IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS
Street Widening			
1 5-16	"South Gaps" -- Phase 1 (3 lanes between SE 19th/Bard Road & SE 35th)	high	$6,000,000.00
2 5-16	"North Gaps" – N.39th to NE 22nd	high	$5,000,000.00
3 5-16	"South Gaps"—Phase 2 (4 lanes SE 19th to SE31st	medium	$4,000,000.00
4 5-16	Highway 18 to Logan Rd	high	$5,000,000.00
5 5-16	Widen Schooner Creek Bridge to 4 lanes	medium	$10,000,000.00
6 5-16	Schooner Creek Bridge to South City Limits	high	$4,000,000.00
7 5-16	"South Gaps" --Phase 3 (S. 38th Street to SW. Beach Avenue)	high	3,000,000.00
Major Intersection Improvements			
1 5-14	N. Logan Road (refinement plan)	high	$7,000,000.00
2 5-14	Oceanlake (refinement plan)	medium	$6,000,000.00
3 5-14	E. Devils Lake Road (refinement plan)	high	$6,000,000.00
4 5-14	Work with ODOT to obtain STA designations in Lincoln City's core village areas	high	$0.00
5 5-14	SW Beach Avenue/SW Coast Avenue	high	$6,000,000.00
Street Closures			
1 5-18	NW 16th Street access to Highway 101	complete	$40,000.00
2 5-18	Bard Road access to Highway 101	high	$40,000.00
3 5-18	SE 39th access to Highway 101	low	$40,000.00
4 5-18	SE 40th access to Highway 101	low	$40,000.00
5 5-18	SW Ebb access to Highway 101	high	$40,000.00
6 5-18	SW Fleet access to Highway 101	complete	$40,000.00
7 5-18	SW Jetty access to Highway 101	high	$80,000.00
Turn Restrictions			
1 5-19	Highway 101/Bard Road	high	$85,000.00
2 5-19	Highway 101/SW 29th Street	high	$45,000.00
3 5-19	Highway 101/SW 37th Street	high	$45,000.00
Signals (when warranted)			
1 5-20	Highway 101 at E. Devils Lake Road/Neotsu Drive	high	$10,000.00
2 5-20	Highway 101 at NE Holmes Road	high	$1,500,000.00
3 5-20	Highway 101 at S 32nd Street	high	$3,000,000.00
4 5-20	Highway 101 at SW 62nd Street	low	$1,250,000.00
5 5-20	Highway 101 at D River (prohibit right turns on red)	high	$500,000.00
Left-turn Lanes/Pockets			
1 5-21	Highway 101 at N. Clancy Road	high	$45,000.00
2 5-21	Highway 101 at Highland Road	high	$50,000.00
3 5-21	Highway 101 at E. Devils Lake Road	high	$50,000
4 5-21	Highway 101 at Neotsu Drive	high	$30,000.00
5 5-21	Highway 101 at Between NW 30th & NW 34th	medium	$30,000.00
6 5-21	Highway 101 at Between S. 9th and S. 12th	high	$150,000.00
7 5-21	Highway 101 at SW Bard Road	low	$25,000.00
8 5-21	Highway 101 at SE 23rd Street	high	$25,000.00
9 5-21	Highway 101 north of SW 29th Street	high	$50,000.00
11 5-21	Highway 101 between S. 31st and S. 32nd	medium	$75,000.00

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS
Right-turn (Deceleration) Lanes			
1 5-22	Highway 101 at Holly Farm Road	medium	$100,000.00
2 5-22	Highway 101 at W. Devils Lake Road	high	$100,000.00
3 5-22	Highway 101 at E. Devils Lake Road	high	$100,000.00
4 5-22	Highway 101 at N. 40th Street	medium	$100,000.00
5 5-22	Highway 101 at NW 33rd to NW 30th	medium	$100,000.00
6 5-22	Highway 101 at NE Holmes Road	medium	$100,000.00
7 5-22	Highway 101 at High School Drive	high	$100,000.00
8 5-22	Highway 101 at 19SW 62nd Street	medium	$100,000.00
Street Realignments			
1 5-23	E. Devils Lake Road and Holly Farm Road	medium	$500,000.00
2 5-23	E. Devils Lake Road west of existing Highway 101 intersection	low	$1,500,000.00
3 5-23	Highway 101 from N. 29th to N. 25th	low	$750,000.00
4 5-23	SW 32nd and SE 32nd	high	$2,750,000.00
Pedestrian Islands/ Medians			
1 5-24	Highway 101/W. Devils Lake Road	high	$300,000.00
2 5-24	Lighthouse Square access road to Highway 101	high	$1,500,000.00
3 5-24	Highway 101/NW 40th	high	$45,000.00
4 5-24	Highway 101/NW 26th	medium	$45,000.00
5 5-24	Highway 101/N. 21st	complete	$45,000.00
6 5-24	Highway 101/S. 3rd	low	$45,000.00
7 5-24	Highway 101/Bard Road	high	$45,000.00
8 5-24	Highway 101/S. 35th	high	$45,000.00
Local Street Development			
1 5-25	Between Highland Road & Cherry Hill Road	low	$350,000.00
2 5-25	Between Neotsu Drive & E. Devils Lake Road	low	Not Possible
3 5-25	Between Johns Avenue & H Avenue	medium	$235,000.00
4 5-25	Between NE 47th Street west to NW 44th Street	high	$750,000.00
5 5-25	Behind McDonalds	low	$1,000,000.00
6 5-25	South of N. 36th Street	low	Not Possible
7 5-25	From NE 34th & NE 35th to W. Devils Lake Road	medium	$2,300,000.00
8 5-25	From NE Holmes Road to NE 30th Street	high	$2,300,000.00
9 5-25	North & south of NE 29th Street	medium	$500,000.00
10 5-25	Extending NE Oar from NE 16th Street south of NE 29th Street	low	$1,250,000.00
11 5-25	Extending NE Oar from NE 16th Street to NE 6th Drive	medium	$2,350,000.00
12 5-25	Extending NE Keel from NE 16th Street to NE 6th Drive	low	$2,350,000.00
13 5-25	Between NE 6th Drive and NE 1st Street	medium	$500,000.00
14 5-25	Between SE 14th Street and SE 16th Street	high	$750,000.00
15 5-25	Extending SE Mast from SE 14th Street to SE 19th	low	$800,000.00
16 5-25	Extending SE Lee from SE 19th Street to SE 23rd Street	high	$600,000.00
17 5-25	Extending SW Coast from SW 32nd Street to SW 24th Street	high	$900,000.00
18 5-25	Extending SE Fleet north from SE 23rd Street to SE 32nd Street	medium	$1,000,000.00

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS
19 5-25	From SE 32nd to SE Inlet parallel to SE Fleet/SE Spyglass/High School Drive	low	$2,500.000.00
20 5-25	Behind SE 27th Street and SE 28th Street commercial areas	medium	$750,000.00
21 5-25	Extending Ebb from SW 66th St. to 68th St.	high	$150,000.00
22 5-25	Extending SW Keel behind Harbor Bay from SW 62nd St. to 63rd St.	medium	$250,000.00
23 5-25	NE H Avenue to NE E Avenue connector	low	$235,000.00
24 5-25	NW 38th Street (NW Lee to NW Port)	medium	$215,000.00
25 5-25	NW Jetty Avenue (NW 40th Pl to NW 39th)	high	$325,000.00
26 5-25	NW Keel Avenue (NW 34th to NW 35th)	high	$75,000.00
27 5-25	NW Oar Avenue (NW 33rd to NW 34th)	medium	$75,000.00
28 5-25	NW 33rd Avenue (Intersection Realignment)	medium	$90,000.00
29 5-25	NW Oar Drive (Realignment to NW 30th)	high	$170,000.00
30 5-25	NE Quay Avenue (Connector to NE 27th)	medium	$665,000.00
31 5-25	NE Tide Avenue (Extend to NE 22nd)	low	$275,000.00
32 5-25	NE Port Ave & NE 17th (WDLR to 21st & Port to Oar)	high	$1,700,000.00
33 5-25	NW Jetty Avenue (NW 21st to NW 26th)	medium	$750,000.00
34 5-25	NW Harbor Avenue (NW 12th to NW 15th)	medium	$1,035,000.00
35 5-25	NW Inlet & NW 6th Dr (NW 12th to NW 2nd & NW Inlet to 101)	low	$985,000.00
36 5-25	NE 6th Drive to NE 14th Street	low	$900,000.00
37 5-25	NE Jetty Avenue, NE 1st, & SE 1st Extension	high	$3,500,000.00
38 5-25	SE Harbor Avenue & SE 3rd Street	high	$1,050,000.00
39 5-25	SE 16th Street & SE Lee Avenue	medium	$800,000.00
40 5-25	SE 14th Street and Mast Avenue	low	$600,000.00
41 5-25	Bard Road improvements	high	$1,700,000.00
42 5-25	SW Coast Avenue (SW 27th to SW 32nd)	medium	$1,500,000.00
43 5-25	SE Lee Avenue (Extension to SE 23rd)	medium	$1,500,000.00
44 5-25	SE 27th Street (Extension to SE Lee)	low	$605,000.00
45 5-25	SE 28th & SE 31st (extend to SE Lee)	low	$510,000.00
46 5-25	High School Drive to SE 32nd St	high	$1,025,000.00
47 5-25	Oceanview RV to High School Drive Connector	high	$1,100,000.00
48 5-25	SE Inlet Ave to SE Ebb Ave	low	$640,000.00
49 5-25	NW 36th St and NW Port Ave	low	$225,000.00
50 5-25	NE Quay Ave Extension @ NE 28th St	low	$150,000.00
51 5-25	Access Consolidation north of SW Coast Ave	low	$25,000.00
52 5-25	SW Jetty Ave Closure @ Hwy 101 (Cutler City)	medium	$85,000.00
53 5-25	SW Keel Avenue (SW 63rd St to SW 62nd St)	high	$390,000.00
54 5-25	SW 28th St to SW Anchor Ave Connector	low	$300,000.00
55 5-25	SW Ebb Avenue Closure @ SW Hwy 101 (Delake)	medium	$2,000.00
9 5-27	NW Neptune Avenue (NW 28th to NW 26th)	medium	$2,000.00
10 5-27	NW Mast Avenue (NW 25th to NW 26th)	low	$3,000.00
11 5-27	NW Port Avenue (NW 28th to NW 30th)	low	$2,000.00
12 5-27	SW Bard Loop from northern to southern entry (SW Coast to SW Coast)	complete	$3,000.00
13 5-27	SW Coast Avenue & SW 11th Drive (SW Bard Road to SW 9th Street -- northbound)	low	$3,000.00
14 5-27	SW 24th Street & SW Anchor Avenue (SW Coast Avenue to SW 32nd Street -- southbound)	low	$3,000.00
15 5-27	Nelscott strip (southbound)	medium	$3,000.00
16 5-27	SW Fleet Avenue (southbound; may consider closure)	low	$2,000.00
17 5-27	SW Fleet Drive (SW Fleet Avenue to SW 11th Drive)	low	$2,000.00

PROPOSED TRANSPORTATION IMPROVEMENTS: 0 – 5 YEARS
TABLE 11-1

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City Development	UR	
Street Widening 1 5-16	"South Gaps" -- Phase 1 (3 lanes between SE 19th/Bard Road & SE 35th)	high	$6,000,000.00	X			
6 5-16	Schooner Creek Bridge to South City Limits	high	$4,000,000.00	X			
Major Intersection Improvements 1 5-14	N. Logan Road (refinement plan)	high	$7,000,000.00	X	X	X	
4 5-14	Work with ODOT to obtain STA designations in Lincoln City's core village areas	high	$0.00	X		X	
Street Closures 1 5-18	NW 16th Street access to Highway 101	complete	$40,000.00			X	
6 5-18	SW Fleet access to Highway 101	complete	$40,000.00			X	
Turn Restrictions 1 5-19	Highway 101/Bard Road	high	$85,000.00	X			
2 5-19	Highway 101/SW 29th Street	high	$45,000.00	X			
Signals (when warranted) 3 5-20	Highway 101 at S 32nd Street	high	$3,000,000.00	X	X	X	
Left-turn Lanes/Pockets 9 5-21	Highway 101 north of SW 29th Street	high	$50,000.00	X			
10 5-21	Highway 101 between S. 31st and S. 32nd	medium	$75,000.00	X			
2 5-22	Highway 101 at W. Devils Lake Road	high	$100,000.00	X			
3 5-22	Highway 101 at E. Devils Lake Road	high	$100,000.00	X			
Street Realignments 4 5-23	SW 32nd and SE 32nd	high	$2,750,000.00	X	X	X	
Pedestrian Islands/ Medians 5 5-24	Highway 101/N. 21st	complete	$45,000.00	X			
Local Street Development 4 5-25	Between NE 47th Street west to NW 44th Street	high	$750,000.00		X		
17 5-25	Extending SW Coast from SW 32nd Street to SW 24th Street	high	$900,000.00				X
12 5-27	SW Bard Loop from northern to southern entry (SW Coast to SW Coast)	complete	$3,000.00		X		

Total	**$24,983,000.00**
ODOT	**$12,500,000.00**
Lincoln City	**$4,503,000.00**
Urban Renewal	**$7,080,000.00**
Development	**$900,000.00**

PROPOSED TRANSPORTATION IMPROVEMENTS: 6 – 10 YEARS

TABLE 11-2

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City	UR	Development
Street Widening 2 5-16	"North Gaps" – N.39th to NE 22nd	high	$5,000,000.00	X			
4 5-16	Highway 18 to Logan Rd	high	$5,000.000.00	X			
5 5-16	Widen Schooner Creek Bridge to 4 lanes	medium	$10,000,000.00	X			
7 5-16	"South Gaps" --Phase 3 (S. 38th Street to SW. Beach Avenue)	high	3,000,000.00	X			
Major Intersection Improvements 2 5-14	Oceanlake (refinement plan)	medium	$6,000,000.00	X		X	
3 5-14	E. Devils Lake Road (refinement plan)	high	$6,000,000.00	X			
5 5-14	SW Beach Avenue/SW Coast Avenue	high	$6,000,000.00		X		X
Street Closures 2 5-18	Bard Road access to Highway 101	high	$40,000.00	X			
3 5-18	SE 39th access to Highway 101	low	$40,000.00	X			
4 5-18	SE 40th access to Highway 101	low	$40,000.00	X			
5 5-18	SW Ebb access to Highway 101	high	$40,000.00	X			
7 5-18	SW Jetty access to Highway 101	high	$80,000.00	X			
Turn Restrictions 3 5-19	Highway 101/SW 37th Street	high	$45,000.00	X			
Signals (when warranted) 1 5-20	Highway 101 at E. Devils Lake Road/Neotsu Drive	high	$10,000.00	X			
2 5-20	Highway 101 at NE Holmes Road	high	$1,500,000.00	X		X	
4 5-20	Highway 101 at SW 62nd Street	low	$1,250,000.00	X		X	
5 5-20	Highway 101 at D River (prohibit right turns on red)	high	$500,000.00	X			
Left-turn Lanes/Pockets 1 5-21	Highway 101 at N. Clancy Road	high	$45,000.00	X			
3 5-21	Highway 101 at E. Devils Lake Road	high	$50,000.00	X			
4 5-21	Highway 101 at Neotsu Drive	high	$30,000.00	X			
5 5-21	Highway 101 at Between NW 30th & NW 34th	medium	$30,000.00	X			
7 5-21	Highway 101 at SW Bard Road	low	$25,000.00	X			

PROPOSED TRANSPORTATION IMPROVEMENTS: 6 – 10 YEARS
TABLE 11-2

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City	UR	Development
8 5-21	Highway 101 at SE 23rd Street	high	$25,000.00	X			
Right-turn (Deceleration) Lanes 1 5-22	Highway 101 at Holly Farm Road	medium	$100,000.00	X			
4 5-22	Highway 101 at N. 40th Street	medium	$100,000.00	X			
5 5-22	Highway 101 at NW 33rd to NW 30th	medium	$100,000.00	X			
6 5-22	Highway 101 at NE Holmes Road	medium	$100,000.00	X			
7 5-22	Highway 101 at High School Drive	high	$100,000.00	X			
8 5-22	Highway 101 at 19SW 62nd Street	medium	$100,000.00	X		X	
Pedestrian Islands/ Medians 1 5-24	Highway 101/W. Devils Lake Road	high	$300,000.00	X			
2 5-24	Lighthouse Square access road to Highway 101	high	$1,500,000.00	X			
3 5-24	Highway 101/NW 40th	high	$45,000.00	X			
6 5-24	Highway 101/S. 3rd	low	$45,000.00	X			
Local Street Development 16 5-25	Extending SE Lee from SE 19th Street to SE 23rd Street	high	$600,000.00		X		X
18 5-25	Extending SE Fleet north from SE 23rd Street to SE 32nd Street	medium	$1,000,000.00		X		X
22 5-25	Extending SW Keel behind Harbor Bay from SW 62nd St. to 63rd St.	medium	$250,000.00			X	X
46 5-25	High School Drive to SE 32nd St	high	$1,025,000.00		X		

Total	**$50,115,000.00**
ODOT	**$36,940,000.00**
Lincoln City	**$4,825,000.00**
Urban Renewal	**$4,425,000.00**
Development	**$3,925,000.00**

PROPOSED TRANSPORTATION IMPROVEMENTS: 11 - 20 YEARS
TABLE 11-3

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City	UR	Development
Street Widening							
3 5-16	"South Gaps"—Phase 2 (4 lanes SE 19th to SE31st	medium	$4,000,000.00	X			
2 5-21	Highway 101 at Highland Road	high	$50,000.00	X			
6 5-21	Highway 101 at Between S. 9th and S. 12th	high	$150,000.00	X		X	
Street Realignments							
1 5-23	E. Devils Lake Road and Holly Farm Road	medium	$500,000.00	X			
2 5-23	E. Devils Lake Road west of existing Highway 101 intersection	low	$1,500,000.00	X			
3 5-23	Highway 101 from N. 29th to N. 25th	low	$750,000.00	X			
4 5-24	Highway 101/NW 26th	medium	$45,000.00	X			
7 5-24	Highway 101/Bard Road	high	$45,000.00	X			
8 5-24	Highway 101/S. 35th	high	$45,000.00	X			
Local Street Development							
1 5-25	Between Highland Road & Cherry Hill Road	low	$350,000.00	X			
2 5-25	Between Neotsu Drive & E. Devils Lake Road	low	Not Possible	X			
3 5-25	Between Johns Avenue & H Avenue	medium	$235,000.00				County
5 5-25	Behind McDonalds	low	$1,000,000.00				X
6 5-25	South of N. 36th Street	low	Not Possible				
7 5-25	From NE 34th & NE 35th to W. Devils Lake Road	medium	$2,300,000.00		X		
8 5-25	From NE Holmes Road to NE 30th Street	high	$2,300,000.00				X
9 5-25	North & south of NE 29th Street	medium	$500,000.00	X	X	X	
10 5-25	Extending NE Oar from NE 16th Street south of NE 29th Street	low	$1,250,000.00		X		X
11 5-25	Extending NE Oar from NE 16th Street to NE 6th Drive	medium	$2,350,000.00		X		X
12 5-25	Extending NE Keel from NE 16th Street to NE 6th Drive	low	$2,350,000.00		X		X
13 5-25	Between NE 6th Drive and NE 1st Street	medium	$500,000.00		X		X
14 5-25	Between SE 14th Street and SE 16th Street	high	$750,000.00		X		X
15 5-25	Extending SE Mast from SE 14th Street to SE 19th	low	$800,000.00		X		X

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City	UR	Development
19 5-25	From SE 32nd to SE Inlet parallel to SE Fleet/SE Spyglass/High School Drive	low	$2,500,000.00				X
20 5-25	Behind SE 27th Street and SE 28th Street commercial areas	medium	$750,000.00				X
21 5-25	Extending Ebb from SW 66th St. to 68th St.	high	$150,000.00				X
23 5-25	NE H Avenue to NE E Avenue connector	low	$235,000.00				X
24 5-25	NW 38th Street (NW Lee to NW Port)	medium	$215,000.00				X
25 5-25	NW Jetty Avenue (NW 40th Pl to NW 39th)	high	$325,000.00				X
26 5-25	NW Keel Avenue (NW 34th to NW 35th)	high	$75,000.00				X
27 5-25	NW Oar Avenue (NW 33rd to NW 34th)	medium	$75,000.00				X
28 5-25	NW 33rd Avenue (Intersection Realignment)	medium	$90,000.00				X
29 5-25	NW Oar Drive (Realignment to NW 30th)	high	$170,000.00				X
30 5-25	NE Quay Avenue (Connector to NE 27th)	medium	$665,000.00				X
31 5-25	NE Tide Avenue (Extend to NE 22nd)	low	$275,000.00				X
32 5-25	NE Port Ave & NE 17th (WDLR to 21st & Port to Oar)	high	$1,700,000.00				X
33 5-25	NW Jetty Avenue (NW 21st to NW 26th)	medium	$750,000.00				X
34 5-25	NW Harbor Avenue (NW 12th to NW 15th)	medium	$1,035,000.00				X
35 5-25	NW Inlet & NW 6th Dr (NW 12th to NW 2nd & NW Inlet to 101)	low	$985,000.00				X
36 5-25	NE 6th Drive to NE 14th Street	low	$900,000.00				X
37 5-25	NE Jetty Avenue, NE 1st, & SE 1st Extension	high	$3,500,000.00				X
38 5-25	SE Harbor Avenue & SE 3rd Street	high	$1,050,000.00				X
39 5-25	SE 16th Street & SE Lee Avenue	medium	$800,000.00				X
40 5-25	SE 14th Street and Mast Avenue	low	$600,000.00				X
41 5-25	Bard Road improvements	high	$1,700,000.00		X		X

PROPOSED TRANSPORTATION IMPROVEMENTS: 11 - 20 YEARS
TABLE 11-3

IMPROVEMENT Ref #	PROJECT	PRIORITY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCES			
				ODOT	City	UR	Development
42 5-25	SW Coast Avenue (SW 27th to SW 32nd)	medium	$1,500,000.00				X
43 5-25	SE Lee Avenue (Extension to SE 23rd)	medium	$1,500,000.00				X
44 5-25	SE 27th Street (Extension to SE Lee)	low	$605,000.00				X
45 5-25	SE 28th & SE 31st (extension to SE Lee)	low	$510,000.00				X
47 5-25	Oceanview RV to High School Drive Connector	high	$1,100,000.00				X
48 5-25	SE Inlet Ave to SE Ebb Ave	low	$640,000.00				X
49 5-25	NW 36th St and NW Port Ave	low	$225,000.00				X
50 5-25	NE Quay Ave Extension @ NE 28th St	low	$150,000.00				X
51 5-25	Access Consolidation north of SW Coast Ave	low	$25,000.00	X			X
52 5-25	SW Jetty Ave Closure @ Hwy 101 (Cutler City)	medium	$85,000.00		X		
53 5-25	SW Keel Avenue (SW 63rd St to SW 62nd St)	high	$390,000.00		X		
54 5-25	SW 28th St to SW Anchor Ave Connector	low	$300,000.00		X		X
55 5-25	SW Ebb Avenue Closure @ SW Hwy 101 (Delake)	medium	$2,000.00		X		X
9 5-27	NW Neptune Avenue (NW 28th to NW 26th)	medium	$2,000.00		X		
10 5-27	NW Mast Avenue (NW 25th to NW 26th)	low	$3,000.00				
11 5-27	NW Port Avenue (NW 28th to NW 30th)	low	$2,000.00		X		
13 5-27	SW Coast Ave & SW 11th (SW Bard to SW 9th)	low	$3,000.00		X		
14 5-27	SW 24th Street & SW Anchor Avenue (SW Coast Avenue to SW 32nd Street -- southbound)	low	$3,000.00		X		
15 5-27	Nelscott strip (southbound)	medium	$3,000.00		X		
16 5-27	SW Fleet Avenue (southbound; may consider closure)	low	$2,000.00		X		
17 5-27	SW Fleet Drive (SW Fleet Avenue to SW 11th Drive -- northbound)	low	$2,000.00		X		

Total	**$47,368,000.00**
ODOT	**$7,573,000.00**
Lincoln City	**$7,146,000.00**
Urban Renewal	**$275,000.00**
Development	**$32,139,000.00**
County	**$235,000.00**

Table 1: New Roadway Improvement Projects

New Roadway Projects or Extensions	Functional Class	Sidewalks	Bicycle Lanes	Priority (years)	Estimated Cost
North-South Arterial-Phase IA (between U.S. 20 and NE 7th St.)	Arterial	Yes	Yes	1-5	$300,000
North-South Arterial-Phase IIA (between NE Harney Dr. and NE 36th St.)	Arterial	Yes	Yes	1-5	$409,000
North-South Arterial-Phase IB (between NE 7th St. and NE 32nd St.)	Arterial	No	No	6-10	$2,064,000
Extend NW Nye St. to Ocean View Drive	Collector	Yes	Yes	1-5	$134,000
Connect SE 1st St. (between SE Douglas and SE Fogarty)	Local	Yes	Yes (one side)	1-5	$139,000
Extend NE Avery St. (between NE 71st St. and NE 73rd St.)	Collector	Yes	No	11-15	$185,000
Extend SW Abbey St. to SW Elizabeth St.	Collector	Yes	No	11-15	$84,000
Extend NE 5th St. (between NE 7th Dr. and Newport Heights Rd.)	Collector	No	No	11-15	$268,000
Extend SW Abalone St. to SW 32nd St.	Arterial	Yes	Yes (one side)	6-10	$182,000
Extend NW Biggs to NW 60th St. and Extend NW 60th St. to US 101	Collector	Yes	No	11-15	$38,000
Extend NW Harney Dr. (between US 101 and Ocean View Dr.)	Collector	Yes	Yes	6-10	$232,000
Total Cost (New Roadways)					$4,035,000

Table 2: Existing Street Improvement Projects

Improvements to Existing Roadways	Func. Class	Sidewalks	Bicycle Lanes	Priority (years)	Estimated Cost
Reconstruct NE 3rd St. (between NE Eads St. and Ne Harney Dr.	Local	Yes	No	1-5	$135,000
Reconstruct NW 60th/Biggs Av./NW 55th (between Hazel Ct. and 60th St.	Collector	Yes	No	11-15	$52,000
Widen Hwy. 101 to fours lanes (between bridge and SE 123rd St.)	Principal Arterial	Yes	Yes	16-20	$10,690,000
Widen Hwy. 101 to five lanes (NE Harney Dr. to North City Limits)	Principal Arterial	Yes	Yes	11-15	$7,165,000
Widen Hwy. 20 to five lanes (John Moore Road to Highway 101)	Principal Arterial	Yew	Yes	6-10	$960,000
Total Cost (Existing Roads)					**$19,001,000**

Transportation System Management/New Traffic Signals

Transportation System Management is a traffic control tool that attempts to maximize the efficiency of the existing transportation system without additional roadway capacity. TSM projects can be characterized as being low-capital cost alternatives that can be implemented in a relatively short time frame and that aim to make better use of existing facilities, either by operational changes or by better traffic management.

There are several TSM projects that have been recommended for implementation in Newport. These projects are listed in Table 3 below.

Table 3: Transportation Management System (TSM) Improvement Projects

TSM Improvement	Priority (years)	Estimated Cost
Highway 101 Revisions (between Hwy. 20 and Yaquina Bay Bridge): Removal of on-street parking, no bike lanes, left turns only at Bayley, Abbey, Hurbert, Angle, and Olive	1-5	$17,400
Highway 101/NE Avery Street: Access management modification (right-in, right-out only)	1-5	$10,000
US 20 at SE Avery St.: Provide signing and channelization. Right-in, right-out, prevent left turn off Avery to go to Highway 20 and on to Highway 101	1-5	$6,700
John Moore Road at SE Bay Boulevard: Provide realignment and channelization.	6-10	$28,100

US 101 at SE 1st and South Cape: Provide island and channelization	1-5	$4,000
US 101 at SW Fall and Frontage Road: Change traffic flow to one-way north on Frontage Road and extend island	1-5	$2,000
Naterlin at US 101 (Yaquina Bay Bridge): Provide realignment and channelization	1-5	$24,100
NE 52nd St. Area Improvements: Align NE 52nd with Lighthouse Drive. Eliminate Hwy 101 access from NE 54th St. Improve NE Lucky Gap between NE 52nd St. and NE 54th St. Vacate NE Pacific Street and NE Shell World Place between NE 52nd St. and NE 54th St. Provide access from Longview Hills to NE 52nd St.	6-10	$554,900
NW 56th Street Improvement Area: Eliminate Old Highway Loot between NW 55th St. and NW 58th St. Extend NW 56th St. to Highway 101. Improve NW Gladys Street between NW 56th St. and NW 60th St. as a frontage road.	1-5	$302,000
Surface Parking Lots for 101 Business: Construct surface parking lots to supplement parking removed from 101 restriping	6-10	$150,000
Construct a new parking structure on Abbey Street Parking lot (4 levels with top level open). Include bike racks. Restripe Bay Blvd. to accommodate parallel parking south of Fall St. to Naterlin Dr.	16-20	$3,207,000
NE 57th Street: Eliminate Highway 101 access. Cul-de-sac NE 57th St. on its western terminus. Connect NE Hazel Court to NE 60th St.	6-10	$150,000
Close SW 2nd Street between Highway 101 and SW Angle Street. (to be completed as part of signalization project at Highway 101 and Angle St.)	16-20	$25,000
Hwy. 101 and Hurbert Street: Signal improvements to provide for left turns.	1-5	$150,000
Hwy. 101/Hwy. 20: Signal revisions/improvements. Realign E. Olive St.	1-5	$620,000
Total Cost (TSM Improvements)		**$5,251,200**

New Traffic Signals

It has been identified that as traffic volumes increase, several intersections throughout Newport will require the installation of traffic signals. The cost for each traffic signal is estimated at $200,000, totaling $1 million for five signals. This includes the cost for installation and signal coordination infrastructure but does not include intersection road work.

Listed below are the locations that will likely require new traffic signals or turn lanes, or both, as traffic volumes increase. The proposed location and spacing of new traffic signals on state facilities would comply with existing plans and policies, as indicated in the 1991 Oregon Highway Plan and as detailed in the City of Newport Access Management Plan. These intersections should be monitored to determine the point in time at which signalization is warranted.

Table 5: Pedestrian Facility Improvement Projects (Existing Streets)

Roadway Segment	Priority (years)	Estimated Cost
Pedestrian network to serve schools (sidewalk improvements inside of the no school bus service zone). Including adding sidewalks along: • SE 2nd Street (Fogarty Street to Harney Drive) - south side only • SE 4th Street (Fogarty Street to Harney Drive) - south side only • NE 3rd Street (Eads Street to Harney Drive) - both sides • NE 4th Street (Highway 101 to Eads Street) - both sides • NE 7th Street (Eads Street to Harney Drive) - both sides • NE 7th Street (Harney Drive to Jefferies Place - north side only • NE 11th Street (Highway 101 to Eads Street) - south side only • NE 12th Street (Highway 101 to Eads Street) - south side only • Fogarty Street (Bay Boulevard to Highway 20) - west side only • Harney Drive (SE 4th Street to John Moore Road) - both sides • John Moore Road (Harney Drive to Highway 20) - west side only • Harney Road (Highway 20 to NE 7th Street) - both sides • Eads Street (NE 4th Street to NE 11th Street) - both sides • Harney Drive (Highway 101 to Big Creek Road) - west side only • Big Creek Road (Harney Drive to NE 12th Street) - west side only	1-5	$160,600

Sidewalk improvements in other key pedestrian areas around Newport including adding sidewalks along: • Ocean View Drive (Spring Street to Highway 101) - west side only • Spring St. (NW 8th Street to Ocean View Drive) - west side only • NW 12th Street (Spring Street to Nye Street) - south side only • NW 3rd Street (Hurbert Street to Highway 101) - north side only • Fall Street (SW 6th Street to SW 7th Street) - north side only • Bayley Street (Elizabeth Street to SW 8th Street) - both sides • Along Yaquina Bay from Naterlin Drive to the Beach • Bay Boulevard (Grant St. to John Moore Rd.) - south side only • Highway 101 (Ocean View Dr. to NW 55th St.) - west side only • Lighthouse Dr. (Hwy. 101 to Yaquina Head Lighthouse) - north side only • NW 55th Street (Biggs Street to Highway 101) - north side only • NW 58th Street (NW Rhododendron to Hwy. 101) - both sides • NW 60th Street (Biggs Street to Highway 101) - both sides • Biggs Street (NW 55th Street to NW 58th Street) - both sides • OSU Drive (Abalone to Ferry Slip Road) - north side only • Ferry Slip Road (SW 32nd Street to OSU Drive) - west side only • SW & SE 32nd Street (Abalone St. to Ferry Slip Road) - both sides • Abalone Street (SW 32nd Street to OSU Drive) - west side only • NW 11th Street (Spring Street to Grove Street) - north side only • Elizabeth Street (SW 2nd St. to Government St.) - west side only • NW 6th Street (Coast Street to Nye Street) - both sides	11-15 (unless noted)	$430,300
Total Cost (Pedestrian Improvements)		**$590,900**

Bicycle Facility Improvements

Figure 9 illustrates the recommended bicycle plan for the City of Newport. The figure includes city- and state-designated facilities through the city, including bike lanes and designated bike routes. Highway 101 currently is a state-designated bike route. City-designated routes are along Ocean View Drive, Coast Street and Elizabeth Street. These routes are currently signed, but lack separated bike lanes. The goal was to provide bicycle routes that enable safe and efficient travel for through bicycle traffic traveling along the Oregon Coast, as well as to provide a system for traveling within the city. The system of bicycle facilities has been designed to connect both north-south and east-west bicycle traffic. It has also been designed to connect all major generators of bicycle traffic with residential neighborhoods and tourist facilities.

Table 6 presents the recommended bicycle route improvements required over the next 20 years. The cost estimate for upgrading existing roads to include bicycle lanes has been prepared for each route or series of routes. The cost estimates for bicycle facilities on new roadways have been included in the roadway construction cost estimates.

Table 6: Recommended Bicycle System Improvements

Bicycle Improvements	Priority (years)	Estimated Cost
Bicycle Parking at major bus stops and bus stations (for tourists)	1-5	$15,000
Bicycle Racks for all Dial-a-Ride vehicles (10 racks)	1-5	$7,500
Complete the East-West Bike Route. Including striping for bicycle lanes along: • West Olive Street (Elizabeth Street to Nye Street) • SW 2nd Street (Nye Street to Angle Street) • Angle Street (SW 2nd Street to SW 9th Street) • SW 9th Street/Avery Street (Angle Street to SE 1st Street) • SE 1st Street (Avery Street to Fogarty Street) • Fogarty Street (SE 1st Street to SE 2nd Street) • SE 2nd Street (Fogarty Street to Harney Drive) • John Moore Road (Harney Drive to Highway 20)	1-5	$1,500
Provide a bike route on Eads Street (NE 12th Street to NE 3rd Street) and provide a bike route on NE 3rd Street (Eads Street to Harney Road)	11-15	$78.300
Provide bikeway along Big Creek Road (Harney Drive to NE 12th Street). Also includes sidewalk improvements. Road will be closed to traffic after completion of the North-South Arterial.	6-10	$112,500
Provide a north-south alternate bicycle route to Highway 101 (signed route only). Add bicycle routes signs along: • Ocean View Drive (Highway 101 to the new Nye Street extension) • Nye Street (Ocean View Drive to Olive Street) • Olive Street (Nye Street to the Beach at Elizabeth Street) • Elizabeth Street (Olive Street to SW 2nd Street) - connects to existing bicycle path along Elizabeth Street	1-5	$500
Total Cost (Bicycle Improvements)		**$215,300**

Transit Plan

It is difficult for cities the size of Newport to support fixed-route transit. The City had attempted to provide such transit service through the Newport Area Transit System, but low ridership and funding constraints lead to discontinuation of the service in July 1991. In November 1992, Lincoln County, with some funding from the City of Newport, began operation of a county-wide public transit system, the Central Coast Connection. Lincoln County currently provides the

combined services of a scheduled stop sytem and a dial-a-ride service. County employees coordinate the fixed-route system consisting of an intercity shuttle and east and south county vans operating as feeder lines to the intercity shuttle. The CCC shuttle makes intercity runs from Newport to Lincoln City daily. The CCC shuttle and the intercity feeder lines between Siletz, Toledo, Waldport, Yachats, and Newport are open to the general public.

Table 7 displays all the recommended transit improvements included in the Plan with their associated annual or capital costs.

Table 7: Recommended Transit Improvements

Transit Improvements	Priority (years)	Estimated Annual Operating Costs	Estimated Capital Cost
Support Continuation of Existing Lincoln County Transit Service	1-20	$434,200	-----
Improve Dial-a-Ride Service through the use of private taxis as a backup service	1-20	$8,000	-----
Provide covered bus shelters at major bus stops	1-5	-----	$40,000
Purchase two larger transit vehicles for Dial-a-Ride service	1-5	-----	$130,000
Construct a centrally located multi-modal transit facility	11-15		$500,000
Purchase two large vans and lease to Valley Retriever for service from Newport to Bend	6-10	-----	$175,000
Total Cost (Transit Improvements)		**$442,200**	**$845,000**

Airport Transportation Plan

The Newport Municipal Airport is owned by the City of Newport. It is classified as a General Aviation, General Utility category airport and is a public airport capable of handling corporate-type aircraft. The Newport Municipal Airport Master Plan outlines a staged development program for the airport (see Table 8, below).

WALDPORT TRANSPORTATION PROJECT LIST					
#	**Project**	**Priority**	**Cost Implications**	**Constraints**	**Potential Implementation Mechanisms**
A.	**STREET DESIGN STANDARDS**				
	Develop Street Design Standards	High	--	--	City of Waldport
B.	**STREET MAINTENANCE**				
	Improve and maintain existing streets	High	--	Limited funding	City, County, ODOT
C.	**ENFORCE AND REDUCE SPEEDING AT COMMUNITY GATEWAYS**				
C.1	Southbound Highway 101 traffic coming off the bridge.	High	Funding for increased enforcement	--	City, ODOT
C.2	Northbound Highway 101 traffic	High	Funding for increased enforcement; Gateways improvement costs	--	State and Federal Grants, City, Job Corps, Volunteers
C.3	Westbound Highway 34 traffic	High	Funding for increased enforcement; Gateways improvement costs	--	State and Federal Grants, City, Job Corps, Volunteers
D.	**RANGE DRIVE IMPROVEMENTS**				
	Widening, ped/bike facilities, curve and sight distance improvements	High	Potential land acquisition near curves to improve sight distance	Topography; sight distance at curves	City, State and Federal Grants
E.	**HIGHWAY 101/RANGE DRIVE INTERSECTION IMPROVEMENTS**				
	Realignment and center turn-lane	High	--	--	City, ODOT
E.	**CRESTLINE DRIVE IMPROVEMENTS**				
	Continuous ped/bike facilities and safety improvements at the hill/curves section	High	Potential land acquisition for hill/curve improvements	Topography; sight distance at curves; ADA compliance at hill	City, County
G.	**MAINTAIN ACCESS TO AMENITIES AND TO UNDEVELOPED LAND**				
	Maintain public access to amenities and to improve connectivity.	High	--	--	City of Waldport

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
H.	**NEW DEVELOPMENT - CONNECTIONS TO EXISTING TRANSPORTATION SYSTEM**				
	Require new development to provide connections to the existing transportation system	High	--	Topography	City, Developers
I.	**REDEVELOPMENT – ACCESS IMPROVEMENTS**				
	Ensure adequate and safe access occurs with redevelopment	High	--	Timing of redevelopment	City, County, ODOT, Property owners/developers
J.	**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	--	Topography	City, County, ODOT
K.	**NEW EAST-WEST ROAD IN SOUTH WALDPORT**				
	New road(s) connecting Highway 101 and Crestline Drive.	Medium	--	Statewide Goal exception if outside UGB	City, County, ODOT, Developers
L.	**HIGHWAY 101/STARR STREET/NORWOOD DRIVE INTERSECTION IMPROVEMENTS**				
	Realign this intersection for safer and more efficient traffic flow	Medium	--	Maintaining efficient traffic flow, Norwood Drive topography	City, ODOT, State and Federal Grants
M.	**HIGHWAY 34/CRESTLINE DRIVE/MILL STREET INTERSECTION IMPROVEMENTS**				
	Turning movement improvements for improved safety and traffic flow	Medium	--	--	City, ODOT
N.	**HIGHWAY 34/BAY STREET INTERSECTION IMPROVEMENT**				
	Improvements to improve ingress and egress at the Middle School and City Hall	Medium	--	--	City, ODOT
O.	**HIGHWAY 101/HIGHWAY 34 INTERSECTION IMPROVEMENTS**				
	Improve ingress and egress when redevelopment occurs	Low	--	Timing of redevelopment	City, ODOT

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
P.	**PAVEMENT STRIPING IMPROVEMENTS**				
	Crosswalk, bicycle lane, and fog line improvements	Low	Limited funding	--	City, County, ODOT
Q.	**HIGHWAY 34 SIGHT DISTANCE IMPROVEMENT**				
	Improve the inadequate sight distance on Highway 34 in east Waldport, east of the bridge near the RV Park.	Low	Potential land acquisition	Physical features – topography	ODOT
R.	**RED DITCH IMPROVEMENTS**				
	Conduct detailed study to determine appropriate improvements	Low	--	Potential storm drainage issues	City, Job Corps, Volunteers
S.	**(SOUTH) HIGHWAY 101 CONTINUOUS CENTER TURN LANE**				
	Long-term, provide a continuous center turn lane from just south of the seawall to Beachside State Park	Low	--	--	ODOT
T.	**HIGHWAY 101/SPRING STREET TURNING MOVEMENT IMPROVEMENT**				
	Improvements to physically prevent southbound Highway 101 traffic turning eastbound on Spring Street.	Low	--	--	ODOT
U.	**ADDITIONAL DOWNTOWN PARKING**				
	Provide additional parking for downtown businesses	Low	Land acquisition	Limited location opportunities	City, ODOT
V.	**DOWNTOWN ACCESS MANAGEMENT AND PEDESTRIAN CIRCULATION IMPROVEMENTS**				
	Detailed study to ensure safe and efficient highway access, and pedestrian connectivity	Low	--	Limited highway ingress/egress improvement opportunities w/out redevelopment	City, ODOT
W.	**IMPROVED HIGH SCHOOL AUTOMOBILE, BUS, BICYCLE, AND PEDESTRIAN CIRCULATION**				
	Better define vehicular and ped/bike circulation with additional parking	Low	--	--	School District
Y.	**PUBLIC TRANSPORTATION**				
	Increase public transportation (bus and van service between Waldport and other cities	High	--	--	City, County, Private Entities

#	Project	Priority	Cost Implications	Constraints	Potential Implementation Mechanisms
Z.	**PEDESTRIAN CROSSINGS ON HIGHWAY 101 AND HIGHWAY 34**				
	Provide safe pedestrian crossings at intersections on Highway 101 and Highway 34	High	--	--	ODOT, State and Federal Grants
AA.	**CONNECTED COMMUNITY-WIDE PEDESTRIAN/BICYCLE SYSTEM**				
AA1	Arterial and Collector Street Ped/Bike Facilities	High	--	--	City, County, ODOT, State and Federal Grants, Property Owners/Developers
AA2	Crestline Drive - Ball Field Ped/Bike Connection	High	--	Topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
AA3	Elementary School - Range Drive Connection	High	Potential land acquisition	Land acquisition, easements, safe route	State and Federal Grants, City, Job Corps, Volunteers
AA4	Crestline Drive - High School Connection	Medium	Potential land acquisition	Public access, topography, ADA compliance	State and Federal Grants, City, Job Corps, Volunteers
AA5	Norwood Drive - Range Drive Connection	Medium	--	Public access, topography	Property Owners, Developers
AA6	Kelsie Way – Highway 101 Connection	Low	--	Public access, topography	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers
AA7	Slough Pathway	Low	--	Environmental issues, physical feature limitations - wetlands, trees, topography	State and Federal Grants, U.S. Forest Service, City, Job Corps, Volunteers
AA8	Bay Pathway	Low	--	Environmental issues, high tide, winter weather	State and Federal Grants, Oregon State Parks, City, Job Corps, Volunteers

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.

#	Project	Priority	Cost Estimate	Constraints	Potential Implementation Mechanisms
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

#	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 CROSSING 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

Preferred Transportation System Plan

This chapter describes the alternatives and strategies considered in developing the Preferred Transportation System Plan for the City of Toledo. Both short-term and long-range improvement strategies have been examined for efficiency and cost-effectiveness. Wherever possible, recommendations that foster a multi-modal approach were selected in compliance with the Transportation Planning Rule.

This chapter addresses both site-specific improvements and system-wide enhancements. Section 3.1 describes alternatives and recommendations for site-specific problems at five locations: Business 20/"A" Street; Business 20/Alder Street/NW 1st Street; East Slope Road/10th Street; U.S. 20/East Business Loop 20; and, U.S. 20/West Business Loop 20/Highway 229/Western Loop. Section 3.2 addresses roadway classifications and system-wide improvements to multimodal access. Planning level cost estimates, potential funding sources, and financing mechanisms for all recommendations are discussed in Chapter 4.

3.1 ALTERNATIVES CONSIDERED

Although the existing transportation network for the city is likely to be sufficient to serve transportation demands to the horizon year 2015, selected improvements that would increase the safety and efficiency of the system have been identified and analyzed. The transportation deficiencies identified in the study area focused on Business Highway 20 and site-specific safety and congestion concerns. Alternatives for each problem location are described below along with the final recommended improvement.

3.1.1 Business 20/"A" Street

This is the only signalized intersection within the urban area of Toledo. It is expected that this intersection will remain well below capacity in the 20-year future and operate at a reasonable Level of Service. The constraints experienced at this intersection which require mitigation involve issues of safety; specifically, sight distance. The "A" Street approaches to the intersection must ascend a grade to vertically align with Business 20. Little or no at-grade landing is provided for either of these approaches. The result is diminished sight distance on each "A" Street approach which forces opposing traffic to peer over the crest of the intersection to determine if it is safe to proceed. This is exacerbated by the permitted phasing which allows these opposing movements to occur simultaneously.

This intersection provides a direct connection between U.S. 20-Business 20 and the largest and most active industrial area of the city via the south approach of "A" Street. These industrial uses are expected to continue and potentially grow over the 20-year future. The north approach of "A" Street serves the library, an elementary school, and a limited residential area which has minimal potential for additional growth. Therefore, the volume and type of traffic each approach serves is significantly different and will continue to be so in the future.

Alternative A:

Modify the phasing of the traffic signal at this intersection to provide split phasing for the "A" Street approaches. The intersection would have sufficient capacity and low delay to accommodate the added lost time due to this phasing without adversely impacting the operation of the intersection. This phasing would provide full protection to all critical movements at the intersection and eliminate the negative impact of the limited sight distance. The lack of sufficient at-grade landing would remain; however, the need for the landing is minimized due to the signal. This would be the lowest cost and most expeditious improvement which could be effected to address the constraints of the intersection.

Alternative B:

Implement the signal phasing modification identified in Alternative A and provide sufficient at-grade landing for each approach of "A" Street to the intersection. A 50 foot landing is considered acceptable for low speed approaches at right angles to an intersection. The north approach would require approximately 200 feet of roadway reconstruction, providing a 150 foot approach at approximately a four percent grade and a 50 foot at-grade landing. The south approach is constrained by the existing railroad crossing located approximately 200 feet south of the intersection. Reconstruction to provide a 50 foot at-grade landing on the south approach would result in a -12 to -14 percent grade to return to the railroad crossing grade.

The cost of such an improvement would not be warranted when considered in comparison with Alternative A. In addition, the -12 to -14 percent grade likely to result on the south approach would likely be marginally acceptable.

Alternative C:

Reconstruct the Business 20 approaches to vertically align with "A" Street and widen the "A" Street approaches to provide left-turn lanes at the intersection. Modify the signal timing to provide protected phasing for the left-turn movements from the "A" Street approaches. This would be the most difficult and costly alternative to construct. Although the west approach of Business 20 is relatively flat (approximately 2 to 3 percent grade), the east approach continues an ascending grade to approximately 10 percent as it exits the intersection. Lowering the elevation of Business 20 to match "A" Street would require considerable excavation of both Business 20 approaches. This would result is a significantly steeper grade (14+ percent) for the east Business 20 approach, at a construction cost even greater than Alternative B.

Recommendation: Alternative A

3.1.2 Business 20/Alder Street/NW 1st Street

Business 20 bisects the local grid system of streets at an awkward angle (approximately 120°) adjacent to this intersection. Business 20 climbs a cross slope at a grade of approximately 8 percent and begins a vertical curve to the left as it approaches Alder Street from the west. Alder Street descends an approximately 5 percent grade from the north through the Business 20 intersection and intersects with NW 1st Street approximately 75 feet south of Business 20. Sight distance is severely limited for the Alder Street approaches due to the poorly aligned vertical and horizontal curves; and is exacerbated by the super elevation used on Business 20. Vehicles travelling east on Business 20 and turning south on Alder Street are unable to sight the Alder/1st Street intersection until they have completed the turn and are within 50 feet of the intersection. This would potentially be an insufficient distance to avoid a conflicting movement from 1st Street. Southbound vehicles on Alder Street cannot sight over Business 20 to the south approach of Alder Street and have minimal sight distance of the east approach of Business 20 due to being on the inside of the curve. Anecdotal information has suggested that downhill speeds on the east approach of Business 20 are well in excess of the posted limit (25 mph).

Alternative A:

Provide signage on the east approach of Business 20 as an advanced warning of a limited sight distance intersection ahead and prohibit southbound cross street movements from Alder Street. Monitor traffic speeds on Business 20 to control excessive speeding. This would be a low cost alternative.

Alternative B:

Implement Alternative A and provide a detection loop on the west approach of 1st Street to Alder Street. Provide warning signs on both sides of Alder Street facing the Business 20 intersection with flashing yellow lights connected to the detection loop. The signs would warn of cross traffic ahead and would be positioned to be seen as traffic turns from Business 20 to the south approach of Alder Street. This would also be a low cost alternative.

Alternative C:

Modify N.W. 1st Street to be one-way westbound between Alder Street and Main Street. This simple modification would alleviate some of the confusion and congestion at the intersection. Further, it would eliminate the potential of an eastbound vehicle being stopped on the 20+ percent grade that N.W. 1st Street must overcome between Main Street and Alder Street. Signing and striping for the remaining intersection would be simplified, improving conditions for both local and pass-through traffic. This would be a low cost improvement.

Alternative D:

Close the access of N.W. 1st Street to Alder Street, allowing only local circulation from Main Street. The result would be a simple four-legged intersection of Business 20 and Alder Street, with common signing and striping features. The Alder Street approaches would continue to be stop sign controlled. This would be a low cost improvement.

Recommendation: Short-term: Alternative B
Long-term: Alternative C

3.1.3 East Slope Road/10th Street

This intersection is located in the southeastern section of the city, adjacent to a city park and the Olalla Slough. The north approach of East Slope Road and west approach of 10th Street to the intersection are stop sign controlled. The south approach of East Slope Road and the east approach of 10th Street are uncontrolled. Significant trucking activity is accommodated through this intersection as a part of the identified Truck Route for the city. This intersection is poorly aligned, lacks adequate channelization, and does not provide appropriate safe haven for pedestrian movements; based on its proximity to the park.

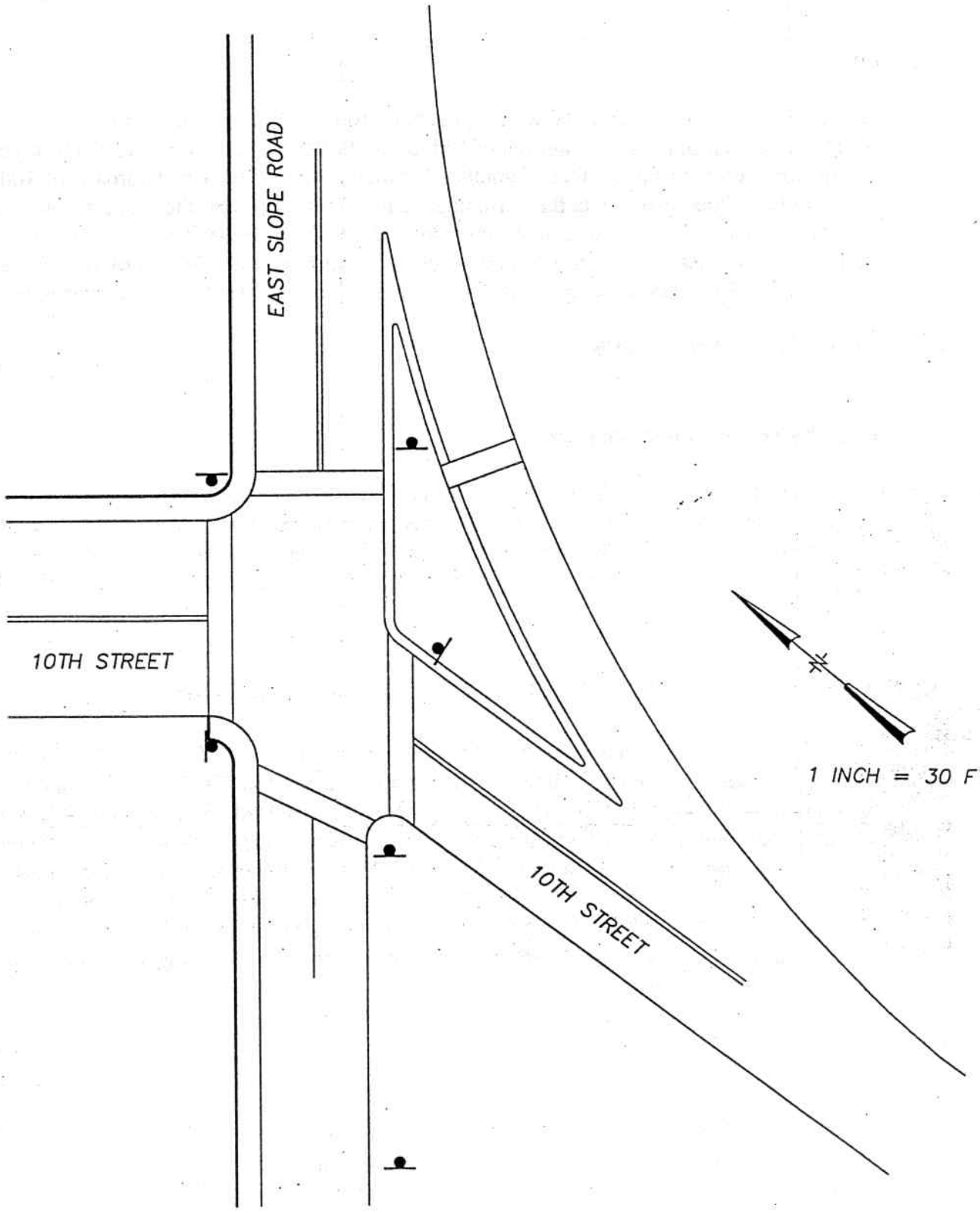
The issue of major concern at this intersection would be the location and identification of safe pedestrian crossings to the park. Presently, one crossing is marked at a location approximately 90 feet east of the intersection; near the west end of the Olalla Slough Bridge. This location has good visibility for westbound approaching vehicles, but very poor visibility for eastbound approaching vehicles from East Slope Road. These eastbound movements are uncontrolled through the intersection and, therefore, approach the pedestrian crossing at full speed (25 mph).

Alternative A:

Move the designated crosswalk to a point immediately west of and adjacent to the intersection. Provide advanced signing on East Slope Road and the east approach of 10th Street indicating a pedestrian crosswalk is ahead. Provide channelization (via striping) which defines the traffic flow pattern for the intersection and emphasizes the place at which pedestrians and motorists interact. This would be a low cost improvement.

Alternative B:

Formalize the intersection into a common four-legged intersection with stop sign controls on two or all four of the legs (as shown in Figure 8). The south East Slope Road approach would require minor reconstruction to align at the intersection. Sidewalks and crosswalks would be provided such that crossings to and from the park could be made safely and with minor interference to the operation of the intersection. This would be a low cost improvement.



CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 8
East Slope Road/10th Street
Alternative B

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Alternative C:

Sever the direct connection of the west approach of 10th Street to the intersection. Create a "T" intersection of the west approach of 10th Street to East Slope Road, with 10th Street being stop sign controlled. Create another "T" intersection of the east approach of 10th Street to East Slope Road, with the north approach of East Slope and the east approach of 10th Street being stop sign controlled. Provide sidewalks and crosswalks to accommodate pedestrian movements and signage on East Slope Road and the east approach of 10th Street indicating a pedestrian crossing is ahead. This would be a moderate cost improvement.

Recommendation: Alternative B

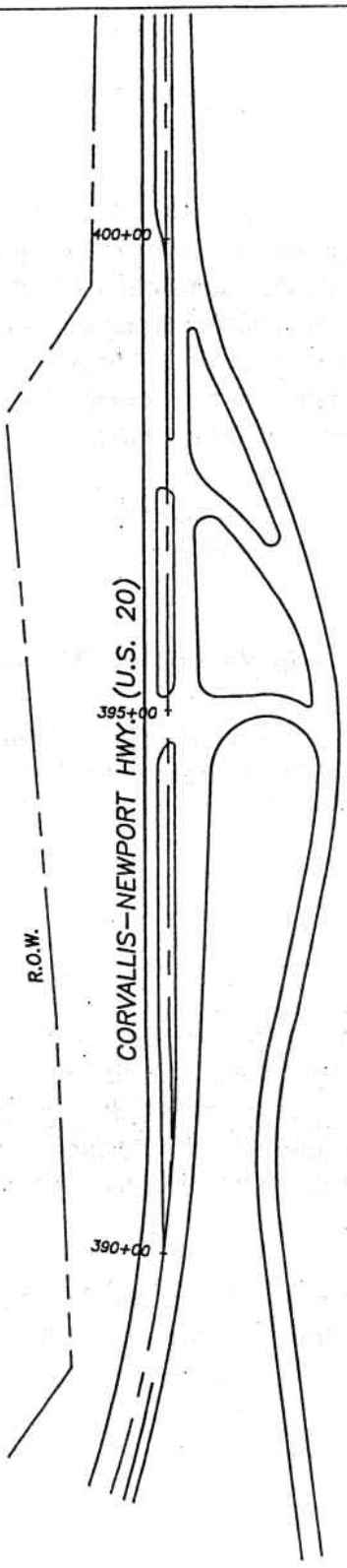
3.1.4 U.S. 20/East Business Loop 20

This intersection of two state facilities lies outside the Urban Growth Boundary for the City of Toledo, but acts as one of the two most important access points to the area. The 20-year forecast of traffic volumes at this intersection would not exceed the acceptable operating threshold for an unsignalized intersection. A review of the accident records maintained by ODOT provides no indication of safety problems at this intersection. Anecdotal information regarding accidents and near misses indicated the potential for safety problems to exist which have not yet manifested themselves in higher than normal accidents rates. Field reconnaissance identified deficiencies in the construction and treatment of the intersection which would require mitigation.

Business Loop 20 approaches the highway from the southwest at a significant skew to the alignment of the highway. The business loop must negotiate a grade of approximately six percent to vertically align with the highway. The actual paved area provided for the intersection is expansive, providing minimal signing and striping to direct traffic. Vertical curvature constrains sight distance for westbound to southbound movements from the highway to the business loop. In addition, a depression in the roadway base in the area occupied by the westbound-to-southbound left-turn storage lane exacerbates the sight distance and driver perception problems of this intersection. Lighting is provided for this intersection. The existing design of this intersection is depicted in Figure 9.

Alternative A:

Provide additional signage indicating exit/entrance points, yields and stops. Maintain a higher level of striping for this intersection such that at all times and under all conditions (day/night, wet/dry) the channelization can be seen and understood as shown in the existing "as built" drawings on file with ODOT for this intersection. This would be a low cost improvement.



1 INCH = 200 FT.

CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 9
U.S. 20/East Business Loop 20
Existing Configuration

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Alternative B:

Implement Alternative A and provide raised channelization, potentially with low level vegetation for beautification, to better identify and define the routes for permitted movements to be made at the intersection (as shown in Figure 10). This would also provide a safe location for additional signing to improve driver understanding of the intersection layout. Determine if the roadway base has been compromised in the area of the westbound-to-southbound left-turn storage lane and repair accordingly to remove the roadway depression. This would be a moderate cost improvement.

Recommendation: Short-term: Alternative A
Long-term: Alternative B

3.1.5 U.S. 20/West Business Loop 20/Highway 229/Western Loop

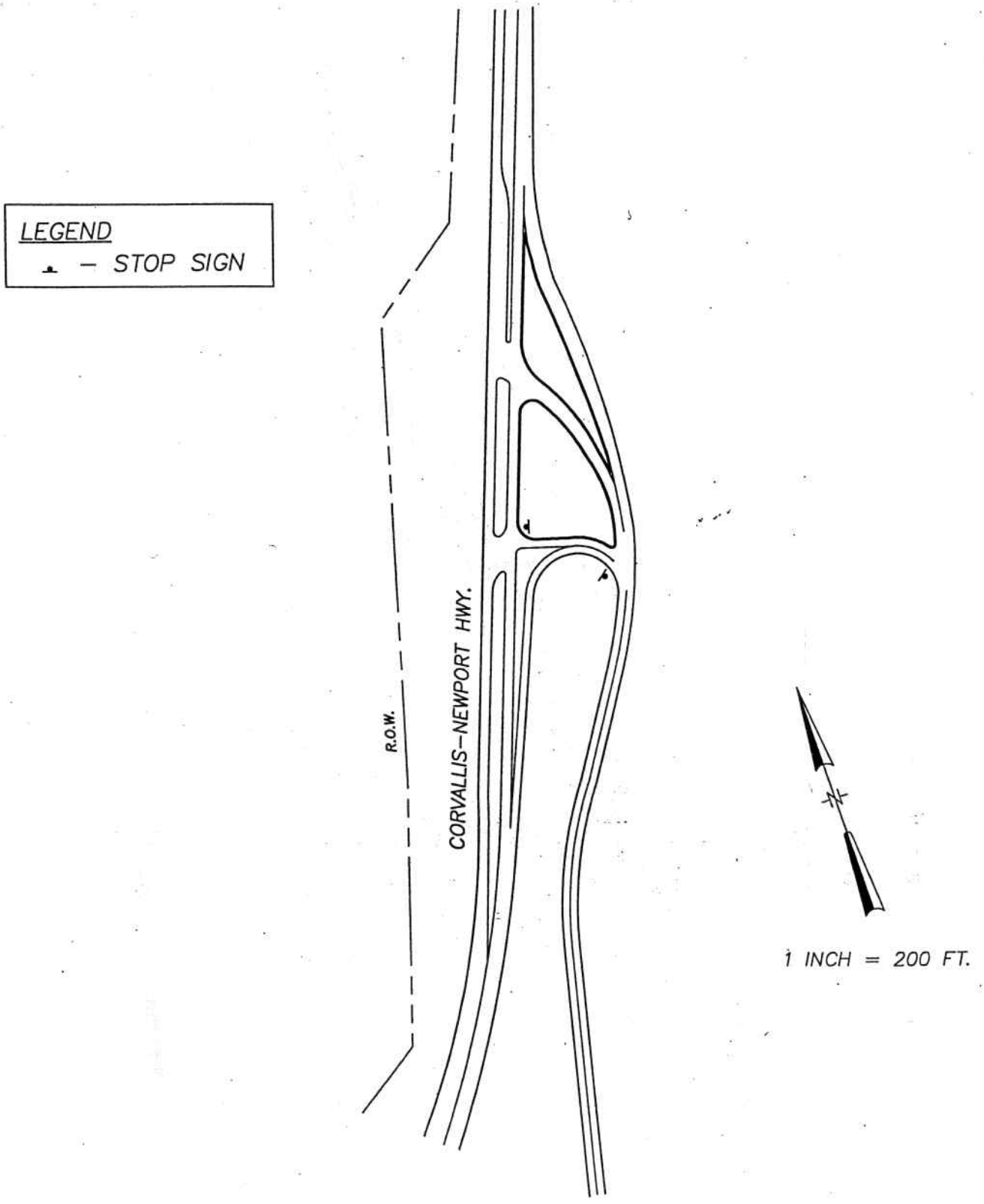
These three state facilities intersect in such a way as to create three separate intersections forming a triangle within which is located a Dairy Queen fast food restaurant. All three intersections are presently stop sign controlled. Figure 11 illustrates the existing "as built" configuration of these three intersections. U.S. 20 runs in a southwest to northeast direction, with Business Loop 20 running generally in an east/west direction and Highway 229 running north/south. In addition, Western Loop (a county facility) intersects with U.S. 20 within the influence of the U.S. 20/Business 20 intersection.

The capacity of the three state facility intersections will be compromised within the 20-year future, based on the traffic volume projections for this study (these are the only capacity-related deficiencies identified within the area within the 20-year future). The heaviest vehicular movements are on U.S. 20, travelling between Newport and Corvallis. However, the following critical turning movements must be accommodated with consideration of any improvements to these intersections:

- Eastbound-to-southbound right turn from U.S. 20 to Business 20
- Eastbound-to-northbound left turn from U.S. 20 to Highway 229
- Northbound-to-westbound left turns from Business 20 to U.S. 20
- Southbound-to-eastbound left turns from Highway 229 to U.S. 20
- Northbound-to-westbound left turns from Highway 229 to U.S. 20

Alternative A:

Install a traffic signal at the U.S. 20/Highway 229 intersection and reconstruct the south leg of Highway 229 to intersection with U.S. 20 at a near 90° angle (see Figure 12-A). Provide exclusive lanes for the northbound lefts, throughs, and rights from Highway 229.



CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 10
U.S. 20/East Business Loop 20
Alternative B

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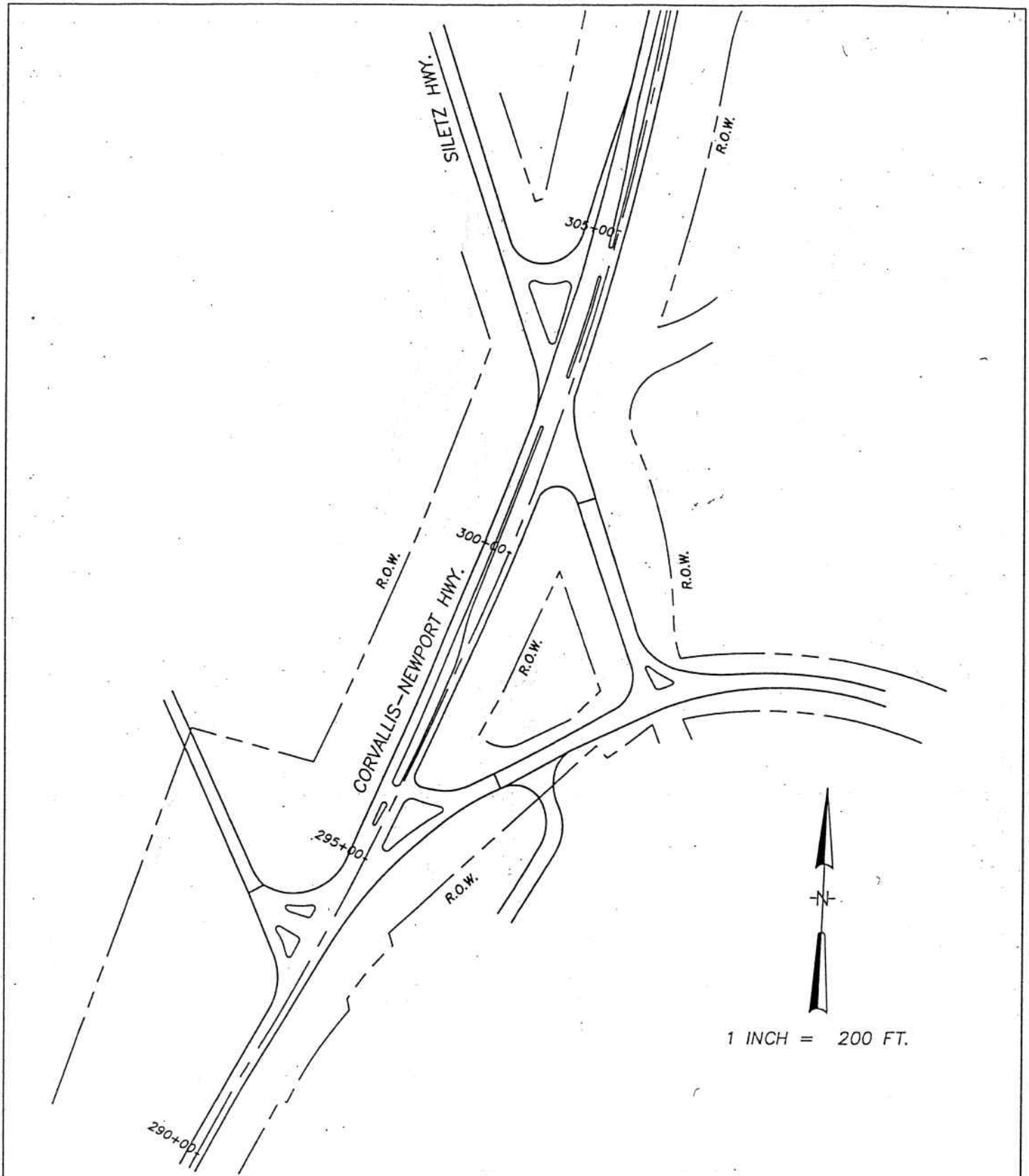

CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 11
U.S. 20/W. Business 20/Hwy. 229
Existing Configuration

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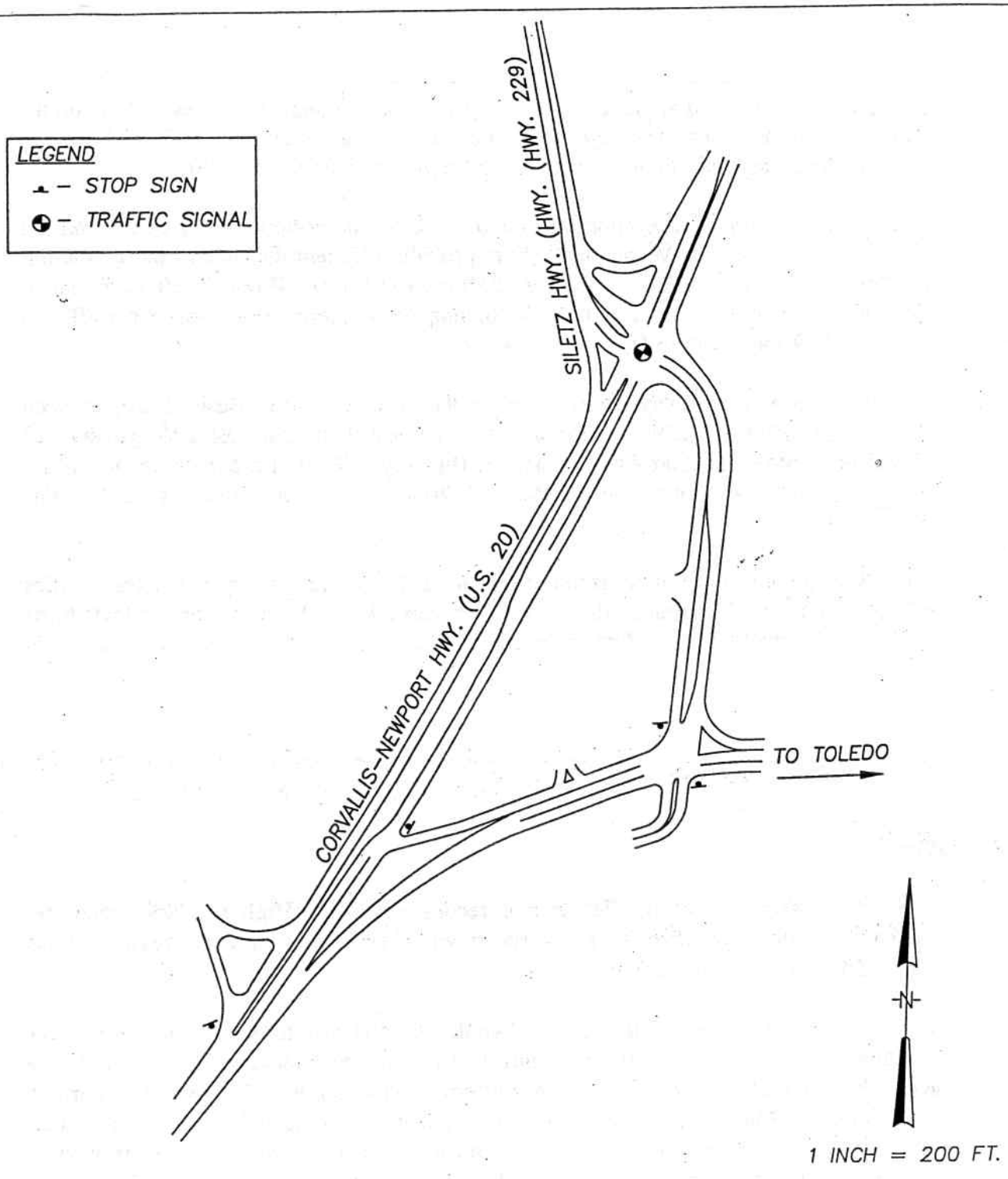

CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 12-A
U.S. 20/W. Business 20/Hwy. 229
Alternative A

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Restripe the southbound approach to accommodate similar approach lanes. Maintain the eastbound-to-northbound free right turn lane from U.S. 20 to Highway 229 and develop the complimentary westbound-to-southbound right turn lane on U.S. 20.

Construct a left turn acceleration lane on U.S. 20 for the northbound-to-westbound left turn from Business 20. Widen U.S. 20 to provide sufficient distance to merge the left turning traffic with westbound through traffic on U.S. 20. Prohibit left turns out of Western Loop to U.S. 20 and provide signing on Western Loop directing traffic to Highway 229 for access to U.S. 20 eastbound.

Relocate the private driveway access located on the southwest side of Business 20, between U.S. 20 and Highway 229, to align as the fourth leg of the Business 20/Highway 229 intersection. Stop sign control this leg and the Highway 229 leg of the intersection. Also, provide a free right turn lane on Business 20 to northbound Highway 229 at this intersection.

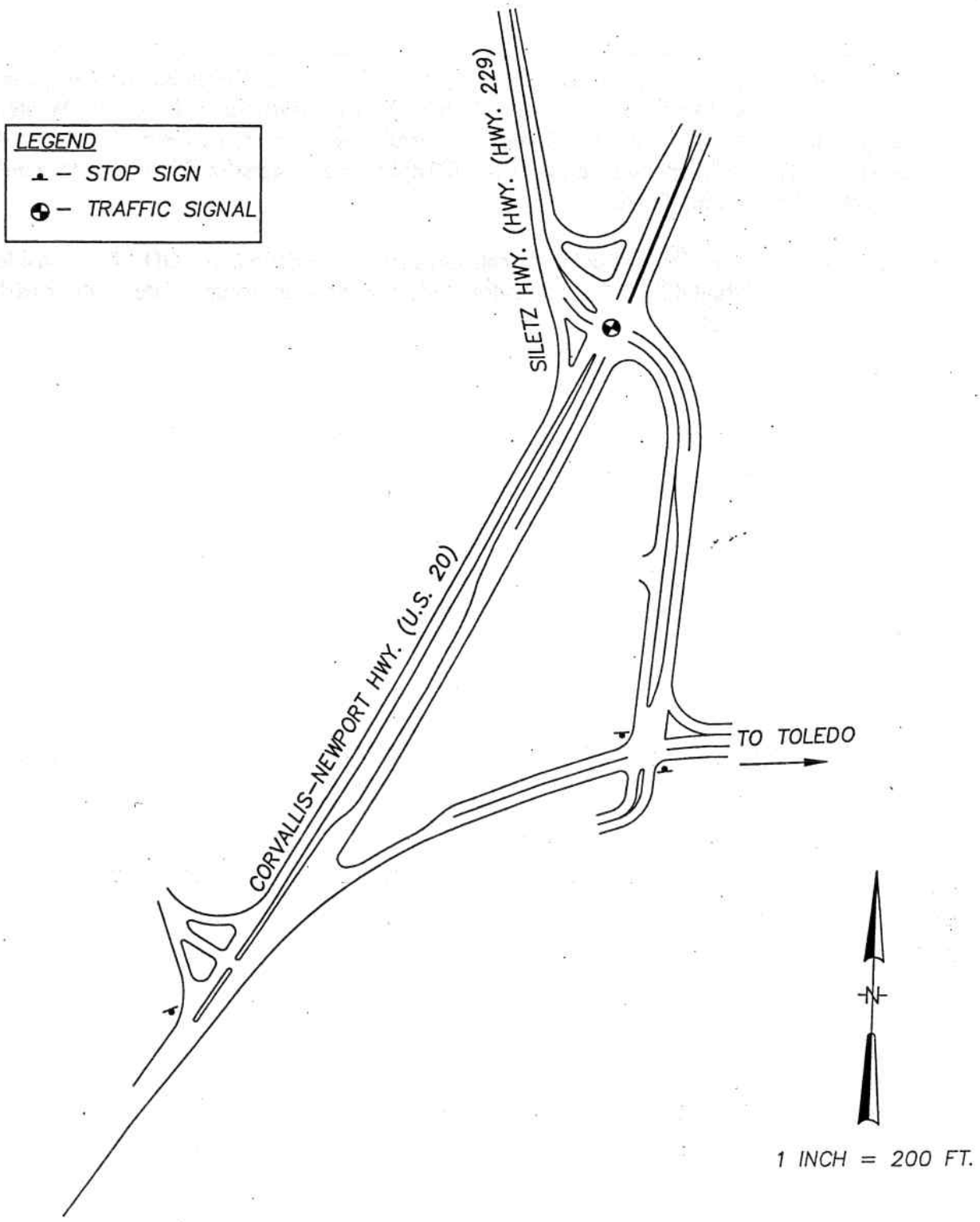
The advantage of this alternative is that it maintains the general operational characteristics of the existing configuration. The critical Business 20 to U.S. 20 northbound left turns continue to be facilitated and further protected by the recommended modifications. This same movement is also provided as a protected movement at the U.S. 20/Highway 229 signalized intersection. The disadvantage of this alternative is that the Western Loop intersection must be modified to prohibit southbound left turns. This minor volume movement (approximately 5 vehicles during the p.m. peak hour in the year 2015) would be forced out of direction to Highway 229 to gain eastbound access to U.S. 20.

Alternative B:

The same traffic signal installation and reconstruction of Highway 229 would be incorporated into Alternative B. The variation would be in the treatment provided at the U.S. 20/Business 20 intersection.

The Business 20 approach to U.S. 20 would be modified to serve one-way traffic southbound away from U.S. 20 (see Figure 12-B). Only eastbound traffic from U.S. 20 and southbound left turning traffic from Western Loop would have access to this portion of Business 20. Business 20 would widen to two southbound lanes beyond the influence of U.S. 20 and provide a left turn lane to the Dairy Queen as well as a left turn lane to Highway 229 northbound. South of the Highway 229 intersection Business 20 would return to two-way traffic.

Access to the properties southwest of Business 20 in the one-way section would be provided at the re-aligned driveway entrance located as the fourth leg of the Business 20/Highway 229 intersection.



CITY OF TOLEDO TRANSPORTATION SYSTEM PLAN

FIGURE 12-B
U.S. 20/W. Business 20/Hwy. 229
Alternative B

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The benefit of this alternative is the simplification of the U.S. 20/Business 20 intersection. U.S. 20 traffic would only be influenced by the side street traffic associated with Western Loop. The disbenefit would be the additional traffic volumes in the form of critical side street left turn movements which the U.S. 20/Highway 229 signalized intersection would be required to accommodate.

Recommendation: Carry forward both alternatives as recommendations for ODOT to consider during the U.S. 20 corridor study (expected to occur in late 1995 or early 1996).

Recommended Transportation Projects

Besides the five scheduled projects, 22 additional transportation improvement projects have been identified. The summaries below describe recommended transportation improvement projects. Locations of the projects are shown by project number on the figures at the end of Chapter 4.

All scheduled and proposed projects described in the Plan total over $25.6 million and only represent capital improvement costs, not ongoing maintenance costs. Approximately $18.8 million is estimated for short-term project, $1.0 million for mid-term project, and $5.8 million for long-term projects. Scheduled and Proposed projects (not yet committed) are shown in Table 1-1 and are summarized following the table. Proposed projects total approximately $11.0 million. It is important to recognize that as projects get closer to design they will become better defined. As a result, the cost estimates will likely vary from those shown in this table. Also, the final sources of funding will not be known until project implementation; and therefore, project funding responsibilities may also vary. Joint project funding between agencies is becoming more common, particularly with the BIA particularly since Highway Trust Funds coming through the BIA can be used to match other federal programs. This is one of the few instances where federal funds can be used to match other federal funds.

Table 1-1
Scheduled & Proposed Transportation Improvement Projects

Proj. No.	Improvement	Responsible Agency	Estimated Cost
10058*	Spencer Creek Crossing	ODOT	$ 8,288,000
11859*	Pavement Overlay, Lincoln City	ODOT	$ 2,124,000
12303*	Widening and Bike Lane, Lincoln City	ODOT	$ 2,976,000
1*	BIA 900, Grooms Rd., Construction	BIA	$ 1,290,000
2	BIA 910, Molalla Ct. Extension, Construction	BIA/Tribe/City	$ 184,000
3	BIA 920, Lakeside Village Subdivision Rds.	BIA/Tribe	$ 1,484,000
4	NE Johns Rd., Reconstruction	BIA/Tribe/Others	$ 580,000
5	BIA 5322, Toledo Riverfront Property Access Rd., Reconst.	BIA/Tribe	$ 177,000
6	BIA 5321, Toledo Riverfront Property Industrial Rd., Const.	BIA/Tribe	$ 328,000
7	BIA 930, Astoria St., Construction	BIA/Tribe/Others	$ 697,000
8	Blossom Dr. NE, Section 10, Widening	BIA/Tribe/Others	$ 214,000
9	Blossom Dr. NE., Section 20, Reconstruction	Others	$ 348,000
10	BIA 4008, Cemetery Rd., Upgrade	BIA/Tribe	$ 54,000
11	SR 229, Siletz Highway, Safety Improvements, Phase 1	BIA/Tribe/ODOT	$ 50,000
12	West Devils Lake Rd., Reconstruction	BIA/Tribe/City	$ 166,000
13	SE Sturdevant Rd., Sec. 10, Reconstruction	BIA/Tribe	$ 251,000
14	Buford Ave., Reconstruction	BIA/Tribe/City	$ 402,000
15	SR 229, Siletz Highway, Safety Improvements, Phase 2	BIA/Tribe/ODOT	$ 50,000
16	Mid-Term Overlays	BIA/Lincoln Co.	$ 173,000
17	Swan Ave., Sec. 20, Widening	BIA/Tribe/City	$ 402,000
18	Swan Ave., Sec. 40, Widening	BIA/Tribe/City	$ 127,000
19	Swan Ave., Sec. 50, Widening	BIA/Tribe	$ 29,000
20	James Frank Rd., Widening	BIA/Tribe/City	$ 725,000
21	SE Bagley St., Widening	BIA/Tribe/City	$ 84,000
22	SR 229, Siletz Highway, Upgrade, Phase 3	BIA/Tribe/ODOT	$ 500,000
23	Long-Term Overlays	BIA/Lincoln Co./ODOT	$ 3,932,000
	TOTAL COST		**$25,635,000**

* Scheduled projects or projects under construction

M. Village Circulation Plan & Implementation Strategy

Overview

A recommended circulation plan was developed for the City of Yachats by Kampe Associates and Bridgett Beattie McCarthy of Portland, Oregon, under a special funding grant by ODOT/DLCD Transportation and Growth Management Program. Their research and their recommendations are incorporated in a document entitled "Yachats Village Circulation Plan" 1996-97, on file with the City. The document's "Recommended Plan & Implementation Strategy"(pages 16-24) was discussed in public hearings held by the Planning Commission and by the City Council. Following deliberation upon the recommendation, and incorporation of revisions, a Village Circulation Plan was adopted by the Council on July 31, 1997. The Council Plan is the definitive text.

Circulation Plan & Components

The plan is based upon consultant discussions with community members, on site research, meetings with City staff, discussions at several public meetings. It is also based upon input gathered by the Planning Commission and the City Council from persons who submitted testimony at its public hearings.

Six areas express the scope of the plan in terms of objectives, along with short-term and long-term implementation strategies and action steps. The Plan and its Inventory is subject to review and modification. To implement specific projects will require specific Commission/Council action.

The six components of the plan are:

- North/South Connection
- Integrated Loop System
- Highway 101
- The Commons
- Parking
- Aesthetics

North/South Connection

The objective is to provide a continuous pathway from the north to the south of Yachats.

Yachats has a special and unique opportunity to have a pathway following near the coastal edge for the entire length of the community, unlike any other community on the Oregon coast. This is a wonderful amenity for the enjoyment of residents and visitors.

To provide a viable pedestrian route from north to south Yachats will require negotiations for easements in the area of the Adobe Resort/Motel through to Marine Drive and from the Landmark restaurant south to Bayview Terrace as shown on the plan map and described in individual project format on the Circulation Plan matrix.

Consistent with the Recreation & Natural Resources map of the current Comprehensive Plan, and its predecessors, this Circulation Plan locates a trail on Marine and Ocean View Drive. During the planning process, an alignment of a trail along the edge of the bluff was suggested. For reasons of practicality and feasibility, the City has chosen to locate a hiking/biking trail along Marine and Ocean View Drive

The north/south loop placement is available to provide immediate public access from the State Smelt Sands Park 804 Trail through to Ocean View Drive.

The southern pathway connection from the Landmark restaurant (intersection of Highway 101 and Ocean View Drive) will provide a safe alternate route for pedestrians to discourage walking on the "Highway I 01 Loop". The plan anticipates that two easements (one with each of the owners) will have to be negotiated with the property owners immediately south of the Landmark and Lion's Club Thrift Store properties.

Integrated Loop System

The objective is to provide a series of interconnected pathway, loops, and overlooks that link the trail system and provide access to important destinations throughout Yachats.

The Plan calls for four trail or loop systems: the Northwest Loop, the Northeastern Loop, the River Loop, and the South Yachats Trail.

The Northwest Loop connects several destination points such as the Overleaf Motel, Smelt Sands State Park, the Adobe Resort/Motel, Ocean outlooks off of Ocean View Drive, Yachats State Park, the Landmark Restaurant, the Commercial Core and Town Center businesses, and The Commons.

The Northeastern Loop links the commercial core with residential and motels properties in this area. Pedestrian pathways from Prospect Avenue through to Third Street, King Street, Radar Road, and Hanley Drive are planned. Another is the connection between Loma Avenue and Third Street. A key automobile, bike, and pedestrian connection will be the road between Hanley Drive and the northern most

portion of Highway 101. This development shall be located with respect to natural topography and private ownership negotiations.

The River Loop links both the downtown area and southern Yachats with the Yachats River. The plan calls for a pathway that provides public access from the Highway 101/Ocean View Drive intersection south through the new access provided to Bayview Terrace, under the bridge and along the Yachats River, across and up Yachats River Road.

Finally, the south Yachats Trail will provide a pathway which is separated from automobiles (as shown in the street sections) providing a link from north Yachats to the southern most border of town via Yachats Ocean Road. An important connection to the southeast residential and motel area to this trail is Mitchell Lane which should be marked and maintained as part of the trail system.

Each of these loop and trail components has several strategies and projects that will be necessary to successfully implement and provide a cohesive system. These projects are listed specifically on the Village Circulation Plan Matrix.

Highway 101 Corridor

The objective is to make Highway 101 safer and more aesthetic for pedestrians, bicyclists, and automobiles.

The plan provides for "entry statements" in the north and south areas of town. These statements will provide through art, landscaping, or signage (or a combination) an immediate, physical notice to individuals that they are entering a "place". The intent will be to slow traffic down and enhance and personalize the image of the community.

These statements will be supported by landscaping, bike lanes, and pedestrian pathways to be created along the entire length of Highway 101 as shown on the enclosed Street Sections. Another method to enhance the character, as well as slow down traffic, is to provide a secondary area along the highway between 7th Street and the Prospect Avenue\Highway 101\Ocean View Drive intersection that identifies a "downtown" area. In this area the plan provides that the pathways veer off of the highway and move along the business frontages as much as possible. a distinctive paving pattern could be added to this area in conjunction with the landscaping/pathway improvements shown for the remainder of Highway 101. The plan calls for on-street parallel and diagonal parking for this area on the east side. Specific surveys will need to be conducted to provide a base map for business access as well as the appropriate placement of parking spaces in this area.

Crosswalks to allow safer pedestrian access across Highway 101 are needed at several locations as shown on the Circulation Plan Map. The plan calls for crosswalks at the north and south entries, accompanied by rumble bumps, and crosswalks at Ocean View Drive and 7th Street with "on-demand" stop lights.

Parking

The objective is to designate parking areas appropriate for the community.

the Planning Commission will continue to work on a recommended design for parking, including at the Commons, that considers both utility and the village character of our community.

The Commons

The objective is to coordinate the Village Circulation Plan with the future uses of the Commons and the Master Plan, as developed by the Parks and Commons Commission

We envision the Commons as a central location to begin using the trail system for visitors. The plan calls for Circulation Maps to be placed at key locations at The Commons and that trails/pathways lead from the proposed parking lots to the overall trail system..

Aesthetics

The objective is to enhance the character of the Circulation and Trail System.

The Planning Commission will be guided by the consultant's recommendations.

Design Guidelines

Broad Objective: Create continuity and recognition of the Circulation/Trail System and create design guidelines for infrastructure elements to be used throughout the circulation/trail system...and perhaps elsewhere as well.

Methods:

The Planning Commission shall consider ways to implement this objective through appropriate signage, lighting, and design ordinances.

Art & Landscaping On Highway 101

Specific Objective: To calm traffic and create destination awareness along Highway 101 as it passes through Yachats. Incorporate art and/or interesting features representing the essence of Yachats along Highway 101 at the north and south entries to the City of Yachats into the landscaping on either side of the highway from one end of the city to the other.

Methods

The City Planner shall work with Oregon Department of Transportation and the Public Works and Streets Commission in recommending actions that accord with this objective.

Specific Objectives: To identify the Circulation/Trail System and all the things it connects including The Oregon Coast Trail and to celebrate a special identity for Yachats. Create a sign/symbol system specifically for the city that would identify the "Yachats in Yachats": Routes, points of interest, natural features, destinations ,etal.

Methods

The City Planner shall work with Oregon Department of Transportation and the Public Works and Streets Commission in recommending actions that accord with this objective.

Public Facilities

Specific Objective: To have a central location where visitors could come for information and paths and trails intersect.

Methods

The Planner and the Commons Director shall assist the Planning Commission and the Parks and Commons Commission in recommending ways to achieve that objective, consistent with other objectives for this public facility.

As an amendment, this Village Circulation Plan will be referenced as appropriate in the Comprehensive Plan. In its Periodic Review the Planning Commission will propose the needed correlations of language.

Insert map, matrix, and street drawings here.

(Following are exhibits A, B, and C or the Village Circulation Plan)