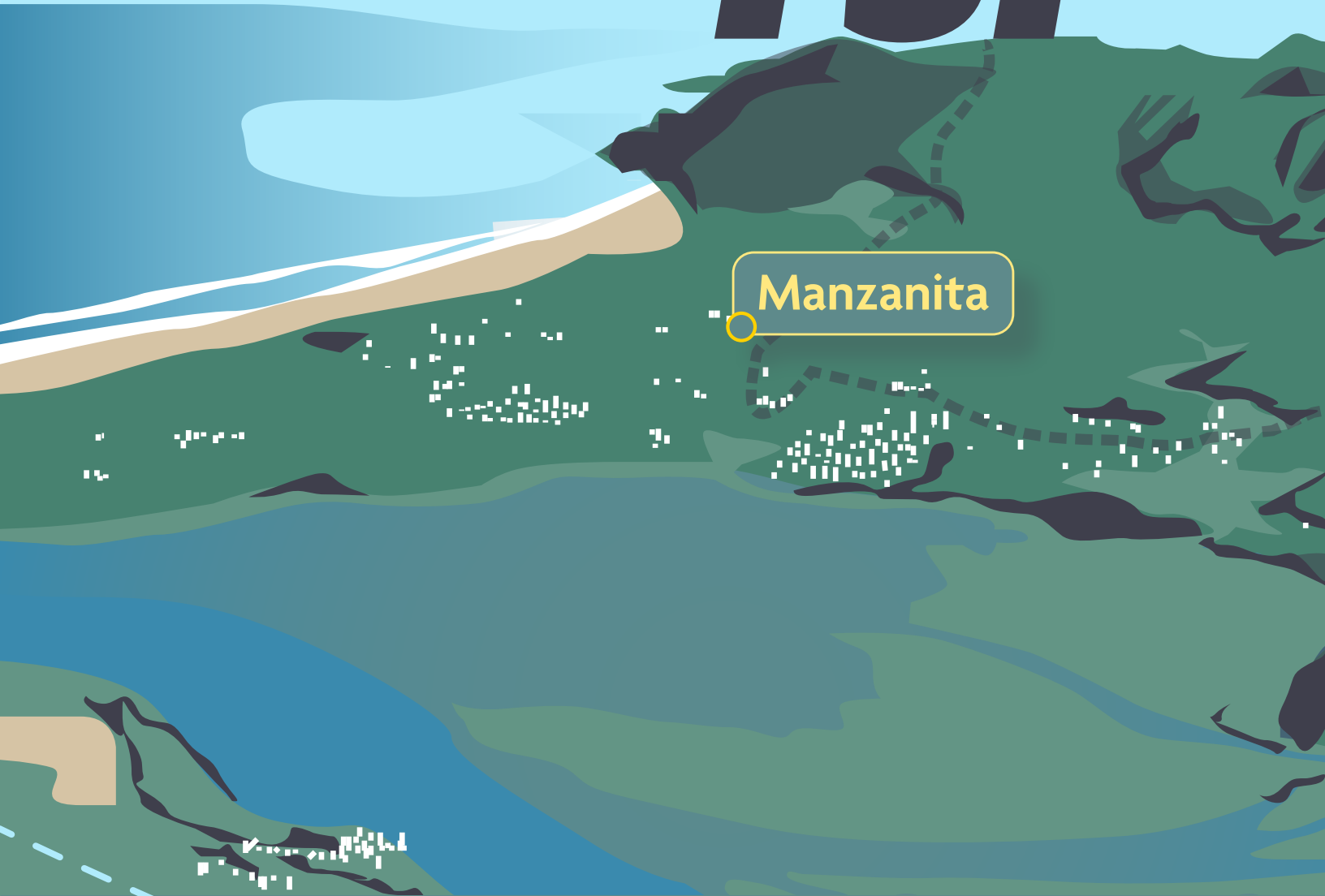


# Nehalem Bay **TSP**



Manzanita

VOLUME 2

Manzanita

FEHR & PEERS

ADOPTED DECEMBER 6, 2023



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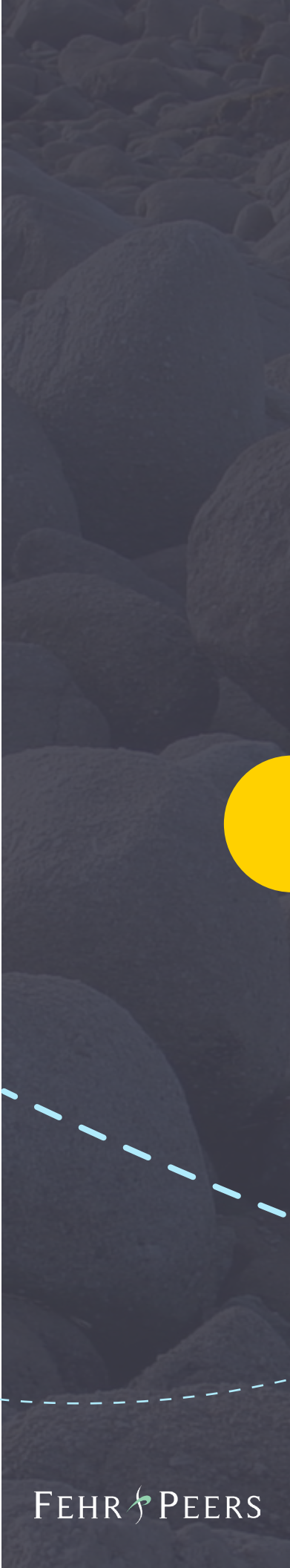


# Nehalem Bay **TSP**



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# VOLUME 2: MANZANITA



# ACKNOWLEDGEMENTS

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# VOLUME 2: EXECUTIVE SUMMARY

## Transportation System Plan Introduction

Manzanita's Transportation System Plan (TSP) establishes a vision for the transportation system in Manzanita and serves as a long-range planning tool to bring that vision to fruition. This Volume of the Nehalem Bay TSP addresses the unique context and needs within the City of Manzanita.

Within Manzanita, this TSP serves to:

- Define regional transportation needs based on input gathered from the community throughout the process
- Document existing transportation infrastructure
- Identify transportation improvements that will be needed in the future as the region continues to grow
- Identifies potential funding sources for transportation projects
- Identifies high-priority projects

While the TSP serves as a guide for future investments, it does not include:

- Project refinement and design
- Specific timing for when projects will be designed and constructed
- Allocation of funding to any recommended projects

For a summary of Title VI and Environmental Justice Outreach, see [Volume 1](#).

## Community Involvement

Throughout development of the TSP, community members, business owners, and visitors were engaged to help shape the future of transportation in Manzanita. Input from community members was gathered through a Planning Advisory Committee (PAC) and a series of online and in-person open-houses that were open to all community members.

The PAC met at key milestones throughout the project and helped to provide local context while serving as a sounding board for components of the TSP including the Goals, Objectives, and Recommended Projects. The PAC was comprised of members from each of the three cities and a representative from Tillamook County. Throughout the TSP process community members had the opportunity to participate in three open-houses:

- **COMMUNITY TOUCHPOINT #1** provided an opportunity for community members to share their issues and concerns with travel in Manzanita and provide feedback on the Goals and Objectives.
- **COMMUNITY TOUCHPOINT #2** provided an opportunity for participants to provide feedback on the projects identified and included community conversations which provided an opportunity share feedback directly with the project team.
- **COMMUNITY TOUCHPOINT #3** provided an opportunity for community members to help identify high priority projects included in the TSP.



# TSP Goals

There were six goals developed to help guide regional investment and two unique goals developed to address the unique challenges and desires within Manzanita. The six goals, shown below, were used to evaluate all projects within Manzanita to ensure that recommendations in the TSP will address the issues, needs, and desires shared by the community.

Table 1 | Goals & Objectives


GOAL	OBJECTIVES
<p><b>GOAL #1: QUALITY OF LIFE</b></p> <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> 	<ol style="list-style-type: none"> <li>1. Provide equitable access for underserved and vulnerable populations by requiring American with Disabilities Act (ADA) compliance for new transportation infrastructure and upgrading existing infrastructure that does not meet ADA standards.</li> <li>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.</li> <li>3. Create comfortable downtown spaces by identifying appropriate streetscape improvements, including landscaping, pedestrian scale lighting, benches, and street trees.</li> <li>4. Reduce vehicle travel between cities by exploring options for visitors to 'park once', such as a regional shuttle service or water taxi.</li> </ol>





Table 1| Goals & Objectives



GOAL	OBJECTIVES
 <p><b>GOAL #2: CREATE SAFE CONNECTIONS</b></p> <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 U.S. 101.</p>	<ol style="list-style-type: none"> <li>1. Identify key non-motorized routes between the Nehalem Bay communities and prioritize pedestrian and bicycle facilities on these routes.</li> <li>2. Connect businesses and recreational destinations with neighborhoods by enhancing pedestrian and bicycle crossings on U.S. 101.</li> <li>3. Improve areas with higher crash risk by improving the visibility of transportation users in constrained areas, such as on hills and blind curves.</li> <li>4. Address known safety issues at locations with fatal or severe injury crashes, crashes involving a bicyclist or pedestrian, and vehicles entering and exiting U.S. 101.</li> <li>5. Collaborate with the Oregon Department of Transportation (ODOT) to implement engineering and traffic calming strategies on U.S. 101, where appropriate, to reduce vehicle speeds.</li> </ol>
 <p><b>GOAL #3: PLAN FOR THE FUTURE</b></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Maintain local infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.</li> <li>2. Improve traffic circulation and access for fire and emergency vehicles.</li> <li>3. Collaborate with ODOT to develop and implement improvements to U.S. 101 that fit the land use context and are consistent with ODOT's Highway Design Manual (HDM) and other local and regional planning efforts.</li> </ol>





Table 1| Goals & Objectives


GOAL	OBJECTIVES
 <p><b>GOAL #4: SUPPORT FISCAL RESPONSIBILITY</b></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Develop transportation solutions that are cost effective.</li> <li>2. Identify outside funding sources for transportation projects such as grants, developer contributions, or transportation system charges.</li> <li>3. Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.</li> <li>4. Consider future operation and maintenance costs in investment choices.</li> </ol>
 <p><b>GOAL #5: MANAGE ACCESS</b></p> <p>Manage access from U.S. 101 to Manzanita and the recreational opportunities in the area to minimize cut through traffic and seasonal congestion.</p>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Support other planning efforts to create non-motorized and transit connections from key destinations to the commercial core.</li> </ol>
 <p><b>GOAL #6: ENHANCE ECONOMIC VIBRANCY</b></p> <p>Support economic vibrancy and reduce parking demand by providing walking, biking, and transit connections to the commercial core and the beach.</p>	<ol style="list-style-type: none"> <li>1. Prioritize low stress bicycle and pedestrian facilities on arterials and collectors to enhance connections to local destinations.</li> <li>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.</li> </ol>



# High Priority Projects

The TSP includes 16 projects that will improve how people travel in Manzanita over the next 20 years. The projects listed in Table 2 were identified as high priority projects for the region based on alignment with the TSP goals and input from community members. For the full list of recommended projects and locations, see **Table 8** and **Figure 16** in **Chapter 4**.

Table 2 | High Priority Projects

ID	Project Name & Description	Extents	Cost	Timeline
M1	<b>CARMEL ROAD PEDESTRIAN ENHANCEMENTS:</b> Enhance delineation between pedestrians and cyclists and look for opportunities to increase safety.	Laneda Ave to Nearnery Blvd	\$180,000	 MEDIUM-TERM
M3	<b>LANEDA AVENUE IMPROVEMENTS:</b> Create a connection between the downtown core and the beach by improving Laneda Avenue to feel like a main street through the use of traffic calming measures. This could include painting a solid yellow stripe, providing curb extensions at key intersections, considering back-in angled parking, and constructing consistent curbs. This project should also ensure that ADA parking requirements are being met.	4th Street to Ocean Rd	\$600,000	 LONG-TERM
M9	<b>CLASSIC STREET BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance Classic Street to provide advisory bike lanes creating space for people walking and biking and a connection from downtown core to planned multimodal facilities.	Manzanita Ave to Laneda Ave	\$110,000	 NEAR-TERM
M10	<b>BICYCLE &amp; PEDESTRIAN CONNECTION TO NEHALEM BAY STATE PARK:</b> Provide a separated path for people walking to connect people walking and biking between the Manzanita and Nehalem Bay State Park along the Classic Street alignment. Further analysis would be required to identify final cross-section and alignment. This project should also include wayfinding to encourage visitors to walk and bike to the state park and will require coordination with Nehalem Bay State Park for connections into the State Park and reconstructing the road.	Dorcas Ln to end of UGB	\$1.5M	 LONG-TERM





# CHAPTER 1: EXISTING & FUTURE CONDITIONS

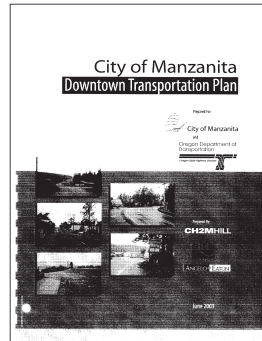
This chapter documents the local context and transportation system in Manzanita today and how conditions are expected to change by 2040.

The following sections in this chapter include:

- A summary of the local plans that served as a starting point for Manzanita’s first Transportation System Plan (TSP)
- An inventory of transportation infrastructure in Manzanita today
- How Manzanita will grow over the next 20 years and the transportation system’s ability to accommodate that growth
- Feedback from community members that informed the development of goals and needs the TSP should address

## Local Plans

There are three local plans that provided context for Manzanita’s TSP, the **Manzanita Downtown Transportation Plan**, the **City’s Trail Master Plan**, and **Manzanita’s Comprehensive Plan**.



The **Manzanita Downtown Transportation Plan**, adopted in 2003, was developed to address key transportation issues in the city and was focused on the U.S. 101 intersections with Laneda Avenue and Manzanita Avenue, the extension of Classic Street, and improvements to Laneda Avenue.



Manzanita last amended its Comprehensive Plan in 2014. As the **City of Manzanita Comprehensive Plan** serves as the City’s guide for achieving its vision on a wide variety of topics, including transportation, this document informed development of goals and policies, to ensure alignment with the city’s broader vision.

In 2021, the City completed its **Trail Master Plan**. The Trail Master Plan identifies existing and proposed natural surface trails and paved paths separated from vehicle traffic. In addition to recommendations on where new trails should be developed, the plan also identifies next steps for prioritization and implementation of trails within the City.



# Manzanita Today

The City of Manzanita, located on the north side of Nehalem Bay, has the largest land area of the three Nehalem Bay cities and a population of 617 people. While Manzanita is predominately made up of medium and low-density residential areas, including Bayside Gardens which is within the city's Urban Growth Boundary (UGB), it does have an active downtown along Laneda Avenue. Seasonal tourism is a primary economic driver for the City and causes the population and traffic in Manzanita to increase over the busy summer months as people visit the beach and Nehalem Bay State Park, both of which visitors must travel through Manzanita to access. Manzanita has the only library and police department in the region, and has a vibrant commercial center with grocery stores, restaurants, and shopping. Directly south of the city limits is Nehalem Bay State Park, which receives approximately 700,000 visitors a year. The park has an airport, boat launch, and a variety of year-round recreational offerings. While U.S. 101 only touches the northeast edge of the City, it is the City's only regional connection as shown in **Figure 1**.

Today, Manzanita's transportation system primarily serves people driving, with few facilities dedicated to people walking, biking, or taking transit. As shown in **Figure 2**, sidewalks are limited to the areas in and around Downtown and there is one shared bicycle and pedestrian facility on the east side of Carmel Avenue south of Laneda Avenue. There is one transit stop in Manzanita, served by the Tillamook County Transportation District (TCTD), operating the NW Connector, which is located on 5th Street south of Laneda Avenue.

**Figure 3** shows the city's existing roadway network. U.S. 101 is the City's only Principal Arterial as its primary purpose is to serve regional trips. Laneda Avenue is a major collector while Ocean Road, Nehalem Road, Carmel Avenue, and Classic Street are all minor collectors within the city limits. All other streets are classified as Local streets, primarily connecting people to residential areas and local destinations.



In Manzanita, technical analysis focused on evaluating capacity on U.S. 101 and historical crash data. On U.S. 101, traffic operations analysis found that the existing capacity of the roadway is adequate to serve the number of vehicles that travel on U.S. 101 near Manzanita. Crash data was also evaluated to identify any locations where improvements may be needed to improve safety. In Manzanita, the most common type of crashes between 2014 and 2018 was turning movement crashes. Within city limits, 43 percent of crashes occurred at intersections and there was one crash involving a bicyclist on U.S. 101 just east of the city within the UGB, as shown on **Figure 4**.

For more detail on the existing conditions assessment, see **Technical Memorandum (TM) #5: Existing Conditions Assessment**, provided in Volume 5.



Figure 1 | TSP Planning Area

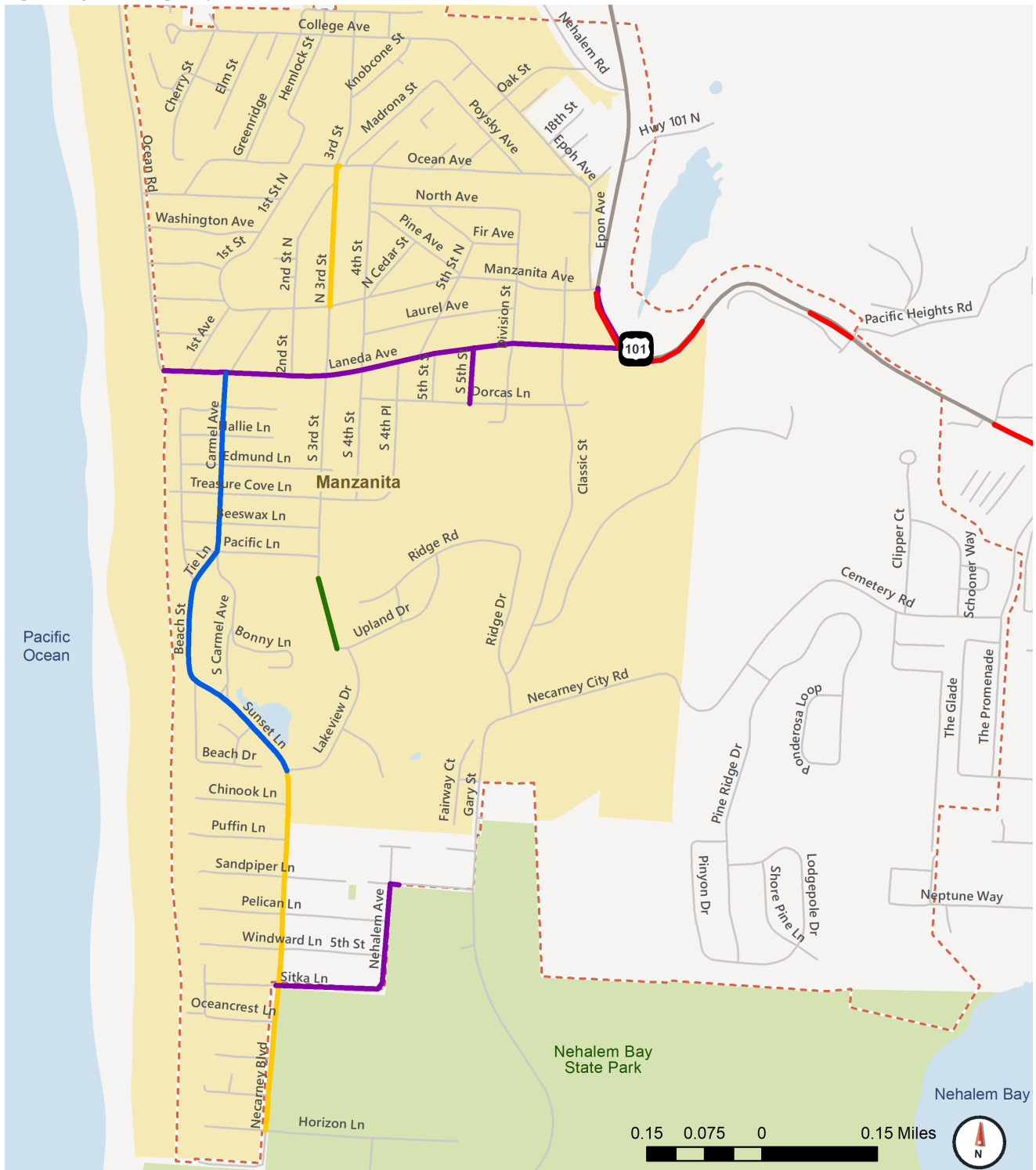


-  U.S. 101
-  Local Street
-  Park
-  City
-  Urban Growth Boundary (2019)



December 2023

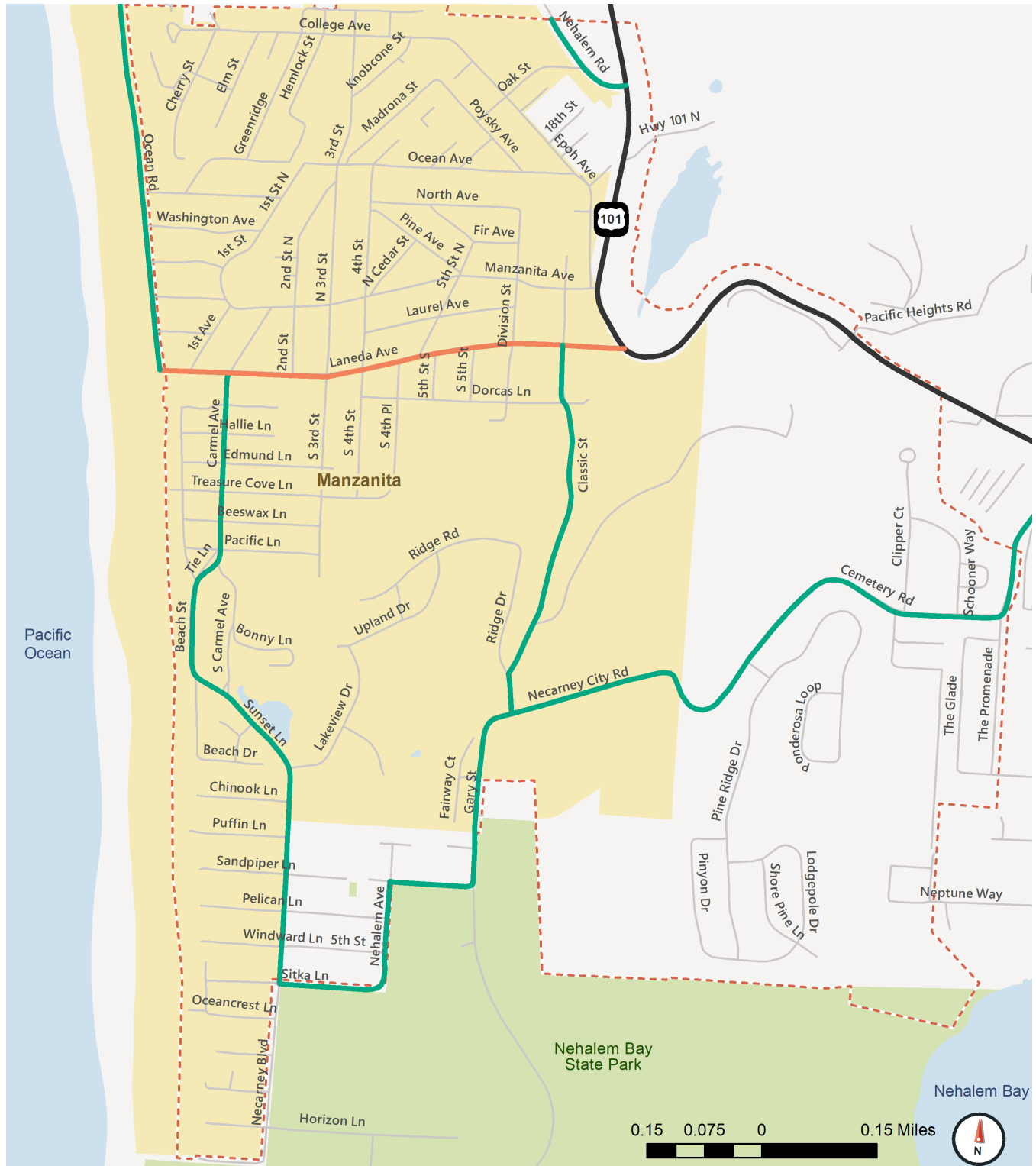
Figure 2 | Existing Bicycle & Pedestrian Network



- U.S. 101
- Local Street
- Park
- City
- Urban Growth Boundary (2019)
- Existing Pedestrian Lane
- Existing Separated Facilities
- Existing Sidewalk
- Existing Trail
- Existing Wide Shoulder



Figure 3 | Existing Roadway Network

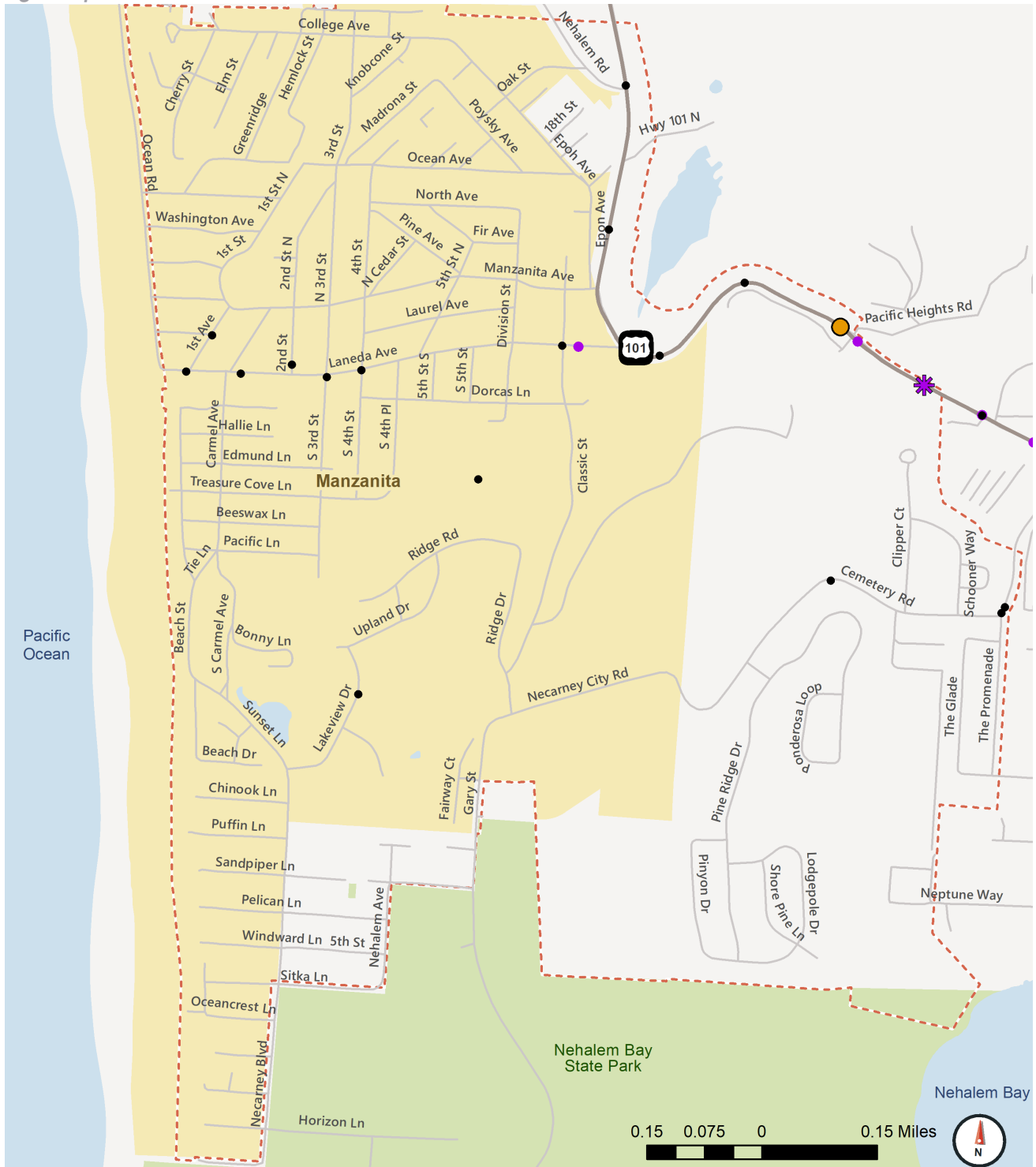






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Figure 4 | Manzanita Crash Countermeasures



- Local Street
- Park
- - - Urban Growth Boundary (2019)
- City
- Minor Injury
- Non-Fatal Injury
- Property Damage Only
- Suspected Serious Injury
- Fatal
- ✱ Bicyclist Injured



# Manzanita in 2040

**Analysis of future transportation conditions in Manzanita was completed based on growth forecast to occur in the region. As land use and the population grows, additional pressure will be put on the transportation network to accommodate this new growth.**

The pattern of growth can also change transportation patterns and the need for new infrastructure – for example, a new housing development in an otherwise undeveloped area might prompt the need for additional roads, sidewalks, or bicycle facilities that are not needed under current conditions.

## Land Use

The City of Manzanita is already experiencing infill development within the City Core, which is expected to continue. The City also anticipates that approximately 300 new homes will be built on currently vacant land east of Classic Street within the next eight years.

## Population

The Population Research Center at Portland State University publishes historical population trends

and estimated future population growth for cities and counties throughout the state. In 2017, growth estimates from 2017 to 2067 were published. Historically, Tillamook County’s population grew at an average rate of 0.4 percent per year between 2000-2010. However, it is predicted that the County’s population will grow at a slightly faster pace through 2035 and will increase by more than 2,800. Manzanita saw higher growth from 2000-2010 than the County average and is predicted to grow at a faster rate through 2035 as shown in **Table 3**.

## Planned Transportation Projects

As there are no local transportation projects with funding identified at this time, no transportation improvements were assumed in the baseline analysis for 2040 conditions.

**Table 3 | Historical and Forecasted Population Growth in Nehalem Bay**

LOCATION	HISTORICAL			FORECAST				
	2000	2010	AAGR <sup>1</sup> (2000-2010)	2017	2035	2067	AAGR <sup>1</sup> (2017-2035)	AAGR <sup>1</sup> (2035-2067)
Tillamook County	24,262	25,250	0.4%	26,071	28,879	32,747	0.6%	0.4%
Manzanita UGB	712	827	1.5%	884	1,156	1,567	1.5%	1.0%

Source: U.S. Census Bureau, 2000 and 2010 Censuses; Forecast by Population Research Center, Portland State University  
<sup>1</sup> Average Annual Growth Rate (AAGR)



## Transportation System Operations & Needs

Using the expected growth on U.S. 101 based on forecasts developed by ODOT, traffic forecasts were developed for 2040. These forecasts were then used to evaluate if the transportation system will be able to accommodate the expected growth and identify deficiencies in the existing system.

Traffic operations analysis completed using traffic volume forecasts for 2040 found that all study roadway segments in Manzanita have enough capacity to accommodate expected growth.

Key needs that were identified as part of the future conditions assessment and used to inform the recommended projects include:

- Traffic calming to lower vehicle speeds on local roads
- Sidewalk improvements to address existing deficiencies and ensure that facilities are consistent with ADA standards
- More facilities for people walking and biking, specifically to connect people to the commercial center, Bayside Gardens, and Nehalem Bay State Park

For more detail on the future conditions assessment and transportation needs, see **TM #6: Future Traffic Forecast Methodology and Results** and **TM #7: Future Transportation Conditions & Needs**, included in Volume 5.

## Community Touchpoint #1 – Needs & Desires

The first community touchpoint provided an opportunity for community members to share their experience traveling in Manzanita, including issues and barriers to travel, and to review the draft Goals & Objectives following vetting by the PAC.

Input was gathered through an online open-house which presented an opportunity for community members to both review the data that had been collected and share their feedback through an online survey.

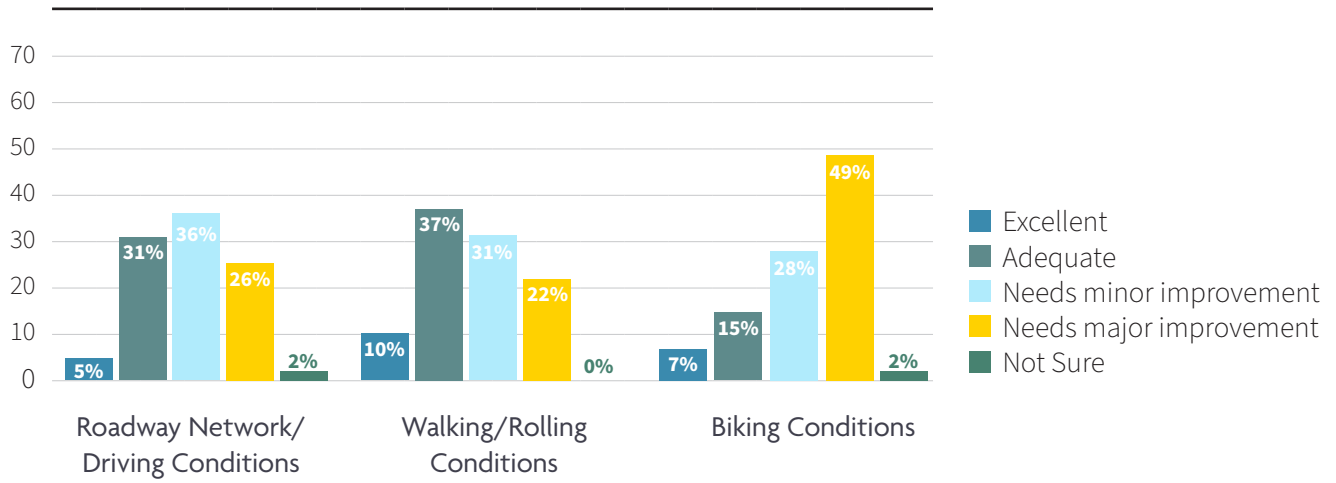
This event ran from August 2 to August 20, 2021. During this time, 225 community members viewed the site. Of the over 200 community members that visited the site, 66 visitors responded to the survey questions, of which 26 (40 percent) stated their primary residence was in Manzanita while three community members selected Bayside Gardens as their primary residence.

When asked if the draft goals would address the issues they experience when traveling, most community members responded with yes; however, many reiterated the need for improved infrastructure for walking and bicycling and a desire to see that reflected in the goals and objectives. As shown on **Figure 5**, most respondents identified existing bicycling infrastructure as needing major improvements.

As part of each touchpoint, efforts were made to reach people whose voices are not typically heard. For a summary of how Title VI and Environmental Justice was incorporated in the community engagement for this project, see the summary included in Volume 1.



Figure 5 | Transportation Needs in Manzanita





# CHAPTER 2: GOALS & POLICIES

This chapter presents the goals, objectives, policies, and evaluation criteria that were developed to align the outcomes of this TSP with the needs, desires, and vision for Manzanita’s transportation system. The goals, objectives, and evaluation criteria were developed based on input from the PAC. Community members also vetted the goals and objectives as part of the first touchpoint with the community.

## Goals & Objectives

Six goals were established for the TSP. These goals aim to address existing needs and barriers to travel for people walking, biking, and rolling while maintaining Manzanita’s unique character and natural resources.

Table 4 | Goals & Objectives


GOAL	OBJECTIVES
<p><b>GOAL #1: QUALITY OF LIFE</b></p>  <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>	<ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. Create comfortable downtown spaces by identifying appropriate streetscape improvements, including landscaping, pedestrian scale lighting, benches, and street trees.</li> <li>4. Reduce vehicle travel between cities by exploring options for visitors to ‘park once’, such as a regional shuttle service or water taxi.</li> </ol>





Table 4 | Goals & Objectives

GOAL	OBJECTIVES
 <p><b>GOAL #2: CREATE SAFE CONNECTIONS</b></p> <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 U.S. 101.</p>	<ol style="list-style-type: none"> <li>1. Identify key non-motorized routes between the Nehalem Bay communities and prioritize pedestrian and bicycle facilities on these routes.</li> <li>2. Connect businesses and recreational destinations with neighborhoods by enhancing pedestrian and bicycle crossings on U.S. 101.</li> <li>3. Improve areas with higher crash risk by improving the visibility of transportation users in constrained areas, such as on hills and blind curves.</li> <li>4. Address known safety issues at locations with fatal or severe injury crashes, crashes involving a bicyclist or pedestrian, and vehicles entering and exiting U.S. 101.</li> <li>5. Collaborate with ODOT to implement engineering and traffic calming strategies on U.S. 101, where appropriate, to reduce vehicle speeds.</li> </ol>
 <p><b>GOAL #3: PLAN FOR THE FUTURE</b></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Maintain local infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.</li> <li>2. Improve traffic circulation and access for fire and emergency vehicles.</li> <li>3. Collaborate with ODOT to develop and implement improvements to U.S. 101 that fit the land use context and are consistent with ODOT’s HDM and other local and regional planning efforts.</li> </ol>
 <p><b>GOAL #4: SUPPORT FISCAL RESPONSIBILITY</b></p> <p>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.</p>	<ol style="list-style-type: none"> <li>1. Develop transportation solutions that are cost effective.</li> <li>2. Identify outside funding sources for transportation projects such as grants, developer contributions, or transportation system charges.</li> <li>3. Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost.</li> <li>4. Consider future operation and maintenance costs in investment choices.</li> </ol>



Table 4 | Goals & Objectives

GOAL	OBJECTIVES
 <p><b>GOAL #5: MANAGE ACCESS</b></p> <p>Manage access from U.S. 101 to Manzanita and the recreational opportunities in the area to minimize cut through traffic and seasonal congestion.</p>	<ol style="list-style-type: none"> <li>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.</li> <li>2. Support other planning efforts to create non-motorized and transit connections from key destinations to the commercial core.</li> </ol>
 <p><b>GOAL #6: ENHANCE ECONOMIC VIBRANCY</b></p> <p>Support economic vibrancy and reduce parking demand by providing walking, biking, and transit connections to the commercial core and the beach.</p>	<ol style="list-style-type: none"> <li>1. Prioritize low stress bicycle and pedestrian facilities on arterials and collectors to enhance connections to local destinations.</li> <li>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.</li> </ol>





# Transportation Policies

The policies listed below reflect the TSP goals and objectives and will ensure that future land use and transportation decisions in Manzanita help to bring the transportation system envisioned in this document to fruition.

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. 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.
3. The city and state shall cooperate to retain the airport at Nehalem Bay State Park. It is the position of the city that the airport should be surfaced, that "T-Hangers" should be installed, and that a caretaker should be stationed at the airport. It is the goal of the city that the facility be improved for existing traffic rather than expanded.
4. The city and state shall cooperate to limit the number of accesses onto U.S. 101 to as few as possible. Limited access shall be permitted north of Laneda, or in other locations where traffic visibility is limited.
5. The city will work with ODOT to coordinate plans and projects particularly through the Oregon Transportation Plan and the U.S. 101 Corridor Study. Specifically, the city wishes to have direct input into highway improvement plans on U.S. 101 in the vicinity of the city, and on future uses of the unused highway right-of-way.
6. The City discourages property owners from improving street rights-of-way with landscaping, driveways, walkways and similar projects, especially in the vicinity of water, sewer, and storm drainage lines. All parking required by the zoning ordinance must be useable by the property owners, generally not exceeding 10% grade from the street.
7. The city will support equitable access for underserved and vulnerable populations through compliance with ADA standards for new transportation infrastructure improvements and upgrades to existing infrastructure that does not meet ADA standards.
8. The city will support the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail, Oregon Coast Trail, and Tillamook County Water Trail.
9. The city will support streetscape improvements to improve downtown areas, including, but not limited to, improved landscaping pedestrian scale lighting, benches, bicycle racks, and street trees.
10. The city will support alternative travel modes that reduce vehicle travel between cities, including, but not limited to, regional shuttle services or water taxis.
11. The city should prioritize improvements to non-motorized routes that include pedestrian and bicycle facilities between Nehalem Bay communities.
12. The city should prioritize enhancing pedestrian and bicycle crossings on U.S. 101 that connect businesses and recreational destinations with neighborhoods.
13. The city will support improvements that increase visibility of transportation users in constrained areas, such as hills and blind curves.





14. The city shall prioritize improvements that address known safety issues at locations with fatal or severe injury crashes, crashes involving bicyclists or pedestrian, and vehicles entering and exiting U.S. 101.
15. The city will coordinate with ODOT to implement engineering and traffic calming strategies where appropriate on U.S. 101 to reduce vehicle speeds and are consistent with ODOT's HDM and other local and regional planning efforts.
16. The city should maintain transportation infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.
17. The city will support improvements to traffic circulation and access for fire and emergency vehicles.
18. The city shall prioritize cost-effective transportation improvements.
19. The city should seek additional funding sources for transportation improvements, such as, but not limited to, grants, developer contributions, and transportation system charges.
20. The city should support partnerships that maximize the benefit and return on investment for associated costs when prioritizing transportation investments.
21. The city should support improvements that increase local vehicle circulation and encourage local traffic to use local roads.
22. The city should support non-motorized and transit connections from key destinations and the commercial core.
23. The city should prioritize bicycle and pedestrian facilities on arterials and collectors that enhance connections to local destinations.
24. The city should prioritize transportation and land use solutions that support all road-users in the downtown area and to/from residential areas to the downtown core and beach.

## Public Facilities & Services

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

## Street Policies

1. The cost of constructing streets in new subdivisions, planned developments, or in rights-of-way where no improved street exists shall be the responsibility of the developer or the adjacent property owners. The City shall share costs in the following way:
  - a. On existing dedicated, but unimproved streets, which are arterials or feeders, the City will pay the difference in pavement width between the existing width and arterial or feeder width. On existing dedicated unimproved or underimproved residential streets, the abutting property owners shall pay all costs of the improvement.
  - b. Substantial improvement of existing street intersections shall be the responsibility of the City.
  - c. There shall be no city participation in bearing the cost of streets in subdivisions or planned developments. Owners wishing to build access to their property on unimproved rights-of-way must adhere to City Street Standards.
4. Asphaltic concrete pavement shall be required for all streets.
5. Storm drainage, as determined by the Public Works Department, shall be required for all street improvements and construction.
6. Street right-of-way which cannot be improved due to steep topography, or other valid reason, should be used for other purposes, such as parks or open space, walking trails or greenbelts.

For more information on the policies, see **TM #12: Implementing Ordinances**, included in **Volume 5**.



# Evaluation Criteria

The evaluation criteria, presented in Table 5, were used to evaluate each potential project’s alignment with the TSP goals. Evaluation criteria was vetted by the PAC and City staff to ensure that the evaluation process resulted in projects that aligned with the desired outcomes of the TSP process.

Table 5 | Evaluation Criteria







GOAL	EVALUATION CRITERIA
 <b>1. QUALITY OF LIFE</b>	<p>Project improves access for underserved or vulnerable populations.</p> <p>Project improves a route predominately used by local travelers off U.S. 101.</p> <p>Project improves the experience of people traveling through Nehalem Bay.</p>
 <b>2. CREATE SAFE CONNECTIONS</b>	<p>Project addresses a location with a history of fatal/severe injury crashes and/or bike/ped crashes.</p> <p>Project creates new connections off U.S. 101 for active transportation modes between Nehalem Bay communities.</p> <p>Project includes a traffic calming element aimed at slowing vehicle traffic to improve safety and comfort for active transportation users.</p> <p>Project addresses a location with a latent risk of crashes.</p>
 <b>3. PLAN FOR THE FUTURE</b>	<p>Project maintains or rebuilds critical infrastructure; or improves access for emergency vehicles.</p> <p>Project includes a maintenance component on local roads.</p> <p>Project improves U.S. 101 consistent with ODOT’s Highway Design Manual or other regional planning efforts.</p>
 <b>4. SUPPORT FISCAL RESPONSIBILITY</b>	<p>Project builds on investments in transportation funded primarily by entities other than the cities. (state, regional, county, grants, or development impact fees).</p> <p>Project decreases future operation and/or maintenance costs.</p>



Table 5 | Evaluation Criteria

GOAL	EVALUATION CRITERIA
 <p><b>5. MANAGE ACCESS</b></p>	<p>Project improves local roadway connections and/or wayfinding within Manzanita’s UGB.</p> <p>Project supports efforts to create connections between key destinations and the commercial core.</p>
 <p><b>6. ENHANCE ECONOMIC VIBRANCY</b></p>	<p>Project creates new connections for active transportation modes on arterials or collectors.</p> <p>Project builds roadway shoulders to city standards/ greater than standard where no bike/ped facility is available.</p>





# CHAPTER 3: MANZANITA'S TRANSPORTATION SYSTEM

One desire that was consistently shared by community members throughout development of the TSP was the desire for a transportation system that improves safety and comfort for people who choose to walk and bike, including enhancing connections for these travelers off U.S. 101. To achieve this, the TSP includes proposed networks for pedestrian, bicycles, and vehicles. This chapter presents the proposed network for each of these modes.

## Autos

**Figure 6** shows the proposed roadway network for Manzanita. This is followed by **Table 6** which defines each functional class. The cross-sections for collectors and local streets within Manzanita are shown on **Figure 7** through **Figure 9**.

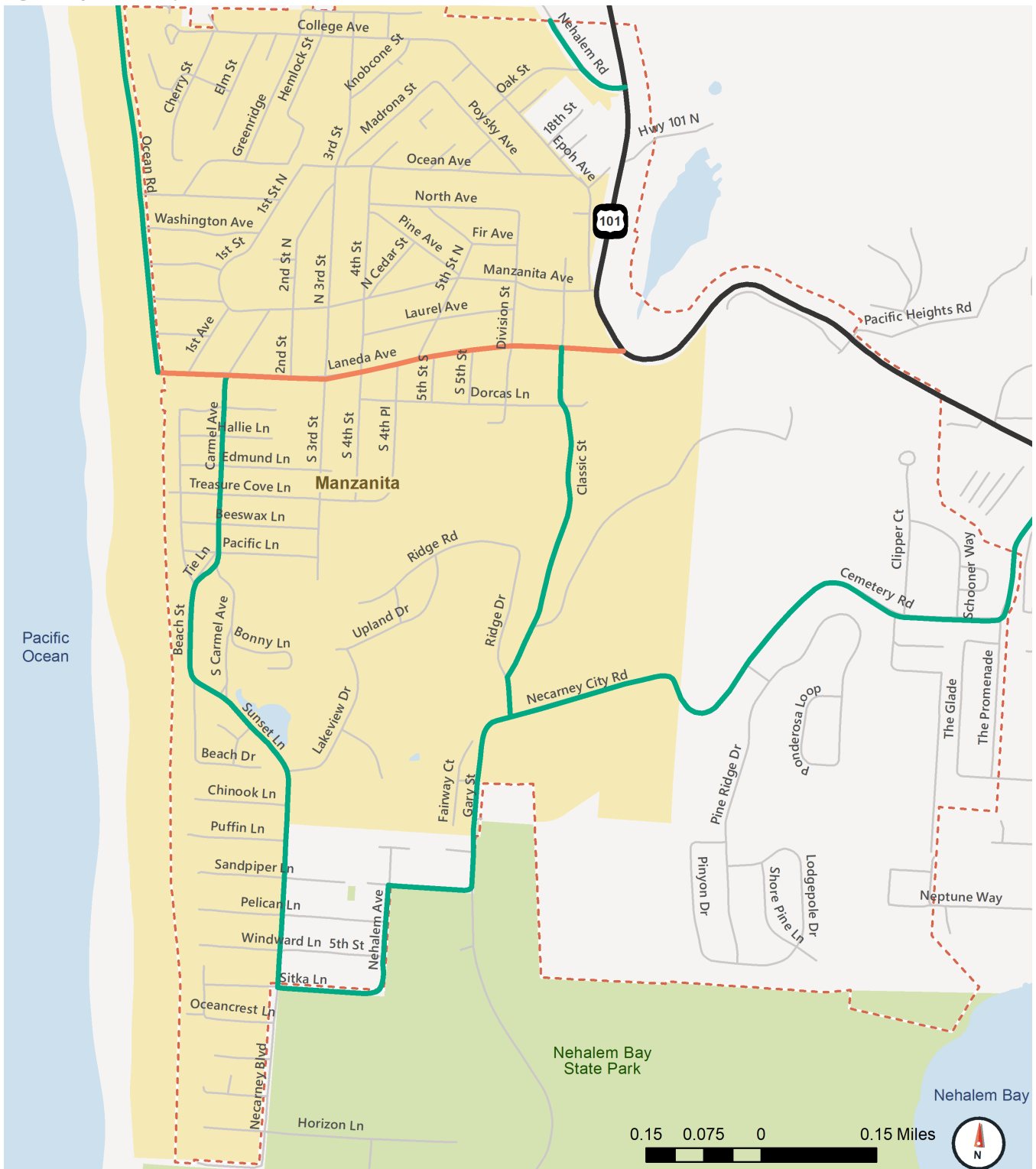
When determining the needs that must be met by a specific road, relying on the surrounding land use context results in a context-sensitive approach to determining the appropriate cross-section and facilities that should be provided. Based on the six urban contexts, with the term urban applying to any area with an Urban Growth Area (UGA), the area surrounding U.S. 101 in Manzanita is identified as Suburban Fringe. This land use context was used to identify the appropriate elements and dimensions for U.S. 101, identified as a Principal Arterial within Manzanita.





December 2023

Figure 6 | Roadway Functional Classification



- Principal Arterial
- Major Collector
- Minor Collector
- Local
- Urban Growth Boundary (2019)
- Park
- City



Table 6 | Manzanita Roadway Standards by Functional Class

FUNCTIONAL CLASS	PEDESTRIAN REALM	TRANSITION REALM			TRAVELWAY REALM		
	SIDEWALK	BICYCLE FACILITIES	BUFFER ZONE	MINIMUM ON-STREET PARKING WIDTH	NUMBER OF TRAVEL LANES	MINIMUM LANE WIDTH	MEDIAN/CENTER TURN LANE
Principal Arterial <sup>1</sup>	6 to 8 feet	6 feet	3 to 5 feet	None	2	11 to 12 feet	12 to 13 feet
Major Collector	10 feet	None	None	8 feet	2	11 feet	None
Minor Collector <sup>2</sup>	12 feet		2 feet	None	2	11 feet	None
Local <sup>2,3</sup>	None	Advisory Bike Lanes or Sharrows	None	None	1	22 feet	None

<sup>1</sup> As the only Principal Arterial in Manzanita is U.S. 101, which is under the jurisdiction of ODOT, values presented above are consistent with recommendations for a Suburban Fringe roadway with a Tier 1 Bikeway based on guidance in the ODOT HDM.  
<sup>2</sup> The Manzanita Bicycle Network Map (Figure 6) identifies the appropriate bicycle facilities for local roadways.  
<sup>3</sup> While local roadways only require one lane, the width would allow for two-way travel.

Figure 7 | Major Collector Cross-Section

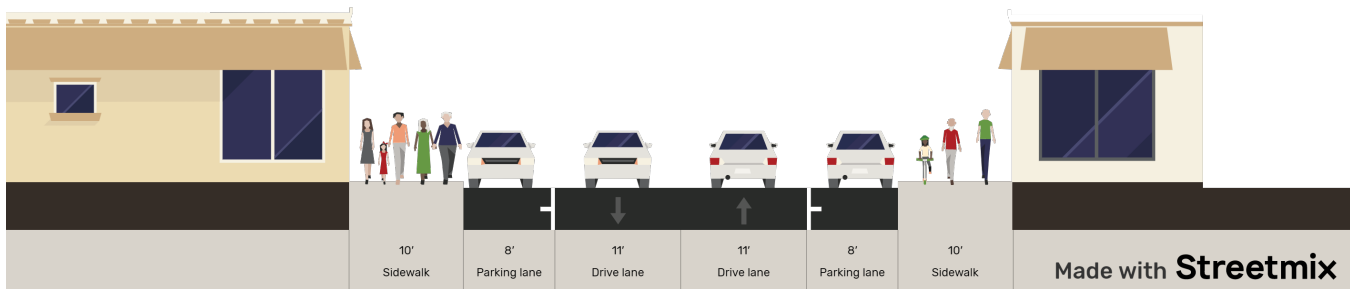




Figure 8 | Minor Collector Cross-Section

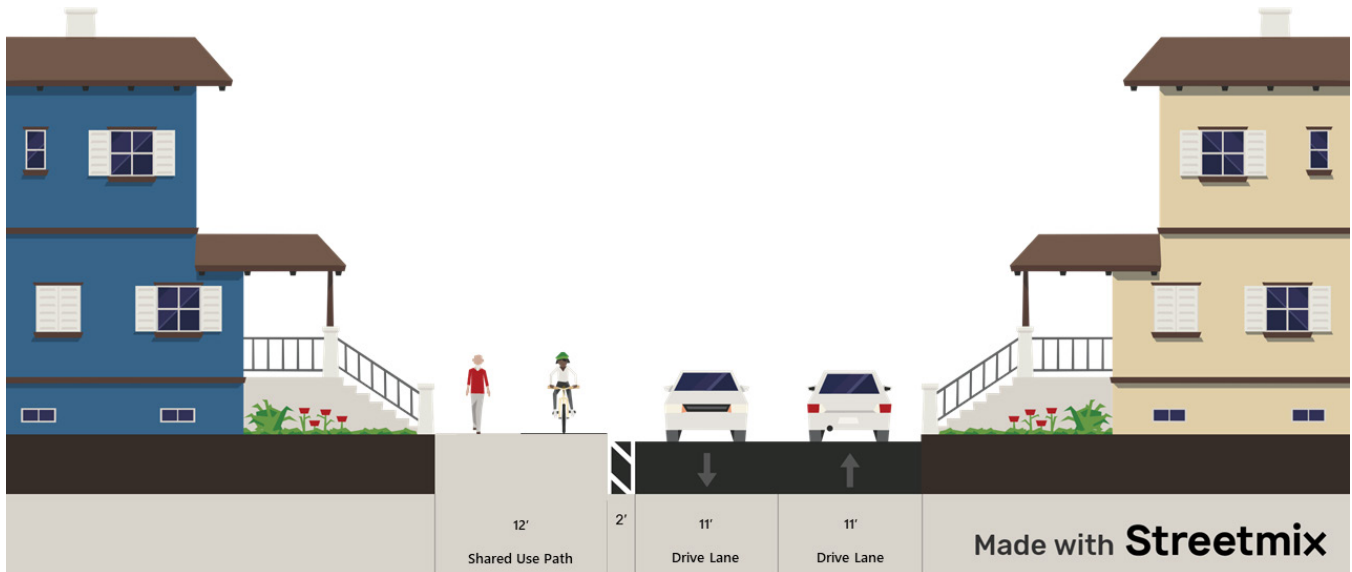
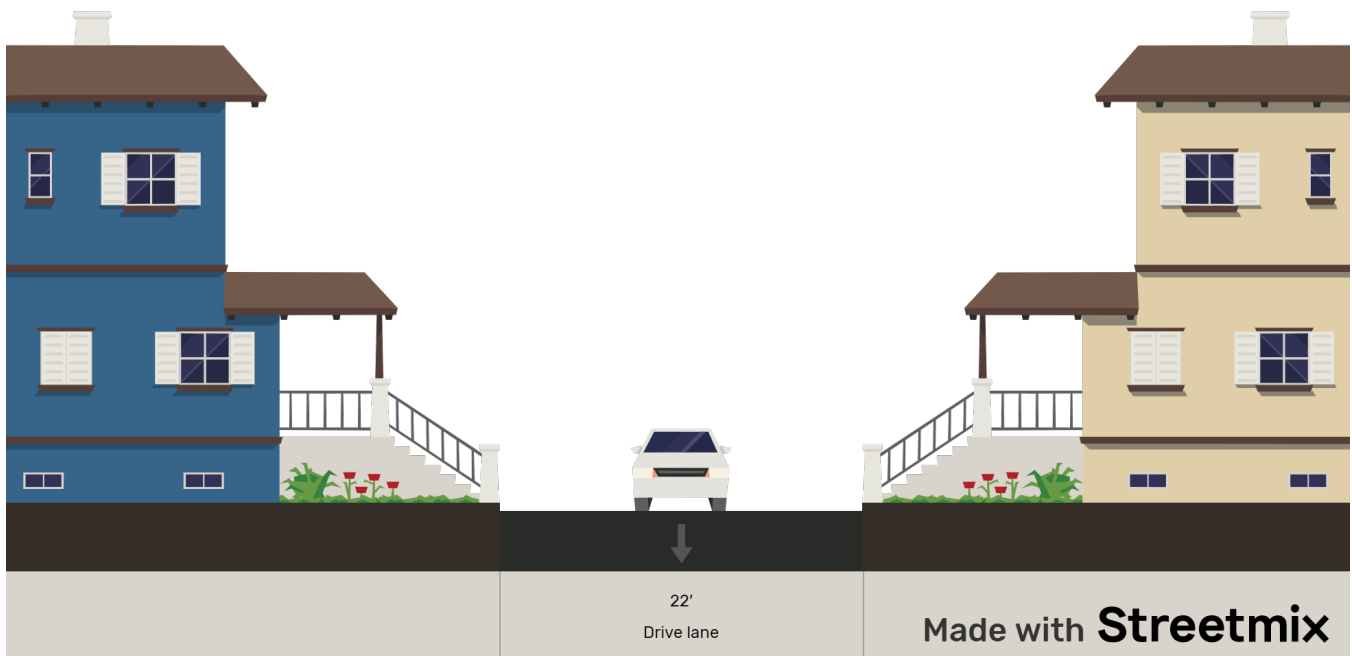


Figure 9 | Local Road Cross Section





# Pedestrians

Within Manzanita, there are two key streets where sidewalks are needed to connect people to key destinations: Laneda Avenue and Ocean Avenue, as shown on **Figure 10**.

Laneda Avenue is a key pedestrian corridor connecting people from the commercial core to the beach, while Ocean Avenue provides access to the beach. Given the high pedestrian volumes on these key routes, it is recommended that, when feasible, 10 feet of pedestrian throughway be provided. Where space allows, additional space should be provided for frontage (up to four feet) for a total maximum of 14 feet. Where space is constrained, the additional buffer may be eliminated as shown in the Major Collector Cross-Section above, as the on-street parking lane provides separation for the pedestrian realm and the travelway realm.

The ADA requires that transportation facilities accommodate the needs of people with varying abilities. By building a pedestrian network that meets

the needs of people with varying abilities improves accessibility and results in a high-quality system for all users. To achieve this, the City should incorporate the following features when building new sidewalks or improving existing sidewalks:

- Ensure that sidewalks are free of obstructions. While objects up to 27 inches above the ground can be detected by a white cane, objects between 27 and 80 inches in the pedestrian circulation area may cause injury to blind and low vision users.

If objects must protrude into the pedestrian circulation area, detectable delineation to warn users should be provided.

- Provide yellow detectable warning surfaces at curb ramps, railroad crossings, and transit stops.
- Design sidewalks to include firm and level surfaces, adequate clear width, and limited cross-slope.
- Provide an accessible sloped entrance and exit to transition to and from the walkway where the facility begins and ends.

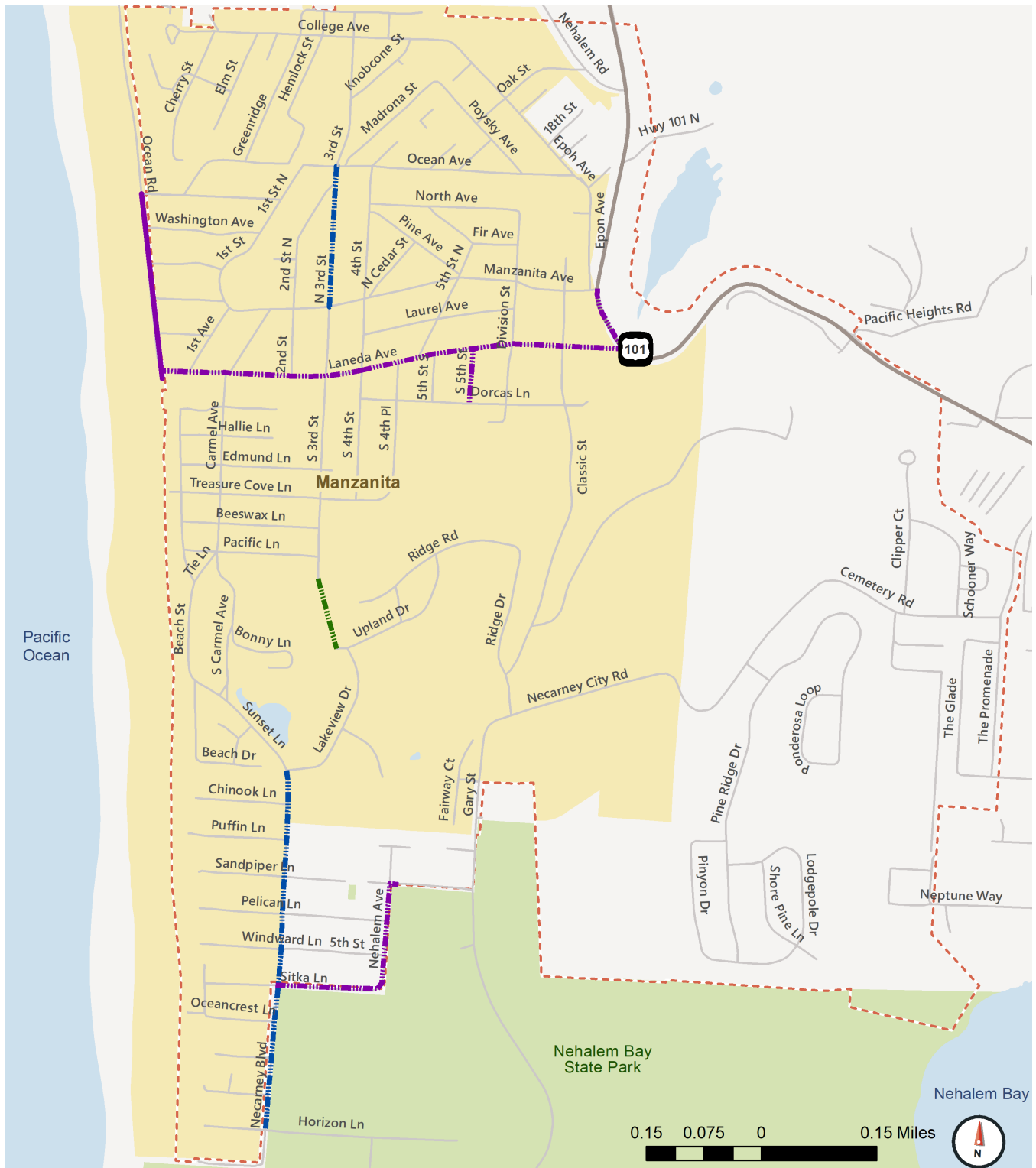








December 2023

Figure 10 | Proposed Pedestrian Network



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

0 0.075 0.15 Miles





# Bicycles

As shown on **Figure 11**, the bicycle network within the City of Manzanita relies on four types of facilities:

- **Separated Bike Lane:** Separated Bike Lanes are part of the street that is designated for bicycle travel, and in some cases pedestrian travel, that are separated from vehicles by a street buffer that contains a vertical element (e.g curb, parking, or bollards).
- **Sharrows:** These are quiet slow streets that prioritize bicycles and automobiles. The shared lane marking (sharrows) indicate that bicycles and automobiles should share the lanes and are typically used when there is a sidewalk or other space allocated for people walking and to complete the bicycle network.

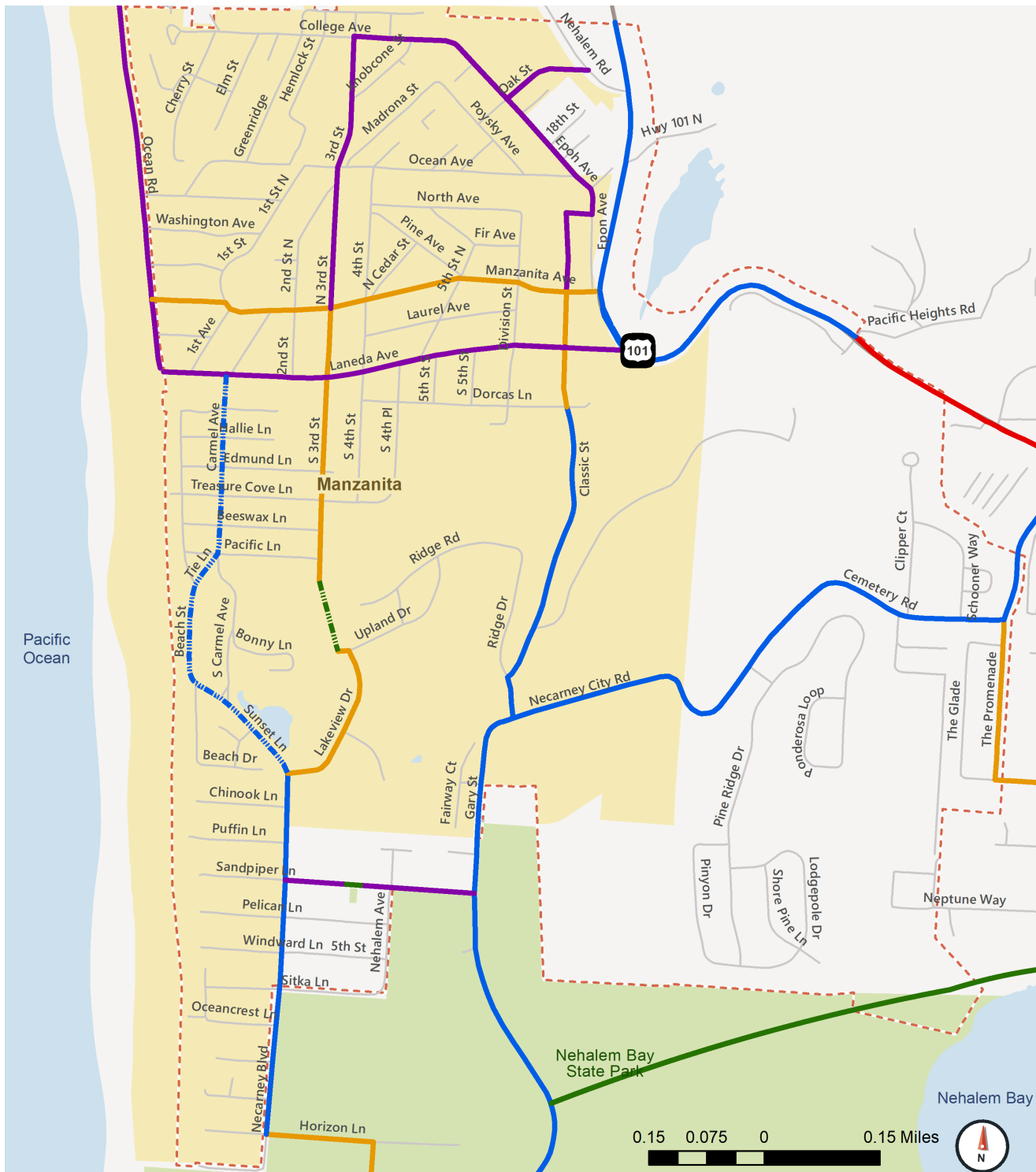
- **Advisory Bike Lanes:** These are quiet slow streets that prioritize bicycles and pedestrians. A shoulder, available for use by bicyclists and pedestrians, is delineated by striping allowing for vehicles to use the shoulder when no pedestrians or bicyclists are present to pass oncoming vehicles.
- **Trails:** Trails, which are typically constructed using a soft-surface and used for recreational travel provide a space for people walking and bicyclists. Trails have dedicated right-of-way and connect people between regional destinations. While trails may parallel a roadway, they may also create a new connection for people walking and bicycling.

The cross-sections for the four types of bicycle facilities within Manzanita are shown on **Figure 12** through **15**.





Figure 11 | Proposed Bicycle Network



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



Figure 12 | Separated Bicycle Facility Cross-Section

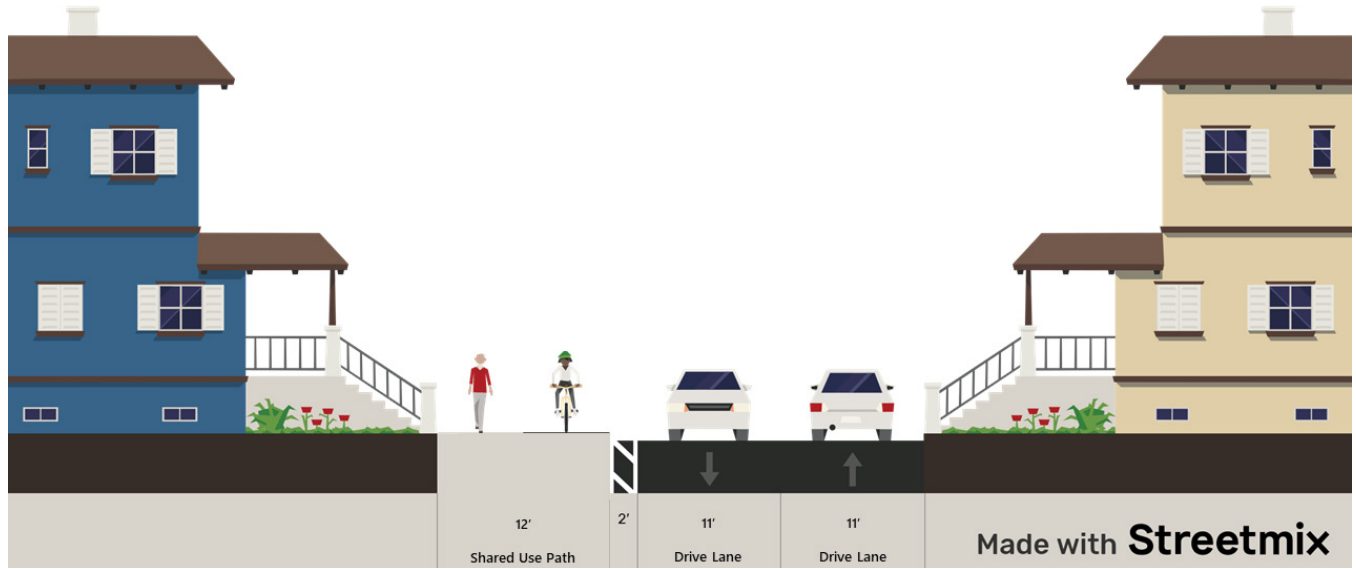


Figure 13 | Sharrow Cross-Section

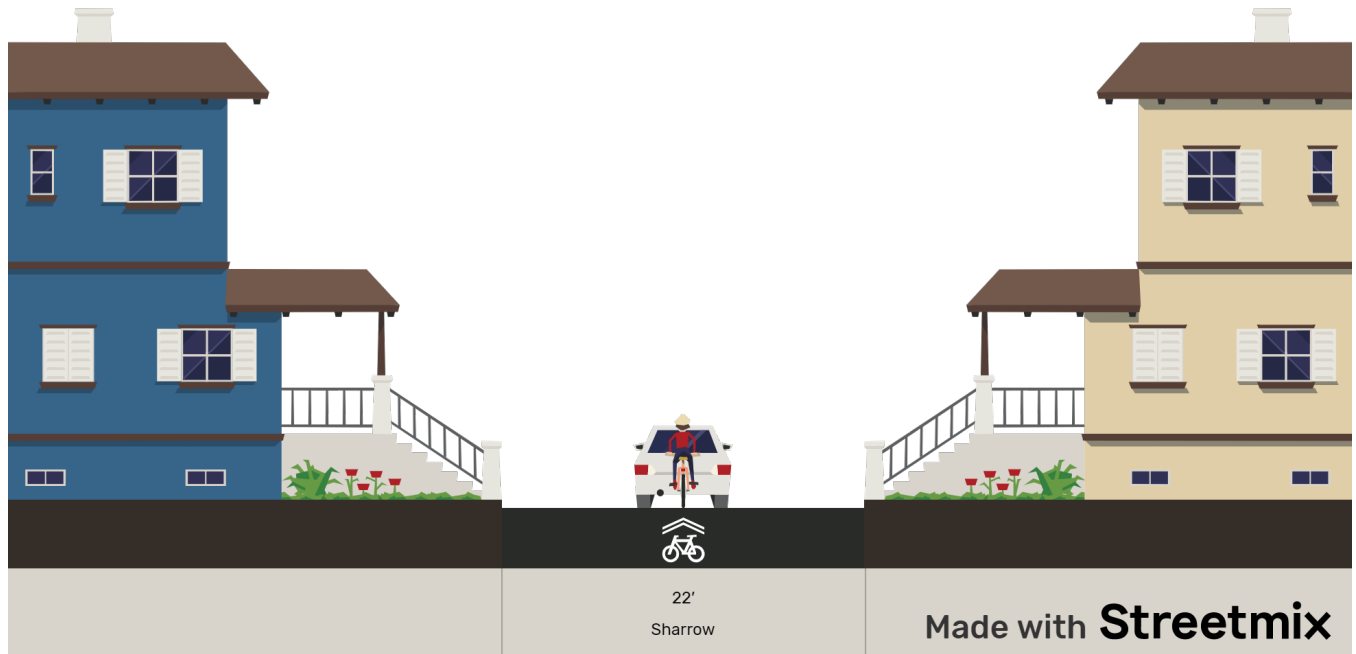




Figure 14 | Advisory Bike Lane Cross-Section

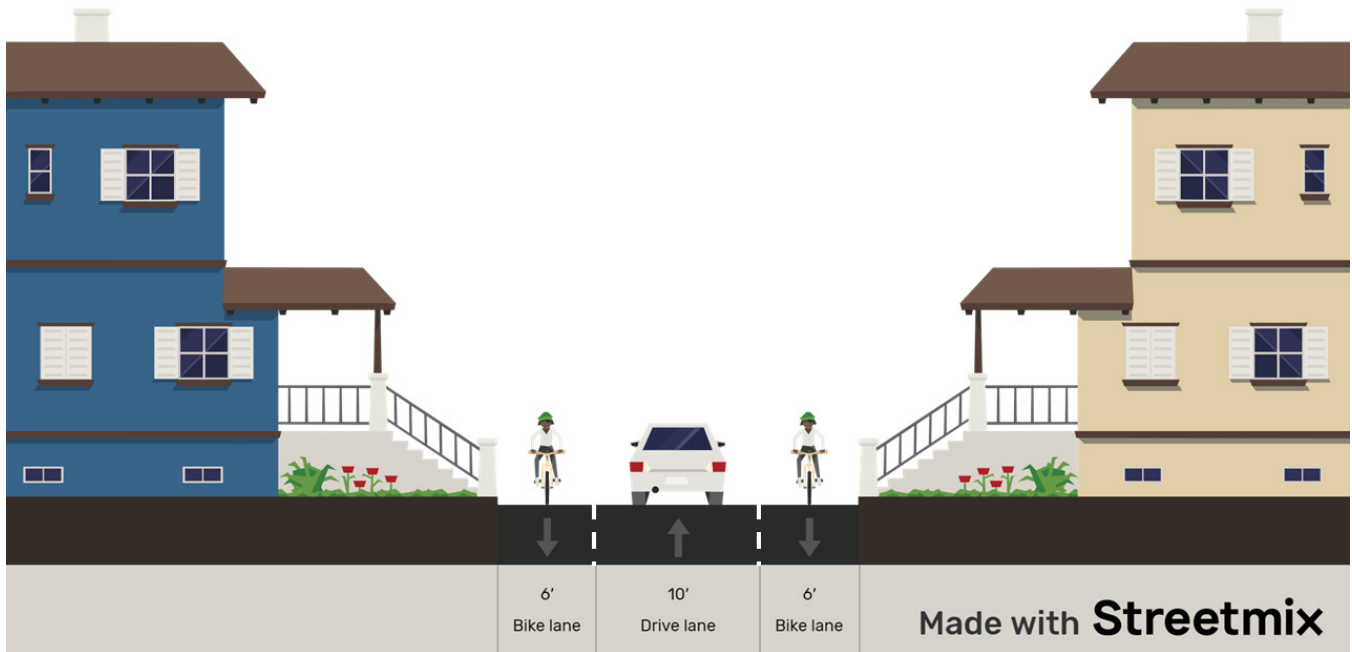
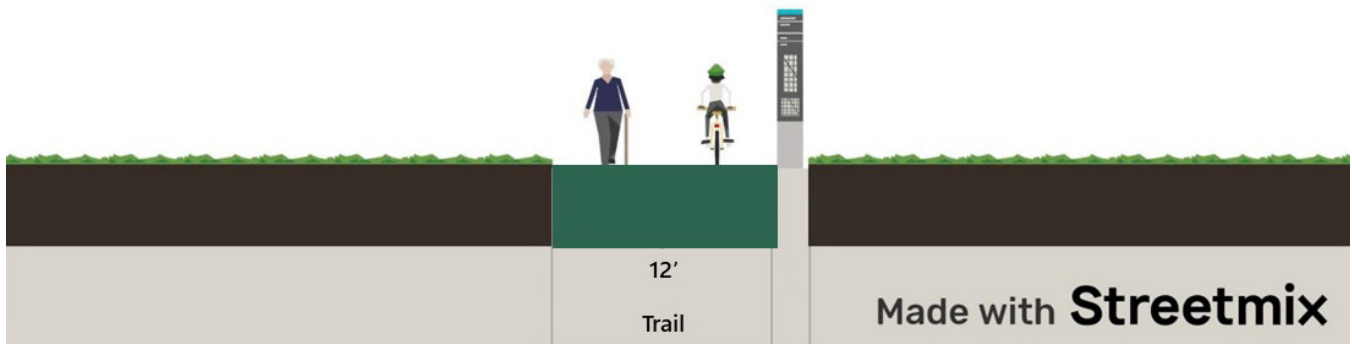


Figure 15 | Trail Cross-Section





# CHAPTER 4: PROJECTS

This chapter begins with a summary of community input that informed development of the TSP project list. This is followed by the 16 projects that have been included on the TSP project list based on community input and alignment with the TSP goals.

## Community Input

The second and third touchpoints with the community informed development of the project list and identification of high priority projects.

### Community Touchpoint #2 – Draft Project List

The second community touchpoint, which took place in January and February 2022, was held online due to the ongoing COVID-19 pandemic. This touchpoint included a community listening session, which allowed community members to share feedback directly and ask questions about the proposed projects. The community conversation was followed by an online open-house which allowed community members to review the project list and provide feedback through an online survey.

Six community members joined the Manzanita community conversation and 14 respondents provided input on the proposed projects in Manzanita through the online survey.

While all of the respondents said that the proposed list of projects would advance the City’s transportation goals, additional issues that were identified for inclusion on the project list include:

- Traffic volume on Classic Street makes it feel unsafe for people walking and biking
- On some roadways, shared space for bicycles and pedestrians is not appropriate
- Dedicating more space to pedestrians in the commercial core would enhance the visitor experience
- Proposed projects would significantly increase the number of facilities and space for people and walking and biking

### Community Touchpoint #3 – High Priority Projects

The third community touchpoint included multiple opportunities for community members to share their feedback in-person and online. These events, which occurred in June and July 2022, shared the proposed TSP project list and asked community members to provide input that was used to identify high priority projects.



In Manzanita, 73 percent of respondents agreed with the draft project list either as presented or with some changes. When asked to identify projects they viewed as high-priority within the community the following projects were identified:

- Classic Street Bicycle and Pedestrian Enhancements
- Bicycle and Pedestrian Connection to Nehalem Bay State Park
- Bayside Gardens to Manzanita Bicycle and Pedestrian Connection
- Bicycle Parking

## The Projects

Based on the evaluation that was completed to align recommendations with the goals and feedback from the community, a set of high priority projects were identified. High Priority projects are those that address multiple needs and are essential to moving the City towards its vision for a safe and connected transportation system for all users. The following pages provide more detail on the recommended.

A timeline for implementation was also identified for each of the projects. The timeline for implementation was determined based on complexity of the project, the amount of coordination required with multiple agencies for implementation, and cost.

There are five categories of projects that have been identified to meet the needs and desires identified for Manzanita, including:

- **Signage/Wayfinding & Other:** These projects would add enhanced signage/wayfinding, primarily

to connect people walking and biking to key destinations in the region without driving. Also included are projects that would create “gateways” to the Cities, alerting drivers of the change in context and helping to lower vehicle speeds.

- **Bicycle/Pedestrian Enhancements:** These projects enhance an existing facility to create dedicated space for people walking and biking within the existing Right-of-Way (ROW) or enhance existing separation of modes.
- **Roadway:** These projects address operational deficiencies or improve the quality of a roadway that is currently hazardous or challenging to navigate because of the condition of the roadway.
- **Safety:** Projects identified as safety enhancements address areas where crashes have historically occurred or where a safety concern was shared by community members.
- **New Bicycle/Pedestrian Connection:** These solutions create new facilities for people walking and biking. These solutions may provide a separated space next to an existing roadway or fill a gap between key destinations in the region by creating a new connection.

The location of recommended projects and project descriptions are shown on **Figure 18** and in **Table 6**, respectively. This is followed by additional information on the high priority projects.



Table 7 | *Timeline for Implementation*




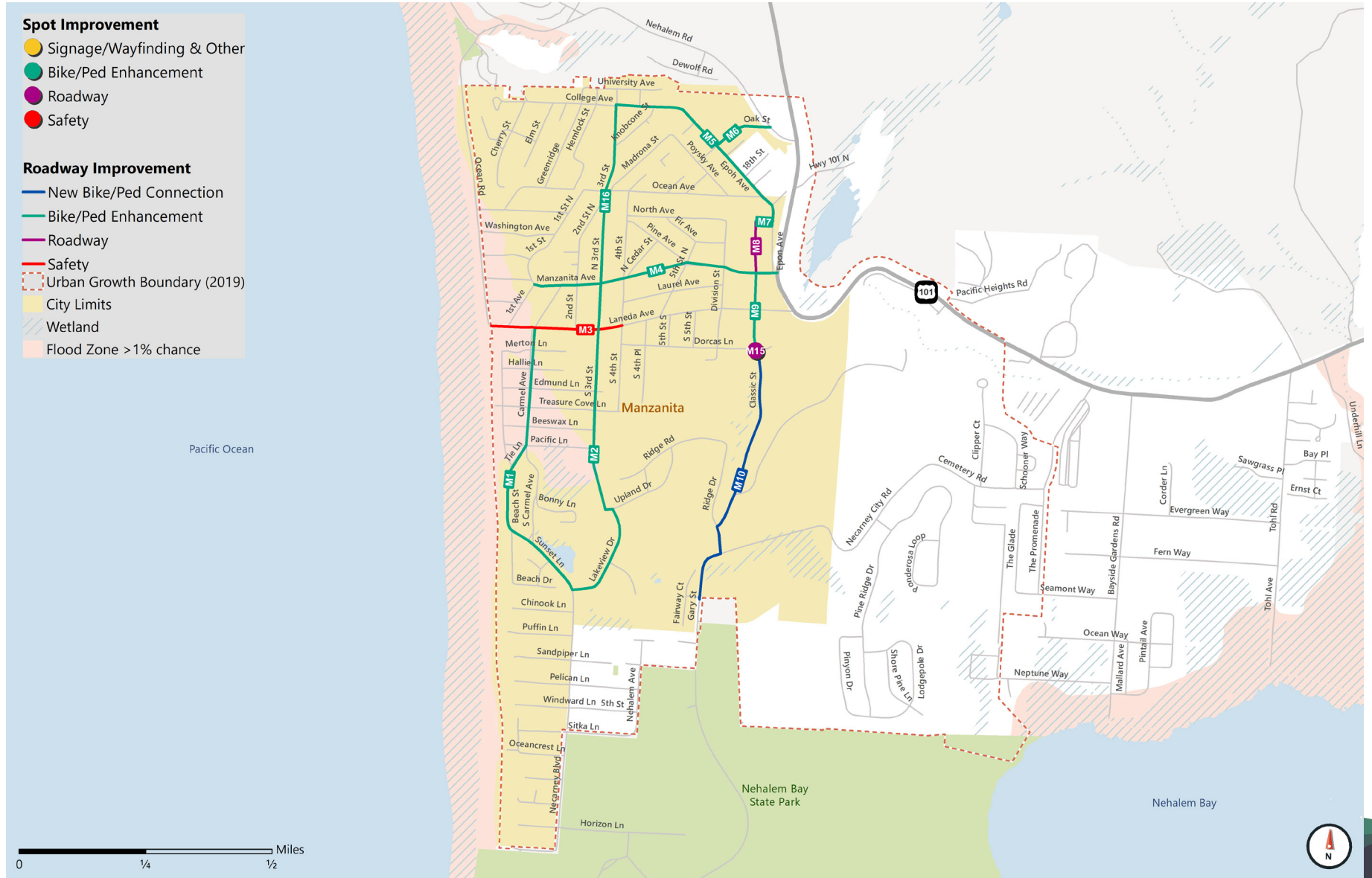
TIMELINE	DESCRIPTION
 <p><b>1. NEAR-TERM</b></p>	<p>Projects identified for <b>NEAR-TERM</b> implementation are those that could be implemented within the next five years. These projects generally improve existing facilities or improve spot locations and are programmatic in nature.</p>
 <p><b>2. MEDIUM-TERM</b></p>	<p>Projects identified for <b>MEDIUM-TERM</b> implementation are likely to require between five and 10 years to implement based on cost and complexity. These projects may cross jurisdictional boundaries, requiring coordination between multiple agencies to implement, require more substantial upgrades to existing facilities or would require construction of off-street facilities.</p>
 <p><b>3. LONG TERM</b></p>	<p>Projects identified for <b>LONG-TERM</b> implementation are high-cost projects that will require more than 10 years to secure funding and design. Long-term projects are those that would construct new facilities on or parallel to U.S. 101 and would require substantial coordination with agencies and community members in the region.</p>







Figure 16 | Project Map



NOTE: M11, M12, M13, and M14 are not shown on the map



Table 8 | Manzanita TSP Projects

ID	Project Name & Description	Extents	Category	Cost <sup>1</sup>	Timeline
M1	<b>CARMEL ROAD PEDESTRIAN ENHANCEMENTS:</b> Enhance delineation between pedestrians and cyclists and look for opportunities to increase safety.	Laneda Avenue to Lakeview Drive	Bike/Ped Enhancement	\$180,000	MEDIUM-TERM
M2	<b>3RD STREET/ LAKEVIEW DRIVE BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance 3rd Street/Lakeview Drive with advisory bike lanes to provide space for people walking and biking.	Manzanita Avenue to Necarney Blvd	Bike/Ped Enhancement	\$98,000	MEDIUM-TERM
M3	<b>LANEDA AVENUE IMPROVEMENTS:</b> Create a connection between the downtown core and the beach by improving Laneda Avenue to feel like a main street through the use of traffic calming measures. This could include painting a solid yellow stripe, providing curb extensions at key intersections, considering back-in angled parking, and constructing consistent curbs. This project should also ensure that ADA parking requirements are being met.	4th Street to Ocean Road	Safety	\$600,000	LONG-TERM
M4	<b>MANZANITA AVENUE SAFETY ENHANCEMENTS:</b> Enhance Manzanita Avenue with advisory bike lanes identify space for people walking and biking and improve safety at intersections. Project may also include removing landscaping and shrubbery near intersections where needed to improve intersection sight distance.	U.S. 101 to Ocean Road	Bike/Ped Enhancement	\$120,000	MEDIUM-TERM
M5	<b>EPOH AVENUE BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance Epoh Avenue with sharrows to indicate where people biking should travel.	3rd Street to North Avenue	Bike/Ped Enhancement	\$23,000	NEAR-TERM
M6	<b>OAK STREET BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance Oak Street with sharrows to indicate where people biking should travel.	Nehalem Road to Epoh Avenue	Bike/Ped Enhancement	\$4,000	NEAR-TERM
M7	<b>NORTH AVENUE BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance North Avenue with sharrows to indicate that bikes should use the vehicle lane.	Epoh Avenue to Classic Street Extension	Bike/Ped Enhancement	\$3,200	NEAR-TERM
M8	<b>CLASSIC STREET EXTENSION:</b> Construct an extension of Classic Street from Manzanita Avenue to North Avenue and include sharrows to indicate that bikes should use the vehicle lane.	North Avenue to Manzanita Avenue	Roadway	\$1,500,000	LONG-TERM

High Priority Projects

<sup>1</sup> Costs shown are based on 2023 dollars.



Table 8 | Manzanita TSP Projects

ID	Project Name & Description	Extents	Category	Cost <sup>1</sup>	Timeline
M9	<b>CLASSIC STREET BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance Classic Street to provide space for people walking and biking and create a connection from downtown core to planned multimodal facilities. Treatments could include constructing consistent shoulders to provide space for people walking and adding sharrows to indicate that bicyclists should use the travel lane.	Manzanita Avenue to Laneda Avenue	Bike/Ped Enhancement	\$110,000	MEDIUM-TERM
M10	<b>BICYCLE &amp; PEDESTRIAN CONNECTION TO NEHALEM BAY STATE PARK:</b> Provide a separated path for people walking and biking between the Manzanita and Nehalem Bay State Park along the Classic Street alignment. Further analysis would be required to identify final cross-section and alignment. This project should also include wayfinding to encourage visitors to walk and bike to the state park and will require coordination with Nehalem Bay State Park for connections into the State Park and reconstructing the road.	Dorcas Lane to end of UGB	New Bike/Ped Connection	\$1,500,000	LONG-TERM
M11	<b>COMPLETE TRAIL CONNECTIONS:</b> Complete trail connections identified in the City's Trail Master Plan to create more local connections for people biking and walking.	Citywide	New Bike/Ped Connection	-	MEDIUM-TERM
M12	<b>BICYCLE PARKING:</b> Provide dedicated areas for bicycle parking near the beach and in the downtown core.	Citywide	Bike/Ped Enhancement	\$5,000	NEAR-TERM
M13	<b>PARKING SIGNAGE:</b> Provide signage near the beach and downtown core to direct visitors to public parking areas.	Citywide	Signage/Wayfinding	\$2,000	NEAR-TERM
M14	<b>WAYFINDING SIGNS:</b> Provide wayfinding and educational signs in the downtown core and beach to direct visitors to local destinations, enhancing visitors ability to park once. Signage should also include messaging about where pedestrians should walk.	Citywide	Signage/Wayfinding	\$6,000	NEAR-TERM
M15	<b>DORCAS LANE &amp; CLASSIC STREET INTERSECTION IMPROVEMENTS:</b> Construct intersection improvements, potentially a mini or compact roundabout, to improve safety and operations as development continues.	Dorcas Lane & Classic Street	Roadway	\$500,000	LONG-TERM
M16	<b>3RD STREET BICYCLE &amp; PEDESTRIAN ENHANCEMENTS:</b> Enhance 3rd Street with sharrows to indicate where people biking should travel.	Manzanita Avenue to College Avenue	Bike/Ped Enhancement	\$40,000	NEAR-TERM



High Priority Projects

<sup>1</sup> Costs shown are based on 2023 dollars.





# Carmel Road Pedestrian Enhancements

## PROJECT M1

### CATEGORY

*Bicycle and Pedestrian Enhancement*

### COST

\$180,000

### TIMELINE



*Mid-Term*

### PROJECT LOCATION

Laneda Avenue to Lakeview Drive

### PROJECT DESCRIPTION

Today, Carmel Road is striped to identify space for people walking and bicycling; however, the space does not delineate between people walking and bicycling and separation from the vehicle lane is limited to paint. Community members shared that this space is highly utilized and therefore delineation between the space for people walking and bicycling is needed to address the different speeds of these travelers. This project would also explore other opportunities to enhance safety, specifically at crossings.

### GOALS THIS PROJECT ADVANCES



*Enhance Quality of Life*



*Create Safe Connections*



*Plan for the Future*



*Support Fiscal Responsibility*



*Manage Access*



*Enhance Economic Vibrancy*



Source: ITE NY Upstate

Example of on-street facilities with separation and enhanced crossings.



# U.S. 101 Bicycle & Pedestrian Path

## PROJECT M3

### CATEGORY

Safety

### COST

\$500,000

### TIMELINE



Long-Term

### PROJECT LOCATION

4th Street to Ocean Road

### PROJECT DESCRIPTION

While portions of Laneda Avenue were recently improved, this portion from 4th Street to Ocean Road needs additional improvements to be accessible to users of all ages and abilities and maintain the “main street” connection to the ocean. This project would enhance that connection by installing traffic calming measures, restriping the road with a solid yellow stripe, providing curb extensions at key intersections, considering back-in or angled parking and constructing consistent curbs. This project should also ensure that ADA requirements are met for all infrastructure.

### GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Manage Access



Enhance Economic Vibrancy



Example of a main street with angled parking.

Source: Strongtowns.com



# Classic Street Bicycle & Pedestrian Enhancements

## PROJECT M9

### CATEGORY

*Bicycle and Pedestrian Enhancement*

### COST

*\$110,000*

### TIMELINE



*Mid-Term*

### PROJECT LOCATION

Manzanita Avenue to Laneda Avenue

### PROJECT DESCRIPTION

Classic Street is an important connection for residents and business located along or north of Manzanita Avenue to the City's core located on Laneda Avenue. This project would enhance Classic Street between Manzanita Avenue and Laneda Avenue with consistent shoulders and advisory bike lanes to create a space where people can walk and bicycle in the roadway. This would also help create a connection to existing and planned facilities for people walking and bicycling on Laneda Avenue and along Classic Street to the south.

### GOALS THIS PROJECT ADVANCES



*Enhance Quality of Life*



*Create Safe Connections*



*Plan for the Future*



*Support Fiscal Responsibility*



*Manage Access*



*Enhance Economic Vibrancy*



Source: Rural Design Guide

Example of an advisory bike lane.



# Bicycle & Pedestrian Connection to Nehalem State Park

## PROJECT M10

CATEGORY	COST	TIMELINE
New Bicycle & Pedestrian Connection	\$1,500,000	 Long-Term

### PROJECT LOCATION

Dorcas Lane to UGB

### PROJECT DESCRIPTION

Creating a connection from Manzanita to Nehalem Bay State Park for people who choose not to drive was identified as a key outcome from this TSP desired by many community members. This project would create a new connection for people walking and bicycling along Classic Street, a highly-traveled road, often used by large vehicles that make people walking and bicycling feel unsafe. While additional analysis would be required to identify the appropriate cross-section and alignment, this project would create a shared use path parallel to Classic Street and include reconstruction of Classic Street within the UGB.

### GOALS THIS PROJECT ADVANCES

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



Example of a shared use path parallel to a roadway.

Source: Purdue.edu



# Complete Trail Connections

## PROJECT M11

### CATEGORY

*New Bicycle and Pedestrian Enhancement*

### COST

N/A

### TIMELINE



*Mid-Term*

### PROJECT LOCATION

Citywide

### PROJECT DESCRIPTION

Community members in Manzanita spearheaded development of the City’s Trail Master Plan. This community led effort identified a number of trail connections that could be completed to connect existing facilities in Manzanita and enhance user experience for people walking and bicycling within Manzanita. This project would develop a program to prioritize and fund construction of the identified trails as funding is available.

### GOALS THIS PROJECT ADVANCES



*Enhance Quality of Life*



*Create Safe Connections*



*Plan for the Future*



*Support Fiscal Responsibility*



*Manage Access*



*Enhance Economic Vibrancy*



# CHAPTER 5: FUNDING & IMPLEMENTATION

This chapter presents the forecast for available funding over the 20-year planning horizon for this document along with an overview of how projects identified in the TSP can be implemented over the next 20 years.

## Financial Forecast

Historically, revenue for the City's Road Fund has come from franchise and utility agreements, street permit fees, grants, transfers from the general fund, and the motor vehicle tax. **Table 9** presents the annual revenues, expenditures and the 20-year forecast for transportation related funds based on actual revenues and expenditures from FY 2019/2020 and FY 2020/2021.

**Table 9 | 20 Year Financial Forecast**

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



As shown in **Table 9**, Manzanita is forecast to have approximately \$41,000 available annually and \$830,000 available of the next 20 years for transportation related projects.

The 20-year forecast, shown in the table above, assumes that revenues and expenditures will not substantially change over the next 20 years. For purposes of this forecast, available cash on hand was not considered under revenues, and one-time costs (capital outlay) were not included under expenditures.

## Other Funding Options

### System Development Charges

System Development Charges (SDCs) are charges that may be applied to new development within the City. Once in place, these charges may be used to increase the system capacity to accommodate new users. In Oregon, cities may charge SDCs for services including water, transportation, sewer, stormwater, and parks and recreation. If adopted, revenue from SDCs could be used to complete TSP projects that build new transportation facilities, including off-street connections for people walking and biking. Manzanita currently has SDCs for water, storm water, and parks but not for transportation. The City should consider updating its SDCs to include funding for transportation facilities.

### Local Gas Taxes

Another local option to supplement funding available for street projects is the local gas tax. At the local level, gas taxes are implemented by levying a business license tax on fuel dealers. This tax is set at a rate of cents per

gallon of fuel sold by the dealer. HB 2001 requires that any proposed gas taxes or increases to existing taxes must be approved through a public vote. A review of current tax rates, available through ODOT, indicates that 35 cities currently have local gas taxes with rates ranging from \$0.015 to \$0.10 per gallon.

### Urban Renewal Areas

Urban Renewal Areas (URAs) or Tax Increment Financing (TIF) have been used by communities across the state to fund transportation improvements. Creating a URA is a way to improve poorly developed or under-developed areas using a portion of the revenue generated by property taxes from properties in the URA.

### Transportation Utility Fees

Transportation Utility Fees (TUFs) are monthly fees that are collected from residences and business as part of their water/sewer bills. These fees are applied based on the number of trips the land use is likely to generate. Most cities use these funds to supplement funds for road and sidewalk maintenance, but these funds can be used for one time capital improvements. Based on data gathered in 2011, 19 cities in Oregon have adopted this revenue source, the nearest to Nehalem being Bay City. These are typically assessed as a flat fee for residential uses and either size of commercial space or in some cases, the number of trucks. In cities where TUFs are in place, this revenue contributes to between 15 and 20 percent of the revenue in the city's street fund.



## Statewide Transportation Improvement Program (STIP)

One funding option for projects of regional significance is the Statewide Transportation Improvement Program (STIP). The STIP is ODOT's capital improvement plan for state and federally funded projects. The STIP is developed by the Oregon Transportation Commission and ODOT in coordination with a wide range of stakeholders and the public. The STIP includes the following investment areas:

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

Funding allocated by the STIP is typically directed to regionally important projects that will enhance safety and improve operations at the regional level. Projects included on the Manzanita TSP project list that may be eligible for funding through the STIP are the safety projects on U.S. 101.

The most effective way to secure STIP funding for a project is by seeking support through the Northwest Oregon Area Commission on Transportation (NWACT). The NWACT is chartered by the Oregon Transportation Commission and is focused on addressing transportation issues in Columbia, Clatsop, Tillamook Counties, and portions of Washington County.

## Grants

In recent years, Manzanita has received grant funding through ODOT to complete transportation improvements. It is expected that this will continue to be the primary way for Manzanita to fund the projects identified through the TSP process. Grants that may be available to Manzanita are described in more detail below, along with a brief description of the types of projects that may be eligible.

## Oregon Community Paths

The Oregon Community Paths program is geared towards helping communities create and maintain connections through shared use paths. Eligible projects include:

- Continuous paths made up of one or more connected segments that are primarily physically separated from the roadway
- Paths that connect two or more communities, with each community no more than 15 miles apart, or traverses a single large community with a path that is 10 miles or longer
- Paths that will serve as a connection point between communities, or is a part of an officially designated walking and bicycling route
- Paths that are endorsed by elected bodies along path alignment

## Recreational Trails Program

This federally funded program, which is administered by the Oregon Parks and Recreation Department, provides funds for local agencies to develop, improve, or expand motorized and non-motorized trails and their facilities. Eligible projects for these funds include:

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

There are many different funding sources available for recreational trails. A full list of recourses is available on ODOT's [Local Government Funding Overview](#).



Typically, grant submittals for the annual awards are due in November with annual allocations of \$1.6M. The proposed trail between Nehalem and Manzanita is likely to be competitive for this grant.

## Small City Allotment

The Small City Allotment program is an annual allocation of state funds to local transportation projects. Under this program, ODOT sets aside \$5M for incorporated cities with a population of 5,000 or less. Funding received through this program may only be used on streets that are inadequate for the capacity they serve or are in a condition that creates a safety hazard for users. Funding under this program is limited to \$250,000 per project and is awarded through a competitive process, with applications typically due in July.

As Manzanita has a population below 5,000 and would be eligible for funding through this program. Funds received from this program could be used on TSP projects that would repair and enhance existing roadways within the city.

# Implementation

This TSP sets the vision for Manzanita's transportation system, creates a plan for enhancing the transportation system to better accommodate all modes of travel, and identifies 16 projects, that when implemented, would achieve the goals documented in the TSP.

What this TSP does not do is identify funding for the projects included in the project list. While this TSP identifies high priority projects and timelines for implementation, projects may be implemented in any order when funding is available.

To achieve the vision established identified in this TSP, community members, elected officials, and City staff should use this document as a starting point to advocate for transportation improvements in Manzanita, including applying for grants, to secure funding to advance the projects and ultimately bring Manzanita's transportation vision to fruition.

