

**CITY OF DEPOE BAY
TRANSPORTATION SYSTEM PLAN
2000-2001**

Prepared For:

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TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	I-1
Project Description	I-1
Planning Area.....	I-1
Project Objectives	I-1
Planning Process	I-2
Public Involvement Process.....	I-2
II. TRANSPORTATION INVENTORY.....	II-1
Major Findings.....	II-1
Area Land Uses & Zoning	II-1
Roadway Characteristics.....	II-2
Pedestrian and Bicycling Facilities.....	II-2
Public Transportation	II-3
Marine Transportation	II-3
Pipelines	II-3
Other Features	II-3
Depoe Bay Street System Map and Identification of Initial Issues	II-4
Existing Transportation Facilities	II-5
Existing Utilities	II-6
Comprehensive Plan Map/Zoning	II-7
Highway 101 Street Inventory.....	II-8
Local Street Inventory	II-10
Photographs.....	II-13
III. TRANSPORTATION SYSTEM CONDITIONS	III-1
Existing Traffic Volumes and Peak Hour Operations.....	III-1
August 2000 Levels of Service.....	III-2
Traffic Safety.....	III-2
5-Year Accident History.....	III-2
Parking.....	III-2
Summary of Parking Areas and Usage During Summer Saturday in August 2000.....	III-3
Primary Transportation Issues	III-4
Figure III-1: Study Area and Lane Configurations.....	III-5
Figure III-2: Saturday PM Peak Hour Pedestrian Volumes.....	III-6
Figure III-3: Saturday PM Peak Hour Traffic Volumes.....	III-7
Figure III-4: Parking Inventory.....	III-8
IV. FUTURE TRAVEL DEMAND.....	IV-1
Estimate of Future 2020 Traffic Volumes	IV-1
Table IV-1: Estimate of Population Growth for Lincoln County and Depoe Bay	IV-1
Table IV-2: Estimate of Saturday Trip Generation for Recently Approved/Proposed Developments	IV-1
Future Conditions	IV-2
Table IV-3: 2020 Levels of Service for 30 th Highest Hour	IV-3
Table IV-4: Summary of Signal Warrant Analysis at Collins Street	IV-3
Figure IV-1: Traffic To/From Planned/Proposed Developments.....	IV-5
Figure IV-2: Traffic To/From Additional Parking Areas.....	IV-6
Figure IV-3: Estimated 2020 30 th Highest Hour Peak Hour Design Volumes	IV-7

V.	TRANSPORTATION SYSTEM ALTERNATIVES.....	V-1
	Draft Recommended Transportation Improvement Projects.....	V-1
VI.	TRANSPORTATION SYSTEM PLAN.....	VI-1
	Streets Plan Element	VI-2
	Functional Street Classifications	VI-2
	Street Design Standards	VI-3
	Access Management	VI-3
	Street Maintenance	VI-5
	Truck Route	VI-5
	Street Projects	VI-6
	Concept 1 Pedestrian Improvements	VI-8
	Concept 2 Off Street Parking Improvements	VI-9
	Concept 3 Structured Parking Improvements	VI-10
	Bay View Avenue Extension Concept	VI-13
	Recommended Transportation Project Map	VI-15
	Pedestrian/Bicycle Plan	VI-16
	Public Transportation Element	VI-17
	Pedestrian and Bicycle Element	VI-17
	Air, Rail, Water, and Pipeline Element	VI-19
	Transportation System and Demand Management Element	VI-20
VII.	POTENTIAL IMPLEMENTATION MECHANISMS	VII-1
	Revenue Resources	VII-1
	Grants and Loans	VII-3
	ODOT Funding Options	VII-5
	Volunteer Labor and Material Donation	VII-7
	Depoe Bay Transportation Project List	VI-8
VIII.	RECOMMENDED POLICIES AND ORDINANCES	VIII-1
	Introduction	VII-1
	Elements Required by the Transportation Planning Rule	VII-1
	Table of Contents	VII-2
	Approval Process for Transportation Facilities	VII-3
	Protecting Existing and Future Operation of Facilities	VII-5
	Process for Coordinated Review of Land Use Decisions	VII-14
	Safe and Convenient Pedestrian and Bicycle Circulation.....	VIII-17
	Street Standards.....	VIII-22

APPENDICES

Appendix A.	Plans and Policies Review (Technical Memo #1)
Appendix B.	Population & Employment Projections (Technical Memo #2)
Appendix C.	Special Transportation Area (STA) Evaluation (Technical Memo #3)
Appendix D.	Traffic Data
Appendix E.	Depoe Bay Downtown/Highway 101 Transportation/Urban Design Concepts
Appendix F.	Summaries of Meetings and Written Comment from Depoe Bay Citizens

I. INTRODUCTION

PROJECT DESCRIPTION

The City of Depoe Bay received a State of Oregon grant to prepare a Transportation System Plan (TSP). The TSP results in a plan to satisfy the community's transportation needs and desires for the next 20 years. The TSP is developed for land within the Depoe Bay Urban Growth Boundary. The TSP identifies planned transportation facilities and services needed to support planned land uses identified in the City of Depoe Bay comprehensive plan consistent with the Transportation Planning Rule (OAR 660-012) and the Oregon Transportation Plan (OTP). Preparation and adoption of the TSP provides the following benefits:

- assure adequate planned transportation facilities to support planned land uses over the next 20 years
- provide certainty and predictability for the siting of new streets, roads, highway improvements and other planned transportation improvements
- provide predictability for land development
- help reduce the cost and maximize the efficiency of public spending on transportation facilities and services by coordinating land use and transportation decisions

PLANNING AREA

The planning area for the TSP includes lands within the Depoe Bay city limits and urban growth boundary (UGB). Boundaries of this area are generally Boiler Bay State Park to the north, Whale Cove to the south, the hillside and forest land to the east, and the Pacific Ocean to the west. Depoe Bay's current population is 1,150 as estimated by Portland State University.

U.S. Highway 101 traverses the city in a north-south orientation and parallel to the coastline. Collins Street is a Lincoln County designated road that extends east from Highway 101 north of the inner harbor. The remaining roads are local public and private roads.

Depoe Bay is unique to other Oregon coastal cities in that the downtown core is only separated from the Pacific Ocean by Highway 101. Uses along Highway 101 are primarily commercial. Residential areas are located east of the highway, at the south end of the city on the west side of the highway, and a small area north of the downtown area just west of the highway. Commercial marine uses are located around the inner harbor, known as the "smallest harbor in the world". A light industrial area is located along Highway 101 just south of the bridge. The city limits also contains forest lands in the northeast and southeast sections that are located outside the UGB.

PROJECT OBJECTIVES

This TSP addresses ways to improve the transportation system to support anticipated growth in Depoe Bay and associated traffic volumes in a way which helps Highway 101 continue to function, particularly to move through traffic north and south. The TSP explores ways to improve the transportation system, including:

- planning local street connections and extensions to provide for local circulation and access off of Highway 101
- identifying appropriate improvements along Highway 101 to support planned land uses and the long-term functionality of Highway 101
- planning for appropriate access control measures along Highway 101 to minimize the need for additional traffic signals or additional speed reductions
- planning for pedestrian circulation improvements, particularly in and near downtown, to reduce the need for short car trips on Highway 101 and improve pedestrian safety
- evaluating transit services that might reduce need for local trips, particularly during peak traffic periods, such as dial-a-ride service or peak period shuttle service

- developing a downtown parking strategy, including potential for public lots and a public structure, possibly in conjunction with peak period shuttle service
- evaluating designation of the downtown area as a "special transportation area" or STA to provide access to community activities, businesses and residences and to accommodate pedestrian movement along and across Highway 101

PLANNING PROCESS

A well-conceived plan is the result of a planning process that follows a series of sequential tasks. For the Depoe Bay TSP, the planning process consisted of the following primary tasks:

1. Develop and Implement a Public Involvement Program
2. Review Plans and Policies
3. Inventory Existing Transportation System
4. Forecast Future Travel Demand
5. Develop and Evaluate Transportation System Alternatives
6. Develop Transportation System Plan
7. Review Draft TSP
8. Prepare Implementing Policies and Ordinances

PUBLIC INVOLVEMENT PROCESS

Public involvement is an important component of the planning process. It provides useful technical and community input which assists in determining community needs and desires while establishing a program for future planning. Public involvement provides opportunities for community leaders and citizenry to become knowledgeable and involved in the future development of the city, leading to broad-based community review that aids in the acceptance of the plan in later stages of the planning process. Building consensus and giving ownership of the plan to the public is critical to implementation. For the Depoe Bay TSP, the following public involvement mechanisms were utilized:

- Workshops throughout the planning process with the TSP Technical Advisory Committee which includes representatives from the Depoe Bay City Council, Depoe Bay Planning Commission, the business community, residents, Lincoln County, Oregon Department of Transportation, City of Depoe Bay, Stein Engineering, and TriLand Design Group.
- Interviews with twelve Depoe Bay residents representing a cross-section of the community to identify transportation issues and solicit input regarding transportation-related needs and desires.
- Two community open houses where the community is invited to review and comment on the alternative and recommended transportation system plans and recommendations.
- A workshop with City Council and Planning Commission members.
- Informal meetings with city council members, planning commissioners, and citizens throughout the planning process.
- Joint public presentation and public hearing with the City Council and Planning Commission.

II. TRANSPORTATION INVENTORY

This chapter summarizes the Depoe Bay's existing transportation inventory including an assessment of existing traffic and roadway conditions along Hwy 101 and the local street system. The objective of this task is to establish baseline traffic conditions and operational issues that will be used to assess future traffic volumes and needs throughout the study area.

MAJOR FINDINGS

Major findings of this assessment include:

1. Capacity analyses at the major intersections along Hwy. 101 found that during peak spring and summer time hours, such as mid-day on a Saturday, the majority of these intersections are estimated to operate at LOS E or better by standard capacity models, which our observations found that traffic congestion does occur.
2. Within the downtown study area, most of Hwy 101 contains sidewalks along both sides. Observations of pedestrian activities and conflicts with through traffic indicate that safe pedestrian circulation needs to be a priority.
3. Most streets in the core study area have on-street parking with marked parallel or head-in spaces along Hwy 101. During the summer time, almost all parking spaces along Hwy. 101 and along many minor streets appear to be occupied. During off-season periods, about half the spaces appear to be occupied along Hwy. 101. Parking for large vehicles and RVs needs to be addressed.
4. During the last five years, 39 accidents were reported along Hwy 101 through Depoe Bay. This equates to an overall accident rate of approximately 1.01 accidents per million entering vehicles.

Based on the above, initial key traffic operational issues in Depoe Bay appear to be the parking, RV parking, sight distances and traffic operations at the intersections Bay and Collins, and pedestrian traffic crossing Hwy. 101.

The following paragraphs document the information reviewed, analyses, results, and major findings.

AREA LAND USES & ZONING

The study area encompasses the city limits and urban growth boundary (UGB). Depoe Bay regulatory boundaries are somewhat unique in that the city limits encompasses a larger area than the UGB. Timber Conservation (T-C) zoned land in the northeast and southeast sections of the city are located outside the UGB. No land is located outside the city limits but inside the UGB.

The Comprehensive Plan map designations and zoning districts are consistent throughout the city with commercial related uses located along most of Highway 101 and adjacent to the inner harbor. The exception to this is limited light industrial land south of the Depoe Bay Bridge on the east side of Hwy 101 and the south part of the city which consists of residential land adjacent to the highway. The majority of other parts of the city within the UGB are designated and zoned residential. Exceptions include some public facility land adjacent to the ocean and the timber conservation land identified above.

The main traffic generators in the downtown area appear to be the Post Office, local retail stores/restaurants located along Hwy. 101, and the waterfront area.

ROADWAY CHARACTERISTICS

The north-south oriented Hwy. 101 (State Highway 9) is an arterial that provides the sole access into and out of the city. Lincoln County has jurisdictional responsibility for the east-west oriented Collins Street. Other streets are local (City) streets or private streets. Although not officially designated, Collins Street, Williams Avenue, Bay Street, and South Point Street function as collector streets as traffic from local residential streets primarily use these streets to access Hwy. 101.

Hwy. 101 contains two lanes (one in each direction) through the downtown core with a painted centerline and is 56-65 feet wide. Current condition of the pavement is considered good. There are a few intersections that have turn lanes. Parking is permitted along most of Hwy 101 through the downtown core. The wider section is near Collins and Bay Street, which contain approximately 57 head-in parking spaces along both sides of Hwy 101.

The Depoe Bay Bridge is located on Highway 101 just south of where Bay Street intersects with Highway 101. The bridge currently serves as the only vehicular connection between the north and south sides of the Depoe Bay inner harbor and channel. As part of Highway 101 the bridge is under state jurisdiction. Regarding the bridge condition, ODOT completed a \$4 million refurbishing of the 50+ year old structure in the mid-1990's that upgraded the structural condition and pavement surface of the bridge.

Most of the minor streets are 21-30 feet and striped for only two lanes of traffic. At some intersections, traffic along the minor approach does form two lanes (one for left turners and one for right turners). Parking is permitted along most minor streets through the study area. Many of these characteristics are shown in the attached **Highway 101 Street Inventory**. Throughout the core downtown area on Highway 101 access to and from the highway is generally limited to side streets due to the lack of private property between the highway and the ocean, and the retail establishments with a continuous building façade at the existing right-of-way on the east side of the highway.

There are generally seven areas (or "districts") that have collector and local streets that connect to Highway 101:

- *North End* of the city has parcel that are adjacent with direct access to Hwy. 101;
- *North Point* located west of Hwy. 101 is a residential area connecting the highway via Sunset, Vista, and Harney Streets;
- *East Depoe Bay* north of the bay includes 10 streets that directly access Highway 101 from the east. This area includes Collins Street, Williams Avenue, and Bay Street which collect traffic from local streets. Streets are well connected however not organized in an overall grid system due to challenging topography,
- *South of the Depoe Bay Bridge* generally consists of one block long streets west of the highway that link to the north-south oriented Coast Avenue. East of the highway the street network is primarily limited to Schoolhouse Street which connects to Hwy. 101 and Shell Avenue which leads to the bay and the city park.
- *South Point Area* is located west of the highway and served by South Point, Cliff, Point, Pine, and Cardinal Streets.
- *Little Whale Cove* is a planned development in the southern part of the city located between Highway 101 and the ocean. This development is a gated community served by private streets including Singing Tree Street which provides access from the highway and several cul-de-sac streets.
- *Whale Cove* is located at the far south end of the city on the west side of the highway and accessed by Oceana Drive from Highway 101. This area is largely undeveloped with single family homes located near the ocean bluff.

PEDESTRIAN AND BICYCLING FACILITIES

Within the core downtown study area, Hwy 101 has sidewalks along most of its east side. Marked pedestrian crosswalks are present at Bay Street. Most of the street corners in the area have handicap ramp treatments. No

bicycle lanes are marked in the study area. During summer field visits, heavy pedestrian movements were observed crossing the highway to/from the head in parking on the west side of Hwy. 101 and businesses on the east side. **Figure III-2** presents the results of pedestrian counts taken during the Saturday PM peak hour. It should also be noted that the number of pedestrian crossings at these intersections were significant, even during the off-season periods. Collector and local streets currently do not have designated bicycle lanes or pedestrian facilities (sidewalks) with the exception of Collins Street which has a one block sidewalk off of Hwy. 101 on the north side; and Bay Street which has sidewalks off of Hwy. 101 for approximately ½ block on both sides of the street. Existing sidewalks are in good condition except for a 4-5 block section on the east side of Hwy. 101 from Bradford Street north to approximately Austin Street which has a narrow (-4') sidewalk in poor condition.

PUBLIC TRANSPORTATION

The Lincoln County Transit service, called Central Coast Connections, currently provides weekday service (no holiday or weekend service). Four daily trips are available northbound from Depoe Bay to Lincoln City, and southbound from Depoe Bay to Newport. Northbound bus stops are located at the Whistle Stop (gas station and market) at Hwy. 101 and Schoolhouse Street, and at the Union 76 Station at the north end of the city. Southbound bus stops are located at Mall 101 on Hwy. 101 at the north end of the city and at the Depoe Bay Fire Station located on Hwy. 101 south of the bridge. Depoe Bay does not have a public transportation fleet nor special transit services.

MARINE TRANSPORTATION

The City of Depoe Bay acts as the Port District and operates the six docks within the inner harbor (bay). Four docks are for commercial and private boaters, one dock is for the U.S. Coast Guard, and there is one disadvantaged-accessible dock. The four docks have the capacity to moor up to 20+ boats although larger vessels dock parallel (as opposed to perpendicular) to the dock therefore the capacity of a dock can be limited to six boats.

PIPELINES

Major existing pipelines include water, sanitary sewer, and gas lines. The primary water lines, ranging from 6 to 12 inch diameter, generally extend from Boiler Bay State Park at the north end of the city along Hwy. 101 to the Miroco and Rock Creek areas located south of the city. A combination 6", 8", and 10" water line extends along the west side of the highway from Boiler Bay to Pirates Cove, then across to the east side of the highway where a 12" line extends approximately 1,200 feet north and a 6" line extends south to the bridge. A 6" line extends along the west side of the highway from Sunset St. to Whale Park, and from the bridge south to South Point St.

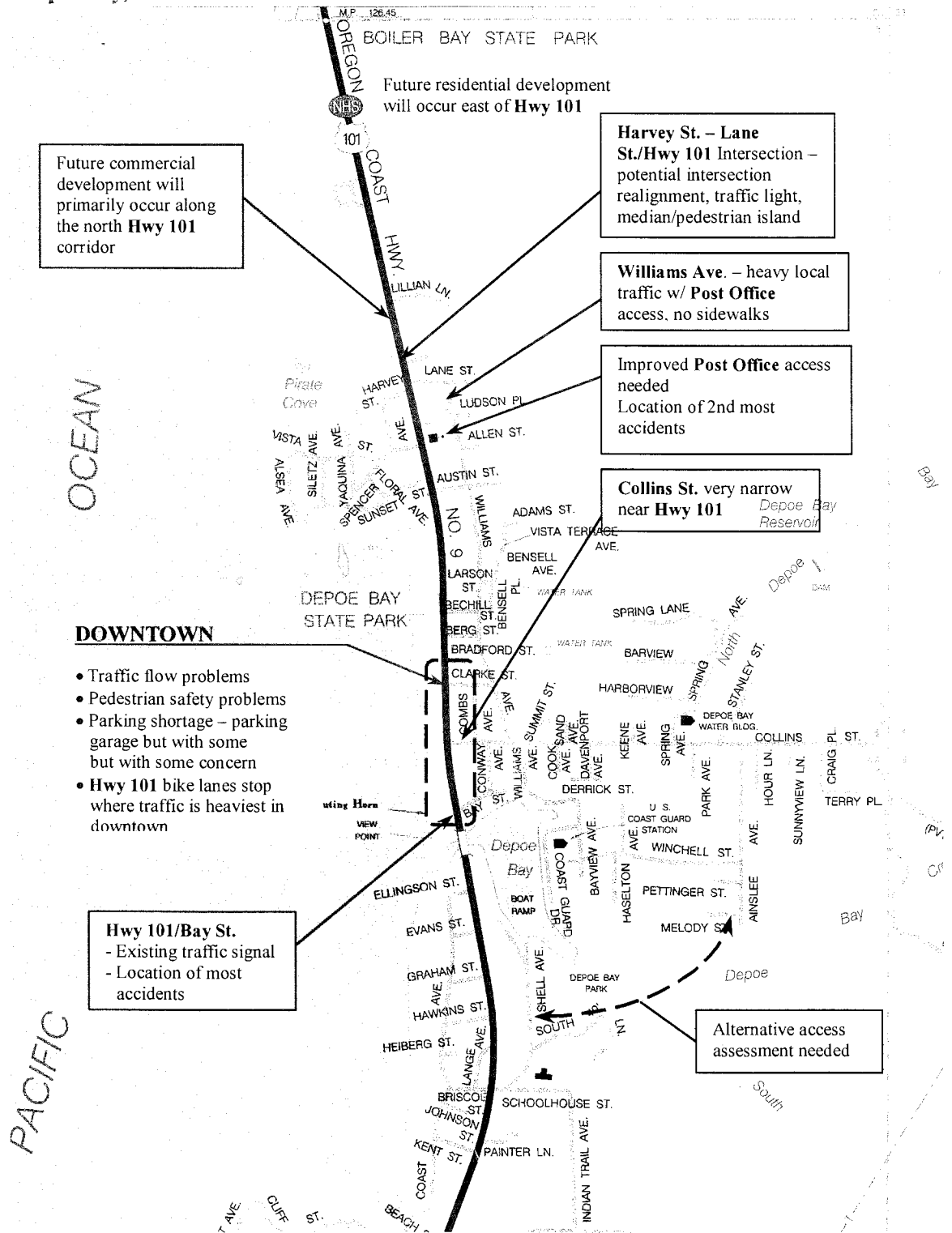
Sanitary sewer mains extend along the west side of Hwy. 101 from Boiler Bay State Park to Bay Street, then around the perimeter of the inner harbor and connecting back to Hwy. 101 via Shell Street. The line then extends approximately 300 feet south on Highway 101 to Kent Street, leading to the sanitary sewer plant located off South Point Street.

A 4 inch (NW Natural) gas line extends throughout the city on the east side of Hwy. 101 from Boiler Bay to the Depot Bay Bridge, then connecting across the highway and extending down the west side of the highway to beyond the south city limits.

OTHER FEATURES

A special feature of Depoe Bay's roadway system that would not be readily evident from these graphics is that the east section of Depoe Bay is along a ridge and significantly higher in elevation than Hwy 101. This grade difference can be seen in several of the photos such as looking east along Collins and Bay Street. This may make it difficult to connect local streets in this area.

Depoe Bay, OR



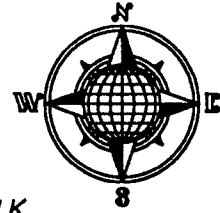
Existing Streets and Initial Issues

EXISTING SIDEWALK

EXISTING BIKE LANES

EXISTING BIKE LANES

EXISTING SIDEWALK



DEPOE BAY

OREGON





SCALE: 1" = 500'

COLLINS ROAD
LINCOLN COUNTY
JURISDICTION

EXISTING SIDEWALK

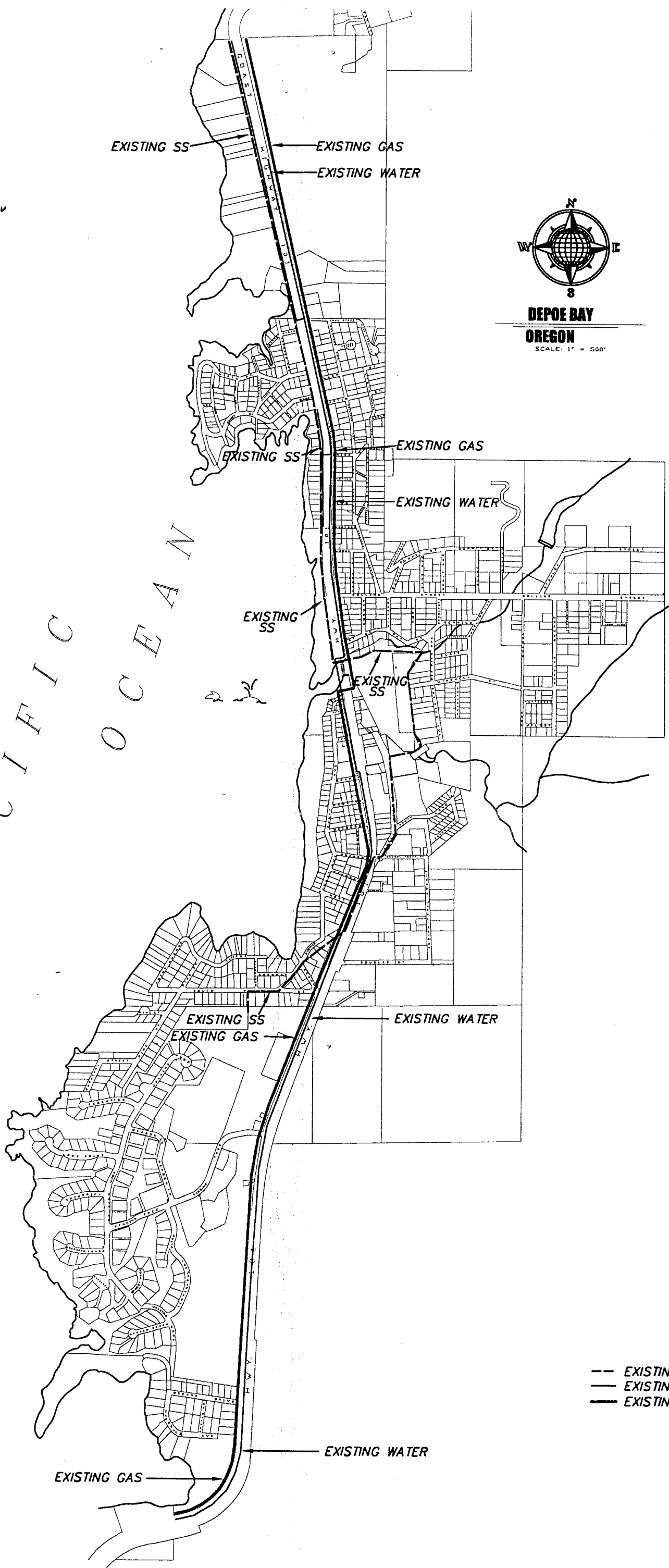
EXISTING SIDEWALK

PACIFIC OCEAN

-  COLLECTOR STREETS (COLLINS ST. & WILLIAMS AVE.)
-  EXISTING SIDEWALK
-  EXISTING BIKE LANES
-  EXISTING PRIVATE ACCESS FROM HWY. 101

EXISTING TRANSPORTATION FACILITIES

PACIFIC OCEAN



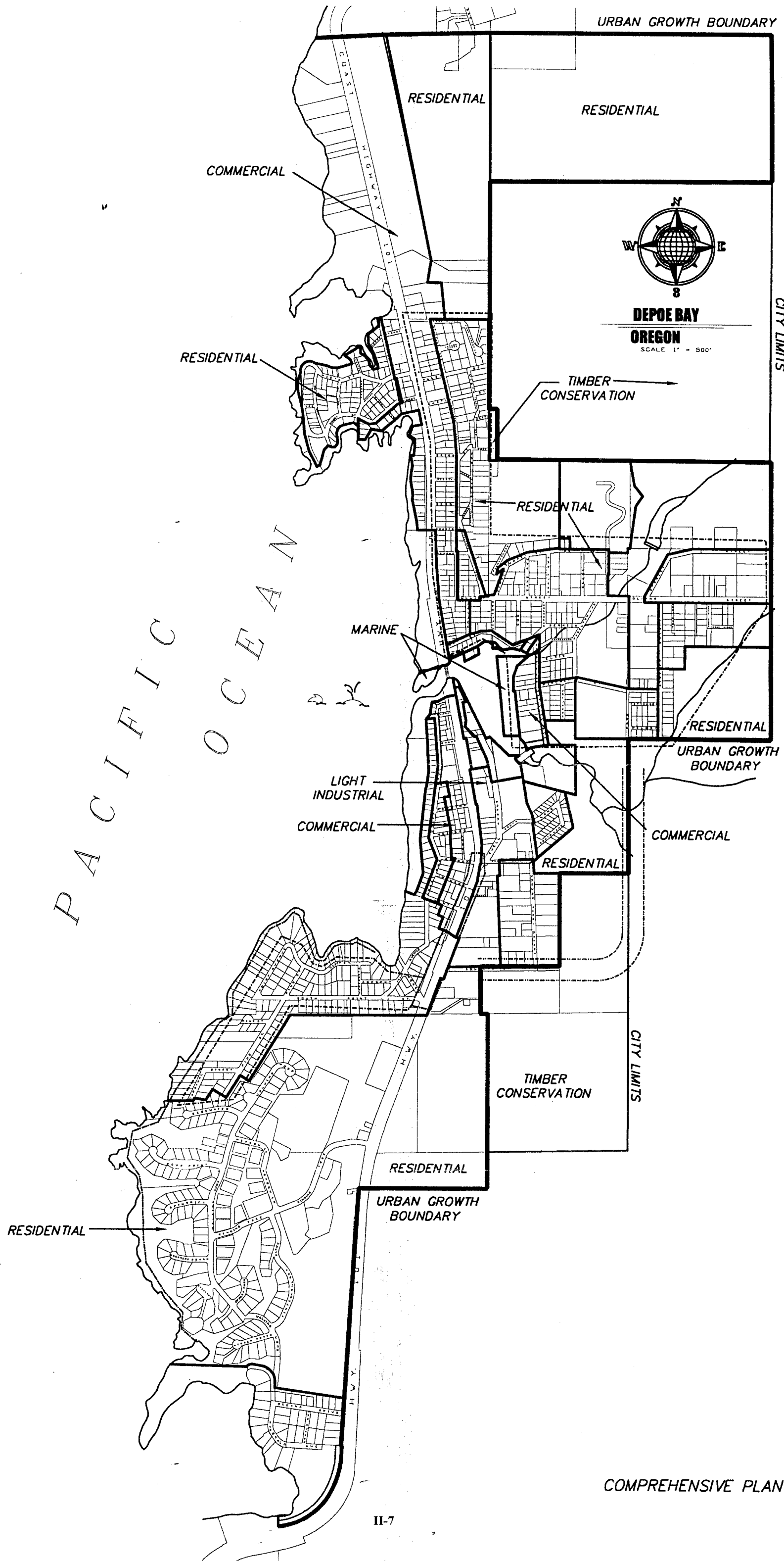
DEPOE BAY

OREGON

SCALE: 1" = 500'

- EXISTING STORM SEWER
- EXISTING WATER
- EXISTING GAS

EXISTING UTILITIES



**HIGHWAY 101
STREET INVENTORY**

Street	Trav. Lanes: Wid./No.	Turn Lanes: Wid./Len.	Pavement Wid./Type	Speed Limit	P/Angle HC	Bike Lane Wid./Type	Sidewalk Wid./Type	Cross-walks: Type/Ped sig	ADA Ramps	Bus Stops	Roadside Features	Sight Distance
North Limits-Lillian Ln								None	N/A	None		N/A
Lillian Ln-Lane St				35				None	N/A	None		N/A
Lane St-Harney St	1- NB 1-SB	None	57' Asph	30	Prl Both Sides	None	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	N/A
Harney St-Vista St	1- NB 1-SB	None	Asph	30	Prl Both Sides	5-6' Asph Both Sides	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	N/A
Vista St-Allen St	1 -NB 1-SB	None	Asph	30	Prl Both Sides	5-6' Asph Both Sides	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	N/A
Allen St-Sunset St	1 -NB 1-SB	None	Asph	30	Prl Both Sides	5-6' Asph Both Sides	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	Yes
Sunset St-Austin St	1 -NB 1-SB	None	64' Asph	30	Prl Both Sides	5-6' Asph Both Sides	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	N/A
Austin St-Bechill St	1 -NB 1-SB	None	Asph	30	Prl Both Sides	5-6' Asph Both Sides	3-4' Conc Both Sides	None	N/A	None	5-6' Asph Both Sides	N/A
Bechill St-Bradford St	1 -NB 2-SB	None	65' Asph	30	Prl Both Sides	None	3-4' Conc Both Sides	None	N/A	None		N/A
Bradford St-Clarke St	2 -NB 2-B	None	Asph	30	Angle Both Sides	None	3-4' Conc W.Side	None	N/A	None		N/A
Clarke St-Collins St	2 -NB 2-SB	None	80' Asph	30	Angle Both Sides	None	3-4' Conc W.Side	None	N/A	None		N/A
Collins St-Bay St	2 -NB 2-SB	None	Asph	30	Angle Both Sides	None	3-4' Conc W.Side	Std at Bay St w/ Ped Sig	At Bay St	None		N/A
Bay St-Ellingson St	2 -NB 2-SB	None	56' Asph	30	Angle Both Sides	None	West side Conc 3-4'	None	N/A	None		N/A
Ellingson St-Evans St	2 -NB 2-SB	None	Asph	30	Ang W. Side Hdin E. side	None	* West side	None	N/A	None		N/A
Evans St-Graham St	2 -NB 2-SB	None	49' Asph	30	None	None	* West side	None	N/A	None		N/A
Graham St-Hawkins St	2 -NB 2-SB	None	Asph	30	None	None	None	None	N/A	None		N/A

**HIGHWAY 101
STREET INVENTORY
(Continued)**

<u>Street</u>	<u>Trav. Lanes: Wid./No.</u>	<u>Turn Lanes: Wid./Len.</u>	<u>Pavement Wid./Type</u>	<u>Speed Limit</u>	<u>P/Angle HC</u>	<u>Bike Lane Wid./Type</u>	<u>Sidewalk Wid./Type</u>	<u>Cross- walks: Type/Ped sig</u>	<u>ADA Ramps</u>	<u>Bus Stops</u>	<u>Roadside Features</u>	<u>Sight Distance</u>
Hawkins St- Heiburg Ave	1 -NB 2-SB	None	58' Asph	30	None	None	None	None	N/A	None		N/A
Heiburg- Schoolhouse	1 -NB 2-SB	SB Lt Turn 215'	68' Asph	35	None	None	None	None	N/A	None		N/A
Schoolhouse-Kent St	1 -NB 1-SB	NB Rt Turn 100'	67' Asph	35	None	None	None	None	N/A	None		N/A
Kent St-South Point St	1 -NB 13' 1-SB 13'	NB Lt Turn 100'	44' Asph	35	None	None	None	None	N/A	None	5-6' Asph Both Sides	N/A
S. Point-Singing Tree	1 -NB 1-SB	SB Rt Turn 182'	45' Asph	35	None	None	None	None	N/A	None	5-6' Asph Both Sides	N/A
Singing Tree-S. Limits		NB Lt Turn 150'	Asph	45	None	None	None	None	N/A	None	5-6' Asph Both Sides	N/A

Depoe Bay Transportation System Plan
2000-2001

DEPOE BAY LOCAL PUBLIC STREET INVENTORY								
#	Street	ROW Width	Pavement Type (1)	Pavement Width	Surface Condition (2)	# of Travel Lanes	Curb & Gutter	Comments
NORTH POINT								
1	Harney Street	24-40'	AC	21'	VP	2	NONE	
2	Spencer Avenue	30-40'	AC	14-21'	VP	2	NONE	
3	Vista Street	40'	AC	16'	VP	2	DITCHES	Potholes
4	Yaquina Avenue	30'	AC	9'	VP	2	NONE	
5	Siletz Avenue	30'	AC	9'	VP	2	NONE	
6	Alsea Avenue	30'	AC	13'	VP	2	NONE	
7	Lee Street	30'	--	--	--	2	--	
8	Floral Street	20'	G	8'	VP	1	NONE	
9	Sunset Street	40'	AC	11' AVG.	VP	2	NONE	
EAST OF HIGHWAY 101, NORTH OF COLLINS STREET								
10	Lane Street	20-40'	AC	22'	F	2	NONE	
11	Lane Street Court	30'	AC	12'	G	2	DITCH (North)	Partially improved
12	Williams Avenue	30'	AC	20' AVG.	VG	2	Curbs/ ditches	Some improvements within past 5 years
13	Ludson Place	50'	G	19'	P	2	NONE	
14	Allen Street	40'	AC	12'	P	2	Lower/ curbs, Upper/none	Only partially open
15	Austin Street	40'	AC	21' 8'	Lover-VG Upper-VP	2/1	Lower-n. curb Upper-None	
16	Vista Terrace Avenue	20-30'	G	8'	F	1	NONE	Partially developed
17	Adams Street	30'	--	--	--	--	--	Undeveloped
18	Baird Street	30'	AC	10'	F	1	NONE	Upper improved
19	Bechill Street	30'	AC	10'	VP	1	NONE	Potholes
20	Carson Street	20'	AC	13'	VP	2	NONE	Steep 18+%
21	Bensell Avenue	20'	G	12'	VP	2	NONE	
22	Bensell Place	30'	G	8'	VP	2	NONE	
23	Bradford Street	30'	AC	12'	VP	2	NONE	
24	Clarke Street	30'	AC	14'	VP	2	NONE	
25	Combs Street	30'	AC	14'	VP	2	NONE	
26	Summit Street	40'	G	9'	VP	2	NONE	
27	Summit Place	40'	G	9'	VP	2	NONE	
28	Sand Avenue	40'	G	15'	VP	2	NONE	
29	Braly Avenue	40'	--	--	--	--	--	
30	Keene Avenue	30'	AC	11'	VP	2	Ditch-e. side	Dead End
31	Spring Avenue	20-30'	AC	26'	VG	2	YES	Improved in 1995
32	Stanley Street	40'	G	15'	VP	2	NONE	Unimproved
33	Creek Side Court	CDS	AC	--	VG	2	YES	Cul-de-Sac (CDS)
34	Whale Watch Court	CDS	AC	--	VG	2	YES	Cul-de-Sac (CDS)

Depoe Bay Transportation System Plan
2000-2001

#	Street	ROW Width	Pavement Type (1)	Pavement Width	Surface Condition (2)	# of Travel Lanes	Curb & Gutter	Comments
EAST OF HIGHWAY 101, SOUTH OF COLLINS STREET & EAST OF INNER HARBOR								
35	Collins Street	30-60'	AC	20-24	F	2	1 block n. side only	Lincoln County jurisdiction
36	Bay Street	40'	AC	21'	F	2	Some curbs	
37	Conway Avenue	40'	AC	28'	VG	2	West side	Parking allowed both sides
38	Williams Avenue	40'	AC	20'	F	2	NONE	
39	Cook Avenue	40'	G	19'	F	2	Culverts/Ditches	Parking allowed both sides
40	Derrick Street	40'	G	10'	VP	1	NONE	Only 1/2 street developed
41	Davenport Avenue	40'	AC	21'	VP	2	NONE	Parking both sides, potholes
42	Zimmermann Street	30'	--	--	--	--	--	--
43	Elsie Street	40'	AC/ UNIMP.	20'	VG	2	NONE	
44	Winchell Street	40/32'	AC	14'	P	2	Ditch-s. side	Potholes
45	Haselton Avenue	40'	G	12'	F	2	NONE	Dead end
46	Haselton Place	40'	AC	17'	F	2	Ditches	
47	Bay View Avenue	40'	1/2 AC 1/2 G	17'	p	2	Ditch-e. side	
48	Anchor Avenue	50'	--	--	--	--	--	--
49	Park Avenue	40/20'	--	--	--	--	--	Unimproved
50	Pettinger Street	30'	G	10'	VP	1	NONE	Dead end
51	Melody Street	30'	AC	13'	VP	2	NONE	Dead end
52	Ainslee Avenue	40'	AC/G	16'	P	2	Some ditches	1/3 of street gravel
53	Hour Lane	20'	G	15'	P	1	NONE	Dead end
54	Sunnyview Lane	16'	AC	12'	VP	2	NONE	Dead end
55	Craig Place	40'	AC	16'	P	2	NONE	
56	Terry Place	30'	G	9'	P	1	NONE	Dead end
EAST OF HIGHWAY 101, SOUTH OF INNER HARBOR								
57	Shell Avenue	60'	AC	20'	G	2	Partial ditch	
58	South Forty Lane	40'	AC	15'	P	2	NONE	
59	Schoolhouse Street	30'	AC	13'	F	2	NONE	
60	Indian Trail Avenue	40'	AC	15'	F	2	NONE	
61	Douglas Street	40'	AC	15'	P	2	Ditches	Dead end

**Depoe Bay Transportation System Plan
2000-2001**

#	Street	ROW Width	Pavement Type (1)	Pavement Width	Surface Condition (2)	# of Travel Lanes	Curb & Gutter	Comments
WEST OF HIGHWAY 101, SOUTH OF INNER HARBOR, SOUTHPOINT AREA								
61	Ellingson Street	40'	AC	30'	VG	2	NONE	Potholes
62	Coast Street	40'	AC	16' AVG.	F	2		Ditch syste sporadic, 1 block has curbs
63	Evans Street	40'	AC	18'	VP	2	NONE	15' driving area, both sides used for parking
64	Graham Street	40'				2		
65	Hawkins Street	30'	AC	13'	P	2	NONE	
66	Heiberg Street	30'	AC	8'	VP	1	NONE	Potholes
67	Brisco Street	30'	AC	8'	VP	1	NONE	Potholes
68	Johnson Street	30'	AC	12'	VP	2	NONE	
69	Kent Street	40'	AC	18' AVG.	F	2	Small ditch	N. side inadequate
70	Beach Street	40'	G	8'	VP	1	NONE	Ruts
71	Crescent Street	30'	AC	10'	F	1	NONE	
72	Manzanita Avenue	30'	AC	13'	P	2	NONE	Potholes
73	Cliff Street	40'	AC	13'	P	2	NONE	
74	South Point Street	40'	AC	16'6"	F	2	Ditches	
75	Pine Street	50'	AC	18'	F	2	Ditches	
76	Pine Court	40'	AC	28'	VG	2	NONE	
77	Point Avenue	40'	AC	18'	F	2	Ditch-w. side	
78	Cardinal Street	50'	AC	14'	F	2	Ditches	Poor drainage for 1/2 street
SOUTH DEPOE BAY, WEST OF HIGHWAY 101								
79	Oceana Drive	50'				2		
80	McDonald Avenue	50'				2		
81	Myrtle Avenue	40'				2		

(1) Type: Asphaltic Concrete (AC), Concrete (C), Gravel (G)

(2) Condition: Very Good (VG), Good (G), Fair (F), Poor (P), Very Poor (VP)

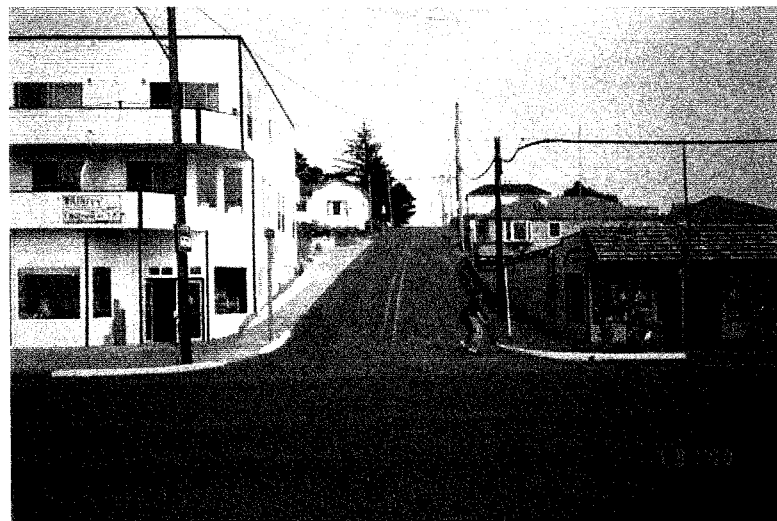
This Depoe Bay Local Public Street Inventory excludes Highway 101 (provided earlier in this section.)



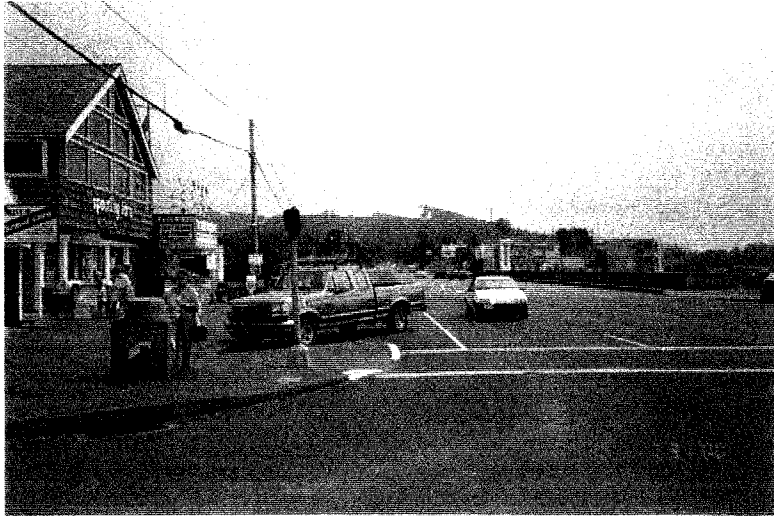
Looking NB at Highway 101 from Collins Street



Looking SB at Highway 101 from Collins Street



Looking EB at Collins Street from Highway 101



Looking SB at Highway 101 from Bay Street



Looking NB at Highway 101 from Bay Street



Looking at Bay Street from Highway 101



Looking NB along Highway 101 at Harney Street (Left) Lane Street (Right)



Looking SB at Highway 101 from Lane Street



Looking NB at Highway 101 from Harney Street

III. TRANSPORTATION SYSTEM CONDITIONS

EXISTING TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Traffic Volumes

Traffic volume counts were performed during August of 2000 on a Saturday afternoon (1-3 PM). This included the intersections along Hwy 101, at Lane Street, Harney Street, Collins Street, Bay Street, and at South Point and Singing Tree Street shown in Figure III-1. Comparing the through volumes along Hwy. 101, peak summer traffic was about 2.5 times the winter counts. Minor street traffic was only slightly higher during the summer compared to the winter counts. For comparison, attached is data from ODOT's automatic recorder North Newport 21-009, located on Hwy. 101 at the intersection of 25th Street in Newport. Most traffic crossing this location would likely also travel through Depoe Bay. Consequently, these data will be used to track seasonal trends along Hwy. 101 through Depoe Bay and other volume characteristics. The 1999 Oregon Highway Plan (OHP) uses volume to capacity ratios (v/c) to evaluate mobility deficiencies and needs. V/C is the ratio of peak hour traffic volume to maximum hourly volume of vehicles that a roadway section can pass. In other words, v/c measures the percentage of the capacity of the roadway section that is utilized during the peak hour. Through Depoe Bay, Highway 101 is classified as a Statewide Highway under the 1999 State Classification System (1999 SCS). The maximum acceptable v/c ratio for Statewide Highway outside the Portland Metro and not identified as a STA is 0.80. For portions of Statewide Highways identified as STA, the maximum v/c ratio is 0.90.

Peak Hour Traffic Operations

Traffic conditions at the major intersections along Hwy. 101 were analyzed during the critical PM peak hours (diagram attached). Intersection operational analyses were conducted using the procedures in the 1997 Highway Capacity Manual (HCM) for evaluating signalized and unsignalized intersections, which describe the traffic operations of an intersection in terms of its Level of Service (LOS). The LOS criteria range from "A", which indicates little, if any, delay, to "F", which indicates that vehicles experience long delays. We also evaluated the intersection at Hwy 101 and Bay Street (the only signalized intersection in the study area) using ODOT's SIGCAP signalized intersection capacity model. (Based on our experience, the Traffix models would be more accurate and allow for certain adjustments such as pedestrian crossing that are not included in the SIGCAP model.) The attached table shows the results of the intersection capacity analyses and indicates that these intersections operate at v/c ratios 0.49 or better during the Saturday PM peak periods. Even so, observations during the summer revealed that congestion does occur through downtown Depoe Bay as drivers slow down to look at the area, search for parking spaces, and/or slow for pedestrians. The standard intersection capacity models do not capture all these factors well. These factors were of less an impact during our off-peak traffic operations because of readily available parking and reduced pedestrian volumes.

August 2000 Levels of Service

Intersection	SATURDAY PM PEAK HOUR		
	Signalized Intersections		
	Avg Vehicle Delay (Sec/Veh)	LOS	V/C Ratio
Bay Street/Highway 101	7.1	A [B]	0.569 [0.49]
	Minor Street Stop Control		
Lane Street/Highway 101	30.0	D	0.02
Harney Street/Highway 101	19.6	C	0.02
Collins Street/Highway 101	27.8	D	0.25
South Point Street/Highway 101	27.0	D	0.11
Singing Tree Street/Highway 101	30.3	D	0.05

* SIGCAP results in brackets []

TRAFFIC SAFETY

Crash records for the most recent three years of available data (January 1997 to December 1999) were obtained from ODOT files for the Highway 9 portion of the study corridor. The majority of reported crashes occurred in 1998. These data revealed that 39 crashes were reported near intersections along Hwy. 101 throughout the city limits of Depoe Bay during this 5-year period. The average crash rate for this area is about 1.01 crashes per million entering vehicles. This rate is typical of other urban arterial roadways, but might be considered high relative to the minor street traffic in Depoe Bay.

5-Year Crash History

Year	Crashes	Rate
1995	6	.81
1996	8	1.03
1997	3	.39
1998	15	1.94
1999	7	.88
Average	8	1.01

PARKING

Field reconnaissance found that 121 parking spaces are available along Hwy 101 (both parallel and head-in spaces on the both sides) throughout the downtown core from Bradford Street to Bay Street of Depoe Bay. (See attached table.) The Tradewinds parking lot is also available on the south side of Bay Street east of Hwy. 101. The capacity of this lot is estimated to be 52 spaces. Parking is also available along most the minor streets. Observations during the summer time found most parking spaces throughout the entire downtown area were occupied during a typical Saturday afternoon. During off-season observations, about half the parking spaces along Hwy. 101 were occupied during the weekend afternoon. Although no formal study was performed, our general impression is that most vehicles were typically parked for about 1 hour. A parking issue that must be addressed is available parking spaces for large trucks and RV vehicles. Finally, with parking full along Hwy. 101, a driver's line of sight from the minor streets is restricted.

Summary of Parking Areas and Usage During Summer Saturday in August 2000

Location+	Number of Spaces (Total)	HC	Number Occupied	Percent Occupied	Comments
On-street Areas					
1 Hwy 101E- Bridge to Bay St	4	1	4	100%	
2 Hwy 101E- Bay St to Collins*	28	1	26	93%	Construction in area
3 Hwy 101E-Collins to Clarke	18	1	18	100%	
5 Hwy 101E Clarke to Bradford	6		3	50%	
Hwy 101 Bradford to Beechill	13		13	100%	
Hwy 101 Beechill North	4		4	100%	
6 Hwy 101W Bradford to Clarke	13		6	46%	
7 & 8 Hwy 101W Clarke to Collins	27	1	22	81%	
9 & 10 Hwy 101W Collins to Bay St	29	1	29	100%	
11 Hwy 101W Bay St to Bridge	4		4	100%	
Hwy 101W Bridge to Ellingson	6		6	100%	
Hwy 101W Ellingson to Evans	10		9	90%	
Hwy 101E Evans to Bridge	36		20	56%	
Conway: Bay St to Collins	13		13	100%	
Total	211		177	84%	
Hwy 101W Beechill to Harkey	35				
Hwy 101E Beechill to Lane	30				
Off-Street					
4 Lot at Clarke/Hwy 101E	11		2	18%	
Lot at Bradford	15		3	20%	
12 Bay St South/Conway	28		32	114%	Cars parked illegally
13 Bay St North/Conway	16	2		0%	
14 Conway Lot	22		21	95%	
17 Laresa: Conway/Collins	18		18	100%	
18 Tradewinds:Bay/Williams	52		32	62%	1 RV
19 Collins/Combs	40	1	20	50%	
21 Lancelot Realty	20		3	15%	
Dockside Charter	65	2	40	62%	
	287		171	60%	

+ Numbers refer to location on map

PRIMARY TRANSPORTATION ISSUES

Based on the transportation inventory, as well as significant input provided by the community, there are three primary transportation issues. Additional transportation needs and concerns are identified and recommended improvements identified in this TSP. However, the inventory, as well as the community, indicates three primary transportation issues:

Highway 101/Downtown Congestion & Conflicts

The core area of downtown Depoe Bay, located along Highway 101 from just south of the bridge north to approximately Bradford Street is a heavily congested area, particularly during the summer tourism season. Depoe Bay is unique to other coastal communities in that the highway and downtown core is located adjacent to the ocean. The bay adds to this attraction and the result is a tremendous amount of traffic, particularly in the summer, with many purposes, i.e. sightseeing, traveling through town, tourists shopping, residents shopping/working/playing, etc. This area includes through highway traffic, pedestrians accessing the retail stores on the east side of the highway and the oceanfront on the west side, through bicycle traffic, and parked vehicles. The efficiency and safety of these multi-modal needs are compromised. There are conflicts between through traffic and vehicles backing in and out of the highway diagonal parking, conflicts between the motorists, bicyclists, and the pedestrians crossing the highway, and a parking shortage.

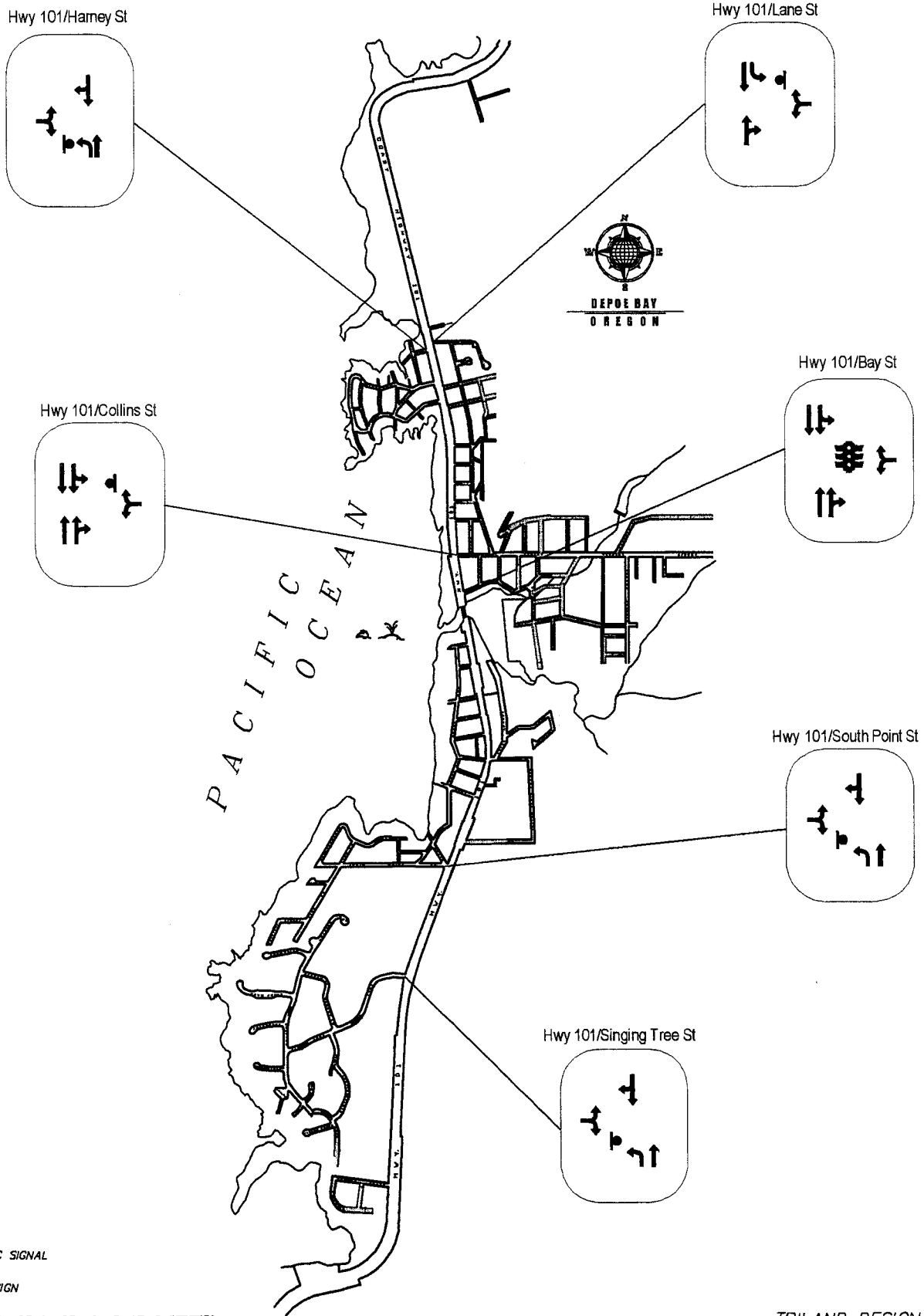
Limited Street Connectivity and North-South Access

Highway 101 is the sole access for entering, exiting, and traveling to and from each end of town. Each area identified above are “disconnected” except by accessing Highway 101. The only street connection between the north and south ends of the bay is the Depoe Bay Bridge on the highway. North Point is a “point” or peninsula surrounded by water – Pirates Cove, (the outer) Depoe Bay Harbor, and the ocean. The gated Little Whale Cove development disconnects the three residential areas in the southwest part of the city – South Point, Little Whale Cove, and Whale Cove. The area north and east of the bay does not connect with the area south of the bay. This lack of connectivity east of the highway is a concern of residents due to the lack of a second emergency vehicle route (should the bridge become impassable) and the lack of second north-south connection that would enable residents to travel throughout the city without having to access Highway 101. This is especially a concern in the summer during the significant tourist season.

Post Office Access Congestion

The limited north-south access is also a concern for accessing the Post Office which is located at the north end of the city on the east side of Highway 101. The Post Office is a key, every-weekday destination for Depoe Bay residents because there is no home mail delivery. In addition to mail service, the Post Office has become a social gathering place where residents see each other frequently. Access to the Post Office is primarily limited to Highway 101. There are opportunities to provide a second vehicular access to Williams Avenue located behind (east) of the Post Office which would improve circulation, especially motorists exiting the Post Office and turning southbound on the highway – which is often difficult due to significant traffic and the challenge of making the left turn across traffic.

Figure III-1: Study Area And Lane Configurations



TRAFFIC SIGNAL



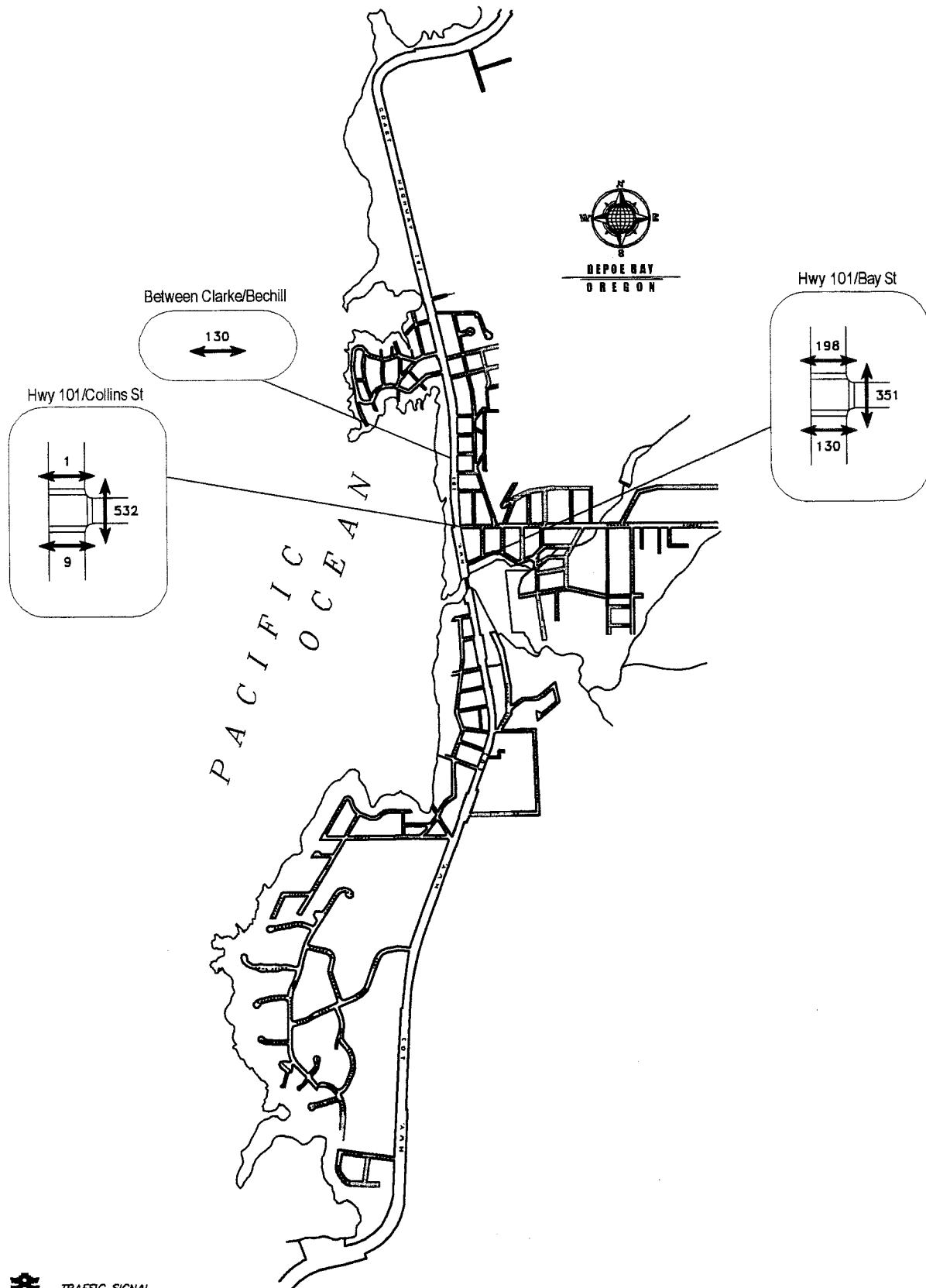
STOP SIGN




SHADED AREAS ARE NON EXISTING STREETS

DRAWING NOT TO SCALE

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Figure III-2: Saturday PM Peak Hour Pedestrian Volumes



 TRAFFIC SIGNAL
 STOP SIGN
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 DRAWING NOT TO SCALE

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Figure III-3: Saturday PM Peak Hour Traffic Volumes

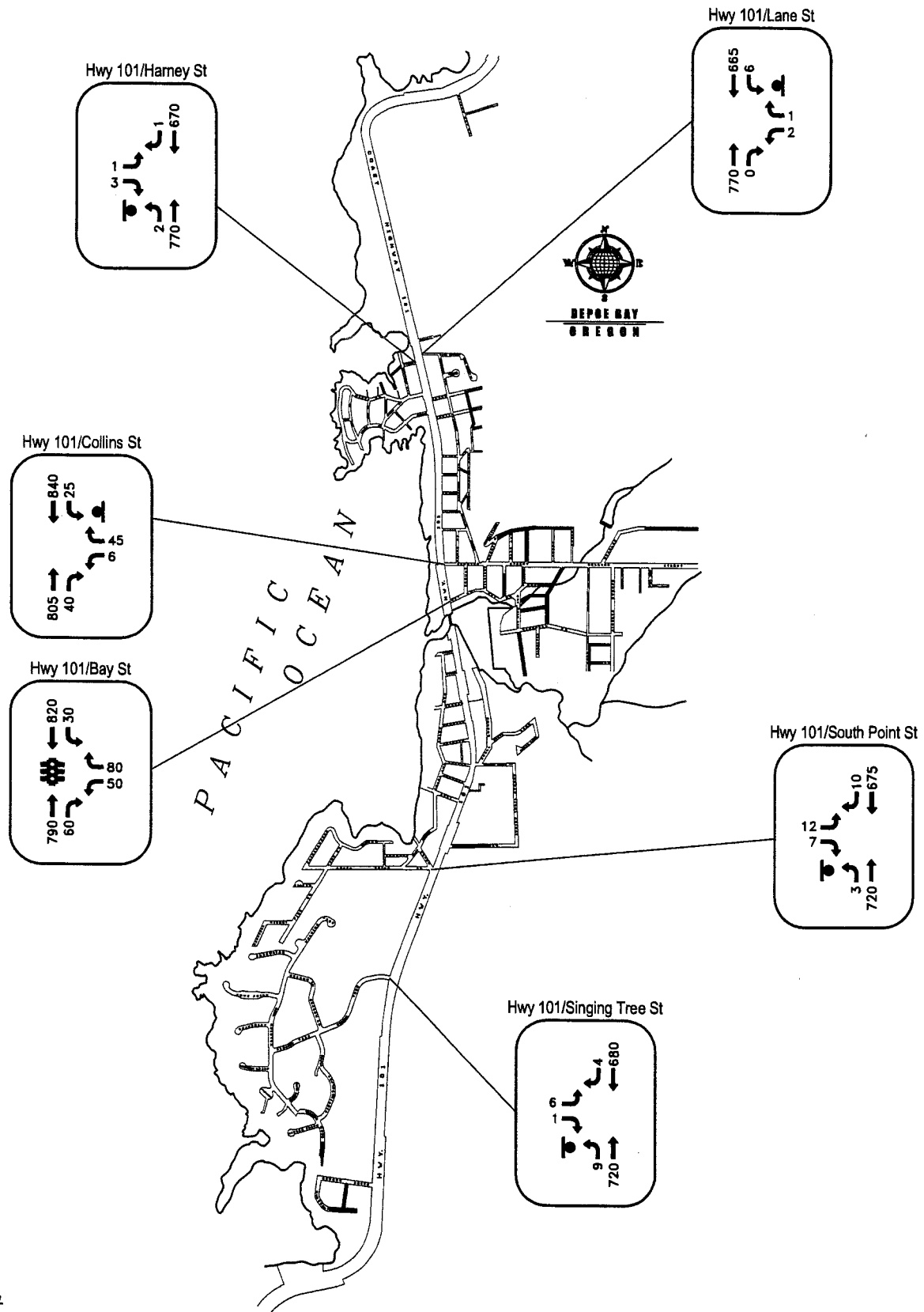
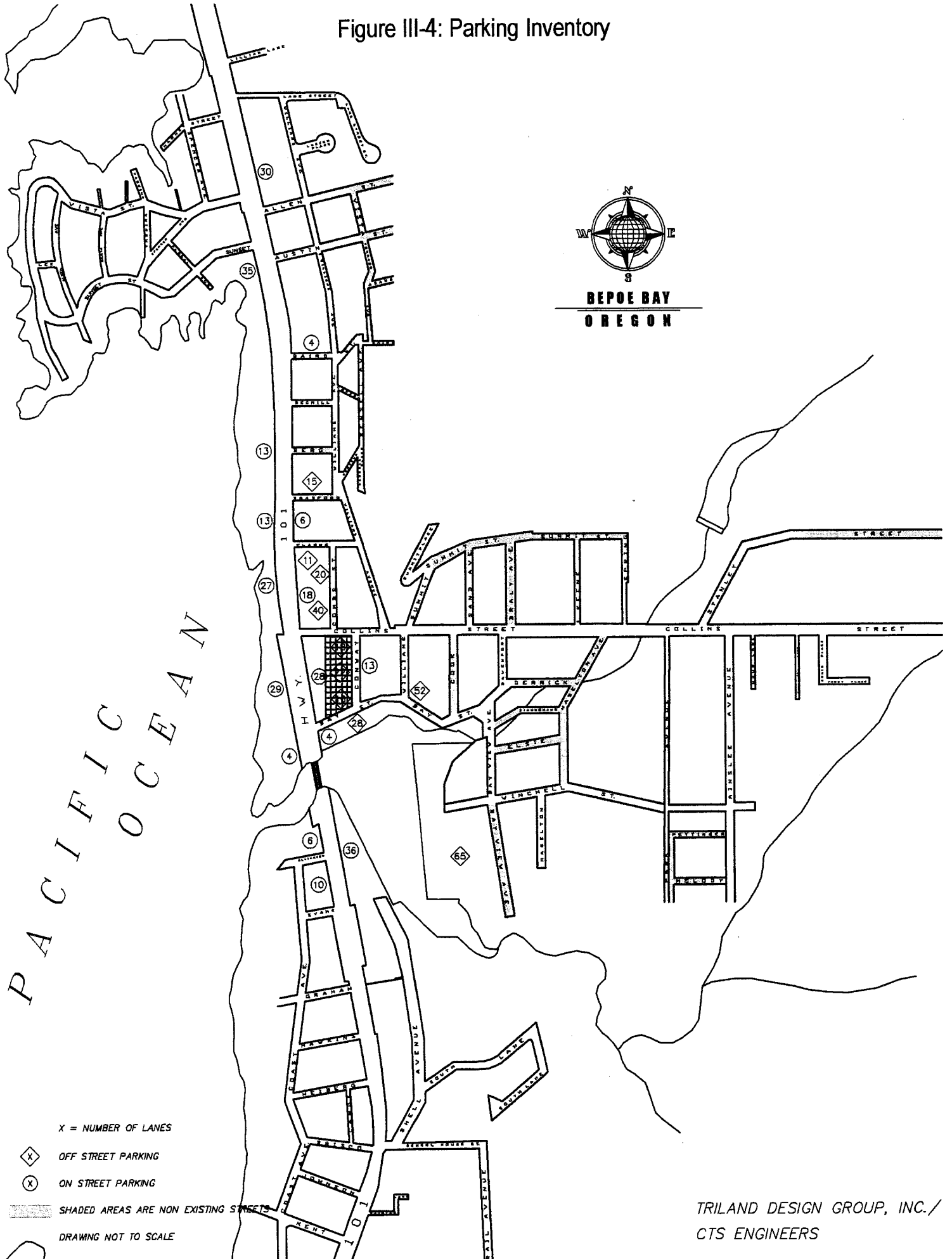


Figure III-4: Parking Inventory



BEPE BAY
OREGON

X = NUMBER OF LANES

◇ OFF STREET PARKING

⊗ ON STREET PARKING

SHADED AREAS ARE NON EXISTING STREETS

DRAWING NOT TO SCALE

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IV. FUTURE TRAVEL DEMAND

The purpose of this chapter is to present the evaluation of future 2020 traffic volumes along Highway 101. These 2020 traffic volumes were based on the annual 30th highest traffic volumes estimated for 2000 adjusted for future growth along Highway 101 as well as new developments throughout Depoe Bay and additional parking in the downtown core. In addition, several options were evaluated for the downtown core.

ESTIMATE OF FUTURE 2020 TRAFFIC VOLUMES

The primary route through Depoe Bay is Oregon Highway 101. Past traffic data collected along Highway 101 in this area revealed that the yearly peak hours occur on summer weekends (typically Saturday) during the mid-day hours, between 1 and 4 PM. As detailed previously in this TSP, traffic and pedestrian counts were conducted along Highway 101 at key intersections in Depoe Bay during a Saturday afternoon in August of 2000. Based on past traffic trends, these August 2000 counts were found to be fairly typical of a peak summer weekend and approximately the annual 30th highest hourly volumes. To estimate future traffic, the Chapter III of this TSP documents sources of traffic volume trend data and concluded that a growth rate of 2 percent per year would be appropriate for through traffic along Hwy. 101. Thus, existing through 30th highest volumes would be increased by 40 percent.

For minor street approaches along Highway 101, growth in background traffic is directly attributed to new developments in Depoe Bay and parking areas. Traffic along these minor streets was estimated as follows:

- 1) **Future Developments:** The Oregon Office of Economic Analysis has estimates of population growth throughout the state of Oregon. **Table IV-1** shows the State's forecast for Lincoln County and Depoe Bay population as a percentage of Lincoln County population. This equates to a growth rate of 24% over 20 years or 1.1 percent per year. Given an average home occupancy of 2.07 persons per household, this increase would also equate to about 135 housing units. New residential developments in Depoe Bay will generate new vehicle trips along the roadway system and need to be accounted for individually. Development activity in the city was reviewed with City staff and several planned, proposed, and possible developments were identified. **Figure IV-1** shows the locations of these developments. Notably, these developments total 370 housing units, which is higher than the population estimates. **Table IV-2** presents the Saturday trip generation estimates for these developments. These trip estimates are based on standard trip rates in the *ITE Trip Generation Report* (6th Edition). These trips will be assigned onto the roadway network based on traffic turn movements counts performed at the more residential oriented intersections from our summer counts (i.e., at South Point Street, and Singing Tree Street). These volumes indicate that about 70 percent of trips are to/from the north and 30 percent to/from the south along Hwy. 101. For simplicity, these trips will be assumed to travel through Depoe Bay. The impact of these developments is also shown on **Figure IV-1**.

Table IV-1: Estimate of Population Growth for Lincoln County and Depoe Bay

Population Forecasting	2000	2020
Lincoln County	44,689	55,424
Depoe Bay	1,160*	1,441

*2.6% of Lincoln County population

Depoe Bay 2000 Population obtained from City of Depoe Bay.

Table IV-2: Estimate of Saturday Trip Generation for Recently Approved/Proposed Developments

Name/Access	Units/ Homes	Daily Trips	Peak Hour Generator		
			Total	In	Out
<i>Recently Constructed</i>					
Whale Point/West side Hwy 101 Opposite Lillian Lane	180 Condos	596	50	28	22
Village at North Point/ West side Hwy 101 Opposite Lillian Lane	30 Condos	99	8	4	4
<i>Proposed/Planned</i>					
Buz Schulte Property/East side Hwy 101 North side Collins Street	110 SF	1,110	103	56	47
Mike Van Property/East side Hwy 101 North side Collins Street	31 SF	313	29	16	13
Little Whale Cove/ West side Hwy 101 North side Singing Tree Street	19 SF	192	18	10	8
Total All Units	370	2,310	208	114	94

- 2) **Available Parking Spaces:** During the summer peak period, most of the traffic along Hwy. 101 and intersections in the downtown core are related to tourist traffic. The only limitation to the number of vehicles stopping in Depoe Bay is the availability of parking spaces. As described in the existing condition memorandum, all of the readily available parking is occupied during the peak hour. Some other parking areas are not obvious to tourists and consequently have vacant spaces. One recommendation has been to improve the signage and visibility of these available parking areas. In addition, the city is considering adding new parking areas. The most likely area is beyond the retail building between Bay Street and Collins Street. The preliminary design of the new parking garage is estimated that approximately 117 spaces could be added in this area. For the future traffic volume estimates, it was assumed that all existing available parking spaces in Depoe Bay are occupied. (This was based on the parking inventory from the Existing Conditions Assessment.) In addition, trips associated with the new parking garage were added. Furthermore, most tourists appear to stay 1-2 hours in Depoe Bay. Based on this, it was assumed that about half of these parking spaces turn over during the peak hour. For example, if an area has 100 available parking spaces, we will assume that it generated 50 inbound and 50 outbound trips. **Figure IV-2** presents the added traffic from maximizing parking areas and the new parking garage between Bay and Collins Streets.
- 3) **Increases Due To Other Sources:** As discussed earlier, traffic along the minor streets is not expected to increase substantially beyond what is estimated for the developments shown in **Figure IV-1**. To be conservative, traffic was increased along these minor approaches by 10 percent to account for unanticipated small developments.

FUTURE TRAFFIC CONDITIONS

Based on the assumptions in the previous section, annual 30th highest design volumes were estimated for the future 2020 scenario. These volumes are presented on **Figure IV-3**. Intersection capacity analysis was performed for the five critical intersections and the results are presented in **Table IV-3**. Drivers along the minor streets are estimated to have long delays to make their turns, but the volumes are relatively low except at Bay and Collins Streets. Because of these low volumes, traffic signals are not warranted. Potential mitigation measures would be to provide separate right and left turn lanes on minor street approaches so that vehicles making right turns (with typically will have only minor delays) do not have to wait behind a vehicle turning left.

Table IV-3: 2020 Levels of Service for 30th Highest Hour

Intersection	Signalized Intersections		
	Avg Vehicle Delay (Sec/Veh)	V/C Ratio	LOS
Bay Street/Highway 101 (3-Lane Section w/SB Left Turn Lane)	[>80.0]	1.03 [1.48]	F
Bay Street/Highway 101 (4-Lane Section)	[16.1]	0.56 [0.87]	B
Minor Street Stop Control			
Lane Street/Highway 101	>50.0	(0.06)	F
Harney Street/Highway 101	33.9	(0.03)	D
Collins Street/Highway 101	>50.0	(3.00)	F
South Point Street/Highway 101	>50.0	(0.51)	F
Singing Tree Street/Highway 101	>50.0	(0.44)	F

[HCS Estimate of Delays and V/C]

At Collins Street, traffic volumes are higher, and delays appear to be long. This intersection was evaluated for traffic signals based on the procedures established by ODOT's Transportation Planning and Analysis Unit (TPAU) using Average Daily Traffic (ADT). Furthermore, OAR 734-020-0460 (1) stipulates that only MUTCD Warrant 1 Case A and Case B may be used to project a future need for a traffic signal. To adjust design hour volumes to appropriate ADT volumes for this analysis, we have multiplied them by 10. (Typically the peak hour is nearly 10 percent of the ADT.) Part of the TPAU procedure is to discount some or all right turn volumes (those less than 85 percent of the shared lane capacity). The rationale of this approach is that drivers tend to take unsafe gaps when v/c exceeds 0.85. This may not be the case where the right turn is from a narrow minor street approach or where driver sight distance is restricted. These limitations exist at Collins Street, so no discount for right turns was applied. Furthermore, Collins Street is a very steep street. The results in **Table IV-4** indicate that one of these volumes will be met. Discussions during this project indicated that installing a signal at Clarke Street would actually be preferred depending on where the new parking areas are constructed and whether Collins Street will continue to be a two-way street rather than one-way. The City is proposing to perform a refinement analysis of the local streets just east of Hwy. 101 including Bay Street, Collins Street, and Clarke Street to determine the final plans for these streets and where the new parking areas will be located. The issue of this additional signal and how it will be coordinated with the signal at Bay Street will be a key issue of this project.

Table IV-4: Summary of Signal Warrant Analysis at Collins Street

Traffic Signal Warrant	ODOT Criteria ADT Volumes		Estimated Future ADT Volumes*		Warrant Met?
	Major Street	Minor Street	Major Street	Minor Street	
1. Minimum Volume	7,400	1,850	24,600	1,500	No
2. Interruption of Continuous Flow	11,100	950	24,600	1,500	YES

* For Warrants 1 and 2, the ADT volume was assumed to be 10 times the 30th highest volumes shown in Figure 3.

At Bay Street, two scenarios were evaluated. The first was with Hwy. 101 with its present 4-lane section. Analysis found that this intersection would still operate at LOS B through 2020. However, as noted in the original evaluation, we believe that this estimate is too optimistic. To alleviate congestion at this intersection, ODOT should consider revising the signal timing to allow southbound left turns before northbound traffic is

given its green phase, or lagging the southbound left turn movement. The second scenario was with a three-lane section along Hwy. 101, with a separate southbound left turn lane and signal phasing. (This would allow a narrow section of Hwy. 101 and potential parking enhancements along Hwy 101.) Analysis of this configuration found that this intersection would be at or exceed its capacity by 2020. Thus, we would recommend that ODOT keep the four-lane section as described above. Finally, it should be noted that the estimated southbound queue back from Bay Street was 223 feet, and the next closest street is Collins Street, which is over 400 feet away.

Left turn lanes are already present at Harney, Lane, South Point and Singing Tree Streets. Right turn volumes are not excessive at any of these intersections. In the downtown core area, no left or right turn lanes are available, but existing buildings limit the available ROW for a turn lane improvement. Even if parking was removed along Hwy. 101, the additional pavement should be used to enhance pedestrian features (i.e., median islands at intersections) rather than for a turn lane.

Roadway Related Needs

A summary of primary roadway related needs, aside from the identified parking shortage, includes:

- **Collins Street** is very steep the first block east of Highway 101. Grooves in the pavement exist at the intersection from long vehicles, i.e. RVs, fire trucks, scraping the pavement. In addition, the parking shortage adds to improvement needs because vehicles sometimes park along this narrow section of Collins Street (near Hwy. 101).
- **Williams Avenue** has been improved however a narrow stretch of pavement exists through a curve north of Bradford Street due to topographic challenges. Widening through this section of Williams Avenue would provide a safer conditions and improve sight distance.
- The **Single North-South Access** funnels traffic to Highway 101 causing congestion in the downtown area. Additionally, should the bridge become impassable, no access would be available between the north and south sections of Depoe Bay.

Pedestrian Needs

Identified pedestrian needs are the result of desires identified by the community through the technical advisory committee meetings, one-on-one interviews, and community open house.

- Pedestrian facilities are desired along both sides of Hwy. 101. The existing sidewalk north of Bradford Street on the east side of the highway needs replacement, including widening.
- A pedestrian loop is desired around the perimeter of the inner harbor linking to Highway 101 just south of the bridge and near Bay Street.
- Pedestrian facilities are needed on the two existing collector streets, Collins Street and Williams Street.
- Pedestrian access to the ocean (and ocean views) are desired wherever possible.

Bikeway Needs

Bicycle facilities are preferred along Highway 101 through downtown only if safe facilities can be provided. The existing diagonal parking restricts the ability to provide safe bicycle lanes through downtown. Bicycle facilities should be incorporated with roadway improvements to collector streets, Collins Street and Williams Avenue.

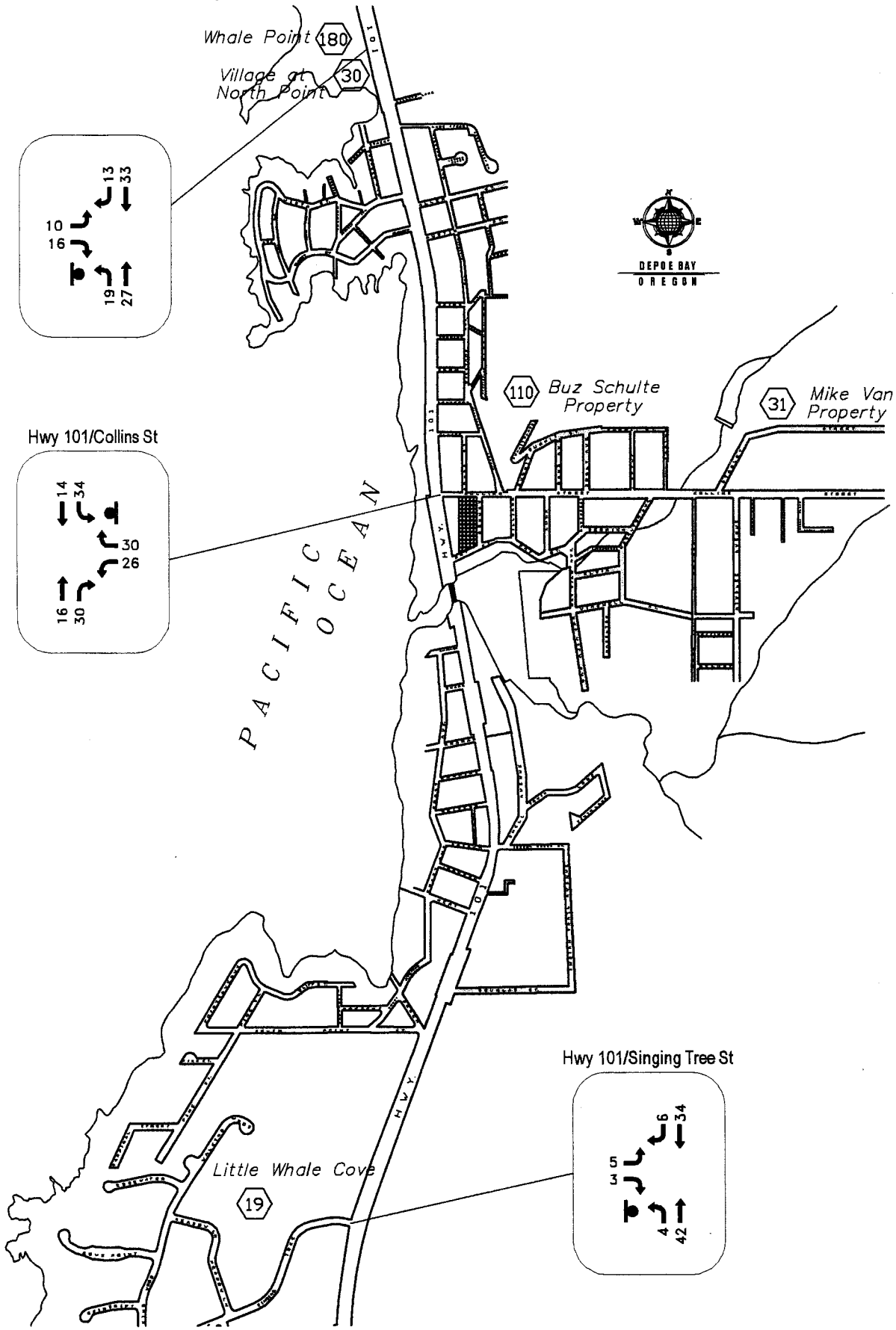
Public Transit Needs

No specific public transit needs are identified however, if public parking facilities are provided away from the downtown core, there may be a need to establish a shuttle service.

Special Transportation Needs for the Disadvantaged

At this time, the only identified special transportation need for the disadvantaged is to provide a continuous, ADA accessible sidewalk along the east side of Highway 101 from south of the bridge north to the post office.

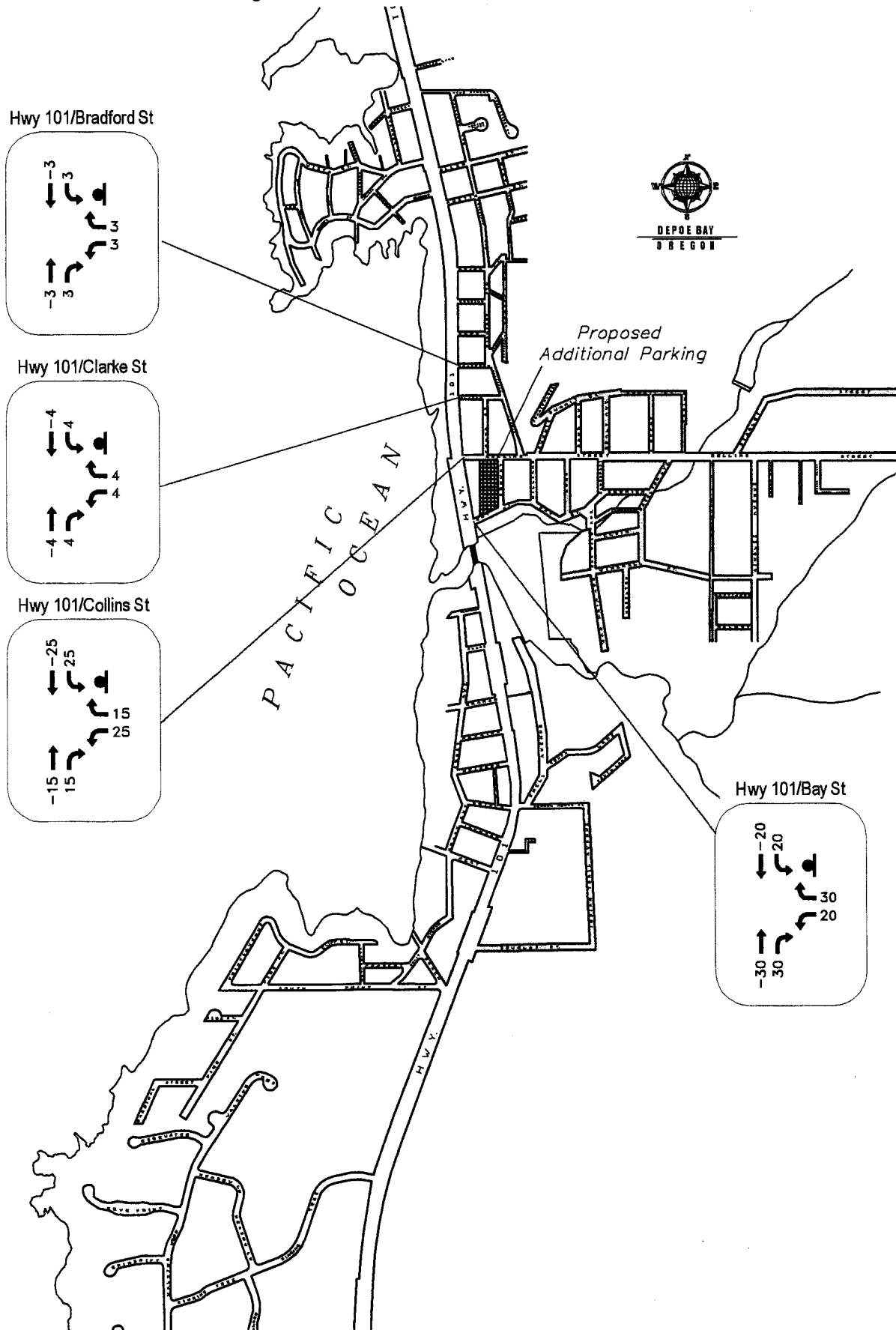
Figure IV-1: Traffic To/From Planned/Proposed Developments



(X) New Development (# of Single family Lots)
 SHADED AREAS ARE NON EXISTING STREETS
 DRAWING NOT TO SCALE

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Figure IV-2: Traffic To/From Additional Parking Areas



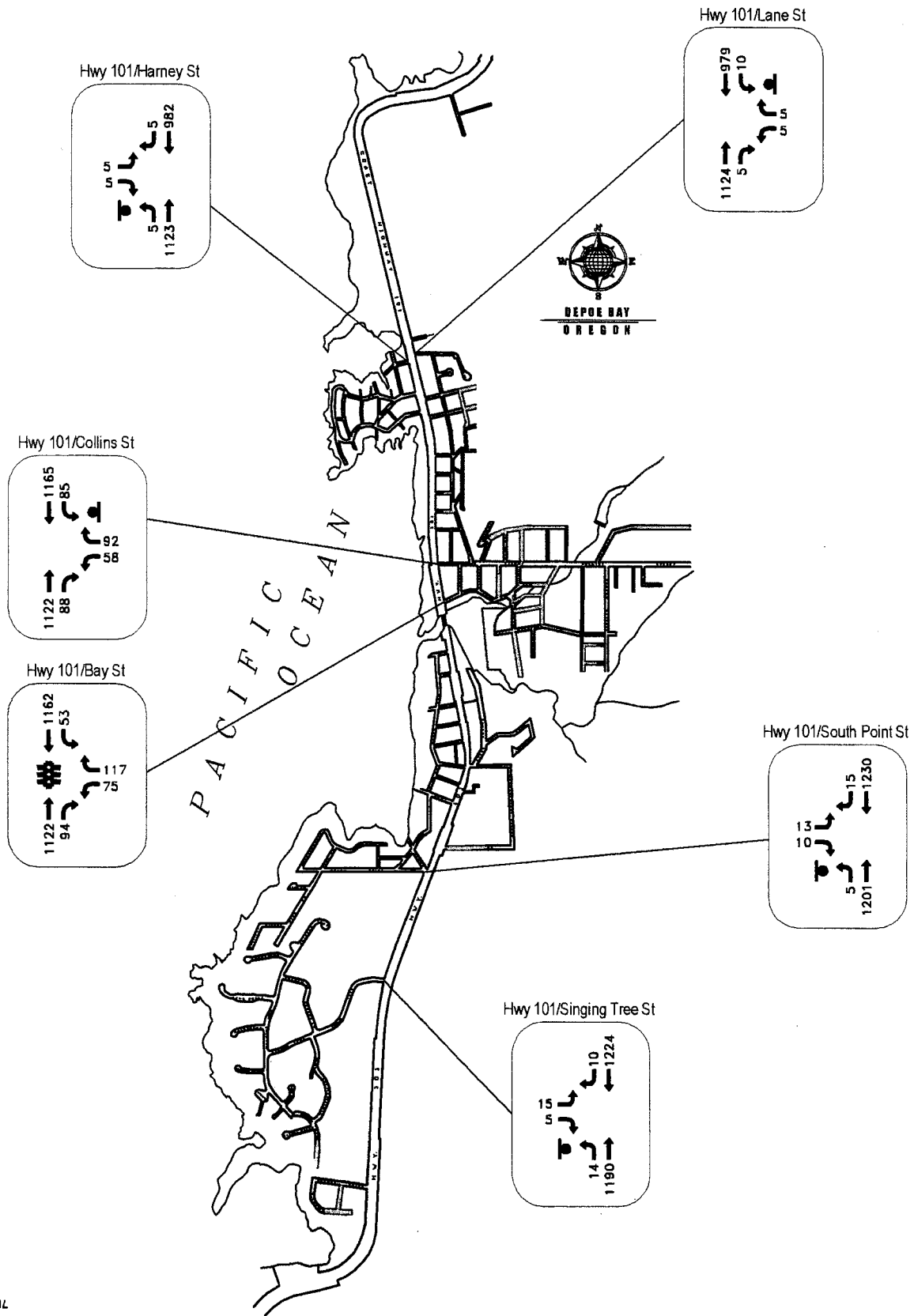
Negative Numbers Are Pass-By Turns




SHADED AREAS ARE NON EXISTING STREETS

DRAWING NOT TO SCALE

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Figure IV-3: Estimated 2020 30th Highest Hour Peak Hour Design Volumes



-  TRAFFIC SIGNAL
-  STOP SIGN
-  SHADED AREAS ARE NON EXISTING STREETS
- DRAWING NOT TO SCALE

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V. TRANSPORTATION SYSTEM ALTERNATIVES

The primary objective of this chapter is to identify potential transportation improvements that will provide for a safe, adequate, connected transportation system in Depoe Bay for the next 20 years. These transportation improvements include Highway 101 alternative improvements, downtown area improvements, local street improvements that address safety concerns, pedestrian/bicycle facilities, and other multi-modal approaches to meeting community needs.

The draft recommended transportation improvements are the result of the following:

- Review of the *existing transportation system and identification of transportation issues*. This includes, but is not limited to, identification of three primary issues – the Highway 101/Downtown congestion and safety issues; the limited street connectivity and lack of a second north-south route; and access restrictions and safety concerns associated with circulation at the Post Office.
- *Estimating future traffic* volumes based on a 2 percent growth factor and the significant summer tourist traffic. A key factor is the limited number of available parking spaces and, therefore, the limited number of vehicles stopping in Depoe Bay due to the lack of convenient and available parking.
- *Public input*. The planning process included continuous participation of a Technical Advisory Committee consisting of representatives from the City Council, Planning Commission, Chamber of Commerce, business people, residents, and technical staff. In addition, one-on-one interviews and open houses were conducted. The planning process incorporates the philosophy that in order to create a successful plan, Depoe Bay citizens must provide input. The citizens of Depoe Bay are the people who live, work, play, and use the city's transportation facilities. They are the people who consistently ride, drive, bike, walk and run in Depoe Bay. Therefore, Depoe Bay citizens know the existing transportation system, know what issues and conflicts currently exist, and have ideas on how to improve the transportation system.

DRAFT RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS

Draft recommended transportation improvement projects are divided into six primary categories:

- Downtown Depoe Bay & Highway 101
- Highway 101 Pedestrian Improvements North & South of Downtown
- New North-South Local Street Access
- Local Street Improvements
- Harney-Lane/Highway 101 Intersection/Post Office Access
- Individual Transportation Projects

A. DOWNTOWN DEPOE BAY & HIGHWAY 101

- **Accommodate Through Traffic**

Although we want traffic to stop and shop, we must also recognize that Highway 101 is the sole access for traveling the Oregon Coast. Therefore, autos, trucks, RVs, and other vehicles must be able to (continue to) move through Depoe Bay.

- **Improve Pedestrian Safety and Circulation**

Improve pedestrian safety and circulation along Highway 101 and from local streets and parking areas that connect to Highway 101. This can occur through traffic calming improvements such as wider sidewalks, bulbouts (curb extensions), railings, intersection treatment (striping/pavement texture at crosswalks, material, color, patterns), medians, signage, pedestrian signals, and lighting.

- **Provide Additional Parking**

Available parking is hard to find in Depoe Bay. Highway 101 on-street parking is limited. Parking off Highway 101 is difficult to find and available in small, individual lots that are generally designated for specific businesses.

Additional parking spaces are needed for the convenience of residents and tourists. Parking improvements should incorporate the following elements:

- grouped, i.e. large parking area(s) that is provided for all commercial uses,
- close to Highway 101 commercial uses,
- easily identified with good circulation from Highway 101,
- adequate, safe, and attractive pedestrian connections to commercial uses and the oceanfront.

Consider structured parking behind the Highway 101 businesses.

- **Address Bicycle Traffic**

Highway 101 has considerable through-bicycle traffic in the summer. Consider the safety of bicyclist when addressing Highway 101 improvements. Existing diagonal parking prohibits the ability to provide safe, designated bicycle lanes because of the limited visibility of motorists backing into the bicycle lanes.

- **Minimize Conflicts Between Autos/Truck, Bicyclists, Pedestrians, and Parking**

Consider changes in the current Highway 101 system to minimize conflicts between the different transportation modes – particularly conflicts between autos, parking, and pedestrians.

Consider moving traffic towards the seawall for views, moving parking closer to the shops for commerce, improving pedestrian crossings. Congestion is positive for business – it slows traffic.

Consider alternative travel lane configurations – 3-lane vs. 4-lane (existing) vs. 5-lane. What are the impacts to through traffic, local traffic, pedestrians, and parking?

Address the ocean and bay views – and the need to provide auto and pedestrian access to these natural amenities.

- **Urban Design Concepts**

Urban design elements improve the appearance of a downtown – which leads to increased tourism and commerce. Urban design elements also make a downtown more pedestrian-friendly. Concepts may include:

- Gateways features at each end of the city, such as landscaping, signage, and art that “tells” motorists they are entering a community, slow down, stop, be aware of pedestrians, bicyclists, and parking movements.
- Plazas that accentuate commercial store entrances and provide a place for pedestrians,
- Street amenities, i.e. benches, drinking fountains, banners, landscaping, lighting, etc.

- Building design standards create an built environment that attractive to people, i.e. pedestrian scale, identifiable building entrances, large ground level windows, awnings, etc.

• **Designated Special Transportation Area (STA)**

Consider City collaboration with ODOT to create a Downtown Depoe Bay STA. The STA will recognize that local auto, pedestrian, bicycle, and transit movements through downtown are generally as important as the movement of through traffic. The STA is a method for developing a detailed physical plan and management plan that addresses the needs of through traffic, local traffic, pedestrians, bicyclists, and public transportation; identifies parking; develops standards for highway access, lowers highway speed limits, improves commerce, and makes the downtown area along the highway an attractive place for local residents and tourists to visit.

The primary transportation-related issues and needed improvements in Depoe Bay focus on the downtown area and Highway 101. This was identified by the Technical Advisory Committee and in one-on-one interviews, expressed in the Community Open House, and identified through review, evaluation, and site reconnaissance of the existing transportation system and estimate of future needs. The key issues related to needed improvements are pedestrian safety and the parking shortage. Therefore, the TSP planning process appropriately included development of initial transportation and urban design concepts for the downtown/Highway 101 area.

A wide range of alternative concepts were developed and should not be viewed as recommendations. These concepts are intended to familiarize the community with a range of potential improvements and how they may be applied in Depoe Bay. The concepts introduce alternative travel lane, parking, bicycle, and pedestrian configurations along the highway, as well as local street connections, urban design elements, and potential parking structure(s). Conceptual plans and sketches illustrating alternative concepts are provided in the appendices.

The Alternative Downtown/Highway 101 Transportation/Urban Concepts includes the following components:

- Existing Conditions/Understanding
- Strategy: Pedestrian Improvements/Traffic Calming
- Strategy: Traffic/Parking Changes
- Concept: Four Lane Parallel Parking
- Concept: Three Lane Diagonal & Parallel Parking
- Concept: Five Lane Diagonal & Parallel Parking
- Strategy: Structured Parking
- Strategy: Urban Design Concepts

The alternative downtown/Highway 101 concepts were presented and discussed in meetings with ODOT staff, the Technical Advisory Committee, and at the Community Open House. The intent of these presentations and discussions was to identify transportation improvement elements that are safe; realistic; in accordance with regulatory provisions, i.e. ODOT design standards; maintains the existing downtown character of Depoe Bay, as well as identification of other elements. The intent was also to identify fatal flaws that should not be considered. The results of these meetings and subsequent discussions with city and ODOT staff led to the Transportation Recommendations identified in the following section of this TSP.

B. HIGHWAY 101 PEDESTRIAN IMPROVEMENTS NORTH & SOUTH OF DOWNTOWN

Connected and safe sidewalks are needed along both sides of the highway north of downtown and south of downtown. Currently partial sidewalks exist along the highway north of downtown. Some of these existing sidewalks are narrow and have fixtures that impede pedestrians, i.e. poles for power, street lights, and signage. South of the downtown core, sidewalks and designated pedestrian access is limited. The following pedestrian improvements are recommended:

- North End, East side of the highway, Bradford Street to Lane Street – Construct a continuous sidewalk with minimum 6' width. Ensure that fixtures, i.e. poles, are either removed or located to allow continuous pedestrian movement including accommodation for the disadvantaged.
- North End, East side of the highway, North of Lane Street – When property develops, require the developer(s) to construct a 6' wide sidewalk.
- North End, West side of the highway, Whale Park to Boiler Bay State Park – This segment currently has a significant amount of pedestrian traffic (between downtown and the north-end condominiums). Construct a "pedestrian promenade" that includes a wide pedestrian path/sidewalk and ocean/bay viewing areas.
- The Depoe Bay Bridge – Evaluate the possibility of widening the sidewalks on both sides of the bridge (with minimal or no adverse impact to the travel lanes).
- South End, East Side of the highway, Depoe Bay Bridge to Schoolhouse Street – Construct a paved pedestrian pathway.
- South End, East side of the highway, South of Schoolhouse Street - When property develops, require the developer(s) to construct a pedestrian pathway.
- South End, West side of the highway, Depoe Bay Bridge to South Point Street – Construct a paved pedestrian pathway.

C. NEW NORTH-SOUTH ACCESS

A new north-south road located east of the inner harbor and connecting to Highway 101 both north and south of the existing bridge will provide access for up to three users:

- This will provide a secondary emergency vehicle access (which will enable emergency vehicle access to both north and south Depoe Bay in the event the existing bridge becomes impassable).
- The new access could be a pedestrian/bicycle connection for local residents. With additional pedestrian improvements around the inner harbor and existing local streets, i.e. Williams Avenue, the new access would provide a connected pedestrian system from Highway 101 and east of the highway.
- The new access could be a new local street connection enabling residents to travel north-south through Depoe Bay without accessing the highway.

The new local street access may also encourage increased used of park land and infill commercial development located around the inner harbor.

The location for the new north-south connection is a challenge. The most feasible alternative, from a topographic and economic standpoint, is a route that connects Shell Avenue and Bay View Avenue via a new street across the existing dam and adjacent to Depoe Bay Park. Other routes considered included connections to Ainslee Avenue

and Park Avenue. The potential routes have topographical and economical challenges. Routes further to the east of those identified above are too far east of destinations and would not be convenient for local residents. There was little public input on the alternative north-south route. These identified routes, as well as other routes should be considered through a public process.

D. LOCAL STREET IMPROVEMENTS

- Develop a local street plan to accommodate future development, connections and improvements to Collins Street, Williams Avenue, and other collector streets.
- Provide improved connections to Highway 101 from local street connections, i.e. Collins Street, Clarke Street, and Austin Street.
- Improve local streets located east of the inner harbor, i.e. Ainslee, Winchell, Bay View, and Park Streets.

E. HARNEY-LANE INTERSECTION/ POST OFFICE ACCESS

- Align the Lane Street and Harney Street at Highway 101 by realigning Lane Street to the south.
- Provide improved access at the post office and surrounding uses on the east side of Highway 101 by providing direct access from Williams Avenue.

F. INDIVIDUAL TRANSPORTATION PROJECTS

- Schoolhouse Street to South Point Street Merge Confusion – Provide pavement striping, signage, and arrows to clarify the southbound merge to one travel lane.
- When full development occurs, evaluate the need for Highway 101 improvements at the Little Whale Cove entrance (Singing Tree) and Big Whale Cove entrance (Oceana).
- Widen the Highway 101 Bicycle Lane at the south curve (near Whale Cove Inn)
- Public Transportation - Consider opportunities for improved inter-city and intra-city public transportation (primarily for the elderly and disadvantaged).
- Inner Harbor Transportation and Development - Consider developing a plan to improve vehicular and pedestrian circulation, parking, development/redevelopment, and dock improvements around the inner harbor.

VI. 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 livability and economic prosperity for all City residents. The purpose of the TSP is also to integrate land use and transportation planning to maintain and enhance a safe and efficient transportation system that complies with regional TSPs and the state TSP.

Based on ODOT's Transportation System Plan Guidelines 2001, the TSP will:

- Establish a system of facilities and services to meet local transportation needs.
- Serve as the transportation element of the local comprehensive plan.
- Serve as a long range (20 year) plan for the City.
- Be consistent with the State Transportation System Plan (Oregon Transportation Plan and Modal Plans)
- Provide long range direction for development of local transportation facilities and services for all modes.
- Integrate transportation and land use.
- Provide a rationale for making prudent transportation investments and land use decisions.
- Provide a linkage to the STIP process.

The TSP must comply with the state Transportation Planning Rule and establish a system of transportation facilities and services adequate to meet identified local transportation needs by providing the following elements:

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

As required by the Transportation Planning Rule (TPR), the City of Depoe Bay 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. These goals are measurable in many urban areas, but not in small communities or rural areas. There are three logical alternative directions for small communities and rural areas:

- **The No-Build Alternative:** 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.
- **The 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.
- **The Combination Alternative:** 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. This alternative also shifts emphasis to non-auto modes as much as is practical to meet the intent of the TPR.

***Depoe Bay Transportation System Plan
2000-2001***

This Plan contains descriptions of recommended transportation improvement projects for the following transportation elements:

- Streets Plan Element;
- Public Transportation Plan;
- Bicycle / Pedestrian Plan;
- Air/Rail/Water/Pipeline Plan;
- Transportation System and Demand Management Plan (TSM & TDM).

STREETS PLAN ELEMENT

This Street Plan Element is divided into the following subsections:

- Functional Street Classification
- Street Design Standards
- Access Management
- Truck Route
- Recommended Street Plan 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, collectors, and local streets.

Arterials

The primary function of a primary arterial is to provide for trips passing through a community and connecting regional centers. The principal arterial in Depoe Bay is:

- U.S. Highway 101 - the north-south oriented highway along the Oregon coastline

Collector Streets

Collector streets channel traffic from local streets to arterial streets, and provide property access. Depoe Bay has two existing collector streets:

- Collins Street - channels east-west traffic between residential areas and Highway 101;
- Williams Avenue - channels north-south traffic between Bay Street and Lane Street.

If the recommended alternative north-south connection is constructed, providing a continuous route between Hwy. 101 at Lane Street to Hwy. 101 at Schoolhouse Street, then Bay View Avenue should also become a collector street.

Local Streets

Local streets provide direct access to individual properties. The remaining streets in Depoe Bay, not identified as principal arterials or collectors, are considered local streets.

STREET DESIGN STANDARDS

Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, speed, and safety. Street design standards are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent land. The TSP establishes street design standards for arterial, collector, and local streets, alleys, and pathways (Table VI-1). The street design standards are to be applied to new streets and to existing streets when improvements are necessary. Collector streets and local streets are planned to have two travel lanes.

Table VI-1: Street Design Standards

Functional Class	Right-of-Way Width	Pavement Width	Travel Lane Width	Center Turn Lane/ Median Width	Bicycle Lane Width	Parking	Planter Width	Sidewalk Width
Arterial Street (Highway 101)	The Highway 101 design standard in Depoe Bay should be determined in the recommended Downtown Refinement Planning Process							
Collector Street	60-80'	24-52'	12'	12 (Optional)	5-6'	8' (Optional)	4-5' (Optional)	6'
Local Street	46-60'	34-38'	10-11'	None	None	7-8'	None	6'
Pathway	10'	6-10'	None	None	--	None	None	--

Street design standards also are provisions for the construction of roads.

MINIMUM STREET DESIGN STANDARDS

Functional Class	Right-of-Way Width	Surface Width	Turn Lane Width	Surface Type	Base Depth	Maximum Grade	Design Speed	Minimum Tangent	Minimum Curve	Curb Type
Arterial Street (Highway 101) *	80'	60-80'(1)	14'	(see note #1)		6%		(see note #1)		16"
Collector Street (Collins St., Williams Ave.)**	60'	36-48'	--	3" AC	8"	15%		(see note #2)		16"
Local Residential	50'	24-28'	--	3" AC	6"	15%		(see note #2)		12"

* Minimum street design standards identified for Highway 101 are typical standards for state highways. As plans for Highway 101 are developed as part of the Special Transportation Area and Downtown Refinement Plan, these standards will likely change.

** Bay View Avenue should also become a collector street if the alternative north-south connection is constructed.

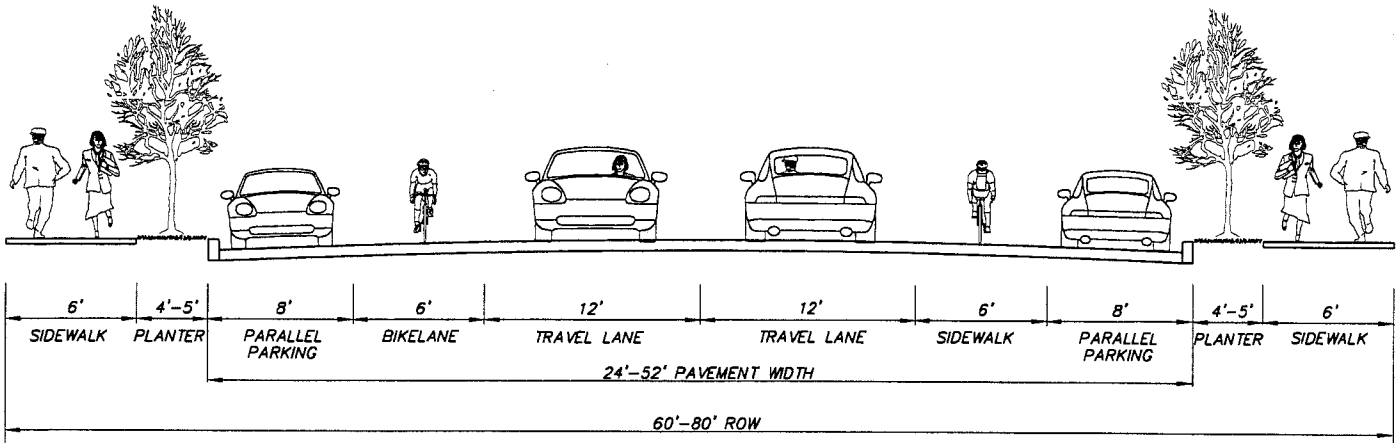
- (1) Design shall be in accordance with Oregon Department of Transportation Design Standards.
- (2) Design shall be in accordance with AASHTO standards.

ACCESS MANAGEMENT

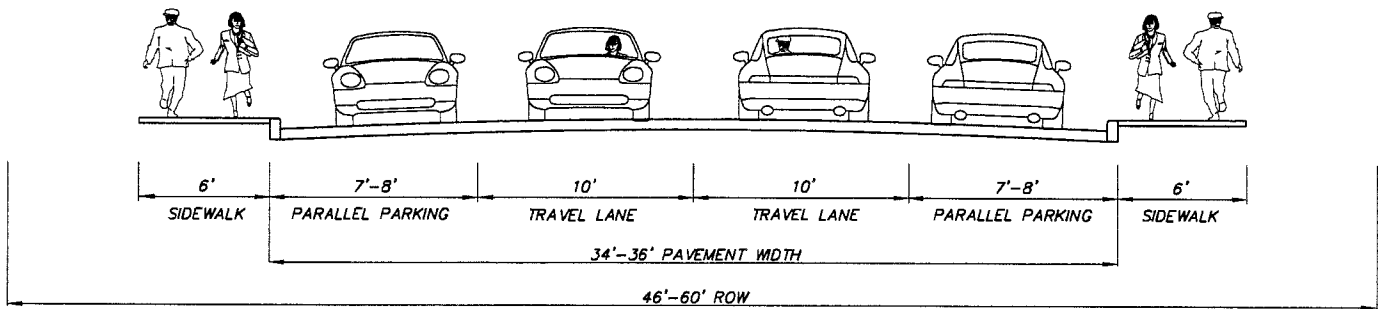
Streets accommodate two types of traffic: local travel and through traffic. Arterial streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties. Collector streets provide a link between the local and arterial streets, balancing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

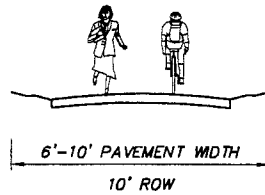
DEPOE BAY STREET DESIGN STANDARDS



COLLECTOR STREET



LOCAL STREET



PATHWAY SECTION

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DEPOE BAY STREET DESIGN STANDARDS DEPOE BAY TSP

PREPARED FOR:

CITY OF DEPOE BAY
DEPOE BAY, OREGON

Project: 00013

Designed:

Drawn: SAE

Scale: NONE

Date: 7/28/01

Sheet: 1 of 1

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. Access along Highway 101 needs to comply with standards identified in the 1999 Oregon Highway Plan and OAR 734 Division 51 (access along State Highways).

Highway 101

An inventory of existing accesses to Highway 101 was conducted and summarized in the existing conditions analysis. Generally, access management is currently adequate along Highway 101 through Depoe Bay, particularly through the downtown core area. There are two primary reasons for the adequate access management through downtown: 1) the highway is adjacent to the ocean which limits private property access on the west side of the highway through downtown; 2) with one exception, east side commercial establishments fronting the east side of Highway 101 between Bradford Street and Bay Street do not have vehicular access to their properties from Highway 101. Access is provided via side street connections and behind (east) the buildings.

As development and redevelopment of property fronting Highway 101 occur throughout the city limits, property access to Highway 101 should be limited to the minimum number of access required to serve properties. Access should needs to balance the rights of both property owners and the rights of citizens traveling the highway, as well as consider pedestrian safety. Coordination with ODOT is required for any development/redevelopment that impacts traffic on Highway 101. Access management plans and policies must comply with the OHP and OAR 734 Division 51 for state highway access.

Collector Streets

Collins Street and Williams Avenue are collector streets. Future residential development will occur both north and south of Collins Street, i.e. north of Collins Street at View of the Bay Planned Development property west of View of the Bay; and south of Collins Street east of Ainslee Street. Williams Avenue will continue to serve as collector and will incur additional traffic if the alternative north-south access is constructed. This future development and potential improvements will place an increased burden on both Collins Street and Williams Avenue. Therefore, it is prudent to limit new access on Collins Street and Williams Avenue to ensure the quality and function of the collector street is maintained.

Direct property access to Collins Street and Williams Avenue should be limited to infill development. That is, where a single tax lot cannot be developed without direct access to Collins Street or Williams Avenue, the access must be allowed. Surrounding development should access these collector streets via local streets. Should new local streets be requested, they should be spaced at no less than 300 feet on Collins Street and Williams Avenue.

Bay View Avenue should also become a collector street if the alternative north-south connection is constructed.

STREET MAINTENANCE

Street safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. These improvements will benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities within the street system, as well as transit modes of transportation, promote the Oregon Transportation Planning Rule policy of encouraging alternatives to the auto.

TRUCK ROUTE

Truck traffic is generally confined to industrial, commercial, and logging mining areas. State highways serve the majority of truck traffic and are most suitable for truck use. This is true in Depoe Bay where Highway 101 serves a majority of truck traffic. Long-haul, through trucks, should be limited to operating on arterial roads (Highway 101) as designated in the City transportation network, except in emergency situations.

STREET PROJECTS

A. Highway 101 / Downtown Refinement Plan and Special Transportation Area

Improve downtown/Highway 101 automobile, bicycle, and pedestrian circulation and safety, and provide additional parking. Improvements will occur by proceeding with the following basic steps:

- Highway 101 / Downtown Refinement Plan
- Special Transportation Area Designation
- Secure Funding for Improvements
- Final Design and Construction

The Highway 101 / Downtown plan should include the following transportation-related improvements:

- **Accommodate Through Traffic**

In addition to making it convenient and safe for motorists to stop and shop in Depoe Bay, recognize that Highway 101 is the sole access for traveling the Oregon Coast. Therefore, autos, trucks, RVs, and other vehicles must be able to (continue to) move through Depoe Bay.

- **Improve Pedestrian Safety and Circulation**

Improve pedestrian safety and circulation along Highway 101 and from local streets and parking areas that connect to Highway 101. This will occur through traffic calming improvements such as wider sidewalks, bulbouts (curb extensions), pedestrian islands, intersection treatment/crosswalks, medians, signage, signals, and lighting.

- **Provide Additional Parking**

Provide additional parking spaces in the downtown area. Available parking is hard to find in Depoe Bay. Highway 101 on-street parking is limited. Parking off Highway 101 is difficult to find and available in small, individual lots that are generally designated for specific businesses.

Up to 300+ additional parking spaces are needed. The additional parking needs to be:

- grouped, i.e. large shared parking area(s),
- close to Highway 101 commercial uses,
- easily identified with good circulation from Highway 101,
- adequate, safe, and attractive pedestrian connections to commercial uses, the bay, and the ocean.

Additional parking should be located behind the Highway 101 businesses, i.e. Bay Street to Bradford Street. Structured parking will enable a significant number of additional parking spaces. In addition to circulation and safety needs, the structured parking design must be attractive, complement the existing downtown character, and consider views of uphill residential areas.

- **Bicycle Traffic**

Highway 101 has considerable through-bicycle traffic in the summer. Consider the safety of bicyclist when addressing Highway 101 improvements. If diagonal parking is eliminated on Highway 101, consider placing designated bicycle lanes between parallel parking and travel lanes.

- **Minimize Conflicts Between Autos/Truck, Bicyclists, Pedestrians, and Parking**

Changes to the current Highway 101 system will minimize conflicts between the different transportation modes – particularly conflicts between autos, parking, and pedestrians. Prepare and implement a Highway 101 / Downtown Refinement Plan that considers the following elements identified in the (enclosed) Highway 101 / Downtown Concept Plans. The three Concept Plans described and illustrated below are only conceptual plans. These plans or any others will need to be analyzed and approved by ODOT Preliminary Design Unit and the State Traffic Engineer. Also, any traffic signals recommended along Hwy. 101 will need to meet warrants and be approved by the State Traffic Engineer. The three Concept Plans can be viewed as individual concepts or as a three-phased concept plan:

Concept 1:

- Maintain four travel lanes on Highway 101 through downtown;
- Consider protected left turn signal(s) for southbound motorists accessing parking, the bay, and residential areas east of Highway 101.
- Provide pedestrian amenities, i.e. wider sidewalks, curb extensions, and crosswalks. Pedestrian crossings must be approved by ODOT Preliminary Design Unit and the State Traffic Engineer.

Concept 2:

- Provide organized, shared off-street parking behind (east of) the commercial uses that front Highway 101.
 - When additional off-street parking is provided, replace west side Highway 101 diagonal parking with parallel parking.
 - Increase the west sidewalk from approximately 6' to 11'.
 - Provide a southbound designated bicycle lane between the parallel parking and travel lane.
- (Concepts 1 and 2 could easily be combined as a single improvement.)

Concept 3:

- Provide a structured parking garage behind the commercial uses between Bay Street and Collins Street.
- Replace the Highway 101 east side diagonal parking with parallel parking.
- Increase the east sidewalk width (width varies – 10' plus).
- Provide a northbound designated bicycle lane between the parallel parking and travel lane.

- **Urban Design Concepts**

Urban design elements improve the appearance of a downtown – which leads to increased tourism and commerce. Urban design elements also make a downtown more pedestrian-friendly. The Highway 101 / Downtown Refinement Plan should incorporate urban design elements, i.e. architectural features that complement the existing character of Depoe Bay; plazas that accentuate commercial store entrances and provide a place for pedestrians; gateways features at each end of the city such as landscaping, signage, and art that “tells” motorists they are entering a community, slow down, stop, be aware of pedestrians, bicyclists, and parking movements.

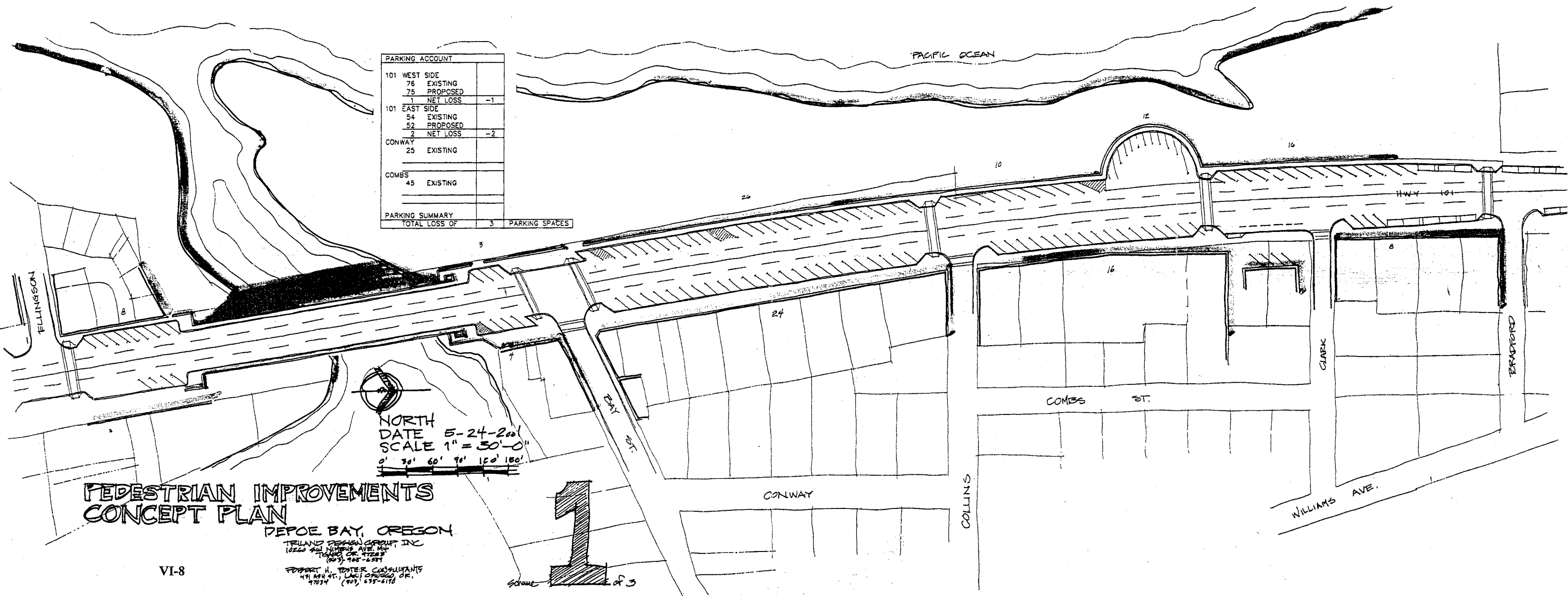
- **Scenic Byway/Environmental Considerations**

The recommended downtown refinement plan process needs to address and consider the designation of Highway 101 as a scenic byway and address environmental and aesthetic resources and concerns such as undergrounding utilities, protection of views, preservation of trees, etc.

- **Designated Special Transportation Area (STA)**

Consider City collaborate with ODOT to create a Downtown Depoe Bay STA. The STA will recognize that local auto, pedestrian, bicycle, and transit movements through downtown are generally as important as the movement of through traffic. The STA is a method for developing a detailed physical plan and management plan that addresses the needs of through traffic, local traffic, pedestrians, bicyclists, and public transportation; identifies parking; develops standards for highway access, lowers highway speed limits, and makes the downtown area along the highway an attractive place for local residents and tourists to visit. The STA will be a mechanism for the City of Depoe Bay and ODOT to collaborate on downtown transportation improvement projects.

Recommended STA boundaries include Bradford Street (north), Ellingson Street (1 block south of bridge), Williams Avenue (east), and the Pacific Ocean/Seawall (west). Transition areas on Highway 101 will extend to Lane Avenue (north) and Schoolhouse Street (south).



PARKING ACCOUNT		
101 WEST SIDE		
76	EXISTING	
75	PROPOSED	
1	NET LOSS	-1
101 EAST SIDE		
54	EXISTING	
52	PROPOSED	
2	NET LOSS	-2
CONWAY		
25	EXISTING	
COMBS		
45	EXISTING	
PARKING SUMMARY		
TOTAL LOSS OF	3	PARKING SPACES

NORTH
 DATE 5-24-2001
 SCALE 1" = 30'-0"
 0' 30' 60' 90' 120' 150'

**PEDESTRIAN IMPROVEMENTS
 CONCEPT PLAN**
 DEPOE BAY, OREGON

VI-8

TELLAND DESIGN GROUP INC.
 10260 SW HUNTERS AVE. #100
 TILLAMOOK, OR. 97141
 (503) 708-6584

ROBERT H. TAYLOR CONSULTANTS
 491 4TH ST., LAKE OSWEGO, OR.
 97034 (503) 635-6110

1
 Sheet 1 of 3

PARKING ACCOUNT		
101 WEST SIDE	78 EXISTING	
	60 PROPOSED	
	18 NET LOSS	-16
101 EAST SIDE	54 EXISTING	
	52 PROPOSED	
	2 NET LOSS	-2
CONWAY	25 EXISTING	
	75 PROPOSED	
	50 NET GAIN	50
COMBS	45 EXISTING	
	47 PROPOSED	
	2 NET GAIN	2
PARKING SUMMARY		
TOTAL GAIN OF		34 PARKING SPACES

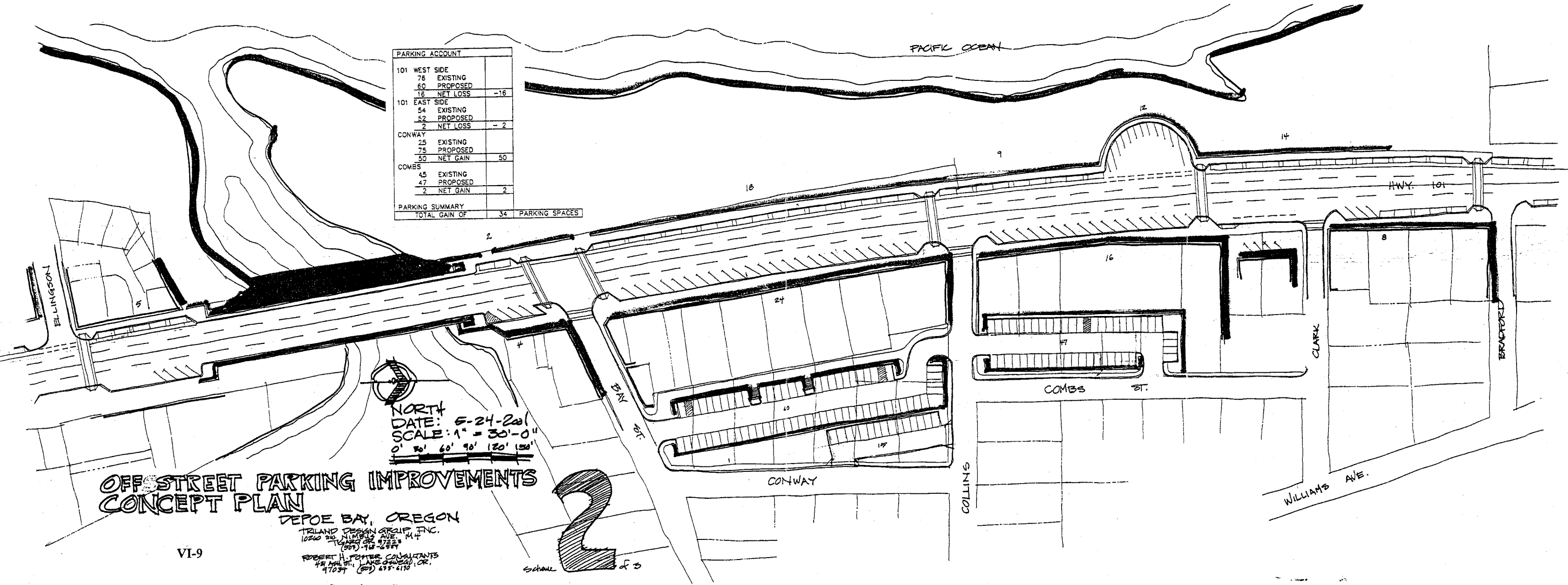
NORTH
 DATE: 5-24-2001
 SCALE: 1" = 30'-0"
 0' 30' 60' 90' 120' 150'

OFF STREET PARKING IMPROVEMENTS CONCEPT PLAN

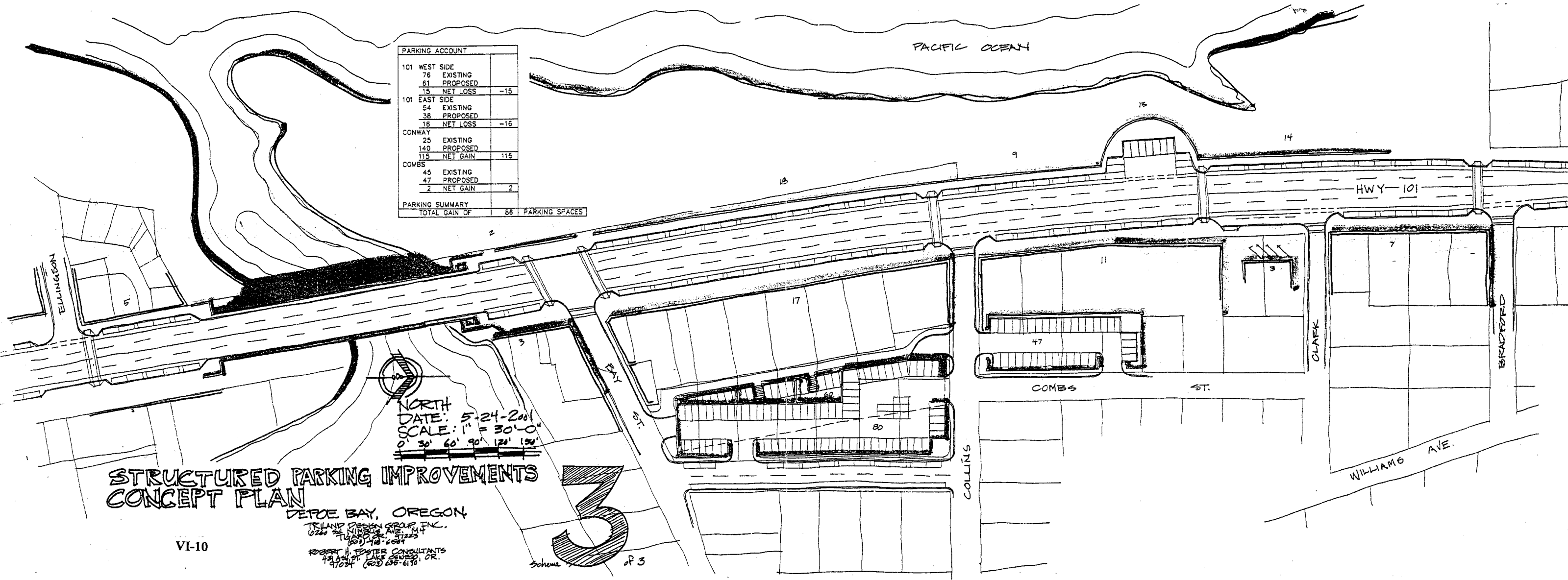
DEPOE BAY, OREGON
 TRILAND DESIGN GROUP INC.
 10240 SW MILWAUKEE AVE. #147
 TULSA, OK 74128
 (505) 742-2577
 ROBERT H. FORTER CONSULTANTS
 421 NW 5TH ST. LAKE OSWEGO, OR.
 97034 (503) 673-6110

VI-9

SCHALL 2 of 3



PARKING ACCOUNT	
101 WEST SIDE	
76 EXISTING	
61 PROPOSED	
15 NET LOSS	-15
101 EAST SIDE	
54 EXISTING	
38 PROPOSED	
16 NET LOSS	-16
CONWAY	
25 EXISTING	
140 PROPOSED	
115 NET GAIN	115
COMBS	
45 EXISTING	
47 PROPOSED	
2 NET GAIN	2
PARKING SUMMARY	
TOTAL GAIN OF	86 PARKING SPACES



**STRUCTURED PARKING IMPROVEMENTS
CONCEPT PLAN**

DEPOE BAY, OREGON
 ISLAND DESIGN GROUP, INC.
 10220 N. NIMBLE AVE., SUITE 100
 TULASO, OR. 97140-6584
 (503) 418-6584
 ROBERT H. FOSTER CONSULTANTS
 428 1/2 W. LAKE DRIVE, SEASIDE, OR.
 97134 (503) 636-6178

VI-10

Scheme of 3

B. Highway 101 Pedestrian Improvements North & South of Downtown

Connected and safe sidewalks are needed along both sides of the highway north of downtown and south of downtown. Currently partial sidewalks exist along the highway north of downtown. Some of these existing sidewalks are narrow and have fixtures that impede pedestrians, i.e. poles for power, street lights, and signage. South of the downtown core, sidewalks and designated pedestrian access is limited. The following pedestrian improvements are recommended:

- North End, East side of the highway, Bradford Street to Lane Street – Construct a continuous sidewalk with minimum 6' width. Ensure that fixtures, i.e. poles, are either removed or located to allow continuous pedestrian movement including accommodation for the disadvantaged.
- North End, East side of the highway, North of Lane Street – When property develops, require the developer(s) to construct a 6' wide sidewalk.
- North End, West side of the highway, Whale Park to Boiler Bay State Park – This segment currently has a significant amount of pedestrian traffic (between downtown and the north-end condominiums). Construct a "pedestrian promenade" that includes a wide pedestrian path/sidewalk and ocean/bay viewing areas.
- The Depoe Bay Bridge – Evaluate the possibility of widening the sidewalks on both sides of the bridge (with minimal or no adverse impact to the travel lanes).
- South End, East Side of the highway, Depoe Bay Bridge to Schoolhouse Street – Construct a paved pedestrian pathway.
- South End, East side of the highway, South of Schoolhouse Street - When property develops, require the developer(s) to construct a pedestrian pathway.
- South End, West side of the highway, Depoe Bay Bridge to South Point Street – Construct a paved pedestrian pathway.

C. Alternative North-South Access

Provide a connected local street access that enables Depoe Bay residents to travel between Lane Street and Schoolhouse Street without accessing Highway 101. This will require a new street extension linking a street on the north side of South Depoe Bay Creek with the south side of the creek. Alternative routes include Bay View Avenue to Shell Avenue, and Ainslee Avenue or Park Street to Shell Street or to South Forty Street. The Bay view Avenue to Shell Avenue via a new street over the existing dam provides the most direct route. Alternatives, i.e. connecting to Ainslee Avenue or Park Street, encounter topographic challenges. Alternatives further east than those identified above will likely be too far east to provide a convenient alternative route for local residents.

Based on public comment, this project will need detailed study and include a public process to determine community consensus and a preferred route. Consideration should be given to potential impact to area residents, the city park, and improvements that will be required on other streets, i.e. Williams Avenue to enable the alternative north-south access to function efficiently and safety.

The alternative described and illustrated below identifies the following route:

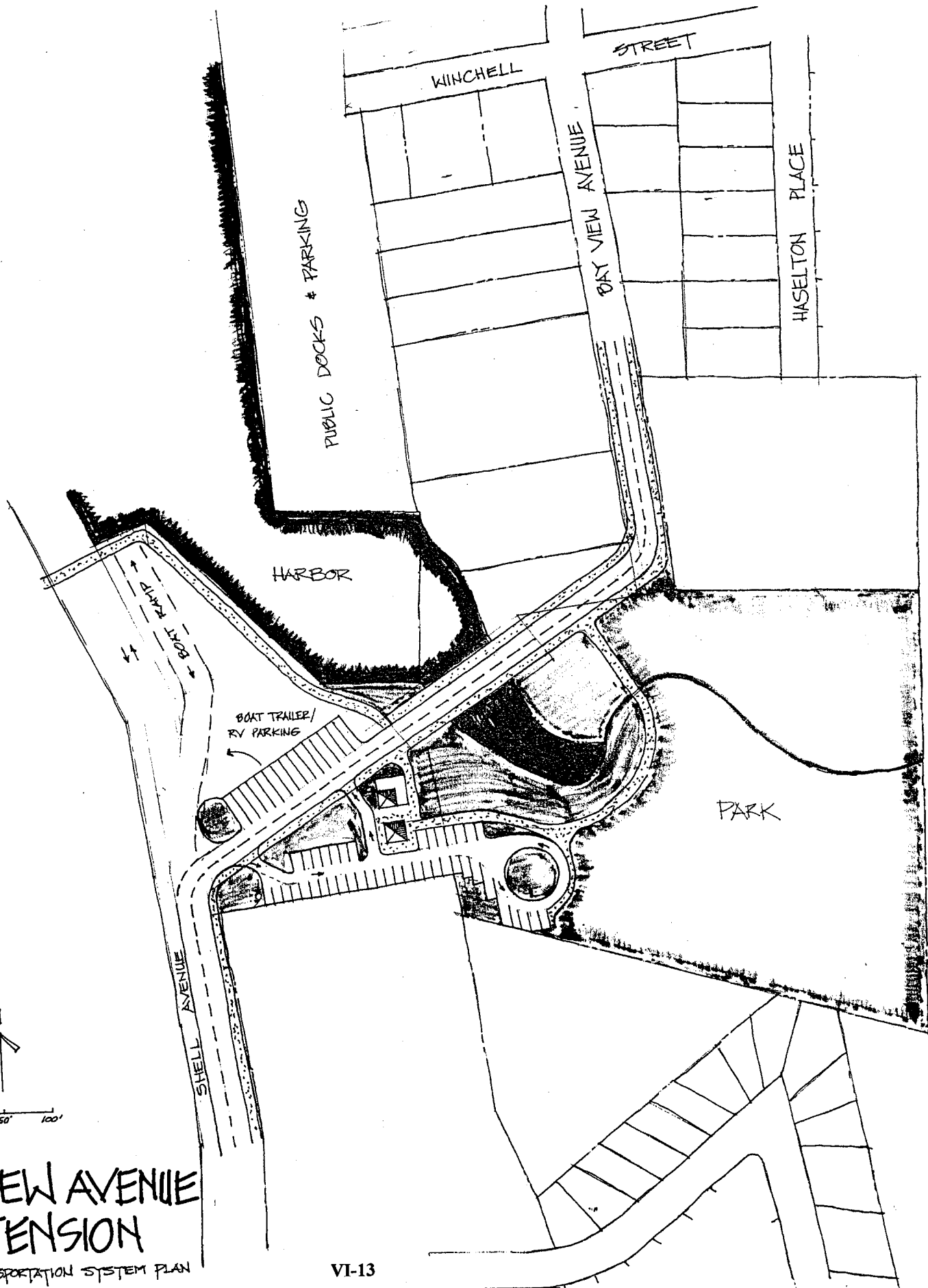
- Lane Street from Highway 101 to Williams Avenue;
- Williams Avenue from Lane Street to Bay Street;
- Bay Street from Williams Avenue to Bay View Avenue;
- Bay View Avenue from Bay Street to Shell Avenue (this requires extending Bay View Avenue, see description below);
- Shell Avenue to the Highway 101/Schoolhouse Street intersection.

This new north-south connection will:

- provide a secondary emergency vehicle access (which will enable emergency vehicle access to both north and south Depoe Bay in the event the existing bridge becomes impassable).
- provide a new local street connection enabling residents to travel north-south through Depoe Bay without accessing the highway.
- provide a pedestrian/bicycle connection for local residents.

The new local street access will also encourage increased use of park land and potential infill commercial development located around the inner harbor.

The connected local street access requires extending Bay View Avenue from its current location to Shell Avenue. The most feasible route, from a topographic and economic standpoint, is to extend Bay View Avenue across the existing dam and parking lot, connecting to Shell Avenue. This route will not reduce the usable park area but will likely impact the park, i.e. more traffic in the area. This will impact circulation and parking in the bay parking lot. This route requires access acquisition on one to two privately owned tax lots north of the dam. The Army Corps of Engineers would need to review and approve the improved structure across the dam.



**BAY VIEW AVENUE
EXTENSION**
DEPOE BAY TRANSPORTATION SYSTEM PLAN

D. Local Street Improvements

- Improve collector streets, i.e. Collins Street and Williams Avenue, to collector street design standards. Design and improvements to these collector streets and other streets in residential areas need to consider and address impacts to residents, i.e. protection of views, speeding on residential streets, etc.
- Provide improved connections to Highway 101 from local street connections, i.e. Collins Street, Clarke Street, Austin Street. This should include widening, pedestrian facilities (sidewalks), and grade improvements where feasible to reduce steepness and improve sight distance. This will be incorporated in the Downtown Refinement Plan.
- Improve local streets located east of the inner harbor, i.e. Ainslee, Winchell, Bay View, and Park Streets.

E. Harney-Lane Intersection/ Post Office Access

- Align the Lane Street and Harney Street at Highway 101 by realigning Lane Street to the south.
- Improve access and circulation at the post office and surrounding uses on the east side of Highway 101.

F. Individual Transportation Projects

- Schoolhouse Street to South Point Street Merge Confusion – Provide pavement striping, signage, and arrows to clarify the southbound merge to one travel lane.
- When development occurs, evaluate the need for Highway 101 improvements at the Little Whale Cove entrance (Singing Tree) and Big Whale Cove entrance (Oceana).
- Widen the Highway 101 Bicycle Lane at the south curve (near Whale Cove).
- Inner Harbor Transportation and Development - Consider developing a plan to improve vehicular and pedestrian circulation, parking, development/redevelopment, and dock improvements around the inner harbor.

G. Maintain Access To Amenities And To Undeveloped Land

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

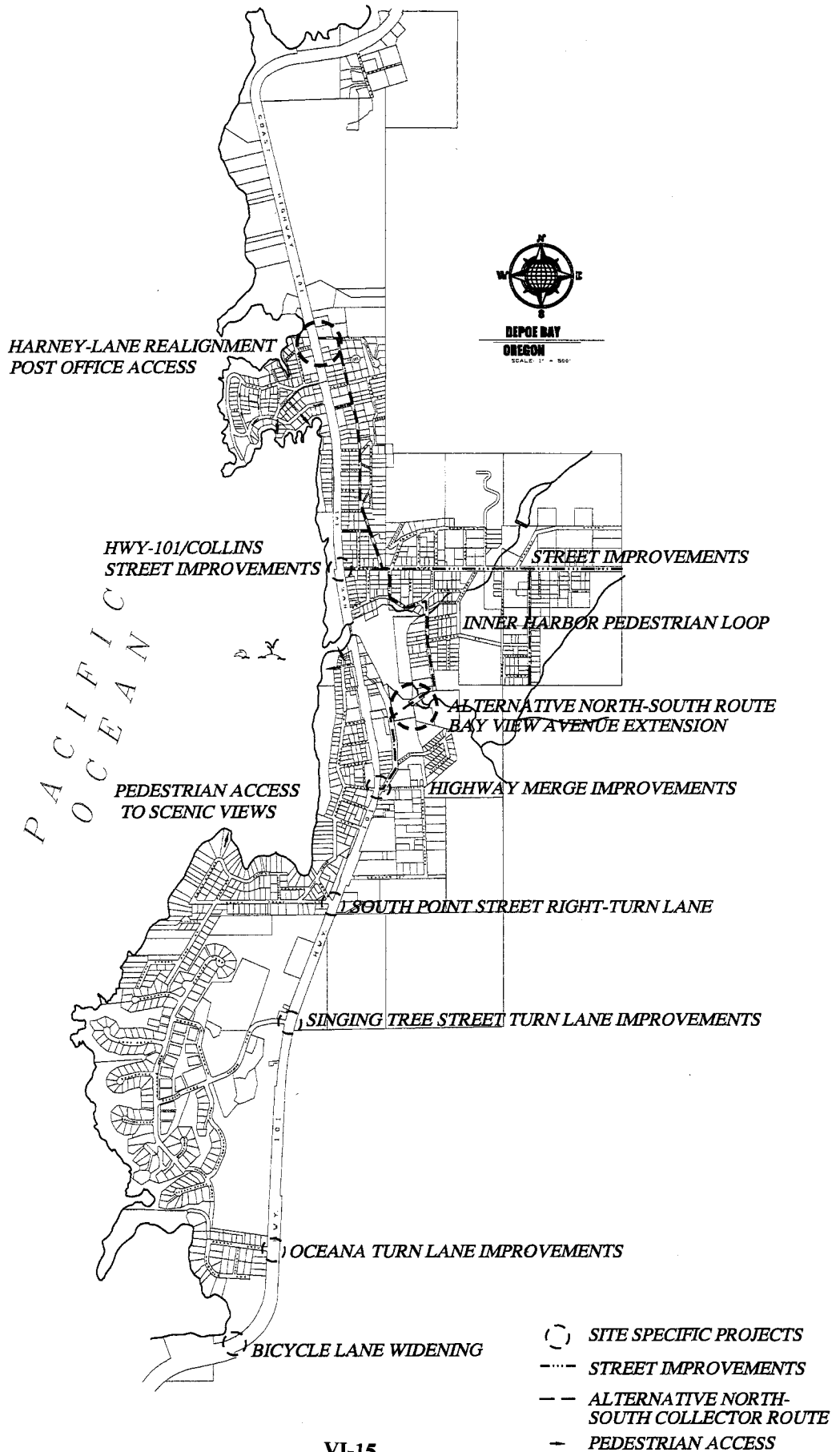
H. Circulation Connectivity with New Development

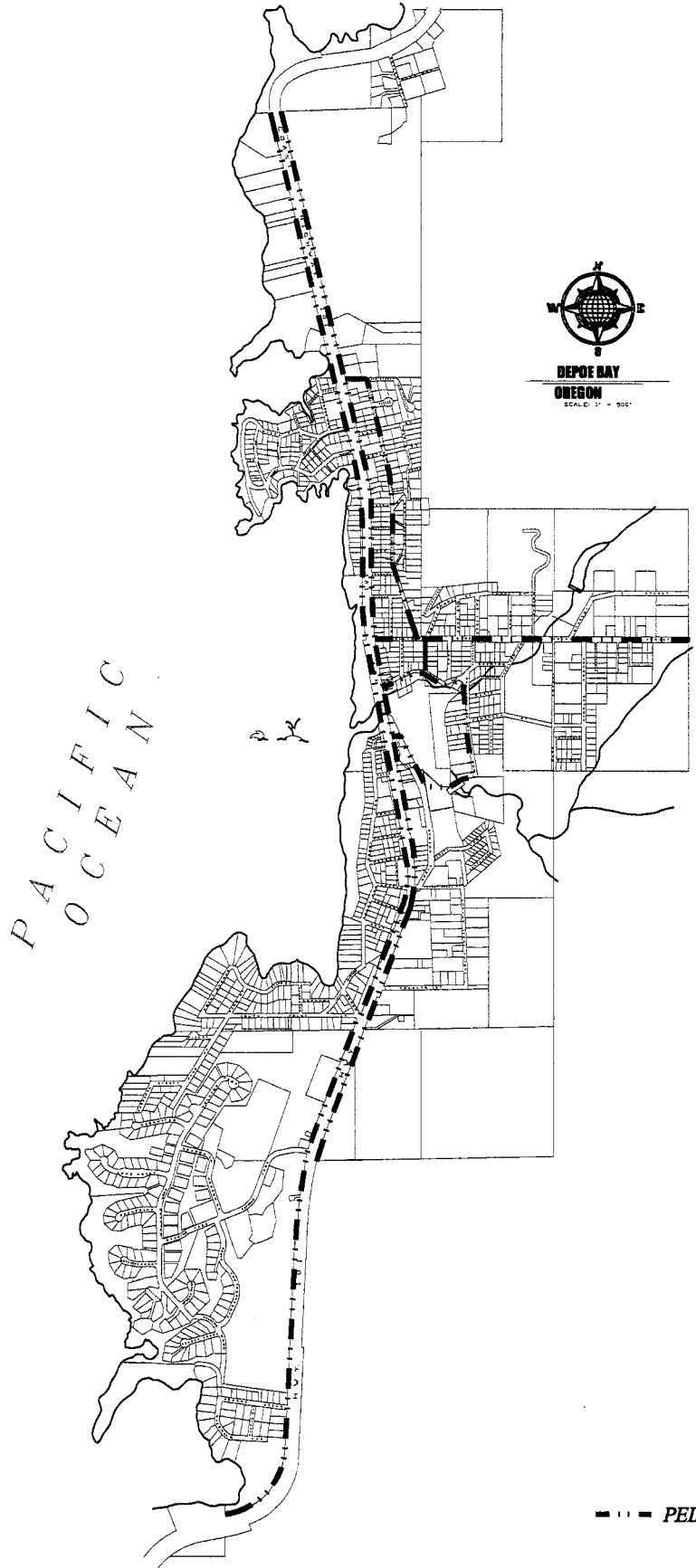
Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

I. Ensure Transportation Facilities and Services Accommodate Special Needs

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.

RECOMMENDED TRANSPORTATION PROJECTS





PUBLIC TRANSPORTATION ELEMENT

Public transportation services are needed to accommodate the elderly and transit disadvantaged. Lincoln County Transit currently provides transit services between Newport and Lincoln City that includes stops in Depoe Bay. This service should be continued and improved to accommodate future transit needs. Increased awareness of the existing service is encouraged to notify Depoe Bay residents of this transit opportunity.

The Lincoln County Transit service, called Central Coast Connections, currently provides weekday service (no holiday or weekend service). Four daily trips are available from Depoe Bay to Lincoln City, and from Depoe Bay to Newport. The City of Depoe Bay should work with ODOT, Lincoln County, the cities of Newport and Lincoln City, and transit service providers to accommodate transit needs, secure additional funding, and promote transit services that may be underutilized. The City of Depoe Bay should and monitor transportation needs of the elderly and disadvantaged, and attempt to fulfill those needs.

PUBLIC TRANSPORTATION PROJECTS

J. Improve Public Transportation Services

Improve public transit services as needed between Depoe Bay and other cities, i.e. Newport and Lincoln City. Improved public transit service and increased ridership can occur through alternative mechanisms:

- Increasing public awareness of the existing service that currently is provided on weekdays;
- Increasing public transportation trips to include weekend services and/or expanded daily schedules;
- Physical public transportation-related improvements within Depoe Bay, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations 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 Depoe Bay there are opportunities to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities. This opportunity provides connections between destinations, i.e. residents, commercial uses, and natural amenities (ocean and bay).

On-Street Pedestrian/Bicycle Facilities

Based on need and street characteristics, all streets open for public use should be considered for the potential to improve bicycling and walking. 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 Depoe Bay.

Bicycle Lanes and Sidewalks

Principal arterial design standards (Highway 101) include the provision for designated bicycle lanes with a minimum 6-foot width, and 6-foot wide sidewalks. This is appropriate on Highway 101. However, it is not appropriate to have designated bicycle lanes adjacent to diagonal parking due to limited vision of motorists backing into bicycle lanes.

Shoulder Bikeways

Collector streets (Collins Street, Williams Avenue, and Bay View Avenue if north-south connection is built) 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. Shoulder bikeways can also serve pedestrians.

In Depoe Bay, shoulder bikeways are recommended for Collins Street and Williams Avenue. However, there are constraints, i.e. narrow width on Collins Street just east of Highway 101, and on Williams Avenue due to topographic constraints. In addition, separate pedestrian facilities (sidewalks or pathways) are recommended on or adjacent to these two street rights-of-way.

Shared Roadways

Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 average daily traffic (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 Depoe Bay are used as shared facilities. Sidewalks are appropriate on local commercial streets in Depoe Bay, however sidewalks are not necessary on local residential streets due to low traffic volumes.

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. The planning and design of multi-use paths must take into account the various skills, experience and characteristics of different users, i.e. pedestrians, bicyclists, joggers, skaters. Additionally, a primary consideration to designing and constructing the multi-modal pathways in Depoe Bay will be the topography and trying to maintain grades that pedestrians, cyclists, and disabled people can use.

Paths can serve both destination-oriented and recreational pedestrians and cyclists. Key components to successful paths include:

- Connections residential areas, downtown/commercial areas, 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 streets and through open spaces;
- Visibility: proximity to housing and businesses increases safety.
- 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.
- Continuous separation from traffic;
- Scenic qualities, offering an aesthetic experience that attracts pedestrians and cyclists;

The topographical change in Depoe Bay creates a challenge in providing a safe, well-connected pedestrian/bikeway system. Because of these limitations it is appropriate to consider off-street multi-modal pathways that will assist in providing a connected pedestrian/bikeway system.

PEDESTRIAN AND BICYCLE TRANSPORTATION PROJECTS

K. Pedestrian Crossings On Highway 101

Provide safe pedestrian crossings on Highway 101. Potential crosswalk improvements include curb extensions, striping, signage, and other markings making motorists aware of pedestrians. Pedestrian improvements are identified on the Highway 101/Downtown Concept Plans. Pedestrian crossings on Highway 101 are recommended at Bradford Street, south of Clarke Street, Collins Street, Bay Street, and Ellingson Street. Pedestrian crossings must be approved by ODOT Preliminary Design Unit and the State Traffic Engineer.

L. Arterial and Collector Street Bicycle/Pedestrian Facilities

Provide continuous pedestrian/bicycle facilities where feasible on major streets, i.e. Highway 101, Collins Street, and Williams Avenue.

M. Connected Community-wide Pedestrian/Bicycle System

M1. Inner Harbor Pedestrian Loop

Provide a pedestrian pathway from Highway 101, just south of the bridge east to the waterfront and connecting to the park, Bay View Avenue, Bay Street, and Highway 101 at Bay Street.

M2. Ocean Front Pathway System

When opportunities develop, provide a public pedestrian system along the ocean bluff. Opportunities may arise when new development occurs or through negotiations with property owners. Ocean bluff pathways should be located and constructed with appropriate erosional measures and preservation of native vegetation.

AIR, RAIL, WATER, AND PIPELINE SYSTEM ELEMENT

Air and rail transportation planning is not applicable in Depoe Bay.

Water-borne transportation planning is applicable to the Depoe Bay inner harbor and the Pacific Ocean. The City of Depoe Bay provides a facility that is used by commercial charters, private boaters, and the U.S. Coast Guard. The marine facilities are primarily used for commercial and recreational uses, and are not used for transport of freight or destination of ocean going vessels.

Pipelines are used for power transmission lines, cable television, telephone, natural gas, water and sewage. 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 and intersection 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

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 Depoe Bay, 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. 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

VII. POTENTIAL IMPLEMENTATION MECHANISMS

This chapter identifies potential implementation mechanisms and a spreadsheet that prioritizes projects according to high, medium, or low; identifies cost implications, and potential implementation mechanisms.

There are several potential mechanisms available for implementing transportation improvements in Depoe Bay. This section identifies potential mechanisms according to the following categories:

- Revenue Resources
- Grants and Loans
- ODOT Funding Sources
- Volunteer Labor and Material Donation

REVENUE RESOURCES

In order to finance the recommended transportation system improvements requiring expenditure of capital resources, it will be important to consider a range of funding sources. Although the property tax has traditionally served as the primary revenue source for local governments, property tax revenue goes into general fund operations, and is typically not available for street improvements or maintenance. Despite this limitation, the use of alternative revenue funding has been a trend throughout Oregon as the full implementation of Measure 5 and 47 has significantly reduced property tax revenues (see below). *The alternative revenue sources described in this section may not all be appropriate in Depoe Bay; however, this overview is being provided to illustrate the range of options currently available to finance transportation improvements during the next 20 years.*

Property Taxes

Property taxes have historically been the primary revenue source for local governments. However, property tax revenue goes into general fund operations, and is not typically available for street improvements or maintenance. The dependence of local governments on this revenue source is due, in large part, to the fact that property taxes are easy to implement and enforce. Property taxes are based on real property (i.e. land and buildings) which has a predictable value and appreciation to base taxes upon. This is as opposed to income or sales taxes that can fluctuate with economic trends or unforeseen events.

Property taxes can be levied through: 1) tax base levies, 2) serial levies, and 3) bond levies. The most common method uses tax base levies, which do not expire and are allowed to increase by six percent per annum. Serial levies are limited by amount and time they can be imposed. Bond levies are for specific projects and are limited by time based on the debt load of the local government on the project.

The historic dependence on property taxes is changing with the passage of Ballot Measure 5 in the early 1990s. Ballot Measure 5 limits the property tax rate for purposes other than payment of certain voter-approved general obligation indebtedness. Under full implementation, the tax rate for all local taxing authorities is limited to \$15 per \$1,000 of assessed valuation. As a group, all non-school taxing authorities are limited to \$10 per \$1,000 of assessed valuation. All tax base, serial, and special levies are subject to the tax rate limitation. Ballot Measure 5 requires that all non-school taxing districts' property tax rate be reduced if together they exceed \$10 per \$1,000 of assessed valuation, then all of the taxing districts' tax rates are reduced on a proportional basis. The proportional reduction in the tax rate is commonly referred to as compression of the tax rate.

Measure 47, an initiative petition, was passed by Oregon voters in November 1996. It is a constitutional amendment that reduces and limits property taxes and limits local revenues and replacement fees. The measure limits 1997-98 property taxes to the lesser of the 1995-96 tax minus 10 percent, or the 1994-95 tax. It limits future annual property tax increases to three percent, with exceptions. Local governments' lost revenue may be replaced only with state income tax, unless voters approve replacement fees or charges. Tax levy approvals in certain elections require 50 percent voter participation.

The state legislature created Measure 50 which retains the tax relief of Measure 47 but clarifies some legal issues. This revised tax measure was approved by voters in May 1997.

The League of Oregon Cities (LOC) estimated that direct revenue losses to local governments, including school districts, will total \$467 million in fiscal year 1998, \$553 million in 1999, and increase thereafter. The actual revenue losses to local governments will depend on actions of the Oregon legislature. LOC also estimates that the state will have revenue gains of \$23 million in 1998, \$27 million in 1999, and increase thereafter because of increased personal and corporate tax receipts due to lower property tax deduction.

Measure 50 adds another layer of restrictions to those which govern the adoption of tax bases and levies outside the tax base, as well as Measure 5's tax rate limits for schools and non-schools and tax rate exceptions for voter approved debt. Each new levy and the imposition of a property tax must be tested against a longer series of criteria before the collectible tax amount on a parcel of property can be determined.

System Development Charges

System Development Charges (SDCs) are becoming increasingly popular in funding public works infrastructure needed for new local development. Generally, the objective of systems development charges is to allocate portions of the costs associated with capital improvements on land development projects, which increase demand on transportation, water, sewer, other infrastructure systems, and public services.

Local governments have the legal authority to charge property owners and/or developers fees for improving the local public works infrastructure based on projected demand resulting from their development. The charges are most often targeted towards improving community water, sewer, or transportation systems. Cities and counties must have specific infrastructure plans in place that comply with state guidelines in order to collect SDCs.

Typically, the fee is collected when new building permits are issued. Transportation SDCs are based on trip generation of the proposed development. Residential calculations would be based on the assumption that a typical household will generate a given number of vehicle trips per day.

Nonresidential use calculations are based on employee ratios for the type of business or industrial uses. The SDC revenues help fund the construction of transportation facilities necessitated by new development.

State Highway Fund

Gas tax revenues received from the State of Oregon are used by all counties and cities to fund street and road construction and maintenance. In Oregon, the State collects gas taxes, vehicle registration fees, overweight/overheight fines and weight/mile taxes, and returns a portion of the revenues to cities and counties through an allocation formula. The revenue share to cities is divided among all incorporated cities based on population. Oregon cities typically use state gas tax allocations to fund street construction and maintenance.

Local Gas Taxes

The Oregon Constitution permits counties and incorporated cities to levy additional local gas taxes with the stipulation that the moneys generated from the taxes will be dedicated to street-related improvements and maintenance within the jurisdiction. At present, only a few local governments (including the cities of Woodburn and The Dalles, and Multnomah and Washington Counties) levy a local gas tax. The City of Depoe Bay may consider raising its local gas tax as a way to generate additional street improvement funds. However, with relatively few jurisdictions exercising this tax, an increase in the cost differential between gas purchased in Depoe Bay and gas purchased in neighboring communities may encourage drivers to seek less expensive fuel elsewhere. Any action will need to be supported by careful analysis to minimize the unintended consequences of such an action.

Vehicle Registration Fees

The Oregon Vehicle Registration Fee is allocated to state, counties and cities for road funding. Oregon counties are granted authority to impose a vehicle registration fee covering the entire county. The Oregon Revised Statutes would allow Lincoln County to impose a biannual registration fee for all passenger cars licensed within the County. Although both counties and special districts have this legal authority, vehicle registration fees have not been imposed by local jurisdictions. A disincentive to employing such a fee may be the cost of collection and administration. In order for a local vehicle registration fee program to be viable in Lincoln County, all incorporated cities and the county would need to formulate an agreement which would detail how the fees would be spent on future street construction and maintenance.

Local Improvement Districts

The Oregon Revised Statutes allow local governments to form Local Improvement Districts (LIDs) to construct public improvements. LIDs are most often used by cities to construct localized projects such as streets, sidewalks, bikeways, or utilities. The statutes allow formation of a district by either the city government or property owners. Cities that use LIDs are required to have a local LID ordinance that provides a process for district formation and payback property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation. The types of allocation methods are only limited by the Local Improvement Ordinance. The cost of LID participation is considered an assessment against the property which is a lien equivalent to a tax lien. Individual property owners typically have the option of paying the assessment in cash or applying for assessment financing through the city. Since the passage of Ballot Measure 5, cities have most often funded local improvement districts through the sale of special assessment bonds.

Local Trust Funds and Fees

Although not commonly implemented, local trust funds and local fees can be assessed by a local jurisdiction to generate revenue. In Depoe Bay, this could be a method for generating revenue for additional parking. A parking trust fund would be an alternative for meeting parking requirements, i.e. in lieu of providing parking spaces, a fee could be charged for parking spaces. The fees generated in the trust fund would then be used to assist in the financing of a public parking lot or structure.

Businesses could be assessed an annual public parking fee. The parking fee could be based on square footage of the business or by seating capacity for restaurants and charter boats. This would provide the City with an ongoing income that could be used to provide additional parking and to retire any debt incurred to provide additional parking.

GRANTS AND LOANS

There are a variety of grant and loan programs available, most with specific requirements relating to economic development or specific transportation issues, rather than for the general construction of new streets. Many programs require a match from the local jurisdiction as a condition of approval. Because grant and loan programs are subject to change as well as statewide competition, they should not be considered a secure long-term funding source for Depoe Bay. Most of the programs available for transportation projects are funded and administered through ODOT and/or the Oregon Economic Development Department (OEDD).

Bike-Pedestrian Grants

By law (ORS 366.514), all road street or highway construction or reconstruction projects must include facilities for pedestrians and bicyclists, with some exceptions. ODOT's Bike and Pedestrian Program administers two programs to assist in the development of walking and bicycling improvements: local grants, and Small-Scale Urban Projects. Cities and counties with projects on local streets are eligible for local grant funds. An 80 percent state/20 percent local match ratio is required. Eligible projects include curb extensions, pedestrian crossings and intersection improvements, shoulder widening and restriping for bike lanes. Projects on urban state highways

with little or no right-of-way taking and few environmental impacts are eligible for Small-Scale Urban Project Funds. Both programs are limited to projects costing up to \$100,000. Projects that cost more than \$100,000 require right-of-way acquisition or have environmental impacts should be submitted to ODOT for inclusion in the STIP.

Enhancement Program

This federally funded program earmarks \$8 million annually for projects in Oregon. Projects must demonstrate a link to the intermodal transportation system, compatibility with approved plans, and local financial support. A 10.27 percent local match is required for eligibility. Each proposed project is evaluated against all other proposed projects in the region. Within the five Oregon regions, the funds are distributed on a formula based on population, vehicle miles traveled, number of vehicles registered, and other transportation-related criteria. The initial solicitation for applications was mailed to cities and counties October 1998. Local jurisdictions had until January 1999 to complete and file applications for funding available during the 2000-2003 fiscal years, which began October 1999.

Highway Bridge Rehabilitation or Replacement Program

The Highway Bridge Rehabilitation Program (HBRR) provides federal funding for the replacement and rehabilitation of bridges of all functional classifications. A portion of the HBRR funding is allocated for the improvement of bridges under local jurisdiction. A quantitative ranking system is applied to the proposed projects based on sufficiency rating, cost factor, and load capacity. They are ranked against other projects statewide, and require state and local matches of 10 percent each. It includes the Local Bridge Inspection Program and the Bridge Load Rating Program.

Transportation Safety Grant Program

Managed by ODOT's Transportation Safety Section (TSS), this program's objective is to reduce the number of transportation-related accidents and fatalities by coordination a number of statewide programs. These funds are intended to be used as seed money, funding a program for three years. Eligible programs include programs in impaired driving, occupant protection, youth, pedestrian, speed, enforcement, bicycle and motorcycle safety. Every year, TSS produces a Highway Safety Plan that identifies the major safety programs, suggests counter measures to existing safety problems, and lists successful projects selected for funding, rather than granting funds through an application process.

Special Transportation Fund

The Special Transportation Fund (STF) awards funds to maintain, develop, and improve transportation services for people with disabilities and people over 60 years of age. Financed by a two-cent tax on each pack of cigarettes sold in the state, the annual distribution is approximately \$5 million. Three-quarters of these funds are distributed to mass transit districts, transportation districts, and where such districts do not exist, counties, or a per-capita formula. The remaining funds are distributed on a discretionary basis.

Special Small City Allotment Program

The Special Small City Allotment Program (SCA) is restricted to cities with populations under 5,000 residents. Unlike some other grant programs, no locally funded match is required for participation. Grant amounts are limited to \$25,000 and must be earmarked for surface projects (drainage, curbs, sidewalks, etc.) However, the program does allow jurisdictions to use the grants to leverage local funds on non-surface projects if the grant is used specifically to repair the affected area. Criteria for the \$1 million in total annual grant funds include traffic volume, the five-year rate of population growth, surface wear of the road, and the times since the last SCA grant.

Immediate Opportunity Grant Program

The Oregon Economic Development Department (OEDD) and ODOT collaborate to administer a grant program designed to assist local and regional economic development efforts. The program is funded to a level of

approximately \$7 million per year through state gas tax revenues. The following are primary factors in determining eligible projects:

- Improvement of public roads;
- Inclusion of an economic development-related project of regional significance;
- Creation of retention of primary employment; and
- Ability to provide local funds (50/50) to match grant.

The maximum amount of any grant under the program is \$500,000. Local governments which have received grants under the program include: Washington County, Multnomah County, Douglas County, the City of Hermiston, Port of St. Helens, and the City of Newport.

Oregon Special Public Works Fund

The Special Public Works Fund (SPWF) program was created by the 1995 State Legislature as one of several programs for the distribution of funds from the Oregon Lottery to economic development projects in communities throughout the state. The program provides grant and loan assistance to eligible municipalities primarily for the construction of public infrastructure which support commercial and industrial development that result in permanent job creation or job retention. To be awarded funds, each infrastructure project must support businesses wishing to locate, expand, or remain in Oregon. SPWF awards can be used for improvement, expansion, and new construction of public sewage treatment plants, water supply works, public roads, and transportation facilities.

While SPWF program assistance is provided in the form of both loans and grants, the program emphasizes loans in order to assure that funds will return to the state over time for reinvestment in local economic development infrastructure projects. Jurisdictions that have received SPWF funding for projects that include some type of transportation-related improvement include the cities of Baker City, Bend, Cornelius, Forest Grove, Madras, Portland, Redmond, Reedsport, Toledo, Wilsonville, Woodburn, and Douglas County.

Oregon Transportation Infrastructure Bank

The Oregon Transportation Infrastructure Bank (OTIB) program is a revolving loan fund administered by ODOT to provide loans to local jurisdictions (including cities, counties, special districts, transit districts, tribal governments, ports, and state agencies). Eligible projects include construction of federal-aid highways, bridges, roads, streets, bikeways, pedestrian accesses, and right-of-way costs. Capital outlays such as buses, light-rail cars and lines, maintenance yards and passenger facilities are also eligible.

ODOT FUNDING OPTIONS

The State of Oregon provides funding for all highway related transportation projects through the Statewide Transportation Improvement Program (STIP) administered by the Oregon Department of Transportation. The STIP outlines the schedule for ODOT projects throughout the State. The STIP, which identifies projects for a three-year funding cycle, is updated on an annual basis. Starting with the 1998 budget year, ODOT will then identify projects for a four-year funding cycle. In developing this funding program, ODOT must verify that the identified projects comply with the Oregon Transportation Plan (OTP), ODOT Modal Plans, Corridor Plans, local comprehensive plans, and TEA-21 planning requirements. The STIP must fulfill federal planning requirements for staged, multi-year, statewide, intermodal program of transportation projects. Specific transportation projects are prioritized based on federal planning requirements and the different State plans. ODOT consults with local jurisdictions before highway related projects are added to the STIP.

The highway-related projects identified in Depoe Bay's TSP will be considered for future inclusion on the STIP. The timing of including specific projects will be determined by ODOT based on an analysis of all the project needs within Region. The City of Depoe Bay, Lincoln County, and ODOT will need to communicate on an

annual basis to review the status of the STIP and the prioritization of individual projects within the project area. Ongoing communication will be important for the city, county, and ODOT to coordinate the construction of both local and state transportation projects.

ODOT also has the option of making small highway improvements as part of their ongoing highway maintenance program. Types of road construction projects that can be included within the ODOT maintenance programs are intersection realignments, additional turn lanes, and striping for bike lanes. Maintenance related construction projects are usually done by ODOT field crews using state equipment. The maintenance crews do not have the staff or specialized road equipment needed for large construction projects.

An ODOT funding technique that may have future application to Depoe Bay's TSP is the use of state and federal transportation dollars for off-system improvements. ODOT has the authority and ability to fund transportation projects that are located outside the boundaries of the highway corridors. It is expected that this funding technique will be used to finance local system improvements that reduce traffic on state highways or reduce the number of access points for future development along state highways.

Financing Tools

In addition to funding options, the recommended improvements listed in this plan may benefit from a variety of financing options. Although often used interchangeably, the words financing and funding are not the same. Funding is the actual generation of revenue by which a jurisdiction pays for improvements, some examples include the sources discussed above: property taxes, SDCs, fuel taxes, vehicle registration fees, LIDs, and various grant programs. In contrast, financing refers to the collecting of funds through debt obligations.

There are a number of debt financing options available to the City of Depoe Bay. The use of debt to finance capital improvements must be balanced with the ability to make future debt service payments and to deal with the impact on its overall debt capacity and underlying credit rating. Again, debt financing should be viewed not as a source of funding, but as a time shifting of funds. The use of debt to financing these transportation-system improvements is appropriate since the benefits from the transportation improvements will extend over the period of years. If such improvements were to be tax financed immediately, a large short-term increase in the tax rate would be required. By utilizing debt financing, local governments are essential; spreading the burden of the costs of these improvements to more of the people who are likely to benefit from the improvements and lowering immediate payments.

General Obligation Bonds

General obligation (GO) bonds are voter-approved bond issues which represent the least expensive borrowing mechanism available to municipalities. GO bonds are typically supported by a separate property tax levy specifically approved for the purposes of retiring debt. The levy does not terminate until all debt is paid off. The property tax levy is distributed equally throughout the taxing jurisdiction according to assessed value of property. GO debts typically are used to make public improvement projects that will benefit the entire community.

State statutes require that the GO indebtedness of a city not exceed three percent of the real market value of all taxable property in the city. Since GO bonds would be issued subsequent to voter approval, they would not be restricted to the limitations set forth in Ballot Measures 5, 47, and 50. Although new bonds must be specifically voter approved, Measure 47 and 50 provisions are not applicable to outstanding bonds, unissued voter-approved bonds, or refunding bonds.

Limited Tax Bonds

Limited tax general obligation (LTGO) bonds are similar to general obligation bonds in that they represent an obligation of the municipality. However, a municipality's obligation is limited to its current revenue sources and is not secured by the public entity's ability to raise taxes. As a result, LTGO bonds do not require voter approval. However, since the LTGO bonds are not secured by the full taxing power of the issuer, the limited tax bond

represents a higher borrowing cost than GO bonds. The municipality must pledge to levy the maximum amount under constitutional and statutory limits, but are not the unlimited taxing authority pledged with GO bonds. Because LTGO bonds are not voter approved, they are subject to the limitations of Ballot Measures 5, 47, and 50.

Bancroft Bonds

Under Oregon Statute, municipalities are allowed to issue Bancroft bonds which pledge the city's full faith and credit to assessment bonds. As a result, the bonds become general obligations of the city but are paid with assessments. Historically, these bonds provided a city with the ability to pledge its full faith and credit in order to obtain a lower borrowing cost without requiring voter approval. However, since Bancroft bonds are not voter approved, taxes levied to pay debt service on them are subject to the limitations of Ballot Measures 5, 47, and 50. As a result, since 1991, Bancroft bonds have not been used by municipalities who were required to compress their tax rates.

VOLUNTEER LABOR AND MATERIAL DONATION

Volunteer labor and material donation is a potential mechanism for implementing transportation related improvements. This type of implementation mechanism typically should not be viewed as an ongoing long-term solution for making improvements.

**Depoe Bay Transportation System Plan
2000-2001**

DEPOE BAY TRANSPORTATION PROJECT LIST					
#	Project	Priority *	Cost Estimate	Constraints	Potential Implementation Mechanisms
A. HIGHWAY 101 / DOWNTOWN REFINEMENT PLAN AND SPECIAL TRANSPORTATION AREA					
A.1	Highway 101/Downtown Refinement Plan	High	\$25,000	State TGM grant requires 10.27% City match which may be provided via in-kind services.	City, ODOT/DLCD TGM Grant
A.2	Special Transportation Area (STA) Designation	High	\$10,000	State TGM grant requires 10.27% City match which may be provided via in-kind services.	City, ODOT/DLCD TGM Grant
A.3	Final Design and Construction	High	Multi-million	Requires multiple-party coordination and agreements, i.e. City, State, Property Owners/Business Owners Phasing program needs to be developed as plan is established.	Local Gas Tax, LID, Local Trust Funds, Local Fees, Enhancement Program, OEDD/ODOT Opportunity Grant Program, ODOT STIP, Bonds
B. HIGHWAY 101 PEDESTRIAN IMPROVEMENTS NORTH & SOUTH OF DOWNTOWN					
B.1	East Side, Bradford St. to Lane St.	High	\$50,000		State Grant and City Match
B.2	East Side, North of Lane St.	Low	\$70,000		Developer
B.3	West Side, Whale Park to Boiler Bay	Medium	\$60,000	Partial improvements in place	City, ODOT, Property Owners
B.4	The Depoe Bay Bridge	Medium	Identification of solution needed, i.e. widening bridge, parallel path, etc.	Limited width of bridge; historic status of bridge.	ODOT
B.5	East Side, Bridge to Schoolhouse St.	Low	\$45,000		City, ODOT
B.6	East Side, South of Schoolhouse St.	Low	\$70,000	--	Property owners/developers
B.7	West Side, Bridge to South Point St.		\$75,000	Topography; sight distance at curves Potential land acquisition near curves to improve sight distance	City, State and Federal Grants
C. ALTERNATIVE NORTH-SOUTH ACCESS					
	Bay View Avenue Extension	High	\$2 million	ROW acquisition; Army Corps of Eng. coordination/ agreement for dam crossing.	City, ODOT, Army COE

* Priorities initially identified based on community input received throughout the TSP planning process and agreed upon by the Technical Advisory Committee.

*Depoe Bay Transportation System Plan
2000-2001*

<u>#</u>	<u>Project</u>	<u>Priority</u>	<u>Cost Estimate</u>	<u>Constraints</u>	<u>Potential Implementation Mechanisms</u>
D. LOCAL STREET IMPROVEMENTS					
D.1	Improve Collins St. and Williams Ave. to collector street design stds.	Medium	\$3 million (+)	Limited ROW width and topographic constraints	City
D.2	Improve connections to Hwy. 101, i.e. Collins St. Clarke St, Austin St.	Medium	\$400,000	Topographic constraints, narrow width between existing property/buildings on Collins Street.	Local Gas Tax, LID, Local Trust Funds, Local Fees, Enhancement Program, OEDD/ODOT Opportunity Grant Program, ODOT STIP, Bonds
D.3	Improve local streets east of the harbor, i.e. Ainslee, Winchell, Bay View, Park streets.	High	\$1,300,000	Limited funding opportunities	City, County
E. HARNEY-LANE / HWY. INTERSECTION / POST OFFICE ACCESS					
E.1	Align Harney St. and Lane St.		\$500,000	Private property acquisition required.	City
E.2	Improve access/circulation at Post Office	High	\$50,000	Access to Williams Avenue	City, ODOT
F. INDIVIDUAL TRANSPORTATION PROJECTS					
F.1	Hwy. 101 Merge Improvements – Schoolhouse St. to South Point St.	Medium	\$2,000	--	ODOT
F.2	Hwy. 101 Improvements at Whale Cove and Little Whale Cove access roads.	Low	\$50,000 ea.	--	Developers
F.3	Hwy. 101 Bicycle Lane Widening at south curve.	Medium	\$20,000	Narrow width – Whale Cove edge of bluff near highway	ODOT
F.4	Inner Harbor Transportation and Development	Low	Detailed plan needed.	--	City, Study Grant
G. MAINTAIN ACCESS TO AMENITIES					
	Maintain public access to amenities and to improve connectivity, including prohibiting street vacations where access is provided to amenities.	High	NA	--	City

**Depoe Bay Transportation System Plan
2000-2001**

#	Project	Priority	Cost Estimate	Constraints	Potential Implementation Mechanisms
H. NEW DEVELOPMENT – CONNECTIONS TO EXISTING TRANSPORTATION SYSTEM					
	Require new development to provide connections to the existing transportation system	High	NA	Topography	City, 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 that public transportation services accommodate special needs, i.e. disabled and elderly.	High	NA	Topography	City, County, ODOT
J. IMPROVE PUBLIC TRANSPORTATION SERVICES					
	Increase public awareness, increase, trips, improve transit stop locations	Low	NA	Limited funding opportunities	City; Lincoln County
K. PEDESTRIAN CROSSINGS ON HWY. 101					
		High	Per detailed design in refinement plan	Could be initial phase in Highway 101/Downtown Refinement Plan	City, ODOT, State and Federal Grants
L. CONNECTED PEDESTRIAN SYSTEM					
L.1	Inner Harbor Pedestrian Loop	Medium	\$70,000	Some private property acquisition and/or access required.	City
L.2	Ocean Front Pathway System	Medium	NA	--	City, Property Owners, Developers

VIII. RECOMMENDED POLICIES AND ORDINANCES

INTRODUCTION

This section provides recommended comprehensive plan and ordinance amendments in order to implement the Transportation System Plan. This section is based on *the Model Transportation Planning Rule Ordinances and Policies for Small Jurisdictions* prepared in 1996.

In 1991, the Oregon Transportation Planning Rule was adopted to implement State Planning Goal 12 Transportation (amended in May and September 1995). The Transportation Planning Rule requires all jurisdictions to complete a Transportation System Plan, including policies and ordinances to implement that plan.

In addition to meeting the requirements of the Transportation Planning Rule, the City of Depoe Bay should examine measures to mitigate growth impacts on the transportation system while retaining a small town character. A suggested set of ordinances for providing some of these features is discussed following the Elements Required by the Transportation Planning Rule.

Finally, many growing communities have been considering how to best measure the potential impacts of rezoning and development on the transportation system. An ordinance that helps guide when a traffic impact study should be completed is included in this section for consideration.

ELEMENTS REQUIRED BY THE TRANSPORTATION PLANNING RULE

The applicable portion of the Transportation Planning Rule is found in Section 660-12-045. Implementation of the Transportation System Plan. In summary, the Transportation Planning Rule requires that local governments revise their land use regulations to implement the Transportation System Plan in the following manner:

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
 - access management and control;
 - protection of public use airports;
 - coordinated review of land use decisions potentially affecting transportation facilities;
 - conditions to minimize development impacts to transportation facilities;
 - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;
 - regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.

- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation and bicycle parking, and to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish street standards that minimize pavement width and total right-of-way.

These elements are discussed in the following sections, where they are grouped by similarity in terms of appropriate policy and ordinance.

**TABLE OF CONTENTS
For Recommended Transportation Planning Rule Policies and Ordinances
for the City of Depoe Bay**

APPROVAL PROCESSES FOR TRANSPORTATION FACILITIES

- Recommended Policies for Approval Process
- Recommended Ordinances for Approval Process

PROTECTING EXISTING AND FUTURE OPERATION OF FACILITIES

- Recommended Policies for Protection of Transportation Facilities
- Recommended Access Control Ordinances

PROCESS FOR COORDINATED REVIEW OF LAND USE DECISIONS

- Recommended Policies for Coordinated Review
- Recommended Process for Applying Conditions to Development Proposals
- Recommended Regulations to Provide Notice to Public Agencies
- Recommended Regulations to Assure that Amendments are Consistent with the Transportation System Plan

SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION

- Recommended Policies for Pedestrian and Bicycle Circulation
- Recommended Ordinances for Bicycle Parking
- Recommended Ordinances for Bicycle and Pedestrian Circulation and Access

STREET STANDARDS

APPROVAL PROCESSES FOR TRANSPORTATION FACILITIES

Section 660-12-045(1) of the Transportation Planning Rule requires that cities and counties amend their land use regulations to conform with the jurisdiction's adopted Transportation System Plan. This section of the Transportation Planning Rule is intended to clarify the approval process for transportation-related projects.

Recommended Policies for Approval Process

Policies should clarify the approval process for different types of projects. The following policies are recommended to be adopted in the Transportation System Plan:

- The Transportation System Plan is an element of the City of Depoe Bay Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.
- Operation, maintenance, repair, and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
- Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, for improvements designated in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.
- Changes in the frequency of transit, rail and airport services that are consistent with the Transportation System Plan shall be allowed without land use review.
- For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required.

(1) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;

(2) Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments.

Recommended Ordinances for Approval Process

Projects that are specifically identified in the Transportation System Plan and for which the jurisdiction has made all the required land use and goal compliance finding are permitted outright, subject only to the standards established by the Plan.

However, a city or county may not allow outright an improvement that is included in the Transportation System Plan but for which no site-specific decisions have been made. Therefore, it is recommended that small jurisdictions review these transportation projects within the Urban Growth Boundary as regulated land use actions, using conditional use process. This following process is recommended for inclusion in the supplementary provisions section or as a new section within the development code.

___ *Standards for Transportation Improvements*

___ *Uses Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:*

**Depoe Bay Transportation System Plan
2000-2001**

- A. *Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.*
- B. *Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.*
- C. *Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.*
- D. *Landscaping as part of a transportation facility.*
- E. *Emergency measures necessary for the safety and protection of property*
- F. *Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.*
- G. *Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.*

___ Conditional Uses Permitted

- A. *Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are: (1) not improvements designated in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review, shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:*
 - 1. *The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.*
 - 2. *The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.*
 - 3. *The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.*
 - 4. *Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.*
- B. *If review under this Section indicates that the use or activity is inconsistent with the Transportation System Plan, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional permit review.*

___ Time Limitation on Transportation-Related Conditional Use Permits

- C. *Authorization of a conditional use shall be void after a period specified by the applicant as reasonable and necessary based on season, right-of-way acquisition, and other pertinent factors. This period shall not exceed three years.*

PROTECTING EXISTING AND FUTURE OPERATION OF FACILITIES

Section 60-12-045(2) of the Transportation Planning Rule requires that jurisdictions protect future operation of transportation corridors. For example, an important arterial for through traffic should be protected in order to meet the community's identified needs. In addition, the proposed function of a future roadway must be protected from incompatible land uses. It is also important to preserve the operation of existing and proposed transportation facilities, such as airports, that are vulnerable to the encroachment of incompatible land uses. A set of proposed ordinances to protect the function of general use airports is included below.

Other future transportation facilities that small jurisdictions may wish to protect include the space and building orientation necessary to support future transit, and right-of-ways or other easements for accessways, paths, and trails. Policies are suggested below that will demonstrate the desire of the community to protect these transportation facilities.

Protection of existing and planned transportation systems can be provided by ongoing coordination with other relevant agencies, adhering to the road standards, and to the access management policies and ordinances suggested below.

Recommended Policies for Protection of Transportation Facilities

- The City of Depoe Bay shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
- The City of Depoe Bay shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
- The City of Depoe Bay shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
- The City of Depoe Bay shall consider the potential to establish or maintain accessways, paths, or trails prior to the vacation of any public easement or right-of-way.
- The City of Depoe Bay shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

Recommended Access Control Ordinances

The following ordinances are recommended to support the access management standards.

Section 1. Intent and Purpose

The intent of this ordinance is to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service. Major roadways, including highways, arterials, and collectors serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access points are not properly designed, these roadways will be unable to accommodate the needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property with the right of the citizens of the City of Depoe Bay and the State of Oregon to safe and efficient travel.

To achieve this policy intent, state and local roadways have been categorized the Transportation System Plan by function and classified for access purposes based upon their level of importance and function. Regulations have

been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

Section 2. Applicability

This ordinance shall apply to all arterials and collectors within City of Depoe Bay and to all properties that abut these roadways.

Section 3. Conformance with Plans, Regulations, and Statutes

This ordinance is adopted to implement the access management policies of the City of Depoe Bay as set forth in the Transportation System Plan.

Section 4. Definitions

1. Access. A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.
2. Access Classification. A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.
3. Access Connection. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.
4. Access Management. The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.
5. Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.
6. Corner Clearance. The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.
7. Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

8. Easement. A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.
9. Frontage Road. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)
10. Functional Area (Intersection). That area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.
11. Functional Classification. A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.
12. Joint Access (or Shared Access). A driveway connecting two or more contiguous sites to the public street system.
13. Lot. A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.
14. Lot, Corner. Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of such two sides is less than one hundred thirty-five (135) degrees.
15. Lot Depth. The average distance measured from the front lot line to the rear lot line.
16. Lot, Flag. A lot not meeting minimum frontage requirements and where access to the public road is by a narrow, private right-of-way line.
17. Lot, Through. (also called a double frontage lot). A lot that fronts upon two parallel streets or that fronts upon two streets that do not intersect at the boundaries of the lots.
18. Lot Frontage. That portion of a lot extending along a street right-of-way line.
19. Nonconforming Access Features. Features of the property access that existed prior to the date of ordinance adopting and do not conform with the requirements of this ordinance.
20. Parcel. A division of land comprised of one or more lots in contiguous ownership.
21. Plat. An exact and detailed map of the subdivision of land.
22. Private Road. Any roadway for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.
23. Public Road. A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.

24. Reasonable Access. The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the roadway, as consistent with the purpose and intent of this ordinance and any applicable plans and policies of the City of Depoe Bay.
25. Right-of-Way. Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.
26. Significant Change in Trip Generation. A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property exceeding: (1) local 10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or (2) State exceeding 25 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.
27. Stub-out (Stub-street). A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.
28. Substantial Enlargements or Improvements. A 10 percent increase in existing square footage or 50 percentage increase in assessed valuation of the structure.

Section 5. Corner Clearance

1. Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
2. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless no other reasonable access to the property is available.
3. Where no other alternatives exist, the (permitting department) may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.

Section 6. Joint and Cross Access

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
2. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 - a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
 - b. A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

3. The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

Section 8. Requirements for Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.
2. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

Section 9. Nonconforming Access Features

1. Legal access connections in place as of (date of adoption) that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
 - a. When new access connection permits are requested;
 - b. Change in use or enlargements or improvements that will increase trip generation.

Section 10. Reverse Frontage

1. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights of these lots to the arterial shall be dedicated to the City of Depoe Bay and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

Section 11. Flag Lot Standards

1. Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.
2. Flag lots may be permitted for residential development when necessary to achieve planning objectives, such as reducing direct access to roadways, providing internal platted lots with access to a residential street, or preserving natural or historic resources, under the following conditions:

- a. Flag lot driveways shall be separated by at least twice the minimum frontage requirement of that zoning district.
- b. The flag driveway shall have a minimum width of 10 feet and maximum width of 20 feet.
- c. In no instance shall flag lots constitute more than 10 percent of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.
- d. The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.
- e. No more than one flag lot shall be permitted per private right-of-way or access easement.

Section 12. Lot Width-to-Depth Ratios

1. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.

Section 13. Shared Access

1. Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off of a secondary street is possible, then access should not be allowed onto the state highway. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.
2. New direct accesses to individual one and two family dwellings shall be prohibited on all but District-level State Highways.

Section 14. Connectivity

1. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
3. Minor collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic control such as four-way stops and traffic calming measures are the preferred means of discouraging through traffic.

4. Block length perimeters shall be a maximum of 1600 feet in order to maintain and improve the street grid system and provide connectivity.

Section 15. Subdivisions

1. A subdivision shall conform to the following standards:
 - a. Each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations.
 - b. Each lot shall abut a public or private street for the required minimum lot frontage for the zoning district where the lots are located.¹
 - c. If any lot abuts a street right-of-way that does not conform to the design specifications of this ordinance, the owner may be required to dedicate up to one-half of the total right-of-way width required by this ordinance.
2. Further subdivision of the property shall be prohibited unless the applicant submits a plat or development plan in accordance with requirements in this ordinance.
3. The City of Depoe Bay shall consider a proposed Subdivision upon the submittal of the following materials.
 - a. An application form provided by the City of Depoe Bay;
 - b. () copies of the proposed Subdivision plat;²
 - c. A statement indicating that water and/or sanitary sewer service is available to the property; and
 - d. Land descriptions and acreage or square footage of the original and proposed lots and a scaled drawing showing the intended divisions and proposed street system shall be prepared by a professional land surveyor registered in the State of Oregon. In the event a lot contains any principal or accessory structures, a survey showing the structures on the lot shall accompany the application.
4. Review Procedure
 - a. The (approving official) shall transmit a copy of the proposed Subdivision to the appropriate (departments or officials) for review and comment.
 - b. If the proposed Subdivision meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the (approving official) shall approve the Subdivision by signing the application form.
 - c. Upon approval of the Subdivision, the (approving official) shall record the plat on the appropriate maps and documents, and shall, at the applicant's expense, record the plat in the official county records.

¹ Communities are encouraged to consider reducing lot widths and front yard setbacks to create a more pedestrian friendly street environment. These steps expand development options and can help to slow traffic on residential streets.

² The number of copies required should be based on number of entities that will review the plan under adopted procedures.

Section 16. Site Plan Review Procedures for Access Management

1. Applicants shall submit a preliminary site plan for review by (name of department responsible for conducting review). At a minimum, the site plan shall show:
 - a. Location of existing and proposed access point(s) on both sides of the road where applicable;
 - b. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;
 - c. Number and direction of lanes to be constructed on the driveway plus striping plans;
 - d. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
 - e. Parking and internal circulation plans including walkways and bikeways;
 - f. A detailed description of any requested variance and the reason the variance is requested.
2. Subdivision and site plan review shall address the following access criteria:
 - a. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
 - b. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
 - c. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
 - d. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
 - e. The access shall be consistent with the access management standards adopted in the Transportation System Plan.
3. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

Section 17. Variance Standards for City/County Facilities

1. The granting of the variation shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.
2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:

- a. Indirect or restricted access cannot be obtained;
 - b. No engineering or construction solutions can be applied to mitigate the condition; and
 - c. No alternative access is available from a street with a lower functional classification than the primary roadway.
3. No variance shall be granted where such hardship is self-created.

PROCESS FOR COORDINATED REVIEW OF LAND USE DECISIONS

A lack of coordination between state and local decision processes can result in costly delays and changes in public road and highway projects, as well as some maintenance and operation activities. Section 660-12-045(2)(d) of the Transportation Planning Rule requires that jurisdictions develop a process for the coordinated review of land use decisions affecting transportation facilities. The following recommended policies will establish coordinated review. Ordinance language for coordinated review is provided within the suggested ordinances for Access Management.

Recommended Policies for Coordinated Review

- The City of Depoe Bay shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and comprehensive plan.
- The City of Depoe Bay shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.

Recommended Process for Applying Conditions to Development Proposals

Section 660-12-045(2)(e) of the Transportation Planning Rule requires that jurisdictions develop a process that allows them to apply conditions to development proposals to in order to minimize impacts on transportation facilities.

In addition, the Site Plan review process of the small jurisdiction's codes should include a requirement to provide data on the potential traffic impacts of a project through a traffic impact study or, at the minimum, an estimation of the number of trips expected to be generated. Recommended language to be included under Site Plan Criteria is as follows:

- The proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.
- The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.

Conditions such as the following should be included in the Site Plan Review sections, to be applied in the event that a proposed project is demonstrated to potentially have an adverse affect on the transportation system. These are additional to the conditions imposed by the recommended Access Management Ordinance included previously.

- Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.
- Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.

Recommended Regulations to Provide Notice to Public Agencies

Review of land use actions is typically initiated by a Notice. This process is usually defined by a Procedures Ordinance or Noticing Policy. This Ordinance or Policy should be amended to provide for Notice to ODOT regarding any land use action on or adjacent to a State facility. Similarly, all actions by a city or county potentially affecting another jurisdiction's road should require notice to that jurisdiction's public works department. In addition, the policy should be to notice providers of public transit and special interest transportation groups such as truckers, railroad, bicyclists, pedestrians, and the disabled on any roadway or other transportation project.

Information that should be conveyed to reviewers includes:

- Project location.
- Proposed land use action.
- Location of project access point(s).

Additional information that could be supplied to the review upon request (provided the information is available) includes a site plan showing the following:

- Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;
- Number and direction of lanes to be constructed on the driveway, plus striping plans;
- All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.);
- Trip generation data or appropriate traffic studies;
- Parking (motor vehicle and bicycle) and internal circulation plans for vehicles and pedestrians;
- Plat map showing property lines, right-of-way, and ownership of abutting properties; and
- A detailed description of any requested variance.

Recommended Regulations to Assure that Amendments are Consistent with the Transportation System Plan

Section 660-12-045(2)(g) of the Transportation Planning Rule requires that jurisdictions develop regulations to assure that all development proposals, plan amendments, or zone changes conform with the Transportation System Plan. This requirement can be addressed by adding a policy to the Comprehensive Plan, as follows:

- All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.

Within the zoning ordinance, development proposals can be addressed through Site Plan Review, discussed above. Zone changes and plan amendments are partially addressed by the standard language found in most codes, such as follows:

- The applicant must show that the proposed change conforms with the Comprehensive Plan...

The following statements should be added to the local ordinance and policy language governing zone changes and plan amendments:

- A plan or land use regulation amendment significantly affects a transportation facility if it:
 - a. Changes the functional classification of an existing or planned transportation facility;
 - b. Changes standards implementing a functional classification system;
 - c. Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or
 - d. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.
- Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:
 - (a) Limiting allowed land uses to be consistent with the planned function of the transportation facility;
 - (b) Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,
 - (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION

Bicycling and walking are often the most appropriate mode for short trips. Especially in smaller cities where the downtown area is compact, walking and bicycling can replace short auto trips, reducing the need for construction and maintenance of new roads. However, the lack of safe and convenient bikeways and walkways can be a strong discouragement for these mode choices. The Transportation Planning Rule (660-12-045(3)) requires that urban areas and rural communities plan for bicycling and walking as part of the overall transportation system. Rural county areas outside of rural communities are not required to comply with this section of the Transportation Planning Rule.

Recommended Policies for Pedestrian and Bicycle Circulation

To comply with the objectives of the Transportation System Plan and the Transportation Planning Rule, it is recommended that the small jurisdiction amend its Comprehensive Plans with policies such as the following to protect, support, and encourage bicycle and pedestrian travel.

- It is the policy of the City of Depoe Bay to plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
- The City of Depoe Bay shall require streets and accessways where appropriate to provide direct and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.
- In areas of new development the City of Depoe Bay shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.
- Bikeways shall be included on all new arterials and collectors within the Urban Growth Boundary except on limited access freeways.
- Retrofitting existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical (i.e., bike lanes may not be appropriate in downtown core areas where it would require the removal of parking).
- Sidewalks shall be included on all new streets within the Urban Growth Boundary except on limited access freeways.
- Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
- Priority shall be given to developing accessways to major activity centers within the Urban Growth Boundary, such as the downtown commercial center, schools, and community centers.
- Bikeways and pedestrian accessways shall connect to local and regional travel routes.
- Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

- Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- Bicycle parking facilities shall be provided at all new residential multifamily developments of four units or more, commercial, industrial, recreational, and institutional facilities.
- A citizens advisory committee shall be established to protect and promote bicycle and pedestrian transportation within the Urban Growth Boundary.

Recommended Ordinances for Bicycle Parking

The lack of safe and convenient bicycle parking can waste resources and further discourage bicycling as a transportation mode. The following are recommended ordinances:

- A minimum of 2 bicycle parking spaces per use (one sheltered and one unsheltered) shall be required.
- The following Special Minimum Standards shall be considered as supplemental requirements for the number of required bicycle parking spaces.
 - Multi-Family Residences. Every residential use of four (4) or more dwelling units shall provide at least one sheltered bicycle parking space for each unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the required bicycle parking spaces shall be sheltered under an eave, overhang, an independent structure, or similar cover.
 - Parking Lots. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
 - Schools. Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
 - Colleges. Colleges, universities, and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
 - Downtown Areas. In downtown areas with on-street parking, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Spaces may be clustered to serve up to six (6) bicycles; at least one cluster per block shall be provided. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 5 feet. Customer spaces are not required to be sheltered. Sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.
 - Rural Schools, Service Centers, and Industrial Parks. Where a school, service center, or industrial park is located 5 or more miles from the closest urban area or rural residential subdivision with a density of more than one dwelling unit per 20 acres, a minimum of two bicycle parking spaces per use shall be required.

- The following formulas for Calculating the Number of Required Bicycle Parking Spaces are recommended.
 - Fractional numbers of spaces shall be rounded up to the next whole space.
 - For facilities with multiple uses (such as a commercial center), the bicycle parking requirements shall be calculated by using the total number of motor vehicle parking spaces required for the entire development.

Recommended Ordinances for Bicycle and Pedestrian Circulation and Access

Sections 660-12-045(3)(b), (c), and (d) of the Transportation Planning Rule deals with providing facilities for safe and convenient pedestrian and bicycle circulation and access, both within new residential and commercial development, and on public streets. In order for walking and bicycling to be viable forms of transportation, especially in smaller cities where they can constitute a significant portion of local trips, the proper facilities must be supplied. In addition, certain development design patterns, such as orienting commercial uses to the street and placing parking behind the building, make a commercial district more accessible to non-motorized transportation and to existing or future transit.

The Transportation Planning Rule specifies that, at a minimum, sidewalks and bikeways be provided along arterials and collectors in urban areas. Separate bicycle and pedestrian facilities should be provided where these would safely minimize trips distances by providing a "short cut." Small cities should enhance existing ordinances by including the following recommended language, additions and recommendations. The recommendations should be placed within the appropriate section of the zoning or subdivision ordinance:

Definitions:

1. Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.
2. Bicycle. A vehicle designed to operate on the ground on wheels, propelled solely by human power, upon which any person or persons may ride, and with two tandem wheels at least 14 inches in diameter. An adult tricycle is considered a bicycle.
3. Bicycle Facilities. A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways.
4. Bikeway. Any road, path, or way that is some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:
 - a. Multi-use Path. A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.

- b. **Bike Lane.** A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
 - c. **Shoulder Bikeway.** The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.
 - d. **Shared Roadway.** A travel lane that is shared by bicyclists and motor vehicles.
 - e. **Multi-use Trail.** An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.
- 5. **Pedestrian Facilities.** A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.
 - 6. **Neighborhood Activity Center.** An attractor or destination for residents of surrounding residential areas. Includes, but is not limited to existing or planned schools, parks, shopping areas, transit stops, employment areas.
 - 7. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
 - 8. **Safe and convenient.** Bicycle and pedestrian routes that are:
 - a. Reasonably free from hazards, and
 - b. Provides a reasonably direct route of travel between destinations, considering that the optimum travel distance is one-half mile for pedestrians and three miles for bicyclists.
 - 9. **Walkway.** A hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.

Required elements for a site plan should include the design and location of bicycle parking and bicycle and pedestrian circulation elements such as accessways, walkways, and transit facilities. The following language should be added to the land-use regulations:

- 1. **Bicycle Parking.** The development shall include the number and type of bicycle parking facilities required in the Off-Street Parking and Loading section of this Title. The location and design of bicycle parking facilities shall be indicated on the site plan.

- 2. **Pedestrian Access and Circulation.**

Internal pedestrian circulation shall be provided in new commercial, office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.

- 3. **Commercial Development Standards.**

*Depoe Bay Transportation System Plan
2000-2001*

- a) New commercial buildings, particularly retail shopping and offices, shall be oriented to the street, near or at the setback line. A main entrance shall be oriented to the street. For lots with more than two front yards, the building(s) shall be oriented to the two busiest streets.
 - b) Off-street motor vehicle parking for new commercial developments shall be located at the side or behind the building(s).
4. All site plans (industrial and commercial) shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.
- The city/county Subdivision Ordinances should reflect the intent of the Transportation Planning Rule by adding the following provision to development requirements.

- Approval of Subdivision Tentative Plans and Final Plats. Information required shall include the location and design of all proposed pedestrian and bicycle facilities, including accessways.

The City of Depoe Bay should consider upgrading its Design Standards to include a section such as the following:

1. Pedestrian and Bicycle Circulation.

- a) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access within new subdivisions, multi-family developments, planned development, shopping centers, and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Residential developments shall include streets with sidewalks and accessways. Pedestrian circulation through parking lots shall be provided in the form of accessways.
- b) Bikeways shall be required along arterials and collectors with ADTs greater than 3,000. Sidewalks shall be required along arterials, collectors, and most local streets, except that sidewalks are not required along controlled access roadways (freeways).

The Subdivision Ordinance should incorporate the following language into the existing requirements for cul-de-sac design.

2. Cul-de-Sacs and Accessways.

- a) Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.
- b) Accessways for pedestrians and bicyclists shall be 10 feet wide and located within a 20-foot-wide right-of-way or easement. If the streets within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.
- c) Accessways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.
- d) The Hearings Body or Planning Director may determine, based upon evidence in the record, that an accessway is impracticable. Such evidence may include but is not limited to:

- i) Physical or topographic conditions make an accessway connection impractical. Such conditions include but are not limited to freeways, railroads, extremely steep slopes, wetlands, or other bodies of water where a connection cannot reasonable be provided.
- ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering potential for redevelopment.
- iii) Where accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995 that preclude a required accessway connection.

STREET STANDARDS

Section 660-12-045(7) of the Transportation Planning Rule deals with establishing street standards. Cities must balance mobility, access, and liveability when specifying street standards. Cities have tended to establish street dimensions based on highway standards. Many cities have found it increasingly expensive to construct and maintain very wide streets. In many cases, liveability has been diminished because excessively wide streets make it difficult to walk, and community aesthetics decline as the landscape is dominated by roads and motor vehicles.

As understanding of roadway function has increased, it has become appropriate for local governments to establish standards for local streets and accessways that minimize pavement width and total right-of-way, while staying consistent with the operational needs of the facility. This reduces the costs of new construction, maintenance, and provides for more efficient use of urban land. The goal is to provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, along with accommodating pedestrians and bicyclists. The following standards are based on experience in small cities and rural communities:

Table VIII-1: Depoe Bay Street Design Standards

Functional Class	Right-of-Way Width	Pavement Width	Travel Lane Width	Center Turn Lane/ Median Width	Bicycle Lane Width	Parking	Planter Width	Sidewalk Width
Arterial Street (Highway 101)	The Highway 101 design standard in Depoe Bay should be determined in the recommended Downtown Refinement Planning Process							
Collector Street	60-80'	24-52'	12'	12 (Optional)	5-6'	8' (Optional)	4-5' (Optional)	6'
Local Street	46-60'	34-38'	10-11'	None	None	7-8'	None	6'
Pathway	10'	6-10'	None	None	--	None	None	--

APPENDIX A. PLANS AND POLICIES REVIEW (Tech. Memo #1)

This Technical Memorandum identifies existing plans, policies, and regulations that impact Depoe Bay's transportation system; and identifies accomplishments needed to comply with the Transportation Planning Rule and 1999 Oregon Highway Plan.

DEPOE BAY COMPREHENSIVE PLAN

Goal 12 – Transportation

Goals:

1. To plan for a safe, convenient and economic transportation system.
2. To develop a transportation system which enhances the local economy.
3. To reduce the accident rate on roads within the city.
4. To explore alternative energy conserving transportation modes.

Policies:

1. The Depoe Bay transportation plan shall be consistent with state transportation and the Lincoln County transportation plan.
2. The City of Depoe Bay shall work with the Lincoln County Road Committee in review of improvements to the state and county highway system within the city and Lincoln County for consistency with this comprehensive plan.
3. The City of Depoe Bay as a part of its transportation plan shall designate roads as arterials, collectors, and minor streets to which the following will apply:
 - a. Arterials shall provide regional access between communities and areas of the county and state.
 - 1) Access to major arterials shall be via fully improved streets.
 - 2) Development adjacent to arterials shall provide through access via collectors or residential rights-of-way to adjacent developable areas.
 - b. Collector roads shall provide access to arterials, community centers, resource areas, and residential areas.
 - c. Residential roads shall provide access primarily to residential areas.
 - d. Existing rights-of-way shall be used where appropriate and future needed right-of-ways shall be designed to improve the safety of vehicular circulation within the city and county.
4. The City of Depoe Bay shall work with Lincoln County and other jurisdictions, agencies, and private enterprise to improve access from Depoe Bay to other areas and within the county by encouraging:
 - a. Improved bus transportation for residents and the transportation disadvantages;
 - b. Improvement and maintenance of marine facilities where appropriate such as docks, jetties, and channels;
 - c. Designation and improvement of inter- and intra- city pedestrian and bicycle routes.
5. Proposals to locate high voltage electrical transmission lines and high volume natural gas or oil pipelines within the city shall be reviewed by the planning commission and/or city council.
6. The review shall take into consideration land uses along and adjacent to these transmission corridors, weighing public benefit, environmental safety, fish and wildlife habitat and the economy of alternative proposals.
7. Transmission lines and pipelines serving and linking residential, commercial, and industrial uses shall be located along common corridors where feasible. The location of these corridors and uses located within should be mapped as a matter of key public information.
8. The City of Depoe Bay shall encourage and cooperate with local, State or Federal agencies in the development of transportation plans which provide for the preservation, aesthetic enhancement and continued safe operation of transportation routes within the City of Depoe Bay planning area.
9. The City of Depoe Bay shall allow emergency repair or alteration on the Depoe Bay Bridge by the State Highway Division or their authorized representative upon notification that such repair or alteration is found to be necessary to insure continued safe vehicular or pedestrian crossing.

10. The City of Depoe Bay shall encourage and cooperate with local, State or Federal agencies in the development of transportation plans which provide for the preservation, aesthetic enhancement and continued safe operation of transportation routes within the City of Depoe Bay planning area.

Goal 5 – Natural and Aesthetic Resources

Policies:

4. The forest corridor along Highway 101 from approximately the junction of South Point Road to the southern edge of Whale Cove shall be retained, where possible.
6. Publicly owned lands including street rights-of-way will be examined for their potential open space value or other public use before their disposition.
8. The City of Depoe Bay recognizes the potential alignment of the Oregon Coast Trail down Highway 101 and will coordinate development with the State Recreation Trails Advisory Committee.

Goal 8 – Recreation

Policies:

2. Depoe Bay shall ensure that existing public access points to the ocean are improved and well marked.
4. Depoe Bay supports the proposed state recreation hiking and biking trails and shall encourage siting and engineering of such trails which minimizes conflicts with parking and vehicular traffic.

Goal 9 – The Economy

Policies:

- 2b. Depoe Bay shall foster additional development through cooperation with local businesses and citizens in the provision of adequate parking.
4. Depoe Bay shall make adequate provisions for the designation of lands east of Highway 101 for commercial uses.
5. The City of Depoe Bay shall develop a Waterfront Development Master Plan to allow for effective and efficient development consistent with the character and potential of Depoe Bay. The City shall work with local, state, federal groups or agencies in developing the plan.

Goal 11 – Public Facilities and Services

Policies:

1. Development outside of the incorporated area of the city but within the Depoe Bay Urban Growth Boundary shall be provided with water, sewer and street systems which meet or exceed the design standards of the city. The cost of the construction and extension of such facilities shall be borne by the property owner, not the City of Depoe Bay.
5. The following public services and facilities shall be given priority in the allocation of funds as such funds become available:
 - b. Street development, improvement and maintenance.
 - g. Street lighting; traffic signs and signals.
 - h. Downtown parking.
10. Roads created through the partitioning of lands shall be designed to tie into existing grids, where practical.
11. Depoe Bay shall designate lands suitable for development of off-street public parking facilities and shall require new development to provide for such off-street parking.

Goal 13 – Energy Conservation

Policies:

4. The City of Depoe Bay shall develop a pedestrian access plan that will encourage foot traffic from the city's residential areas to commercial and recreational areas.

Goal 17 – Coastal Shorelands

Policies:

3. Public access to the ocean shall be provided as new development occurs. Such access points shall be clearly marked and maintained. Development along the shoreline shall retain to the maximum extent possible, the public's visual access to the ocean.
4. The City of Depoe Bay shall identify all lands especially suited for water dependent and water-related uses. Those lands suited for future water-dependent and water-related uses shall be reserved for those uses.

DEPOE BAY ZONING ORDINANCE

Article 1. Introductory Provisions

Section 1.030. Definitions

1. Access: The way or means by which pedestrians and/or vehicles enter and leave property.
99. Parking Area: A designated area containing four (4) or more parking spaces, that has access and provides maneuvering area external of the road right-of-way.
100. Parking Space: An off-street enclosed or unenclosed surfaced area of not less than twenty (20) feet by eight (8) feet in size, exclusive of maneuvering and access area, permanently reserved for the temporary storage of one automobile connected with a street or alley which affords access for automobiles.
116. Right-of-Way: A strip of land reserved for the placement of roads, utilities, or railroad to allow access through or to a parcel of land.
117. Road (Street): A public or private way created to provide vehicular access to one or more lots, parcels, areas, or tracts of land, excluding a private way that is created to provide access to such land in conjunction with its use for forestry, mining, or agricultural purposes.
 - a. Arterial or Major Highway: A street designed to carry traffic from one community to another, to carry traffic to and from major traffic generators and to carry through traffic.
 - b. Collector or Secondary Street: A street designed to carry traffic between minor streets and the arterial system, to function as primary traffic carriers within a neighborhood, to carry traffic to local traffic generators, and in commercial and industrial areas, provide access to commercial and industrial properties.
 - c. Cul-de-Sac or Dead End Street: A minor street with only one outlet which provides a vehicular turn-around.
 - d. Forest Road: A road currently being used or maintained in conjunction with forest use.
 - e. Minor Streets: A street designed to provide access to abutting residential property with only incidental service to through traffic.
 - f. Private Road: A road created by easement.
 - g. Public Road: A road dedicated for public use.
 - h. Rural Road: Provides general access to a large area serving rural, residential, farming, forestry and recreational needs.
135. Water-Dependent: A use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for water-borne transportation, recreation, energy production, or sources of water.
136. Water-Related: Uses which are not directly dependent upon access to a water body but which provides goods or services that are directly associated with water dependent land or waterway use, and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered. Except as necessary for water dependent or water related uses or facilities residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories, and trailer parks are not generally considered dependent on or related to water location needs.

Article 4. Supplementary Regulations

Section 4.025. Street Vendor Prohibited. No person shall sell any items, including but not limited to food, beverages, flowers, balloons, or similar items, or offer them for sale, from any street, sidewalk, public right-of-way, or public property within the city limits of the City of Depoe Bay.

Section 4.030. Off Street Parking and Off-Street Loading Requirements. At the time a new structure is erected, or an existing structure is enlarged, off-street parking spaces, loading areas and access thereto shall be provided as set forth in this section unless greater requirements are otherwise established. If such facilities have been provided in connection with an existing use they shall not be reduced below the requirements of this ordinance.

1. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning "Commission based upon the requirements of comparable uses listed.
2. In the event several uses occupy a single structure or parcel of land, the total requirements shall be the sum of the several uses computed separately.
3. Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap, provided that satisfactory legal evidence is presented to the Planning Commission in the form of deeds, leases or contracts to establish the joint use.
4. Notwithstanding any other provision in this ordinance, off-street parking spaces for dwellings, tourist accommodations, resorts and time-shares shall be located on the same lot or immediately adjacent to the dwelling, tourist accommodation, resort or time-shares. (Ord. 234)
5. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
6. Areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces improved adequately for all weather use, and be so drained as to avoid flow of water across public sidewalks.
7. Except for parking to serve dwelling uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbances of residents by use of a fence, hedge or other sight obscuring barrier of not less than five (5) feet in height except where vision clearance is required.
8. Parking areas used for public or private parking lots under the conditional use in an R-4 zone must have garbage containers available for garbage which may be generated by users of the parking lot. Such garbage containers must be emptied on a regular basis, not less than weekly. These parking lots shall be posted, "NO CAMPING OR OVERNIGHT USE" and shall have their hours posted. Parking lot hours shall not extend beyond 10:00 p.m. or open earlier than 4:00 a.m. If the property owner suffers, permits or fails to enforce the parking prohibitions, the Planning Commission may review the Conditional Use Permit.
9. Parking spaces along the outer boundaries of a lot shall be contained by a curb or bumper rail at least four inches high and set back a minimum of four and one-half (4½) feet from the property line.
10. Artificial lighting which may be provided for parking areas shall not create or reflect substantial glare in a residential zone or on any adjacent dwelling.
11. Required off-street parking areas shall not be provided in the required front or street side-yard areas in a residential zone.
12. Groups of more than four parking spaces shall be served by a driveway to that no backing movements or other maneuvering within a street, other than an alley, will be required.
13. Passenger loading. A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity of greater than twenty-five (25) students.
14. Loading of merchandise, materials or supplies. Buildings or structures which receive and distribute material or merchandise by truck, shall provide and maintain off-street loading berths of sufficient numbers and size to adequately handle the needs of the particular use. Off-street parking areas used to fulfill the requirements of this ordinance may be used for lading and unloading operations during periods of the day when not required to take care of parking needs.

15. Off-street parking space requirements:

a. Dwelling/Manufactured Dwelling	Two (2) spaces for each dwelling or manufactured dwelling unit.
b. Recreation vehicle park	Three (3) spaces for each two RV spaces.
c. Tourist accommodation or resort	One (1) space for each bedroom.
d. Hospital	Three (3) spaces for each two (2) beds.
e. Nursing home or similar institution	One space for each three (3) beds.
f. Church, club, or similar place of assembly	One space for each six (6) seats or one space for each 50 square feet of floor area for assembly.
g. Library	One space for each 300 square feet of floor area.
h. Dance hall, skating rink, or similar commercial amusement enterprise	One space for each 100 square feet of floor area.
i. Bowling alley	Five (5) spaces for each alley.
j. Retail store, eating and drinking establishment	One space for each 200 square feet of floor area.
k. Service or repair shop, retail store handling bulky merchandise such as automobiles and furniture	One space for each 600 square feet of floor area.
l. Bank, office	One space for each 300 square feet of floor area.
m. Medical and dental clinic	One space for each 200 square feet of floor area.
n. Warehouse, storage and wholesale business	One space for each 2,000 square feet of floor or storage area.
o. Manufacturing establishment	One space for each 1,000 square feet of floor area.
p. Mobile Vending Stand	No off street parking.
q. Time Share Project	Two (2) spaces for each dwelling or unit designed for separate occupancy.

DEPOE BAY PARTITION AND SUBDIVISION ORDINANCE

One of six objectives of Depoe Bay's partition and subdivision ordinance is to specify the width, location, and improvement of streets. Definitions for Right-of-Way and Road (or Street) are similar the zoning ordinance definitions. Procedures for dividing land include identification of street width and location. Articles 3, 11, and 12 address transportation elements as follows:

Article 3. General Requirements and Minimum Standards of Design and Development

Section 3.020 Relation to Adjoining Street System.

1. A subdivision or partition shall provide for the continuation of the existing and projected streets.
2. If the Planning Commission adopts a plan for a neighborhood of which the subdivision or partition is a part, the subdivision or partition shall conform to such adopted neighborhood or area plan.
3. If the City Planning commission makes a finding that topographic conditions make continuation or conformity to existing streets or area plan impractical, exceptions may be made.

Section 3.030 Access.

A subdivision or partition must provide each lot or parcel with frontage on a public or private street.

Section 3.040. Public Streets.

1. Right-of-way and improvement requirements for public streets shall conform to the widths as specified in Articles 11 and 12 of this Ordinance.

2. If topographical requirements necessitate either cuts or fills for the proper grading of roads, additional right-of-way or slope easements shall be provided.
3. The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of this ordinance.
4. Street improvements, street grades and center line radii on curves shall meet the minimum requirements as specified in Articles 11 and 12 of this Ordinance.

Section 3.050. Street Intersections

1. Streets shall intersect one another at an angle as near to a right angle as is practical considering the topography of the area and previous adjacent layout.
2. Intersections shall be designed so that no danger to the traveling public is created as a result of staggered intersections.
3. In no case shall intersections be offset less than 100 feet.

Section 3.060. Cul-de-Sacs and Turn-a-rounds.

1. Dead-end (cul-de-sac) streets in partitions and subdivisions shall not exceed four hundred (400) feet in length and shall terminate in a turn-a-round with a minimum property line radius of forty (40) feet or other type of turn-a-round approved by the Planning Commission.
2. Approved turn-a-rounds shall be provided on all dead-end streets.

Section 3.070. Easements.

Where alleys are not provided easements of not less than six (6) feet in width may be required on each side of the rear line or side line for necessary utility lines, wires, conduits, storm and sanitary sewers, gas and water. Easements of the same or greater widths may be required along boundary lines or across lots or parcels where necessary for the extension of utility lines, waterways, and walkways, and to provide necessary drainage ways or channels.

Section 3.080. Blocks.

No block shall be longer than six hundred (600) feet between street lines.

Section 3.090. Public Access Ways.

When necessary for public convenience and safety, the Planning Commission may require the land divider to dedicate to the public access ways up to twenty (20) feet in width to connect to cul-de-sac, to pass through oddly shaped blocks, to provide for networks of public paths according to adopted plans or to provide access to schools, parks, beaches, or other public areas, or other such design and location as reasonably required to facilitate public use.

Article 11. Street Width in Subdivisions and Partitions

Section 11.010

	<u>Type of Street</u>	<u>Right of Way Width</u>	<u>Surface Widths +</u>
1	Arterials	80' to 150' ++	40' to 52' ++
2	Collector Streets and all streets other than Arterials	40' to 50' ++	28' to 38' ++
3	Cul-de-Sacs	40'	28'
4	Circular Ends of Cul-de-Sacs	80' +++	60' +++

+ Measured from face to face of curbs or shoulders.

++ The Planning Commission may require a width within the limits shown based upon adjacent physical conditions, safety of the public and the traffic needs of the community.

+++ Measured by diameter of circle constituting circular end.

Article 12. Street Improvements in Subdivisions and Partitions

Section 12.010. Improvements shall meet the following minimum standards unless increased at the request of the Planning Commission:

1. All streets shall be rough graded for the full width.
2. All streets shall have a minimum of 8" of base material to a minimum width of 28'.
3. All streets shall have a leveling course of 00" crushed rock, 2" deep compacted.
4. All streets shall be paved with 2" of asphalt concrete to a minimum of the width required by the Planning Commission.

DEPOE BAY INVENTORY INFORMATION

The Depoe Bay Inventory Information identifies the following transportation-related elements:

Open Spaces, Scenic & Historic Areas, Natural Resources

Statewide Planning Goal #5 requires that each governmental jurisdiction inventory resources including potential and approved Oregon recreation trails.

The State highway and local and County roads are identified as providing visual access to outstanding scenic views and sites.

ODOT has designated the stretch of Highway 101 south of the north side of Whale cove as a scenic area under the Scenic Areas Act. This act sets limitations on signs which can be located along the highway within this area.

The Inventory identifies that the Highway 101 bridge, which spans the entrance to the inner harbor of Depoe Bay, should be maintained by the state as an historic structure.

The Inventory states that both the Oregon Coast Trail (hiking) and the Oregon coast Bicycle Grail are slated to pass through Depoe Bay. The Bicycle Trail is designed to follow the route of Highway 101 for the whole length of the planning area. The hiking trail is recommended to cross the highway from the west side to the east side approximately ¼ mile north of Boiler Bay. From there the proposed route would take the trail east of the highway, some distance into the wooded hills. It would drop down through town to meet the north end of the highway 101 bridge, cross the bridge and continue on the highway to the City Hall, then go east again and through Longview property and other forest land until reaching the Otter Crest Scenic Highway.

This trail is a proposed border-to-border hiking trail that would mainly follow Oregon beaches, with segments designated to skirt sections of the coast where foot travel along the shoreline is not possible or safe. The northern portions of the trail have been constructed in Clatsop and Tillamook counties and within three state parks further south, and have been officially adopted by the Department of Transportation. The remaining trail locations, including those in Lincoln County, are still tentative but have been approved in principle by the State Recreation Trails Advisory Council. The acquisition of rights-of-way and construction and signing is proceeding from north to south along the coast, so work should begin soon in Lincoln County. (Inventory amended in 1982 and 1991).

1997 DEPOE BAY TRAFFIC ANALYSIS AND STUDY

This study was completed in June 1977 and included transportation data collection, transportation analysis, cost estimates, System Development Charge methodology, and a final report. For preparation of the TSP, the key element of the 1997 plan is the identification of recommended transportation improvement projects:

- Project 1: Ainslee Avenue and Winchell Street
 - Segment A – Ainslee from Collins Street to Winchell Street

- Segment B – Winchell Street from Ainslee to Park Avenue
- Segment C – Winchell Street from park Avenue to Bay View Avenue
- Project 2: Bay View Avenue and New Alternate Bypass Road
 - Segment A – New road and bridge
 - Segment B – Widening of existing Bay View Avenue
- Project 3: Bay View Avenue from Bay Street to Winchell Street
- Project 4: Harney Street and Lane Street (realignment of Lane Street to the south to align with Harney Street)
- Project 5: Austin Street from Williams Avenue to Highway 101

In addition, the study identified that parking is a major problem for the City. As Highway 101 traffic volumes increase, the need for a parking garage may become more evident and important to the local economy.

Construction of a parking garage, however, will not be an easy task for the City, even if funding is provided by an outside source. Several obstacles that may prevent siting a garage in the downtown area include:

- Blocking residential views,
- Adequate space
- Aesthetics and impacts to livability,
- The capacity of the existing street system, and
- Excessive congestion entering and leaving the parking facility.

EXISTING SOURCES FOR FUNDING STREET CONSTRUCTION AND MAINTENANCE

The City of Depoe Bay currently has four sources of funding for transportation improvements:

- State Highway Taxes – the City’s apportionate through state revenue sharing,
- The City’s General Fund – transfers from the General Fund are available to fund street construction and maintenance projects,
- Grants – for street construction
- Transportation System Development Charges (SDCs) – currently, transportation SDCs are only available to fund the five projects identified in the 1997 Traffic Analysis and Study (identified above).

1999 OREGON HIGHWAY PLAN

The state highway system is a critical component of the state’s transportation system. The 1999 Oregon Highway Plan (OHP) is a mechanism to help the State efficiently and effectively guide the development, operations, and maintenance of the state highway system over the next several years. The OHP is relevant to Depoe Bay in that State Highway 9 (U.S. Highway 101) traverses through Depoe Bay and is the primary roadway and only continuous north-south access through the city. The highway will continue to be the primary physical element from which through traffic travels and area residents use to access businesses, residence, and other uses.

The OHP updates state highway directives identified in the 1992 Oregon Highway Plan. The 1999 OHP emphasizes:

- Efficient management of the system to increase safety, preserve the system and extend its capacity;
- Increased partnerships, particularly with regional and local governments;
- Links between land use and transportation;
- Access management;
- Links with other transportation modes; and
- Environmental and scenic resources.

The OHP has three main elements: the Vision, the Policy Element, and the System Element. The Policy Element identifies goals which address the OHP vision and elements. An overview of these elements and their relevance to State Highway 9 (U.S 101) through Depoe Bay is provided below.

Depoe Bay's Relevance to the 1999 Oregon Highway Plan

OHP Policy Element Goals		Relevancy to Depoe Bay
G O A L 1	<p>System Definition: To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon's local regional, and statewide economics and livability of its communities.</p>	<p>The System Definition recognizes that state highways are the main streets of many communities and strives to maintain a balance between serving these main streets and the through traveler. This is particularly relevant to Depoe Bay. U.S. Highway 101 is the primary roadway and access for both through travelers and area residents. The Depoe Bay TSP must incorporate the OHP policies and standards that recognize the need to achieve a balance and accommodate mobility needs of both through travelers and area residence.</p>
G O A L 2	<p>System Management: To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that:</p> <ul style="list-style-type: none"> • Safeguards the state highway system by maintaining functionality and integrity; • Ensures that local mobility and accessibility needs are met; and • Enhanced system efficiency and safety. 	<p>The focus of the System Management policies is on making the highway system operate more efficiently and safely through public, and private partnerships, intelligent transportation systems, better traffic safety, and rail-highway compatibility (where applicable). There is the opportunity and need for the State and City of Depoe Bay to coordinate and work to together to ensure that improvements are made in a most effective and efficient manner. The State recognizes that this often occurs by assisting cities with off-system improvements. The TSP will identify how off-system improvements in Depoe Bay will improve mobility and safety along U.S. Highway 101.</p>
G O A L 3	<p>Access Management: To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of good and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians, and bicyclists.</p>	<p>Access management balances access to developed land while ensuring movement of traffic in a safe and efficient manner. In Depoe Bay existing access management along U.S. Highway 101 and downtown has a fairly well-established framework. Through the core area of downtown (from the bridge north to Bradford Street) there are no access points from the west side of the highway because of the adjacent seawall (no private property with potential development exists along this stretch of highway). On the east side of the highway, where the majority of the commercial establishments are located, there is generally a continuous building façade with vehicular access limited to local side streets and connect to the highway. The current access will be examined in the TSP and recommendations for improvements and/or maintenance of the existing system will be provided. Perhaps more importantly, will be evaluation and recommendations for highway access from properties located along the highway north and south of the downtown core.</p>

<p>G O A A L</p> <p>4</p>	<p>Travel Alternatives: To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.</p>	<p>The Travel Alternatives Policies focus on reducing barriers to efficient freight movement, using alternative modes. Although U.S. Highway 101 is not a designated freight highway through Depoe Bay, the highway is the sole source of access for through freight and vehicular traffic. There is an opportunity to improve the movement of through traffic by introducing an improved pedestrian friendly environment. The scale of Depoe Bay is conducive to a pedestrian friendly environment. The current inefficiencies are primarily related to vehicular-pedestrian conflicts and inefficient and insufficient parking. Improvements to parking and pedestrian facilities along the highway and adjacent local streets and property will increase multi-modal movement throughout Depoe Bay, improve safety, and enhance efficient movement of through traffic.</p>
<p>G O A L</p> <p>5</p>	<p>Environmental and Scenic Resources: To protect and enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system.</p>	<p>The Environmental and Scenic Resources Policies recognize ODOT's responsibilities for maintaining and enhancing environmental and scenic resources in highway planning, construction, operation and maintenance. This is particularly relevant in Depoe Bay. Depoe Bay is unique in that it is the only community where the highway and downtown are located adjacent to the seawall and ocean. Within the core downtown area there are not private properties available for development between the highway and the ocean. This creates spectacular views and is a significant attraction to motorists, pedestrians, and bicyclists. The TSP will address the protection and enhancement of this significant natural resource while achieving a balanced and efficient through travel and local travel mobility needs.</p>

For Depoe Bay and the development of the TSP, a critical element of the OHP is the Special Transportation Area (STA) designation. The TSP includes evaluation of Depoe Bay for a designated STA and initial findings support the criteria for a Depoe Bay STA designation. OHP Policy 1B Land Use and Transportation describes Special Transportation Areas. The primary objective of managing highway facilities in an existing or future STA is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center. Depoe Bay, along Highway 101, fits this description. The TSP addresses STA criteria identified in the OHP.

TRANSPORTATION PLANNING RULE

The State of Oregon adopted the Transportation Planning Rule (TPR) to guide regional and local transportation planning in carrying out State Goal 12 —Transportation. The TPR sets out specific guidelines for the development of a TSP. Below is a list of key performance standards that must be addressed in order to meet the TPR.

- Public and Interagency Involvement
- Plan Consistency
- Consistency with State and Regional Plans
- Reduced Auto Reliance
- Network of Streets
- Transportation Accessibility
- Safety
- Efficient Transportation Management
- Safe and Convenient Walking and Bicycling
- Minimizing Adverse Economic, Social, Environmental & Energy (ESEE) Consequences
- Intermodal Linkage and Passenger Services Coordination
- Minimizing Conflicts Between Modes
- Fundable Plan
- Enabling Ordinances
- Facility/Corridor Protection Ordinances
- Development Ordinances to Encourage Alternate Mode Usage

In development of this plan, individual modal plan elements will be produced for:

- Roadway network plan
- Public Transportation
- Bicycle and Pedestrian Plan
- Air/Water/Rail Pipeline Plan

In addition to these modal elements, the plan must include policies and regulations for implementing the plan and a determination of transportation needs. In development of the modal elements, the plan must include inventories for road, bicycle, pedestrian, and public transportation facilities. These inventories will not only provide the location of facilities, but also information on their condition and service demand. The TPR also requires the TSP to include information on the location of planned major improvements.

LINCOLN COUNTY TRANSPORTATION SYSTEM PLAN

The draft Lincoln County TSP, prepared in 1999, identifies a county-wide condition that is very relevant to Depoe Bay – “the location of Lincoln County along the exceptionally scenic portions of the Oregon coast has made recreation an important element affecting its transportation element. When recreation needs are overlaid on the transportation needs of Lincoln County’s residents, complications arise.” This statement couldn’t be more true than in Depoe Bay. The uniqueness of Depoe Bay, with the downtown and Highway located contiguous with the ocean, is a magnet for tourists and for local residents. This combination causes significant traffic congestion during peak tourist times, i.e. summer, weekends, spring break, and special events.

The Lincoln County TSP does not make any specific recommendations for Depoe Bay regarding roadway, bicycle, or pedestrian transportation improvements. This is reasonable, given that only one state highway (Oregon 9/Highway 101) and one county road (Collins Road) exist in Depoe Bay with the remaining roads being local streets. In addition, county-wide TSPs often focus on the state and county roadway system because local jurisdictions typically prepare their own TSPs and focus on the local transportation system and improvements.

The Lincoln County TSP identifies the public transportation service district as having three routes that serve the general public, seniors, and people with disabilities. One of these routes is the Newport-Lincoln City route that

travels between Newport, Depoe Bay, Lincoln Beach, Gleneden Beach, Salishan, Lincoln City, Otis, and Rose Lodge

The Lincoln County TSP does address water transportation and identifies the harbor in Depoe Bay as active and home to a very small commercial fleet for fishing, charters, and whale watching. It states that this harbor is landlocked, so it cannot expand or build additional moorage because of space constraints. The county TSP also states that the harbor in Depoe Bay has a need for dredging to keep operations active. Typically in Depoe Bay dredging occurs every five years, but because of heavy silt accumulation of the Depoe River (North and South Depoe Creeks?) over the past two winters, the harbor needs dredging now, even though it was dredged in 1997.

PACIFIC COAST SCENIC BYWAY MANAGEMENT PLAN FOR HIGHWAY 101

Recognition of the Oregon Coast as a special and unique natural resource, coupled with U.S. Highway 101 providing access along the coast led to the designation of U.S. Highway 101 as one of 12 State Scenic Byways. The 1997 Pacific Coast Scenic Byway Management Plan for Highway 101 will help improve the tourist experience and will also benefit residents by improving a variety of traveler amenities.

A primary purpose for the plan is to create a plan for developing and managing the U.S. 101 corridor as a scenic byway in accordance with its state designation. The plan states that as a current Oregon Scenic Byway, the U.S. 101 corridor will benefit from the Corridor Management Plan through:

- The improved coordination between agencies and jurisdictions working to improve the visitor experience and quality of life that have been achieved during plan development,
- The plan's identification and prioritization of projects to improve these aspects of U.S. 101,
- The plan's utility as a resource for developing grant applications for identified projects,
- The plan's value as a general information resource for local governments, agencies, and private businesses.

The plan's secondary purpose is to serve as an application for designation of the U.S. 101 corridor as a National Scenic Byway through the Federal Highway Administration. National designation would recognize the value of this unique resource and good work being done to protect and enhance it. National Scenic Byway designation for the corridor will result in the state and its local partners realizing the following benefits:

- Access to National Scenic Byway grant program funding,
- National marketing and advertising exposure,
- The status of being formally recognized as offering one of the nation's premier travel experiences.

The Plan is identified into eleven regions with Depoe Bay located in the Yaquina Region. The Yaquina Region summary states that Depoe Bay, located at the north end of the region, is a safe, natural harbor to a small fleet of fishing vessels and other craft. The plan identifies the following two features within Depoe Bay as "defining features":

- **Spouting Horns/Depoe Bay Waterfront** – A spouting horn is an aperture in the rocks through which the tide rushes upward in a geyser of spray. Spouting horns and the Depoe Bay Waterfront characterize the west side of U.S. 101, across from Depoe Bay. The plan identifies the spouting horns/Depoe Bay waterfront's intrinsic qualities as "scenic and natural" with management goals being "enhancement, stewardship, interpretation, access, and a priority project".
- **Depoe Bay Bridge and Harbor** – Depoe is a small harbor town that has the distinction of having the world's smallest natural harbor (about 6 square acres) located just a few yards from the open sea. The Depoe Bay Bridge is eligible for the National Register of Historic Places. The plan identifies the Depoe Bay Bridge and Harbor's intrinsic qualities as "scenic, historic, cultural, recreational, and natural" with management goals being "enhancement, stewardship, interpretation, access, and a priority project".

The plan identifies the following three features within Depoe Bay as "contributing features":

- **Boiler Bay State Wayside** – The plan identifies Boiler Bay State Wayside’s intrinsic qualities as “scenic and natural” with management goals being “access”.
 - **Whale Cove** – The plan identifies Whale Cove’s intrinsic qualities as “scenic, historic, cultural, recreational, and natural” with management goals being “enhancement, stewardship, and access”.
 - **Forested Corridor (East of Whale Cove)** – The forested corridor’s intrinsic qualities are “scenic and natural” with management goals being “stewardship”.
-

PROPOSED OREGON COAST HIGHWAY CORRIDOR MASTER PLAN

The 1995 Oregon Coast Highway corridor master plan recognizes the Oregon Coast as a region of extraordinary beauty, natural wonders, and cultural diversity that will continue to mature as one of the nation’s most admired scenic routes, attracting tourist and recreational travelers, while remaining the principal rout for commercial and industrial traffic along the coast. The corridor needs to provide for the safety and travel efficiency needs of users, while harmonizing with and, where appropriate, enhancing the inherent scenic beauty of the coastal region. The master plan has goals and objectives that focuses on development of a 20-year transportation plan.

The master plan recommends the following “plan activities” in Depoe Bay:

- Develop a community design program for Depoe Bay that incorporates the following element:
 - Parking strategy for both on-street and off-street parking that maintains the parking inventory for businesses and recreational traffic.
 - Community design approach that enhances the visual aspects of the retail core, respects the historic features of the bridge and community, and improves the overall pedestrian environment on the east side of Highway 101, including restroom facilities and visitor information.
 - Pedestrian and landscape improvements that enhance pedestrian safety and circulation in the commercial center.
 - Informational and directional signage program.
 - Protect and enhance views of the ocean from Depoe Bay.
 - Investigate the potential to improve the local circulation system for connecting north/south roads east of Depoe Bay. Provide an alternative route around Depoe Bay (not a bypass). Further improve the parallel street network to reduce reliance on Highway 101 for local traffic.
 - Identify locations where safety and geometric improvements are feasible and appropriate. Preserve the scenic and natural quality of the travel corridor by minimizing environmental and visual intrusions.
-

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP does not identify any project for U.S. Highway 101 through Depoe Bay.

SUMMARY OF RELEVANT AGENCY PLAN AND POLICY ITEMS NEEDED TO COMPLY WITH THE TPR AND 1999 OHP, AND IMPACTS TO THE TRANSPORTATION SYSTEM

Existing Plans/Policies	Non-Compliance with TPR/OHP	Impacts on the Transportation System
Depoe Bay Comprehensive Plan	<p>Although the Comprehensive Plan addresses several topics identified in the TPR/OHP, greater detail is needed to comply. This generally includes:</p> <ul style="list-style-type: none"> - recognition of the Depoe TSP (when adopted), - identification of transportation facilities and services allowed outright or with conditions - policies protecting transportation facilities (including, but not limited to, access management) - policies addressing bicycles and pedestrian safety and circulation 	<p>Additional and more detailed Comprehensive Plan policies will provide the City with increased direction and standards. Examples include having a clearly identified process for making transportation improvement decisions, and providing standards for developers and property owners.</p>
Depoe Bay Zoning Ordinance	<p>The existing ordinance addresses many TPR/OHP related elements, i.e. functional street classification system, access, parking, etc. Street design standards are limited.</p>	<p>Parking for commercial uses is the most significant transportation-related impact at this time. The zoning ordinance includes typical parking space requirements however limited parcel size and topography often provide challenges in meeting parking requirements.</p>
Depoe Bay Partition & Subdivision Ordinance	<p>The existing partition and subdivision ordinance includes TPR/OHP provisions however could provide more detailed access management standards that address corner clearance, joint and shared access, access connections/ location, street connectivity, etc.</p>	<p>Limited access standards generally results in City staff reacting to developer/property owner proposals as opposed to providing specific standards to be adhered to.</p>
Depoe Bay Inventory Information	<p>No non-compliance issues.</p>	<p>The Inventory could be expanded to identify pedestrian access to natural amenities (this is identified in proposed text amendments)</p>
Existing Sources for Funding Street Construction & Maintenance	<p>No non-compliance issues.</p>	<p>The City should continue to pursue funding opportunities and evaluate SDC charges periodically.</p>
Lincoln County TSP	<p>NA</p>	<p>Collins Road is a county designated road in Depoe Bay. The City will need to coordinate with the County on transportation-related issues on Collins Road.</p>

APPENDIX B. POPULATION & EMPLOYMENT PROJECTIONS (Tech. Memo #2)

Population and employment forecasts are used to determine the number of trips and trip distribution characteristics of the community, and form the basis for projecting future travel needs of the community. The population and employment projects are consistent with the state economist's forecast for Lincoln County. The following table identifies the state economist's population and employment forecast for Lincoln County, and Depoe Bay's forecast .

Population Forecast	2000	2020
Lincoln County	44,689	55,424
Depoe Bay	1,160*	1,441**
Employment Forecast	2000	2020
Lincoln County	18,279	21,856
Depoe Bay	475**	568**

* Depoe Bay's 2000 population was obtained from the City of Depoe Bay. This is approximately 2.6% of the total Lincoln County population.

** Depoe Bay's 2020 population forecast, and 2000 / 2020 employment forecasts is 2.6% of the total Lincoln County estimate. This is based on Depoe Bay having approximately 2.6% of the Lincoln County population in 2000.

For comparison, we also obtained the following population estimates generated by Portland State University:

Depoe Bay Population Estimates	
1980	730
1990	880
1999	1,150
2000-2020	1,570

Although slightly higher, the 2020 population estimates are fairly consistent.

We also inventoried large undeveloped land within the Depoe Bay Urban Growth Boundary and estimated ultimate development projections. The following table identifies potential development. The total population estimate is significantly higher than the 2020 estimate however it is assumed that full development of these large undeveloped parcels will occur over a period greater than 20 years.

Depoe Bay Population Based on Development of Large-Parcel Vacant/Underdeveloped Lands within the UGB		
	Dwelling Units	Population
2000 Population		1,160
Whale Point	180	373
Villages at North Pointe	30	62
Buzz Shulte Property	110	227
View of the Bay Planned Development	31	64
Little Whale Cove	19	39
Total	370	1,925

This analysis does not account for additional development that will occur, i.e. individual vacant lots. This analysis does not account for second residence which is significant in Depoe Bay.

APPENDIX C. SPECIAL TRANSPORTATION AREA (STA) EVALUATION (Tech Memo #3)

DEPOE BAY STA STANDARDS/CHARACTERISTICS/ATTRIBUTES

The primary objective of managing highway facilities in an STA, as stated in the 1999 Oregon Highway Plan (OHP), is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center. An STA is a highway segment designation that may be applied to a highway segment, when a downtown, business district or community center straddles the state highway within an urban growth boundary or unincorporated community. Direct street connections and shared on-street parking are encouraged in urban areas. Direct property access is limited. Local auto, pedestrian, bicycle and transit movements to the business district are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 mph or less. The following tables demonstrate that downtown Depoe Bay, along Highway 101 and the immediate surrounding area, meet the criteria for STA designation.

STA STANDARDS / CHARACTERISTICS / ATTRIBUTES	DEPOE BAY STA CHARACTERISTICS/POTENTIAL
STA STANDARDS	
STAs must be designated in a corridor plan and/or local TSP and agreed upon in writing by ODOT and the local government.	Depoe Bay meets the criteria for designation of an STA. The TSP will recommend an STA designation and for the City to pursue a grant to development an STA Management Plan.
STAs apply to a highway segment.	Highway 101
Direct street connections and shared on-street parking are encouraged	Existing local streets connect to Hwy. 101 Shared on-street parking exists on Hwy. 101
Direct property access is limited.	Vehicular property access to properties on Hwy. 101 is limited to side streets and back sides of the buildings.
Purchase of access control may be of lesser importance and access to adjacent land use for all modes is a higher priority.	No additional vehicular access on Hwy. 101 within the STA is anticipated.
Redevelopment and in-fill development are encouraged.	Current redevelopment of a commercial building fronting Hwy.
Local auto, pedestrian, bicycle and transit movements to the area are generally given more importance than the through movement of traffic.	...except on designated Freight Highways such as Hwy. 101 where local and through traffic is balanced.
STA CHARACTERISTICS	
A compact district located on a state highway within an urban growth boundary (UGB).	Downtown is a compact district on S.H. 101 within the Depoe Bay UGB.
Local access outweighs the consideration of highway mobility except on designated Freight Highways where accessibility and mobility needs are balanced.	Local accessibility and mobility of designated Freight Highway 101 are balanced. Local access requires Hwy. 101 usage. Freight mobility relies on Hwy. 101.
STAs include convenient movement of pedestrians, bicycles, transit, and automobiles.	The TSP conceptual site plan alternatives address convenient movement of transportation modes. An STA Management Plan process should further evaluate the alternatives and result in a preferred plan that provides for convenient movement of alternative modes of transportation.
STAs typically have an interconnected local street system to facilitate automobile and pedestrian circulation.	Local streets connect to Hwy. 101
Speed typically do not exceed 25 mph.	Current Hwy. 101 speed limit through the downtown area is 30 mph. Connecting local street speed limit is 25 mph.
People arriving by car or transit find it convenient to walk from place to place within the area.	...if existing Hwy. 101 parking spaces are available. The TSP will recommend additional and close-by parking.

*Depoe Bay Transportation System Plan
2000-2001*

STA STANDARDS / CHARACTERISTICS / ATTRIBUTES	DEPOE BAY STA CHARACTERISTICS/POTENTIAL
OTHER STA ATTRIBUTES	
Mixed Uses	Primarily consists of commercial uses with some residential and public uses.
Buildings spaced close together and located adjacent to the street with little or no setbacks.	Existing on east side of Hwy. 101
Sidewalks with ample width which are located adjacent to the highway and the buildings	Existing, for the most part, on Hwy. 101 within the proposed STA.
Interconnected local street networks to facilitate local automobile and pedestrian circulation except where topography severely constrains the potential for street connections.	Needs to be improved. Topographic challenges.
On street parking and shared or general purpose parking lots which are located behind or to the side of buildings.	Existing on-street parking and some general purpose parking lots behind buildings. Need additional parking.
Convenient automobile and pedestrian circulation within the center and off the state highway.	Existing grid system in place however improvements needed

**Depoe Bay Transportation System Plan
2000-2001**

STA MANAGEMENT PLAN REQUIREMENTS

The following table identifies STA Management Plan requirements and whether or not the requirements are being addressed in the TSP, or should be addressed in a subsequent STA Management Plan process. This table is intended to assist the City of Depoe Bay and ODOT in preparing a scope of work for developing and implementing an STA. Most requirements are addressed in both the TSP and STA so a double check (✓✓) indicates where the majority of the work needs to occur.

The STA Management Plan Requirements are those identified in the ODOT's September 2000 OHP Implementation Handbook, Section 2.8 STA Management Plan.

STA MANAGEMENT PLAN				
STA MANAGEMENT PLAN REQUIREMENTS		To be developed in TSP or STA Grant?		COMMENTS
		TSP	STA	
A.	Goals and Objectives		✓✓	
B.	Clearly defined STA Boundaries	✓	✓✓	The TSP will suggest STA boundaries. The STA will clearly define boundaries and transition zones. Therefore, the STA boundaries identified in the TSP will be refined in the STA and transition zones will be identified.
C.	Design Standards	✓	✓✓	The TSP will include conceptual plans/sketches that address design standards, i.e. highway mobility standards, street spacing standards, signal spacing standards, and street treatments. We anticipate the STA grant will include a public process where the conceptual plans/sketches are evaluated in detail, a preferred plan is identified, and detailed design standards are developed for the preferred plan.
D.	Strategies for addressing freight and through traffic	✓✓	✓	Freight and through traffic will be included in the TSP. This will need to be reevaluated during the STA planning process.
E.	Parking strategies	✓✓	✓✓	Parking strategies are included in the TSP. Parking strategies will be refined and developed in more detail during the STA planning process.
F.	Provisions for a network of local traffic, transit, pedestrian, and bicycle circulation	✓	✓✓	The downtown concepts being developed in the TSP address the transportation network. This will need to be provided in greater detail in the STA.
G.	Analysis of regional and local traffic and safety impacts	✓✓	✓	Traffic and safety impacts on Highway 101 are addressed in the TSP. These impacts will need to be evaluated as the detailed STA plan is developed.
H.	Identify needed improvements, responsible party(s) for implementation, likely funding source, and time frame		✓✓	
I.	Identify maintenance and operational strategies		✓✓	

In summary, the majority of the STA Management Plan requirements are addressed in the TSP, however the requirements cannot be fully develop until the preferred plan is identified. The preferred plan will be identified and developed through a public process which will occur through an STA Management Plan and Implementation planning process.

APPENDIX D. TRAFFIC DATA

ODOT Recorder: North Newport, 21-009

ODOT Recorder: Otter Rock, 21-002

Table 8 Growth Rates for Various Stop-Controlled Intersections throughout Lincoln County (1999 Lincoln County TSP)

Trip Generation Worksheets

Highway 101/bay Street Intersection Analysis

Level of Service Computation Reports

Exhibit 1

ODOT Recorder: NORTH NEWPORT, 21-009

Location: US101, OREGON COAST HIGHWAY, NO. 9
 at the intersection of 25th street, in Newport
 Installed: October, 1996

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent_of_ADT					
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour	
1997	17061	152	12.9	12.4	12.2	12.1	(2,065)
1998	18541	190	18.5	12.7	12.0	11.8	(2,190) +5.7%
1999	18146	135	11.9	11.3	11.1	11.0	(1,996) -8.9%

1999 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT
January	14841	82	14784	81
February	14946	82	15788	87
March	16838	93	17340	96
April	17653	97	17910	99
May	18027	99	18709	103
June	20014	110	19931	110
July	22345	123	22472	124
August	22579	124	22659	125
September	19582	108	20162	111
October	17454	96	17859	98
November	15572	86	15823	87
December	15359	85	14319	79

Vehicle Classification Breakdown	Percent of ADT
Passenger Cars.....	52.25
Other 2 axle 4 tire vehicles.....	43.05
	Subtotal 95.34%
Single Unit 2 axle 6 tire.....	1.78
Single Unit 3 axle.....	0.57
Single Unit 4 axle or more.....	0.02
Single Trailer Truck 4 axle or less..	0.52
Single Trailer Truck 5 axle.....	0.66
Single Trailer Truck 6 axle or more..	0.46
Dbl-Trailer Truck 5 axle or less.....	0.01
Dbl-Trailer Truck 6 axle.....	0.07
Dbl-Trailer Truck 7 axle or more.....	0.21
Triple Trailer Trucks.....	0.01
Buses.....	0.37
Motorcycles & Scooters.....	0.02

Exhibit 2

ODOT Recorder: OTTER ROCK, 21-002

Location: US101, OREGON COAST HIGHWAY, NO. 9
 3.6 miles north of Newport
 Installed: January, 1951

Year	ADT	Max Day	Max Hour	10th Hour	30th Hour	30th Hour
		% ADT	% ADT	% ADT	% ADT	Vehicles
1987	7620	193	19.7	17.2	16.3	1242
1988	7831	188	21.1	17.6	16.3	1276
1989	8166	165	16.6	15.3	14.4	1176
1990	8322	184	18.3	17.2	15.8	1315
1991	8180	***	****	****	****	****
1992	9060	177	17.9	16.6	15.7	1422
1993	9089	162	17.8	16.3	15.0	1363
1994	9322	164	16.1	15.3	14.7	1370
1995	9503	166	16.5	15.5	14.6	1387
1996	9625	***	****	****	****	****
Average		175	18.0	16.4	15.4	

TABLE 8
Growth Rates for Various Stop-Controlled
Intersections
throughout Lincoln County

<i>Intersection</i>	<i>Average Daily Traffic Volumes</i>				<i>Calculated</i>	<i>Applied</i>
	<i>1991</i>	<i>1992</i>	<i>1994</i>	<i>1997</i>	<i>Rate</i>	<i>Rate</i>
US 101 at Lori Ln	3800	3900	4500	4400	2.25%	2.25%
US 101 at Wakonda Beach Rd	5300	5100	6400	5200	0.36%	2.00%
US 101 at Minor Park, Bay View Rds	7100	7900	9300	9000	3.18%	3.18%
US 101 at Beaver Creek Rd, Ona Beach	9300	8300	9200	8200	-1.09%	2.00%
US 101 at Siletz Hwy	16300	13000	10000	13100	-2.81%	2.00%
US 101 at Drift Creek Rd	15600	14000	12000	13700	-1.72%	2.00%
US 101 at East Devil's Lake Rd	13000	15000	14300	15800	2.05%	2.05%
US 101 at East Devil's Lake Rd	7300	7500	7300	9200	3.27%	3.27%
Hwy 18 at Old Scenic US 101	4700	4000	3900	5000	1.51%	2.00%
Hwy 20 at Arcadia Dr	4550	4000	3300	4300	-0.65%	2.00%
Hwy 20 at Sam's Creek Rd	4150	3800	3300	4200	0.28%	2.00%
Hwy 20 at Elk City Rd	3450	3400	3300	4100	2.62%	2.62%
Hwy 20 at Harlan Burnt Woods Rd						

Source: 1999 Lincoln County Transportation Plan

TRIP GENERATION WORKSHEET RATES

Development: Village at North Point
Size: 30 Units

ITE Land Use Code: Condominiums/Townhouses, Code 230

Variable: Number of Units (H)

Total Saturday Trips
 $T = 3.31x(H)$

	Enter	Exit	Total
Vehicle Trips	50	49	99
Site Distribution	50%	50%	100%

Saturday Peak Hour Generator
 $T = 0.28x(H)$

	Enter	Exit	Total
Vehicle Trips	4	4	8
Site Distribution	56%	44%	100%

TRIP GENERATION WORKSHEET RATES

Development: Whale Point
Size: 180 Units

ITE Land Use Code: Condominiums/Townhouses, Code 230

Variable: Number of Units (H)

Total Saturday Trips

$$T = 3.31x(H)$$

	Enter	Exit	Total
Vehicle Trips	298	298	596
Site Distribution	50%	50%	100%

Saturday Peak Hour Generator

$$T = 0.28x(H)$$

	Enter	Exit	Total
Vehicle Trips	28	22	50
Site Distribution	56%	44%	100%

TRIP GENERATION WORKSHEET RATES

Development: Mike Van Property
Size: 31 Homes
ITE Land Use Code: Single Family Homes, Code 210
Variable: Number of Homes (H)

Total Saturday Trips
 $T = 10.09x(H)$

	Enter	Exit	Total
Vehicle Trips	157	156	313
Site Distribution	50%	50%	100%

Saturday Peak Hour Generator
 $T = 0.94x(H)$

	Enter	Exit	Total
Vehicle Trips	16	13	29
Site Distribution	54%	46%	100%

TRIP GENERATION WORKSHEET RATES

Development: Buz Schulte Property
Size: 110 Homes

ITE Land Use Code: Single Family Homes, Code 210

Variable: Number of Homes (H)

Total Saturday Trips $T = 10.09x(H)$

	Enter	Exit	Total
Vehicle Trips	555	555	1110
Site Distribution	50%	50%	100%

Saturday Peak Hour Generator $T = 0.94x(H)$

	Enter	Exit	Total
Vehicle Trips	56	47	103
Site Distribution	54%	46%	100%

TRIP GENERATION WORKSHEET RATES

Development: Little Whale Cove
Size: 19 Homes

ITE Land Use Code: Single Family Homes, Code 210

Variable: Number of Homes (H)

Total Saturday Trips
 $T = 10.09x(H)$

	Enter	Exit	Total
Vehicle Trips	96	96	192
Site Distribution	50%	50%	100%

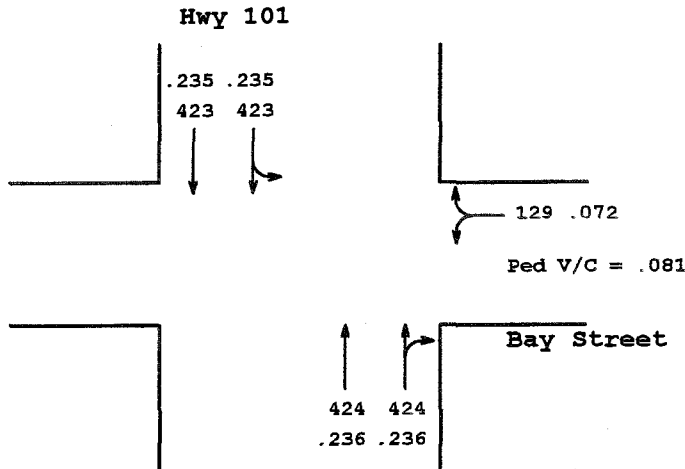
Saturday Peak Hour Generator
 $T = 0.94x(H)$

	Enter	Exit	Total
Vehicle Trips	10	8	18
Site Distribution	54%	46%	100%

PROJECT: Depoe Bay ANALYST: ETG
 File: S:\PROJEC~2\025ORB~1\OR0002~2.T01\SIGCAP\BAY_ST.SIG
 CITY: Depoe Bay PERMITS: Fewer Than 20,000
 DESCRIPTION: Existing Peak Hour

INTERSECTION LOS = B
 SATURATION = 49%

C= 60 G=52 Y= 8



N-S V/C = .253
 E-W V/C = .100
 TOTAL AMBER = .133
 MINIMUM V/C = .100

XXX = Adjusted Volumes .XXX = V/C

APPR	MOVMENT VOLUMES				MOVE SATURATION			MOVEMENT LOS		
	L	T	R	TOT	L	T	R	L	T	R
SOUTH	0	790	58	848	0%	46%	46%	...	A	A
NORTH	30	816	0	846	49%	49%	0%	B	B	...
WEST	0	0	0	0	0%	0%	0%
EAST	50	0	79	129	49%	49%	39%	B	...	A

APPR	TRUCKS %	PED DIST	LANE WIDTH	PHASING
SOUTH	5.0%	40ft	12.ft	N-S -LEFT TURNS NOT PROTECTED
NORTH	5.0%	40ft	12.ft	
WEST	5.0%	0ft	12.ft	E-W -LEFT TURNS NOT PROTECTED
EAST	5.0%	0ft	12.ft	

LEG	LEG VOL AT LOS C	APPR	TIME AVAIL(sec)			RED TIME(sec)			MOVE STORAGE(ft)		
			L	T	R	L	T	R	L	T	R
SOUTH	2850	SOUTH	0.0	37.3	37.3	0.0	18.7	18.7	0	134	134
NORTH	2852	NORTH	37.3	37.3	0.0	18.7	18.7	0.0	134	134	0
WEST	0	WEST	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0
EAST	361	EAST	14.7	0.0	14.7	41.3	0.0	41.3	81	81	81

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Operations Method (Base Volume Alternative)

 Intersection #7 Hwy 101/Bay Street [Saturday 12:15-1:15 PM Peak Hour Volumes]

Cycle (sec): 60 Critical Vol./Cap. (X): 0.569
 Loss Time (sec): 9 (Y+R = 4 sec) Average Delay (sec/veh): 7.1
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	1	0	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	790	58	30	816	0	0	0	0	50	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	790	58	30	816	0	0	0	0	50	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	888	65	34	917	0	0	0	0	56	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	888	65	34	917	0	0	0	0	56	0	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	888	65	34	917	0	0	0	0	56	0	89

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	0.82	0.82	0.71	0.71	1.00	1.00	1.00	1.00	0.73	1.00	0.73
Lanes:	0.00	1.86	0.14	0.07	1.93	0.00	0.00	0.00	0.00	0.39	0.00	0.61
Final Sat.:	0	2740	201	91	2452	0	0	0	0	509	0	809

Capacity Analysis Module:

Vol/Sat:	0.00	0.32	0.32	0.37	0.37	0.00	0.00	0.00	0.00	0.11	0.00	0.11	
Crit Moves:							****						
Green/Cycle:	0.00	0.66	0.66	0.66	0.66	0.00	0.00	0.00	0.00	0.19	0.00	0.19	
Volume/Cap:	0.00	0.49	0.49	0.57	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.57	
Delay/Veh:	0.0	5.4	5.4	6.1	6.1	0.0	0.0	0.0	0.0	25.0	0.0	25.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	5.4	5.4	6.1	6.1	0.0	0.0	0.0	0.0	25.0	0.0	25.0	
DesignQueue:	0	11	1	0	11	0	0	0	0	2	0	2	

Existing Summer 2000 Saturday Peak Hour Volumes

Level of Service Detailed Computation Report
 1997 HCM Operations Method
 Base Volume Alternative

 Intersection #7 Hwy 101/Bay Street [Saturday 12:15-1:15 PM Peak Hour Volumes]

Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

HCM Ops Adjusted Lane Utilization Module:
 Lanes: 0 0 1 1 0 0 1 1 0 0 0 0 0 0 0 0 0 0 1 0 0
 Lane Group: xxxx RT RT LT LT xxxx xxxx xxxx xxxx LTR LTR LTR
 #LnsInGrps: 0 2 2 2 2 0 0 0 0 1 1 1

HCM Ops Input Saturation Adj Module:
 Lane Width: 12 12 12 12 12 12 12 12 12 12 12 12
 % Hev Veh: 3 3 0 3
 Grade: 0% 0% 0% 0%
 Parking/Hr: 20 40 No No
 Bus Stp/Hr: 0 0 0 0
 Area Type: < < < < < < < < < < < Other > > > > > > > > > > > > >
 Cnft Ped/Hr: 176 176 164 164
 ExclusiveRT: Include Include Include Include
 % RT Prct: 0 0 0 0

HCM Ops f(rt) and f(lt) Adj Case Module:
 f(rt) Case: xxxx 5 5 xxxx xxxx xxxx xxxx xxxx xxxx 7 xxxx 7
 f(lt) Case: xxxx xxxx xxxx 5 5 xxxx xxxx xxxx 4 xxxx 4

HCM Ops Saturation Adj Module:
 Ln Wid Adj: xxxx 1.00 1.00 1.00 1.00 xxxxxx xxxx xxxx xxxxxx 1.00 xxxx 1.00
 Hev Veh Adj: xxxx 0.97 0.97 0.97 0.97 xxxxxx xxxx xxxx xxxxxx 0.97 xxxx 0.97
 Grade Adj: xxxx 1.00 1.00 1.00 1.00 xxxxxx xxxx xxxx xxxxxx 1.00 xxxx 1.00
 Parking Adj: xxxx 0.90 0.90 0.85 0.85 xxxxxx xxxx xxxx xxxxxx 1.00 xxxx 1.00
 Bus Stp Adj: xxxx 1.00 1.00 1.00 1.00 xxxxxx xxxx xxxx xxxxxx 1.00 xxxx 1.00
 Area Adj: xxxx 1.00 1.00 1.00 1.00 xxxxxx xxxx xxxx xxxxxx 1.00 xxxx 1.00
 RT Adj: xxxx 0.98 0.98 xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.77 xxxx 0.77
 LT Adj: xxxx xxxx xxxxxx 0.90 0.90 xxxxxx xxxx xxxx xxxxxx 0.98 xxxx 0.98
 HCM Sat Adj: 1.00 0.86 0.86 0.74 0.74 1.00 1.00 1.00 1.00 0.73 1.00 0.73
 Usr Sat Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Sat Adj: 1.00 0.95 0.95 0.95 0.95 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Fnl Sat Adj: 1.00 0.82 0.82 0.71 0.71 1.00 1.00 1.00 1.00 0.73 1.00 0.73

Delay Adjustment Factor Module:
 Coordinated: < < < < < < < < < < < No > > > > > > > > > > > > >
 Signal Type: < < < < < < < < < < Actuated > > > > > > > > > > > > >
 DelAdjFctr: 0.00 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Detailed Computation Report (Permitted Left Turn Sat Adj)
 1997 HCM Operations Method
 Base Volume Alternative

 Intersection #7 Hwy 101/Bay Street [Saturday 12:15-1:15 PM Peak Hour Volumes]

Approach:	North	South	East	West
Cycle Length, C:	xxxxxx	60	xxxxxx	xxxxxx
Actual Green Time Per Lane Group, G:	xxxxxx	39.41	xxxxxx	xxxxxx
Effective Green Time Per Lane Group, g:	xxxxxx	39.41	xxxxxx	xxxxxx
Opposing Effective Green Time, go:	xxxxxx	39.41	xxxxxx	xxxxxx
Number Of Opposing Lanes, No:	xxxxxx	2	xxxxxx	xxxxxx
Number Of Lanes In Lane Group, N:	xxxxxx	2	xxxxxx	xxxxxx
Adjusted Left-Turn Flow Rate, Vlt:	xxxxxx	34	xxxxxx	xxxxxx
Proportion of Left Turns in Lane Group, Plt:	xxxxxx	0.04	xxxxxx	xxxxxx
Proportion of Left Turns in Opp Flow, Plto:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left Turns Per Cycle, LTC:	xxxxxx	0.57	xxxxxx	xxxxxx
Adjusted Opposing Flow Rate, Vo:	xxxxxx	953	xxxxxx	xxxxxx
Opposing Flow Per Lane Per Cycle, Volc:	xxxxxx	8.36	xxxxxx	xxxxxx
Opposing Platoon Ratio, Rpo:	xxxxxx	1.00	xxxxxx	xxxxxx
Lost Time Per Phase, tl:	xxxxxx	4.00	xxxxxx	xxxxxx
Eff grn until arrival of left-turn car, gf:	xxxxxx	17.91	xxxxxx	xxxxxx
Opposing Queue Ratio, qro:	xxxxxx	0.34	xxxxxx	xxxxxx
Eff grn blocked by opposing queue, gq:	xxxxxx	3.96	xxxxxx	xxxxxx
Eff grn while left turns filter thru, gu:	xxxxxx	21.50	xxxxxx	xxxxxx
Max opposing cars arriving during gq-gf, n:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Proportion of Opposing Thru & RT cars, ptho:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Left-turn Saturation Factor, fs:	xxxxxx	0.28	xxxxxx	xxxxxx
Proportion of Left Turns in Shared Lane, pl:	xxxxxx	0.09	xxxxxx	xxxxxx
Through-car Equivalent, ell:	xxxxxx	3.71	xxxxxx	xxxxxx
Single Lane Through-car Equivalent, el2:	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Minimum Left Turn Adjustment Factor, fmin:	xxxxxx	0.06	xxxxxx	xxxxxx
Single Lane Left Turn Adjustment Factor, fm:	xxxxxx	0.89	xxxxxx	xxxxxx
Left Turn Adjustment Factor, flt:	xxxxxx	0.90	xxxxxx	xxxxxx

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Hwy 101/Lane Street [Saturday 1:30-2:30 PM Peak Hour Volumes]

Average Delay (sec/veh): 30.0 Worst Case Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 1 0 0	1 0 1 0 0	0 0 0 0 0	0 0 1 0 0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	770	0	6	665	0	0	0	0	2	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	0	6	665	0	0	0	0	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	856	0	7	739	0	0	0	0	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	856	0	7	739	0	0	0	0	2	0	1

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	856	xxxx	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	856
Potent Cap.:	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	xxxx	356
Move Cap.:	xxxx	xxxx	xxxxx	780	xxxx	xxxxx	xxxx	xxxx	xxxxx	114	xxxx	356

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
Stopped Del:	xxxxxx	xxxx	xxxxxx	9.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	147	xxxxxx
Shrd StpDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	30.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	30.0	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	D	*	

Handwritten:
 $V/C = \frac{147}{147} = 0.02$

 Existing Summer 2000 Saturday Peak Hour Volumes

Level of Service Detailed Computation Report
 1997 HCM Unsignalized Method
 Base Volume Alternative

Intersection #13 Hwy 101/Lane Street [Saturday 1:30-2:30 PM Peak Hour Volumes]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:		3%			3%			0%			3%	
Grade:		0%			0%			0%			0%	
Peds/Hour:		0			0			0			0	
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #11 Hwy 101/Harney Street [Saturday 1:30-2:30 PM Peak Hour Volumes]

Average Delay (sec/veh): 19.6 Worst Case Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Vol.) and 4 columns for North, South, East, West bounds.

Critical Gap Module: Table with 12 columns for critical gap and follow-up time for North, South, East, West bounds.

Capacity Module: Table with 12 columns for conflict volume, potent capacity, and move capacity for North, South, East, West bounds.

Level Of Service Module: Table with 12 columns for stopped delay, LOS by movement, shared capacity, shared stop delay, shared LOS, approach delay, and approach LOS for North, South, East, West bounds.

V/c = 142 / 22 = 0.02

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Detailed Computation Report
1997 HCM Unsignalized Method
Base Volume Alternative

Intersection #11 Hwy 101/Harney Street [Saturday 1:30-2:30 PM Peak Hour Volumes]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:		3%			3%			3%			0%	
Grade:		0%			0%			0%			0%	
Peds/Hour:		0			0			0			0	
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Unsignalized Method (Base Volume Alternative)

Intersection #9 Hwy 101/Collins Street [Saturday 12:15-1:15 PM Peak Hour Volumes

Average Delay (sec/veh): 27.8 Worst Case Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, and Lanes.

Volume Module: Table with 12 columns for volume adjustments. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol.

Critical Gap Module: Table with 12 columns for gap and follow-up times. Rows include Critical Gp and FollowUpTim.

Capacity Module: Table with 12 columns for capacity. Rows include Cnflct Vol, Potent Cap, and Move Cap.

Level of Service Module: Table with 12 columns for LOS. Rows include Stopped Del, LOS by Move, Movement, Shared Cap, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS.

V/c = 645 / 208 = 0.25

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Detailed Computation Report
1997 HCM Unsignalized Method
Base Volume Alternative

Intersection #9 Hwy 101/Collins Street [Saturday 12:15-1:15 PM Peak Hour Volumes

Table with columns: Approach: North Bound, South Bound, East Bound, West Bound; Movement: L - T - R; and rows for HevVeh, Grade, Peds/Hour, Pedestrian Walk Speed, LaneWidth, Time Period.

Upstream Signals:

Link Index: #28
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #7
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psub: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 xxxxx xxxxx 885 xxxxx xxxxx 0 0 0 1618 0 714
UpstreamSat: 0 xxxxx xxxxx 0 xxxxx xxxxx 0 0 0 0 0 0
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 0 xxxxx xxxxx 885 xxxxx xxxxx 0 0 0 1618 0 714

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 0 xxxxx xxxxx 754 xxxxx xxxxx 0 0 0 93 0 372
UpstreamAdj:1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 0 xxxxx xxxxx 754 xxxxx xxxxx 0 0 0 93 0 372

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #3 Hwy 101/South Point Street [Saturday 1-2 PM Peak Hour Volumes]

Average Delay (sec/veh): 27.0 Worst Case Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	1	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	3	718	0	0	674	10	12	0	7	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	718	0	0	674	10	12	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	756	0	0	709	11	13	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	3	756	0	0	709	11	13	0	7	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	720	xxxx	xxxxx	xxxx	xxxx	xxxxx	1477	xxxx	715	xxxx	xxxx	xxxxx
Potent Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	429	xxxx	xxxx	xxxxx
Move Cap.:	877	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	429	xxxx	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	184	xxxxx	xxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			27.0			xxxxxxx		
ApproachLOS:	*			*			D			*		

$V/C = \frac{1347}{184} = 0.11$

Existing Summer 2000 Saturday Peak Hour Volumes

Level of Service Detailed Computation Report
1997 HCM Unsignalized Method
Base Volume Alternative

Intersection #3 Hwy 101/South Point Street [Saturday 1-2 PM Peak Hour Volumes]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

HevVeh:	3%			3%			3%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Computation Report

1997 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #1 Hwy 101/Singing Tree Street [Saturday 1-2 PM Peak Hour Volumes]

Average Delay (sec/veh): 30.3 Worst Case Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign							
Rights:	Include				Include				Include				Include							
Lanes:	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	9	716	0	0	678	4	6	0	1	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	716	0	0	678	4	6	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	754	0	0	714	4	6	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	9	754	0	0	714	4	6	0	1	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	718	xxxx	xxxxx	xxxx	xxxx	xxxxx	1488	xxxx	716	xxxx	xxxx	xxxxx
Potent Cap.:	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	136	xxxx	429	xxxx	xxxx	xxxxx
Move Cap.:	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	xxxx	429	xxxx	xxxx	xxxxx

Level Of Service Module:

Stopped Del:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	149	xxxxx	xxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	30.3	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			30.3			xxxxxxx					
ApproachLOS:	*			*			D			*					

$$V/C = \frac{641}{149} = 0.05$$

Existing Summer 2000 Saturday Peak Hour Volumes

Level Of Service Detailed Computation Report
1997 HCM Unsignalized Method
Base Volume Alternative

Intersection #1 Hwy 101/Singing Tree Street [Saturday 1-2 PM Peak Hour Volumes]

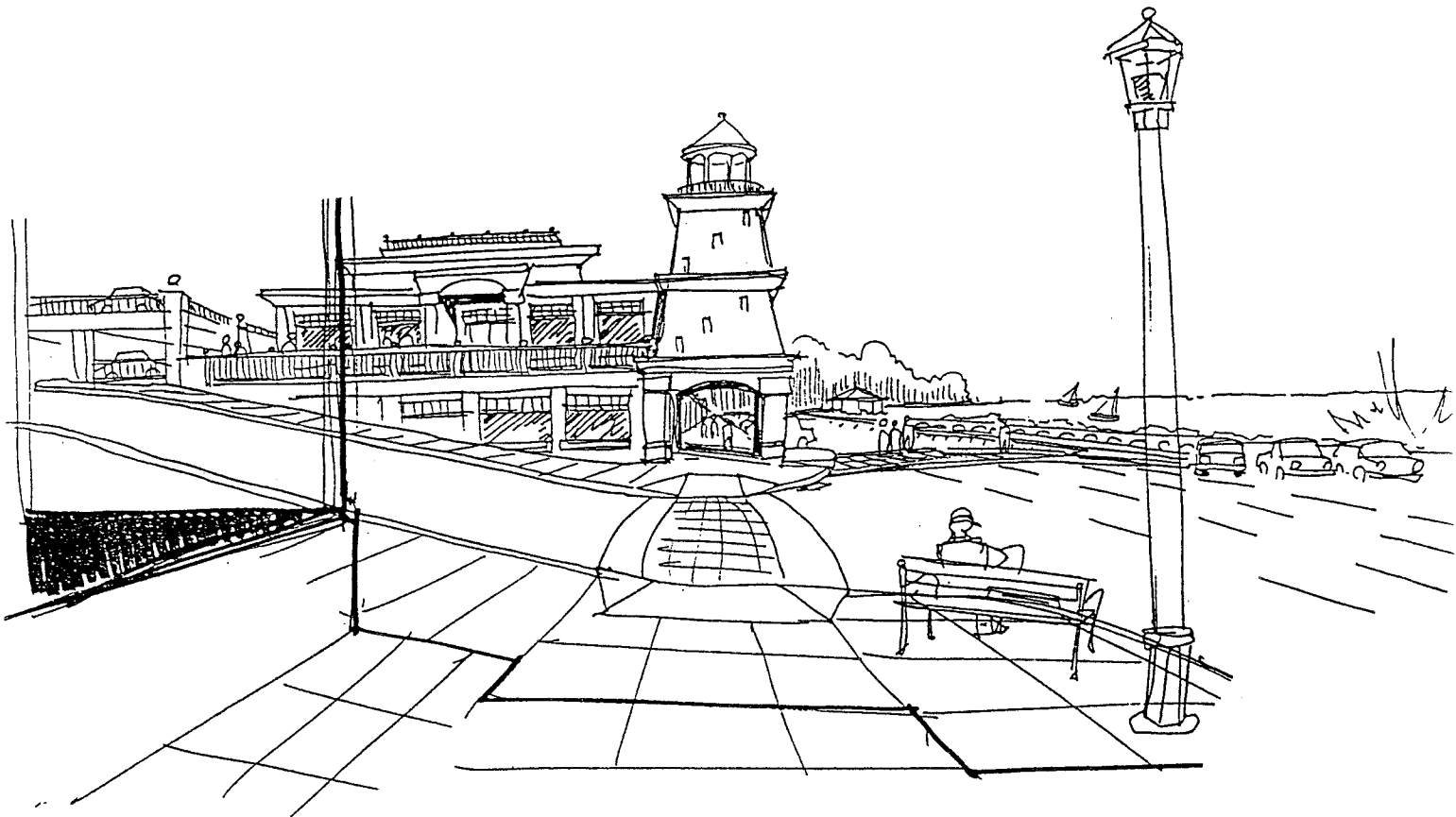
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	3%			3%			3%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

**APPENDIX E. DEPOE BAY DOWNTOWN / HIGHWAY 101
TRANSPORTATION / URBAN DESIGN CONCEPTS**

DEPOE BAY

DOWNTOWN / HIGHWAY 101

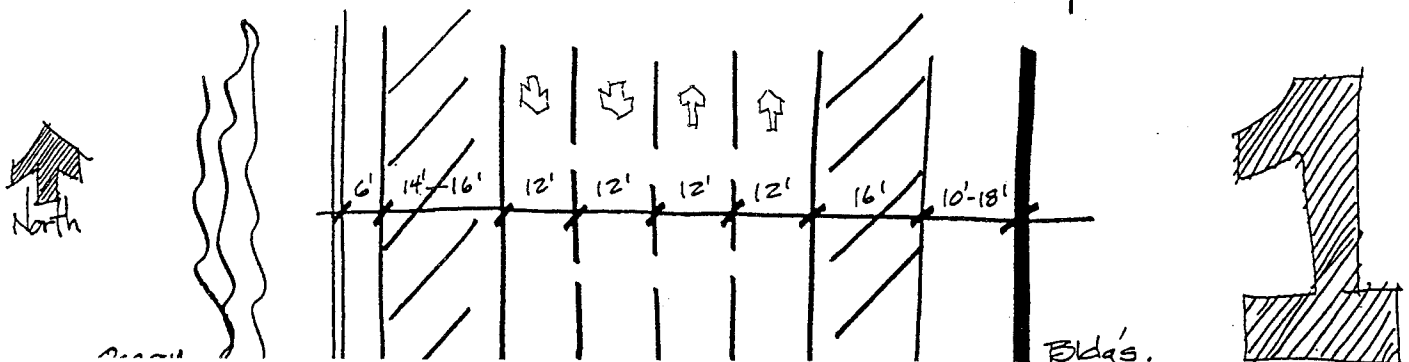
TRANSPORTATION/ URBAN DESIGN CONCEPTS



DEPOE BAY

EXISTING CONDITIONS UNDERSTANDING

- 4 - 12' Lanes (48' Edge to Edge)
- Diagonal Parking Both sides (45° to 60°)
(115 cars) $48' + 32' = 80'$ Curb to Curb
- North & South of town two traffic Lanes
- Single Loaded town
buildings east, ocean west
- Traffic congestion
 - Good for business
 - Negative for safety
 - Faster traffic becomes unsafe
- Narrow west wall walk (6')
- Awkward parking behind shops
- One traffic light at Bay St.

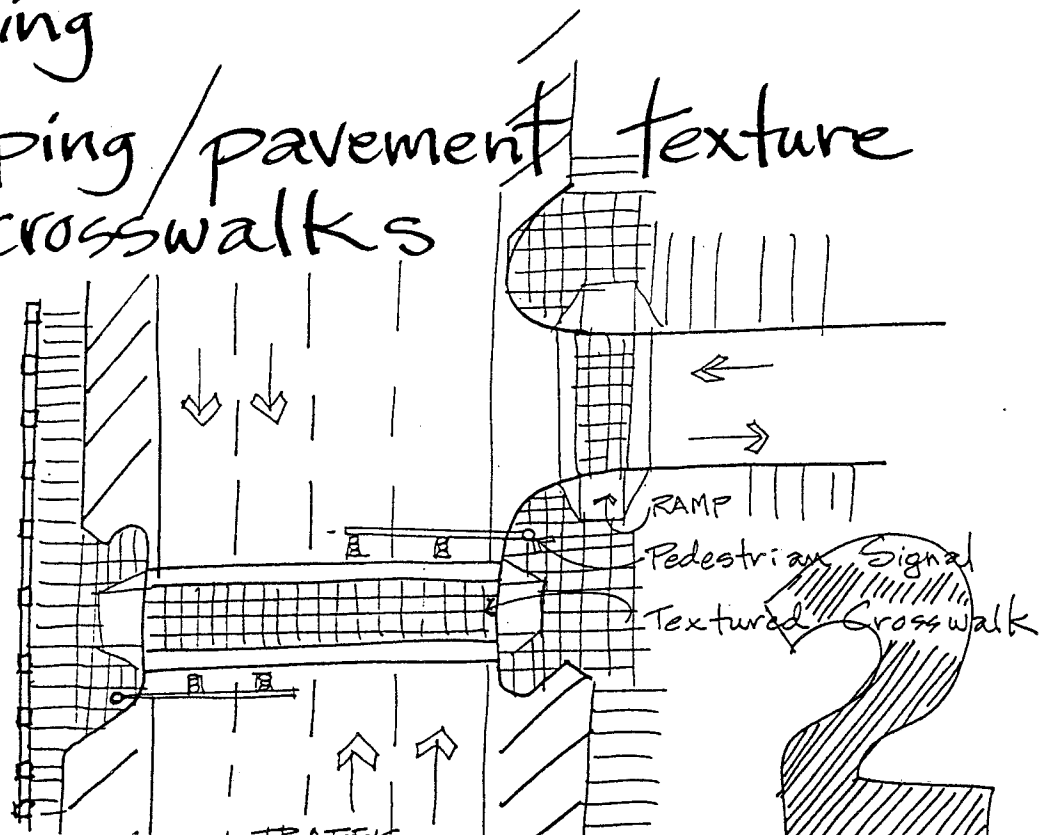


DEPOE BAY

STRATEGY

PEDESTRIAN IMPROVEMENTS TRAFFIC CALMING

- Bulbouts (Collins & Clark)
- Railings
- Raised intersections/crossings
- Medians (3 or 5 lane configurations)
- Signage
- Pedestrian signal at Clark
- Lighting
- Striping/pavement texture at crosswalks

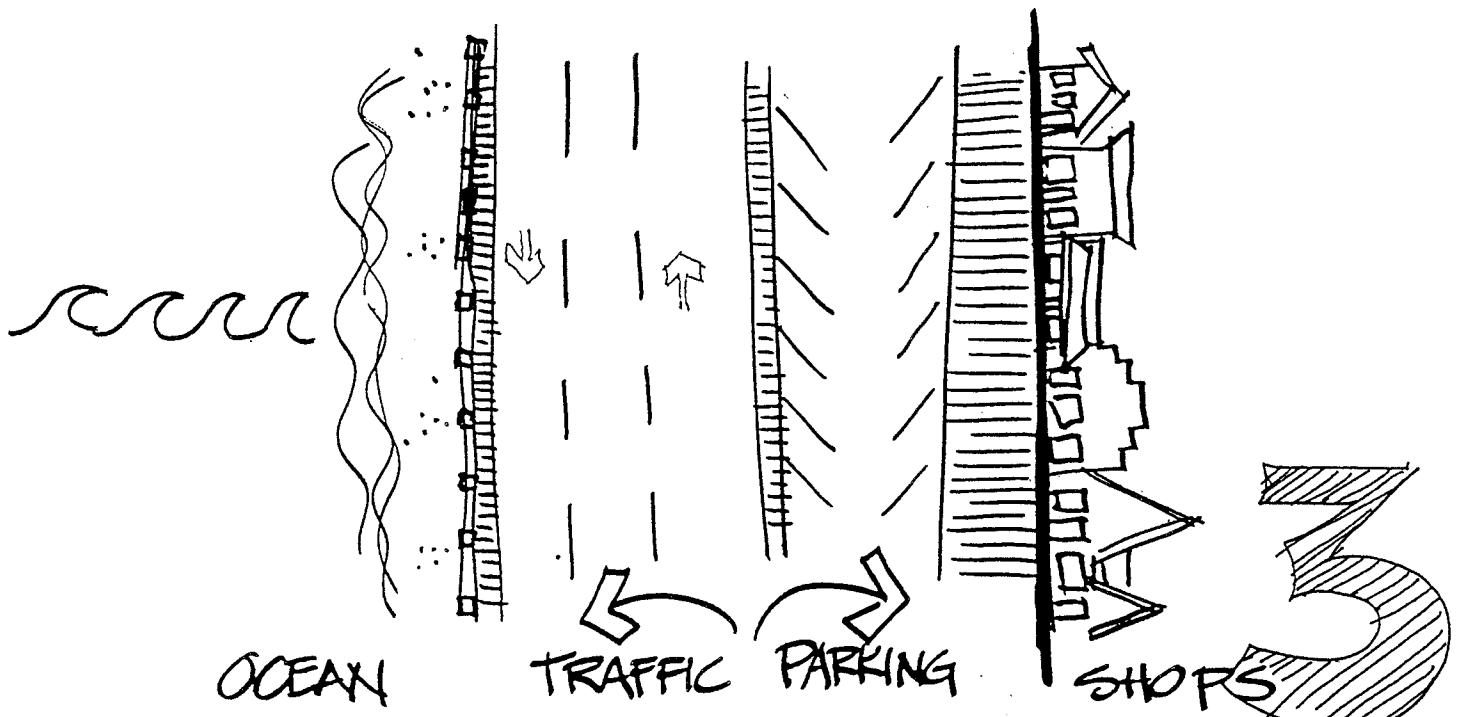


DEFOE BAY

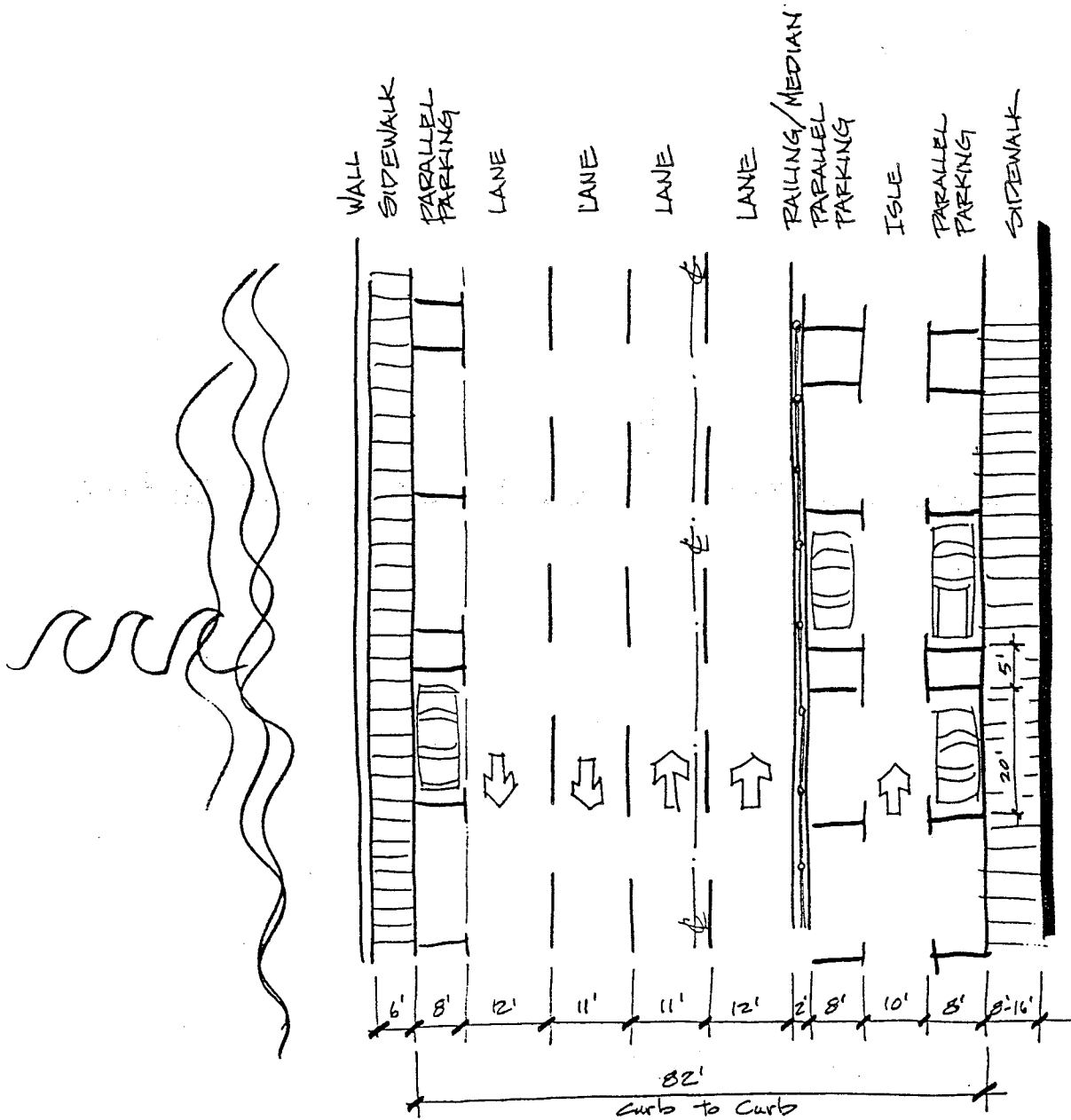
STRATEGY

TRAFFIC/PARKING CHANGES

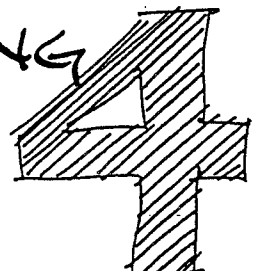
- Move traffic to seawall for views
- Move parking to shops for commerce
- Improve pedestrian crossings
- Congestion positive for business (slow traffic)



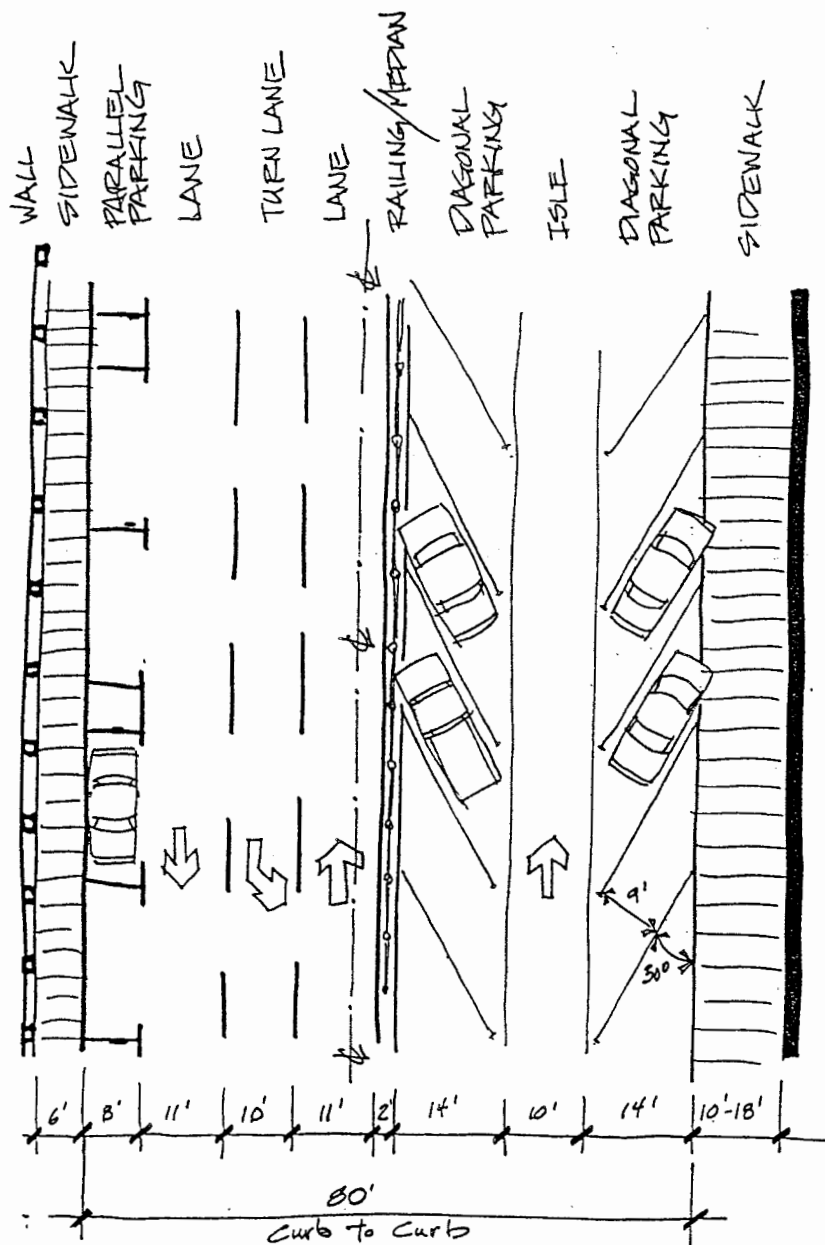
DEPOE BAY



FOUR LANE PARALLEL PARKING
CONCEPT (120 to 130 cars)



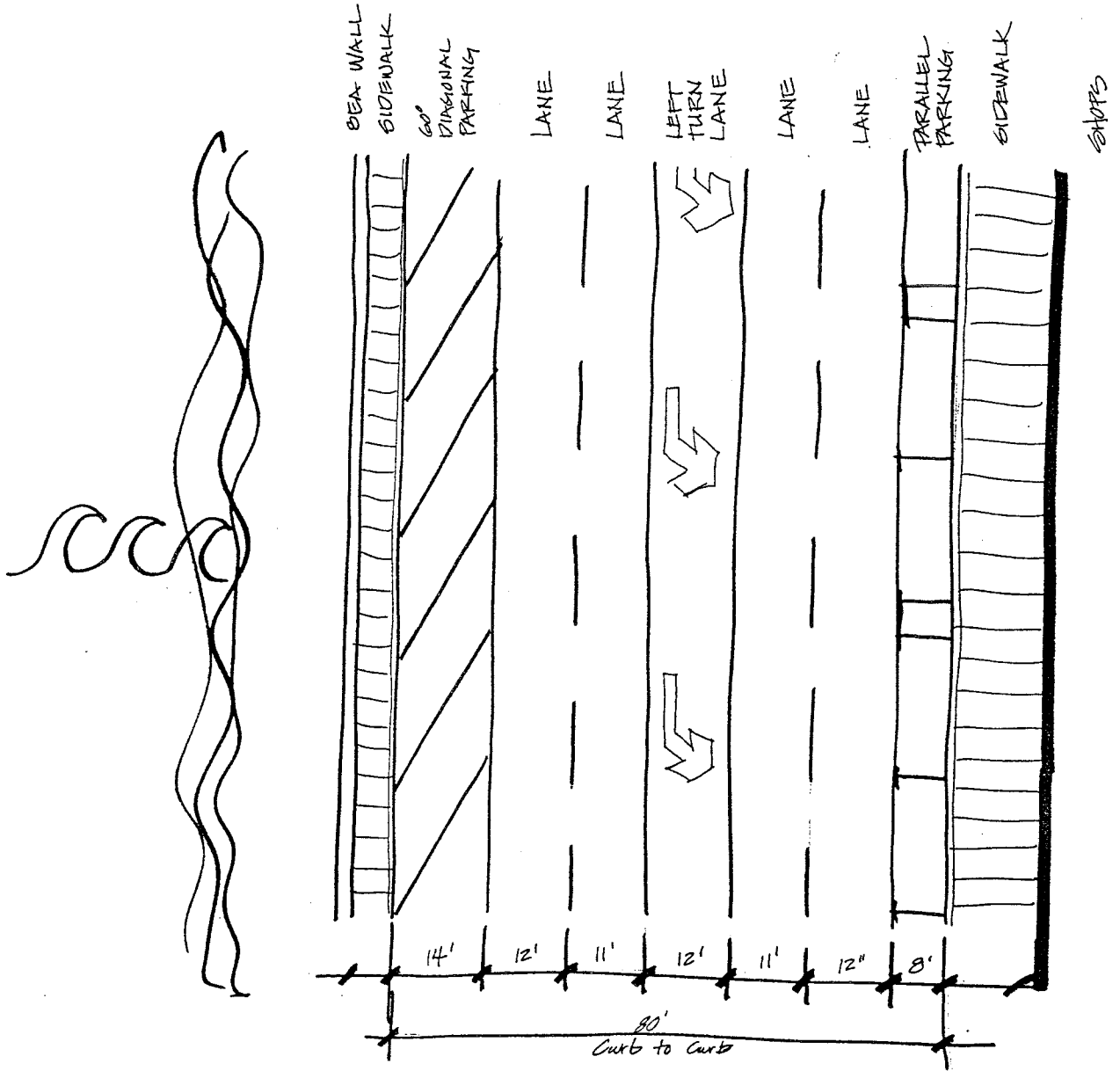
DEPOE BAY



THREE LANE DIAGONAL/PARALLEL
 PARKING CONCEPT (130 to 140 cars)



DEFOE BL

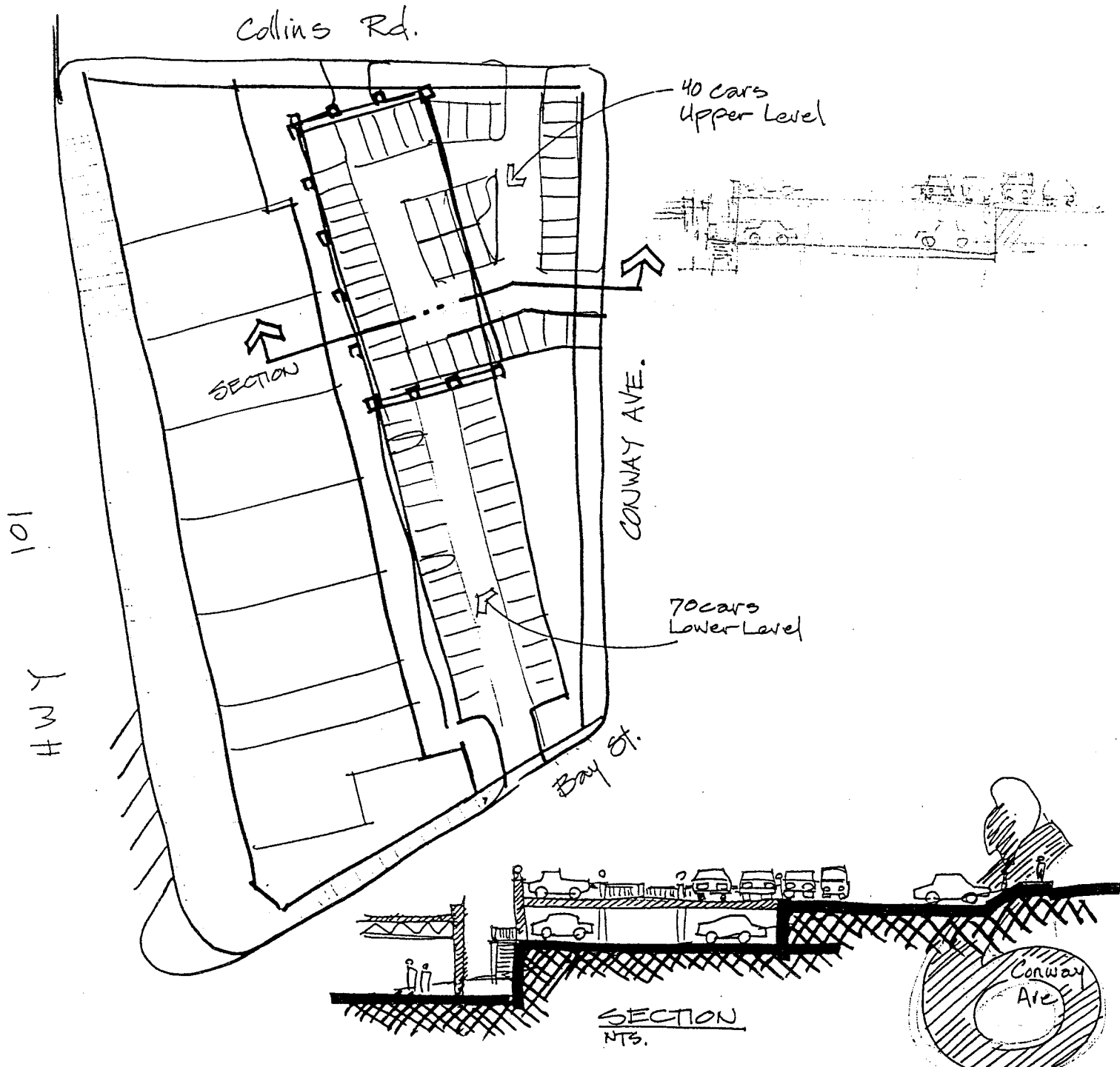


5 LANE CONCEPT w/ DIAGONAL
& PARALLEL PK'ING 100 to 105 cars



DEPOE BAY

STRATEGY STRUCTURED PARKING

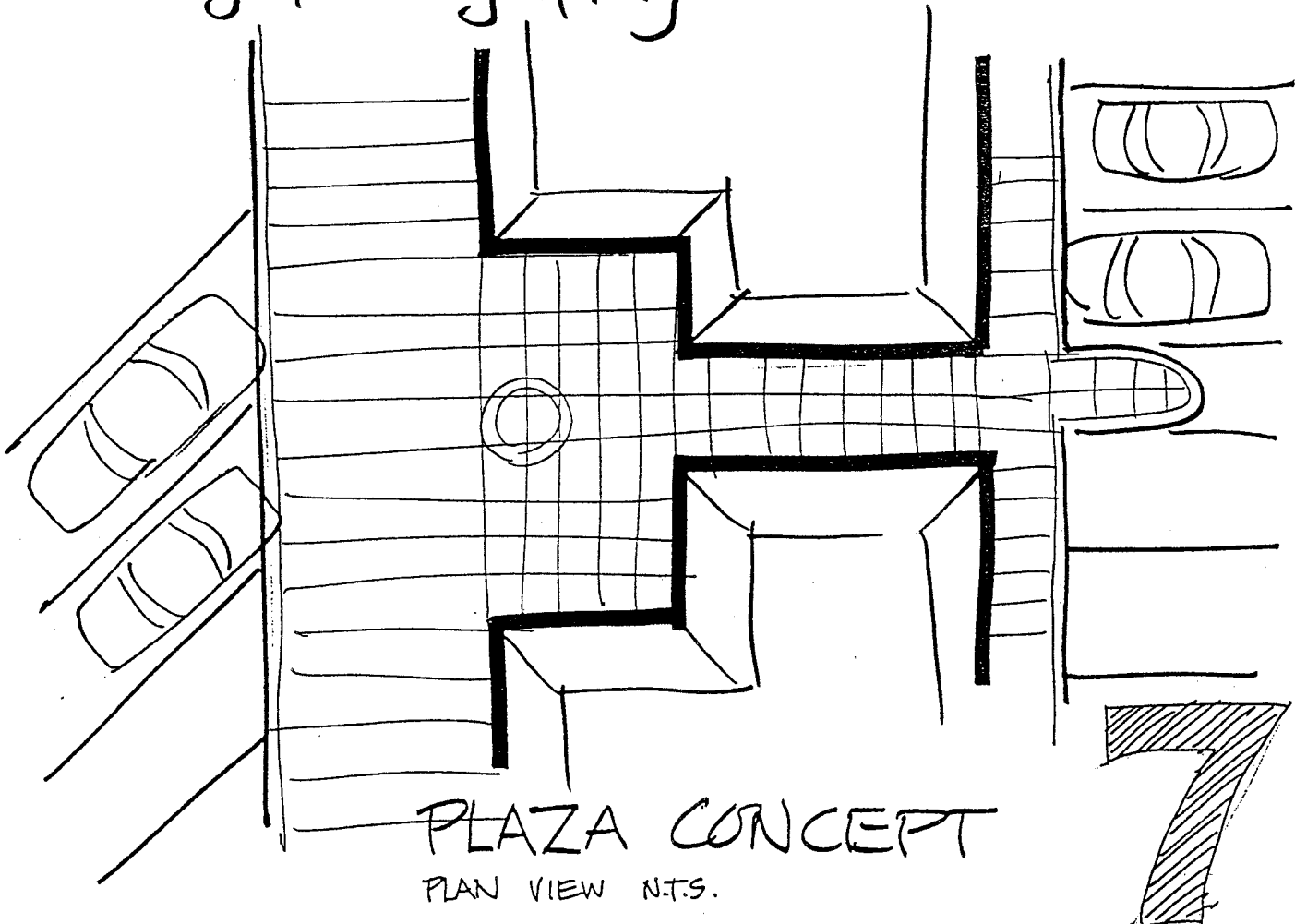


DEPOE BAY

STRATEGY

URBAN DESIGN CONCEPTS

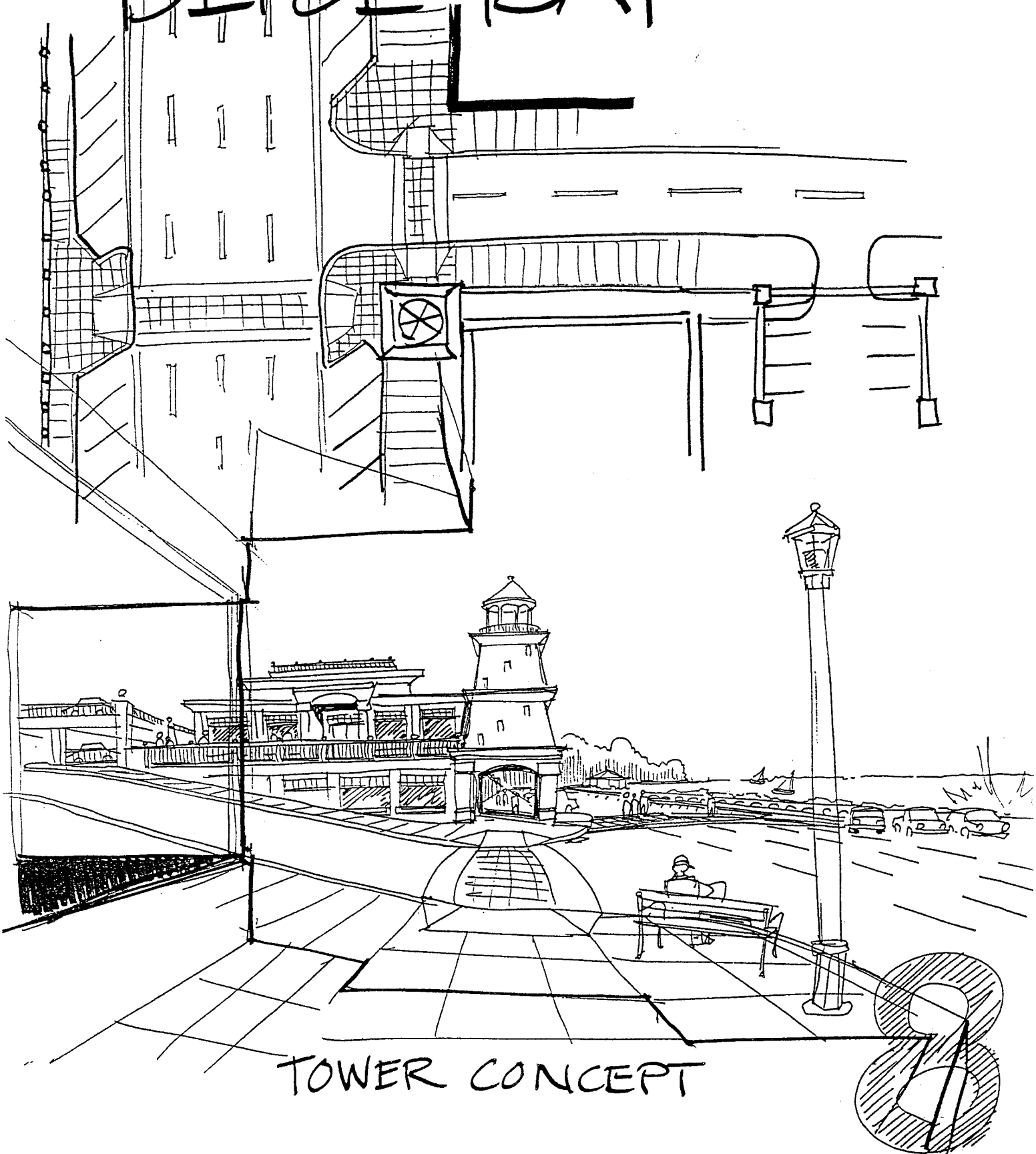
- Tower - Beginning / End / Center
- Gateway
- Plaza
- Passage ways to parking
- Night Lighting



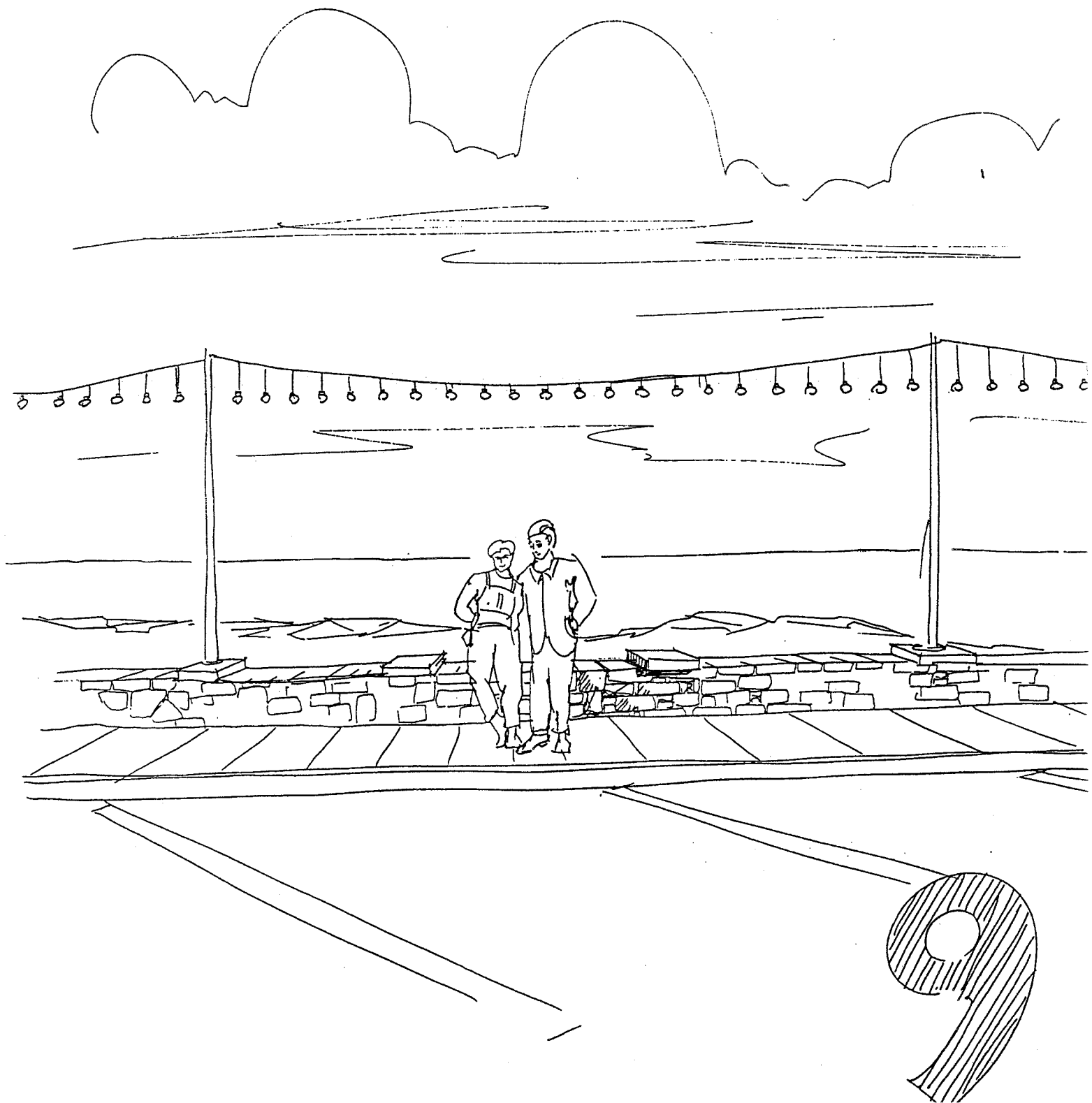
PLAZA CONCEPT

PLAN VIEW N.T.S.

DEPOE BAY



TOWER CONCEPT



**APPENDIX F. SUMMARIES OF MEETINGS
AND WRITTEN COMMENT FROM DEPOE BAY CITIZENS**

**Depoe Bay Transportation System Plan
SUMMARY OF TECHNICAL ADVISORY COMMITTEE #1**



TriLAND DESIGN GROUP, INC.

DATE: July 24, 2000
8:30 a.m.

LOCATION: Depoe Bay City Hall

ATTENDEES: Naomi Wamacks
Bill Durst
Dick Johnson
Pery Murray, City of Depoe Bay
Terry Owings, City of Depoe Bay
Tom Boyatt, ODOT Region 2
Larry Lewis, TriLand Design Group, Inc.

I. REVIEW AGENDA

The TAC Meeting #1 agenda was reviewed.

II. TECHNICAL ADVISORY COMMITTEE (TAC) ROLE

The TAC will meet 6-7 times at milestones throughout the TSP planning process. The TAC will identify transportation issues, review and comment on draft sections of the TSP, and provide input on alternative and preferred transportation recommendations.

III. REVIEW PLANNING PROCESS AND PROJECT SCHEDULE

The TSP planning process and project schedule were reviewed and will be included in Chapter 1 of the TSP.

IV. SCHEDULE TAC MEETINGS, INTERVIEWS, AND PUBLIC MEETINGS

The following schedule identifies TAC meeting dates, interviews, and public meetings. All TAC meetings are scheduled for Wednesdays at 1:30 p.m. at Depoe Bay City Hall. Meeting dates may be changed due to availability.

- TAC Meeting #1: July 24, 2000
- TAC Meeting #1A: August 16, 2000
- One-on-One/Small Group Interviews: August 16, 2000
- TAC Meeting #2: September 20, 2000
- TAC Meeting #3: November 1, 2000
- TAC Meeting #4: January 17, 2001
- Public Meeting/Open House #1: January 17, 2001, 7:00 p.m.
- TAC Meeting #5: March 28, 2001
- TAC Meeting #6: April 25, 2001
- Public Meeting/Open House #2: April 25, 2001, 7:00 p.m.
- TAC Meeting #7 (if necessary): May 23, 2001
- Depoe Bay Public Officials Workshop: June 2001 (specific date to be determined)
- Joint Planning Commission/City Council Public Hearing: June 2001 (specific date to be determined)

V. IDENTIFY TRANSPORTATION ISSUES

Highway 101

- Conflicts of different transportation uses, particularly motorists and pedestrians.
- Access points.
- The diagonal parking is unsafe, i.e. cars backing out into the Hwy. 101 travel lanes.
- Parking shortage.
- Potential accidents - motorists on Hwy. 101 are distracted by the ocean view, harbor, and shops/activity.
- Vehicle and pedestrian traffic is increasing at the north end of town due to Trendwest and other development.
- Post Office traffic – local residents go to the Post Office everyday. This generates a lot of trips, Hwy. 101 ingress/egress, and motorist/pedestrian conflicts.
- Hwy. 101/Harney St.-Lane St. intersection. Harney and Lane are offset. A grant application has been submitted to realign this intersection by relocating Lane St. south to align with Harvey St. The grant would be for design, land acquisition, and construction. The likelihood and schedule for this may be determined at the September 2000 Oregon Transportation Committee (OTC) meeting.

Previous discussions identified the potential need for a traffic signal at this intersection. There is a concern that the east-west traffic on Harney St. and Lane St. is not enough to warrant a signal however the potential need for a signal may exist due to the close proximity to the Post Office and this being a north “entrance” to the downtown commercial area.

- Collins Street is very narrow near Hwy. 101. No parking is allowed on Collins however cars park on the street which makes it difficult, if not impossible, for eastbound and westbound cars to pass. Collins Street is also steep.
- Hwy. 101 through Depoe Bay is also used by truck traffic when Hwy. 20 is closed due to landslides, etc.

Parking

- Additional downtown parking is needed. A “Parking Analysis for Depoe Bay Downtown Core” identified the need for at least 520 additional parking spaces to serve shops and uses on Hwy. 101 for the 4-5 block section north of the bridge. Potential opportunities include a parking structure and/or parking lots directly behind (east) the shops fronting Hwy. 101.
- Parking is not convenient for tourists.
- Diagonal parking on Hwy. 101 is unsafe and causes congestion with cars backing out into the travel lanes. Visibility is often limited for drivers backing out.
- A parking structure could be phased per available funding. The area between the parking structure and Hwy. 101 shops must be pedestrian friendly, providing adequate and safe pedestrian access. Pedestrian “landings” could be provided at Hwy. 101 intersections. A shuttle service should be considered, pending proximity and ease of walking (slope) between the parking structure and Hwy. 101 shops.
- There is also a parking shortage south of the bridge/harbor on Hwy. 101.
- There is a need for additional and accessible RV parking.
- The current Depoe Bay ordinance requires parking to be within 500 feet of the business. This has enabled businesses to lease adjacent property for parking. However, this increases the parking problem when those adjacent properties become leased.

New North-South Access

A new secondary north-south access is needed east of Hwy. 101. Currently, Hwy. 101 is the only access between the north and south sections of the city. An alternative access is needed for 1) secondary emergency access (in case the Hwy. 101 bridge becomes impassable) and, 2) for local residents to access the north and south parts of town without having to use the congested Hwy. 101.

**Depoe Bay TSP
TAC Meeting #1 Summary**

Another potential benefit of the new north-south access would be a commercial "loop" that goes around the harbor and connects Hwy. 101 north and south of the bridge/harbor. This may require rezoning around the harbor for commercial uses. Some land adjacent to the harbor is currently zoned marine commercial.

The secondary north-south access should have little to no impact on the existing park. Potential identified routes include:

- opening Douglas Street which connects Hwy. 101 at the south end;
- Boise Cascade property on the south side of the harbor;
- Across the dam;
- Ainslee Avenue;
- West of Ainslee.

Increased Traffic on Local Streets

Proposed new development, primarily located in the northeast section of the city, will increase traffic on local streets, Collins Street (County road), and Hwy. 101. There are three potential residential developments that currently would use Collins Street to access Highway 101 if developed today.

Pedestrians

- Sidewalk improvements are needed along section of Hwy. 101.
- The sidewalk on the bridge is not pedestrian friendly.
- Potential need for pedestrian facilities on Williams Avenue.
- There is significant local pedestrian traffic walking east-west between residences and Hwy. 101 shops, and from the north end of the city (Trendwest, etc.).

Bicyclists

Bicycle usage in Depoe Bay is primarily limited to Hwy. 101. There are conflicts amongst bicyclists, motorists, and pedestrians on Hwy. 101. Currently there are no bicycle lanes on Hwy. 101 through downtown Depoe Bay, primarily due to the conflicts with the diagonal parking.

Public Transportation

Existing public transportation consists of school buses, special education bus, Greyhound, the Lincoln County public transportation system, and a dial-a-ride.

Marine Transportation

Potential marine transportation improvements at the harbor include increased parking, improved pedestrian/dock access, a pedestrian system around the "world's smallest harbor", and a harbor shuttle (particularly if public parking occurs on the south side of the harbor).

Marine transportation issues are insignificant compared to other issues. Therefore, time and effort developing the TSP should focus on the bigger issues such as Hwy. 101, parking, and alternative north-south access routes.

VI. NEXT STEPS

- The TAC will be expanded to include representatives from businesses, residents, Lincoln County, and possibly others. Pery will contact people and confirm members of the TAC. A second TAC kick-off meeting is scheduled Wednesday, August 16th with all TAC members.
- The one-on-one/small group interviews will be scheduled for August 16th. Pery and City staff will contact people and schedule the interviews.
- The TriLand/Stein Team have scheduled traffic counts to occur August 10th -12th.
- TriLand/Stein will prepare and distribute project notebooks and Chapter 1 of the TSP which includes a TSP introduction, description of the planning area, and a description of the TSP planning process.
- TriLand/Stein will collect, review, and summarize major elements of existing, relevant plans and policies.
- TriLand/Stein will inventory the existing Depoe Bay transportation system.

**Depoe Bay Transportation System Plan
SUMMARY OF INTERVIEWS**



TRI LAND DESIGN GROUP, INC.

DATE: August 16, 2000

LOCATION: Depoe Bay City Hall

INTERVIEWEES:

Bob Jackson	David Dunne
Rich Allyn	Ed Perry
Carolyn Allen	Fred Robison
Jack & Maggie Brown	Peggi Leoni
Danny Arnold	Alice Brown
Mark Snyder	

FORMAT & PURPOSE OF THE INTERVIEWS

TriLand Design Group conducted one-on-one and small group interviews with member of the Depoe Bay community. The purpose for the interviews was to solicit input and gain an understanding of current transportation issues and desired transportation improvements needed throughout Depoe Bay. The identification and understanding of transportation issues will be utilized in discussions with the Technical Advisory Committee and development of alternative and recommended transportation improvements.

SUMMARY OF INTERVIEWS

The following transportation issues were identified in the interviews:

Highway 101

- Motorist/Pedestrian/Bicycle conflicts
- Access points
- Diagonal parking is unsafe
- Parking shortage
- Distracted motorists - potential accidents
- Accommodating increasing vehicle/ped traffic
- Post Office congestion/access
- Schoolhouse to South Point merge confusion
- Speeding

Highway 101/Harney St.-Lane St. Intersection

- Offset Intersection
- North "gateway" to downtown commercial area

Highway 101/Collins Street Intersection

- Collins Street is narrow, steep, and "dip" near Hwy. 101
- Speeding on Collins Street

Highway 101/Singing Tree (Little Whale Cove)

- Potential congestion at full development

Parking Shortage & Inconvenience

- Additional downtown parking is needed
- Parking is not convenient for tourists
- Diagonal parking on Hwy. 101 is unsafe
- Need for additional and accessible RV parking
- Commercial parking ordinance needs to be revisited

New North-South Access

- Secondary emergency vehicle access
- Local access
- Potential commercial "loop"

**Depoe Bay TSP
Interview Summary**

Increased Traffic on Local Streets

- Local street improvements needed to accommodate future development (Collins, Williams)

Pedestrians

- Highway 101 Improvements
- The Bridge – make pedestrian friendly
- Williams Avenue
- Public access along ocean edge

Bicyclists

- Safe travel needed for bicyclists traveling through Depoe Bay
- Widen Hwy. 101 bicycle lane at the south curve

Public Transportation

- Consider needs for elderly and disadvantaged

Marine Transportation

- Desired improvements are secondary to other needed transportation improvements
- Potential improvements at the harbor include increased parking, improved pedestrian/dock access, a pedestrian system around the “world’s smallest harbor”, and a harbor shuttle (particularly if public parking occurs on the south side of the harbor).

**Depoe Bay Transportation System Plan
SUMMARY OF TECHNICAL ADVISORY COMMITTEE #1A**



TRI LAND DESIGN GROUP, INC.

DATE: August 16, 2000
5:30 p.m.

LOCATION: Depoe Bay City Hall

ATTENDEES:

Naomi Warnacks
Bill Durst
Dick Johnson
Bill Spores
Phil Taunton
Ken Powis

Bill Williams
Matt Brennan
Mike Hicks
Pery Murray, City of Depoe Bay
Larry Lewis, TriLand Design Group, Inc.

I. THE TECHNICAL ADVISORY COMMITTEE (TAC)

The initial TAC meeting held July 24, 2000 included representatives from the Depoe Bay City Council and Planning Commission, city staff, ODOT, and TriLand Design Group. There was consensus at that meeting that the TAC should include a group of people that represent a range of interests in Depoe Bay. The established TAC includes representatives from the residential community, business community, Chamber of Commerce, property owners, City Council, Planning Commission, emergency services, ODOT, Lincoln County, city staff, and the consultant group. A TAC directory is included in the Depoe Bay TSP Project Notebooks.

The TAC will meet 6-7 times at milestones throughout the TSP planning process. The TAC will identify transportation issues, review and comment on draft sections of the TSP, and provide input on alternative and preferred transportation recommendations.

II. REVIEW PLANNING PROCESS AND PROJECT SCHEDULE

The planning process and project schedule were reviewed. The following schedule identifies TAC meeting dates, interviews, and public meetings. All TAC meetings are scheduled for Wednesdays at 1:30 p.m. at Depoe Bay City Hall. Meeting dates may be changed due to availability.

- TAC Meeting #1: July 24, 2000
- TAC Meeting #1A: August 16, 2000
- One-on-One/Small Group Interviews: August 16, 2000
- TAC Meeting #2: September 20, 2000
- TAC Meeting #3: November 1, 2000
- TAC Meeting #4: January 17, 2001
- Public Meeting/Open House #1: January 17, 2001, 7:00 p.m.
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- Public Meeting/Open House #2: April 25, 2001, 7:00 p.m.
- TAC Meeting #7 (if necessary): May 23, 2001
- Depoe Bay Public Officials Workshop: June 2001 (specific date to be determined)
- Joint Planning Commission/City Council Public Hearing: June 2001 (specific date to be determined)

III. IDENTIFY TRANSPORTATION ISSUES

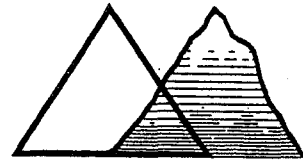
The TAC Meeting 1A was conducted immediately following interviews with 12 Depoe Bay residents. The purpose for the interviews was to solicit input from Depoe Bay citizens regarding transportation issues, needs, and desires. Issues identified in the interviews and the initial TAC meeting were used to generate discussion at the TAC 1A meeting. The following issues were discussed:

- Highway 101
- Hwy 101/Harney St. – Lane St. Intersection
- Hwy 101/Collins Street Intersection
- Hwy 101/Singing Tree Intersection
- Parking Shortage & Inconvenience
- New North-South Access
- Increased Traffic on Local Streets
- Pedestrians
- Bicyclists
- Public Transportation
- Marine Transportation

A summary of comments on the above identified issues is provided below:

- If parking lots and/or parking structures are constructed, safe and efficient pedestrian connections will be needed between the parking and retail establishments.
- There are sight distance problems on Clark Street as well as Collins Street.
- Collins Street will someday have log trucks (when trees mature and are logged).
- Sight distance problems on Bay Street.
- Blind spot and narrow stretch on Williams Avenue.
- Regarding a new north-south access, consider a good connection from just north of the inner harbor to Hwy. 101 at the north end of Depoe Bay. Previous discussion focused on a north-south connection from Hwy. 101 at the south end of Depoe Bay to the existing street system east and north of the inner harbor.
- Consider a range of potential solutions to improve traffic and access to/from the Post Office including ingress, egress, parking, and post office relocation.
- Pedestrian safety on local streets is an issue.
- Consider flashing lights at Hwy. 101 crosswalks.
- Clarify/restripe southbound Hwy. 101 between Schoolhouse Street and South Point Street where Hwy. 1010 goes from two to one lane.
- Consider using the park for designated RV parking except when special events occur.
- Consider rezoning land off lower Williams Avenue as commercial.
- Consider a commercial “loop” with mixed uses around the inner harbor with good pedestrian connections. The inner harbor currently does not get recognized or visited because it is hard to get to and little reason to go there.
- The city has more than 2.5 times the percent of light industrial zoned land than required. Need to look at the commercial and residential percentages versus the DLCDC guidelines.
- ODOT is reluctant to place “ice” signs along Hwy. 101 because they would have to place them throughout Hwy. 101 from the north to the south end of the state when ice typically only occurs a couple times per year.
- Verify the UGB versus the city limits.
- Would the State allow construction of an emergency access road outside the UGB?

**Depoe Bay Transportation System Plan
SUMMARY OF TECHNICAL ADVISORY COMMITTEE #2**



TRI LAND DESIGN GROUP, INC.

DATE: September 20, 2000, 1:30 p.m.

LOCATION: Depoe Bay City Hall

ATTENDEES:

Naomi Wamacks
Bill Durst
Dick Johnson
Ken Powis
Amie Williams
Dennis McKenzie, Fire Chief

Jim Hawley, Lincoln Co. Emergency Services
Nancy Johnson, ODOT
Pery Murray, City of Depoe Bay
Howard Stein, Stein Engineering
Larry Lewis, TriLand Design Group, Inc.

I. PROJECT UPDATE & DISTRIBUTION OF PROJECT NOTEBOOKS

Since the August 16, 2000 TAC meeting, the TriLand/Stein Team has been working on identification of transportation issues, reviewing existing plans and policies, conducting the street inventory, and preparing the Depoe Bay TSP Project Notebooks. The project notebooks were distributed and included the Project Directory (TAC), Contents, and TSP Chapter 1 Introduction.

II. SUMMARY OF TRANSPORTATION ISSUES

A summary of transportation issues identified in previous TAC meetings, the interviews, and TriLand/Stein Team observations was distributed for review and discussion. It is important that the TAC review transportation issues as this list will be used to develop alternative and recommended transportation improvements. The following issues including additional comments provided at the TAC meeting are summarized below.

Highway 101

- Motorist/Pedestrian/Bicycle conflicts
- Access points
- Diagonal parking is unsafe (vehicles backing into travel lane, parked vehicles extending into travel lanes, visibility problems)
- Parking shortage
- Distracted motorists - potential accidents
- Accommodating increasing vehicle/ped traffic
- Post Office congestion/access
- Schoolhouse to South Point merge confusion
- Speeding

Highway 101/Harney St.-Lane St. Intersection

- Offset Intersection
- North "gateway" to downtown commercial area

Highway 101/Collins Street Intersection

- Collins Street is narrow, steep, and "dip" near Hwy. 101
- Fire trucks avoid Collins because of "dip"
- Difficult to access Hwy. 101 from Collins without a traffic signal.
- Speeding on Collins Street
- Visibility problem for cars accessing Hwy. 101 from Collins Street

Highway 101/Singing Tree (Little Whale Cove)

- Potential congestion at full development

Parking Shortage & Inconvenience

- Additional downtown parking is needed
- Parking is not convenient for tourists
- Diagonal parking on Hwy. 101 is unsafe
- Need for additional and accessible RV parking
- Commercial parking ordinance needs to be revisited

**Depoe Bay TSP
TAC Meeting #2 Summary**

New North-South Access

- Secondary emergency vehicle access
- Local access
- Potential commercial "loop"

Increased Traffic on Local Streets

- Local street improvements needed to accommodate future development (Collins, Williams)

Pedestrians

- Highway 101 Improvements
- The Bridge – make pedestrian friendly
- Williams Avenue
- Public access along ocean edge

Bicyclists

- Safe travel needed for bicyclists traveling through Depoe Bay
- Widen Hwy. 101 bicycle lane at the south curve

Public Transportation

- Consider needs for elderly and disadvantaged

Marine Transportation

- Desired improvements are secondary to other needed transportation improvements
- Potential improvements at the harbor include increased parking, improved pedestrian/dock access, a pedestrian system around the "world's smallest harbor", and a harbor shuttle (particularly if public parking occurs on the south side of the harbor).

ADDITIONAL TAC DISCUSSION

The TAC discussed grouping the above identified issues into three primary groups:

- Highway 101 Safety
- Parking Shortage & Inconvenience
- New North-South Access

There are other issues that need to be addressed in the Transportation System Plan that have been identified. However, the three primary issues identified above should be the focus of recommended transportation improvements. Key improvements to providing a better transportation system include slowing traffic on Hwy. 101 while still allowing traffic to move through downtown, providing more parking, making the transportation system more pedestrian friendly, and providing an alternative north-south access.

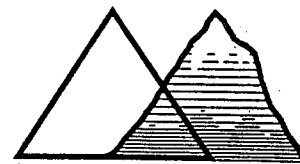
The following comments were provided:

- The main objective of Hwy. 101 is to accommodate through traffic.
- One alternative is to provide parking at the north and south ends of the Hwy. 101 commercial core and reduce or eliminate on-street Hwy. 101 parking in the core. Can this alternative have credibility? A variation to this alternative is to eliminate parking on the west side of Hwy. 101.
- Consider a Special Transportation Area (STA) for Hwy. 101 throughout the downtown core. We will investigate the possibility of expanding the TSP scope of services to include a more detailed study and conceptual design of Hwy. 101 throughout the downtown core.
- A key component at the next TAC meeting (November 1, 2000 @ 1:30 pm) will be for the TAC to identify those elements of the transportation system that alternative improvements should be developed for. The consultant group will draft a list to review and achieve consensus with the TAC.

III. SUMMARY OF INVENTORY, PLANS, AND POLICIES

An initial summary of Hwy. 101 pedestrian counts, level of service, and parking was provided. This information will be documented and distributed for inclusion in the Project Notebooks. The TSP will also include development of transportation issues for inclusion in the City's Comprehensive Plan.

Depoe Bay Transportation System Plan
SUMMARY OF TRANSPORTATION ADVISORY COMMITTEE MEETING #3



TRILAND DESIGN GROUP, INC.

DATE:	November 1, 2000, 1:30 p.m.	LOCATION:	Depoe Bay City Hall
ATTENDEES:	Bill Durst Dick Johnson Dennis McKenzie Phil Taunton Jim Chambers, Lincoln County		Jerry Stokes, ODOT (Area Resource Coordinator) Andy Baldwin, ODOT (Maintenance Coordinator) Howard Stein, CTS Engineers Larry Lewis, Triland Design Group

SUMMARY OF MEETING

Review Agenda and Update Project Notebooks – The agenda was reviewed and the Project Notebook title sheet and project directory were updated.

Depoe Bay Population and Employment Forecasts – The population and employment forecasts are used to determine future traffic volumes and conditions. The forecasts need to be consistent with the State Economist's estimates. There was discussion about large undeveloped and partially developed lands and the impact they will have on the Depoe Bay population at full build-out.

Existing Traffic Conditions, Impacts, and Projections – The existing traffic conditions on and adjacent to Highway 101 were discussed. This was based on traffic counts and observations conducted Summer 2000. The typical annual traffic volume increase is 3%. Four lanes will easily accommodate traffic in the year 2020. This does not account for turning movements. There is an obvious need for additional parking spaces.

Special Transportation Area (STA) - An explanation of the STA was provided. A previous discussion between ODOT, members of the TAC, and the TriLand Team resulted in the decision to amend the existing TSP contract to develop conceptual alternative site plans and sketches for the downtown area along Highway 101. This will enable the TSP to address parking needs in conjunction with Highway 101 alternatives for travel lanes, bicycle and pedestrian facilities, parking, and streetscape elements. This will provide initial direction and concepts for downtown Depoe Bay as a designated STA.

Transportation Elements That Need Alternative Solutions – transportation issues that have been identified in previous TAC meetings, citizen interviews, and through site reconnaissance were grouped into the following Primary and Secondary Elements.

Primary Elements

- Downtown Area Improvements
- Highway 101 Safety
- Parking Shortage & Inconvenience
- New North-South Access

Secondary Elements

- Schoolhouse Street to South Point Street Merge Confusion (need arrows)
- North "Gateway" (Post Office access, Hwy 101/Harney-Lane Intersection) (Will this consider relocation of the post office off Hwy. 101?)
- Local Street Plan to Accommodate Future Development (Collins Street, Williams Street, etc.)
- Collins Street (address narrow, steep, speeding, Hwy 101 intersection issues)
- Hwy 101/Little Whale Cove Entrance (at full development) (need notification of intersection)
- Widen Hwy 101 Bicycle Lane at South Curve (near Whale Cove Inn)
- Public Transportation for Elderly and Disadvantaged
- Marine/Inner Harbor Transportation Improvements (pedestrian/dock access, harbor shuttle, development/redevelopment)



**SUMMARY OF MEETING TO REVIEW
ALTERNATIVE DOWNTOWN CONCEPTUAL PLANS**

TRILAND DESIGN GROUP, INC.

DATE: March 28, 2001, 4:00 p.m. **LOCATION:** Depoe Bay City Hall

ATTENDEES: Lisa Nell, ODOT
Jim Buettner, ODOT
Howard Stein, CTS Engineers
Bob Foster, Foster Consultants
Larry Lewis, TriLand Design Group

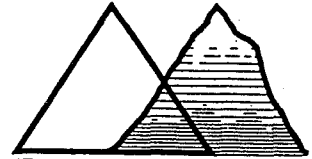
SUMMARY OF MEETING

The purpose for this meeting was to review the alternative conceptual plans and ensure that alternative concepts are being developed in accordance with ODOT design standards and recommendations. The following diagrams were described and discussed.

- Existing Conditions Understanding
- Strategy – Pedestrian Improvements, Traffic Calming
- Strategy – Traffic/Parking Changes
- Concept - Four Lane Parallel Parking
- Concept – Three Lane Diagonal/Parallel Parking
- Concept – Five Lane Concept w/ Diagonal & Parallel Parking
- Strategy – Structured Parking
- Strategy – Urban Design Concepts
 - Plaza Concept
 - Tower Concept
 - Seawall Lighting Concept

Key comments:

- The west side (seaward) sidewalk is too narrow at the existing 6 foot width, especially with vehicle bumpers overhanging into the sidewalk. The sidewalk needs to be approximately 10 feet wide.
- Minimum recommended travel lane width is 12 feet.
- ODOT requires a minimum 14 foot wide center turn lane and prefers 16 feet.
- Question: Are four lanes needed on Highway 101 through Depoe Bay?
- Question: Are there any ways to improve the bridge to provide for greater pedestrian safety?
- There may be opportunities for ODOT participation in funding a parking structure, particularly if the Highway 101 parking is changed from diagonal to parallel. A possibility is ODOT's access management fund.



SUMMARY OF TAC MEETING #4

TRILAND DESIGN GROUP, INC.

DATE: March 28, 2001, 4:00 p.m.

LOCATION: Depoe Bay City Hall

ATTENDEES: Bill Durst
Dick Johnson
Dennis McKenzie
Mike Laverty
Pery Murray, City of Depoe Bay
Terry Owings, City of Depoe Bay

Lisa Nell, ODOT
Nancy Reynolds, ODOT
Jim Buettner, ODOT
Howard Stein, CTS Engineers
Bob Foster, Foster Consultants
Larry Lewis, Triland Design Group

SUMMARY OF MEETING

Following introductions, a project status report was given including completion of the plan and policy review, existing transportation inventory, future traffic projections, and identification of transportation improvement projects.

The primary purpose for the meeting was to review and receive input on the alternative downtown/Hwy. 101 conceptual plans. In addition, other recommended transportation improvement projects were identified and discussed.

A presentation of the alternative downtown conceptual plans was provided. It was explained that these are initial concepts for discussion purposes and are not to be construed to be recommended improvements. The ultimate plan for downtown Depoe Bay and Highway 101 needs to be formulated through a public process that includes participation of the public, City, and ODOT. The TSP will identify conceptual plans that should be studied in greater detail in a subsequent project. The presentation included a description and discussion of the following 10 diagrams:

- Existing Conditions Understanding
- Strategy – Pedestrian Improvements, Traffic Calming
- Strategy – Traffic/Parking Changes
- Concept - Four Lane Parallel Parking
- Concept – Three Lane Diagonal/Parallel Parking
- Concept – Five Lane Concept w/ Diagonal & Parallel Parking
- Strategy – Structured Parking
- Strategy – Urban Design Concepts
 - Plaza Concept
 - Tower Concept
 - Seawall Lighting Concept

Comments and questions regarding the initial concepts:

- **Pedestrian signal for crossing Highway 101** – questions regarding how the pedestrian signal works and if it would create a false sense of security for pedestrians crossing the highway. On the conceptual plans, the pedestrian signal was located at Clarke Street, at the north end of downtown. The timing of the pedestrian signal would need to be coordinated with the traffic signal located at Bay Street.
- **Accidents** – ODOT accident data shows no pedestrian accidents over the past five years, however does show sideswipe accidents. This indicates the traffic lanes should not be narrowed.

- **5th Lane and Pedestrian Islands** – discussion of the pros and cons of adding a center turn lane on the Highway through downtown. The general consensus is that an additional travel lane is not desired due to the increased pavement width that would decrease safety for pedestrians crossing the highway. Pedestrian islands could be placed where vehicle turning movements are not needed which would provide a refuge for pedestrians crossing the highway.
- **Northbound Highway 101 Traffic at Bradford Street** – Traffic speeds up where travel lanes change from four to two. Motorists try to get ahead of other traffic as the lanes narrow.
- **# of Parking Spaces** – the number of parking spaces on Highway 101 is not important because adding or reducing 10-20 on-street spaces does not have an impact on the 300-350 additional spaces that are needed. The overall parking inadequacy needs to be resolved, even if this means reducing the on-street Highway 101 parking.
- **Diagonal Parking Elimination** – There is a concern that ODOT will eliminate diagonal parking on Highway 101 in the future. Therefore, a multi-level parking structure that is pedestrian friendly is essential.
- **Parking Structure** – The key to successful (highly utilized) parking that is located behind the Highway 101 commercial buildings is to make it attractive and convenient. It must be easy for motorists to locate and circulate in and out of. It must be safe, convenient, and attractive for pedestrians walking between the parking and the commercial uses/ocean front.
- **Alternative Parking Structure Locations** – Aside from the block between Bay St. and Collins St. there may be other opportunities for structured parking, e.g. north of Collins St. and/or tiered parking on the 3-5 acre site south of the bridge (near the What Not Shop).
- **The Fundamental Solution** – How to provide 250-350 parking spaces behind the shops with pedestrian friendly access while reducing highway parking to the extent needed to make the highway pedestrian friendly while accommodating through traffic. Don't worry about how many on-street parking spaces are eliminated as long as they are conveniently replaced and additional spaces provided.
- **Seawall** – The seawall may have historic significance therefore there may be challenges if alterations to the seawall are pursued.
- **Tower Concept** - The idea of a tower, e.g. the lighthouse concept shown in the diagrams, is to provide a landmark. It is unlikely that, if pursued, the tower could be located within Highway 101 right-of-way. A possibility is to include it as part of a parking structure which would help identify parking availability. Views from uphill residence would need to be considered.
- **Alternative Pedestrian Bridge Crossing** – Is it possible to build a pedestrian bridge adjacent to the existing bridge? Railings on the existing bridge would make it safer for pedestrians and prevent pedestrians from crossing the highway on the bridge. The ability to provide ADA accessible pedestrian access between the bridge and the harbor is a concern.
- **Pedestrian Crossing at Post Office** – Safe pedestrian crossing of Highway 101 is needed at the north end of town near the post office. Consider relocating the post office off of Highway 101 although it needs to be in a convenient (easy to get to) location.
- **Alternative North-South Access** – The alternative north-south access is needed for local traffic as well as for secondary emergency vehicle access. Identifiable alternative routes with pros and cons needs to be provided.
- **Pedestrian Loop** – Create a pedestrian loop around the harbor.
- **Priorities** – 1) Pedestrian crossings, 2) Traffic calming, 3) Parking

A Draft Recommended Transportation Improvement Projects list and descriptions were distributed to TAC members. TAC members concurred with the list including the above comments. One additional recommendation was for increased public pedestrian access along the oceanfront (bluff) where feasible.



SUMMARY OF OPEN HOUSE #1

TRILAND DESIGN GROUP, INC.

DATE:	March 28, 2001, 7:00 p.m.	LOCATION:	Depoe Bay City Hall
ATTENDEES:	Mayor John Steen Alice Brown, City Council Bruce Silver, City Council Dick Johnson, Planning Commission Fran Recht, Planning Commission Debbie Davilla, Planning Commission Rick Davilla Roma Powis	John Woodmark Joel Gallub Pery Murray, City of Depoe Bay Lisa Nell, ODOT Nancy Reynolds, ODOT Howard Stein, CTS Engineers Bob Foster, Foster Consultants Larry Lewis, Triland Design Group	

There were one or two additional people (names not known).

SUMMARY OF MEETING

Introductions were followed by a description of the Transportation System Plan (TSP) project and the purpose for the meeting. An agenda was distributed that included identification of Draft Recommended Transportation Improvements.

The purpose for the Open House was to notify the public of the TSP project, describe transportation issues and potential solutions/improvements, and solicit input. The focus of the meeting was the presentation and discussion of the alternative downtown conceptual plans.

It was explained that these are initial concepts for discussion purposes and are not to be construed to be recommended improvements. The ultimate plan for downtown Depoe Bay and Highway 101 needs to be formulated through a public process that includes participation of the public, City, and ODOT. The TSP will identify conceptual plans that should be studied in greater detail in a subsequent project.

The presentation included a description and discussion of the following 10 diagrams:

- Existing Conditions Understanding
- Strategy – Pedestrian Improvements, Traffic Calming
- Strategy – Traffic/Parking Changes
- Concept - Four Lane Parallel Parking
- Concept – Three Lane Diagonal/Parallel Parking
- Concept – Five Lane Concept w/ Diagonal & Parallel Parking
- Strategy – Structured Parking
- Strategy – Urban Design Concepts
 - Plaza Concept
 - Tower Concept
 - Seawall Lighting Concept

Comments and questions regarding the initial concepts:

- Vehicles diagonally parked on Highway 101 extend into the travel lanes
- A combination of (more than one) pedestrian improvements is needed to be effective. In other words, just making one type of improvement will not provide a safer and more pedestrian friendly downtown/highway.
- The 3-lane highway concept increases speed because it eliminates the conflict between through traffic and parking.
- Increased utilization of the park parking lot is needed.

***Depoe Bay Transportation System Plan
2000-2001***

- An employee parking lot(s) is needed to keep employees from parking along the highway.
- There is a need for large vehicle, i.e. RV, parking.
- Question of City's ability to place traffic signals on the highway, pedestrian-only signals or full signals.
- The first improvement priority should be to make the highway safe for pedestrians, no matter what happens to the number of parking spaces.
- The property/business owners are willing to participate in funding a parking structure, i.e. establishing a parking fund, etc.
- John Woodmark has plans (drawings) for a parking structure between Bay St. and Collins St. The plan eliminates services stops on the highway by providing truck circulation behind the commercial buildings. It also includes undergrounding utilities.
- The backs of buildings need to be made attractive.
- A business improvement district, system development charges, or other funding mechanism is a good idea but also consider land use impacts.
- People in Depoe Bay like the small scale, fishing village character. This is documented in previous community surveys.
- A tower, or landmark, is not needed. We have the ocean.
- Low pedestrian lights along the highway may be good, but not tall ocean lights.
- Business owners benefit from tourists but other residents or uses benefit because there is no tax base. We need some way to capture money from tourists that is beneficial to the community as a whole.
- A parking structure would need to be attractive, disguised from a typical ugly parking structure, i.e. with building façade treatment, etc.
- A turn lane for southbound highway traffic is imperative with a parking structure. This could be separate center turn lane or a traffic signal that includes a protected left turning movement.
- Is there a saturation point of growth of Depoe Bay which can translate into the ultimate number of parking spaces needed? What about beyond the 20 year projection? We can estimate the number of additional parking spaces needed for the next 20 years but what about beyond that?
- Additional commercial development needs to be compact to avoid linear strip development, such has occurred in Lincoln City. A parking structure will help prevent commercial sprawl up and down the highway.
- Construction of a parking structure could be phased per available funding, i.e. one level constructed per phase.
- Promote "Carmel-type" downtown development with residents above retail.
- Pedestrian attractions are needed.
- Existing parking areas are underutilized.
- Consider multiple parking spaces throughout downtown, not just one massive parking structure.
- Keep it a "contained" town.
- Provide incentive for people to get out of their cars and walk.
- Many believe the diagonal parking will disappear someday. Need to have other spaces available.
- The park parking lot is an opportunity for RV/trailer parking as long as it doesn't conflict with the boat launch. A boat shuttle across the inner harbor could transport pedestrians from the park parking lot to downtown.
- Provide an incentive for people to park in a parking structure.
- The alternative north-south access needs to provide access for local residents, not just for emergency vehicles or bike/ped access.
- Consider pedestrian warning lights.
- Consider a parking between Combs St. and Williams St.

SUMMARY OF TAC MEETING #5

DATE: May 31, 2001

KEY DISCUSSION ITEMS:

The primary purpose of the meeting was to present and discuss the draft TSP. Draft TSP's were distributed to attendees. An overview of the TSP contents was provided, then the focus of the meeting was a review of the draft recommended transportation improvement projects.

The three Downtown/Highway 101 concepts were discussed in detail including the various elements that were illustrated in the concepts, i.e.

- Accommodate Through Traffic
- Improve Pedestrian Safety and Circulation
- Provide Additional Parking
- Bicycle Traffic
- Minimize Conflicts Between Autos/Truck, Bicyclists, Pedestrians, and Parking
- Urban Design Concepts
- Designated Special Transportation Area (STA)

The other recommended project that generated considerable discussion was the recommended alternative north-south access including alternative routes and the recommended route of extending Bay View Avenue to connect with Shell Avenue. Specific discussion items included impacts to the park, traffic flow, and impacts to existing streets (Williams Avenue, Bay Street).

The TAC was asked to review the draft TSP in detail and forward comments at the June 13, 2001 TAC meeting.

SUMMARY OF TAC MEETING #6

DATE: June 13, 2001

KEY DISCUSSION ITEMS:

Review and opinions of the draft TSP were provided including written comments received from Dick Johnson who was unable to attend. Those comments primarily addressed:

- Highway 101/Downtown Refinement Plan – one element discussed in particular, was the concept of pedestrian islands located between the northbound and southbound travel lanes which would provide a safe place for people to stop and view traffic.
- Alternative North-South Access
- Priority List

SUMMARY OF OPEN HOUSE #2

DATE: June 13, 2001

KEY DISCUSSION ITEMS:

The primary purpose of the meeting was to review the recommended transportation improvement projects identified in the draft TSP.

The initial focus was on the Downtown/Highway 101 concepts and how they can be viewed as a phasing plan.

The other main focus was on the recommended north-south connection and expansion of Bay View Avenue. This recommendation did not receive unanimous agreement from the participants although the majority appeared to agree with the concept. Based on the discussion, there is a need to discuss the extension in a more detailed public process.

SUMMARY OF CITY COUNCIL/PLANNING COMMISSION WORKSHOP

DATE: June 13, 2001

KEY DISCUSSION ITEMS:

The primary purpose of the meeting was to review the process for finalizing and adopting the TSP and implementing policies and ordinances. Adoption was recommended to occur in two phases including 1) the adoption of the TSP and, 2) adoption of the implementing policies and ordinances. This method is recommended because of the detail involved in the policies and ordinances which will require a greater level of review and consideration.

June 2, 2001

To: TriLand Design Group
Technical Advisory Committee

From: Dick Johnson

Subject: Draft Transportation System Plan

The draft plan is good and comprehensive. I have a few comments, however, and, as I can't be at the June 13 meetings, I would appreciate having them brought up then.

First, some significant comments:

- **Highway 101 / Downtown Refinement Plan:** (page VI-8) The following ideas should be incorporated in the draft, so they aren't overlooked as a refinement plan is developed:
 - Concept 1 and 2 should be done concurrently. Disrupting the parking, etc. on 101 would best be done as the initial solution to downtown parking is implemented.
 - Concept 2 (and therefore Concept 3) should include a coordinated design for surface parking between Collins and Clarke, with primary entrances and exits at Bay and Clarke. I suggest that the Combs right-of-way be incorporated into the parking complex. Consideration could even be given to some parking on the eastside of Combs.
 - Concept 2 and the Urban Design Concepts paragraph should note that pedestrian friendly, attractive access ways from the parking to the businesses on 101 must be in the design, including encouragement of good designs and entries on the rear of the buildings.

- **Alternative North-South Access:** (page VI-9) The designated route in the report is the only practical one, however, for this alternative to be viable and used by the locals, several things must be incorporated. Obviously, these make its implementation a major project. They should be acknowledged in the report:
 - Rather than using a brief stretch of Bay Street, Williams could be realigned at its southwest corner with Bay (tax lot 100), so no jog occurs there (maybe this would call for a 4-way stop).
 - Also, Williams could be slightly realigned at the intersection with Bay (tax lot 3200) to smooth the transition and a stop sign added for eastbound traffic on Bay.
 - The whole route must at least approach the Collector Street Design Standards, notably at the narrow stretch of Williams north of Clarke and along Bay near the Community Center.
 - Access to and parking at the Post Office needs to be redesigned.

- **Priority List:** (pages VI-24 to VI-26) These suggestions are just to better differentiate between projects, in my opinion:
 - (Item C3) Show final design and construction of Phase 1 and 2 as High priority and Phase 3 as Medium.
 - (Item E) Lower the Alternative North-South Access to Medium priority.
 - (Item F2) Make the Collins, Clarke and Austin connections to 101 High priority, consistent with that for implementing the Phase 1 and 2 parking complex.
 - (Item H3) Lower the 101 bicycle lane widening at south (Whale Cove) curve to Low priority.
 - (Item O2) Lower the ocean front pathway system to Low priority.

Now, some less significant comments:

- (page IV-3) Emphasize that with increased parking the peak number of trips on local streets will be even higher.
- (page IV-12, Little Whale Cove Trip Generation Worksheet) Mention or add Whale Cove development here.
- (page VI-6) Maybe add a footnote that the "Curb Type" standard is optional on many streets.
- (page VI-8) In the second line of Concept 1 change the word "bay" to "harbor" (Don't tell Bud that we have streets around the harbor named Bay and Bay View!)

To: Larry Lewis
Triland Design Group

From: Fran Recht, P.O. Box 221, Depoe Bay, OR 97341 (23 NE Williams) June 2001

Re: City of Depoe Bay – Transportation System Plan

Dear Larry:

Thanks for meeting with me last week about the TSP and hearing my comments and concerns.

I thank you for putting this comprehensive document together and think you have done a good job in identifying issues and analyzing potential options and areas where further work is necessary.

I think many of my concerns can be best addressed during a more detailed downtown area plan or special area plan, but I do appreciate you noting them so that they ~~don't~~ inadvertently get overlooked. I've bullittted those elements (pages 2,3) that I think would be appropriate for later phases of planning work.

I think the three Concepts on page VI-8 are good to consider as three potential phases. Concept 1 (Chapter VI-8) for Hwy 101 changes are good, except that I also think that within this first phase the parallel parking on the west side of Hwy 101 should be completed and that the west sidewalk width should be increased to 11' (or 12' if possible) as a priority. The 'extra' space between cars that are planned on the west side is a good idea, but would be more of an asset if these spaces are consolidated into some increased bulb out/plaza areas. (Increasing sidewalk width on the west side of Hwy 101 now also ties in very nicely with the other State Parks/ODOT improvements projects at Whale Park and northward with the scenic land acquisition). I think signage directing people to under-utilized off-highway parking areas should be added to this phase

I think Concept 2 (phase II) should just involve relocating any power poles that compromise the sidewalks on either sides of Hwy 101 and adding a southbound bicycle lane between the parallel parking and travel lane.

The idea of providing organized, shared off-street parking east of the commercial uses on Hwy 101 (currently in Concept 2) or a parking garage (currently in Concept 3) requires code changes regarding off-site parking, changing dedicated areas to common ones, requiring a parking fund to be set up, and has major implications on the look and feel of downtown Depoe Bay. If the community wants to preserve itself with a maritime/fishing village feel as has been stated, such implications must be made transparent to people through a planning process and public hearings.

I like the urban design concepts of bulb-outs, raised intersections/crossings, striping or pavement texture at crosswalks and potential medians with railings to assure pedestrians

use crosswalks/or special crossing areas. A pedestrian signal by the post-office may be more useful than that at Clark if the other elements (e.g. raised medians at crosswalks) are added in the downtown.

I don't think the North-South Access Route is practical nor desirable giving park/dam orientation, restroom and pump station siting and the like. Also, during the recent salmon opening, the parking lot has been totally full of cars, trucks and boat trailers. There would be too many conflicts not only with park use and safety, but also with harbor use and safety. Also, since the State Marine Board paid for parking lot/launch ramp improvements this modification may not be allowed. That said, the only 'high' priority designations that I don't agree with are E and F.3 (VI-24 and VI-25) that relate to this issue.

I oppose the use of the statement that 'up to 300+ additional parking spaces are needed' (V-3 and VI-7) in Depoe Bay. This specific numerical implies that the TSP study made such a calculation and finding. That isn't true. Furthermore, such a statement has no community consensus and would alter the look and feel of Depoe Bay's downtown significantly and should not appear in the TSP without study and review.

Access and parking improvements to allow use of the back of the post-office off Williams may be a good early investment of money to relieve Hwy 101 congestion. (That is I agree with it being considered a high priority element).

For later consideration in a downtown refinement plan:

- 1. Off-Hwy 101 parking areas were not studied in terms of under-use. It would be good to study which ones are not being well used and prioritize improving directional signage to these.
- 2. It would be important to consider one-way street designations on streets such as lower end of Collins (west of Conway), Clark and Bradford in the downtown area for easing traffic flow, increasing safety and making directional signage easier to place (e.g. to direct people to off-Hwy parking areas).
- 3. TSP doesn't acknowledge the conflicts with turning from side streets onto Hwy 101 in the downtown area due to parked cars blocking sight distances. This forces people to pull out into the travel lanes to see, causing safety concerns. Though the problem will be made better by parallel parking configuration, it will not be solved. Perhaps the traffic calming 'bulb-outs' can be placed so that cars can't park within a car's length or two of the corners.
- 4. The impacts on neighborhoods (and local quality of life) from improving collector streets and making more parking available off Hwy 101, must be considered and intentionally minimized (with as equal weight as that given to addressing such concerns on Hwy 101). It does little good to improve safety and speeds on Hwy 101 if Williams and Collins speeding and safety problems for example (which are already

bad) are increased, or if traffic, garbage, noise, crime, or light pollution from parking lots/structures become a problem in the residential neighborhoods that back parking areas. Additionally, while it is noted in the TSP that parking structures must 'consider' views of uphill residential areas, it is important that in the interest of helping tourists, that the interests of residents not be overshadowed. In fact, those tourist interests must remain subservient to those of us who live in the community. Wording should read 'must avoid hampering views' or similar.

- 5. The TSP notes Hwy 101 as a Scenic Byway, but there are no elements in the TSP that specifically address enhancing the scenic byway or avoiding conflicts with the beautiful ocean/harbor views and the treed corridor at the S. end of town. Such elements as the following should be acknowledged in the plan:
 - a. removing power lines
 - b. landscaping
 - c. sidewalk and pedestrian enhancements
 - d. development of additional scenic viewing areas (esp. to Harbor)
 - e. keeping structures small scale in the downtown area
 - f. acknowledging the historic nature of bridge, park building, other buildings—e.g. Spouting Horn
 - g. keeping signage controlled, small scale and uniform
- 6. The TSP has spoken about, but not incorporated the fact that there have been other 'planning' efforts done by Depoe Bay wherein the community preferences for keeping the downtown small scale, with a fishing/maritime village concept, with no night lighting (except for patio-type low-lights) along the seawall have been called out. Also, the TSP must acknowledge that many here consider the bridge and harbor the 'focal point' of Depoe Bay. Some of the 'Urban design concepts mentioned in chapter V of the TSP, e.g. the tower and 'night lighting' are incompatible with community preferences.
- 7. Changes in parking rules must be considered as to the changes they will create in land-use patterns and building heights and the like in the downtown area.
- 8. Financing of parking must be the responsibility of those that will directly benefit from the parking and not the community at large.

Thanks for your attention,



Fran Recht