

# Seaside Transportation System Plan: Plan and Policy Review

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## Introduction

This memorandum provides a description of federal, state, county, and local documents and requirements that directly impact transportation planning in the City of Seaside. Although each document reviewed contains many policies, only the policies and information most pertinent to developing the Seaside Transportation System Plan (TSP) are included. Knowledge of existing plans and policies will provide a framework for the planning process.

New policies developed for inclusion in the Seaside TSP should be consistent with currently adopted policies.

## Federal

### Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), legislation that renews the nation’s surface transportation law (TEA-21) through fiscal year 2009<sup>1</sup> was signed into law in August 2005. Federal transportation planning requirements, such as those specified in SAFETEA-LU and its implementing regulations are addressed through state and local plans.

## State of Oregon

### Oregon Statewide Planning Goals (OAR 660-015)

The State of Oregon adopted 19 statewide planning goals that must be implemented in a comprehensive plan for each city (with a population over 2,500 individuals) and county in the state. In addition to identifying how land, air and water resources of each specific

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<sup>1</sup> See the Surface Transportation Policy Project, <http://www.istea.org/>, for current information on SAFETEA-LU; U.S. Department of Transportation, <http://www.fhwa.dot.gov/reauthorization/safetea.htm>

jurisdiction will be utilized, a review and needs analysis related to improving public facilities must be conducted.

The Oregon Statewide Planning Goals provide a foundation for expressing state policy on land use planning. The 19 goals for land use planning in the state are to be achieved through local comprehensive planning. Local comprehensive plans must be consistent with the Statewide Planning Goals. Local TSPs must in turn be consistent with the goals and objectives of associated city and county comprehensive plans.

The Goal most relevant to the preparation of a TSP is Goal 12 (Transportation). This Goal is discussed next, followed by a discussion of other statewide planning goals directly applicable to the TSP process. Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations will need to be prepared in conjunction with the adoption of the Seaside TSP.

### **Statewide Planning Goal 12 (Oregon Transportation Planning Rule) (OAR 660-012)**

The objective of the Transportation Goal (Goal 12) is a safe, convenient, multimodal and economic transportation system. Consideration of local and regional economies, social consequences, environmental impacts, energy, the needs of transportation disadvantaged, and over reliance on a single mode should be included in local plans. Guidelines for planning and implementation are included to support the Statewide Planning Goals.

In 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of the Oregon Department of Transportation (ODOT), adopted the Transportation Planning Rule (TPR), Oregon Administrative Rule (OAR) 660 Division 12, to implement Goal 12 (amended in May and September 1995, and March 2005). The TPR requires cities (with a population of 2,500 or greater) and counties to prepare and adopt a TSP.

The TPR requires local governments to adopt land use regulations consistent with county, state and federal requirements “to protect transportation facilities, corridors, and sites for their identified functions” (OAR 660-012-0045(2)).”

The TPR has three key elements that guide planning<sup>2</sup>:

1. TSPs to support comprehensive plans – these are multi-modal assessments of needs, options and priorities developed at a community level
2. Criteria for Comprehensive Plan/ zone changes that would alter a TSP
3. Guidelines for rural areas that differentiate them from urban areas for transportation planning

The overarching goals to be accomplished by the TPR are to:

- Reduce dependence on the automobile and the number of people driving alone.

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<sup>2</sup> *Oregon's Transportation Planning Rule Goes into the Shop for Repairs*, Ransford S. McCourt, August 2005

- Establish a stronger connection between land use and transportation planning.

To comply with the TPR, the City of Seaside must adopt a TSP that complies with the Oregon Transportation Plan (OTP). Per the TPR, the elements that must be contained in a TSP are dependent upon the size of the local jurisdiction and whether the jurisdictional agency preparing the TSP is a Metropolitan Planning Organization (MPO). The TSP's of metropolitan areas and MPO's are required to include more elements than smaller cities. Seaside is a city of approximately 6,400<sup>3</sup> and is not an MPO.

Per the TPR, elements that are required of the Seaside TSP include:

- A determination of transportation system needs, including needs of the transportation disadvantaged and for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9 (Economic Development)
- A road plan for a system of arterials and collectors which includes/addresses:
  - Standards for the layout of local streets and other important non-collector street connections that must provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). Street standards must address: extensions of existing streets; connections to existing or planned streets, including arterials and collectors and; connections to neighborhood destinations
  - Functional classifications of all roadways
  - Access management
- A public transportation plan which describes public transportation services for the transportation disadvantaged and identifies service inadequacies and; describes intercity bus and passenger rail service and identifies the location of terminals
- A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements must be in accordance with the requirements of ORS 366.514
- An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations
- Policies and land use regulations for implementing the TSP as addressed in OAR 660-012-0045
- A transportation financing program as provided in OAR 660-012-0040

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<sup>3</sup> Source: 2007 Oregon Population Report, Portland State University Population Research Center: <  
[http://www.pdx.edu/media/p/r/PRC\\_Population\\_Report\\_2007.pdf](http://www.pdx.edu/media/p/r/PRC_Population_Report_2007.pdf)>

All of the above elements must contain an inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition

The Seaside TSP will need to include transportation financing information containing the following:

- A list of planned transportation facilities and major improvements;
- A general estimate of the timing for planned transportation facilities and major improvements;
- A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP

If the Seaside TSP proposes an alternative which entails improvements being made outside the city's UGB, the actions would either need to be accordance with requirements of 660-012-0065 (Transportation Improvements on Rural Lands) or would require an exception in accordance with the stipulations of 660-012-0070 (Exceptions for Transportation Improvements on Rural Land).

Preparation of the Seaside TSP will need to be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services. Seaside must amend its land use regulations to implement the TSP.

### **Statewide Planning Goal 1 (Citizen Involvement)**

Goal 1, Citizen Involvement, is to ensure "the opportunity for all citizens to be involved in all phases of the planning process." It requires development of a citizen involvement program that is widespread, allows two-way communications, continuous through all planning phases, understandable, responsive, and funded. The public involvement program developed for the Seaside TSP process must meet the Goal 1 standards.

### **Statewide Planning Goal 2 (Land Use Planning)**

Goal 2, Land Use Planning, requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. Goal 2 requires planning coordination between those local governments and state agencies "which have programs, land ownerships, or responsibilities within the area included in the plan." In regard to the Seaside TSP, Goal 2 requires that the City of Seaside coordinate planning efforts with Clatsop County, ODOT, and the Oregon Department of Land Conservation and Development (DLCD) as necessary.

Another important element of Goal 2 is its provision that land use decisions and actions are supported by an "adequate factual base." This requirement applies to both legislative and quasi-judicial land use actions and requires that such actions be supported by "substantial evidence." In essence, it requires that there is evidence that a reasonable person would find to be adequate to support findings of fact that a land use action complies with the applicable review standards.

Goal 2 requires that city, county, state, and special district plans and actions related to land use are “consistent with the comprehensive plans of cities and counties and regional plans adopted under Oregon Revised Statutes (ORS) Chapter 268.” This plan and policy review addresses relevant adopted plans in order to inform the TSP process and ensure that recommended projects are consistent with the goals, objectives, and previously recommended projects of adopted plans.

Goal 2 lays out a process by which local government may adopt an “exception” to a Statewide Planning Goal:

*A local government may adopt an exception to a goal when:*

- (a) The land subject to the exception is physically developed to the extent that it is no longer available for uses allowed by the applicable goal;*
- (b) The land subject to the exception is irrevocably committed to uses not allowed by the applicable goal because existing adjacent uses and other relevant factors make uses allowed by the applicable goal impracticable; or*
- (c) The following standards are met:*
  - (1) Reasons justify why the state policy embodied in the applicable goals should not apply;*
  - (2) Areas which do not require a new exception cannot reasonably accommodate the use;*
  - (3) The long-term environmental, economic, social and energy consequences resulting from the use of the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in areas requiring a goal exception other than the proposed site; and*
  - (4) The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.*

The Goal 2 exceptions process is legally articulated in OAR 660, Division 4, which notes that “the exceptions process is generally applicable to all or part of those statewide goals which prescribe or restrict certain uses of resource land or limit the provision of certain public facilities and services.”

The relevance of the above description of Goal 2 to the Seaside TSP process would most likely come about if the TSP recommended a transportation improvement that would take place outside the UGB. In that event, OAR 660, Division 4 defers to the exception requirements of the TPR (of 660-012-0070 - Exceptions for Transportation Improvements on Rural Land).

### **Statewide Planning Goal 14 (Urbanization)**

Goal 14, Urbanization, requires an orderly and efficient transition from rural to urban land use. This is accomplished through the establishment of urban growth boundaries (UGBs). UGBs and unincorporated community boundaries separate urbanizable land from rural land. Land uses permitted within the urban areas are more urban in nature and higher intensity than in rural areas, which primarily include farm and forest uses.

Goal 14 is important because it focuses development within the relatively compact boundaries of the UGB and to a lesser degree in unincorporated communities. This compact

development helps contain the costs of public facilities such as transportation by reducing the need for facilities further out and helping jurisdictions better anticipate where growth will occur. The location, type, and intensity of development within the management area will impact use of major facilities such as US 101 and could affect future use and operation of the highway.

### **Statewide Planning Goal 16 (Estuarine Resources)**

Goal 16 requires local governments to classify Oregon's 22 major estuaries in four categories: natural, conservation, shallow-draft development, and deep-draft development. It then describes types of land uses and activities that are permissible in those "management units."

Under Goal 16, the general priorities (from highest to lowest) for management and use of estuarine resources are:

1. Uses which maintain the integrity of the estuarine ecosystem;
2. Water-dependent uses requiring estuarine location, as consistent with the overall Oregon Estuary Classification;
3. Water-related uses which do not degrade or reduce the natural estuarine resources and values;
4. Nondependent, non-related uses which do not alter, reduce or degrade estuarine resources and values.

The majority of the Necanicum River estuary, one of the "major estuaries" noted above, is located inside the city limits of Seaside. The Necanicum River estuary is further classified as a "conservation estuary" in OAR 660, Division 17 (Classifying Oregon Estuaries), Section 10. OAR 660, Division 17 is the legislation that implements Goal 16.

As an estuarine city, the goals, policies and objectives of Seaside's TSP should encourage the protection of the estuarine resources within its jurisdiction. Any Seaside TSP recommended actions in the Necanicum River estuary must be in compliance with OAR 660-017-0025(2), which describes permissible development or alteration activities to land within a conservation estuary.

The planning process described in Goal 2, including the exceptions provisions described therein, apply to estuarine areas and implementation of Goal 16.

### **Statewide Planning Goal 17 (Coastal Shorelands)**

Goal 17 defines a planning area on the Oregon Coast bounded by the ocean beaches on the west and the coast highway (State Route 101) on the east. It specifies how certain types of land and resources inside this planning area are to be protected. Sites best suited for unique coastal land uses are reserved for "water-dependent" or "water related" uses.

Under Goal 17, general priorities for the overall use of coastal shorelands (from highest to lowest) are:

1. Promote uses which maintain the integrity of estuaries and coastal waters;
2. Provide for water-dependent uses;

3. Provide for water-related uses;
4. Provide for nondependent, non-related uses which retain flexibility of future use and do not prematurely or inalterably commit shorelands to more intensive uses;
5. Provide for development, including nondependent, non-related uses, in urban areas compatible with existing or committed uses;
6. Permit nondependent, non-related uses which cause a permanent or long-term change in the features of coastal shorelands only upon a demonstration of public need.

The goals, policies and objectives of Seaside's TSP should encourage the protection of the estuarine resources within the city's jurisdiction. Any Seaside TSP recommended actions in coastal shoreland areas must be in compliance with OAR 660, Division 37, which implements Goal 17 and describes requirements for the protection of coastal shorelands.

The planning process described in Goal 2, including the exceptions provisions described therein, apply to estuarine areas and implementation of Goal 17.

### **Statewide Planning Goal 18 (Beaches and Dunes)**

Goal 18 sets planning standards for development on various types of dunes. It prohibits residential development on beaches and active foredunes, but allows some other types of development if they meet key criteria. The goal also deals with dune grading, groundwater drawdown in dunal aquifers, and the breaching of foredunes.

The goals, policies, and objectives of Seaside's TSP should encourage the protection of beaches within the city's jurisdiction. Any TSP recommended actions with potential impact to beach areas must be done in accordance with the implementation requirements noted in Goal 18.

The planning process described in Goal 2, including the exceptions provisions described therein, apply to estuarine areas and implementation of Goal 18.

### **Statewide Planning Goal 19 (Ocean Resources)**

Goal 19 aims "to conserve the long-term values, benefits, and natural resources of the nearshore ocean and the continental shelf." It deals with matters such as dumping of dredge spoils and discharging of waste products into the open sea. Goal 19's main requirements are for state agencies rather than cities and counties.

## **Oregon Transportation Plan (2006)**

The Oregon Transportation Plan (OTP) is a policy document developed by ODOT in response to federal and state mandates for systematic planning for the future of Oregon's transportation system. The OTP is intended to meet statutory requirements (ORS 184.618(1)) to develop a state transportation policy and comprehensive long-range plan for a multi-modal transportation system that addresses economic efficiency, orderly economic development, safety, and environmental quality. The OTP is a long-range policy document that defines goals, policies and actions for the state for the next 40 years. The OTP's goals, policies, and actions integrate all modes of transportation with the intention of encouraging

the most appropriate mode for each type of travel. The Plan's System Element identifies a coordinated multimodal transportation system to be developed over a 25-year horizon which is intended to implement the goals and policies of the Plan. The goals and policies of the OTP cover a broad range of issues.

The 2006 OTP is a major revision of the initial 1992 plan. The 2006 OTP provides a framework to further existing policy objectives with emphasis on maintaining the assets in place, optimizing the existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements.

The 2006 OTP addresses issues of population growth, economic development, sustainability, global warming, and transportation system funding among other challenges. It is the state's 25-year multimodal state transportation plan for airports, bicycles and pedestrian facilities, highways and roadways, pipelines, ports, public transportation, rail and waterways.

Updated OTP work elements and products include:

- Trend analysis;
- Policy refinement;
- Inventory of system condition & needs;
- Financial forecast;
- Identification of system priorities;
- Identification of investment strategies;
- Public outreach program; and
- Plan implementation strategies.

The update of the OTP implementation element is focused on mitigating congestion, strengthening transportation's role in economic development, serving the needs of an aging population, reducing traffic fatalities and serious injuries, increasing technology's role in improving safety and efficiency, protecting and sustaining resources, prioritizing investments, and making the most strategic use of limited funding.

The goals and policies of the OTP most directly applicable to the Seaside TSP process are included in Appendix A of this memorandum. The Seaside TSP will incorporate all relevant aspects of the OTP.

### **Oregon Highway Plan (1999)**

The 1999 OHP, an element and modal plan of the state's comprehensive transportation plan (OTP), guides the planning, operations, and financing of ODOT's Highway Division. The basic framework for the OHP is a refinement and application of the goals and policies stated in the OTP applied to the state highway system. The OHP gives policy and investment direction to large scale facility plans and TSPs, but is not intended to direct specific projects



and modal alternatives. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems.

Specific OHP policies with direct bearing on transportation system planning in Seaside include the following:

### **Goal 1: System Definition**

#### ***Policy 1A: State Highway Classification System***

Policy 1A develops a state highway classification system to guide ODOT priorities for system investment and management. The state highway classification system includes five classifications: Interstate, Statewide, Regional, District, and Local Interest Roads. It also includes special provisions for roadways classified as an Expressway.

The Seaside TSP will analyze one statewide highway – US 101. US 101 inside Seaside is classified in the OHP as a Statewide Highway. Inside the city limits of Seaside, US 101 is functionally classified in the OHP as an Urban Principal Arterial. Statewide Highways are intended to provide inter-urban and inter-regional mobility and connections to larger urban areas, ports, and major recreation areas not directly served by Interstate Highways. The management objective for Statewide Highways is to provide safe and efficient, high-speed, continuous-flow operation along the corridor, with minimal interruptions to flow in constrained or urban areas. The Seaside TSP will need to balance the state’s management objectives for US 101 with the local needs and objectives of Seaside in relation to US 101.

US 101 inside Seaside is also designated on the National Highway System (NHS).

#### ***Policy 1B: Land Use and Transportation***

This policy recognizes the role of both state and local governments regarding the state highway system and calls for a coordinated approach to land use and transportation planning. It calls for coordination between ODOT and local governments to develop plans that support compact development within commercial and community centers, and provides a definition for four highway segment designations which help guide the state’s position on local land use planning and development standards. These designations are Special Transportation Areas (STAs), Commercial Centers, Urban Business Areas (UBAs), and Urban segments.

The only state-administered highway within the City of Seaside is US 101. The section of US 101 from mile point 24.04 north to the city limits is designated as an urban principal arterial. No section of US 101 inside Seaside is designated a STA, Commercial Center, or UBA. To assist in the development of the Seaside TSP, a Project Management Team has been established that includes the City of Seaside, Clatsop County, and ODOT.

In accordance with this policy, an analysis of planned future land uses will be performed for the TSP to identify the potential for minimizing or mitigating future capacity deficiencies through land use modifications.

***Policy 1C: State Highway Freight System***

There are no designated state freight routes inside the City of Seaside.

***Policy 1D: Byways***

This policy promotes the preservation and enhancement of scenic byways by considering aesthetic and design elements along with safety and performance considerations on designated byways.

US 101 in Seaside is designated as a National Scenic Byway and All-American Road. US 101 is the only state-designated Scenic Byway within the study area. The TSP alternatives evaluation process will need to assess potential impacts to the scenic qualities of US 101.

***Policy 1E: Lifeline Routes***

This policy calls for the provision of streets, highways, and bridges as response routes and as a means of rapid economic recovery after a disaster. Facilities designated as lifeline routes should also receive priority in state system management and investment decisions and in state coordination with local governments for transportation and land use planning.

The section of US 101 in Seaside is designated a Priority 1 Lifeline Route. US 101 is the only state-designated Lifeline Route within the study area.

***Policy 1F: Highway Mobility Standards Access Management Policy***

This policy provides specific mobility standards for state highway sections, signalized intersections, and interchanges. Alternative standards are provided for certain locations and under certain conditions.

There is no Special Transportation Area (STA) designated in the study area. Highway 101 is classified as a statewide highway, a scenic byway, part of the National Highway System, and a truck route for its entire length within the study area. The US 101 intersections are located within the City of Seaside Urban Growth Boundary (UGB), inside an area where the speed limit is 40 MPH or less. Applicable state mobility standards are listed in Table 1.

TABLE 1  
State Mobility Standards on Highway 101  
*Seaside Transportation System Plan*

Mile Post	Study Intersections	Speed Limit (MPH)	Planning V/C Ratio <sup>1</sup>	Design V/C Ratio <sup>2</sup>
18.80 – 20.41	Wahanna Road, 24 <sup>th</sup> Avenue, Holladay Drive	40	0.80	0.75
20.41 – 22.38	12 <sup>th</sup> Avenue, Broadway Street, Avenue U, Avenue S	35	0.85	0.75

1 – 1999 Oregon Highway Plan (2006). Applies to existing and future no build analysis.

2 – 2003 Highway Design Manual (2006). Applies to future build analysis.

### *Policy 1G: Major Improvements*

This policy identifies the state’s priorities for responding to highway needs by directing agencies to make the fewest number of changes to a roadway system. The priority measures in order of implementation priority are:

1. Protect the existing system;
2. Improve efficiency and capacity of existing system;
3. Add capacity to existing system; and
4. Add new facilities to the system.

The above measures will be integrated into the criteria against which all potential alternatives will be evaluated. In this way, the TSP process will ensure that recommended projects have been prioritized in accordance with this OHP policy. In general, the TSP would recommend the addition of new facilities or capacity only when other, higher priority projects do not address the problem.

### *Policy 1H: Bypasses*

Policy 1H describes the state’s guidelines related to planning and managing new and existing bypass facilities. Action 1H.1b states that impacts on land use patterns, the local roadway system, local businesses, and historic resources should be considered when planning new bypass facilities, as well as methods of managing land use impacts on communities and natural resources and minority and low-income populations. Action 1H.1c states that ODOT and local governments should develop agreements when a location for a bypass has been established, which addresses road connections; local street circulation, compatible land uses, and bypass termini protection.

The TSP will be analyzing a broad range of transportation system action possibilities. If a bypass alternative is identified through the process it will be analyzed in accordance with the Policy 1H Bypass policy.

## Goal 2: System Management

The focus of the System Management policies is on making the highway system operate more efficiently and safely through public, and private partnerships, intelligent transportation systems, better traffic safety, and rail-highway compatibility (where applicable).

There is the opportunity and need for the State and the City of Seaside to coordinate and work together to ensure that improvements are made in a most effective and efficient manner. The State recognizes that this often occurs by assisting cities with off-system improvements as a way to encourage local trips on the local street network instead of the state highway. The TSP will identify how off-system improvements in Seaside will improve mobility and safety along US 101.

## Goal 3: Access Management

### *Policy 3A: Classification and Spacing Standards*

Access management balances access to developed land while ensuring movement of traffic in a safe and efficient manner. This policy addresses the location, spacing, and type of road and street intersections and approach roads on state highways.

Goal 3 is critical in transportation planning efforts that involve state transportation facilities. This goal is implemented through the Access Management Rule (OAR 734-051), which was discussed earlier in this memorandum.

## Goal 4: Travel Alternatives

### *Policy 4A: Efficiency of Freight Movement*

This policy addresses the need to move freight effectively using the state highway system, the need to provide sufficient access to intermodal connections, and the need to balance the needs of all freight movements with local transportation needs.

Although US 101 is not a designated freight route through Seaside, the highway is the sole source of access for through freight and vehicular traffic. Increasing the efficiency of freight movement and through traffic in Seaside will be a pivotal consideration during the preparation of the Seaside TSP.

## Goal 5: Environmental and Scenic Resources

The Environmental and Scenic Resources Policies recognize ODOT's responsibilities for maintaining and enhancing environmental and scenic resources in highway planning, construction, operation and maintenance.

TSP alternatives will be evaluated to determine potential impacts to environmental and scenic resources, such as the water quality and scenic resources of the Necanicum River and Neawanna Creek.

## Oregon Bicycle and Pedestrian Plan (1995)

The Oregon Bicycle and Pedestrian Plan provides guidance to regional and local jurisdictions for the development of safe, connected bicycle and pedestrian systems. The plan is a modal element of the OTP. It contains the standards used on state highway projects and provides guidance to cities in establishing facilities on local transportation systems.

The goal of the Plan is the provision of safe and accessible bicycling and walking facilities for the purposes of encouraging increased levels of bicycling and walking. The Plan provides actions that will assist local jurisdictions in understanding the principles and policies that ODOT follows in providing bike and walkways along state highways. In order to reach the plan's objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems that are integrated with other transportation systems.
- Providing a safe and accessible biking and walking environment.
- Development of education programs that improve bicycle and pedestrian safety.

The document includes two sections, including the Policy & Action Plan and the Bikeway & Walkway Planning Design, Maintenance & Safety Plan. The first section contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The second section assists ODOT, cities and counties in designing, constructing and maintaining pedestrian and bicycle facilities. Design standards and information on safety is provided. These standards are recommended but are not required for use by local jurisdictions in Oregon.

The Oregon Bicycle and Pedestrian Plan also addresses the Oregon Bike Bill (ORS 366.514). This law requires ODOT, counties, and cities in Oregon to expend reasonable amounts of the highway fund to provide bikeways and walkways. It also requires the inclusion of bikeways whenever roadways are constructed, reconstructed, or relocated – except in the following situations:

- There would be no probable use
- Safety would be jeopardized
- The cost would be excessively disproportionate to the need or probable use

The Seaside TSP should integrate the guidance of the Oregon Bicycle and Pedestrian Plan and recommended actions should include bicycle/pedestrian elements in accordance with the Bike Bill.

## State Transportation Improvement Program (STIP)

The current adopted (2008-2011) Statewide Transportation Improvement Program (STIP) serves as ODOT's short term capital improvement program and provides funding and scheduling information for transportation projects for both ODOT and the metropolitan

planning organizations in the state. Projects funded in the STIP reflect and advance the OTP for highways, public transportation, freight and passenger rail and bicycle and pedestrian facilities.

The following 2008-2011 STIP projects will have an impact on the Seaside transportation system:

- Rebuild/replace traffic signals and intersection improvements on US 101 at Broadway Street and Avenue U. Construction is scheduled to begin in 2010. (Total cost: \$1.6 million) (Key Number 14771).
- Widen US 101 bridge over Necanicum River (bridge #01481 at mile point 24.00 – 24.20); repair cracks in girders, caps and columns; perform scour protection. Construction is scheduled to begin in 2011. (Total cost: \$2.9 million) (Key Number 14802).

## Oregon Public Transportation Plan

The Oregon Public Transportation Plan develops transit, rideshare and transportation demand management services as well as implementing the public transportation system envisioned in the OTP. The plan describes the roles and responsibilities of key players, provides a financial investment strategy and identifies both short and long term implementation steps. The plan provides minimum levels of service standards for public transportation operations. These criteria include peak and off-peak frequencies, vehicle maintenance programs and replacement schedules, intermodal connections and ridesharing. The Seaside TSP will incorporate all relevant aspects of this plan.

## Access Management Rule (OAR 734-051)

OAR 734-051, commonly known as the Access Management Rule, defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The Access Management Rule is the basis for providing improvements associated with development. The provisions in the Access Management Rule apply to all roadways under the state's jurisdiction. The Access Management Rule contains include spacing standards for varying types of state roadways and provisions for developments such as commercial centers. In Seaside the Access Management Rule is relevant to US 101.

The purpose of the Access Management Rule is to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction. In addition, the ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues is also identified. These rules enable the State to set policy and direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes. Regulating access can help achieve the following:

- Protection of resource lands
- Preservation of highway capacity

- Improved safety for segments of state routes with sharp curves, steep grades or obstructed sight distance.

The Access Management Rule establishes procedures and criteria used by ODOT to govern highway approaches, access control, spacing standards, medians and restriction of turning movements in compliance with statewide planning goals and in a manner compatible with acknowledged comprehensive plans and consistent with ORSs, OARs, and the Oregon Highway Plan (OHP).

Access Management Rule spacing standards will be used in the TSP to verify access spacing for any proposed highway approaches and to evaluate current access conditions. The TSP will provide access management recommendations for the improvement and/or maintenance of the existing system.

Any new access proposed on US 101 as part of TSP recommendations will need to comply with state spacing standards provided in OAR 734-051. These spacing standards vary depending on the posted speed of the facility, its location in an urban or rural area, and whether it has been designated as an expressway, UBA, or STA. Spacing standards applicable to US 101 within the city limits of Seaside are listed in Table 2:

TABLE 2

OAR 734-051 Spacing Standards Applicable to US 101 in Seaside

Urban/Rural	Speed	Spacing Standard (feet)
Urban	30 and 35 MPH	720
Urban	40 and 45 MPH	990

Source: Division 51 Tables

## ORS 374.305 - Control of Access to Public Highways

Any TSP recommended improvement entailing construction in the US 101 right of way will be subject to the restrictions and processes articulated in ORS 374.305, excerpted below.

### ***374.305 Necessity of permission to build on rights of way***

*(1) No person, firm or corporation may place, build or construct on the right of way of any state highway or county road, any approach road, structure, pipeline, ditch, cable or wire, or any other facility, thing or appurtenance, or substantially alter any such facility, thing or appurtenance or change the manner of using any such approach road without first obtaining written permission from the Department of Transportation with respect to state highways or the county court or board of county commissioners with respect to county roads.*

*(2) After written notice of not less than 10 days to the permittee and an opportunity for a hearing, the department with respect to crossings over a state highway and the county court or board of county commissioners with respect to crossings over a county road may abolish any crossing at grade by a private road or may alter or change any private road crossing when the public safety, public convenience and the general welfare require the alteration or change.*

(3) *As used in ORS 374.305 to 374.330:*

(a) *“Approach road” includes a private road that crosses a state highway or a county road.*

(b) *“Private road crossing” means a privately owned road designed for use by trucks which are prohibited by law from using state highways, county roads or other public highways.*

## **Sustainability and Quality Development Executive Orders**

Executive Orders related to sustainability have been issued in support of the Oregon Sustainability Act in 2000, 2003, and 2006. The 2000 Executive Order (EO-00-07) identified the goals and guidelines for sustainability in Oregon and adopted sustainability practices in state government operations. The 2003 Executive Order (EO-03-03) established sustainability planning within state agencies consistent with the goals identified in the Oregon Sustainability Act. The 2006 Executive Order (EO-06-02) supersedes the prior Executive Orders and identifies the roles of state agencies in carrying out sustainability goals.

Executive Order (EO-00-23) identifies objectives and implementation policy for quality development. Quality development objectives included mixed use development which encourages walking, biking, and transit use.

Evaluation and recommendation of alternatives in the Seaside TSP should incorporate the sustainability objectives noted above.

## **Clatsop County**

### **Clatsop County Comprehensive Plan (2007)**

The transportation element (Goal 12) of the Clatsop County Comprehensive Plan describes transportation related goals and objectives that are intended to “reflect the vision and character of Clatsop County as the community develops its transportation system” (p. 62). These goals and objectives were incorporated into the County’s TSP and are discussed under the Clatsop County TSP subsection in this memorandum.

In accordance with statewide coordination objectives, compliance with Clatsop County Comprehensive Plan goals and objectives is demonstrated in the City of Seaside Comprehensive Plan. The Seaside TSP must be in accordance with the Seaside Comprehensive Plan, which, in turn, puts the Seaside TSP in accordance with the Clatsop County Comprehensive Plan.

Clatsop County Comprehensive Plan goals applicable to the Seaside TSP are provided below.

#### **Goal 1 – Citizen Involvement**

Goal 1 policies will apply to the Seaside TSP process, particularly if a recommended alternative requires an amendment to the County’s TSP and Comprehensive Plan. In those cases “public notices will also be sent to affected residents.”

#### **Goal 2 – Land Use Planning**



This goal directs the county to restrict development-related zoning to areas that can be “adequately served by existing or planned urban services and facilities.” Clatsop County and the City of Seaside have both adopted an Urban Growth Boundary Management Agreement. Under this agreement, Seaside administers and enforces land use regulations inside the Seaside UGB.

#### **Goal 5 – Open Space, Scenic, Historic, and Natural Resource**

Goal 5 policies intend to protect cultural, habitat, and natural resources. Natural areas that might be affected by TSP alternatives include wetlands, floodplain, falconoid habitat, archeological resources, or sensitive bird habitat. Goal 5 policies state that the County will “establish a procedure for protecting sensitive nesting sites from incompatible uses and activities.” Similarly, the policies direct the County to protect freshwater wetlands that are not already surrounded by conflicting uses from being surrounded by incompatible uses.

#### **Goal 6 – Air, Water and Land Quality**

Goal 6 requires that the County collaborate with the ODOT Highway Division to provide an efficient transportation system and to explore congestion and air pollution reduction strategies.

#### **Goal 7 – Natural Hazards**

Goal 7 states that stream and river crossings must be designed to allow for clearance above flood levels, and that roads and bridges prone to flooding and wash-out must be identified and mapped. Transportation projects constructed in floodplains must be designed so that they cause the least hydraulic effect and account for estimated flood flows and debris loads.

#### **Goal 8 – Recreational Lands**

Goal 8 is intended to maintain and improve the county’s park and recreational resources and, among other objectives, establish a more integrated and connected system of parks and recreational resources within the county parks system and between the county and other public and private recreation providers. There are no exclusively county-owned parks within the City of Seaside, but the 58.9-acre Neawanna Natural History Park and Natural Resource area is jointly owned by the City of Seaside, Clatsop County, and the North Coast Land Conservancy. Seaside TSP transportation actions which affect access to this park would need to be done in close coordination with the County.

#### **Goal 9 – Economy**

Goal 9 policies call for the siting of high intensity recreation/tourism activity within urban growth boundaries and rural service areas where public facilities can serve them at the lowest public cost.

#### **Goal 10 – Population and Housing**

Goal 10 policies direct population to be located in established service areas and urban growth boundary areas where utility investments have already been made. If an alternative recommended by the Seaside TSP contains sections that fall outside the city’s UGB, urban

growth should be restricted along the sections of the alternative that potentially fall outside urban growth boundary areas.

#### Goal 14 – Urbanization

The County has adopted Seaside’s Comprehensive Plan, UGBs, and Zoning Ordinance, so that these plans and regulations take precedence when addressing sections of a transportation action that falls within Seaside’s jurisdiction.

### Clatsop County Transportation System Plan (2003)

The Clatsop County TSP guides the management and development of appropriate transportation facilities within Clatsop County, incorporating the community’s vision, while remaining consistent with State, regional, and other local plans. The Clatsop County TSP addresses ways to improve the transportation system to support anticipated growth throughout the unincorporated areas of Clatsop County. The goals and objectives relevant to the Seaside TSP include:

#### Goal 1: Mobility

Develop a multimodal transportation system that serves the travel needs of Clatsop County residents, businesses, visitors, and freight transport.

- Provide a network of arterials and collectors that are interconnected, appropriately spaced, and reasonably direct.
- Balance the simultaneous needs to accommodate local traffic and through-travel.
- Safely, efficiently, and economically move motor vehicles, pedestrians, bicyclists, transit, trucks, and trains to and through the County.
- Recognize and balance freight needs with needs for local circulation, safety and access.
- Work to enhance the connection of the Port of Astoria and the Warrenton Harbor to the surrounding communities.

#### Goal 2: Livability

Provide a transportation system that balances transportation system needs with the community’s desire to maintain a pleasant, economically viable city.

- Minimize adverse social, economic, and environmental impacts created by the transportation system.
- Preserve and protect the County’s significant natural features and historic sites.
- Promote a transportation system that is adequate to handle the truck, transit, and automobile traffic in such a way to encourage successful implementation of County economic goals and the preservation of existing residential neighborhoods.

#### Goal 3: Coordination

Maintain a transportation system plan that is consistent with the goals and objectives of local communities, the County, and the State.

- Provide a transportation system that is consistent with other elements and objectives of the Clatsop County Comprehensive Plan.
- Coordinate land use and transportation decisions to efficiently use public infrastructure investments to:
  - Maintain the mobility and safety of the roadway system
  - Foster compact development patterns in incorporated and rural communities
  - Encourage the availability and use of transportation alternatives
  - Enhance livability and economic competitiveness

#### **Goal 4: Public Transportation**

Work to improve cost-effective and safe public transportation throughout Clatsop County.

- Coordinate with the Sunset Empire Transportation District (SETD) to encourage commuter bus service to serve communities throughout Clatsop County.

#### **Goal 5: Pedestrian and Bicycle Facilities**

Provide for an interconnected system of pedestrian and bicycle facilities throughout Clatsop County to serve commuters and recreational users.

- Develop safe and convenient pedestrian and bicycle systems that link all land uses and provide access to publicly owned land intended for general public use.
- Protect and expand public access via pedestrian ways, bikeways, and trails for recreational purposes.

#### **Goal 6: Accessibility**

Provide a transportation system that serves the needs of all members of the community.

- Coordinate with SETD to encourage programs that serve the needs of the transportation disadvantaged.
- Upgrade existing transportation facilities and work with public transportation providers to provide services that improve access for all users.

#### **Goal 7: Environment**

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

- Provide a transportation system that encourages energy conservation, in terms of efficiency of the roadway network and the standards developed for street

improvements.

- Encourage use of alternative modes of transportation and encourage development that minimizes reliance on the automobile.
- Work to balance transportation needs with the preservation of significant natural features and viewsheds.
- Work to minimize transportation impacts on beach/dune areas.
- Minimize transportation impacts on wetlands and wildlife.

#### **Goal 8: System Preservation**

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

- 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.

#### **Goal 9: Capacity**

Provide a transportation system that has sufficient capacity to serve the needs of all users.

- Protect capacity on existing and improved roads to provide acceptable service levels to accommodate anticipated demand.
- Limit access points on highways and major arterials, and use alternative access points when possible to protect existing capacity.
- Minimize direct access points onto arterial rights-of-way by encouraging common driveways or frontage roads.

#### **Goal 10: Transportation Funding**

Provide reasonable and effective funding mechanisms for City transportation improvements identified in the TSP.

- Identify funding opportunities for a range of projects, and coordinate with County, State, and Federal agencies.

#### **Goal 11: Safety**

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

- Undertake, as needed, special traffic studies in problem areas, especially around schools, to determine appropriate traffic controls to effectively and safely manage automobile and pedestrian traffic.
- Work to improve the safety of rail, bicycle, and pedestrian routes and crossings.

- Coordinate lifeline and tsunami evacuation routes with local, State, and private entities.

### Clatsop TSP Recommendations

The future conditions analysis performed in the Clatsop County TSP assumed that the Pacific Way-Dooley Bridge Project (commonly known as “Pac-Dooley”- discussed later in this memorandum) would address most of the existing transportation system deficiencies identified in Seaside (p. 4-37). Based on this assumption, the Clatsop County TSP recommended the Pac-Dooley Project, but little else, to address the transportation problems in Seaside. The Clatsop County TSP acknowledges that a bypass or alternate US 101 route from US 26 north to Youngs Bay has been discussed in previous planning documents and notes that the concept of a bypass or alternate US 101 route could be further explored *after the construction of Pac-Dooley*. Given that the Pac-Dooley preferred alternative was never implemented, it will be important during the development of the Seaside TSP to re-examine the existing condition deficiencies in Seaside noted by the Clatsop County TSP to help inform the identification of potential alternatives that could solve or mitigate these deficiencies.

## City of Seaside

### Seaside Comprehensive Plan (1983, revised 1996)

The City of Seaside Comprehensive Plan acts as a policy guide for future growth and development decisions within the urban area using a framework of goals and policies.

The key goals and policies to consider during the Seaside TSP planning process will be those pertaining to transportation. Policies of particular interest include:

- the improvement of through traffic and congestion along US 101;
- the improvement of safety conditions along US 101;
- encouragement of private developers to aid the implementation of a bike and trail system throughout the city;
- physically separating bike trails from vehicle lanes or providing separate right-of-ways and;
- conserving energy by keeping future development within the UGB to keep travel distances reasonable.

In addition, the City of Seaside Comprehensive Plan and Zone Map show the type, location, and density of land development and redevelopment permitted in the future. The City of Seaside Zoning Ordinance, which was written to implement the comprehensive plan, provides descriptions of zone designations and allowable uses within those zones.

### Seaside Transportation System Plan (1997, not adopted)

A draft Seaside TSP was prepared in 1997, but was never finalized or adopted by the City. The 1997 Draft TSP addressed future conditions in Seaside to the horizon year of 2016.

Given that the 1997 Draft TSP is eleven years old now, the existing and future data it contained will not be used for this TSP, although the document itself will likely be utilized as a reference for current TSP efforts. Transportation actions recommended by the 1997 Draft TSP will be revisited to determine whether any recommended actions should be considered for evaluation in the current TSP.

## Seaside Parks Master Plan (2004)

As described in the Executive Summary of the City of Seaside Parks Master Plan<sup>4</sup>, the purpose of the Plan is to “express a vision for the city’s parks system [and] ensure that the City will provide the type of parks the citizens and visitors of Seaside desire. More specifically, the purpose of the Plan is to:

- Inventory existing park facilities, including an analysis of appropriate park classifications and standards
- Identify current and future park needs based on technical data and extensive citizen input—including public workshops, a household survey, a park user survey, and a visitor survey
- Identify a level of service standard that meet’s the community’s needs
- Identify goals for the park system and a capital improvements program (CIP) that enables the City to achieve those goals. The CIP includes identified projects, estimated project costs, suggested funding sources and completion timeframes
- Identify short and long-term land acquisition strategies
- Identify key maintenance issues regarding existing parks
- Identify potential funding sources to execute the capital improvement program

Parks Master Plan goals and objectives applicable to the Seaside TSP include:

### Goal 4 – Ensure Adequate Access to Parks

- Develop and improve trails, pathways, sidewalks, crosswalks, and connections from all neighborhoods to parks
- Develop multi-purpose trails and connections between developed parks and natural areas
- Ensure pedestrian and bike access to all parks within the community
- Provide sufficient directional signage that clearly guides residents and visitors to parks
- Provide bike racks at all city parks
- Work towards compliance with American Disability Act standards in relevant areas

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<sup>4</sup> City of Seaside, Oregon Parks Master Plan, 2004 (p. i)

- Ensure residents of all ages have access to parks throughout the City

As potential improvements to Seaside’s transportation system are being identified and evaluated, it will be important to consider the safe and convenient facilitation of vehicles, bikes, and pedestrians to city parks, both on a regular year-round basis and for peak summer periods and special events.

#### Goal 7 – Recognize and Protect Historic, Cultural and Natural Resources

#### Goal 8 – Integrate and Protect Seaside’s Coastal, Estuarine, and Riparian Resources within the Parks System

As potential improvements to Seaside’s transportation system are being identified and evaluated, it will be important to consider the protection of Seaside’s historic, cultural, terrestrial, and water resources.

Seaside is a resort destination, and safeguarding the resources that draw visitors to the city, while simultaneously providing a convenient, safe and reliable transportation system should be a focus of the TSP. Recommended changes to the transportation system will need to avoid negatively impacting Seaside’s historic, cultural, terrestrial, and water resources.

### Seaside Roadway Design Guidelines

During the development of the 1997 Seaside TSP, a set of proposed street design recommendations was compiled. Although these street design recommendations were never codified into standards (because the 1997 TSP was never adopted), the proposed recommendations have been utilized by the City of Seaside as “Design Guidelines” for developers and for general planning purposes.

The roadway design guidelines are shown in Table 3.

TABLE 3

City of Seaside Roadway Design Guidelines<sup>5</sup>

Classification	Lanes	Minimum Right-of-Way (feet)	Turn Lanes	Travel Lanes (feet)	Bike Lane (feet)	On-Street Parking	Planter Strip	Sidewalks
Arterial	3-5	68-92	Yes	12	5	No	Yes	Yes
Major Collector	2-3	44-62	Yes	12	5	Option	Option	Yes
Neighborhood Collector	2	32-58	No	11	5	Option	Option	Yes
Local Street	2	30-46	No	10	5	Option	Option	Yes

<sup>5</sup> Source: Draft 1997 Seaside Transportation System Plan, 1997 (p.91; Table 8)

## Other

### Pacific Way – Dooley Bridge Final Environmental Impact Statement (2005)

A summary of the proposed Pac-Dooley project is provided below<sup>6</sup>:

*The proposed project would reconstruct the 4 miles of US 101 between Pacific Way in the City of Gearhart on the north to the City of Seaside urban growth boundary (UGB) on the south. The existing highway has single northbound and southbound travel lanes; a center turn lane separates the travel lanes along 2.9 of the 4 miles. Most of the highway lacks curbs or sidewalks and 49 local streets and roads, eight alleys, and 165 driveways directly connect to the highway.*

*The Preferred Alternative would widen US 101 from Pacific Way to South Holladay Drive in Seaside and create a one-way couplet from South Holladay Drive to the project's southern terminus. The widened segment would have two travel lanes in each direction, with a center median and, on each side of the highway, a shoulder/bikeway, planting strip and sidewalk, and curbs, gutters, and storm drains. In the couplet segment, the existing US 101 alignment would become the southbound leg and the northbound leg would be built to the east along an abandoned railroad right-of-way. Each one-way leg would have two travel lanes, shoulder/bikeway on the right side, a shoulder on the left side, planting strip and sidewalks on both sides, and curbs, gutters, and storm drains. Where necessary to avoid environmental or residential and business displacement impacts, widths would be narrowed or the planting strip eliminated. The project also includes two bridge replacements, a culvert extension, a major intersection reconfiguration, the creation of a new, signalized intersection, and new stormwater treatment swales and dry detention ponds.*

*An access management plan is part of the Preferred Alternative. The plan would forego construction of some raised median segments unless necessitated by increases in traffic volumes and accidents or insufficient access management measures taken in conjunction with roadside development. It would also close some street and alley intersections with US 101 and close or consolidate numerous driveways.*

The Preferred Alternative recommended by the Pac-Dooley Final Environmental Impact Statement (FEIS) was not approved by the City of Seaside and is therefore not scheduled for implementation. However, the Pac-Dooley FEIS contains information that will be useful in the preparation of the Seaside TSP, given that the transportation system needs associated with US 101 expressed in the FEIS are still in effect today. The goals and objectives of the FEIS can help inform the US 101-related goals and objectives of the Seaside TSP. Data collected for the FEIS process can serve as a reference during the development of the Seaside TSP.

Although the Preferred Alternative as a whole was ultimately rejected by the City, there may be discreet transportation system actions which were part of the preferred alternative

<sup>6</sup> Pacific Way – Dooley Bridge Final Environmental Impact Statement and Final Section 4(f) Evaluation, ODOT, 2005. p.v



package that would be worth considering for evaluation in the Seaside TSP process. There may also be actions that were *not* part of the FEIS preferred alternative package that may also warrant considering for evaluation in the TSP.

## Sunset Empire Transportation District Comprehensive Transportation Plan (1995, revised 2000)

The Sunset Empire Transportation District (SETD) is a public transit provider that serves all of Clatsop County. Currently the SETD provides both intra-city transit service to Seaside and intercity service between Seaside and other destinations throughout Clatsop County, including: Gearhart, Cannon Beach, the Astoria/Warrenton area, Jewell, Knappa/Svensen, and Westport. The SETD also provides county-wide demand response services (“Dial-a-Ride”) for the elderly, disabled and those living far from fixed routes.

Originally developed in 1995 and revised in 2000, the SETD Comprehensive Transportation Plan develops goals and strategies for the delivery of public transportation services throughout Clatsop County on a 10-year horizon. The goals and objectives relevant to the Seaside TSP include:

**Goal 1: Provide cost-effective and safe public transportation throughout Clatsop County.**

- Plan and maximize opportunities for special events.

**Goal 2: Ensure the full range of mobility needs of Clatsop County citizens are met within SETD budgetary constraints.**

- Improve the efficiency of the “Dial-a-Ride” service.
  - Improve the coordination of “Dial-a-Ride” with fixed-route service.
  - Establish certain times of day for non-medical or work trips from Seaside to Astoria.
  - Assign an additional vehicle to peak hours, if necessary.
- Develop an Americans with Disabilities Act (ADA) service plan that outlines how SETD services comply with the law.
- Coordinate with social service agencies to meet client needs.

**Goal 3: Promote and educate Clatsop County residents about SETD services and community benefits.**

- Improve marketing of SETD services by enhancing brochures, maps, and schedules.
- Enhance bus stop signs to include route specific information.

**Goal 4: Strengthen access to public transportation.**

- Explore vanpool, carpool, and park-and ride options within the region.
- Develop an Intermodal Transportation Center.
- Improve pedestrian access by working with jurisdictions to:

- Identify transit corridors where higher densities and reduced parking are appropriate.
- Develop parking maximums, unless the site is within 300 feet of a bus stop.
- Improve pedestrian access to transit, involving SETD review of design standards where appropriate.

#### Goal 5: Increase ridership.

- Improve frequency and connectivity of fixed-route service.
  - Increase the frequency of service on Route 101.
  - Combine Route 20 into Route 101, creating continuous hourly service linking Cannon Beach, Seaside, Gearhart, Warrenton, and Astoria.
- Develop partnerships with transit agencies in adjacent regions to improve service connectivity.

#### Capital Improvement Projects

Capital Improvement Projects identified by the SETD Comprehensive Transportation Plan include the development of an Intermodal Transportation Facility in Astoria, the replacement of SETD vehicles, and the installation of bus shelters. The 2000 plan does not mention specific funding sources or timelines. However, according to SETD staff, the Intermodal Transportation Facility was completed in 2004, and two more are currently planned for the cities of Warrenton and Seaside.

#### Sunset Empire Transportation Coordinated Human Services Transportation Plan

Adopted in 2008, the Sunset Empire Transportation District (SETD) Coordinated Human Services Plan includes strategies to improve transportation services for people with low incomes, seniors, and people with disabilities.

Coordinated Human Services Transportation Plans are required under SAFETEA-LU for agencies receiving funding from FTA for projects under the New Freedom, JARC, and Elderly Individuals and Individuals with Disabilities programs. The plan aims to coordinate resources and services to minimize the duplication of efforts and to encourage the most cost-effective transportation system feasible.

Relevant sections of SETD's Coordinated Human Services Plan are addressed below.

#### Demographics:

Clatsop County has a higher share of seniors and people with disabilities than the state-wide average, with the greatest concentration of these populations living in Astoria and Seaside. Additionally, both per capita personal income and the average earnings per job are lower in Clatsop County than in the rest of the State (based on 2004 data from the Bureau of Economic Analysis).

### Inventory of current resources:

The vast majority of transportation for low income populations, seniors, and people with disabilities in Clatsop County is provided by SETD. SETD provides a county-wide “Dial-a-Ride” (DAR) service and a three-county Medicaid brokerage. SETD coordinates services with the Oregon Motor Coachway to provide service to Portland and recently connected to the Tillamook County transportation system by offering twice-daily service from Cannon Beach to Manzanita. SETD also manages the Northwest Ride Center, which accommodates Title XIX Non-Medical ride requests, and ride requests from the Oregon Medical Assistance Program.

Additional transportation services in the Clatsop County area are available through churches, assisted living centers, and service agencies such as Coast Rehabilitation and Clatsop County Veterans Services. Higher cost transportation options in the County include private taxi and ambulance services. A complete matrix of current transportation providers in the Clatsop County area are shown in Table 4:

TABLE 4

SETD Provider Matrix Guide<sup>7</sup>

Provider Category <sup>8</sup>	Type of Service	Days/Hours of Service	Advance Reservations	Eligibility Requirement	Service Area	Service Constraints	Annual Trips	Number of Vehicles	Fare
Public Transit:	Fixed Route	FR=Weekday	Demand=Yes, up to 1 week	None=Fixed route/demand	Clatsop County				
Sunset Empire Transportation District	Demand Service	6:45a-6:00p		Dial-a-Ride=medical only					
Medical Transportation (non-emergency)	Dial-a-Ride	DAR=Weekday 7:00a-5:30p	Up to 1 week	Medicaid only	Clatsop County				
Other non-emergency transportation:	Fee for service	24/7 if scheduled ahead of time	Up to 2 weeks	None, fee for service	Virtually anywhere if fare is paid	None-all vehicles wheelchair lift equipped	4,800 one-way		\$25 base + mileage
MEDIX									
Senior Centers: Astoria Seaside	Regular runs each week	Weekdays			own community			1 van per center donated by SETD	
Developmentally Disabled Transportation: Coast	1 vehicle for each of their 9 facilities, plus 1 fourteen person	Most hours, if needed for client	Typically, prefer to schedule client rides	Primarily for developmentally disables	Clatsop County	Smaller vans are only equipped to handle 1 wheelchair		9 vehicles (full-size and mini-vans) 1 fourteen person	

<sup>7</sup> Source: Sunset Empire Transportation District Coordinated Human Services Transportation Plan (p.17-18; Table 4)

<sup>8</sup> No data were available for taxis or pupil transport contractors

Rehab Services	bus					
Churches:						1 bus per church
Bayview Baptist						
North Coast Fellowship						
Assisted Living Facilities:	Regular trips each week	During the day		Own community	Own residents	1 vehicle per facility
Clatsop Retirement Village/ Clatsop Care (Astoria)						
Suzanne Elise Assisted Living (Seaside)						

### Unmet Transportation Needs:

Unmet transportation needs that are relevant to the Seaside TSP include:

- Demand for expanded Dial-a-Ride service hours (earlier am, later pm, and Saturdays).
- Demand for Dial-a-Ride service to Portland for medical appointments.
- People who don't qualify for Medicaid are slipping through the cracks, since they are still low-income and Med-Ex is expensive.
- Overall poor access to transit services.

### Improvement Strategies:

Strategies to improve the efficiency of transportation services that are relevant to the Seaside TSP include:

- Implementing a regular same bus/limited stop bus route between Astoria and Seaside.
- Working with community agencies to streamline employment origin and destination locations for people with disabilities.
- Adding more bus shelters and new lighted bus stops along fixed bus-routes.
- Identifying safer stop locations along fixed routes.
- Creating a fixed route that serves Hwy 202.
- Working with public housing agencies to ensure that new facilities have adequate transportation amenities for special needs populations.

- Combining service with local school buses since they already serve outlying areas.
- Identifying concentrations of work-oriented destinations and common hours of need for public transportation.
  - Providing limited evening services to major places of employment and classes.
  - Working with employers and Clatsop Community College to provide vanpool services.
  - Coordinating a carpool system utilizing transit resources not being utilized during off-hours, such as the Seaside Trolley.

### Relative Priority of Strategies

The 2008 SETD Coordinated Human Services Public Transportation Plan identifies several grant funding priorities from the Surface Transportation Funding (STF) Agency for FY 07/09. The STF Agency supports efforts of local transportation providers in meeting the needs of the elderly and disabled. Discretionary Grant funding priorities relevant to the Seaside TSP are shown in Table 5:

TABLE 5:

FY 07/09 Discretionary Grant Priorities for Targeted Populations <sup>9</sup>	Impact on Special Needs Populations
Preventative maintenance for all Dial-a-Ride vehicles	Dial-a-ride vehicles primarily service special needs populations
Medicaid Match	Transportation for seniors
Five new handicapped accessible vans for use by the Clatsop County Transition Center, senior centers, respite centers, Meals-on-Wheels, and veterans services	Addresses the increasing need for handicapped accessible transportation
Demand response services for areas outside ADA ¾ mile radius of fixed routes and disabled access fixed routes	Will open up more transportation options to outlying special needs populations
Extension of operating hours for Dial-a-Ride services for Saturdays and to 6:00pm	Needed for employment and education of low-income and developmentally disabled populations
Development and funding of an administrative position for a transportation volunteer coordinator (Clatsop, Columbia, Tillamook)	Needed to augment limited funding for public transportation. Use of volunteers is especially effective with special needs populations

### Opportunities for Future Collaboration

Five immediate opportunities for future partnering and collaboration with adjacent counties are currently being explored by SETD:

- Coordinating transit planning with adjacent counties to allow for greater coordination of transit routes, schedules, and facilities.

<sup>9</sup> SETD Coordinated Human Services Public Transportation Plan (p.25; Table 5)

- Coordinating volunteer programs to increase transportation services to special needs populations.
- Linking Sunset Empire and Columbia County Rider transit service along Hwy 30. (Note: Sunset Empire has received a planning grant to evaluate the feasibility of connecting with Columbia County Rider for service into Portland along Hwy 30.)
- Implementing a Community Connections Transportation program. The program would provide training and special “Ride Ambassadors” to new elderly and disabled transit riders, until they are comfortable riding by themselves.
- Develop a Tri-County coordinated Plan for Clatsop and adjacent counties.

# Appendix A: Oregon Transportation Plan Goals and Policies Applicable to the Seaside TSP

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## Goal 1: Mobility and Accessibility

To enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost-effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world, with connectivity among modes and places.

### *Policy 1.1 – Development of an Integrated Multimodal System*

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices for the movement of people and goods.

#### Strategy 1.1.1

Plan and develop a multimodal transportation system that increases the efficient movement of people and goods for commerce and production of goods and services that is coordinated with regional and local plans.

#### Strategy 1.1.4

In developing transportation plans to respond to transportation needs, use the most cost-effective modes and solutions over the long term while considering changing conditions.

### *Policy 1.2 – Equity, Efficiency and Travel Choices*

#### Strategy 1.2.1

Develop and promote inter and intra-city public transportation.

#### Strategy 1.2.2

Better integrate, locate, and design passenger and freight multimodal transportation facilities and connections to expedite travel and provide travel options. Locate and design transportation facilities to connect with other modes.

## Goal 2: Management of the System

To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

### *Policy 2.1 – Capacity and Operational Efficiency*

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

#### Strategy 2.1.1

Promote transportation demand management and other transportation system operations techniques that reduce peak period travel, help shift traffic volumes away from the peak period and improve traffic flow. Such techniques may include high occupancy vehicle lanes with express transit service, truck-only lanes, van/carpools, park-and-ride facilities, parking management programs, telework, flexible work schedules, peak period pricing, ramp

metering, traveler information systems, traffic signal optimization, route diversion strategies, incident management and enhancement of rail, transit, bicycling and walking.

#### Strategy 2.1.2

Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as managing access to state highways, limiting interchanges, creating safe rail crossings and controlling incompatible land use around airports, ports, pipelines and other intermodal passenger and freight facilities.

#### Strategy 2.1.3

Use advanced traveler information devices, incident management, speed management, improvements to signaling systems and other technologies to extend the efficiency, safety and capacity of transportation systems. Develop protocols and implement methods for alternate routing to respond to incidents.

#### Strategy 2.1.4

Enhance efficiency and reduce conflicts among transportation users, for example, by reducing bottlenecks and geometric constraints, and improving or removing modal crossings. Provide for a network of arterials and highways to efficiently move goods and services while enhancing safety and community movements on local streets. Provide for signal prioritization and road patterns that support public transit. Support rail reconfiguration and additional tracks that benefit passenger and freight movements.

#### Strategy 2.1.5

To increase efficiencies, use value engineering, that is, a systematic review process used to analyze a project's design and make recommendations to improve the design and reduce overall costs. Use other innovative techniques to deliver transportation projects more efficiently.

### *Policy 2.2 – Management of Assets*

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

#### Strategy 2.1.1

Continue to provide and support a strong policy of size and weight enforcement including innovative technologies to protect and preserve the existing infrastructure. Use innovative technologies to route over-size and over-weight vehicles.

#### Strategy 2.2.2

Develop, enhance and implement management systems for transportation assets including roadway pavement, bridges, right-of-way, public transportation facilities and equipment, safety features, congestion and other infrastructure. Promote new technologies and strategies to improve the way assets are maintained.

### Strategy 2.2.3

Work with local, state and federal governments and agencies to revise regulations and standards to improve the efficiency and reliability of goods and passenger movements consistent with environmental and safety goals and regulations.

## Goal 3: Economic Vitality

To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy efficient and environmentally sound manner.

### *Policy 3.1 – An Integrated and Efficient Freight System*

It is the policy of the State of Oregon to promote an integrated, efficient and reliable freight system involving air, barges, pipelines, rail, ships and trucks to provide Oregon a competitive advantage by moving goods faster and more reliably to regional, national and international markets.

### Strategy 3.1.1

Develop coordinated state, regional and local transportation plans and master plans that address current and future freight needs, issues and economic strategies. Co-locate economic activities and appropriate transportation facilities with convenient and reliable access to freight transportation options.

### Strategy 3.1.4

Encourage communication among shippers, transportation providers, government agencies and jurisdictions to address freight transportation issues, challenges and opportunities across modes.

### Strategy 3.1.6

Systematically address barriers to efficient truck movements on roads and highways, including intermodal connectors, while balancing the needs and safe access of all modes.

### *Policy 3.2 – Moving People to Support Economic Vitality*

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

### Strategy 3.2.2

In regional and local transportation system plans, support options for traveling to employment, services and businesses. These include, but are not limited to, driving, walking, bicycling, ridesharing, public transportation and rail.

### Strategy 3.2.4

Address scenic values in state, regional and local planning, improvements and maintenance.

Support state and federal Scenic Byways and Tour Routes and connections to parks and recreation areas.

#### Strategy 3.2.5

Promote tourism via air, bicycles, motor vehicles, rail and ships. Support connections to recreational trails.

#### *Policy 3.3 – Downtowns and Economic Development*

It is the policy of the State of Oregon to provide transportation improvements to support downtowns and to coordinate transportation and economic development strategies.

#### Strategy 3.3.1

Coordinate private and public resources to provide transportation improvements and services to help stimulate active and vital downtowns, economic centers and main streets.

#### Strategy 3.3.2

Integrate transportation planning and investments with state and local economic development strategies and plans.

### **Goal 4: Sustainability**

To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system is consistent with, yet recognizes differences in, local and regional land use and economic development plans. It is efficient and offers choices among transportation modes. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

#### *Policy 4.1 – Environmentally Responsible Transportation System*

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

#### Strategy 4.1.1

Practice stewardship of air, water, land, wildlife and botanical resources. Take into account the natural environments in the planning, design, construction, operation and maintenance of the transportation system. Create transportation systems compatible with native habitats and species and help restore ecological processes, considering such plans as the *Oregon Conservation Strategy* and the *Oregon Plan for Salmon and Watersheds*. Where adverse impacts cannot reasonably be avoided, minimize or mitigate their effects on the environment. Work with state and federal agencies and other stakeholders to integrate environmental solutions and goals into planning for infrastructure development and provide for an ecosystem-based mitigation process.

#### Strategy 4.1.2

Encourage the development and use of technologies that reduce greenhouse gases.

#### Strategy 4.1.3

Evaluate the impact of geological hazards and natural disasters including earthquakes, floods, landslides and rockfalls, on the efficiency and sustainability of the location and design of new or improved transportation facilities as appropriate.

#### Strategy 4.1.4

Work collaboratively to streamline permit procedures and gain efficiencies to transportation system improvements while meeting or exceeding environmental benefits or regulations.

#### Strategy 4.1.5

In the construction and maintenance of transportation infrastructure and facilities, reduce the consumption of non-renewable construction materials, promote their efficient use and reuse, and reduce other environmental impacts such as stormwater impacts where appropriate.

#### Strategy 4.1.6

To determine the most cost-effective investments, consider using life-cycle costs in transportation maintenance, purchase of equipment, selection of materials, and design and engineering of infrastructure where appropriate.

#### Strategy 4.1.7

To accomplish environmental stewardship and increase efficiencies, use environmental management systems.

### ***Policy 4.2 – Energy Supply***

It is the policy of the State of Oregon to support efforts to move to a diversified and cleaner energy supply, promote fuel efficiencies and prepare for possible fuel shortages.

#### Strategy 4.2.1

Support efforts to develop a long range plan for moving toward a diversified and cleaner energy supply. Work with federal, state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public.

### ***Policy 4.3 – Creating Communities***

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of compact communities and neighborhoods that integrate residential, commercial and employment land uses to help make shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of transportation choices.

#### Strategy 4.3.1

Support the sustainable development of land with a mix of uses and a range of densities, land use intensities and transportation options in order to increase the efficiency of the transportation system. Support travel options that allow individuals to reduce vehicle use.

#### Strategy 4.3.2

Promote safe and convenient bicycling and walking networks in communities.

#### Strategy 4.3.4

Promote transportation facility design, including context sensitive design, which fits the physical setting, serves and responds to the scenic, aesthetic, historic and environmental resources, and maintains safety and mobility.

#### Strategy 4.3.5

Reduce transportation barriers to daily activities for those who rely on walking, biking, rideshare, car-sharing and public transportation by providing:

- Access to public transportation and the knowledge of how to use it.
- Facility designs that consider the needs of the mobility-challenged including seniors, people with disabilities, children and non-English speaking populations.

#### Strategy 4.3.6

Consider the proximity and availability of public transportation when siting public facilities and services.

### Goal 5: Safety and Security

To plan, build, operate and maintain the transportation system so that it is safe and secure.

#### *Policy 5.1 – Safety*

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

#### Strategy 5.1.1

Enhance the safety leadership group to provide for cooperation among federal, state and local governments, private enterprises, and user and advocacy groups in order to address safety issues strategically and implement more effective safety programs.

#### Strategy 5.1.2

Develop a comprehensive Strategic Transportation Safety Action Plan addressing all modes of transportation based on risk analysis to reduce fatal, injury and property damage accidents among system users.

### Strategy 5.1.3

Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.

### Strategy 5.1.4

Support the further development and improvement of interoperable communication systems among safety and security-related agencies, jurisdictions and private entities. Ensure that clear communication protocols are established.

### Strategy 5.1.5

Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.

### Strategy 5.1.6

Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.

### Strategy 5.1.7

Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies. Support incident response units on major facilities where warranted.

### Strategy 5.1.8

Support the safe and secure transport of hazardous materials in Oregon through driver education and screening, vehicle inspections, regulations and enforcement.

### Strategy 5.1.9

Develop and implement a reliable, comprehensive and coordinated multimodal transportation data, crashes and incidents reporting program to manage and evaluate transportation safety with the goal of better data integration. The data should be timely, easy to use and accessible to all users to support analysis, effective response to safety problems and identification of projects.

## *Policy 5.2 – Security*

It is the policy of the State of Oregon to provide transportation security consistent with the leadership of federal, state and local homeland security entities.

### Strategy 5.2.1

Encourage the development of security plans for all modes of transportation encompassing prevention, detection and response. Security plans should provide for coordinated response across all entities and prioritize actions based on critical impact.

#### Strategy 5.2.2

Promote the development of cost-effective security measures for transportation facilities and infrastructure.

#### Strategy 5.2.3

Improve the evacuation and emergency response capabilities of the urban and rural transportation system.

#### Strategy 5.2.4

Address the potential impact of security measures on the management of transportation facilities in order to minimize delays in the movement of people, goods and services.

### Goal 6: Funding the Transportation System

To create a transportation funding structure that will support a viable transportation system to achieve state and local goals today and in the future.

#### *Policy 6.2 – Achievement of State and Local Goals*

It is the policy of the State of Oregon to plan and manage the transportation finance structure to contribute to the accomplishment of state and local environmental, land use and economic goals and objectives.

#### Strategy 6.2.1

Give priority to funding those transportation needs identified in state, regional and local transportation system plans.

#### Strategy 6.2.2

Make strategic investments that respond to capacity, safety, operational and maintenance issues for airports, bicycle and pedestrian facilities, highways and roadways, intermodal connections, public transportation, ports and waterways and rail.

#### Strategy 6.2.3

Give funding priority to programs and projects that use resources efficiently. Systematically examine the alternatives to major investments and consider the return on investment. Return on investment considers short and long-term benefits and includes not only direct benefits but also indirect benefits such as public safety, accessibility, mobility and the environment.

#### Strategy 6.2.4



In funding decisions, balance the interests of beneficiaries, economic benefits and environmental and land use goals.

#### Strategy 6.2.5

Fund projects through public/private partnerships that balance statewide environmental, land use and economic goals and state, regional and/or local plans.

#### *Policy 6.3 – Public Acceptability and Understanding*

It is the policy of the State of Oregon to use finance mechanisms that have broad public acceptance and are understandable to transportation system users.

#### Strategy 6.3.1

Provide on-going public information and education about transportation needs and funding alternatives. Enhance public understanding about the benefits of transportation investments and the adverse consequences on the economy, livability, congestion and overall attractiveness of the state when investments are not sustained at an appropriate level.

#### Strategy 6.3.2

Make all aspects of publicly-funded transportation investment decision-making transparent to the public.

#### *Policy 6.4 – Beneficiary Responsibilities*

It is the policy of the State of Oregon to examine mechanisms to expand the beneficiary pay concept to reflect the costs and benefits of uses of the transportation system and reinforce the relationship between benefiting from transportation facilities and paying for their benefit, but to retain essential fairness including cost responsibility. This policy recognizes some modes will continue to need subsidies to achieve overall transportation system goals and provide essential services.

#### Strategy 6.4.4

Negotiate with the private sector to leverage funds, right-of-way contributions or off-system improvements when (1) transportation improvements benefit specific properties planned for development or transportation networks, (2) changes are proposed or have occurred to the relevant comprehensive plan, or (3) development has occurred or will occur that necessitate major transportation improvements.

#### Strategy 6.4.5

Take advantage of public right-of-way ownership to lease space to produce revenue such as leasing for fiber optic cable.

#### *Policy 6.5 – Triage in the Event of Insufficient Revenue*

It is the policy of the State of Oregon to resolve revenue shortfalls by means that maximize public acceptance and that minimize undesirable long-term consequences to the overall transportation system in urban and rural areas.

#### Strategy 6.5.1

In the event of inadequate revenue to meet system needs, support Oregonians' most critical transportation needs, broadly considering return on investment and asset management.

#### Strategy 6.5.2

Make transportation investment decisions with an increased emphasis on improving the economic condition of the state.

#### Strategy 6.5.3

Increase the consideration of leveraged public and private funds and/or benefits when deciding where to make transportation investments.

#### Strategy 6.5.4

Before making funding decisions, re-evaluate the costs and benefits of projects, including those from transportation system plans.

### Goal 7: Coordination, Communication, and Cooperation

To pursue coordination, communication and cooperation among transportation users, providers and those most affected by transportation activities to align interests, remove barriers and bring innovative solutions so the transportation system functions as one system.

#### *Policy 7.1 – A Coordinated Transportation System*

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

#### Strategy 7.1.1

Examine transportation functions among and within state and local agencies and providers in order to make the delivery of transportation services and facilities more efficient. Consider consolidation of functions where it can improve efficiency, accountability and service delivery.

#### Strategy 7.1.2

Promote decision-making at the level most appropriate to operate the transportation system. Plan for system improvements in a regional or inter-regional context, and involve local governments, Metropolitan Planning Organizations and neighboring states where appropriate. Develop procedures to enable the state or other appropriate entity to consolidate decision-making authority for projects of statewide or regional significance.

### Strategy 7.1.3

Consult with federal and state agencies to achieve transportation goals. This may include linking state economic, energy, housing, human services, land use, natural resource and transportation policies and activities; collaborating on siting facilities like prisons and state office buildings; and working with federal and state natural resource agencies on environmental stewardship.

### Strategy 7.1.4

Develop state multimodal, modal and topic plans that are consistent with the OTP investment strategies and applicable goals, policies and strategies. In the multimodal, modal and topic plans, further refine the OTP goals, policies and strategies appropriate to the modes/topics. The purpose of these plans is to achieve system integration across all modes for passenger and goods movements.

### Strategy 7.1.5

Coordinate tribal, federal, state, regional and local planning to protect transportation facilities, corridors and sites for their identified functions and to facilitate community development. This includes adopting appropriate regulations.

### Strategy 7.1.6

Share information and integrate databases as appropriate to the level of operation being carried out. Promote the transfer of transportation technologies and planning and management practices to state, regional and local governments and the private sector.

### Strategy 7.1.7

Provide transportation planning assistance, including transportation finance and value capture information, especially to rural communities.

### *Policy 7.2 – Public/Private Partnerships*

It is the policy of the State of Oregon to maintain, expand and provide tools to encourage partnerships to improve efficiency in the delivery of transportation facilities and services benefiting the state transportation system and the state's citizens. Partners include transportation providers, public agencies and private businesses at all levels across jurisdictions and ownerships.

### Strategy 7.2.1

Identify and remove barriers in order to improve partnerships that promote a more efficient transportation system. Barriers may include legal, institutional or funding impediments between transportation providers, public agencies, private businesses, stakeholders and system users.

### Strategy 7.2.2

Take advantage of opportunities to participate in innovative approaches to efficient delivery of transportation projects while managing risks, protecting the public interest and carrying out projects and programs consistent with state and regional plans.

### *Policy 7.3 – Public Involvement and Consultation*

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

#### Strategy 7.3.1

In all phases of decision-making, provide affected Oregonians early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities. When preparing and adopting a multimodal transportation plan, modal/topic plan, facility plan or transportation improvement program, conduct and publicize a program for citizen, business, and tribal, local, state and federal government involvement. Clearly define the procedures by which these groups will be involved.

#### Strategy 7.3.2

Consult with federal and state agencies, Area Commissions on Transportation, Metropolitan Planning Organizations, affected non-metropolitan officials, tribal governments and other stakeholder groups in the development and implementation of the Oregon Transportation Plan.

#### Strategy 7.3.3

Seek out and facilitate the involvement of those potentially affected including traditionally underserved populations.

#### Strategy 7.3.4

Coordinate public outreach activities among local, regional and state agencies as appropriate.

#### Strategy 7.3.5

Provide on-going communication to federal and state agencies, local governments and the public regarding the goals, policies and implementation of the OTP. Provide public information and education about financing transportation and construction, operations and maintenance activities.

### *Policy 7.4 – Environmental Justice*

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

#### Strategy 7.4.1

Provide equal access to public information and decision-making about transportation planning, financing, construction, operations and maintenance activities.