

agenda



Nehalem Bay TSP PAC Meeting #3

1/12/2022

6:00pm – 8:00pm, Zoom meeting

Click [here](#) to join the meeting.

Meeting ID: 574 837 0349

Meeting Purpose

- Review the technical work informing the Nehalem Bay TSP
- Discuss projects being considered for inclusion in the TSP
- Gather feedback from PAC members on proposed projects

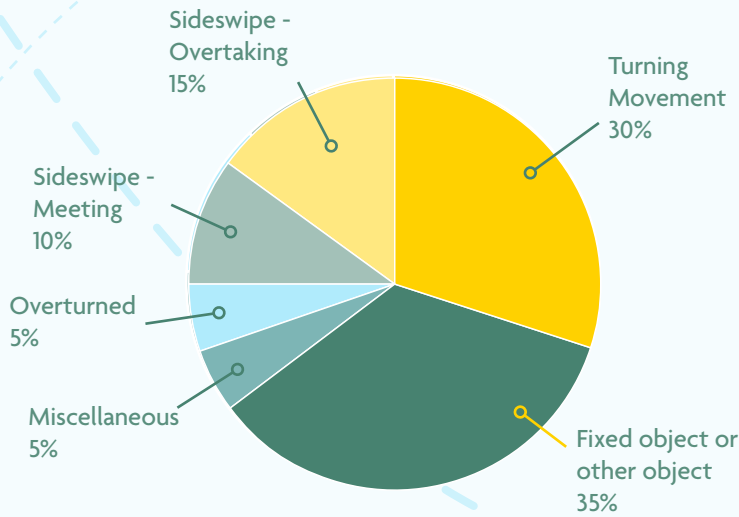
6:00 pm	Introductions, Agenda Review and Purpose	Allison Brown
6:15 pm	Nehalem Bay TSP: Project Update	Kara Hall
6:25 pm	Nehalem Bay TSP: Review Solutions	Kara Hall
6:35 pm	Discussion: Review Solutions <ul style="list-style-type: none">• Which projects do you view as the highest priority projects for your community?• Are there any projects that should not be considered? Why?• Are there any projects missing?	Briana Calhoun Kara Hall Sarah Peters
7:45 pm	Public Comment	Allison Brown
7:50 pm	Next Steps	All

Manzanita

Crash Countermeasures



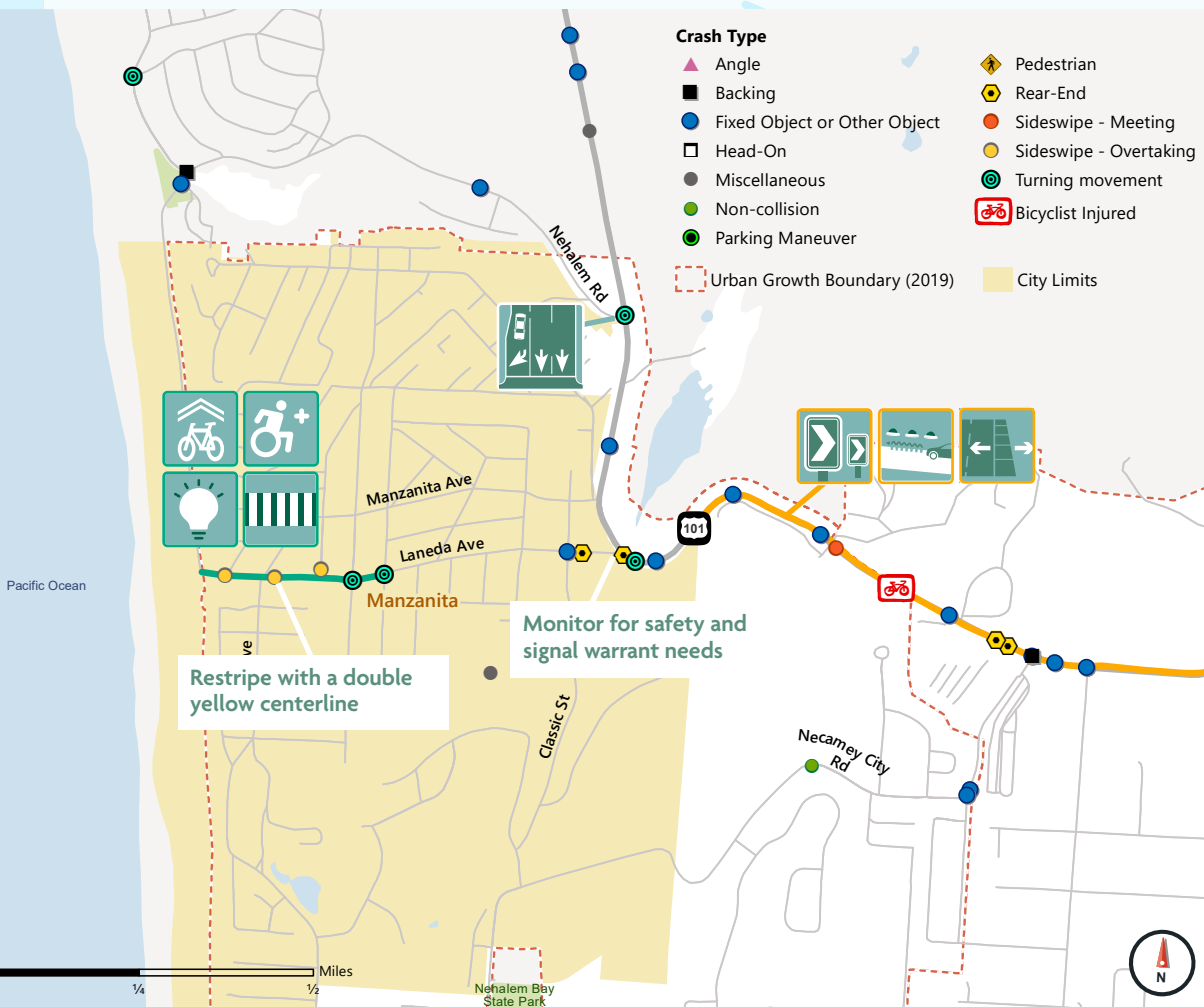
Crash Profile



★ **One collision** with a *bicyclist* on US 101 east of Manzanita.

★ Most common cause of crashes: **Too fast for conditions, improper driving, and did not yield right of way**

★ **43%** of crashes occurred at an *intersection or driveway* and **26%** at a *horizontal curve*



Countermeasures

- Widen paved shoulder where less than 5 ft.
- Add rumble strips
Install safety edge
- Enhanced curve delineation - pavement markings, delineators, or chevrons
- Add southbound right turn pocket
- Add pedestrian scale lighting
- High visibility crosswalks
- ADA improvements to standards
- Bike sharrows

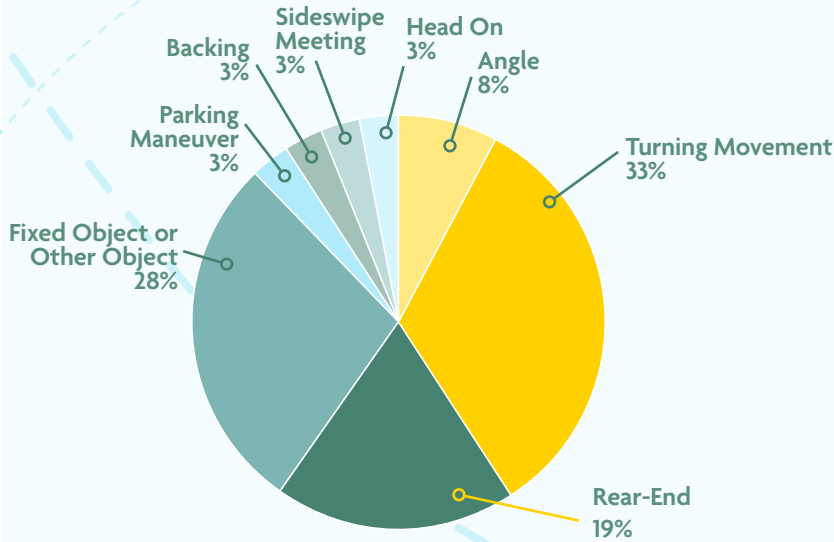
Further study is needed before installation of any countermeasures indicated here. These are general recommendations only.

Nehalem

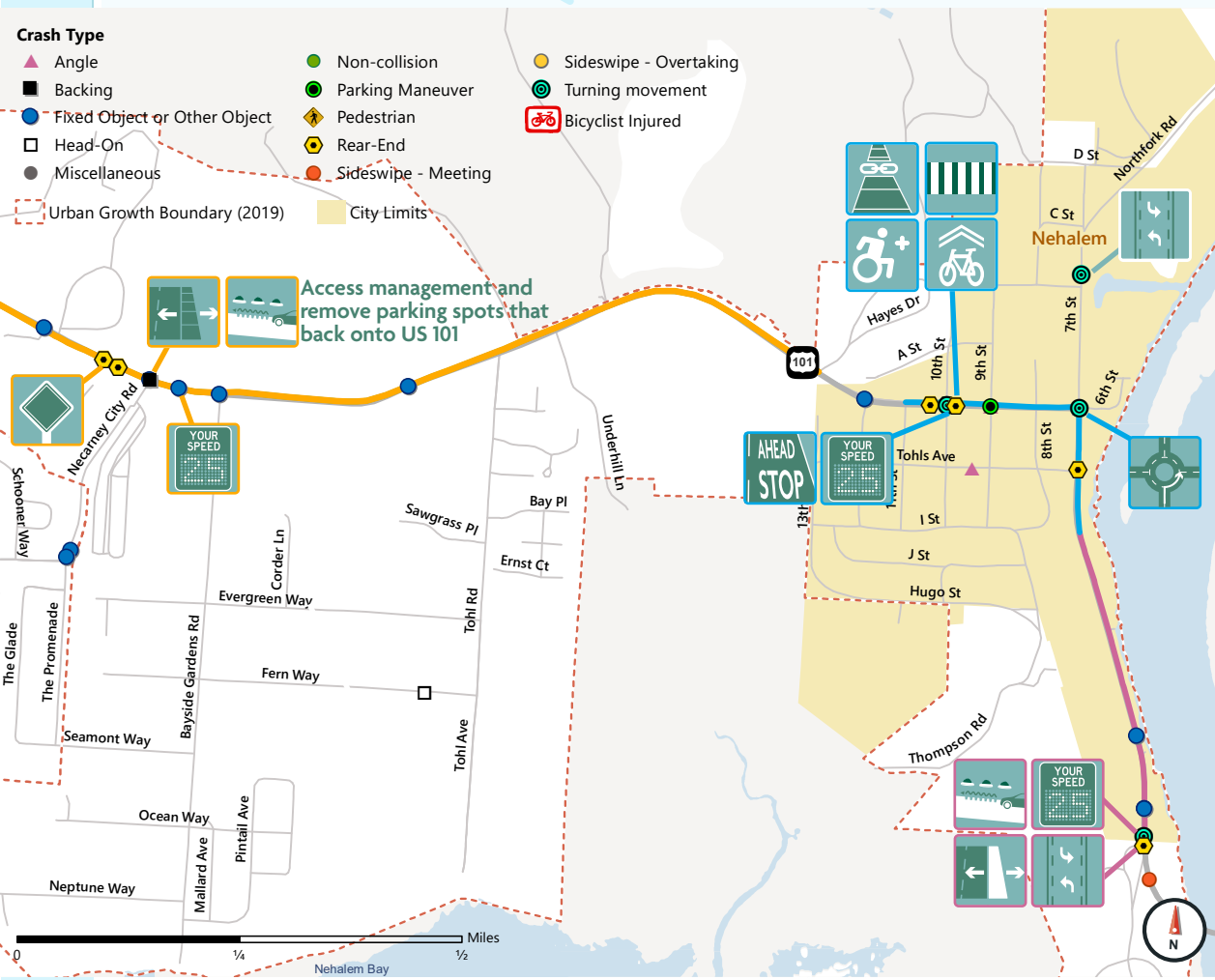
Crash Countermeasures



Crash Profile



- Most common cause of crashes: **did not yield right-of-way.**
- 63%** of crashes in the city limits and **73%** outside city limits occurred at an intersection or driveway.
- Most common crash intersections are **10th Street, 9th Street, and 7th Street.**



Countermeasures	
	Widen paved shoulder
	Add rumble strips
	Install a Safety Edge
	Flashing beacons at intersection approaches
	Stop Ahead or SLOW markings
	Add two-way left turn lane
	Change intersection control (roundabout, all way stop, signal)
	High visibility crosswalk
	Identify locations for speed feedback sign
	Speed Study

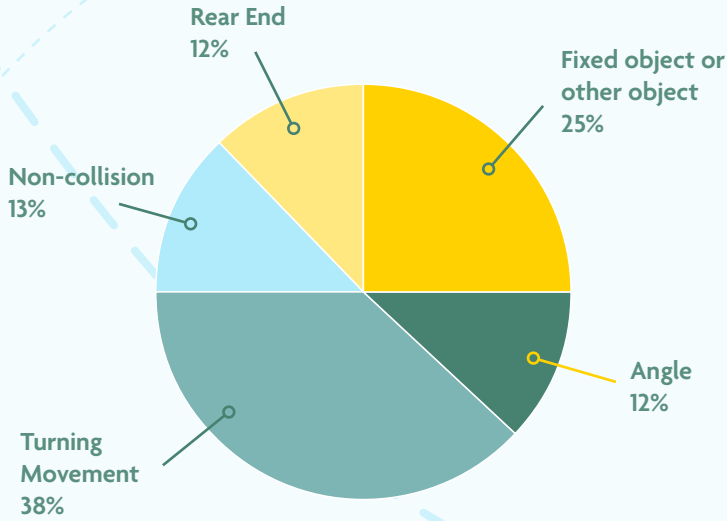
- ADA improvements to standards
- Bike sharrows
- Complete sidewalk gaps
- Painted shoulders

Further study is needed before installation of any countermeasures indicated here. These are general recommendations only.

Wheeler

Crash Countermeasures

Crash Profile



Two turning crashes occurred near the intersection of US 101 and Rector Street.

Three crashes were due to improper turning, the most common crash cause.

Crash Type

- ▲ Angle
- Backing
- Fixed Object or Other Object
- Head-On
- Miscellaneous
- Non-collision
- Parking Maneuver
- ◆ Pedestrian
- ◆ Rear-End
- Sideswipe - Meeting
- Sideswipe - Overtaking
- Turning movement
- 🚲 Bicyclist Injured
- 🚶 City Limits
- 🏠 Urban Growth Boundary (2019)



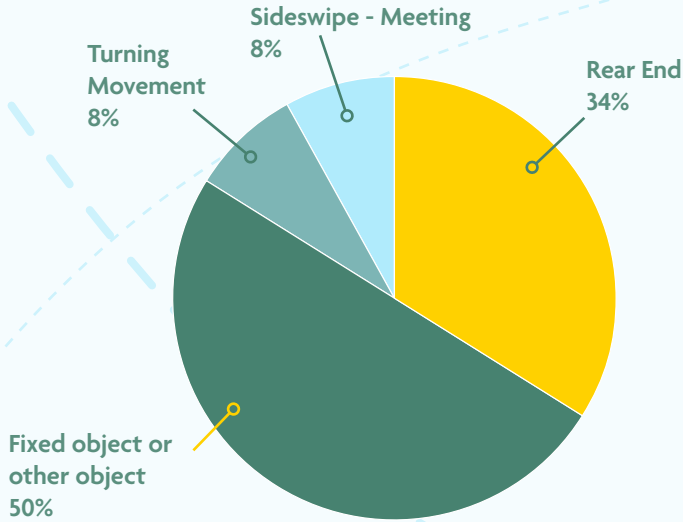
Countermeasures

- Identify locations for speed feedback signs
- Add pedestrian scale lighting
- High visibility crosswalks
- Monitor the intersection of US 101 and Rector St. for the need for an all-way stop

Regional Nehalem Bay Crash Countermeasures



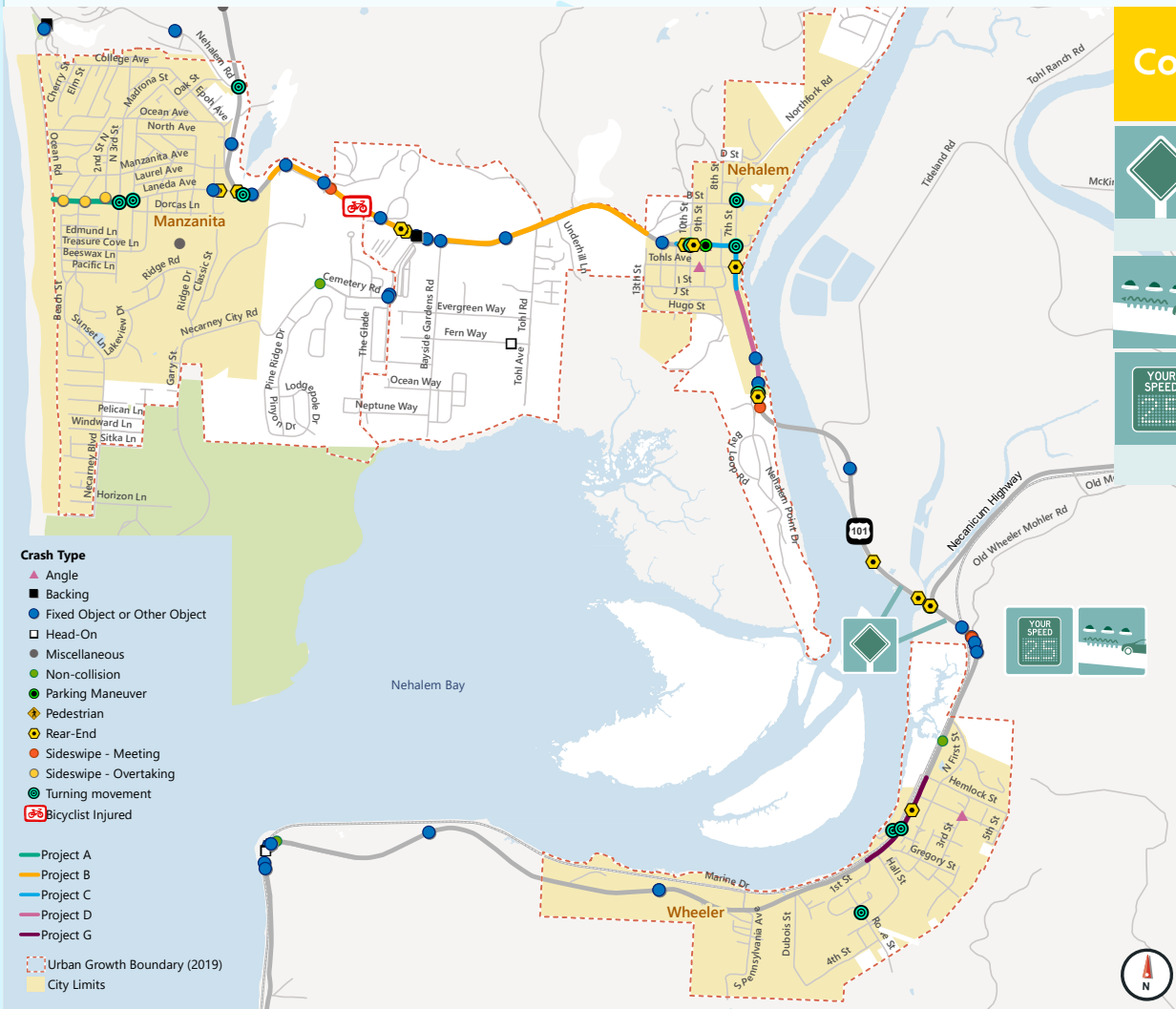
Crash Profile



Five crashes on this stretch of US 101 involved drivers **driving too fast** for the conditions



Four crashes occurred near the junction with OR 53 and **five** occurred on the curve south of the junction.



Countermeasures



Provide additional advanced signage for junction



Rumble Strips and extend the guardrail



Install dynamic speed feedback sign for curves



Review existing pockets at the SR 53 & US 101 intersection and improve to MUTCD standards

- Crash Type**
- ▲ Angle
 - Backing
 - Fixed Object or Other Object
 - Head-On
 - Miscellaneous
 - Non-collision
 - Parking Maneuver
 - ◆ Pedestrian
 - Rear-End
 - Sideswipe - Meeting
 - Sideswipe - Overtaking
 - Turning movement
 - 🚲 Bicyclist Injured

- Project A
- Project B
- Project C
- Project D
- Project G
- Urban Growth Boundary (2019)
- City Limits

Further study is needed before installation of any countermeasures indicated here. These are general recommendations only.

Spot Improvement

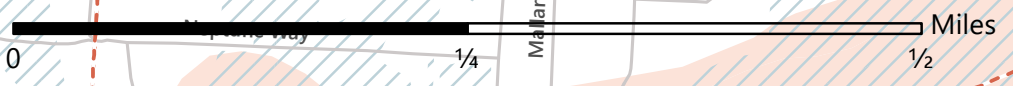
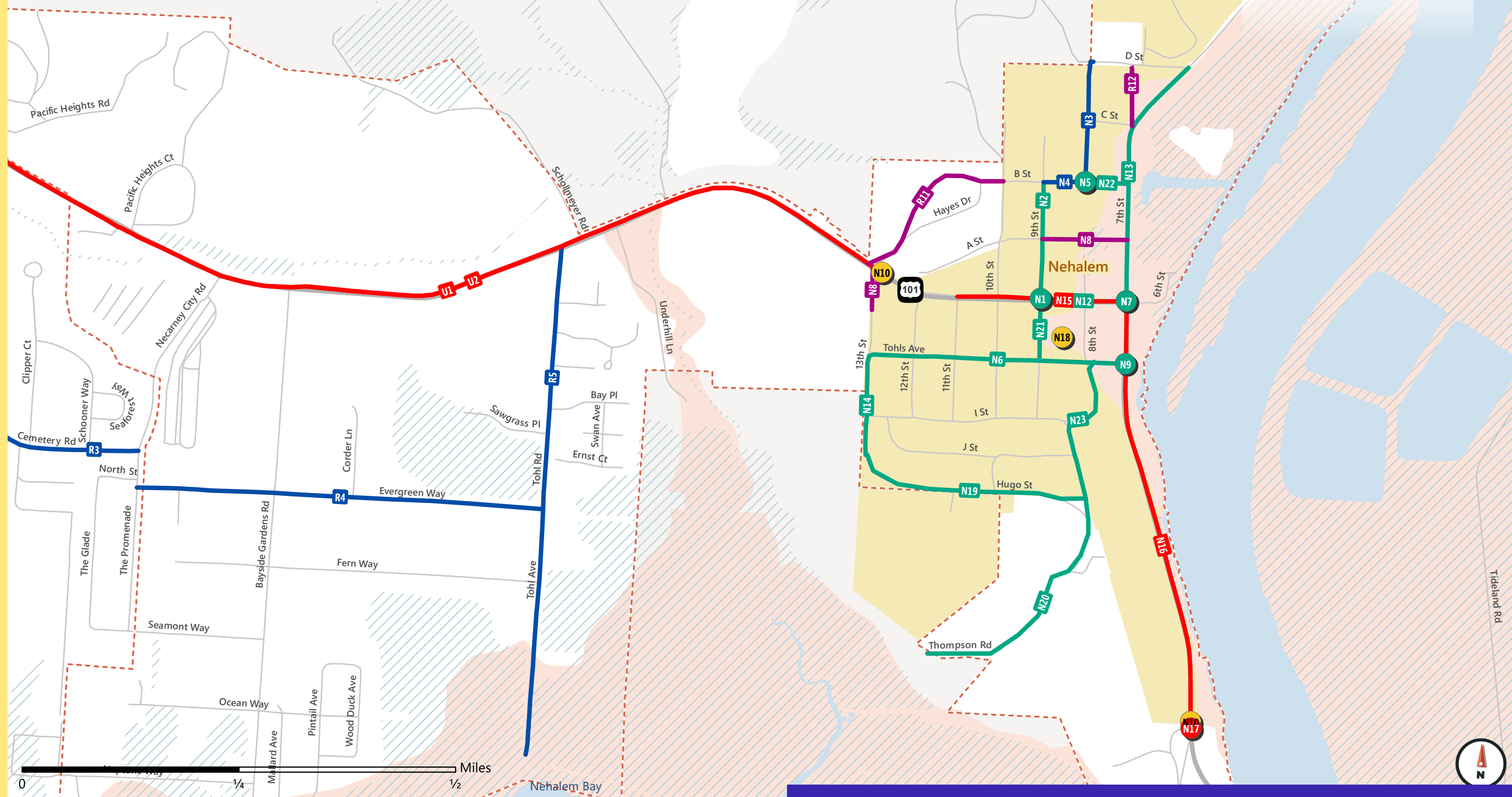
- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

Urban Growth Boundary (2019)

- City Limits
- Wetland
- Flood Zone >1% chance



Project ID	Project Name & Description	Extents	Category
N1	9TH STREET CROSSING ENHANCEMENTS: Enhance pedestrian visibility and shorten the crossing distance by providing pedestrian-scale lighting, curb extensions, bollards, or planters.	US 101 & 9th Street Intersection	Bike/Ped Enhancement
N2	9TH STREET PEDESTRIAN FACILITIES: Connect people walking on 9th Street to NCRD and the schools by constructing sidewalks or providing a wide shoulder.	B Street to US 101	Bike/Ped Enhancement
N3	8TH STREET PEDESTRIAN FACILITIES: Connect people walking on 8th Street to NCRD and the schools by constructing sidewalks or providing a wide shoulder.	Grade School to B Street	New Bike/Ped Connection
N4	B STREET PEDESTRIAN FACILITIES: Connect people walking on B Street to NCRD and the schools by constructing sidewalks or providing a wide shoulder.	9th Street to 8th Street	New Bike/Ped Connection
N5	B STREET CROSSING: Alert drivers of school children crossing by providing high-visibility crosswalks.	B Street & 8th Street Intersection	Bike/Ped Enhancement
N6	TOHLS AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Tohls Avenue with signing and striping to identify space for people walking and biking.	US 101 to 13th Street	Bike/Ped Enhancement
N7	US 101 & 7TH STREET ROUNDABOUT: Construct a roundabout to provide a long-term solution to improve operations and delay at the intersection.	-	Roadway
N8	US 101 & 7TH STREET ONE-WAY COUPLET: Create a one-way couplet using US 101, 8th Street, and Tohls Avenue to reduce congestion at the 7th Street/US 101 intersection.	-	Roadway
N9	US 101 & TOHLS AVENUE CROSSING ENHANCEMENTS: Create a safer and more comfortable crossing by providing crossing enhancements such as a high-visibility crosswalk and curb extensions/bollards/planters.	-	Bike/Ped Enhancement
N10	ENHANCE NEHALEM GATEWAYS: Enhance existing gateways with improved lighting and landscaping to alert drivers that they have entered city limits.	Nehalem Bay City Limits	Signage/Wayfinding
N11	PROVIDE LOCAL WAYFINDING: Provide wayfinding signs to direct visitors to downtown core, parking, potential circulators or transit stops, and docks.	Citywide	Signage/Wayfinding
N12	IMPROVE US 101 SIDEWALKS: Improve access for people of all ages and abilities by improving sidewalks on US 101, including locations not currently meeting ADA standards.	US 101 to 9th Street	Bike/Ped Enhancement
N13	7TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 7th Street with signing and striping to identify space for people walking and biking.	US 101 to D Street	Bike/Ped Enhancement
N14	13TH STREET BICYCLE & PEDESTRIAN FACILITIES: Enhance 13th Street with signing and striping to identify space for people walking and biking and to create a connection to planned trails.	Hugo Street to Tohls Avenue	Bike/Ped Enhancement
N15	US 101 TRAFFIC CALMING: Use improvements that enhance the quality of the street as a "main street" to slow vehicle traffic and make the street more comfortable for people walking and biking. Improvements could include curb extensions, landscaping, planters, and pedestrian scale lighting.	11th Street to south of Tohls Avenue	Safety
N16	US 101 SAFETY IMPROVEMENTS SOUTH OF TOHLS AVENUE: To alert drivers and create more space for people biking, widen the shoulder on US 101 to 5 feet, add a 1.5 foot striped buffer, and a painted shoulder, where feasible.	South of Tohls Avenue to Nehalem City Limits	Safety
N17	US 101 & NEHALEM POINT DRIVE INTERSECTION IMPROVEMENTS: Provide a two-way left-turn lane for drivers turning left onto Nehalem Point Drive and adjacent driveways to address crashes occurring at this intersection.	US 101 & Nehalem Point Drive	Safety
N18	SHARED PARKING: Create a shared parking lot in the existing lot just south of US 101 on 9th Street including wayfinding signage to direct visitors to parking.	9th Street	Other
N19	HUGO STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Hugo Street with signing and striping to identify space for people walking and biking and to create a connection to planned trails.	13th Street to 9th Street	Bike/Ped Enhancement
N20	THOMPSON ROAD BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Thompson Street with signing and striping to identify space for people walking and biking and to create a connection to planned trails.	Terminus to 9th Street	Bike/Ped Enhancement
N21	9TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 9th Street with signing and striping to identify space for people walking and biking.	US 101 to Tohls Avenue	Bike/Ped Enhancement
N22	B STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 8th Street with signing and striping to identify space for people walking and biking.	7th Street to 8th Street	Bike/Ped Enhancement
N23	8TH/9TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 8th and 9th Street with signing and striping to identify space for people walking and biking.	Tohls Avenue to Hugo Street	Bike/Ped Enhancement

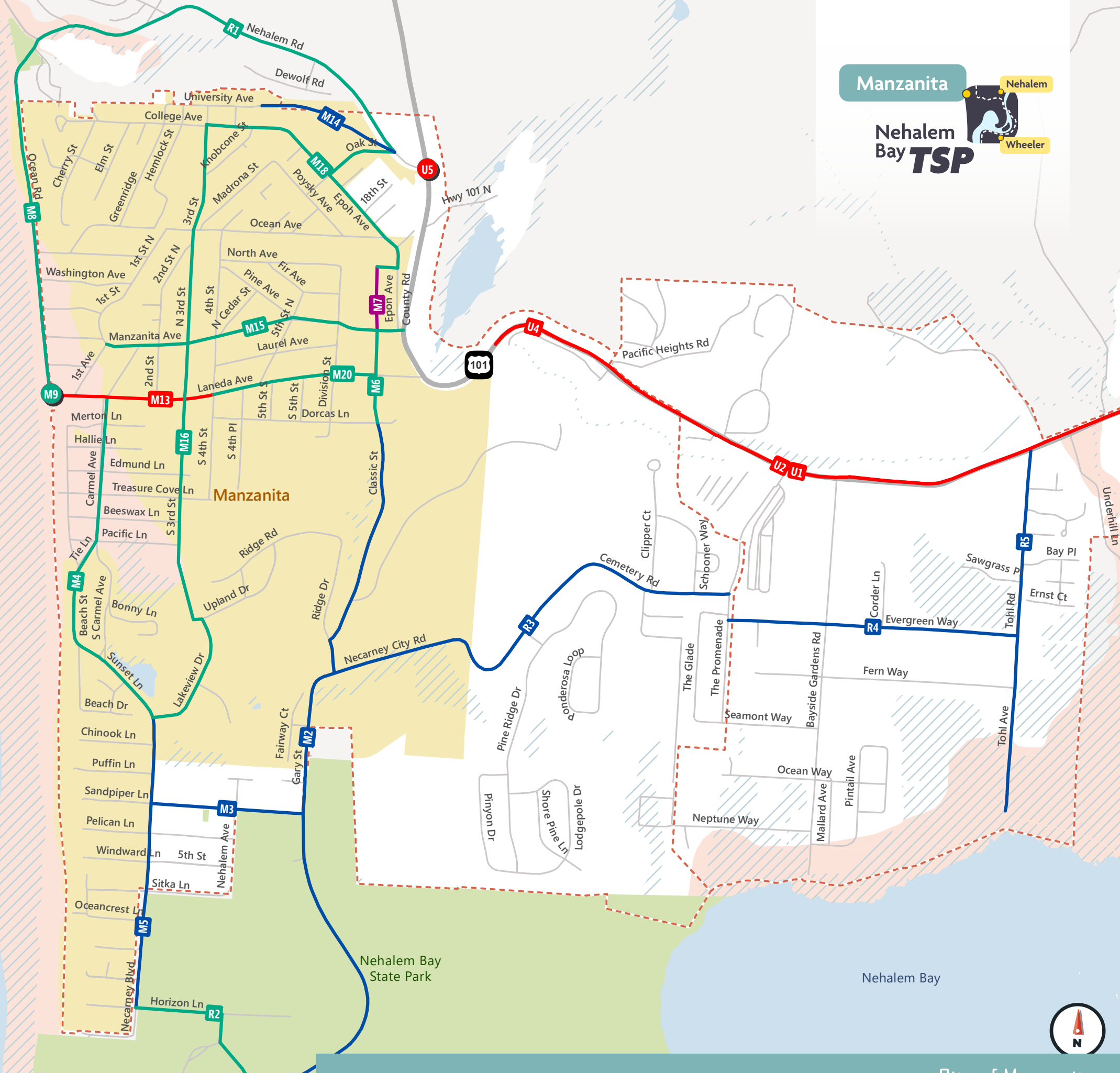
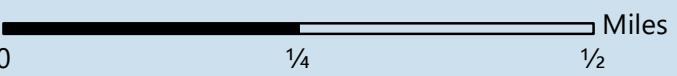
Spot Improvement

- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

- Urban Growth Boundary (2019)
- City Limits
- Wetland
- Flood Zone >1% chance



Project ID	Project Name & Description	Extents	Category
M1	COMPLETE TRAIL CONNECTIONS: Complete trail connections identified in the City's Trail Master Plan to create more local connections for people biking and walking.	Citywide	New Bike/Ped Connection
M2	CLASSIC STREET/GARY STREET BICYCLE & PEDESTRIAN CONNECTION: Construct a separated bicycle and pedestrian facility along Classic Street/Gray Street to provide a connection to Nehalem Bay State Park for people biking and walking.	Dorcas Lane to Nehalem Bay State Park	New Bike/Ped Connection
M3	SANDPIPER LANE/PUFFIN LANE TRAIL CONNECTION: Construct a multiuse trail to connect people walking and biking between Necarney Boulevard and Gary Street north of Nehalem Bay State Park. Alignment could be along Sandpiper Lane or Puffin Lane, dependent on further analysis to determine feasibility.	Gary Street to Necarney Boulevard	New Bike/Ped Connection
M4	CARMEL ROAD PEDESTRIAN ENHANCEMENTS: Enhance existing two-way bicycle facility to provide dedicated space for people walking.	Laneda Avenue to Lakeview Drive	Bike/Ped Enhancement
M5	NECARNEY BOULEVARD BICYCLE & PEDESTRIAN CONNECTION: Provide two-way bicycle facility with dedicated pedestrian space to connect people walking to the existing facility at Lakeview Drive.	Lakeview Drive to Horizon Lane	New Bike/Ped Connection
M6	CLASSIC STREET BICYCLE & PEDESTRIAN CONNECTION: Enhance Classic Street to provide space for people walking and biking and create a connection from downtown core to planned multimodal facilities. Treatments could include constructing consistent shoulders to provide space for people walking and adding sharrows to indicate that bicyclists should use the travel lane.	Manzanita Avenue to Laneda Avenue	Bike/Ped Enhancement
M7	CLASSIC STREET EXTENSION: Construct an extension of Classic Street from Manzanita Avenue to North Avenue and provide dedicated space for people walking and biking.	North Avenue to Manzanita Avenue	Roadway
M8	OCEAN ROAD BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Ocean Avenue with signing and striping to identify space for people walking and biking.	Laneda Avenue to Nehalem Drive	Bike/Ped Enhancement
M9	OCEAN ROAD CROSSING ENHANCEMENTS: Enhance crossing Ocean Road crossing at Laneda Avenue with high-visibility markings and advance signage to alert drivers of crossing.	Laneda Avenue & Ocean Road Intersection	Bike/Ped Enhancement
M10	BICYCLE PARKING: Provide dedicated areas for bicycle parking near the beach and in the downtown core.	Citywide	Bike/Ped Enhancement
M11	PARKING SIGNAGE: Provide signage near the beach and downtown core to direct visitors to public parking areas.	Citywide	Signage/Wayfinding
M12	WAYFINDING SIGNS: Provide wayfinding signs in the downtown core and beach to direct visitors to local destinations, enhancing visitors ability to park once.	Citywide	Signage/Wayfinding
M13	LANEDA AVENUE IMPROVEMENTS: Create a connection between the downtown core and the beach by improving Laneda Avenue to feel like a main street through the use of traffic calming measures. This could include painting a solid yellow stripe, providing curb extensions at key intersections, constructing consistent curbs, and adding sharrows. This project should also ensure that ADA parking requirements are being met.	4th Street to Ocean Road	Safety
M14	UNIVERSITY AVENUE TRAIL CONNECTION: Construct a multiuse trail from Nehalem Road to University Avenue to complete the connection for people walking and biking to Ocean Road.	University Avenue to Nehalem Road	New Bike/Ped Connection
M15	MANZANITA AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Manzanita Avenue with signing and striping to identify space for people walking and biking.	US 101 to 1st Avenue	Bike/Ped Enhancement
M16	3RD STREET/ LAKEVIEW DRIVE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 3rd Street/Lakeview Drive with signing and striping to identify space for people walking and biking.	College Avenue to Necarney Blvd	Bike/Ped Enhancement
M17	OAK STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Oak Street with signing and striping to identify space for people walking and biking.	Nehalem Road to Epoh Avenue	Bike/Ped Enhancement
M18	EPOH AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Epoh Avenue with signing and striping to identify space for people walking and biking.	3rd Street to North Avenue	Bike/Ped Enhancement
M19	NORTH AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance North Avenue with signing and striping to identify space for people walking and biking.	Epoh Avenue to Classic Street Extension	Bike/Ped Enhancement
M20	LANEDA AVENUE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Laneda Avenue with signing and striping to identify space for people walking and biking.	4th Street to Classic Street	Bike/Ped Enhancement

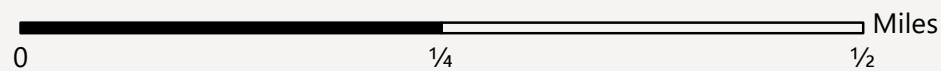
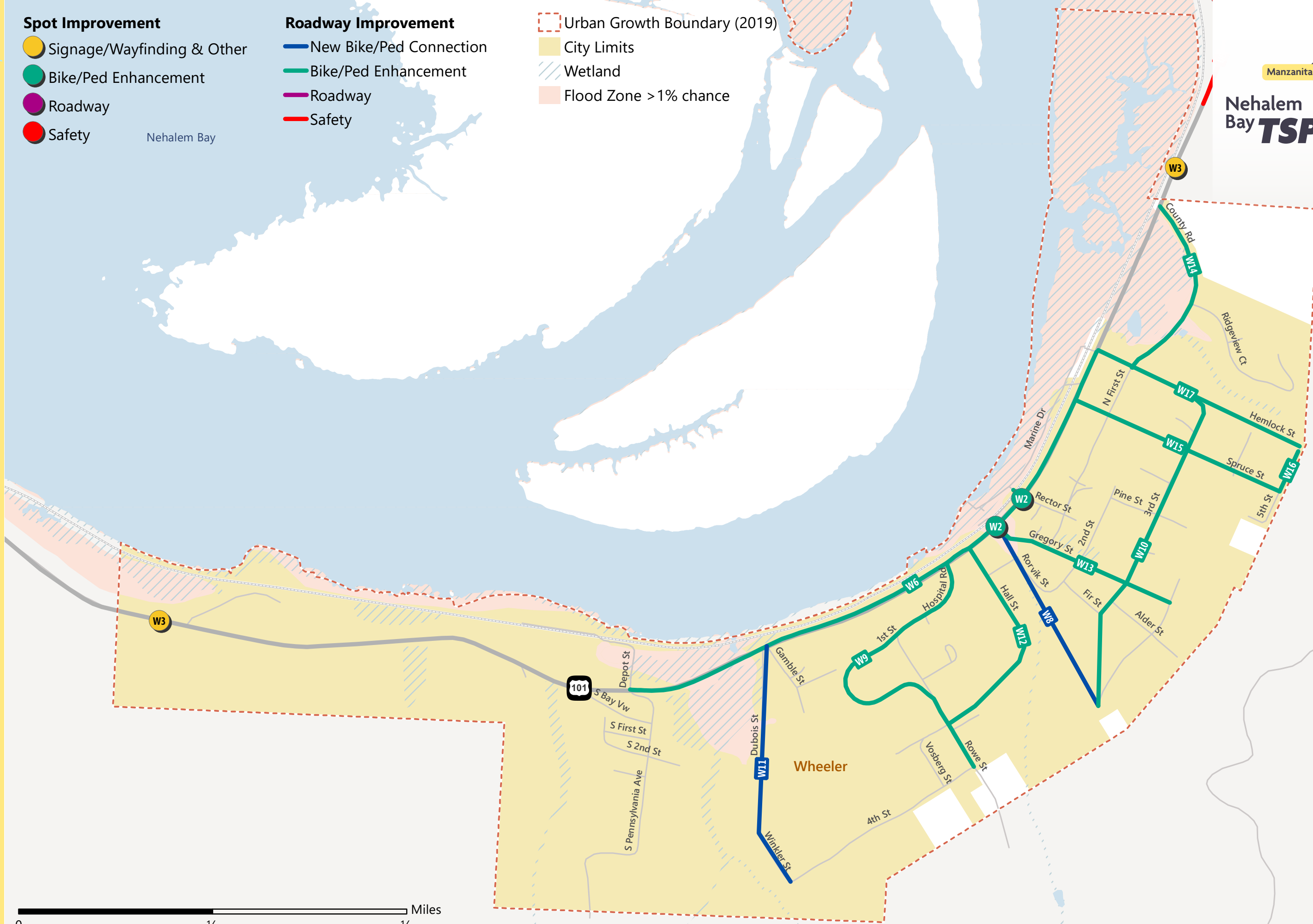
Spot Improvement

- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

- Urban Growth Boundary (2019)
- City Limits
- Wetland
- Flood Zone >1% chance



Project ID	Project Name & Description	Extents	Category
W1	US 101 SIDEWALK IMPROVEMENTS: Improve access to local destinations and ADA access by improving sidewalks on US 101.	Citywide	Bike/Ped Enhancement
W2	ENHANCE US 101 CROSSINGS: Enhance US 101 crossings by providing high-visibility crosswalks and improving illumination.	Gregory Street/Rorvik Street & Rector Street	Bike/Ped Enhancement
W3	GATEWAY TO WHEELER: Create a gateway to Wheeler by enhancing signage, and adding landscaping and/or local artwork to alert people that they have entered city limits.	Wheeler City Limits	Signage/Wayfinding
W4	RAILROAD CROSSING: Connect people walking, biking, and using transit across the railroad tracks by extending the sidewalk on the north side of Rector Street to connect to the existing transit stop.	-	Bike/Ped Enhancement
W5	ENHANCED WAYFINDING SIGNAGE: Connect people to local destinations by providing enhanced wayfinding signs to downtown, the dock, and other key local destinations.	Citywide	Signage/Wayfinding
W6	US 101 SHARROWS: Provide Sharrows on US 101 to direct people biking on how to travel through downtown Wheeler.	Rorvik Street to Hemlock Street	Bike/Ped Enhancement
W7	CIRCULATION & PARKING: Improve circulation by providing wayfinding signage to direct visitors to Waterfront parking.	Wheeler Waterfront	Other
W8	GERVAIS CREEK PATHWAY: Construct a pathway parallel to a daylighted Gervais Creek from Fourth Street to US 101, across the highway to the bay.	Fourth Street to Nehalem Bay	New Bike/Ped Connection
W9	AKIN STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 4th Street to Hospital Round and surrounding the City-owned land (future park) with signing and striping to identify space for people walking and biking.	Fourth Street to Hospital Street	Bike/Ped Enhancement
W10	3RD STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 3rd Street from Gervais Creek and the City-owned land (future park) to Hemlock Street with signing and to identify space for people walking and biking.	Gervais Creek to Hemlock Street	Bike/Ped Enhancement
W11	VOSBURG CREEK PATHWAY: Construct a pathway parallel to Vosburg Creek from Fourth Street to Nehalem Bay.	Vosburg Creek to Nehalem Bay	New Bike/Ped Connection
W12	HALL STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Hall Street from US 101 to Rowe Street with signing and striping to identify space for people walking and biking.	US 101 to Rowe Street	Bike/Ped Enhancement
W13	GREGORY STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Gregory Street with signing and striping to identify space for people walking and biking.	US 101 to 4th Street	Bike/Ped Enhancement
W14	1ST STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 1st Street with signing and striping to identify space for people walking and biking.	Gregory Street to US 101	Bike/Ped Enhancement
W15	SPRUCE STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Spruce Street with signing and striping to identify space for people walking and biking.	US 101 to 5th Street	Bike/Ped Enhancement
W16	5TH STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance 5th Street with signing and striping to create space for people walking and biking.	Spruce Street to Hemlock Street	Bike/Ped Enhancement
W17	HEMLOCK STREET BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Hemlock Street with signing and striping to identify space for people walking and biking.	5th Street to US 101	Bike/Ped Enhancement

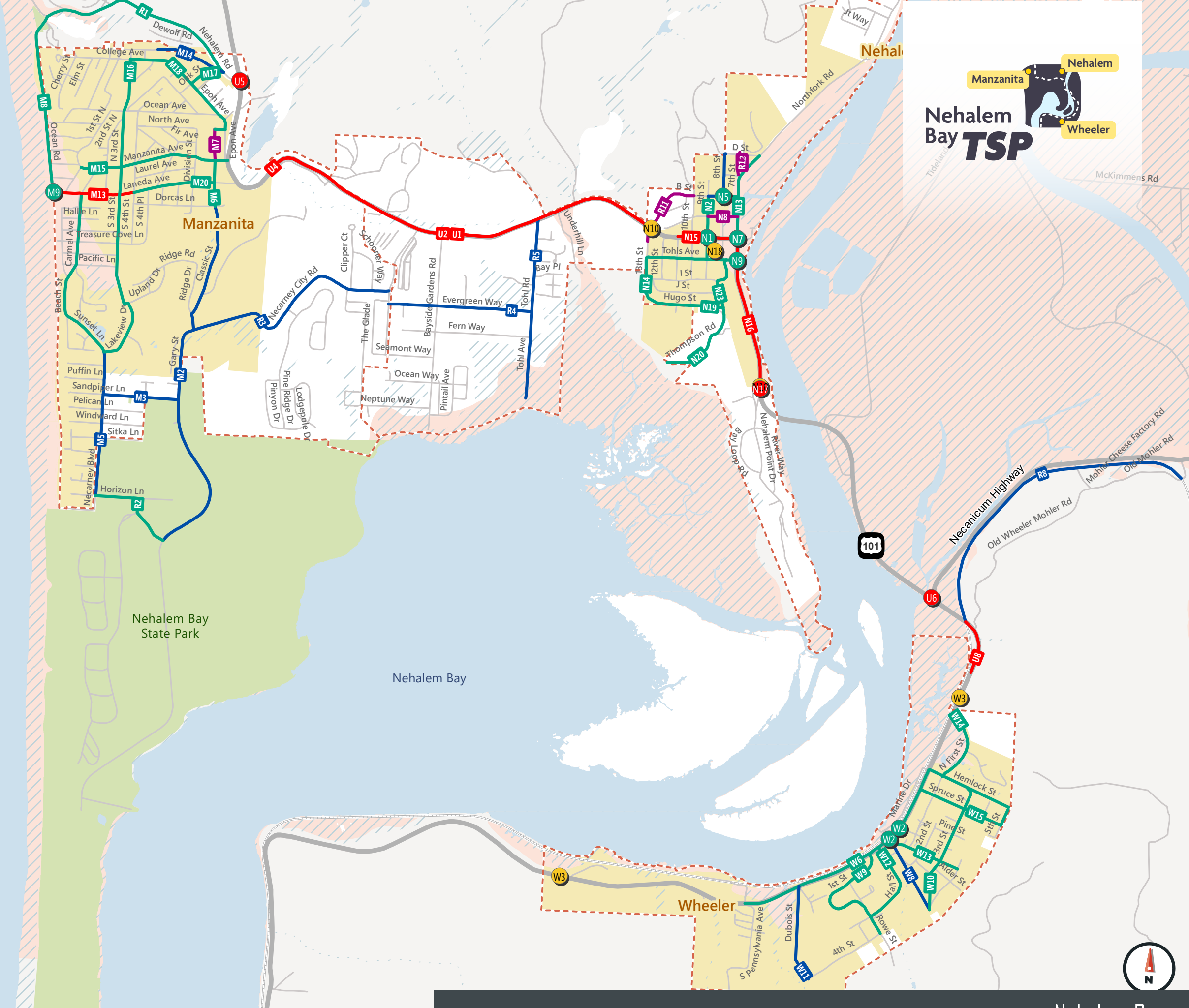
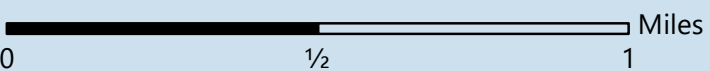
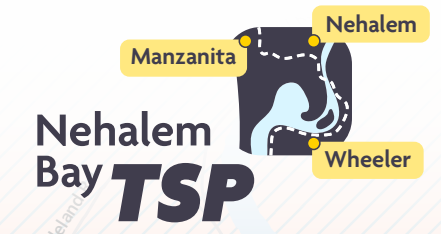
Spot Improvement

- Signage/Wayfinding & Other
- Bike/Ped Enhancement
- Roadway
- Safety

Roadway Improvement

- New Bike/Ped Connection
- Bike/Ped Enhancement
- Roadway
- Safety

- ▭ Urban Growth Boundary (2019)
- ▭ City Limits
- ▭ Wetland
- ▭ Flood Zone >1% chance



Project ID	Project Name & Description	Extents	Category
W1	HORIZON LANE BICYCLE & PEDESTRIAN ENHANCEMENTS: Enhance Horizon Lane with signing and striping to identify space for people walking and biking.	Necarney Blvd to Gary Street	Bike/Ped Enhancement
R3	NECARNEY BOULEVARD TRAIL CONNECTION: Construct a multiuse trail to provide a connection for people walking and biking parallel to US 101.	Ridge Drive to Necarney City Drive	New Bike/Ped Connection
R4	EVERGREEN WAY TRAIL CONNECTION: Construct a multiuse trail to provide a connection for people walking and biking parallel to US 101.	Necarney City Drive to Tohl Avenue	New Bike/Ped Connection
R5	TOHL AVENUE TRAIL CONNECTION: Construct a multiuse trail to provide a connection for people walking and biking to connect to planned facilities and Manzanita.	US 101 to Terminus	New Bike/Ped Connection
R6	REGIONAL CIRCULATOR/SHUTTLE: Explore options to create a regional circulator or shuttle to connect visitors and residents traveling between the three communities and creating the ability to park once and visit all local destinations.	-	Transit
R7	REGIONAL WATER TAXI: Explore options to operate a regional water taxi with stops in Nehalem, Wheeler and Nehalem Bay State Park to connect local destinations and enhance tourism.	-	Other
R8	MOHLER TRAIL CONNECTION: Provide a multiuse connection from US 101 to Mohler Trail Road along the identified Salmonberry Trail alignment parallel to the railroad tracks.	US 101 to Mohler Cheese Factory Road	New Bike/Ped Connection
R9	US 101 SPEED STUDY: Complete a speed study on US 101 to identify opportunities to lower speeds, particularly near city limits.	-	Programmatic
R10	ENHANCED TRANSIT SERVICE: Provide more frequent transit service and consider new stops within each of the Nehalem Bay communities.	-	Transit
R11	B STREET IMPROVEMENTS: Improve the quality of B Street to create a more reliable connection to US 101 during seasonal flooding.	10th Street to US 101	Roadway
R12	7TH STREET IMPROVEMENTS: Improve the pavement quality of 7th Street between C Street and D Street.	C Street to D Street	Roadway
R13	OREGON COAST TRAIL REALIGNMENT: Realign the Oregon Coast Trail through Manzanita with more direct access to Nehalem Bay State Park. This project should include wayfinding signage and be coordinated with other enhancements for people walking and biking in the region.	Nehalem Road to Nehalem Bay State Mark	New Bike/Ped Connection
U1	WIDEN US 101 SHOULDERS: Widen shoulders on US 101 to at least 5 feet to provide more space for people biking, where feasible.	Manzanita City Limits to Nehalem City Limits	Safety
U2	US 101 RUMBLE STRIPS: Add rumble strips and install a safety edge to alert drivers and enhance safety for people biking on US 101.	Manzanita City Limits to Nehalem City Limits	Safety
U3	SPEED FEEDBACK SIGNS: Identify locations on US 101 where speed feedback signs may be placed to alert drivers of their speeds.	Regional	Safety
U4	ENHANCED CURVE DELINEATION: Provide enhanced delineation treatments such as chevron signs or delineators to the horizontal curve located between milepost 43.3 and 43.5.	East of Manzanita city limits, approximately mp 43.3 to 43.5	Safety
U5	US 101 & NEHALEM ROAD INTERSECTION IMPROVEMENTS: Provide a dedicated buffered turn lane for southbound drivers turning right to address turning movement crashes.	US 101 & Nehalem Road	Safety
U6	SR 53 INTERSECTION ADVANCED SIGNAGE: Improve safety at the intersection by installing advanced signage to alert drivers of upcoming intersection.	US 101 near SR 53	Safety
U7	SR 53 INTERSECTION ENHANCEMENTS: Review turn pockets at SR 53/US 101 intersection to confirm turn pockets meet design standards; identify improvements if needed.	US 101 near SR 53	Safety
U8	EXTEND US 101 GUARDRAIL AND RUMBLE STRIPS: Extend the existing guardrail and add rumble strips to improve safety near the curve on US 101.	US 101 curve south of SR 53, approximately mp 46.6 to 46.8	Safety
U9	WIDEN US 101 SHOULDERS: Widen shoulders on US 101 to at least 5 feet to accommodate people biking, where feasible.	Nehalem Point Drive to future Salmonberry Trail Crossing location east of SR 53	Safety