

# TRANSPORTATION

## (Goal 12)

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# TRANSPORTATION

## GOAL 12

### 1. GENERAL TRANSPORTATION POLICIES

- a. The Tillamook County Transportation System Plan (TSP) has been adopted as an appendix to the Tillamook County Comprehensive Plan.
- b. Tillamook County shall protect the function, operation and safety of existing and planned roadways as identified in the TSP.
- c. Tillamook County shall include a consideration of land use impacts on existing or planned transportation facilities in all land use decisions.
- d. New subdivisions should provide pedestrian & bicycle connectivity, consistent with the Tillamook County TSP.
- e. The County shall coordinate its Transportation System Plan with the planning process of other jurisdictions to assure adequate connections to streets and transportation systems between incorporated and unincorporated areas.
- f. The County shall plan for a multi-modal network of transportation facilities and services including but not limited to air, water, rail, auto, pedestrian, bicycle and public transit.

### 2. ROAD AND HIGHWAY TRANSPORTATION

#### 2.1 Road Network Planning Policies

The following planning policies are included in this element of the Comprehensive Plan in order to implement the Tillamook County Transportation System Plan (TSP).

- a. Transportation systems and roadway networks are not restricted to jurisdiction boundaries. The County shall promote cooperation and coordination with other jurisdictions in roadway maintenance and improvement.
- b. The County shall provide regulation and control for development along roads in order to maintain the function of major roads consistent with the adopted TSP.
- c. Cluster development shall be encouraged in preference to “Strip” commercial development.
- d. The County shall provide regulations to implement access management and level of service standards included in the TSP:
- e. The County shall make provisions for all modes of transportation for moving people and goods and encourage the use of public transportation, consistent with the adopted TSP.

- f. The County shall make promote the development of a continuous interconnected street pattern that connects adjacent developments and minimizes the use of cul-de-sacs.

## 2.2 Functional Classification Policies

- a. The location and classification of County road network should include public transportation, bicycle, and pedestrian travel to complete the County transportation system.
- b. The functional classification of roads in Tillamook County shall be broken into three major categories: Arterial Roadway, Collector Roadways and Local Roadways.

### 2.21 Arterial Roads

By definition, arterial roads connect principal State highways and areas of principal traffic generation within the County. The arterial network will provide the collection and distribution of traffic (including public transportation) onto the minor road network of collector and local roads. The location of an arterial should help define and strengthen “land use.”

Arterial roads should form a “continuous road network,” and these routes should be given preferential treatment over collector and local roads in the signing and signaling of intersections. The intersection of local roads directly with principal arterials should be discouraged. Local road access to the arterial should be provided only through the collector road network.

### 2.22 Collector Roads

Collector roads carry internal traffic within areas having a predominant land use. The collector roads join arterial roads and minor traffic generators such as schools and shopping centers.

### 2.23 Local Roads

Local roads constitute all rural roads not classified as principal arterials, minor arterials or collectors.

## 2.3 Road Design Policies

- a. Tillamook County road improvement standards, adopted separately from the County’s Transportation System Plan (TSP), shall be implemented so that roads are safe, durable, convenient, provide adequate drainage, allow flexibility in design and minimize costs to the extent practicable.
- b. The County will invite the participation of fire districts, sewer and water districts, utilities and local developers in establishing these standards.

- c. The road design standards shall be administered by the County Public Works Department in coordination with the Department of Community Development.
- d. The following planning and design criteria are utilized for roads in Tillamook County:

#### Arterial Roads

- 1. Should connect County public services and other neighborhoods.
- 2. Should provide direct collection and distribution of local traffic through local collector roads.
- 3. Should strengthen community identity within the County and help define land use patterns.
- 4. Should have preference over collector and local (land access) roads for traffic control.
- 5. May have direct access from local (land access) roads.

#### Collector Roads

- 1. Should serve internal traffic.
- 2. Should carry traffic between minor traffic generators such as neighborhood activity centers, including shopping, community centers, and schools.
- 3. Should serve as links between minor traffic generators and arterial roads.
- 4. Should have STOP sign traffic control from all local roads.
- 5. May provide same access to abutting property as local roads.

#### Local Roads

- 1. Should have the primary function of providing direct access to property.
- 2. Through traffic should be discouraged.
- 3. Shall provide safe location and design for driveways, loading and parking facilities.
- 4. Provide STOP control for local road with collector and minor arterial roads.
- 5. Discourage direct intersections with principal arterial roads.
- 6. A function of local roads is to provide for convenient bicycle and pedestrian circulation within unincorporated communities.

## 2.4 Access Management Policies

The following policies are applicable to any major arterial-collector roadway within Tillamook County. Policies are divided into the following two categories:

Existing Development Sections

Existing Undeveloped Sections

### 2.41 Existing Developed Sections

The following policies apply to developed sections of major arterial collector roadways:

1. Driveways along the arterial should be removed to the maximum extent possible.
2. As a condition of any permit, if land use changes, or a business is “substantially changed,” driveway access and internal parking should be reevaluated and/or modified to be consistent with the access management policies, the County Land Use Ordinance and Land Division Ordinance.
3. The City and County shall continue with plan and site reviews, including the requirement for an impact analysis indicating the impact of the new development on roadways.
4. Developers of undeveloped land parcels shall pay their fair share of traffic-oriented improvements as required.
5. The County shall design vehicular access and circulation so that roads will be able to accommodate the needs of development and serve their transportation function.

### 2.42 Existing Undeveloped Sections

The following policies apply to the undeveloped sections major arterial-collector roadways in Tillamook County:

1. Access to new commercial areas shall be primarily from major cross streets.
2. Minimum desirable distance between major access cross streets shall be 2,000 feet. The 2,000 feet minimum spacing distance is based upon the potential need of signalization and coordinating vehicle speeds for signal progression.
3. Develop standard four-way intersections instead of “T” intersections close together. The County shall determine a minimum desirable distance between offset “T” intersections. The minimum desirable distance is based upon two offset intersections requiring left turn vehicle storage between intersections.

4. The appropriate City/County staff shall continue with plan and site reviews, including the requirement for an impact analysis indicating the impact of the new development the roadways.

#### General Access Management Policy

The County shall apply appropriate access and road approach management and spacing standards as part of its Road Approach Ordinance to enhance traffic operation and safety on County roads. The access spacing standards apply to traffic signals, intersections, private driveways, and non-traversable median openings. The standards shall be applied to new street construction, reconstruction of existing streets, and new street access associated with development.

#### 2.5 Pedestrian and Bicycle Facilities

- a. The County shall encourage the formation of a County Advisory Committee having responsibility for developing a County bikeway plan. The Countywide Plan would need to be coordinated with urban area plans and unincorporated community plans throughout the County. Initial bikeway routes might connect to parks, schools, points of interest, and recreation routes. Specific goals for the Bicycle Committee include determining the needs and interest of the County, designing a system that will function as part of the overall transportation system, providing for maximum safety, establishing an equitable priority system for construction of bike paths, and encouraging the use of bicycles and bicycle paths for transportation and recreation.
- b. The County shall continue to disapprove the establishment of the State's Coast Highway bike route along county roads until State funds are provided to improve those roads to meet safe bike route standards.
- c. The County shall coordinate the development of an integrated pedestrian and bicycle system consistent with the County TSP that provides for connections between and through adjacent development and that provides convenient links to community destinations.

#### 2.6 Schools, Playgrounds, and Parks

New elementary schools should be located on local or collector roads away from arterial roads. Schools should be planned to minimize pedestrian midblock crossings and to encourage the use of crosswalks and controlled intersections.

Vehicular access to schools should be designed with a view toward pupil safety, and to provide ready access by firefighting and emergency equipment. Access should be located away from play areas and should be designed to facilitate the safe loading and unloading of students. Sufficient turnaround space should be provided so that buses and emergency service vehicles do not have to perform backing maneuvers.

Where an existing major thoroughfare is near the school, school signals with pedestrian-actuated push buttons should be considered. The County Director of Public Works will evaluate the safety warrants for such traffic signal installation in conjunction with a comprehensive school zone safety review.

When feasible, new playgrounds should be located adjacent to schools to provide optimum utilization and minimum walking distance for students who use this facility after school hours. Schools and playgrounds should never be on opposite sides of a road. Playground entrances should be located to encourage the use of protective crossings. Where playgrounds front major roadways, fences should be installed to prevent activity of any form from entering the road.

Parks generate major bicycle traffic and should be interconnected with bicycle paths.

At larger parks with swimming pools, or with facilities designed to accommodate spectators, vehicular traffic should be anticipated and provided for in the design. Adequate off-street parking should be provided for these vehicles.

Schools, Playgrounds and Parks Policies:

1. County road improvement standards, consistent with the adopted Tillamook County Transportation System Plan shall include provision for pedestrian safety at schools, playgrounds and parks.
2. Sidewalks should be constructed on both sides of the road near schools, parks and playgrounds.
3. Whenever possible, these Bicycle paths connecting activity centers such as parks should be separated from existing roadways.

### 3. PUBLIC TRANSPORTATION POLICIES

- a. The County shall support efforts to increase public transit options for area residents.
- b. The County shall continue to explore means of obtaining supporting state and federal public transportation funds.
- c. The County supports the maintenance of the existing intercity bus service to Tillamook County. The County encourages expansion of that service wherever possible.
- d. The County shall encourage the development of park and ride lots for the convenience of its residents making use of public transportation, carpooling and vanpooling

### 4. AIR, WATER AND RAIL TRANSPORTATION POLICIES

- a. The County shall encourage the maintenance and viability of existing rail, water and air transport systems.
- b. The County shall maintain within its land use ordinances ~~an~~ airport overlay zones containing special height and land use compatibility restrictions for safety and livability at public airports and surrounding areas.
- c. The land use designations in the vicinity of the Tillamook airport shall be compatible with the noise and approach safety zone recommendations of the Tillamook Airport Master Plan.

- d. The County shall encourage the use of properties adjacent to the airport for industrial parks and related commercial activities in order to maximize airport services and provide a buffer for nearby residences.
- e. The County supports the continued full maintenance by the federal government of the Tillamook Bay entrance jetties and the Corps of Engineers authorized navigation channel in Tillamook Bay.
- f. The County supports the rehabilitation and full maintenance by the federal government of the Nehalem Bay entrance jetties.
- g. The County shall support efforts by the Port of Nehalem to establish a natural channel maintenance program in Nehalem Bay for navigation.
- h. The County shall support efforts by the Port of Nehalem to obtain Corps of Engineers authorization of a navigation channel in Nehalem Bay.
- i. The County supports the continued provision of rail freight service to northern and central Tillamook County and to the cities of Wheeler, Rockaway, Garibaldi, Bay City and Tillamook.
- j. The County supports the program of the Port of Tillamook Bay to maintain rail freight service to the Port's airport industrial park.