Introduction
This memorandum provides recommendations for updating the City of Tillamook’s Transportation System Plan (TSP) goals and objectives. The updated goals and objectives will be adopted as the transportation goals and objectives of the Tillamook Comprehensive Plan. The project team revised the goals and objectives to meet requirements of the Transportation Planning Rule (TPR), reflect state goals and policies in the Oregon Transportation Plan (OTP), and reflect goals and policies contained in local plans. The project team will revise these draft goals and objectives based on input from the Project Management Team, ODOT, the Project Advisory Committee (PAC), and the public.

This memorandum also describes evaluation criteria that will measure the performance of proposed transportation projects and programs with respect to these goals and objectives.

Review and Refinement Process
The PMT, in addition to the PAC, will review this draft memorandum and provide additions, deletions, and revisions. This memo will be revised after PMT and PAC feedback and will include the final draft goals, objectives, and evaluation criteria without strikethrough/underline text as shown in the following sections.

Transportation Goals and Objectives
The 2003 Tillamook TSP has 11 transportation goals with 60 related policy objectives. In addition to adding new goals or objectives, this memorandum recommends removing and consolidating goals and objectives. A rationale is provided where an objective was entirely removed, or where a new objective was added. Deletions are shown with strikethrough and additions with underline.
Goal 1: Coordination

Maintain a Transportation System Plan that is consistent with the goals and objectives of the City of Tillamook, Tillamook County and the state.

Objectives

1. Provide a transportation system that is consistent with other elements and objectives of the City of Tillamook City Comprehensive Plan, Oregon Transportation Plan, and other policy documents.

2. Ensure consistency with state policies including the OTP and the OHP regarding transportation issues relating to Oregon 6 and U.S. 101.

Rationale: Combined with objective #1. The OHP and issues relating to state-owned facilities are inclusive to the Oregon Transportation Plan.

2. Coordinate with the Port of Tillamook Bay regarding the Tillamook Airport, the Port of Tillamook Bay Industrial Park and the Port of Tillamook Bay shortline railroad.

3. Coordinate land use and transportation decisions to efficiently use public infrastructure investments to:
   a. Maintain the mobility and safety of the roadway system
   b. Foster compact development patterns
   c. Encourage the availability and use of transportation alternatives cycling, walking and transit
   d. Enhance livability and economic competitiveness

5. Establish a local street master plan for the City of Tillamook.

Rationale: Removed as the Transportation System Plan includes inventory, characteristics and plans related to the local street network.

Goal 2: Safety

Provide a transportation system that is safe adequate levels of safety for all users.

Objectives

1. Enhance safety at the intersection of Oregon 6 and U.S. 101, and west toward the Hoquarten Slough Bridge.

Rationale: Removed as this objective is being addressed through the City of Tillamook Transportation Refinement Plan.

1. Improve the safety of rail crossings particularly at 12th Street and 3rd Street.

2. Identify and develop safe connections crossings for vehicles, bicycles and pedestrians across highways and major arterials, U.S. 101, Oregon 6 and Wilson River Loop.

4. Encourage improvements that minimize the impacts associated with frequent flooding.

Rationale: Moved this objective to goal related to environment.
3. Develop, maintain, and enhance lifeline and evacuation routes in coordination with local, regional, state and private entities. Critical lifeline routes that should be addressed are:

- Route north of OR 131/OR 6
- Route to the Tillamook Airport, a critical disaster recovery facility

4. Undertake, as needed, special traffic studies in problem areas, especially around schools, to determine appropriate traffic controls. Effectively and safely manage vehicle, and pedestrian, and bicycle traffic, particularly near schools.

5. Incorporate traffic calming measures to improve safety for pedestrians, bicyclists, and vehicles.

   **Rationale:** Added to incorporate traffic calming objective from #6 and to meet Goal 5 of the OTP which directs the city to create a transportation system safe for all users.

6. Consider transportation system resiliency when developing and designing transportation projects of all kinds.

   **Rationale:** Need general objective acknowledging the importance of considering system resiliency in all transportation decision-making

**Goal 3: Livability and Economic Vitality**

Provide a transportation system that balances transportation system needs with the community desire to maintain a pleasant, economically viable city and support public health.

**Objectives**

1. Minimize adverse social, economic and environmental impacts created by the transportation system, including balancing the need for street connectivity and the need to minimize neighborhood cut-through traffic and speeding in neighborhoods.

2. Preserve, protect and ensure access to the city's significant natural features and historic sites, including the Pioneer Museum.

3. Improve transportation facilities and minimize traffic congestion in the downtown commercial area without major disruption of existing neighborhoods or to downtown character.

4. Promote pedestrian-oriented design and the provision of pedestrian amenities in the downtown area, such as pedestrian-scale lighting and street trees.

5. Ensure adequate vehicle and bicycle parking and parking signage in the downtown commercial area, using techniques such as shared parking areas where appropriate.

6. Balance the needs of maintaining access to the Hampton Lumber Company site and of enhancing neighborhood livability.

6. Minimize traffic congestion in the downtown commercial area.

   **Rationale:** Removed due to redundancy with objective #3.

7. Develop and implement a street tree program, with emphasis on the downtown area.

   **Rationale:** Combined with objective #4 aimed at improving pedestrian environment downtown.
8. Discourage through-traffic and high speeds in neighborhoods and residential areas.

Rationale: Combined with objective #1.

Goal 4: Circulation and Mobility Accessibility and Connectivity

Develop an interconnected, multimodal transportation system that serves the travel needs of Tillamook. Provide a transportation system that connects all members of the community to destinations within and beyond the City. Serves the needs of all members of the community for all routes and all available modes of transportation.

Rationale: Combined former “Goal 4: Circulation and Mobility” and former “Goal 7: Accessibility” goals to better reflect the intent of the objectives and reduce redundancy. “Mobility” is now captured in the former “Goal 5: Capacity.”

1. Consider the needs of people who are transportation disadvantaged when developing alternatives to meet growing transportation travel needs.

2. Upgrade existing transportation facilities and work with public transportation providers to provide services that improve access for all users.

3. Develop and maintain travel routes for pedestrians, bicyclists and those using mobility devices, physically handicapped.

4. Promote route alternatives to ease adverse impacts (congestion, noise, safety) of commercial truck traffic in town.

5. Provide a network of arterials, collectors and local streets that are interconnected, appropriately spaced and reasonably direct in accordance with city and state design standards and the Transportation System Plan.

3. Balance the simultaneous need to accommodate local vehicle traffic and with through travel while incorporating traffic calming provisions.

Rationale: Removed due to redundancy to objective #5. Reference to traffic calming has been incorporated to new objective #7 under Safety goal.

6. Minimize travel distances and vehicle-miles traveled by building connected street grids and limiting cul-de-sac developments.

7. Expand pedestrian, bicycle, and transit-supportive infrastructure through multi-use paths, trails, sidewalks, bikes lanes, and other facilities.

Rationale: Added objective to address improving connectivity/access for pedestrians, bicyclists and transit users. Creates consistency with state policies in the Oregon Transportation Plan (OTP): Policy 1.1 - Development of an integrated multi-modal system and 1.2 – Equity, Efficiency, and Travel Choices.

7. Balance the safely, and efficiently and economically movement of motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to within and through Tillamook.

Rationale: moved to “Mobility” below.
8. Encourage development patterns that offer connectivity and mobility options for community members of the community.

*Rationale: this concept is captured in objective #6 above.*

8. Recognize and Balance local circulation, safety, and access with freight needs with needs for local circulation, safety and access.

**Goal 5: Capacity Mobility**

Provide a balanced, multimodal transportation system that supports the movement of people and goods, has sufficient capacity to serve the needs of all users.

**Objectives**

1. Enhance capacity at the intersection of Oregon 6 and U.S. 101, and west toward the Hoquarten Slough Bridge.

*Rationale: Removed as this objective is being addressed through the City of Tillamook Transportation Refinement Plan.*

1. Balance the safely, and efficiently and economically movement of motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to within and through Tillamook.

*Rationale: moved from Accessibility and Connectivity above.*

2. Protect capacity on existing and improved roads to provide acceptable service levels to accommodate anticipated demand. Maintain appropriate levels of service on city streets and meet state and local mobility standards.

*Rationale: Revised to note level of service and mobility standards.*

2. Limit access points on highways in accordance with state standards, and on arterials and use using techniques such as alternative access points when possible to preserve mobility, protect existing capacity.

3. Minimize direct access points on to arterial rights-of-way.

*Rationale: Removed for redundancy with Objective #5.*

3. Update and maintain required access management standards for new development and work toward modifications of existing development address existing access problems to preserve the safe and efficient operation of roadways, consistent with functional classification.

4. Pursue adoption of alternate mobility standards for US 101 and OR 6 that balance mobility on the state highway system with community livability.

*Rationale: Added objective to reflect the need and desire for appropriate mobility standards on state highways within Tillamook.*

**Goal 6: System Preservation**
Maintain and preserve existing transportation infrastructure, and comply with state highway performance, mobility, and access management standards to mitigate transportation impacts from new development or changes in land use (Oregon Administrative Rules Chapter 734, Division 51).

Maintain and preserve existing transportation infrastructure, and mitigate transportation impacts from new development resulting in changes in land use to comply with state highway performance, mobility, and access management standards.

Work to ensure that development does not preclude the construction of identified future transportation improvements, and that development mitigates the transportation impacts it generates when appropriate.

Rationale: Edited to focus on the more commonly understood meaning of system preservation—e.g. state of good repair for roads, bridges, and existing infrastructure (see rationale for added Objective below). Preserving future right-of-way and preserving capacity are more appropriate as elements or objectives of the goal.

Objectives

1. Maintain and preserve the roadways within the City of Tillamook to reach a state of good repair.

Rationale: Added objective related to maintaining existing transportation infrastructure in a state of good repair for all users. This creates consistency with Oregon Transportation Plan Strategy 1.1.4 which states that “In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term, considering changing conditions and based on the following:

- Managing the existing transportation system effectively.
- Improving the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.
- Adding capacity to the existing transportation system.
- Adding new facilities to the transportation system.”

2. Identify and preserve locations for potential future street transportation connections.

Rationale: Future connections could be trails or multiuse paths, in addition to streets.

3. Require developers to aid in the development of the transportation system by dedicating or reserving needed rights-of-way, by constructing half or full street improvements and by constructing off-street pedestrian, bicycle and transit facilities when appropriate and needed to serve new development.

4. Prioritize sidewalk pavement improvements for the downtown area.

Rationale: This objective was moved from Goal 9 as pavement improvements are part of a state of good repair plan.

3. Consider transportation impacts when making land use decisions, and consider land use impacts (in terms of land use patterns, densities, and designated uses) when making transportation-related decisions.
Rationale: Removed due to redundancy with earlier objective and tangential relationship. This objective is represented in Objective #4 in Goal 1 focused on land use coordination.

4. Ensure that development does not preclude the construction of identified future transportation improvements.

Rationale: Removed as redundant to Objective #1.

Goal 7: Accessibility and Connectivity

Rationale: Combined into new Accessibility and Connectivity goal above.

Goal 8-7: Public Transportation

Work to improve cost-effective and safe public transportation through and within Tillamook.

Objectives

1. Work with the public transportation providers to develop transit systems, stations, and related facilities in convenient and appropriate locations that adequately and efficiently serve Tillamook.

2. Work to improve the signage and amenities at transit stops and stations.

3. Work with public transportation providers to expand transit service as necessary during summer months of peak travel.

4. Coordinate with public transportation providers to identify and address the public transportation needs of people who are transportation disadvantaged by complying with state and federal regulations and cooperating with the TCTD and other agencies to provide transportation services for the disadvantaged.

Goal 9-8: Pedestrian and Bicycle Facilities

Provide for an interconnected system of pedestrian and bicycle facilities in Tillamook to encourage increased travel by walking or bicycling.

Objectives

1. Ensure and strengthen the presence of safe, attractive and convenient pedestrian and bicycle facilities access to and circulation in the downtown area, accessing transit, parks, medical facilities, public open space, and with new development.

Rationale: Added more specificity to the priority locations for bicycle and pedestrian infrastructure. Combined with other objectives below.

2. Place priority on sidewalk pavement improvements for the downtown area.

Rationale: moved to System Preservation goal.

2. Preserve and enhance the U.S. 101 coast bicycle route to support bicycle tourism.

3. Support implementation and refinement of important regional trails, including the Salmonberry Trail, Three Capes Scenic Loop, and the National Water Recreation Trail.
**Rationale:** Specific objective supporting regional trail projects.

4. Work to develop safe, connected pedestrian and bicycle facilities near schools, residential and commercial districts, and complete pedestrian loops envisioned in the Parks and Recreation Master Plan.

5. Develop bicycle lanes or shoulder bikeways separated bicycle facilities on or connecting all arterial streets, major collectors, and minor collectors.

6. Ensure adequate pedestrian access on all streets in commercial zones.

**Rationale:** Removed because of redundancy with Objective #4.

6. Use unused rights-of-way for greenbelts, walking trails or bike paths where appropriate.

7. Construct bicycle parking facilities in commercial districts, transit stations, schools and other institutional land uses, and in multi-family residential developments to encourage travel by bicycle.

**Rationale:** Added for consistency in addressing the Transportation Planning Rule provision 660-012-0035 (3)(a) to add bicycle parking facilities new retail, office and institutional developments, multi-family residential developments (four units or more) and all transit transfer stations and park-and-ride lots.

8. Promote multimodal connections where appropriate.

**Rationale:** Removed because of redundancy with other several other objectives under the goal.

9. Develop safe and convenient pedestrian and bicycle systems that link all land uses, provide connections to transit facilities and provide access to publicly owned land intended for general public use.

**Rationale:** Combined this objective with #1 above.

10. Support and encourage increased levels of bicycling and walking.

**Rationale:** Removed because of redundancy with other several other objectives.

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**Goal 19: Environment**

Provide a transportation system that balances travel needs with transportation facilities and services with the need to protect the environment and significant natural features.

**Objectives**

1. Promote a transportation system that encourages energy conservation through an efficient street grid, in terms of efficiency of the roadway network and the standards developed for street improvements.

2. Encourage use of alternative modes of transportation active transportation and transit and encourage development that minimizes reliance on the automobile.

3. Minimize transportation impacts on coastal and inland natural resources.

4. Encourage improvements that minimize the impacts associated with frequent flooding.
**Goal 11.10: Transportation Funding**

Provide reasonable and effective funding mechanisms. Develop local funding options and seek grants and financing, as appropriate, for city transportation improvements identified in the TSP.

**Objectives**

1. Develop a financing program that establishes transportation funding priorities and identifies funding mechanisms for implementation.

2. Develop proposed improvements with sufficient detail to qualify for funding of engineering and construction phases.

**Rationale:** TSP projects will be developed on unique trajectories based on funding/financing used.

2. Develop and implement a transportation impact fee program to collect funds from new developments to be used for off-site and on-site transportation improvements.

3. Identify funding opportunities for a range of projects and coordinate in coordination with county, state and federal agencies.

4. Develop improvements that meet applicable local, county, state and federal plans, standards and criteria.

**Project Evaluation Criteria**

The TSP goals and objectives provide a framework for shaping transportation policies, programs, and evaluating projects. The evaluation criteria below will aid in evaluating projects for inclusion in the TSP and will be used to prioritize projects for implementation late in the TSP update process. These criteria will measure projects’ performance relative to TSP goals and objectives; projects and programs will be rated with a “consumer reports” rating style shown below.

<table>
<thead>
<tr>
<th>Fully meets criterion</th>
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<tbody>
<tr>
<td>Partially meets criterion</td>
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<tr>
<td>Does not meet criterion</td>
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**Proposed Evaluation Criteria**

<table>
<thead>
<tr>
<th>TSP Goal</th>
<th>Criteria</th>
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<tbody>
<tr>
<td>Goal 1: Coordination</td>
<td>Is consistent with local, state, and federal plans and policies</td>
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<tr>
<td></td>
<td>Supports the City’s land use vision</td>
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<tr>
<td>Goal 2: Safety</td>
<td>Improves transportation safety</td>
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<tr>
<td></td>
<td>Improves crossing safety (rail, pedestrian, etc.)</td>
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<td></td>
<td>Enhances emergency preparedness/community resiliency</td>
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<td>Improves or provides access to key destinations (e.g., parks, downtown)</td>
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<td><strong>Goal 3: Livability and Economic Vitality</strong></td>
<td>Addresses parking issues in downtown</td>
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<td><strong>Goal 4: Accessibility and Connectivity</strong></td>
<td>Enhances the active transportation or transit network</td>
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<td>Improves facilities for those using mobility devices</td>
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<td><strong>Goal 5: Mobility</strong></td>
<td>Enhances mobility for all modes</td>
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<td>Addresses known access issues on state highways or major arterials</td>
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<td><strong>Goal 6: System Preservation</strong></td>
<td>Preserves or maintains existing transportation facilities</td>
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<tr>
<td><strong>Goal 7: Public Transportation</strong></td>
<td>Enhances public transportation services (e.g., new routes, shelters)</td>
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<td>Improves bicycle and pedestrian connections to public transportation stops</td>
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<td><strong>Goal 8: Bicycle and Pedestrian Facilities</strong></td>
<td>Enhances bicycle and pedestrian facilities within and to downtown</td>
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<td></td>
<td>Enhances bicycle and pedestrian facilities within and to schools</td>
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<td></td>
<td>Develops new trails or connects to trails, in accordance with local trail plans</td>
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<td><strong>Goal 9: Environment</strong></td>
<td>Minimizes impacts to natural resources</td>
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<tr>
<td><strong>Goal 10: Funding</strong></td>
<td>Is cost effective</td>
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<tr>
<td></td>
<td>Could be eligible for multiple federal, state, or local funding or financing programs</td>
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</table>