above.
	W2.2: Project minimizes runoff by not increasing the amount of impervious surface within Wheeler.	4	Project does not increase the amount of impervious surface within the City.
		0	Project increases the amount of impervious surface within the City.