

TSP SUMMARY

The Transportation System Plan

The 2016 Transportation System Plan (TSP) prepares Depoe Bay for accommodating traffic within its urban growth boundary (UGB) in the best manner possible through 2035. The TSP's big picture view allows it to guide the city in developing and maintaining acceptable transportation network performance more efficiently than a piecemeal or unorganized approach.

As the transportation element of the city's Comprehensive Plan, the TSP embodies the community's vision for an equitable and efficient transportation system. The TSP outlines strategies and projects that are important for protecting and enhancing the quality of life in Depoe Bay through the next 20 years. The TSP is a collection of current inventory, forecasts, past and current project ideas, decisions, and standards into a single document. The city, Lincoln County, private developers, and state or federal agencies all have a role in implementing elements of the TSP.

By setting priorities for available and anticipated funds in the 20-year planning period, the TSP provides a foundation for budgeting, grant writing, and requiring public improvements of private development. It also identifies and advocates for the projects and services that the city would like to implement, but cannot reasonably expect to fund during the next 20 years. The State of Oregon requires a TSP to integrate the city's transportation investment plans into the statewide transportation system. The plan attempts to balance the needs of walking, bicycling, driving, transit, and freight. The TSP reflects community values and protects what makes Depoe Bay a great place to visit, call home, and do business.

Reasonably Funded and Aspirational Projects

Projects that contribute more towards achieving the transportation goals of Depoe Bay ranked higher, and the plan assigned higher priority to their implementation. Solutions recommended in the TSP, consequently, are generally consistent with the goals and objectives, although the CAC used this evaluation as a guideline, making adjustments based on input from the community, city staff and decision makers in Depoe Bay.

Reasonably funded projects are those projects that the city and ODOT believe are likely to be funded during the 20-year planning horizon based on the constrained funding threshold established through a funding analysis. Aspirational projects (projects which the city supports and would like to implement) include all identified projects for improving the transportation system, regardless of their primary funding source and priority. In contrast to reasonably funded projects, aspirational projects are not likely to be funded during the 20-year planning horizon, but do address an identified problem and are supported by the city and ODOT if additional funds are available.

The full list of reasonably funded and aspirational projects is shown in the Table below. The full list includes 75 projects totaling an estimated \$82 million worth of investments. For more information on the development of the TSP project list, see Memo 11 in Volume 2.

The TSP's multi-modal, network-wide approach to identifying transportation system solutions, assigns the full list of projects to one of several categories:

- **Motor Vehicle** projects would improve connectivity, safety, and mobility throughout the city for motorists. Depoe Bay identified nine projects to improve driving and parking conditions that, as originally proposed, would cost an estimated \$55 million to complete.
- **Pedestrian** projects, including sidewalk infill improvements, would provide vital connections for pedestrians throughout the city and clear safety benefits to the more vulnerable users of the transportation system, particularly children and senior citizens. Depoe Bay identified approximately 40 sidewalk, multi-use path, pedestrian trail and pedestrian crossing projects that, as originally proposed, would cost an estimated \$18 million to complete. The project list combines a number of walking projects with driving projects where new or widened roadways are proposed. Walking projects can be easier to implement and more cost effective than roadway widening projects in that: 1) most can be accomplished in the existing right-of-way; and 2) construction can be in smaller phases or combined with a related maintenance activity like a pavement rehabilitation job.
- **Biking** projects include an integrated network of bicycle lanes and marked on-street routes to facilitate safe and convenient bike travel citywide and dedicated bicycle parking areas. Depoe Bay identified 13 biking projects that, as originally proposed, would cost an estimated \$1.4 million to complete. This number does not include multi-use path projects, which are included in the summary of pedestrian projects above. Similar to pedestrian projects, biking projects can be easier to implement and more cost effective than driving projects.
- **Transit** projects would enhance the quality and convenience for bus passengers, both for community members and visitors. Eight transit projects were identified, with an estimated cost of \$240,000. Implementation of these projects (new bus stops, rider amenities, etc.) would require close coordination with the City, Lincoln County Transit and ODOT. The City would be responsible for long-term maintenance of bus stops.

The Reasonably Funded Plan

The reasonably funded plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2035 (see Table 1 and Figures 7, 8, 9 and 10). If the city is able to implement the reasonably funded plan within the next two decades, Depoe Bay residents will have access to a safer, more balanced multi-modal transportation network.

City Projects

Several projects are included in the reasonably funded plan that would primarily be funded by the city, focusing on needs off US 101 and various citywide goals. An ADA Transition Plan would identify roadway improvements aimed at providing access to persons with disability

citywide. Sidewalk infill projects on key local streets would significantly improve walking safety and connectivity for residents and visitors. New bus stops downtown would provide bus riders, both citizens and tourists, a direct connection to the city center.

ODOT Projects on US 101

In addition to the projects included in the reasonably funded plan that would primarily be funded by the city, ODOT has projected that the city could receive up to \$2.4 million from various state and/or federal sources over the next 20 years. Based on current needs, Table 1 and Figures 7, 8, 9 and 10 show a reasonable estimate of how the city would use the state funds. The most significant ODOT investment commitment in Depoe Bay is urban roadway improvements to US 101 south of the Depoe Bay Bridge. ODOT has already awarded the City approximately 30 percent of the full construction cost of this project.

The highway, bike lane, sidewalk, crosswalk, and transit amenity projects depicted for state facilities are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any state facility are subject to change, will ultimately be determined through a preliminary and final design process, and are subject to ODOT approval.

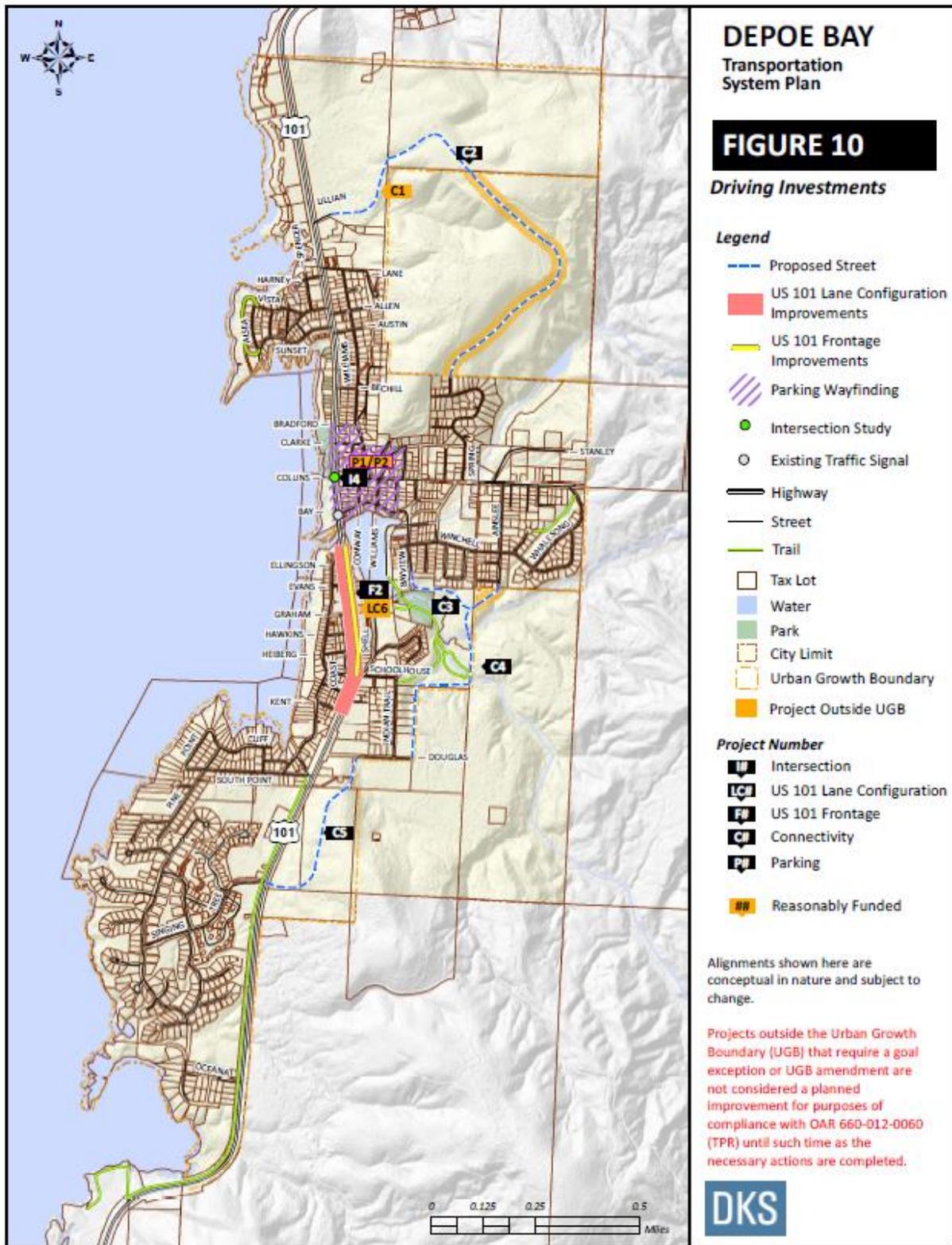
The projects shown in the reasonably funded list are merely illustrative of a group of projects that could be funded. Because ODOT supports all of the projects listed in the reasonably funded or aspirational plans, strict adherence to priority implementation of the projects currently shown on the reasonably funded list is not required by ODOT. This list may be modified and adapted within the limits of the reasonably funded threshold, as it currently exists or as it may evolve, to advance any supported project on US 101 in response to any opportunity or issue that may arise during the planning horizon.

The Aspirational Plan

The aspirational transportation system identifies valuable solutions that will not have funding by 2035, unless additional sources become available. Some of the projects require city funding and resources beyond what is available in the time frame of this plan. Others are contingent upon grants, development, or redevelopment. Some of the aspirational projects in Table 1 and on Figures 7, 8, 9 and 10 could move into the reasonably funded group, should the city develop new or expanded sources of funding.

Transportation funding options for cities include local taxes, assessments and charges, and state and federal appropriations, grants, and loans. All of these resources can be constrained based on a variety of factors, including the willingness of local leadership and the electorate to burden citizens and businesses; the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs; and the availability of state and federal funds. It is important for the City to consider all opportunities for providing, or enhancing, funding for the transportation improvements included in the TSP.

Motor Vehicle Projects (see Figure 10)				
Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*
REASONABLY FUNDED PROJECT LIST				
The reasonably funded plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2035.				
LC6	US 101 Lane Configuration South of Bridge – Funding Phase 1	Convert configuration to one lane in each direction with a center turn lane, Bay Bridge to Kent Street	\$421,000 + \$750,000	ODOT STIP Awards (funding for 30% of project)
F2	US 101 Frontage Improvements South of Bridge	Frontage improvements on US 101 between the Bay Bridge and Schoolhouse Street to provide bike lanes, sidewalks and on-street parallel parking	Included in LC6	ODOT STIP Awards
P1	Public Parking Wayfinding	Enhance wayfinding and signage for public parking lots off US 101 using a new uniform design package	\$50,000	City
P2	US 101 Parking Management	Implement a US 101 signage program with time stay requirements for the parking management zones recommended in the parking plan	\$50,000	City
ASPIRATIONAL PROJECT LIST				
The aspirational transportation system identifies valuable solutions that will not have funding by 2035, unless additional sources become available.				
I4	US 101/ Collins Street Signal Feasibility Study	Traffic signal feasibility study with conceptual design of US 101/Collins Street intersection	\$150,000	ODOT
C1	Lillian Lane Extension	Extend Lillian Lane east	\$6,400,000	Development
C2	Northern Connector	New roadway with multi-use path in the northern part of the city connecting Lillian Lane to Spring Avenue.	\$14,300,000	Development
C3	Bayview Avenue Connector	New roadway with multi-use path connecting project C2 to Bayview Avenue	\$3,800,000	City
C4	Southeast Connector	New roadway with multi-use path, connecting into the existing east-west roadway south of Indian Trail Avenue, and connecting to Ainslee Avenue at its north end	\$18,400,000	City
C5	Southern Connector	New roadway with multi-use path from Douglas Street near Indian Trail Avenue south to US 101, to US 101 at Singing Tree	\$7,400,000	Development
<p>*Primary funding source is based on the agency who has jurisdiction over an existing facility, and/or who is expected to fund and construct a new facility. Coordination will be needed between the funding agency and agency with jurisdiction if they are different. Additional funding may be available through multi-agency partnerships beyond the identified primary funding source.</p> <p>**Reasonably Funded: Within the estimated \$4.6 million likely to be available through existing city funding sources (including SDC's) combined with a revenue forecast from various state and/or federal sources.</p> <p>Aspirational: Comprised of the aspirational projects, those remaining projects that likely would not have city or state funding by 2035.</p>				

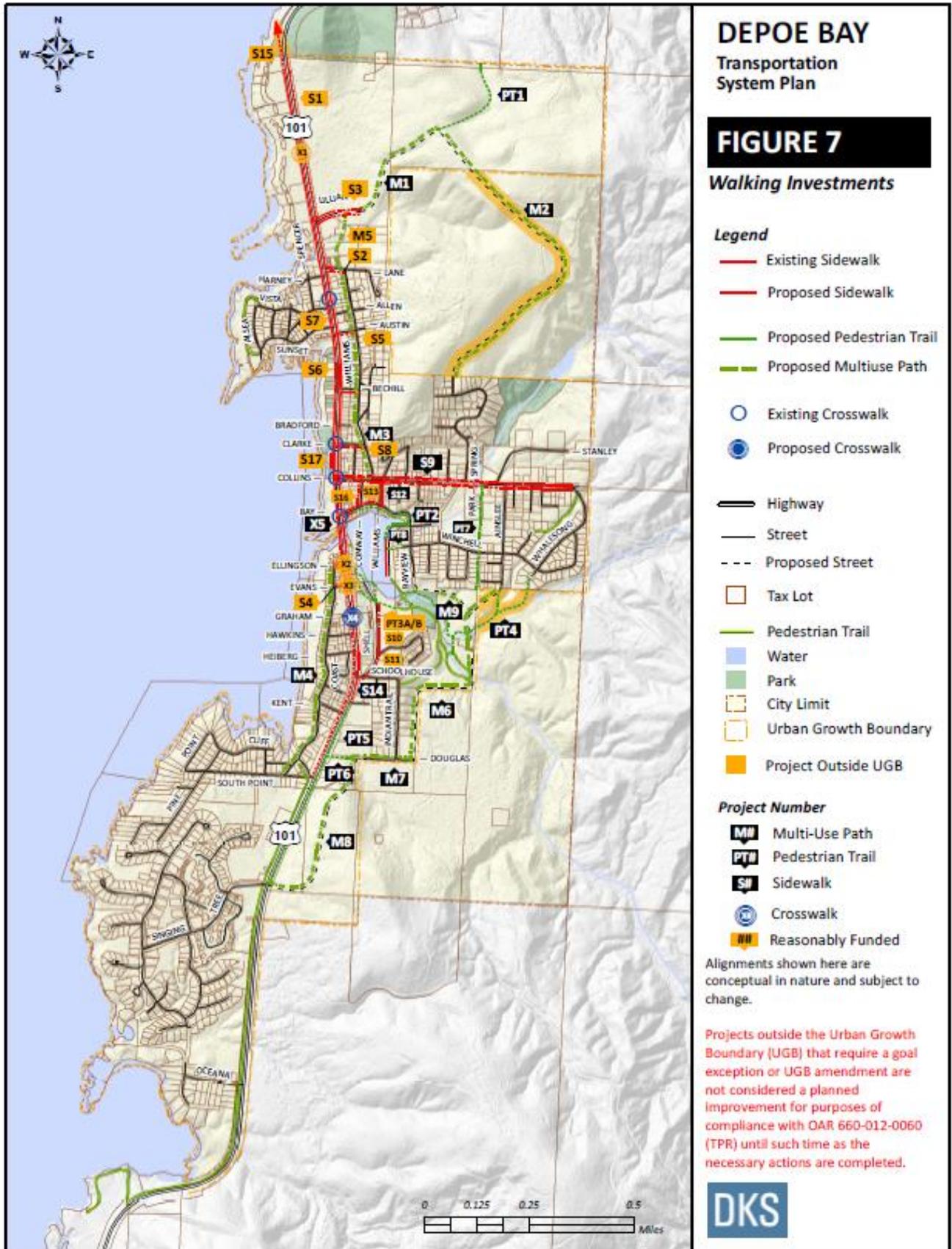


Pedestrian Projects (see Figure 7)				
Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*
REASONABLY FUNDED PROJECT LIST				
The reasonably funded plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2035.				
M1	Lillian Lane extension multi-use path	Separate path along Lillian Lane extension	Included in C1	Development
M5	Williams Avenue path extension	Separate path extending Williams path north from Lane Street to Lillian Lane	\$200,000	Development
PT3B	Harbor Loop pedestrian trail – south section with harbor side walkway	Completes the south segment of the Harbor Loop, includes floating dock or trail along harbor, connects to US 101 south of bridge	\$450,000	City
S1	US 101 sidewalk infill – north segment east side	North city limits to Lane St. on the east side of US 101	\$700,000	Development
S2	Lane Street sidewalk	Lane St. south side, from US 101 to Williams Ave.	\$150,000	Development
S3	Lillian Ln sidewalk extension	Extends the existing sidewalk on Lillian Lane east	\$200,000	Development
S4	Evans Street sidewalk	Evans St., south side from US 101 to Coast Ave.	\$150,000	Development
S5	Austin Street sidewalk	Austin St. south side, from US 101 to Williams Ave.	\$150,000	City
S6	US 101 sidewalk infill	US 101 west side along commercial parcel, between Austin St. and Bechill St.	\$60,000	ODOT
S7	US 101 Sidewalk – west side improvement	US 101 west side, from Harney St. to Sunset St., replace substandard sidewalk	\$200,000	ODOT
S8	Clarke Street sidewalk	Clarke St. south side, between US 101 and Williams Ave.	\$570,000	City
S10	Shell Avenue north sidewalk	Shell Ave. east side, from harbor to South 40 Ln.	\$450,000	Development
S11	Shell Avenue south sidewalk	Shell Ave. east side, from South 40 Ln. to Schoolhouse St.	\$200,000	City
S13	Bay Street sidewalk	Bay St. north side, from existing sidewalk near US 101 to Williams Ave.	\$400,000	City
S15	US 101 sidewalk infill – north area	Sidewalk on west side of US 101 from Thundering Shores past city limits to Boiler Bay State Wayside	\$250,000	ODOT
S16	Conway Avenue sidewalk	Conway Ave. west side, from Bay St. to Collins St.	\$500,000	City
S17	US 101 Pedestrian Plaza - reconfigure parking area	West side of US 101 between Clarke St. and Collins St.	\$100,000	ODOT
S18	ADA compliant pedestrian ramps	Approximately five ramps located in sidewalk area on US 101	\$50,000	ODOT

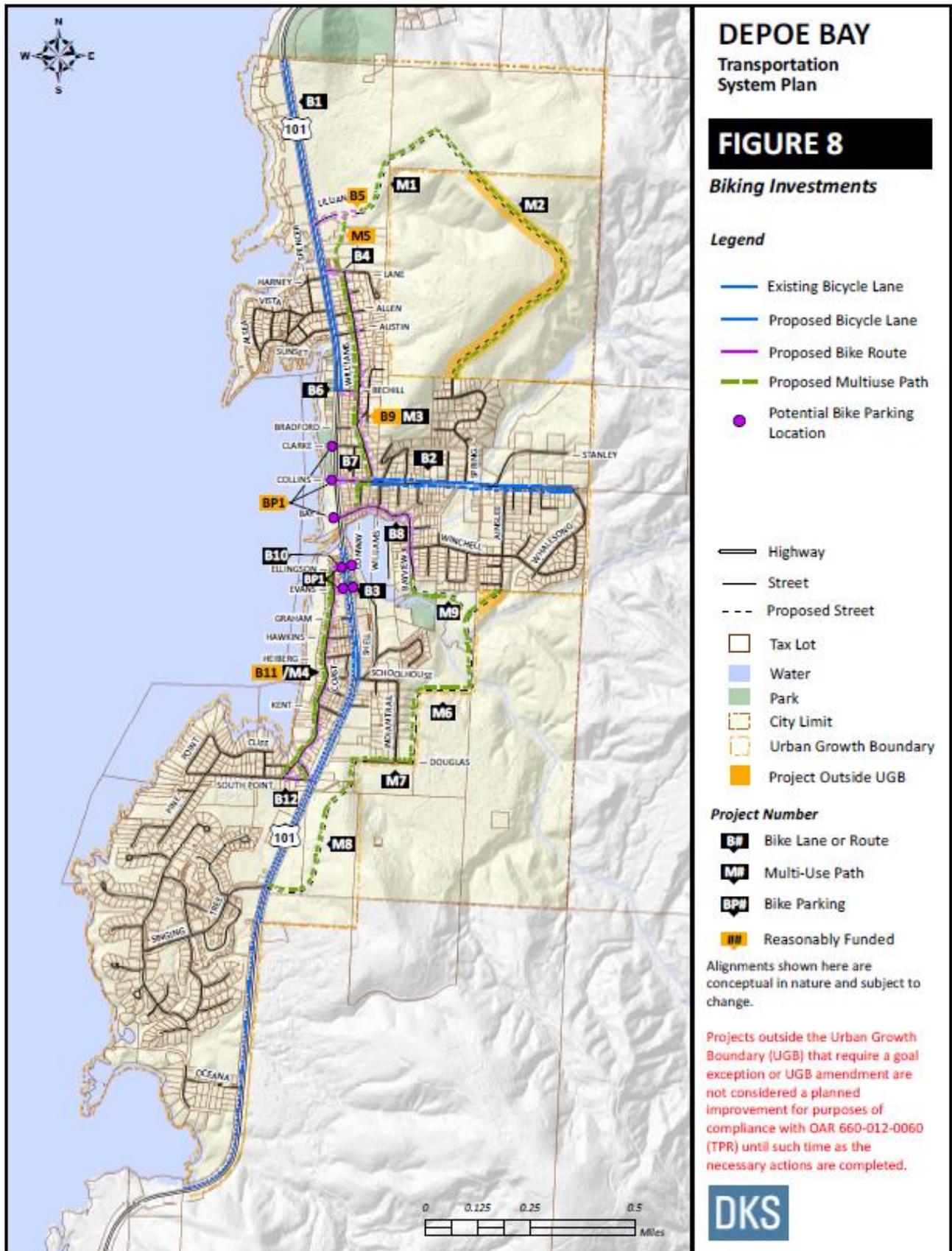
Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*
X1	Worldmark Crosswalk	US 101 at Worldmark main entrance	\$60,000	Development
X2	Ellingson Street Crosswalk	US 101 at Ellingson Street	\$80,000	ODOT
X3	Evans Street Crosswalk	US 101 at Evans Street	\$80,000	ODOT
--	Local ADA Self-Evaluation and Transition Plan	Evaluate citywide needs and modifications	\$30,000	City
ASPIRATIONAL PROJECT LIST				
The aspirational transportation system identifies valuable solutions that will not have funding by 2035, unless additional sources become available.				
M2	Northern Connector multi-use path	Separate path connection from east end of Lillian Lane to Spring Avenue Northern Connection	Included in C2	Development
M3	Williams Avenue multi-use path	Separate path along the west side of Williams Avenue from Collins Street to Lane Street, includes enhanced crossing at Collins Street and rebuild of entire street	\$8,300,000	City
M4	Coast Avenue multi-use path	Separate path along the east side of Coast Avenue from Ellingson Street to Kent Street, the west side to Beach Street, and on Beach Street to US 101, includes rebuild of entire street	\$4,300,000	City
M6	Southeast Connector multi-use path	Separate path connection north of Douglas St. to Bayview Ave. and Ainslee Ave.	Included in C4	City
M7	Douglas multi-use path	Separate path along Douglas Street	\$50,000	City
M8	Southern Connector multi-use path	Separate path from Douglas Street near Indian Trail Avenue south to US 101, teeing into US 101 at Singing Tree	Included in C5	Development
M9	Bayview Avenue Connector multi-use path	Separate path connecting project C2 to Bayview Avenue	Included in C3	City
PT1	Northern city limits pedestrian trail	Extends multi-use path M2 to north Depoe Bay city limits	\$50,000	Development
PT2	Harbor Loop pedestrian trail – north section	South side of Bay St., from existing sidewalks near US 101 along harbor to existing sidewalks on Coast Guard Dr.	\$1,400,000	City
PT3A	Harbor Loop pedestrian trail – south section	Completes the south segment of the Harbor Loop, hillside trail connects to US 101 at Evans	\$100,000	City
PT4	South Depoe Bay Creek pedestrian trail	Along South Depoe Bay Creek	\$90,000	City
PT5	US 101 pedestrian trail	US 101 east side from Painter Ln. to Singing Tree	\$100,000	Development
PT6	Douglas Street pedestrian trail	Connects US 101 to west end of Douglas Street	\$60,000	Development
PT7	Grant Avenue pedestrian trail	Collins Street to Melody Street in existing right of way	\$200,000	City
PT8	Winchell Street Lookout Trail	Bayview Street to east harbor parking lot	\$300,000	City
S9	Collins Street urban upgrade	Collins St., both sides from existing sidewalk near US 101 to eastern city limits, includes sidewalks and B2 bike lanes	\$5,100,000	County/City/Development

Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*
S12	Williams Avenue sidewalk	Williams Ave. east side, from Collins St. to Bay St.	\$200,000	City
S14	US 101 sidewalk infill – south area	US 101 east side sidewalk from Schoolhouse St. to Painter Ln. West side sidewalk from Schoolhouse St. to South Point St.	\$850,000	ODOT
X4	Graham Street Crosswalk	US 101 at Graham Street	\$80,000	ODOT
X5	Depoe Bay Bridge Undercrossing Enhancements	Additional pedestrian guidance to use undercrossing located at north end of Depoe Bay Bridge	\$50,000	ODOT

*Primary funding source is based on the agency who has jurisdiction over an existing facility, and/or who is expected to fund and construct a new facility. Coordination will be needed between the funding agency and agency with jurisdiction if they are different. Additional funding may be available through multi-agency partnerships beyond the identified primary funding source.
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 Aspirational: Comprised of the aspirational projects, those remaining projects that likely would not have city or state funding by 2035



Bicycle Projects (see Figure 8)					
Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*	Funding Status**
REASONABLY FUNDED PROJECT LIST					
The reasonably funded plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2035.					
B5	Lillian Lane bike route	Lillian Ln., from US 101 to the beginning of multi-use path M1	\$10,000	Development	Reasonably Funded (Medium)
B9	Williams Avenue bike route	Williams Ave. from Bay St. to Lane St.	\$45,000	City	Reasonably Funded (Low)
B11	Coast Avenue bike route	Coast Ave. from Ellingson St. to South Point St.	\$40,000	City	Reasonably Funded (Low)
ASPIRATIONAL PROJECT LIST					
The aspirational transportation system identifies valuable solutions that will not have funding by 2035, unless additional sources become available.					
B1	US 101 bicycle lanes – north segment	North city limits to Thundering Shores on the west side and Lane St. on the east side	\$1,220,000	ODOT	Aspirational
B2	Collins Street bicycle lanes	Collins St., from Williams Ave. to end of public road near eastern city limits	Included in S9	County	Aspirational
B3	US 101 bicycle lanes – south segment	US 101, from the south end of the bridge to southern city limits, north of Schoolhouse St included in F2	\$2,770,000	ODOT	Aspirational
B4	Lane Street bike route	Lane St., from US 101 to Williams Ave.	\$4,500	City	Aspirational
B6	Bechill Street bike route	Bechill St., US 101 to Williams Ave.	\$4,500	City	Aspirational
B7	Collins Street bike route	Collins St., from US 101 to NE Williams Ave.	\$7,000	City	Aspirational
B8	Bay Street – harbor bike route	Bay St. from US 101 along harbor, continuing on Bayview Ave.	\$19,500	City	Aspirational
B10	Ellingson Street bike route	Ellingson St. from US 101 to Coast Ave.	\$3,000	City	Aspirational
B12	South Point Street bike route	South Point St. bike route, connecting Coast Ave. to US 101	\$5,500	City	Aspirational
<p>*Primary funding source is based on the agency who has jurisdiction over an existing facility, and/or who is expected to fund and construct a new facility. Coordination will be needed between the funding agency and agency with jurisdiction if they are different. Additional funding may be available through multi-agency partnerships beyond the identified primary funding source.</p> <p>**Reasonably Funded: Within the estimated \$4.6 million likely to be available through existing city funding sources (including SDC's) combined with a revenue forecast from various state and/or federal sources.</p> <p>Aspirational: Comprised of the aspirational projects, those remaining projects that likely would not have city or state funding by 2035.</p>					



DEPOE BAY
Transportation
System Plan

FIGURE 8

Biking Investments

Legend

- Existing Bicycle Lane
- Proposed Bicycle Lane
- Proposed Bike Route
- Proposed Multiuse Path
- Potential Bike Parking Location

- Highway
- Street
- Proposed Street
- Tax Lot
- Water
- Park
- City Limit
- Urban Growth Boundary
- Project Outside UGB

Project Number

- Bike Lane or Route
- Multi-Use Path
- Bike Parking
- Reasonably Funded

Alignments shown here are conceptual in nature and subject to change.

Projects outside the Urban Growth Boundary (UGB) that require a goal exception or UGB amendment are not considered a planned improvement for purposes of compliance with OAR 660-012-0060 (TPR) until such time as the necessary actions are completed.



Transit Projects (see Figure 9)					
Project #	Project	Project Description	Estimated Cost (2015 Dollars)	Primary Funding Source*	Funding Status**
REASONABLY FUNDED PROJECT LIST					
The reasonably funded plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2035.					
T3	Relocation and Amenities to Southbound Depoe Bay Fire Dept Bus Stop	Current location: west side of US 101 south of Evans Street, near the Fire Department New location: Near US 101/Evan Street	\$30,000	ODOT	Reasonably Funded (Medium)
T4	New Northbound Fire Department Bus Stop	East side of US 101 near Evans Street	\$30,000	ODOT	Reasonably Funded (Medium)
T7	New Southbound Worldmark Bus Stop	West side of US 101, south of the Worldmark primary entrance	\$30,000	Development	Reasonably Funded (High)
T8	New Northbound Whale Watch Bus Stop	East side of US 101, near planned Whale Watch entrance	\$30,000	Development	Reasonably Funded (High)
ASPIRATIONAL PROJECT LIST					
The aspirational transportation system identifies valuable solutions that will not have funding by 2035, unless additional sources become available.					
T1	Amenities to Southbound Depoe Bay Mall 101 Bus Stop	West side of US 101 between Harney Street and Vista Street	\$30,000	City/ Lincoln County Transit	Aspirational
T2	Amenities to Northbound Depoe Bay Union 76 Bus Stop	East side of US 101 south of Allen Street and the Union 76 gas station	\$30,000	City/ Lincoln County Transit	Aspirational
T5	New Southbound Downtown Bus Stop	West side of US 101 north of Clarke Street	\$30,000	City/ Lincoln County Transit	Aspirational
T6	New Northbound Downtown Bus Stop	East side of US 101 north of Clarke Street	\$30,000	City/ Lincoln County Transit	Aspirational
<p>*Primary funding source is based on the agency who has jurisdiction over an existing facility, and/or who is expected to fund and construct a new facility. Coordination will be needed between the funding agency and agency with jurisdiction if they are different. Additional funding may be available through multi-agency partnerships beyond the identified primary funding source.</p> <p>**Reasonably Funded: Within the estimated \$4.6 million likely to be available through existing city funding sources (including SDC's) combined with a revenue forecast from various state and/or federal sources.</p> <p>Aspirational: Comprised of the aspirational projects, those remaining projects that likely would not have city or state funding by 2035.</p>					

