

CITY OF WALDPORT
Transportation System Plan
Section IV Update

ADOPTED 1999
UPDATED 2010

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IV. TRANSPORTATION SYSTEM PLAN

The purpose of the Transportation System Plan is to guide the development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability for all City residents.

As required by the Transportation Planning Rule (TPR), the City of Waldport proposes to adopt standards and policies in this Transportation System Plan (TSP) that comply with the requirements to provide a multi-modal approach to solving transportation issues. The TPR identifies the specifications required of jurisdictions based on their population. For most urban areas, the TPR requires an alternative analysis to compare various new project options versus an alternative that proposes to build only existing funded and committed projects. Many of the alternatives have goals such as an increase in mode split share and reduced vehicle miles traveled (VMT). These goals are measurable in many urban areas or areas with a Metropolitan Planning Organization (MPO), but not in small communities or rural areas. The logical alternative choices in rural areas would be to:

- Pursue an alternative that programs only the identified projects in current City capital improvement plans and gradually shifts funding from new capital projects to more preservation and maintenance. Over time, capital improvements to address traffic and safety problem areas will proceed on a prioritized basis. The long-term effect is that preservation and maintenance of the existing system becomes a higher priority than relieving congestion and solving safety issues. This is often referred to as the "no build" alternative.
- Adopt a "build" alternative, which tries to keep pace with anticipated growth by focusing funding on building capacity-enhancing and safety oriented projects, while also attempting to maintain the existing road network.
- Adopt a combination alternative, as recommended in this TSP, which includes a mixture of new projects to enhance roadway capacity, improve safety while also maximizing preservation and maintenance. The alternative also shifts emphasis to non-auto modes as much as is practical to meet the intent of the TPR.

This Plan balances the need to reduce the reliance on single occupant vehicles given the community's needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community.

This Plan contains brief descriptions of required transportation facilities including listing of policies and recommended transportation projects that cover the following areas:

- Coordination and Implementation of the Transportation System Plan;
- Streets Plan Element;
- Public Transportation Plan;
- Bicycle / Pedestrian Plan;
- Air/Rail/Water/Pipeline Plan;
- Transportation System and Demand Management Plan (TSM & TDM).
- The Plan also provides identification of potential implementation mechanisms and a spreadsheet that prioritizes projects according to high, medium, or low; identifies cost implications, and potential implementing agencies/entities.

TRANSPORTATION POLICIES AND IMPLEMENTING STRATEGIES

Based on the requirements of the Transportation Planning Rule (TPR), the Waldport Transportation System Plan is intended to be the document that periodically analyze, prepare and plan for the transportation needs of Waldport residents and visitors. Toward this end, the following goals and policies are intended to assist in the implementation of the Waldport Transportation System Plan, and thereby meet the requirements of the TPR.

Goal

Achieve an efficient, safe, convenient and economically viable transportation system. The system includes streets, public transit, bicycle, pedestrian and water facilities.

Policies

1. **City Plans.** The City of Waldport has adopted a Waldport Transportation System Plan and Waldport Parks Master Plan which are herein incorporated into the Waldport Comprehensive Plan. A primary objective of the Transportation System Plan is to provide for street connectivity, bicycle and pedestrian needs; decrease dependence on the private automobile; and provide pleasing transportation routes which promote safety by reducing conflicts between pedestrian/bicycles and automobiles. The Parks Master Plan includes proposed trail corridors as well as trail and pathway standards.
2. **Improvements to Existing Transportation Facilities.** The City of Waldport shall continue to make improvements to existing transportation facilities that are unsafe and/or inadequate.
3. **Maintenance.** The City of Waldport shall continue to maintain existing transportation facilities.
4. **Oregon Department of Transportation (ODOT).** The City of Waldport shall collaborate with ODOT to identify and implement transportation improvements to Highway 101 (Pacific Coast Highway) and Highway 34 (Alsea Highway).
5. **Lincoln County.** The City of Waldport shall collaborate with Lincoln County to identify and implement transportation improvements to Crestline Drive south of Range Drive.
6. **New Collector Street.** With future development the City of Waldport shall consider new or improved east-west oriented collector streets, i.e. south of Range Drive connecting Highway 101 to Crestline Drive.
7. **Transportation Connectivity.** The City of Waldport shall require future development to provide public street and bicycle/pedestrian connections to existing transportation facilities and adjacent properties. The City of Waldport encourages community connectivity through development of public streets and bicycle/pedestrian facilities, and discourages gated communities.
8. **Street Standards.** All new and reconstructed streets shall be constructed to City of Waldport street standards.

Waldport Transportation System Plan

9. Access Management. The City of Waldport shall require new development to minimize direct access points onto arterials and collectors by encouraging the new local streets that access arterials and collectors, and by encouraging the utilization of common driveways.
10. Pedestrian/Bicycle System. The City of Waldport shall be supportive of a connected pedestrian/bicycle system throughout Waldport and the surrounding area.
11. Public Pedestrian/Bicycle Access. The City of Waldport should improve and increase public pedestrian and bicycle access to the bay and ocean beaches and other natural resource areas; and require future development to provide public pedestrian/bicycle access to natural resources and adjacent properties.
12. Public Transit. The City of Waldport is supportive of increased public transit service throughout Waldport and between Waldport and other cities.
13. Water Trails. The City of Waldport shall support the Port of Alsea in the establishment of designated water trails.
14. Critical Facilities. The City of Waldport shall collaborate with other agencies to locate critical facilities, e.g. fire stations, schools, clinics, and water rescue in safe and accessible locations.
15. Energy Conservation. The City of Waldport shall encourage energy conserving transportation modes.

STREETS PLAN ELEMENT

The findings in this TSP conclude that the existing street network within and connecting Waldport is adequate to serve the City needs over the next twenty years. Exceptions to this are transportation-related needs associated with new development. Given that the central and northern portions of the Waldport Urban Growth Boundary are primarily developed, new streets that will be created will primarily be the result of developing residential, commercial, and industrial zoned land located in the southern half of Waldport. These new roads will primarily be local streets that will be approved as part of land use development applications. The exception to this may be the recommended new collector street connection(s) between Highway 101 and Crestline Drive in the southern part of the City.

The majority of street-related projects will consist of:

- Safety-related improvements;
- Upgrades to provide multi-modal transportation facilities, and
- Maintenance and repair.

Safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. Pedestrian, bicycle, and transit modes of transportation typically require wider, smoother roadways. These improvements also benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities, as well as transit modes of transportation, within the street system promote the Oregon Transportation Plan policy of encouraging alternatives to the auto.

This Street Plan Element is divided into the following subsections:

- Functional Street Classification
- Street Design Standards
- Access Management Plan
- Truck Route Plan
- Recommended Street Projects

FUNCTIONAL STREET CLASSIFICATION

Functional street classification describes how the public street system should operate. Streets are grouped by their similar characteristics in providing mobility and/or land access. Within the City, there are three general street classifications including principal arterials, minor collectors, and local streets.

Principal Arterials

The primary function of a primary arterial is to provide for trips passing through a community and connecting regional centers. Principal arterials in Waldport include:

- U.S. Highway 101 - the north-south oriented highway that parallels the Oregon coastline
- State Highway 34 - the east-west oriented highway that connects to Highway 101 in downtown Waldport and parallels the Alsea River. Highway 34 connects to Philomath and Corvallis approximately 55 miles to the east.

Minor Collectors

Minor collector streets channel traffic from local streets to major collectors and arterial streets, and provide property access. The primary difference between minor and major collectors is that minor collectors provide property access whereas major collectors provide limited property access. Minor collectors in Waldport include:

- Crestline Drive - channels traffic to Highway 34 and to Highway 101 via Wakonda Beach Road.
- Range Drive - channels traffic between Highway 101 and Crestline Drive.
- Cedar Street - channels traffic between Highway 34 and Crestline Drive.

Each of these collector streets provides direct access to local streets as well as to private property.

Local Streets

Local streets provide direct access to individual properties. The remaining streets in Waldport, not identified as arterials or collectors, are considered local streets. Local streets can be further classified as local commercial and local residential streets according to the adjacent land uses.

STREET DESIGN STANDARDS

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterials, collectors, and local streets. Waldport street design standards are identified in the in the Waldport Development Code as follows:

Type of Street	Right-of-Way Width	Surface Width
1. Collector streets and all business streets other than arterials:	60' - 80' +	36' - 48' +
2. Local streets in residential areas:	56' ++	28' ++
3. Cul-de-sacs:	50'	28'
4. Circular ends of cul-de-sacs:	90' +++	70' +++
5. Hammerheads:	++++	++++

Notes:

- + The City may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community. The standard street section for collector and business streets is two 16-22' travel lanes, 2' curb and gutter, 5' sidewalk and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.
- ++ The standard street section for local streets is two 14' travel lanes, 2' curb and gutter, 5' sidewalk, and 7' utility strip. This may be altered upon approval by the Waldport Public Works Department, utility companies, and the Planning Commission.
- +++ Measured by diameter of circle constituting circular end.
- ++++ Hammerheads will be of such width and length as to allow for adequate turn-a-round of all emergency vehicles as determined by the Public Works Director and in consultation with the Central Oregon Coast Fire and Rescue District.

ACCESS MANAGEMENT PLAN

Streets accommodate two types of traffic: local travel and through traffic. Arterial streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties. Collector streets provide a link between the local and arterial streets, balancing accessibility and function.

Without access management, arterial streets can become overused for short distance trips and local access to property. Land use changes along arterials also contribute to increased trip generation and traffic conflicts, as businesses normally desire to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property division, and access review can contribute to the deterioration of both the arterial and collector road network. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements, and cross

traffic at intersections. These limitations increase the capacity of an arterial to carry through traffic at the desired speeds without requiring the additions of more travel lanes. Coordination, planning, and proper policies can help avoid these problems and costly solutions. A general description of access conditions on Hwy. 101 and Hwy. 34 is provided below.

Highway 101- Downtown (Alsea Bridge to Keady Wayside)

Access management of Hwy. 101 through downtown was updated and implemented in the Downtown Highway 101 project which was completed in 2008. The project included a pavement overlay, new sidewalks, curbs, curb extensions, crosswalks, signal modernization, revised on-street parking, street lights, and landscaping. The project also included an assessment and revisions to access off Highway 101, i.e. side streets and driveways.

Highway 101 – Keady Wayside to Ocean Hills Drive

A primary transportation issue in Waldport is the existing two-lane section of Highway 101 that extends approximately one mile from downtown south to Ocean Hills Drive. This highway corridor will experience increased commercial and residential development in the coming years. Additionally, this highway corridor is the connection between downtown Waldport and the largest undeveloped area (475 acres) of Waldport. Development within the corridor and south of the corridor will result in a significant increase in traffic in the coming years.

The existing two-lane highway lacks turn lanes, bicycle and pedestrian facilities, and access management. There are existing safety concerns when left-turning vehicles are stopped in the travel lane waiting for oncoming traffic to pass. There are inadequate sight distances for motorists pulling on to the highway. The lack of access management contributes to unsafe conditions. The lack of bicycle and pedestrian facilities also creates an unsafe condition. Storm drain improvements are currently limited along this stretch of highway.

This highway corridor lacks local street connectivity from the east – where the majority of the growth and development will occur. The City and ODOT need to plan how this highway corridor will properly function in the future, i.e. alternative travel lane configurations such as the need for center turn lanes, right turn refuge lanes, local street connectivity, access management, sight distance issues, bicycle and pedestrian facilities, and storm drainage improvements.

Highway 34

In the one-block section of Highway 34 immediately east of US 101 (between Highway 101 and Verbena Street), parking and the number and location of driveway accesses to businesses conflicts with the efficient operation of the intersection and highways. Consideration should be given to consolidating and/or removing access and reconfiguring parking if these properties redevelop.

Collector Streets

Crestline Drive, Range Drive and Cedar Street (south of Hwy. 34) are currently the only streets that connect Highway 101 and Highway 34 with Waldport's upland area. These three streets originally served as local streets for initial residential development in the upland area. The original residential upland development occurred fronting and providing direct access to Crestline Drive, Range Drive, and Cedar Street. Over time, additional upland development occurred. This resulted in local streets that accessed Crestline Drive, Range Drive, and Cedar Street, thereby making these three streets collector streets since they were (are) the only connections to the arterials.

Additional development will occur in the upland area of Waldport which will place an increased burden on the three collector streets. Therefore, it is prudent to establish an access management system for collector streets to ensure the quality and function of the collector street system is maintained.

Direct property access to collector streets should be limited to infill development in those specific areas where direct access has occurred, e.g. the west side of Crestline Drive between Range Drive and Green Drive, the east side of Crestline Drive north of Range Drive, and the eastern part of Range Drive. That is, where a single tax lot cannot be developed without direct access to a collector street, an exception can be made to allow direct collector street access. Surrounding development should access collector streets via local streets. Local streets should be spaced at no less than 300 feet on collectors.

TRUCK ROUTE PLAN

Truck traffic is generally confined to industrial and commercial areas. State highways serve the majority of truck traffic and are most suitable for truck use. This is true in Waldport where Highway 101 and Highway 34 serve a majority of truck traffic.

Range Drive and Crestline Drive provide access for trucks accessing the limited commercial and industrial development in the upland area. As the industrial zoned area continues to develop, Range Drive and Crestline Drive will experience additional truck traffic unless a new collector road is constructed. If constructed, a new Highway 101 - Crestline Drive connection will need to provide a more convenient access to the industrial development in order to alleviate truck traffic on Range Drive and Crestline Drive. If the new collector road is constructed, consideration should be given to limiting truck traffic on Range Drive and Crestline Drive since these streets primarily service residential uses. The City should monitor the need and opportunity to construct a new road and limit truck traffic on Range Drive and Crestline Drive as growth and development of south Waldport occurs.

RECOMMENDED STREET PLAN PROJECTS

A. Street Maintenance (High Priority)

Improve and maintain existing streets as needed, i.e. potholes, paving, striping, and identification signs.

B. Pavement Striping Improvements (High Priority)

Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.

C. Monitor, Enforce, and Reduce Speeding (High Priority)

Monitor, enforce and reduce speeding on streets as necessary.

Standard methods for reducing speed include reducing maximum speed limit, enforcement signs, pavement striping, traffic speed detectors, etc. Traffic calming and reduced speeds can also occur through “gateway” improvements, i.e. landscaping, community entry/welcome signs, etc.

D. Range Drive Improvements (High Priority)

Widen, eliminate or mitigate curves and sight distance inadequacies, and provide pedestrian/bicycle facilities.

E. Crestline Drive Improvements (High Priority)

Continuous pedestrian/bicycle facilities are needed on Crestline Drive between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street, however, they need to at least be continuous on one side. A sidewalk has been constructed on the west side of Crestline Drive along the Crestline Park frontage. The northern portion of Crestline Drive (north of Cedar Street) needs improved pedestrian facilities however there are constraints due to the steep hill and curves.

F. Maintain Access To Amenities And To Undeveloped Land (High Priority)

Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.

G. Circulation Connectivity with New Development (High Priority)

Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be

constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

H. Access Improvements With Redevelopment (High Priority)

When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections.

I. Ensure Transportation Facilities and Services Accommodate Special Needs (High Priority)

Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.

J. Hwy. 34 Lint Slough Bridge Improvement

ODOT plans to upgrade the Hwy. 34 Lint Slough Bridge in 2011.

K. New East-West Road in South Waldport Connecting Hwy. 101 and Crestline Drive (Medium Priority)

A new east-west road(s) connecting Highway 101 and Crestline Drive would serve the developing industrial area and reduce truck traffic on Range Drive and Crestline Drive. It would also serve the developing residential zoned land and the Crestview Heights School, particularly for traffic approaching this area from Highway 101, south of the City. Potential locations include:

- West from Crestline Drive through the industrial zoned land and through land currently located outside the Urban Growth Boundary. This would necessitate an exception to the statewide goal of prohibiting development of new roads outside urban growth boundaries;
- Extend Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Dr.
- East from Highway 101 near the existing weigh station connecting to Crestline Drive south of the Golf Course.

L. Highway 34 Improvements – Hwy. 101 to Crestline Drive (Medium Priority)

Center turn lane, landscaped medians, sidewalks, curb extensions, parking improvement, and landscaping/ street furniture.

M. Highway 101 – Keady Wayside to Ocean Hills Drive Corridor Plan (Medium Priority)

Develop and implement a highway corridor plan to ensure that this section of Highway 101 will properly function in the future, i.e. alternative travel lane configurations such as the need for center turn lanes, right turn refuge lanes, local street connectivity, access management, sight distance issues, bicycle and pedestrian facilities, and storm drainage improvements.

N. Improve the Inadequate Sight Distance at the Curve at Hwy. 34 and Waldport Heights Drive (Low Priority)

Improve the inadequate sight distance at Highway 34 and Waldport heights Drive.

PUBLIC TRANSPORTATION ELEMENT

The need for public transportation in Waldport is an intercity system that provides services to Newport, Lincoln City, and the Willamette Valley. Currently, there is a bus/van weekday service that provides both a.m. and p.m. trips to Newport and Lincoln City. Although this existing service appears adequate to accommodate existing weekday demand, there is a perception that many Waldport citizens are not aware of the existing service. In addition, there appears to be a need for weekend, early morning, and evening public transportation services.

Public transportation services need to accommodate the elderly and transit disadvantaged.

PUBLIC TRANSPORTATION PROJECTS

O. Increase Public Transportation Service (Low Priority)

Encourage increased public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:

- Increasing public awareness of the existing service that currently runs four times a day during the week;
- Increasing public transportation trips to include weekend, early morning, and evening services;
- Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.

PEDESTRIAN AND BIKEWAY SYSTEM ELEMENT

There are two types of pedestrian/bicycle facilities - those associated with the street system and off-street multi-modal pathways. Pedestrian/bicycle facilities associated with the street system are preferred because of funding, maintenance, and safety issues. However, in Waldport it is appropriate to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities. The need for off-street multi-modal pathways is due to the need to provide connections between the upland and lowland areas of the City, the topographic constraints of connecting the upland and lowland areas, and the opportunities for multi-modal pathways through existing utility easements and parkland.

The planned interconnected pedestrian/bicycle system throughout Waldport will provide connections between the lowland and upland areas; connect destinations (activity centers); and provide connections and “loops” for recreational bicyclists, walkers and runners.

On-Street Pedestrian/Bicycle Facilities

Based on need and street characteristics, all streets open for public use shall be considered for the potential to improve bicycling and walking. Facilities should safely accommodate the majority of users. Streets designed to accommodate cyclists with moderate skills will meet the needs of most riders with special consideration given to close proximity to school areas where facilities designed specifically for children should be provided. Streets designed to accommodate young, elderly, and disabled pedestrians serve all users well.

Pedestrian/bicycle facilities are considered in the development of street design standards according to functional classifications. The following pedestrian/bicycle facilities are appropriate on the street system in Waldport.

Bicycle Lanes and Sidewalks

Principal arterial design standards through an urban area include the provision for designated bicycle lanes with a minimum 6-foot width, and 6-foot wide sidewalks. This is appropriate on Highway 101 and Highway 34.

Shoulder Bikeways

Collector streets (Crestline Drive, Range Drive, and Cedar Street) typically would have shoulder bikeways. Shoulder bikeways are paved shoulders that are adjacent but typically differentiated from the travel lane by a stripe. Paved shoulders are typically 4-6 feet wide according to average daily vehicle traffic (ADT). A four foot paved shoulder is appropriate on streets with an ADT of 400 or less. Shoulder bikeways can also serve pedestrians.

In Waldport, shoulder bikeways are recommended for Crestline Drive and Range Drive. In addition, separate pedestrian facilities (sidewalks or pathways) are recommended on or adjacent to these two streets.

Shared Roadways

Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 ADT. Shared roadways are simply the streets pavement width as constructed and provide for shared motor vehicle, bicycle, and pedestrian usage. Local residential streets in Waldport have shared facilities, although many local residential streets have also have sidewalks. Sidewalks are appropriate on local commercial streets in Waldport.

Off-Street Multi-Modal Pathways

Off-street pathways can be paved or unpaved. If unpaved, the surface material should be packed hard enough to be usable by wheelchairs and bicycles. Recycled pavement grindings provide a suitable material and they are usually inexpensive and easy to grade.

Though originally conceived to provide a facility for bicyclists separated from motor-vehicle traffic, paths often see greater use by pedestrians, joggers, and skaters, and sometimes equestrians. The planning and design of multi-use paths must therefore take into account the various skills, experience and characteristics of these different users. Additionally, a primary consideration to designing and constructing the multi-modal pathways in Waldport will be the topography and trying to maintain grades that pedestrians, cyclists, and disabled people can use.

Well-planned and designed multi-use paths can provide good pedestrian and bicycle mobility. They can have their own alignment along drainageways and greenways, and may be components of a community trail system.

Paths can serve both commuter and recreational pedestrians and cyclists. Many inexperienced cyclists fear motor vehicle traffic and will not ride on streets until they gain experience and confidence. A separated path provides a learning ground for potential bicycle commuters and can attract experienced cyclists who prefer an aesthetic ride. Key components to successful paths include:

- Connection to land uses, such as downtown and commercial areas, schools, parks, and other community destinations;
- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs for both motor vehicles and path users;
- Shorter trip lengths than the road network, with connections between dead-end streets or cul-de-sacs; or as short-cuts through open spaces;
- Visibility: proximity to housing and businesses increases safety. Despite fears of some property owners, paths have not attracted crime into adjacent neighborhoods;
- Good design, by providing adequate width and sight distance, and avoiding problems such as poor drainage, blind corners, and steep slopes; and
- Proper maintenance, with regular sweeping and repairs. The separation from motor vehicle traffic can reduce some maintenance requirements, such as sweeping the debris that accumulates on roads.
- Continuous separation from traffic, by locating paths along a river or a greenbelt with few street or driveway crossings;
- Scenic qualities, offering an aesthetic experience that attracts cyclists and pedestrians;

The topographical change between Waldport's lowland and upland creates a challenge in providing a safe, well-connected pedestrian/bikeway system. Limited street connections between the lowland and upland provide limited pedestrian/bikeway opportunities. The steepness of these collector roads also creates challenging ped/bike sections. Because of these limitations it is appropriate to consider off-street multi-modal pathways that will assist in providing a connected pedestrian/bikeway system.

Much of the land between the lowland and upland is steep, heavily wooded, and therefore will remain as open space. The City visualizes this undevelopable area as an open space amenity that becomes part of the parks and open space system. The park lands, combined with existing utility easements, provide opportunities to link the

lowland and upland areas with pedestrian/bicycle facilities. In addition, most of the streets that terminate near the park land and utility easements have unimproved trail connections. This includes View Drive, Greenwood Way, Brentwood Drive, and Park Drive. This connection is the shortest and most direct route between the lowland and upland areas.

There are additional opportunities to provide a connected pedestrian/bicycle system through off-street pathways. These opportunities are identified and described below as transportation projects.

PEDESTRIAN AND BICYCLE TRANSPORTATION PROJECTS

P. Arterial and Collector Street Bicycle/Pedestrian Facilities (High Priority)

Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Drive.

Q. Connected Community-wide Pedestrian/Bicycle System

Q1. Woodland Corridor Trail (High Priority)

Crestline Drive to the ball fields (Kendall Fields) through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive.

Q2. Crestview Heights School – Range Drive Connection (High Priority)

Crestview Heights School to Range Drive via the west side of the golf course.

Q3. Lint Slough Loop (High Priority)

An east Waldport loop including a pathway along the slough.

Q4. Crestline Drive – Waldport High School Connection (Medium Priority)

Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection. This connection would likely require right-of-way acquisition or an easement through private property. Due to topographic constraints, this connection would likely be pedestrian-only.

Q5. Norwood Drive – Range Drive Connections (Medium Priority)

Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These ped/bike connections would typically occur through the land use application process where the City will require connections concurrent with land development.

Q6. Kelsie Lane – Highway 101 Connection (Low Priority)

An east-west oriented pathway connection. There is an existing unimproved pathway along this route.

Q7. East Waldport Trail (Low Priority)

A trail connecting Waldport Heights to the City Water Plant to Lint Slough.

AIR, RAIL, WATER, AND PIPELINE SYSTEM ELEMENT

Air and rail transportation planning are currently not applicable in Waldport.

Water-borne transportation planning is applicable to the Alsea River and Bay, and the Pacific Ocean. The Port of Alsea provides a major facility for boaters, and will continue to be the primary facility for water transportation. Alsea Bay and the Port of Alsea are primarily used for commercial and recreational fishing, and not as a facility for transport of freight or destination of ocean going vessels.

The Port of Alsea, with assistance from the National Park Service Rivers, Trails and Conservation Assistance Program, completed the Alsea River Water Trail Guide of the lower Alsea river and estuary for non-motorized boaters.

Pipelines currently carry power transmission lines, cable television, telephone, water and sewage. Natural gas is not currently available in Waldport. The City encourages the continued use of pipelines to carry goods across City boundaries and for distribution within the City.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT ELEMENT

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) improvements focus on optimizing the carrying capacity of streets by alleviating congestion and reducing accidents. Examples of TSM strategies include:

- Minimizing the number of access points
- Channelization of turning movements
- Creation of continuous turning and merging lanes
- Raised medians
- Signalization

An important aspect of TSM is that public agencies work closely with affected businesses to fully evaluate impacts from changes to access. In addition, TSM must account equally for the needs of all modes of travel, particularly that bike, pedestrian, and transit movements and safety are not compromised in exchange for improving roadway capacity.

Several TSM strategies are incorporated in this Plan and identified in the Transportation Projects. Examples include access management, intersection improvements, and turn lane improvements.

TRANSPORTATION DEMAND MANAGEMENT

Unlike TSM strategies, which focus on physical changes, Transportation Demand Management (TDM) measures target driver behavior, mode choice and employers to lower the traffic demands on the roads, especially during the peak travel times of the day. Examples of TDM strategies include:

- Alternative or flexible work schedules
- Ridesharing/carpooling
- Transit use
- Bicycling/walking
- Parking management
- Working at home/telecommuting (teleworking)

Transportation Demand Management (TDM) measures identify opportunities to reduce the impact of trips generated by various land uses, particularly during peak travel hours. TDM techniques typically seek to reduce reliance on single-occupancy vehicle trips and promote the use of alternative travel modes by persons accessing a given area or facility. The Oregon Transportation Planning Rule encourages the evaluation of TDM measures as part of the TSP development process.

TDM strategies often focus on major employers or other sources of traffic that can be influenced through measures such as scheduling changes, or alternative transit opportunities such as carpools and buses. Oftentimes, financial disincentives are included in programs to generate revenue that can be used to support other elements of an overall TDM program. The success of fee parking and other commonly used disincentives is dependent on the environment in which a given employer is located.

Given the small population of Waldport, the TDM measures available to the city are limited in scope as compared to larger metropolitan areas. Typical TDM measures such as fee parking are not practical in a community where employee-paid parking does not exist. Although no major employers are located within the city, residents can still be encouraged to carpool when appropriate. Provision of sidewalks and bicycle lanes will at least provide the community's residents with viable alternative travel modes for some local travel. Development patterns that encourage non-auto-oriented travel should be promoted.

POTENTIAL IMPLEMENTATION MECHANISMS

WALDPORT ROAD DISTRICT

Special Road District #3 of Lincoln County (Waldport Road District) was established in 1918 to improve streets within the Waldport city limits. The Waldport Road District assesses, levies and collects taxes on all taxable real property. The permanent tax rate is \$0.6960 per \$1000 of assessed value. The Waldport Road District provides an ongoing source of funding for street improvements, therefore the City has not pursued other sources of funding to date for street maintenance and improvements, i.e. transportation system development charges, local gas tax, etc.

FUNDING OPTIONS

State grant programs are available for transportation projects that are funded and administered through the Oregon Department of Transportation (ODOT). ODOT grant programs include, but are not limited to, Transportation Enhancement funds, Bicycle and Pedestrian Program grants, and the Special Small City Allotment Program grants.

WALDPOR T TRANSPORTATION PROJECT LIST					
#	Project	Priority	Cost Implications	Constraints	Potential Implementing Agencies/Entities
A. STREET MAINTENANCE					
	Improve and maintain existing streets	High	--	Limited funding	City, County, ODOT, Road District
B. PAVEMENT STRIPING IMPROVEMENTS					
	Crosswalk, bicycle lane, and fog line improvements	High	--	Limited funding	City, County, ODOT, Road District
C. MONITOR, ENFORCE AND REDUCE SPEEDING					
	Monitor, enforce and reduce speeding	High	Funding for increased enforcement	--	City, ODOT
D. RANGE DRIVE IMPROVEMENTS					
	Widening, pedestrian/bike facilities, curve and sight distance improvements	High	Potential land acquisition near curves to improve sight distance	Topography; sight distance at curves	City, State and Federal Grants, Urban Renewal District #2
E. CRESTLINE DRIVE IMPROVEMENTS					
	Continuous pedestrian/bike facilities and safety improvements at the hill/curves section	High	Potential land acquisition for hill/curve improvements	Topography; sight distance at curves; ADA compliance at hill	City, County, Urban Renewal District #2
F. MAINTAIN ACCESS TO AMENITIES AND TO UNDEVELOPED LAND					
	Maintain public access to amenities and to improve connectivity.	High	--	--	City of Waldport
G. NEW DEVELOPMENT - CONNECTIONS TO EXISTING TRANSPORTATION SYSTEM					
	Require new development to provide connections to the existing transportation system	High	--	Topography	City, Developers
H. REDEVELOPMENT – ACCESS IMPROVEMENTS					
	Ensure adequate and safe access occurs with redevelopment	High	--	Timing of redevelopment	City, County, ODOT, Property owners/developers
I. ENSURE TRANSPORTATION FACILITIES AND SERVICES ACCOMMODATE SPECIAL NEEDS					
	Ensure transportation facilities are in accordance with Americans with Disability Act (ADA) standards wherever possible, and public transportation services accommodate	High	--	Topography	City, County, ODOT

Waldport Transportation System Plan

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
	special needs, i.e. disabled, elderly.				
J.	HIGHWAY 34 LINT SLOUGH BRIDGE IMPROVEMENT				
	Bridge upgrade	High	Funded – construction scheduled for 2011	--	ODOT
K.	NEW EAST-WEST ROAD IN SOUTH WALDPOR				
	New road(s) connecting Highway 101 and Crestline Drive.	Medium	--	Statewide Goal exception if outside UGB	City, County, ODOT, Developers, Urban Renewal District #2
L.	HIGHWAY 34 IMPROVEMENTS – HWY. 101 TO CRESTLINE DRIVE				
	Center turn lane, landscaped medians, sidewalks, curb extensions, parking improvements, and landscaping/street furniture	Medium	--	Limited funding	City, ODOT, State and Federal Grants
M.	HIGHWAY 101 – KEADY WAYSIDE TO OCEAN HILLS DRIVE CORRIDOR PLAN				
	Develop and implement a corridor plan to ensure Hwy. 101 properly functions in the future.	Medium	--	--	ODOT
N.	HIGHWAY 34 SIGHT DISTANCE IMPROVEMENT				
	Improve the inadequate sight distance at Highway 34 and Waldport Heights Drive.	Low	Potential land acquisition	Physical features – topography	ODOT
O.	PUBLIC TRANSPORTATION				
	Increase public transportation (bus and van service between Waldport and other cities)	High Low	--	--	City, County, Private Entities
P.	CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM				
	Provide continuous pedestrian/bicycle facilities on arterials and collector streets	High	--	Limited funding	ODOT, State and Federal Grants

Waldport Transportation System Plan

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
Q. CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM					
Q1	Woodland Corridor	High	--	Easements and/or acquisition are required for portion of the trail that are on private property.	City, County, State, Federal Grants, Urban Renewal District #2
Q2	Crestview Heights School – Range Drive Connection	High	--	Topography, ADA compliance Easements and/or acquisition are required for portion of the trail that are on private property.	State and Federal Grants, City, Job Corps, Volunteers, Urban Renewal District #2
Q3	Lint Slough	High	--	--	State and Federal Grants, City, Job Corps, Volunteers
Q4	Crestline Drive - High School Connection	Medium	Potential land acquisition	Public access, topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
Q6	Kelsie Way – Highway 101 Connection	Low	--	Public access, topography	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers
Q7	East Waldport Trail – Waldport Heights to City Water Plant to Lint Slough	Low	--	Environmental issues, physical feature limitations - wetlands, trees, topography	State and Federal Grants, U.S. Forest Service, City, Job Corps, Volunteers