



720 SW Washington St.
Suite 500
Portland, OR 97205
503.243.3500
www.dksassociates.com

MEMORANDUM #2

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TO: Depoe Bay TSP Project Management Team

FROM: Reah Flisakowski, P.E., DKS Associates
Ray Delahanty, AICP, DKS Associates
Darci Rudzinski, AICP, Angelo Planning Group
Shayna Rehberg, AICP, Angelo Planning Group

SUBJECT: Depoe Bay TSP Background Plans and Policies Review

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Overview

This memorandum summarizes the planning documents, policies, and regulations that are applicable to the City of Depoe Bay Transportation System Plan (TSP) update. The City's current TSP will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2035, resulting in a new and updated TSP. Proposed new strategies for addressing transportation needs will need to be compliant and coordinated with the plans, policies, and regulations described herein.

Transportation System Planning in Oregon

Transportation System Planning in Oregon is required by state law as one of the 19 statewide planning goals¹ (Goal 12 – Transportation). The Transportation Planning Rule (TPR), OAR 660-012², defines how to implement State Planning Goal 12. Specifically, the TPR directs the State to prepare a TSP, referred to as the Oregon Transportation Plan (OTP); Metropolitan Planning Organizations (MPOs) to prepare a Regional Transportation Plan (RTP) that is consistent with the OTP; and Counties and Cities to prepare local TSPs that are consistent with the OTP and RTP.

The TPR requires TSPs to integrate comprehensive land use planning with transportation planning and to promote systems that serve statewide, regional and local transportation needs. State transportation requirements aim to improve community livability by encouraging land use patterns and transportation

¹ Statewide Planning Goals: <http://www.oregon.gov/LCD/goals.shtml>

² Transportation Planning Rule: http://arcweb.sos.state.or.us/rules/OARS_600/OAR_660/660_012.html

systems that make it more convenient and efficient for people to walk, bicycle, use transit and drive less to meet their daily needs.

The OTP³, as the guiding document for regional and local TSPs, establishes goals, policies, strategies and initiatives that address the challenges and opportunities facing transportation in Oregon. It prioritizes:

- Maintaining and maximizing assets already in place;
- Optimizing the performance of the existing system through technology;
- Integrating transportation, land use, economic development and the environment;
- Integrating the transportation system across jurisdictions, ownerships and modes;
- Creating sustainable funding; and
- Investing in strategic capacity enhancements.

OTP guidance is further implemented by adopted standards in the Oregon Highway Plan (OHP).⁴

Why does Depoe Bay need an Updated TSP?

The City's current TSP was adopted in 2001. Since then amendments have been made to the OTP, OHP, and other state regulations, and other local vision and master plans have been developed. The last 10 years of regulatory, land use, and transportation system changes will guide and be incorporated in this TSP update.

ODOT's Transportation System Plan Guidelines⁵ document directs TSP updates to address recent policy and regulatory changes, and calls out some of the recent changes to the OTP, OHP, TPR. Since adoption of the 2000-2001 Depoe Bay TSP, the OTP was updated (2006) to emphasize maintaining assets in place, optimizing existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements. Policy 1F (Mobility Standards) of the OHP was amended in 2011 to clarify that the adoption of alternative mobility standards is permitted where appropriate.⁶ Appendix C (Access Management Spacing Standards) has also been updated to be consistent with amendments to the Access Management Rule, OAR 734-051.⁷

³ Oregon Transportation Plan: <http://www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml>

⁴ Oregon Highway Plan: <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

⁵ ODOT Transportation System Plan Guidelines: <http://www.oregon.gov/ODOT/TD/TP/TSP.shtml>

⁶ Note that the mobility targets included in the Policy 1F must be used for the initial deficiency analysis of state highways. However, state policy allows that, where it can be shown that it is infeasible or impractical to meet the targets, local governments may work with ODOT and stakeholders to consider and evaluate alternatives to the mobility targets. Any variance from the targets in Tables 6 requires Oregon Transportation Commission adoption.

⁷ Amendments to OAR 734-051 were made by SB 264 (2011) and went into effect on January 1, 2012. <http://www.leg.state.or.us/11reg/measpdf/sb0200.dir/sb0264.en.pdf>

How is the Transportation System Defined?

The following sections summarize the state highway classifications and applicable policies for state facilities through Depoe Bay. This information guides planning for these facilities and ultimately determines the adopted standards and regulations that apply.

ODOT Classifications for State Highways in Depoe Bay

Highway Classifications: OHP Policy 1A categorizes state highways for planning and management decisions. Updates to the TSP will support the existing highway classifications and will enhance the ability of the highways in Depoe Bay to serve transportation needs consistent with their defined functions. The following classifications apply to US 101, the only state facility in Depoe Bay:

- Statewide Highway
- Part of the National Highway System
- National Network Truck Route
- Scenic Byway
- Special Transportation Area (milepost 127.31-127.58 on north side of bridge)

Special Designations: OHP Policy 1B permits special highway segment designations where specific types of land use patterns foster compact development and in areas where the need for appropriate local access outweighs the considerations of highway mobility. Within a Special Transportation Area (STA) designation, which must be adopted as part of the OHP, access spacing standards can be modified and speeds reduced. As noted above, part of US 101 through Depoe Bay has the STA designation.

State Highway Freight System: OHP Policy 1C addresses the need to balance the movement of goods and services with other uses. It states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. Within Depoe Bay, US 101 is not an ODOT Freight Route. However, US 101 through Depoe Bay is part of the National Network⁸, a federal designation where states are required to allow “conventional” truck combinations. These combinations can be tractors with one semitrailer up to 48 feet in length, or one with one 28-foot semitrailer and one 28-foot trailer.

State Scenic Byway: OHP Policy 1D is intended to preserve and enhance designated Scenic Byways, such as US 101, with consideration for aesthetic and design elements along with attention to safety and performance.

State Lifeline Route: OHP Policy 1E recognizes the critical role of designated lifeline routes, such as US 101 in Depoe Bay, that provide access into and out of communities that may be stricken with natural or man-made disasters.

⁸ See http://ops.fhwa.dot.gov/freight/infrastructure/national_network.htm for more information on the National Network.

How is the Transportation System Managed?

State Highway Mobility Standards: OHP Policy 1F sets mobility targets for ensuring a reliable and acceptable level of mobility on the highway system⁹. The OHP assesses mobility in terms of volume to capacity ratio (v/c) for peak hour operating conditions. The mobility targets shown in Table 1, below, are applicable to long-range planning for state highways in Depoe Bay during peak hour operation¹⁰, pursuant to Policy 1F, Table 6:

Table 1: Intersection Mobility Targets

Roadway	US 101 Posted Speed	US 101 Classification	Mobility Target
US 101 from North City Limits to Bradford Street	≤ 35 mph	Statewide, Non-MPO	0.90 v/c
US 101 from Bradford Street to Depoe Bay Bridge	25 mph	Statewide, STA	0.95 v/c
US 101 from Depoe Bay Bridge to South Point Street	≤ 35 mph	Statewide, Non-MPO	0.90 v/c
US 101 from South Point Street to South City Limits	≥ 45 mph	Statewide, Non-MPO	0.80 v/c

Source: Oregon Highway Plan (OHP), Policy 1F, Table 6, December 2011 Revision

It is anticipated that the findings of the transportation analysis for the TSP update may support a change to mobility targets for US 101 within the city; the TSP update process is an opportunity to develop and apply alternative mobility targets. The Oregon Transportation Commission (OTC) must approve proposed alternative mobility targets on state highways.

City and County Mobility Standards: The adopted Depoe Bay TSP uses OHP v/c ratios to evaluate intersections in the city. Ratios differentiate between the STA segment in Depoe Bay and the rest of US 101 in the city. There are no mobility standards for local streets in the TSP or development code.

Access Management on State Highways: The Oregon Access Management Rule¹¹ (OAR 734-051) strives to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rule sets guidelines for managing access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 OHP. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction.

⁹ In particular, the mobility targets in Table 6 of OHP Policy 1F are applicable to state facilities in Depoe Bay and are considered standards for purposes of determining compliance with Transportation Planning Rule (OAR 660-012).

¹⁰ OHP Policy 1F uses the 30th highest annual hour as the peak hour. Alternatives to the 30th highest annual hour may be established as part of adopting an alternative mobility target.

¹¹ Access Management Rule: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

In addition, the ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues is identified. These rules enable the State to set policy and direct the 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.

OAR 734-051 is in the process of being amended to allow more consideration for economic development when developing and implementing access management rules. The new laws will result in substantial changes in rules about how ODOT manages highway approach road permitting. Changes include modifying how ODOT deals with approach road spacing, highway improvement requirements with development, and traffic impact analyses requirements for approach road permits. The law's provisions went into effect on January 1, 2012.

OHP Policy 3A and OAR 734-051 set access spacing standards for driveways and approaches to state highways.¹² The standards are based on roadway classification and differ based on posted speed. The administrative rule is in the process of being amended; the following spacing standards are in effect for unsignalized approaches to statewide highways in urban areas where average daily traffic is more than 5,000 motor vehicles.¹³

Table 2: Access Spacing Standards for US 101

Roadway Segment	Posted Speed Limit	Classification	Minimum Driveway Spacing
US 101 from north city limits to Bradford Street	25/35 mph	Urban, Statewide Highway, ADT > 5000	500 feet
US 101 from Bradford Street to Depoe Bay Bridge	25 mph	Urban, Statewide Highway, ADT > 5000, STA	*See note for spacing in STAs
US 101 from Depoe Bay Bridge to South Point Street	25/35 mph	Urban, Statewide Highway, ADT > 5000	500 feet
US 101 from South Point Street to Singing Tree Lane	45 mph	Urban, Statewide Highway, ADT > 5000	800 feet
US 101 from Singing Tree Lane to south city limits	55 mph	Urban, Statewide Highway, ADT > 5000	1,320 feet

Source: 1999 Oregon Highway Plan, Appendix C Revisions to Address Senate Bill 264, 2011

*In STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 150 feet or mid-block if the current city block is less than 300 feet

Access Management on Local Roadways: The adopted TSP does not include a table of access management standards by street functional classification, but refers to OAR 734-051 for access spacing standards for state facilities. The adopted TSP includes the following provision for approaches on two local streets: "(s)ould new local streets be requested, they should be spaced at no less than 300 feet on Collins Street and Williams Avenue."

¹² ODOT Access Management Standards (Appendix C): <http://www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml>

¹³ Table 2 in SB 264, <http://www.leg.state.or.us/11reg/measpdf/sb0200.dir/sb0264.en.pdf>

Other than minimum street frontage standards of 25 feet per parcel and maximum block lengths of 600 feet in land divisions, spacing/access management standards are not included in the existing development code.

Major Improvements: OHP Policy 1G requires maintaining performance and improving safety by improving efficiency and management before adding capacity. The intent of policy 1G and Action 1G.2 is to ensure that major improvement projects to state highway facilities have been through a planning process that involves coordination between state, regional, and local stakeholders and the public, and that there is substantial support for the proposed improvement.

Off-System Improvements: OHP Policy 2B establishes ODOT's interest in improvements on local roads that maintain or improve safety and mobility performance on state roadways, and supports local jurisdictions in adopting land use and access management policies. The TSP will include sections describing existing and future land use patterns, access management, and implementation measures.

Traffic Safety: OHP Policy 2F identifies the need for projects in the state to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services. One component of the TSP update is to identify existing crash patterns and rates and to develop strategies to address safety issues. Proposed improvements will aim to reduce the vehicle crash potential and/or improve bicycle and pedestrian safety by providing upgraded facilities that meet current standards.

Alternative Passenger Modes: OHP Policy 4B, Action 4B.4 requires that highway projects encourage the use of alternative passenger modes to reduce local trips. The TSP will develop ways to support and increase the use of alternative passenger modes to reduce trips on highways and other facilities. This will include improvements to bicycle and pedestrian facilities and consideration of existing and future transit movement along roadways.

Improvements on State Highways: The Highway Design Manual¹⁴ (HDM) provides uniform standards and procedures for ODOT and is in general agreement with the 2001 American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets*. Some key areas where guidance is provided are the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. The HDM should be used for all projects on state highways in Depoe Bay to determine design requirements, including the maximum allowable volume to capacity ratios for use in the design of highway projects.

Other Background Information for the TSP Update

The following sections summarize additional background information or guidance documents that will be referenced in updating the Depoe Bay TSP.

¹⁴ ODOT Highway Design Manual: http://www.oregon.gov/ODOT/HWY/ENGSERVICES/hwy_manuals.shtml

Projects to Be Considered in Future Transportation Analysis

Several of the documents reviewed identified transportation improvement projects that will be considered in future transportation analysis in Depoe Bay. Relevant projects are found in the following documents.

Depoe Bay Capital Improvement Plan (2003 and 2008)

The City of Depoe Bay administers a transportation system Capital Improvement Plan (CIP) towards which system development charges (SDCs) can be applied. The list of CIP transportation projects was last reviewed and updated in 2003, and is shown in Table 3.

Table 3: City of Depoe Bay SDC-Eligible Transportation System CIP (2003)

Project	SDC Eligible Cost
Ainslee Avenue/Winchell Street	\$140,000
Bay View Avenue/Alternate Route	\$842,400
Widen Bay View Avenue	\$48,700
Harney / Lane Street Highway 101 Intersection	\$253,800
Highway 101 Downtown Refinement and STA	\$20,000
Highway 101 Pedestrian Improvements (Outside of Downtown)	\$115,000
Inner Harbor Pedestrian Loop	\$70,000
Widen South Point Street, Highway 101 to Pine Street	\$62,400
Widen Coast Avenue, Kent to Highway 101	\$42,000
Planning and Compliance Efforts	\$55,000
Total SDC-Eligible Improvements	\$1,649,300

Source: City of Depoe Bay

The City also administers a CIP for its Urban Renewal Area, which is centered on the downtown core. This CIP contains projects related to parks and open space, public utilities, public buildings and facilities, and other infrastructure and program needs, including transportation. Table 4 shows the transportation-related project categories and urban renewal costs included in this CIP, along with select specific transportation projects that are included in each category.

Table 4: Transportation Projects in City of Depoe Bay Urban Renewal CIP (2008)

Project	SDC Eligible Cost
Parks and Open Spaces	\$447,320
Develop harbor walkways	
Provide ocean and harbor overlooks	
Street, Curb and Sidewalk Improvements	\$1,845,850
Improve vehicular circulation at Post Office/Service Station	
Reconstruct sidewalk on west side of US 101 from Sunset Street to Whale Park	
Improve existing highway crosswalks at Bay Street	
Restripe existing parking spaces	
South of Evans Street, provide 8-foot wide landscape strip / parallel parking area between bike lanes and sidewalks	
New crosswalks and curb extensions across US 101 near Ellingson, Evans, Graham, and Heiberg	
New US 101 crosswalk near Schoolhouse Street	
Fire warning signal in front of existing fire station	
Improve local streets (Coast, South Point, Bay)	
Streetscape and Neighborhood Beautification	\$233,160
Decorative pavers, street lighting, street trees, landscaping, street furnishings, signs along US 101	
City gateway sign and landscaping at northeast corner of US 101 / Schoolhouse Street	
Pedestrian, Bicycle, and Transit Improvements	\$466,320
Continuous bicycle lanes and sidewalks along US 101	
Pedestrian paths to connect parking areas to US 101	

Source: City of Depoe Bay

Depoe Bay Parks, Open Space, and Trails Master Plan (2012)

This plan provides conceptual designs and cost estimates for improvements to existing trails throughout Depoe Bay, as well as parks and open spaces. Several trails around the city are included in the plan, including lookout trails (North Point, Southwest, and East), the Harbor Pedestrian Loop, and the East Depoe Bay Multi-Loop.

Depoe Bay US 101 Refinement Plan (2005)

This plan identified four primary problems along Highway 101 in Depoe Bay: vehicular-vehicular conflicts, pedestrian-vehicular conflicts, limited parking, and a fragmented pedestrian system. Recommended improvements coming out of the planning process included:

- New pedestrian crossing treatments
- Sidewalk repairs and infill
- New ocean overlooks
- Redevelopment opportunities along Highway 101
- New local street connectivity
- Improved walking environment on bridge

- Street cross section improvements on the south side of the bridge

Depoe Bay Downtown Parking Study (2003)

This study aimed to encourage maximum efficiency out of Depoe Bay's existing parking in order to enhance economic vitality. The study recommended establishment of three parking zones: one in the core area near Bay Street, one on the north side of this core area, and one on the south side. Using the zone system, the plan established a framework for offering short-term, medium-term, and long-term parking, aiming to create higher turnover in the retail core while allowing for longer stays outside of the core or in off-street lots.

Depoe Bay Urban Renewal Plan (2008)

This plan established an urban renewal area encompassing the downtown commercial district of the city and some adjacent areas. The plan identifies some transportation deficiencies in the urban renewal area and includes projects to address these deficiencies. Transportation-related urban renewal projects include:

- Street, curb, and sidewalk improvements
- Streetscape and neighborhood beautification
- Pedestrian, bicycle, and transit improvements

Lincoln County Transportation System Plan

Lincoln County has jurisdiction over Collins Street in Depoe Bay and operates the transit system that serves the city. The County's TSP addresses these two areas as follows:

- **Collins Street.** The Lincoln County TSP acknowledges that the adopted Depoe Bay TSP calls for improvement of Collins Street to collector standards. However, the County TSP does not include Collins Street in its project list.
- **Transit.** The TSP includes several transit projects that may improve the attractiveness and utility of Lincoln County Transit (LCT) services for the entire county, including Depoe Bay. These include:
 - **Extended hours and routes** providing more midday and later evening services.
 - **Marketing plan** aimed at educating the public about service and increasing ridership.
 - **Updated 10-Year Transit Plan** to help prioritize needs and develop strategies for addressing them (last plan was completed in 2000).
 - **Updated LCT Website.**
 - **Pullouts, Signage, and Amenities**, including schedule information at all designated stops.
 - **Improved connections with other public transportation providers.**

Actions or Strategies to Be Considered in Updating the TSP

Several of the documents reviewed identify transportation actions, strategies, or standards and guidelines that will be considered in updating the Depoe Bay TSP. Relevant actions or strategies include those found in the following documents.

Oregon Freight Plan (2011)

The Oregon Freight Plan (OFP) is a modal plan of the OTP that implements the State's goals and policies related to freight. Its purpose statement is: "to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses."

The objectives of the plan include creating a framework for prioritizing and facilitating investments in freight facilities (including rail, marine, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system.

The plan includes a set of 11 strategies and corresponding actions that address defining and preserving a strategic freight system, reviewing investment criteria, establishing procedures to ensure system safety and efficiency, partnering with other organizations, coordinating freight planning with land use planning and other regulatory programs, and dealing with long-term funding needs.

Newly adopted, the plan still needs to develop and take action on implementation measures including an overall implementation plan, performance measures, funding options, and outreach.

Oregon Bicycle and Pedestrian Plan (1995; 2007 draft update)

The goal of the Oregon Bicycle and Pedestrian Plan is to provide safe and accessible bicycling and walking facilities in order to encourage increased levels of bicycling and walking. The plan provides measures 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 meet the plan's objectives, strategies for system design include providing bikeway and walkway systems that are integrated with other transportation systems; providing a safe and accessible biking and walking environment; and developing education programs that improve bicycle and pedestrian safety.

The plan states that bikeway and walkway systems will be established on urban highways, as follows:

- As part of modernization projects (bike lanes and sidewalks will be included);
- As part of preservation projects, where minor upgrades can be made;
- By restriping roads with bike lanes;
- With minor improvement projects, such as completing short missing segments of sidewalks;
- As bikeway or walkway modernization projects;
- By developers as part of permit conditions, where warranted.

The 1995 document includes two sections, including the *Policy & Action Plan* and *Bikeway & Walkway Planning Design, Maintenance & Safety*. 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. The document recommends design standards and provides safety information.

The second section has been updated as a new Oregon Bicycle and Pedestrian Design Guide addressing on-road bikeways, restriping, bicycle parking, walkways, street crossings, intersections, and shared-use paths.¹⁵ Once adopted, the updated Oregon Bicycle and Pedestrian Plan Design Guide will be referenced where bicycle or pedestrian facilities are planned as part of state funded projects or facilities.

Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan serves as the transit modal plan of the OTP. The plan builds on and implements the OTP's long-range vision for public transportation in the State of Oregon. The vision includes a comprehensive, interconnected, and dependable public transportation system, with stable funding, that provides appropriate service in each area of the state, offers an attractive option to driving to meet daily needs, and supports livability and economic development in the state.

The plan contains goals, policies, and strategies relating to the whole of the state's public transportation system. The plan is intended to provide guidance for ODOT and public transportation agencies regarding the development of public transportation systems.

Depoe Bay Comprehensive Plan (1980, last updated 2002)

The City of Depoe Bay Comprehensive Plan consists of a set of goals and policies that guide long-range planning in the city. The goals and policies are organized around the Statewide Planning Goals. The four Goal 12 (Transportation) goals focus on safety, support for economic vitality, energy conservation, and mode options in the transportation system. The ten policies under these goals address:

- Planning and implementation coordination with Lincoln County, the State, and other transportation facility and service providers;
- Roadway functional classifications;
- The use and maximization of rights-of-way;
- Connections between the city and other parts of the county for all modes, particularly utilities and transmission lines; and
- Improved transit services.

The 2000-2001 TSP is the adopted transportation element of the City's Comprehensive Plan. The TSP includes recommended policy language under the following headings: approval process for transportation facilities; protection of transportation facilities; coordinated review; and pedestrian and bicycle circulation.¹⁶ Upon TSP adoption, these policies were not amended into the Comprehensive Plan document, nor were adopted (1980) Comprehensive Plan policies¹⁷ modified to reflect the TSP.

The TSP update planning process will provide an opportunity to ensure that the policy language in the Comprehensive Plan and the TSP is consistent and to clarify the role each document serves in providing guidance for transportation planning in the city. Transportation-related goals and policies will be

¹⁵ A July 2007 public review draft is available on ODOT's website: at: http://www.oregon.gov/ODOT/HWY/BIKEPED/bp_plan_update.shtml#Background_Information

¹⁶ Depoe Bay Transportation System Plan 2000-2001, Section VIII Recommended Policies and Ordinances

¹⁷ Policies 9 and 10 were adopted in 1991 (Ordinance 172).

reviewed and potentially modified to better represent current state and local objectives. Potential policy changes may reflect issues that have been evolving since the last amendments to the Comprehensive Plan and update of the TSP, including multimodal transportation, optimal management and use of the existing transportation system, and support for more downtown-type pedestrian-oriented development.

Depoe Bay Zoning Ordinance (Updated through 2011)

The City of Depoe Bay Zoning Ordinance (“development code”) regulates the use of land within the city and includes standards for development, including requirements for land division. The following topic areas are relevant to the TSP update:

Access

Section 14.040 (General Requirements and Minimum Standards of Development Design) of the development code sets minimum street frontage and maximum block length standards for land divisions. Other than this subdivision standard, the development code does not include or reference driveway spacing and street spacing standards.

Performance Standards and Traffic Impact Studies

Section 14.040 (General Requirements and Minimum Standards of Development Design) acknowledges the need for assessing and addressing potential impacts on transportation facilities as part of development approval for land divisions. However, there are currently no specific Traffic Impact Study (TIS) requirements in the development code, nor references to mobility or other performance standards.

Coordinated Review

Section 10.025 (Review Procedures) allows the City to invite other public agencies to participate in development and land use review decisions. This section also allows the City to refer completed development applications “to affected districts, local, state, or federal agencies for comments.” Coordination with ODOT for road approach permits is required for land divisions pursuant to Section 14.090.2.

Street Design Standards

Both the development code and adopted TSP include standards for local street right-of-way and pavement widths. Pavement widths in Section 14.070 (Street Width in Subdivision and Partitions) are currently wider than what is specified in the adopted TSP. Pedestrian and bicycle facilities are not addressed in the street standards in the development code.

Pedestrian and Bicycle Access and Circulation

Section 14.040 establishes maximum block lengths and requires that the proposed layout of lots and streets connect to existing and planned streets and allow for future lots and streets to be built to standards if further division is possible under existing zoning. This section of the development code allows the Planning Commission to require public accessways but does not set the conditions for when they are required, or to what standards they should be constructed. The development code also addresses pedestrian and bicycle access and circulation in the land division process, but lacks a site

development review process and standards for requiring pedestrian and bicycle access and circulation when land division is not part of a development proposal.

Parking

Section 4.030 of the development code addresses off-street parking and loading. The section does not include provisions for bicycle parking.

TPR Compliance in Amendments to Comprehensive Plan and Land Use Regulations

Currently there are no criteria regarding the determination of the effect of a proposal on transportation facilities or compliance with the TPR as a condition of plan or land use regulation amendments approval in Article 9 (Amendments) of the development code.

US 101 Conditions Report (2005)

This report is an online compendium of information about US 101 from mileposts 0 to 363. It provides a wealth of detail on corridor conditions, including geometrics, operations, safety, land use, management, and bicycle and pedestrian conditions.

Recently Constructed Transportation Projects

The following significant transportation improvements have been made in Depoe Bay since adoption of the 2000-2001 TSP.

Project	SDC Eligible Cost
Ainslee Avenue (Phase 1 and 2)	\$147,000
Winchell Street (Phases 1-3)	\$302,000
Bayview Avenue	\$117,000
South Point Street Phase 1	\$127,000
Bay Street (US 101 to Conway)	\$83,000
US 101 sidewalk, east side (Bradford to Austin)	\$75,000
US 101 Clarke/Collins crosswalks	\$232,000

Source: City of Depoe Bay