



Nehalem Bay TSP



Nehalem

VOLUME 3

Nehalem

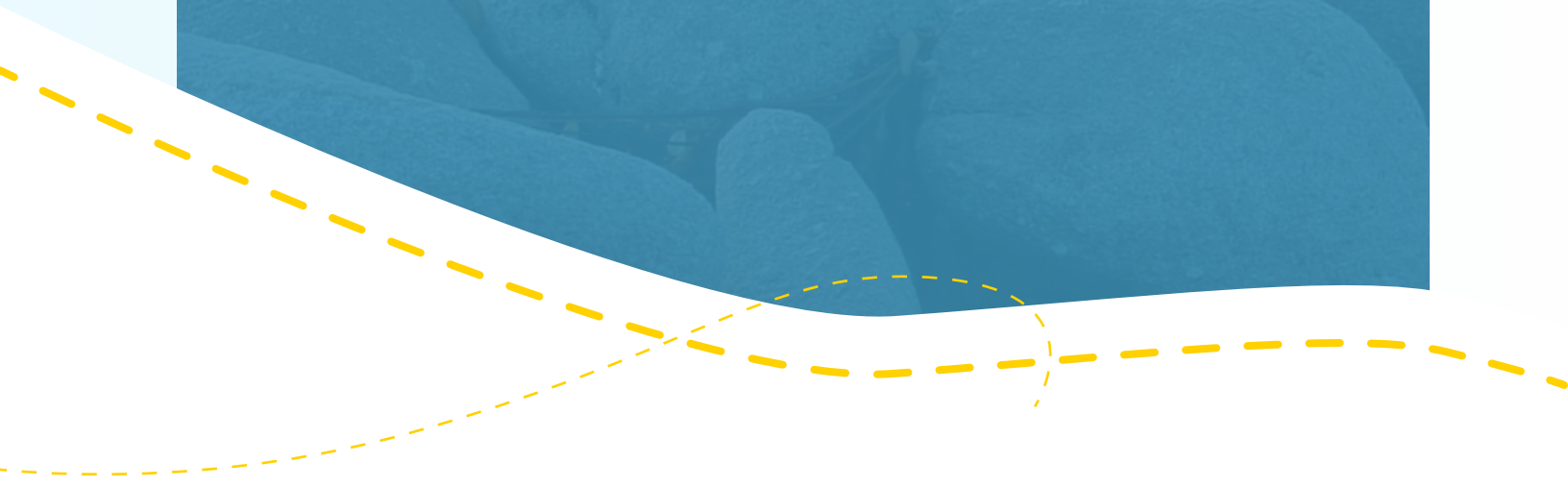
FEHR & PEERS

MAY 2023



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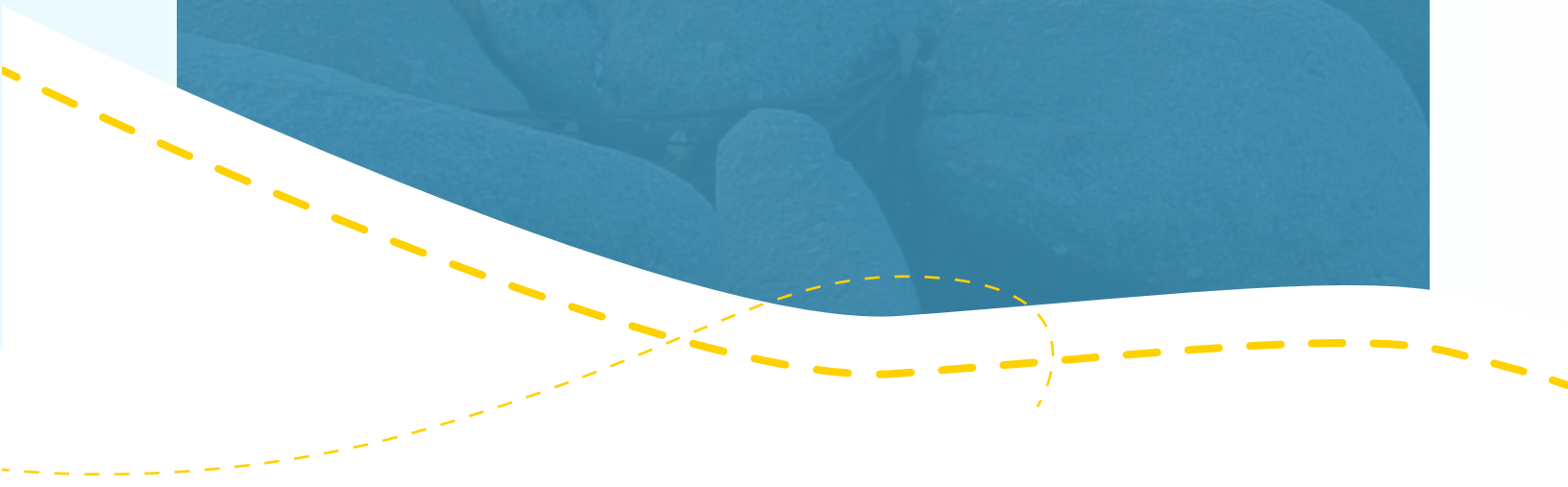
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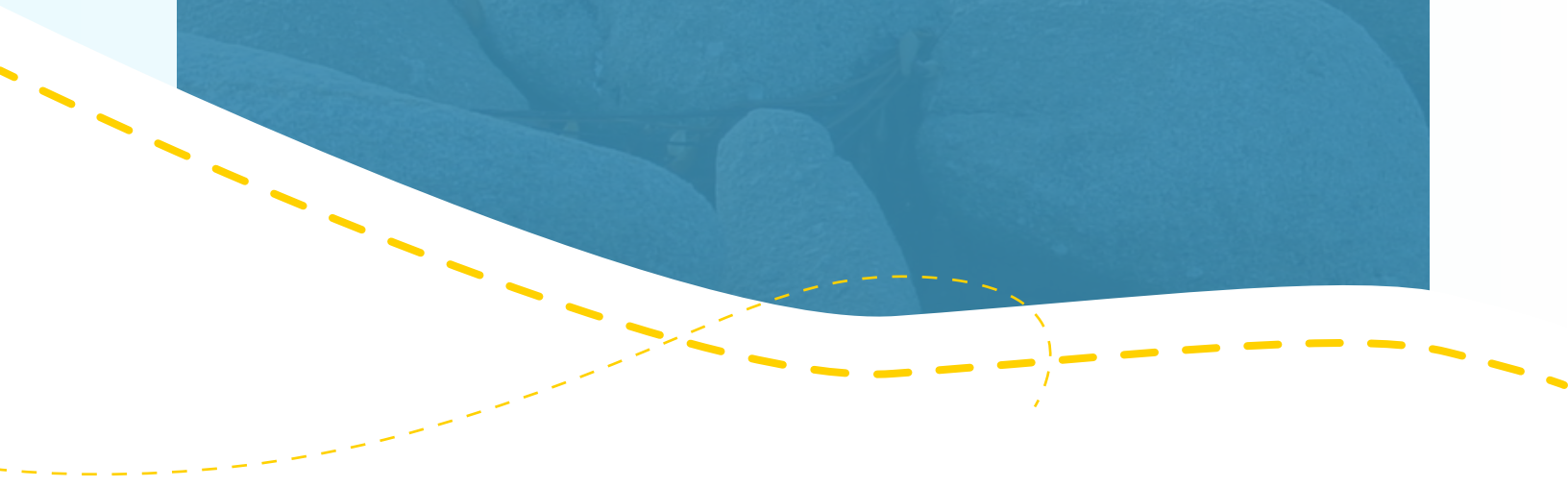
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Nehalem
Bay **TSP**



VOLUME 3: NEHALEM TSP



ACKNOWLEDGEMENTS

Project Team

City

Melissa Thompson-Kiefer

Oregon Department of Transportation

Caroline Crisp
James Feldmann
Ken Shonkwiler

Fehr & Peers

Kara Hall
Sarah Peters
Briana Calhoun

JLA

Kalin Schmoltdt

MIG

Clinton “CJ” Doxsee
Darci Rudzinski

Planning Commission

Janet Lease
Julie Chick
Justin Bailie
Mary Jo Anderson
Lance Stockton

City Council

Phil Chick, Mayor
John Coopersmith
Hilary Howell
Dave Cram
Doug Larzelier



VOLUME 3: EXECUTIVE SUMMARY

Transportation System Plan Introduction

Nehalem’s Transportation System Plan (TSP) establishes a vision for the transportation system in Nehalem 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 Nehalem.

Within Nehalem, 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 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

Community Involvement

Throughout development of the TSP, community members, business owners, and visitors were engaged to help shape the future of transportation in Nehalem. 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, which was comprised of members from each of the three cities and a representative from Tillamook County, 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.

Throughout the TSP process community members had the opportunity to participate in three open-houses:

- **COMMUNITY TOUCHPOINT #1** provided an opportunity to for participants to share their issues and concerns with travel in Nehalem 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 to 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.

For a summary of Title VI and Environmental Justice Outreach, see **Volume 1**.

TSP Goals

There were four goals developed to help guide regional investment and two unique goals developed to address the challenges and desires within Nehalem. The six goals, shown below, were used to evaluate all projects within Nehalem and 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>GOAL #1: QUALITY OF LIFE Create a transportation system that provides equitable multimodal access for underserved and vulnerable populations and balances the needs of local travelers and regional through-traffic.</p>	<ol style="list-style-type: none"> 1. Provide equitable access for underserved and vulnerable populations by requiring Americans with Disabilities Act (ADA) compliance for new transportation infrastructure and upgrading existing infrastructure that does not meet ADA standards. 2. Increase connections to recreational opportunities by supporting the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail, Oregon Coast Trail, and Tillamook County Water Trail. 3. Create comfortable downtown spaces by identifying appropriate streetscape improvements, including landscaping, pedestrian scale lighting, benches, and street trees. 4. Reduce vehicle travel between cities by exploring options for visitors to 'park once', such as a regional shuttle service or water taxi.



Table 1| Goals & Objectives

Goal	Objectives
 <p>GOAL #2: CREATE SAFE CONNECTIONS</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"> 1. Identify key non-motorized routes between the Nehalem Bay communities and prioritize pedestrian and bicycle facilities on these routes. 2. Connect businesses and recreational destinations with neighborhoods by enhancing pedestrian and bicycle crossings on U.S. 101. 3. Improve areas with higher crash risk by improving the visibility of transportation users in constrained areas, such as on hills and blind curves. 4. Address known safety issues at locations with fatal or severe injury crashes, crashes involving a bicyclist or pedestrian, and vehicles entering and exiting U.S. 101. 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.
 <p>GOAL #3: PLAN FOR THE FUTURE</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"> 1. Maintain local infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts. 2. Improve traffic circulation and access for fire and emergency vehicles. 3. Collaborate with ODOT to develop and implement improvements to 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.



Table 1| Goals & Objectives

Goal	Objectives
 <p>GOAL #4: SUPPORT FISCAL RESPONSIBILITY</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"> 1. Develop transportation solutions that are cost effective. 2. Identify outside funding sources for transportation projects such as grants, developer contributions, or transportation system charges. 3. Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost. 4. Consider future operation and maintenance costs in investment choices.
 <p>GOAL #5: CONNECT LOCAL DESTINATIONS</p> <p>Increase connectivity for people walking and biking to key destinations such as schools, restaurants, and the commercial core by filling infrastructure gaps and improving existing infrastructure to provide access for users of all ages and abilities.</p>	<ol style="list-style-type: none"> 1. Improve safe access to schools and recreational centers. 2. Provide low stress connections for residents and visitors of all ages and abilities by building out sidewalks in the commercial core and improving existing sidewalks to meet ADA standards. 3. Provide sufficient facilities on local streets to accommodate pedestrians, bicyclists, parking, and vehicles based on surrounding land use and transportation needs.
 <p>GOAL #6: ACCESS TO THE NATURAL ENVIRONMENT</p> <p>Increase access to recreational areas and water-based travel options while protecting the natural environment.</p>	<ol style="list-style-type: none"> 1. Increase non-motorized access to key recreational areas in Nehalem. 2. Improve wayfinding to direct visitors to recreational options and water access points. 3. Develop projects and encourage travel modes that minimize environmental impacts.



High Priority Regional Projects


The TSP includes over 29 projects that will improve how people travel in Nehalem. The projects listed in **Table 2** were identified as high priority projects for Nehalem 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	Category	Cost	Timeline
N1	9TH STREET CROSSING ENHANCEMENTS: Improve safety at the intersection by constructing ADA curb-ramps, exploring options to shorten the crossing distance, adding pedestrian-scale lighting and high-visibility crosswalk markings. Because this crossing is on U.S. 101, coordination with ODOT will be required to implement improvements	U.S. 101 & 9 th Street Intersection	Bike/Ped Enhancement	\$230,000	LONG-TERM
N2	9TH STREET PEDESTRIAN FACILITIES: Construct sidewalks on 9 th Street to provide separated space for people walking to NCRD and the Nehalem Grade School. If sidewalks are not feasible, a separated asphalt walkway could be considered.	B Street to Tohls Street	New Bike/Ped Connection	\$440,00	LONG-TERM
N3	8TH STREET PEDESTRIAN FACILITIES: Connect people walking on 8 th Street to NCRD and the schools by providing an asphalt walkway or wide shoulder to provide dedicated space for people walking.	Grade School to B Street	New Bike/Ped Connection	\$250,000	LONG-TERM
N13	7TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Improve existing sidewalks, including the addition of ADA compliant curb-ramps and pave shoulders to provide separated space for people biking.	U.S. 101 to D Street	Bike/Ped Enhancement	\$500,000	LONG-TERM
N19	B STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance B Street with advisory bike lanes to identify space for people walking and biking. Advisory bike lanes are recommended to delineate space for people riding bicycles and walking, when no sidewalks are present, without requiring additional ROW.	7 th Street to 8 th Street	Bike/Ped Enhancement	\$8,000	NEAR-TERM



Table 2 | High Priority Projects

ID	Project Name & Description	Extents	Category	Cost	Timeline
N20	<p>9TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 9th Street with sharrows to indicate that people biking should use the travel lane. Streets in this area do not have dedicated space for people bicycling. As no additional ROW is available, sharrows will delineate where people riding bicycles should travel</p>	I Street to Hugo Street	Bike/Ped Enhancement	\$200,000	 MEDIUM-TERM





CHAPTER 1: EXISTING & FUTURE CONDITIONS

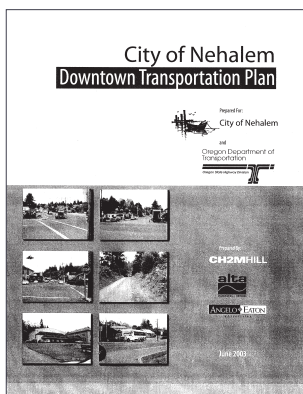
This chapter documents the local context and transportation system in Nehalem today and how conditions are expected to change over the next 20 years.

The following sections in this chapter include:

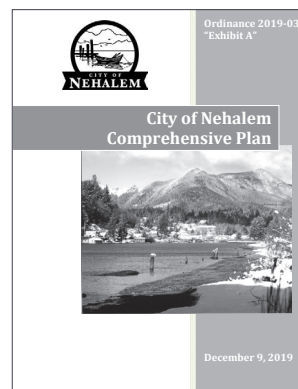
- A summary of the local plans that served as a starting point for Nehalem’s first TSP
- An inventory of transportation infrastructure in Nehalem today
- How Nehalem will grow over the next 20 years and the transportation system’s ability to accommodate that growth
- Feedback from community members that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

Local Plans

There are two local plans that provided context for Nehalem’s TSP, the Nehalem Downtown Transportation Plan and Nehalem’s Comprehensive Plan.



The **Nehalem Downtown Transportation Plan**, adopted in 2003, was developed to address key transportation issues in the City and was focused on the U.S. 101 intersection in Downtown Nehalem. The plan evaluated several alternatives for improvements to the intersection and ultimately recommended near-term and long-term improvements for U.S. 101 and the local transportation system.



Nehalem last updated its Comprehensive Plan in 2019. As the **City of Nehalem 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.



Nehalem Today

The city of Nehalem, located along the Nehalem River just a few miles from the Pacific Ocean, has a population of 276 people. While Nehalem 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 that stretches from 10th Street to south of Tohls Street on U.S. 101. Before making the bend at 7th Street, U.S. 101 separates the City from the Nehalem River and presents a challenge for people who would like to access businesses or recreation opportunities located on the east side of the highway. From 7th Street to the city limits, U.S. 101 bisects residential areas and creates a barrier for people who live south of the highway and would like to walk, bike, or roll to important local destinations such as the grade school, North County Recreation District, post office, and local restaurants which are predominately located north of U.S. 101. **Figure 1** shows the City's planning area.

Today, Nehalem's transportation system primarily serves people driving, with few facilities dedicated to people walking, biking, or taking transit. As shown on **Figure 2**, sidewalks are limited to the areas in and around Downtown and there are no facilities with space allocated for people biking. There is one transit stop in Nehalem, served by the Tillamook County Transportation District (TCTD) operating the NW Connector, located at 8th Street and Tohls Street.

Figure 3 shows the City's existing roadway network.

As shown, U.S. 101 through Nehalem is identified as a Principal Arterial, as its primary purpose is to serve regional trips. 7th Street is identified as a Major Collector as it connects to Oregon Route 53 (OR 53) north of Nehalem, providing an important regional connection. All other streets are classified as Local, primarily connecting people to residential areas and local destinations.

Traffic operations analysis completed as part of the existing conditions assessment, found that all study intersections and roadway segments in Nehalem have adequate capacity today. However, delay experienced by drivers at the U.S. 101 and 7th Street intersection was observed to vary substantially. Delays at this intersection were observed to be highest during peak times (Summer weekends) when the number of visitors to the area is highest. This is a result of unfamiliarity and confusion resulting from the non-standard intersection control.

Crash data was also evaluated to identify any locations where improvements may be needed to improve safety. In Nehalem, the most common cause of crashes between 2014 and 2018 was drivers not yielding the right-of-way. Within city limits, 63 percent of crashes occurred at an intersection with most crashes occurring at three intersections: 7th Street, 9th Street, and 10th Street, 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.



May 2023

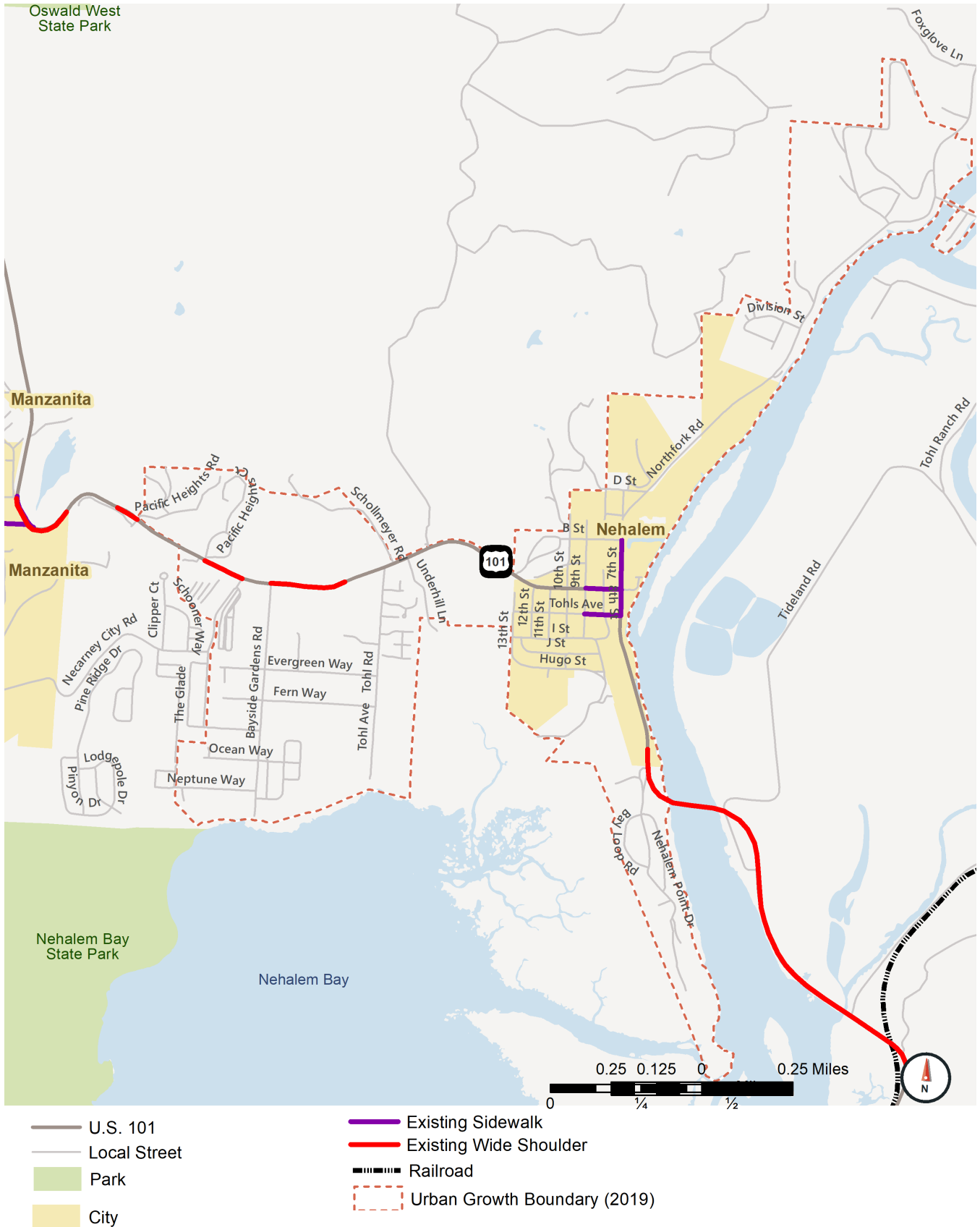
Figure 1| Nehalem Planning Area



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



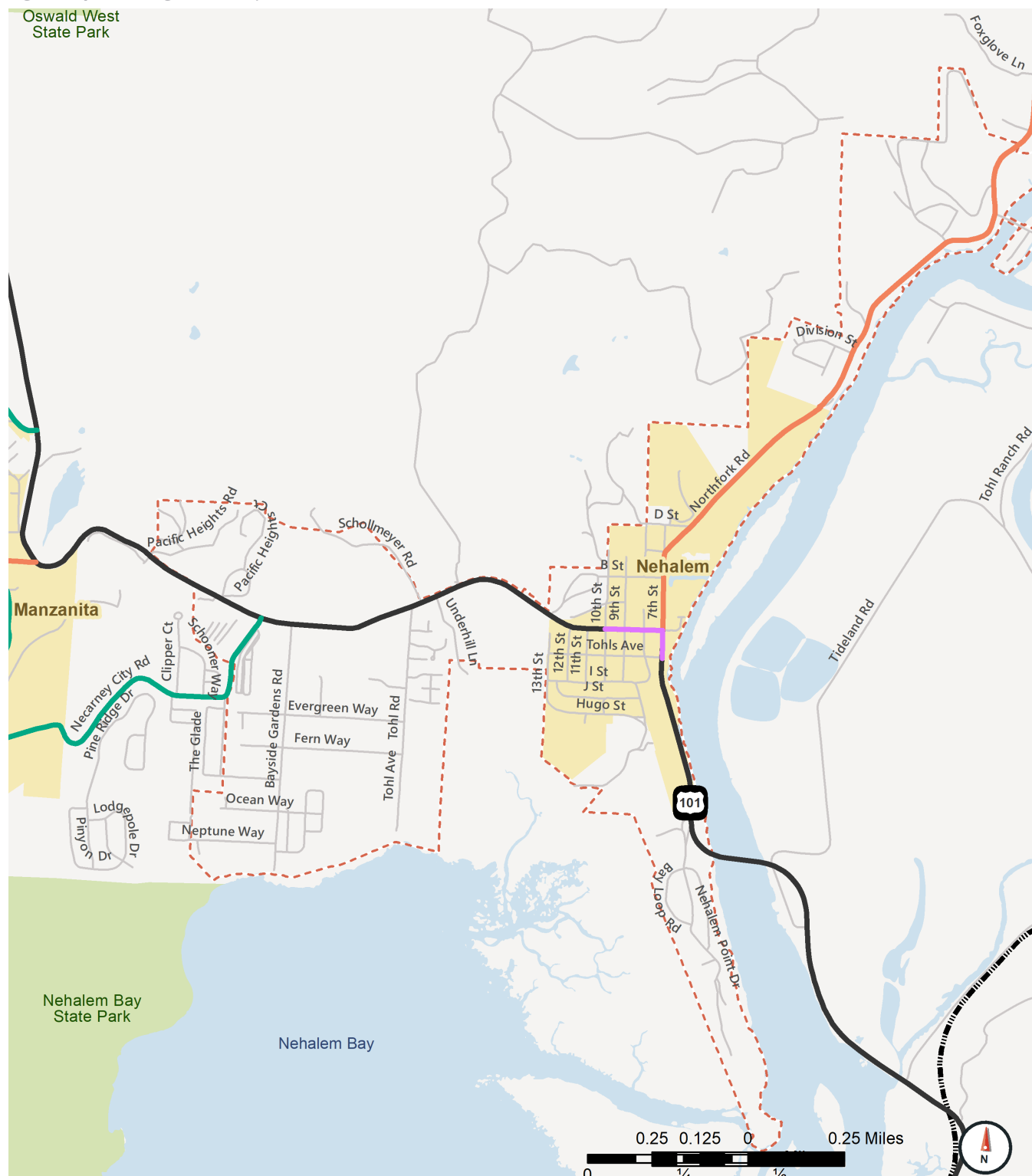
Figure 2 | Existing Bicycles and Pedestrian Network





May 2023

Figure 3 | Existing Roadway Network

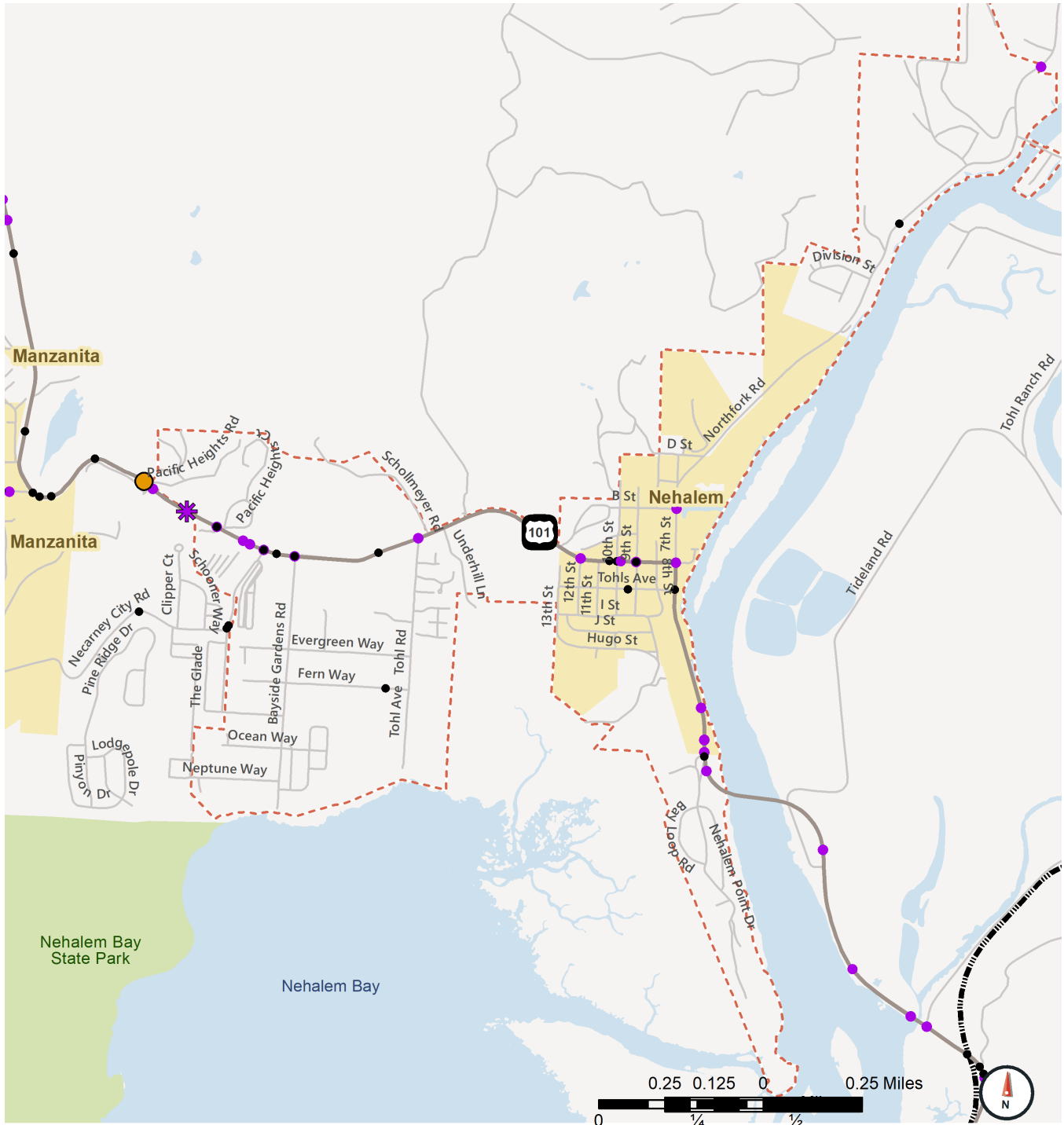


- Principal Arterial
- Special Transportation Area
- Minor Collector
- Major Collector
- Local
- Park
- City
- Urban Growth Boundary (2019)
- Railroad





Figure 4 | Historical Crashes (2014-2018)



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



Nehalem in 2040

Analysis of future transportation conditions in Nehalem 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 aren't necessary under current conditions.

Land Use

Nehalem is experiencing an increase in residential development. However, this development is primarily occurring in Bayside Gardens, located outside city limits but within the UGB. Further development is anticipated within Hilltop Estates, Riverview Meadows, Nehalem Point, and on the east side of 7th Street north of H Street.

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. Nehalem 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.

Transportation System Operations & Needs

Using the growth rates shown above and 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 intersections and roadway segments 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:

- Improvements to address operations issues and safety concerns at the U.S. 101 and 7th Street Intersection
- Sidewalk improvements to address existing deficiencies and ensure that facilities are consistent with ADA standards
- Enhanced crossing to improve visibility at U.S. 101 intersections
- More facilities for people walking and biking, specifically to connect people to the Nehalem Grade School and North County Recreation District.





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**.

Table 3 | Historical and Forecasted Population Growth in Nehalem Bay

Location	Historical			Forecast			Forecast Growth (Per Year)	
	2000	2010	AAGR ¹ (2000-2010)	2017	2035	2067	AAGR ¹ (2017-2035)	AAGR ¹ (2035-2067)
Tillamook County	24,262	25,250	0.4%	26,071	28,879	32,747	0.6%	0.4%
Nehalem UGB	873	1,120	2.5%	1,240	1,566	2,010	1.3%	0.8%

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

Community Touchpoint #1 – Needs and Desires

The first community touchpoint provided an opportunity for community members to share their experience traveling in Nehalem, 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.

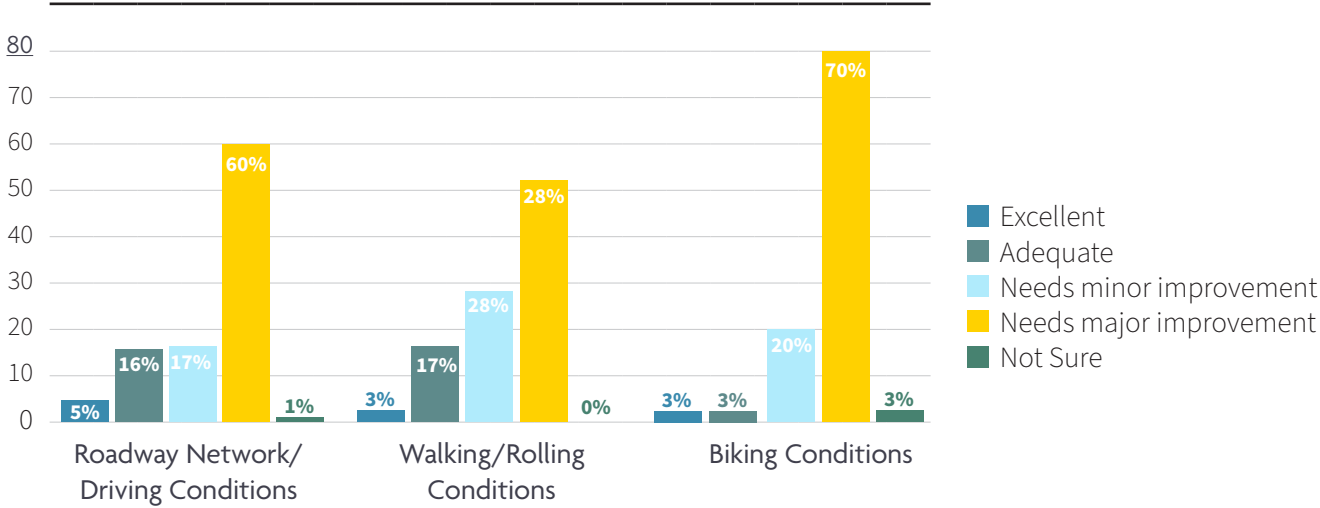
This event ran from August 2 to August 20, 2021. During this time, 225 community members viewed the site. Of the over 200 community members that visited the site, 66 visitors responded to the survey questions, of which 24 (37 percent) stated their primary residence was in Nehalem while three community members selected Bayside Gardens as their primary residence.

As shown on **Figure 5**, a majority of community members said that infrastructure for driving, walking/rolling, and bicycling needs major improvement within the City. Community members were also asked to provide input on the draft goals and confirm that the goals would address their issues and desires. While most community members felt that the draft goals would address their issues, the need to incorporate quality of life impacts was shared by several community members and ultimately included in the goals presented below.

As part of each touchpoint, efforts were made to reach people whose voices are not typically heard. 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 Nehalem





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 Nehalem’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 Nehalem’s unique character and natural resources.

These goals build on past planning efforts and are consistent with other local and regional planning, while reflecting the changing transportation landscape as the region plans for growth. Each goal is supported by objectives which are focused and measurable ways by which the goals can be achieved.

Table 4 | Goals & Objectives


Goal	Objectives
 <p>GOAL #1: QUALITY OF LIFE Create a transportation system that provides equitable multimodal access for underserved and vulnerable populations and balances the needs of local travelers and regional through-traffic.</p>	<ol style="list-style-type: none"> 1. Provide equitable access for underserved and vulnerable populations by requiring ADA compliance for new transportation infrastructure and upgrading existing infrastructure that does not meet ADA standards. 2. Increase connections to recreational opportunities by supporting the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail, Oregon Coast Trail, and Tillamook County Water Trail. 3. Create comfortable downtown spaces by identifying appropriate streetscape improvements, including landscaping, pedestrian scale lighting, benches, and street trees. 4. Reduce vehicle travel between cities by exploring options for visitors to ‘park once’, such as a regional shuttle service or water taxi.



Table 4 | Goals & Objectives

Goal	Objectives
 <p>GOAL #2: CREATE SAFE CONNECTIONS</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"> 1. Identify key non-motorized routes between the Nehalem Bay communities and prioritize pedestrian and bicycle facilities on these routes. 2. Connect businesses and recreational destinations with neighborhoods by enhancing pedestrian and bicycle crossings on U.S. 101. 3. Improve areas with higher crash risk by improving the visibility of transportation users in constrained areas, such as on hills and blind curves. 4. Address known safety issues at locations with fatal or severe injury crashes, crashes involving a bicyclist or pedestrian, and vehicles entering and exiting U.S. 101. 5. Collaborate with ODOT to implement engineering and traffic calming strategies on U.S. 101, where appropriate, to reduce vehicle speeds.
 <p>GOAL #3: PLAN FOR THE FUTURE</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"> 1. Maintain local infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts. 2. Improve traffic circulation and access for fire and emergency vehicles. 3. Collaborate with ODOT to develop and implement improvements to U.S. 101 that fit the land use context and are consistent with ODOT's HDM and other local and regional planning efforts.



Table 4 | Goals & Objectives




Goal	Objectives
 <p>GOAL #4: SUPPORT FISCAL RESPONSIBILITY</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"> 1. Develop transportation solutions that are cost effective. 2. Identify outside funding sources for transportation projects such as grants, developer contributions, or transportation system charges. 3. Prioritize investments and maximize partnerships to provide maximum benefit and return on investment for the associated cost. 4. Consider future operation and maintenance costs in investment choices.
 <p>GOAL #5: CONNECT LOCAL DESTINATIONS</p> <p>Increase connectivity for people walking and biking to key destinations such as schools, restaurants, and the commercial core by filling infrastructure gaps and improving existing infrastructure to provide access for users of all ages and abilities.</p>	<ol style="list-style-type: none"> 1. Improve safe access to schools and recreational centers. 2. Provide low stress connections for residents and visitors of all ages and abilities by building out sidewalks in the commercial core and improving existing sidewalks to meet ADA standards. 3. Provide sufficient facilities on local streets to accommodate pedestrians, bicyclists, parking, and vehicles based on surrounding land use and transportation needs.



Table 4 | Goals & Objectives

Goal	Objectives
 <p>GOAL #6: ACCESS TO THE NATURAL ENVIRONMENT Increase access to recreational areas and water-based travel options while protecting the natural environment.</p>	<ol style="list-style-type: none"> 1. Increase non-motorized access to key recreational areas in Nehalem. 2. Improve wayfinding to direct visitors to recreational options and water access points. 3. Develop projects and encourage travel modes that minimize environmental impacts.

Transportation Policies

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

1. The City, County, and the State Department of Transportation shall discourage new access points onto U.S. 101.
 - Wherever possible, new residential development shall not have a direct access to U.S. 101.
 - New commercial and multi-family uses should be clustered with access being provided by a consolidated access point, preferably not directly onto U.S. 101.
2. The City will encourage (as resources allow) an interpretive trail that provides access to the wetlands and river.
3. The City recognizes the importance of and encourages a link between the Oregon Coast Trail and the Salmonberry Trail, and the Tillamook County Water Trail.
4. 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.
5. 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.





6. 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.
7. The City will support alternative travel modes that reduce vehicle travel between cities, including, but not limited to, regional shuttle services or water taxis.
8. The City should prioritize improvements to non-motorized routes that include pedestrian and bicycle facilities between Nehalem Bay communities.
9. The City should prioritize enhancing pedestrian and bicycle crossings on U.S. 101 that connect businesses and recreational destinations with neighborhoods.
10. The City should support improvements that increase visibility of transportation users in constrained areas, such as hills and blind curves.
11. 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.
12. The City will coordinate with ODOT to implement engineering and traffic calming strategies as appropriate on U.S. 101 to reduce vehicle speeds and are consistent with ODOT's HDM and other local and regional planning efforts.
13. The City should maintain transportation infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.
14. The City will support improvements to traffic circulation and access for fire and emergency vehicles.
15. The City shall prioritize cost-effective transportation improvements.
16. The City should seek additional funding sources for transportation improvements, such as, but not limited to, grants, developer contributions, and transportation system charges.
17. The City should support partnerships that maximize the benefit and return on investment for associated costs when prioritizing transportation investments.
18. The City should support improvements that improve safe access to schools and recreational centers.
19. The City will prioritize sidewalk improvements in the commercial core and improvements to existing sidewalks to meet ADA standards.
20. The City will prioritize improvements that provide non-motorized access to recreational areas.
21. The City should improve (as resources allow) wayfinding to direct visitors to recreational areas and water access points.
22. The City should support transportation improvements that encourage travel modes which will minimize environmental impacts.

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
 <p>1. QUALITY OF LIFE</p>	<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>
 <p>2. CREATE SAFE CONNECTIONS</p>	<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>
 <p>3. PLAN FOR THE FUTURE</p>	<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 HDM or other regional planning efforts.</p>



Table 5 | Evaluation Criteria

Goal	Evaluation criteria
 <p>4. SUPPORT FISCAL RESPONSIBILITY</p>	<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>
 <p>5. CONNECT LOCAL DESTINATIONS</p>	<p>Project improves safe access to school and recreational centers.</p>
	<p>Project builds shoulders to city standards/greater than standard where no bike/ped facility is available.</p>
 <p>6. ACCESS TO THE NATURAL ENVIRONMENT</p>	<p>Project would improve walking, biking, or watercraft access to natural areas and/or parks.</p>
	<p>Project preserves and minimizes impact on ecological resources.</p>



CHAPTER 3: NEHALEM'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 Nehalem. This is followed by **Table 6** which defines each roadway functional class. Within Nehalem, U.S. 101 is designated as a Special Transportation Area (STA). STAs, first created as part of Policy 1B in the OHP and later adopted in the ODOT HDM, designate districts of compact development located on a state-owned roadway where local access outweighs the considerations for highway mobility. State-owned roadways with an STA designation should facilitate mobility for people walking, bicycling, and taking transit to connect to local destinations in addition to serving regional through-trips.

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 incorporated in a specific roadway. Based on the six urban contexts, with the term urban applying to any area within an Urban Growth Area, the area surrounding U.S. 101 in Nehalem is identified as Rural Community. This land use context was used to identify the appropriate elements and dimensions for U.S. 101, identified as a Principal Arterial, within Nehalem.

The cross-section for each functional classification is shown on **Figure 7** through **9**.

Pedestrians

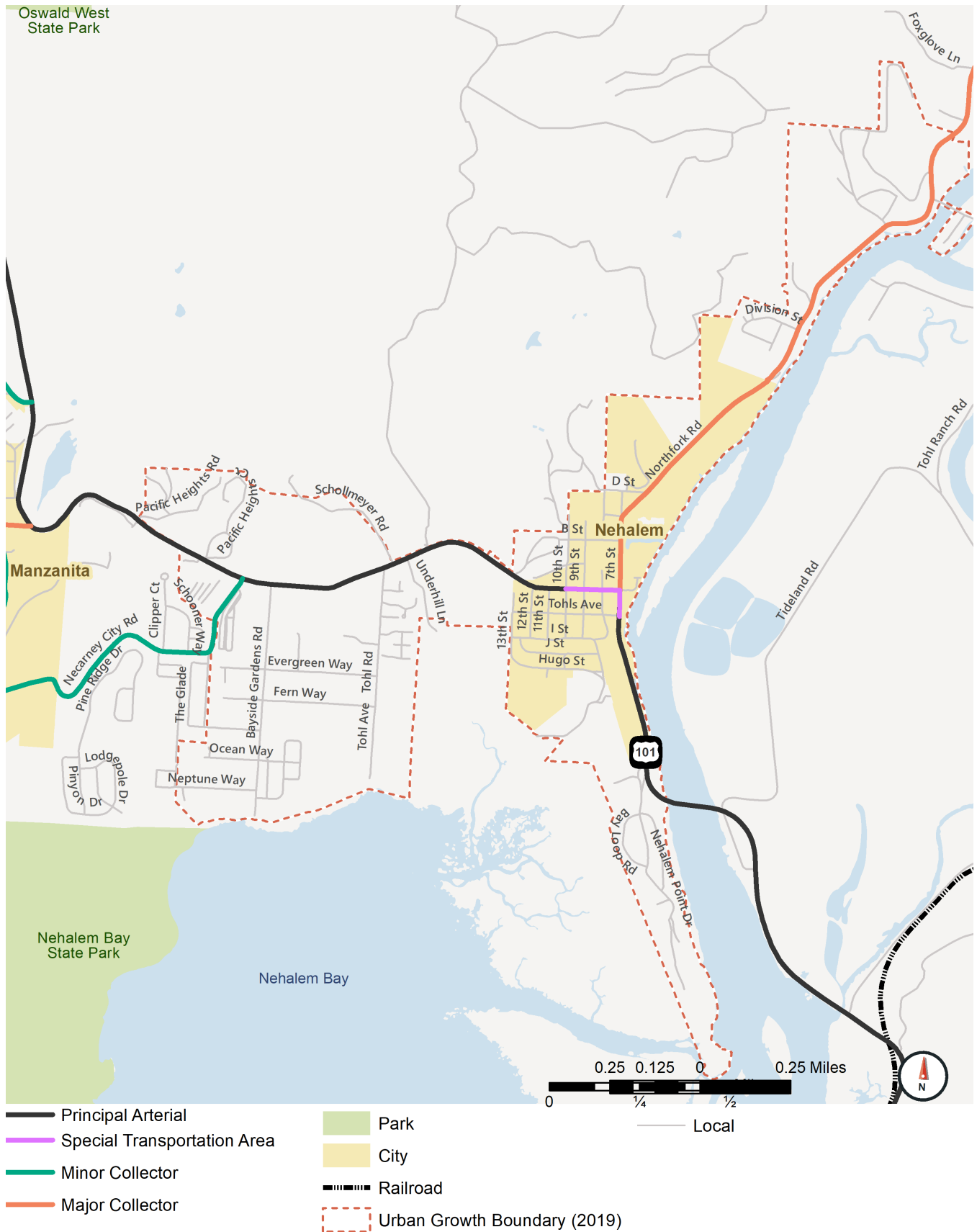
Within Nehalem, there are two key streets where dedicated space for pedestrians are needed to connect people to key destinations: U.S. 101 and 9th Street, as shown on **Figure 10**.

U.S. 101 is a key pedestrian corridor connecting people to downtown Nehalem and the Nehalem River. 9th Street has been identified as a key pedestrian connection due to its direct connection from residential areas south of U.S. 101 to the Nehalem Grade School, post-office, restaurants, and North County Recreation district. The proposed cross-section for a local street with sidewalks is shown on **Figure 11**.

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:



Figure 6 | Proposed Roadway Network





- 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.

Table 6 | 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 ¹	6 to 10 feet	5 to 6 feet	2 to 4 feet	8 feet	2	11 to 12 feet	11 to 12 feet
Major Collector	6 feet	6 feet	2 feet	None	2	12 feet	None
Local ^{2,3}	None	Advisory Bike Lanes or Sharrows	None	None	1	22 feet	None

¹ As the only Principal Arterial in Nehalem is U.S. 101, which is under the jurisdiction of ODOT, values presented above are consistent with recommendations for a Rural Community roadway based on guidance in the ODOT HDM. Widths shown provide a range of options based on local context consistent with the HDM.
² While local roadways only require one lane, the width would allow for two-way travel.
³ The Nehalem Bicycle Network Map (Figure11) identifies the appropriate bicycle facilities for local roadways.





Figure 7 | Major Collector Cross-Section

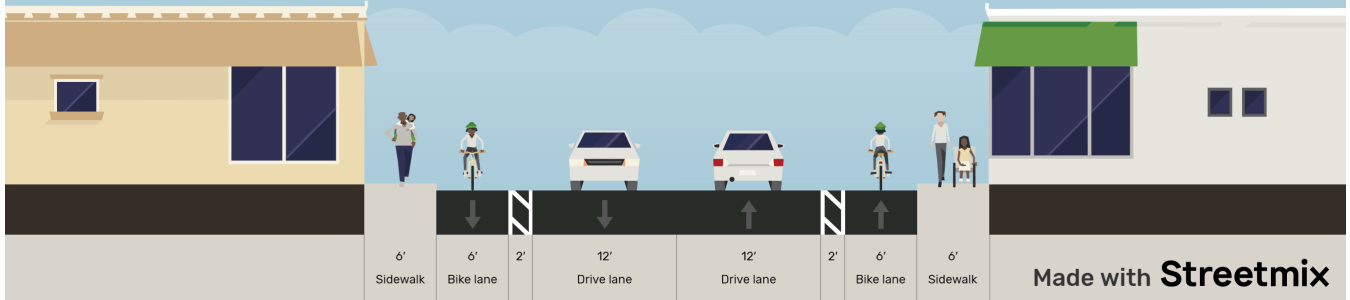
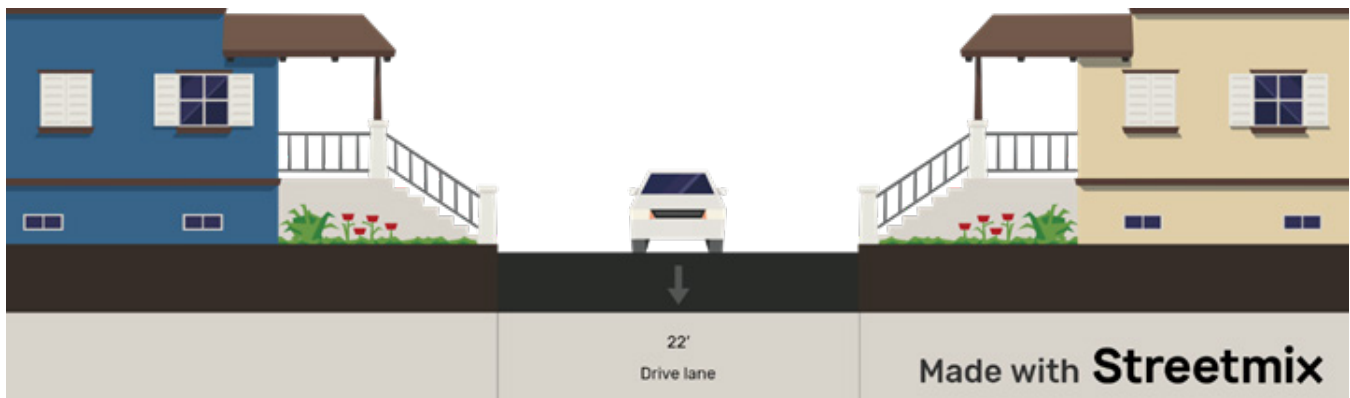


Figure 8 | Local Roadway Cross-Section





May 2023

Figure 9 | Proposed Pedestrian Network



Proposed Sidewalk

Existing Sidewalk

Railroad

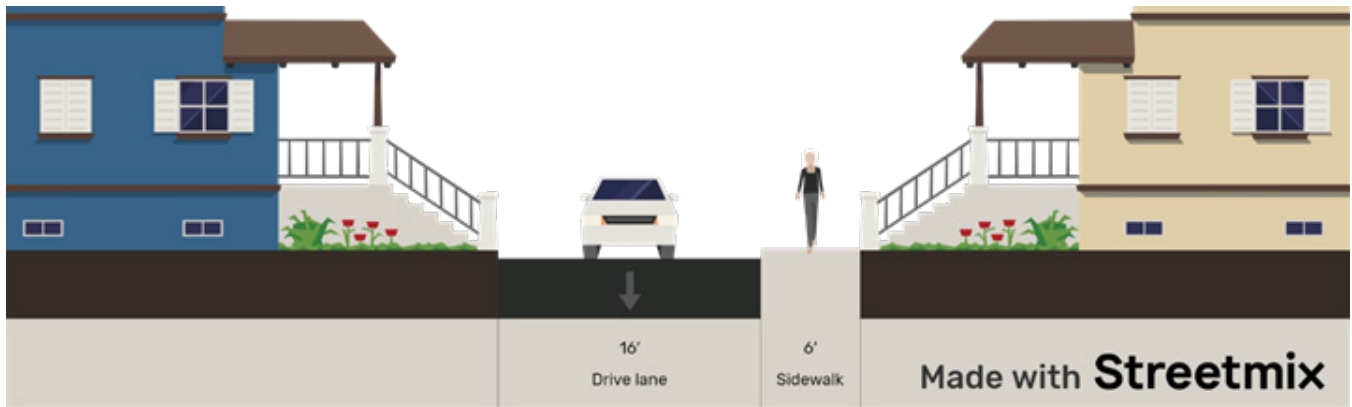
Urban Growth Boundary (2019)

City

Park



Figure 10 | Local Street with Sidewalks Cross-Section



Bicycles

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

- **Bike Lane:** Bike lanes are a designated space within the roadway designated for bicycle travel that are separated from the vehicle travel lane by a single stripe.
- **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, provide 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.

Cross-sections for the proposed bicycle facilities are shown on **Figures 12** through **15**.



May 2023

Figure 11 | Proposed Bicycle Network

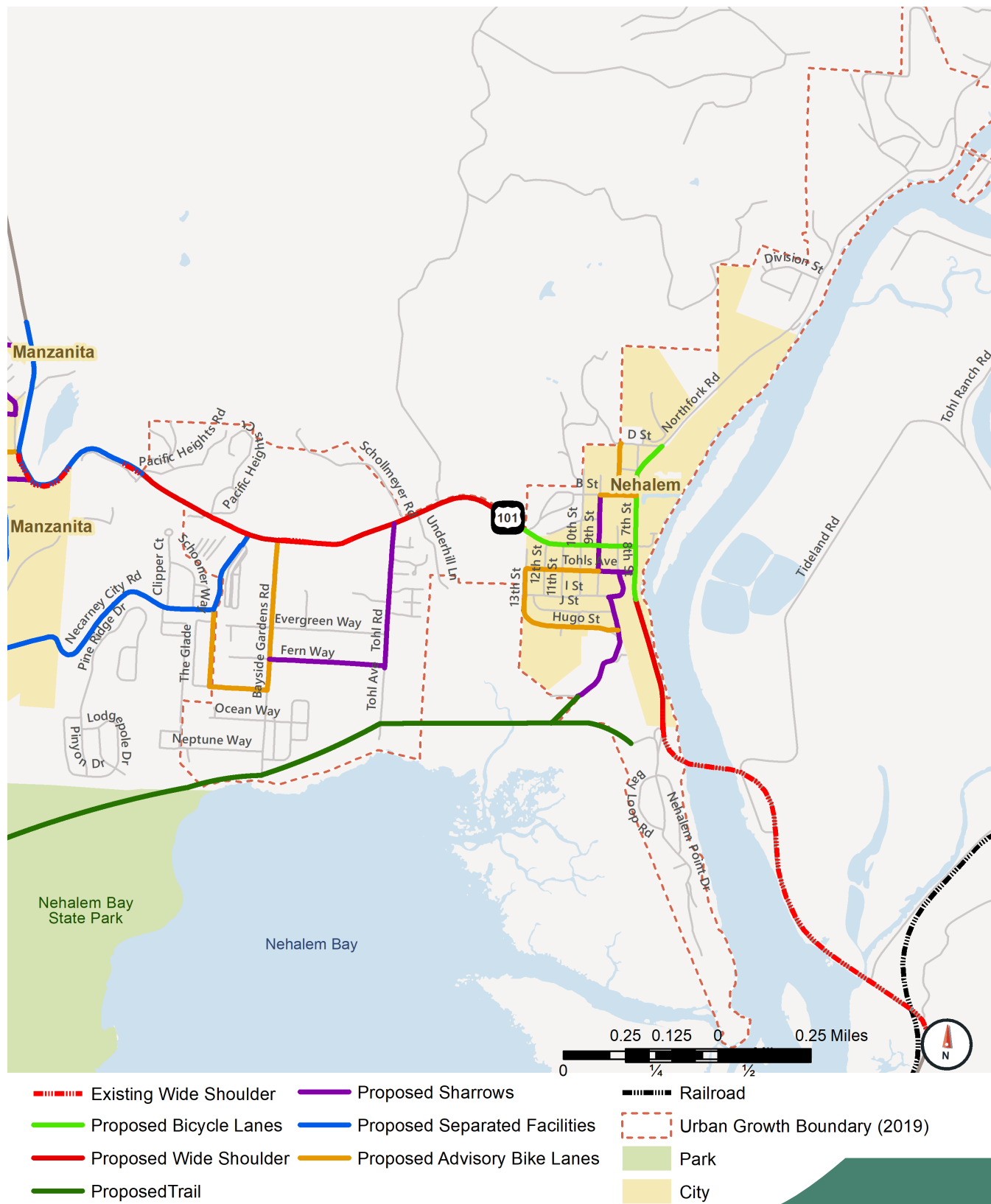




Figure 12 | Bike Lane Cross-Section

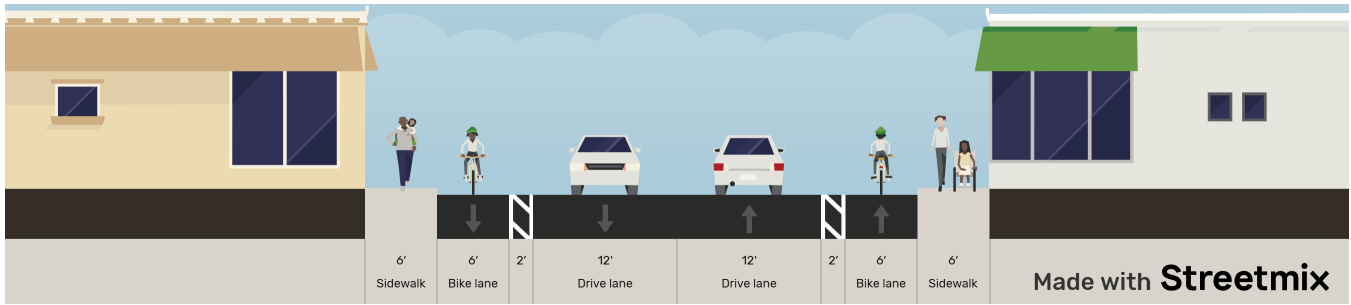


Figure 13 | Sharrow Cross-Section

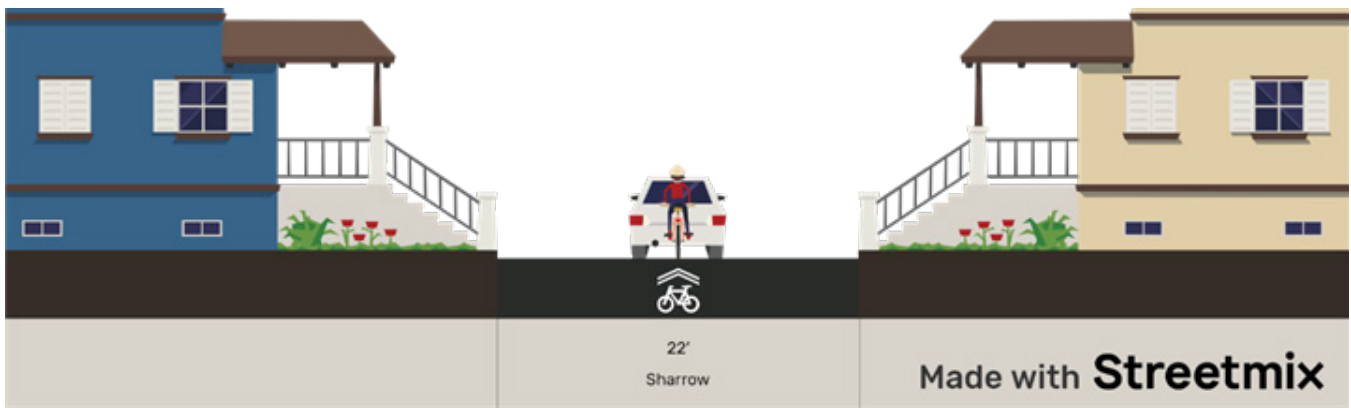


Figure 14 | Advisory Bike Lane Cross-Section

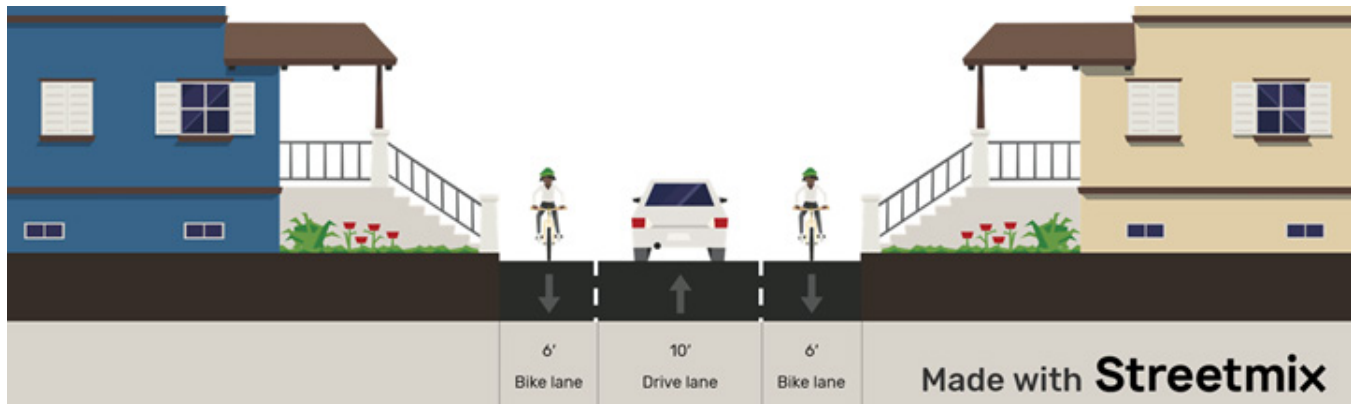
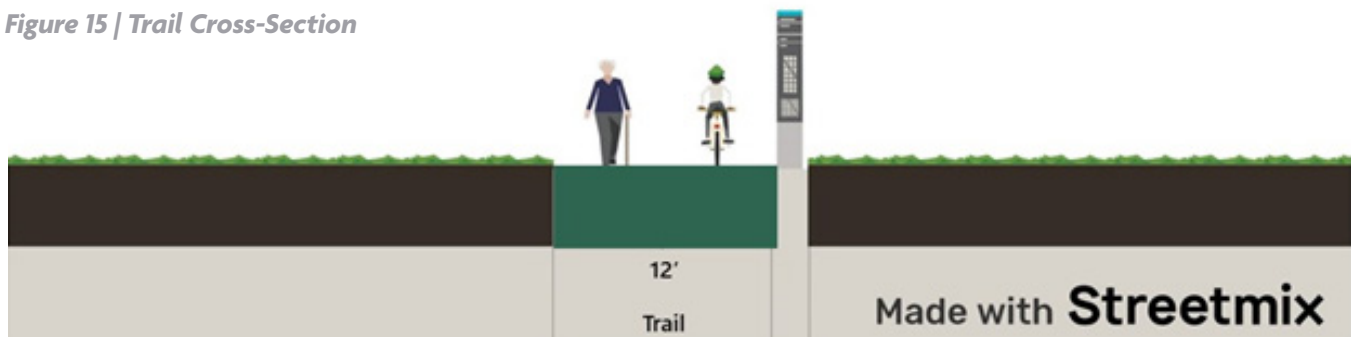


Figure 15 | Trail Cross-Section



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 29 projects that have been included on the TSP project list based on community input and alignment with the TSP goals.

Community Input

Community Touchpoint #2 – Draft Project List

The second community touchpoint, which took place in January and February 2022, was also 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 Nehalem community conversation and 11 respondents provided input on the proposed projects in Nehalem through the online survey.

While over half of 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:

- A focus on projects that would enhance existing roadways for people walking and bicycling when implemented, specifically roadways that are used by children traveling to and from school
- Updating several projects to include a maintenance component that would improve the existing roadway
- A desire from attendees to see the proposed alternative which would construct a smaller roundabout at the 7th Street intersection advanced to the final project list

- Projects that enhance Nehalem's character while slowing vehicles on U.S. 101
- A desire to see projects that improve ADA access within Nehalem

Community Touchpoint #3 – High Priority Projects

The third community touchpoint included multiple opportunities for community members to share their feedback in-person in addition to an online open-house. 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 Nehalem, nearly 75 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:

- 9th Street Pedestrian Facilities
- U.S. 101 & 7th Street Improvements
- 7th Street Bicycle and Pedestrian Enhancements
- 13th Street Bicycle and Pedestrian Facilities
- U.S. 101 Traffic Calming
- U.S. 101 Safety Improvements South of Tohls Avenue
- Shared Parking






The Projects

Based on the evaluation that was completed for alignment 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 projects, beginning with the high priority projects.

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.

Table 7 | Timeline for Implementation

Timeline	Description
 1. NEAR-TERM	Projects identified for near-term 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.
 2. MEDIUM-TERM	Projects identified for medium-term 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.
 3. LONG TERM	Projects identified for long-term 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.



There are five categories of projects that have been identified to meet the needs and desires identified for Nehalem, 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 projects is shown on [Figure 16](#) and project descriptions can be found in [Table 8](#). This is followed by more information on the high priority projects.





Figure 16 | Project Map

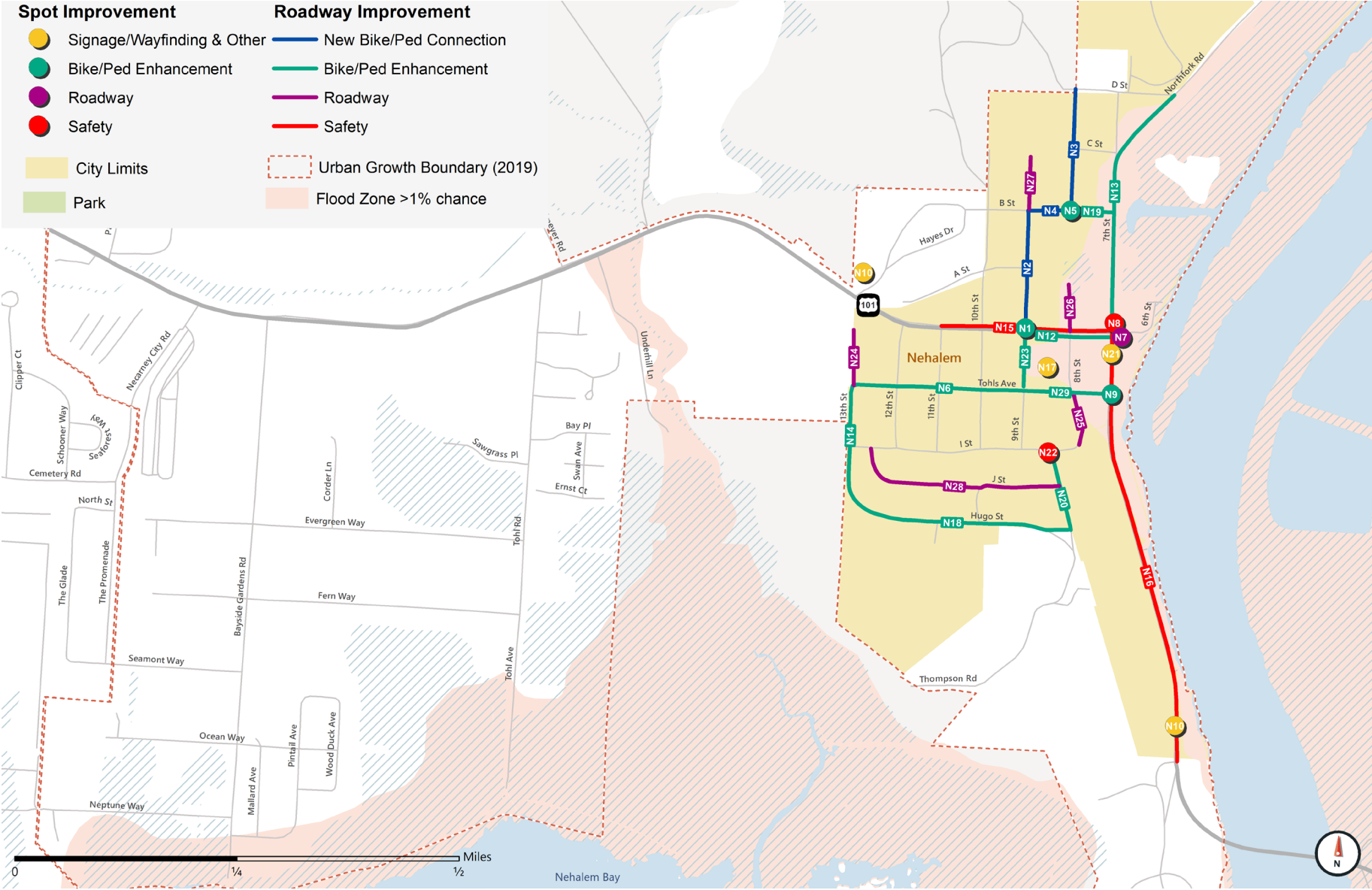




Table 8 | TSP Projects

ID	Project Name & Description	Extents	Category	Cost ¹	Timeline
N1	9TH STREET CROSSING ENHANCEMENTS: Improve safety at the intersection by constructing ADA curb-ramps, exploring options to shorten the crossing distance, adding pedestrian-scale lighting and high-visibility crosswalk markings. Because this crossing is on U.S. 101, coordination with ODOT will be required to implement improvements.	U.S. 101 & 9 th Street Intersection	Bike/Ped Enhancement	\$230,000	LONG-TERM
N2	9TH STREET PEDESTRIAN FACILITIES: Construct sidewalks on 9 th Street to provide separated space for people walking to NCRD and the Nehalem Grade School. If sidewalks are not feasible, a separated asphalt walkway could be considered.	B Street to Tohls Street	New Bike/Ped Connection	\$440,00	LONG-TERM
N3	8TH STREET PEDESTRIAN FACILITIES: Connect people walking on 8 th Street to NCRD and the schools by providing an asphalt walkway or wide shoulder to provide dedicated space for people walking.	Grade School to B Street	New Bike/Ped Connection	\$250,000	LONG-TERM
N4	B STREET PEDESTRIAN FACILITIES: Connect people walking on B Street to NCRD and the schools by providing an asphalt walkway or wide shoulder to provide dedicated space for people walking.	9 th Street to 8 th Street	New Bike/Ped Connection	\$60,000	MEDIUM-TERM
N5	B STREET CROSSING: Alert drivers of school children crossing by providing high-visibility crosswalks.	B Street & 8 th Street Intersection	Bike/Ped Enhancement	\$8,000	NEAR-TERM
N6	TOHLS AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Tohls Avenue with advisory bike lanes to identify space for people walking and biking.	9 th Street to 13 th Street	Bike/Ped Enhancement	\$30,000	NEAR-TERM
N7	U.S. 101 & 7TH STREET INTERSECTION NEAR-TERM IMPROVEMENTS: Enhance signage to alert visitors of the non-standard configuration and enhance crosswalks to improve safety for people crossing.	-	Signage/Wayfinding	\$50,000	NEAR-TERM
N8	U.S. 101 & 7TH STREET INTERSECTION IMPROVEMENTS: Construct intersection improvements, likely a mini or compact roundabout, to provide a long-term solution to improve operations and delay at the intersection. An Intersection Control Evaluation will be required to determine the appropriate type of intersection control.	-	Roadway	\$800,000	LONG-TERM
N9	U.S. 101 & TOHLS AVENUE CROSSING ENHANCEMENTS: Create a safer and more comfortable crossing by providing crossing enhancements such as a high-visibility crosswalk and curb extensions/bollards/planters.	-	Bike/Ped Enhancement	\$30,000	NEAR-TERM

High Priority Projects

¹ Costs shown are based on 2023 dollars.



Table 8 | TSP Projects

ID	Project Name & Description	Extents	Category	Cost ¹	Timeline
N10	ENHANCE NEHALEM GATEWAYS: Enhance existing gateways with improved lighting and landscaping to alert drivers that they have entered city limits.	Nehalem Bay City Limits	Signage/Wayfinding	\$15,000	NEAR-TERM
N11	PROVIDE LOCAL WAYFINDING: Provide wayfinding signs to direct visitors to downtown core, parking, potential circulators or transit stops, and docks.	Citywide	Signage/Wayfinding	\$6,000	NEAR-TERM
N12	IMPROVE U.S. 101 SIDEWALKS: Improve access for people of all ages and abilities by improving sidewalks on U.S. 101, including locations not currently meeting ADA standards.	7 th Street to 10 th Street	Bike/Ped Enhancement	\$700,000	LONG-TERM
N13	7TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Improve existing sidewalks, including the addition of ADA compliant curb-ramps and pave shoulders to provide separated space for people biking.	U.S. 101 to D Street	Bike/Ped Enhancement	\$500,000	LONG-TERM
N14	13TH STREET BICYCLE & PEDESTRIAN FACILITIES: Enhance 13th Street with advisory bike lanes to identify space for people walking and biking. Add signage to connect people to planned regional trails.	Hugo Street to Tohls Avenue	Bike/Ped Enhancement	\$15,000	NEAR-TERM
N15	U.S. 101 TRAFFIC CALMING: Use improvements that enhance the quality of the street as a “main street” to slow vehicle traffic and make the street more comfortable for people walking and biking. Improvements could include curb extensions, landscaping, planters, and pedestrian scale lighting.	11 th Street to south of Tohls Avenue	Safety	\$400,000	LONG-TERM
N16	U.S. 101 SAFETY IMPROVEMENTS SOUTH OF TOHLS AVENUE: To create more space for people biking, widen the shoulder on U.S. 101 to 6 feet.	South of Tohls Avenue to Nehalem City Limits	Safety	\$1,200,000	LONG-TERM
N17	SHARED PARKING: Create a shared parking lot in the existing lot just south of U.S. 101 on 9 th Street including wayfinding signage to direct visitors to parking.	9 th Street	Other	\$80,000	MEDIUM-TERM
N18	HUGO STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Hugo Street with advisory bike lanes to identify space for people walking and biking. Advisory bike lanes are recommended to delineate space for people riding bicycles and walking, when no sidewalks are present, without requiring additional ROW.	13 th Street to 9 th Street	Bike/Ped Enhancement	\$15,000	NEAR-TERM



High Priority Projects

¹ Costs shown are based on 2023 dollars.



Table 8 | TSP Projects

ID	Project Name & Description	Extents	Category	Cost ¹	Timeline
N19	B STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance B Street with advisory bike lanes to identify space for people walking and biking. Advisory bike lanes are recommended to delineate space for people riding bicycles and walking, when no sidewalks are present, without requiring additional ROW.	7 th Street to 8 th Street	Bike/Ped Enhancement	\$8,000	NEAR-TERM
N20	9TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 9 th Street with sharrows to indicate that people biking should use the travel lane. Streets in this area do not have dedicated space for people bicycling. As no additional ROW is available, sharrows will delineate where people riding bicycles should travel.	I Street to Hugo Street	Bike/Ped Enhancement	\$200,000	MEDIUM-TERM
N21	U.S. 101 CAMERAS: Install traffic cameras on U.S. 101 to allow agencies and travelers to check for flooding at the intersection.	-	Other	\$30,000	MEDIUM-TERM
N22	I STREET & 9TH STREET SAFETY IMPROVEMENTS: Create a safer crossing by providing crossing enhancements such as crosswalks and pedestrian scale lighting to make people walking more visible.	-	Safety	\$110,000	LONG-TERM
N23	9TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 9 th Street with sharrows to indicate that people biking should use the travel lane. Add signage to connect people to planned regional trails.	U.S. 101 to Tohls Street	Bike/Ped Enhancement	\$10,000	NEAR-TERM
N24	13TH STREET PAVING: Pave unpaved sections of 13 th Street.	Tohls Avenue to Terminus	Roadway	\$50,000	MEDIUM-TERM
N25	8TH STREET PAVING: Pave unpaved sections of 8 th Street.	I Street to Tohls Avenue	Roadway	\$100,000	LONG-TERM
N26	8TH STREET PAVING: Pave unpaved sections of 8 th Street.	U.S. 101 to Terminus	Roadway	\$50,000	MEDIUM-TERM
N27	9TH STREET PAVING: Pave unpaved sections of 9 th Street.	B Street to Terminus	Roadway	\$50,000	MEDIUM-TERM
N28	J STREET PAVING: Pave unpaved sections of J Street.	I Street to 9 th Street	Roadway	\$230,000	LONG-TERM
N29	TOHLS AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Tohls Avenue with sharrows to indicate that people biking should use the travel lane.	U.S. 101 to 9 th Street	Bike/Ped Enhancement	\$8,000	NEAR-TERM

High Priority Projects
¹ Costs shown are based on 2023 dollars.



9th Street Crossing Enhancements

PROJECT N1

CATEGORY

Bicycle and Pedestrian Enhancement

COST

\$230,000

TIMELINE



Mid-Term

PROJECT LOCATION

U.S. 101 & 9th Street Intersection

PROJECT DESCRIPTION

The 9th Street and U.S. 101 crossing is a heavily used crossing and key connection from residential areas south of U.S. 101 to key local destinations including Wanda's, the post-office, grade school and North County Recreation District. The current crossing is not ADA compliant and can be challenging for both drivers and pedestrians to see due to parked cars. This project would improve safety at the intersection by constructing ADA compliant curb-ramps, exploring ways to shorten the crossing distance to make pedestrians more visible, adding pedestrian scale lighting, and high-visibility crosswalks. As this crossing is on U.S. 101, coordination with ODOT will be required to implement improvements.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations

Example of an enhanced crossing



Source: Virginia Department of Transportation



May 2023

9th Street Pedestrian Facilities

PROJECT N2

CATEGORY

New Bicycle and Pedestrian Connection

COST

\$440,000

TIMELINE



Long-Term

PROJECT LOCATION

9th Street from U.S. 101 to B Street

PROJECT DESCRIPTION

9th Street is a key connection, specifically for children walking to NCRD and the grade school. Today there are no sidewalks and limited visibility making this a challenging connection for the most vulnerable users. This project would construct sidewalks on 9th Street to create a separated space for people and children walking to NCRD and the grade school. If sidewalks are not feasible, an asphalt pathway could be considered.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations



Example of residential street with sidewalks

Source: seattle.gov



8th Street Pedestrian Facilities

PROJECT N3

CATEGORY

New Bicycle and Pedestrian Connection

COST

\$250,000

TIMELINE



Near-Term

PROJECT LOCATION

8th Street from Nehalem Grade School to B Street

PROJECT DESCRIPTION

8th Street is a key connection, specifically for students walking to the grade school. This project would address a gap in infrastructure for children walking by adding sidewalks as part of a project to repave and widening the road to provide two travel lanes, an 8 foot parking lane and a 6 foot sidewalk.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations



Example of a separated asphalt walkway

Source: Institute for Transportation and Development Policy



May 2023

7th Street Bicycle & Pedestrian Enhancements

PROJECT N13

CATEGORY

Bicycle and Pedestrian Enhancement

COST

\$500,000

TIMELINE



Long-Term

PROJECT LOCATION

7th Street from U.S. 101 to D Street

PROJECT DESCRIPTION

7th Street connects people north of U.S. 101 to Nehalem’s downtown and provides a connection to the Nehalem Grade School. Today, sidewalks on 7th Street are disconnected and are not ADA compliant. This project would improve the existing sidewalks, including the addition of ADA curb-ramps, and widen the shoulder to provide bicycle lanes for people biking.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations

Source: City of Corvallis



Example of dedicated space for people bicycling on a roadway shoulder



B Street Bicycle & Pedestrian Enhancements

PROJECT N19

CATEGORY

Bicycle and Pedestrian Enhancement

COST

\$8,000

TIMELINE



Near-Term

PROJECT LOCATION

B Street from 7th to 8th Street

PROJECT DESCRIPTION

B Street between 7th and 8th Street is an important connection for people traveling to the grade school or North County Recreation District. Today, this street does not have dedicated space for people walking or bicycling. While widening this roadway or constructing sidewalks may not be feasible, this project would restripe the existing roadway with advisory bike lanes, which would provide space on the shoulder for people to walk and ride a bicycle.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations



Example of an advisory bike lane

Source: Rural Design Guide



9th Street Bicycle & Pedestrian Enhancements

PROJECT N20

CATEGORY

Bicycle and Pedestrian Enhancement

COST

\$200,000

TIMELINE



Mid-Term

PROJECT LOCATION

I Street to Nehalem City Limits

PROJECT DESCRIPTION

9th Street and Hugo Street connect to the Nehalem City Park and are often traveled by people walking and bicycling to recreational areas. Streets in this area do not have dedicated space for people bicycling. As no additional ROW is available, sharrows will delineate where people riding bicycles should travel. The 9th Street/Hugo Street/Thompson Road intersection is non-standard and visibility can be limited. This project should also explore options to improve visibility at this intersection, including potentially closing the right-turn from Hugo Street onto 9th and facilitating all movements at the T-intersection.

GOALS THIS PROJECT ADVANCES



Enhance Quality of Life



Create Safe Connections



Plan for the Future



Support Fiscal Responsibility



Access to the Natural Environment



Connect Local Destinations



Example of a street with sharrows

groundswellnw.org



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

In Nehalem, Street Fund resources have historically come from transfers from other funds, the state motor vehicle tax, and franchise fees. **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.

As shown in **Table 9**, Nehalem is forecast to have approximately \$30,000 available annually and \$500,000 available over the next 20 years for transportation

related projects, including maintenance and repairs if the City continues to transfer funds from the Timber Fund.

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.

Table 9 | 20-Year Financial Forecast

Line items	Actuals		Average	20-year forecast
	FY 19/20	FY 20/21		
<i>Revenues</i>				
Franchise & Utility Agreements	\$24,867	\$25,759	\$25,313	\$506,260
Motor Vehicle Tax	\$19,832	\$20,339	\$20,086	\$401,710
Earned Interest	\$1,173	\$690	\$932	\$18,630
Transfers from Other Funds	\$32,000	\$28,000	\$30,000	\$600,000
<i>Total</i>	\$77,872	\$74,788	\$76,330	\$1,526,600
<i>Expenditures</i>				
Personnel Services	\$20,194	\$21,953	\$21,074	\$421,470
Materials & Services	\$7,597	\$14,312	\$10,955	\$219,090
Utilities and Insurance	\$15,282	\$18,249	\$16,766	\$335,310
Total	\$14,073	\$54,514	\$48,794	\$975,870
<i>Potentially Available Funds (Revenues-Expenditures)</i>			\$27,537	\$550,730



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 offstreet connections for people walking and biking. Nehalem currently has SDCs for water and should complete a full SDC study. This study should include evaluation of SDCs for transportation in addition to other services to increase available funding for local transportation projects.

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.

Sidewalk Improvement Program (SWIP)

This program distributes State Pedestrian and Bicycle funds to construct projects that improve facilities for walking and biking. For the 2021-2024 State Transportation Improvement Program (STIP) a total of \$22.2M was budgeted for allocation by the ODOT regions. Projects eligible for funding under this program are projects that are:

- Located on or along a state highway
- Located within the public road right-of-way
- Standalone projects or additions on to another project
- Improving conditions for people walking and biking through a safety or access improvement
- A bikeway, walkway, or crossing safety improvement
- Are not a pedestrian or bicycle improvement triggered by a larger project
- Not serving motor vehicles
- In the right-of-way, utility relocations, preliminary engineering, construction, inspection, or project close out phases
- Identified as a need in a plan or in the region's Active Transportation Needs Inventory and support implementation of Oregon Bicycle and Pedestrian Plan policies and priorities

Funds for this program are allocated on a rolling application basis as available. The City should



coordinate with the Region 2 Pedestrian and Bicycle Program manager to identify opportunities to apply for funding through this program.

As projects that would be eligible for this must be located on U.S. 101, the sidewalk and safety projects on U.S. 101 are likely to be the most competitive TSP projects for this grant.

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 that may be eligible for funding through the STIP include the safety projects on U.S. 101 along with the intersection improvements at the U.S. 101 and 7th Street intersection. 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, Nehalem has received grant funding through ODOT to complete transportation improvements. It is expected that this will continue to be the primary way for Nehalem to fund the projects identified through the TSP process. Grants that may be available to Nehalem are described in more detail below, along with a brief description of the types of projects that may be eligible.

Safe Routes to School (SRTS)

ODOT provides funding for SRTS projects, under two umbrellas – construction and education. Projects that are eligible for this funding source include projects that are:

- Within the public road right-of-way
- Within one-mile of a school
- At or within the funding request minimum and maximum
- Have adequate local match
- Have support of the school or school district
- Provide a safety benefit
- Included in or aligned with an existing plan
- Committed to outreach

Funds from this program are allocated through a competitive grant process that consists of two applications typically due in March and July.

As the only City with a school, only projects in Nehalem would be eligible for this grant. Projects most likely to receive funding through this program include the construction of sidewalks on key routes to school and crossing improvements at critical crossings.



Great Streets

This program will leverage funding from the Infrastructure Investment and Jobs Act (IIJA) to improve state highways that run through communities. Funding under this program will be allocated towards state highways that are focused on moving traffic and that do not adequately address pedestrian and bicycle safety needs or support community and economic vitality. While specific criteria for this funding source have not yet been developed, it is expected that the projects identified in this study would be eligible for funding through this program. Nehalem should continue to track funding opportunities as criteria and the application process are further defined.

As projects that would be eligible for this must be located on U.S. 101, place making projects, bicycle improvements, and sidewalk improvements are likely to be the most competitive TSP projects for this funding source.

Oregon Community Paths

The Oregon Community Paths program is geared towards helping communities create and maintain connections through shared use paths. Eligible projects to receiving funding under this grant 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 for people commuting between communities, or is a part of an officially designated walking and bicycling route
- Paths that are endorsed by elected bodies along path alignment

Applications for this grant are on a two-year cycle with pre-applications due in the fall and applications

accepted November through January. The proposed trail between Nehalem and Manzanita is likely to be competitive for this grant.

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

The proposed trail between Nehalem and Manzanita is likely to be competitive for this grant.

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

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 Nehalem 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 Nehalem’s transportation system, creates a plan for enhancing the transportation system to better accommodate all modes of travel, and identifies 29 projects, that when implemented, would achieve the goals documented in the TSP. To implement the projects identified in this TSP, Nehalem should explore the funding options above, including applying for grants to secure project funding.

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 in this TSP, community members, elected officials, and City staff should use this document as a starting point to advocate for improvements to the transportation in Nehalem.

