

The logo features four circular icons on the left, each with a white symbol on a colored background: a green circle with a walking figure, a yellow circle with a bicycle, a light blue circle with a car, and a dark blue circle with a person on a bicycle. Four colored lines (green, yellow, light blue, and dark blue) extend from these icons and curve to the right, ending behind the text.

TILLAMOOK COUNTY

TRANSPORTATION PLAN

PLANNING ADVISORY COMMITTEE MEETING #3

AUGUST 24, 2026

- PROJECT UPDATE
- PROJECT
OVERVIEW
- FUNDING
FORECAST
- STANDARDS



SCHEDULE



SPRING COMMUNITY ENGAGEMENT

- From March 16 through April 10, community members were asked:
 - Do the proposed projects address local needs?
 - Which projects are most important?
 - What is missing?
 - Which ideas need more study?

Community Conversation	Attendees
Oceanside, Cape Meares and Netarts	30
Neahkahnie and Falcon Cove	22
Pacific City, Woods and Tierra del Mar	12
Neskowin	44



SPRING COMMUNITY ENGAGEMENT

- **Safety was the clearest priority;** community members consistently asked for:
 - Safer places to walk and bike
 - Lower speeds and safer highway crossings
 - Improvements at confusing or unsafe intersections
 - Better emergency access and alternate routes
 - Safer parking near beaches, trails and viewpoints
 - Practical, lower-cost improvements that can be completed sooner
- Seasonal visitors, narrow roads, and limited space make many of these problems more challenging.



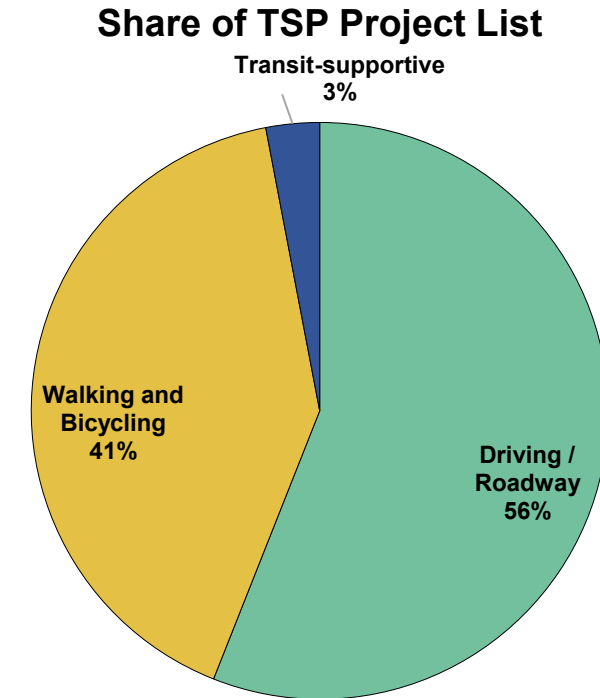
SPRING COMMUNITY ENGAGEMENT

- Some projects received strong support; others need more work
- **Strong support**
 - Multiuse paths and wider shoulders
 - Safer pedestrian crossings
 - Traffic-control and intersection improvements
 - Transit shelters and amenities
 - Safe Routes to School improvements
 - Better emergency connections
- **Mixed feedback or additional study needed**
 - Use of Neskowin's emergency egress road
 - Oceanside one-way street system
 - Expanded parking at Oceanside Beach State Park



ORIGINAL DRAFT PROJECT LIST

- 186 projects in the original draft list
 - 92 (49%) County projects – The remaining involve other jurisdictions/agencies
 - 34 (18%) roundabouts
 - 85 (46%) Safe Routes to School projects (from prior plans)
 - 103 (55%) Projects originating from 2025 public feedback





ADJUSTMENTS FROM FEEDBACK

- **Oceanside / Cape Meares / Netarts:**
 - New: OR 131 corridor safety between Tillamook and Oceanside (addressing illegal passing, speeding, left-turn conflicts, poor wet-weather visibility, signage, and targeted enforcement)
 - New: Symons Point parking, crossing, and pedestrian-safety project.
 - Expanded **PB-79 (Cape Meares Loop multiuse-path connection)** to match extents of Oceanside Action Partnership concept
 - Expand **MV-71** to include the Tire Trail leg, poor sight distance, confusing right-of-way, stop-sign compliance, pedestrian movements, and possible all-way-stop or other traffic-control improvements.
 - Modify **MV-81 (Netarts Bay Drive Change Traffic Pattern)** to be a broader corridor study



ADJUSTMENTS FROM FEEDBACK

■ Neahkahnie / Falcon Cove:

- Discussion: Tide Avenue culvert and erosion improvements
- Add a resilience and emergency-preparedness strategy addressing potential isolation if the Arch Cape tunnel, Neahkahnie Mountain section of US 101, or both become impassable.
- Add a new project or emergency-access strategy to provide controlled access through the gated roads north of Beulah Reed Road to a second US 101 connection. Evaluate emergency gate access, agreements, signage, and route suitability.
- Document the County's ongoing effort to reduce qualifying residential streets from 25 to 20 mph
- **PB-124 – US 101/Nehalem Road (Bicycle Visibility)** : The need is broader than bicycle awareness. The location serves the southern Neahkahnie Mountain/Coast Trail entrance and has frequent pedestrian crossings, high vehicle speeds, limited visibility, and vehicles parked near the intersection.



ADJUSTMENTS FROM FEEDBACK

- **Pacific City / Woods / Tierra del Mar:**

- New: Provide enhanced crossing (potentially an RRFB) at the Tierra del Mar beach entrance because of concentrated pedestrian activity
- New: Evaluate safety and resilience along **OR 130/Little Nestucca River Road**, including eroding shoulders, slide vulnerability, constrained bridges, sharp curves, warning signs, and accommodation of large emergency vehicles.
- Upgrade the existing crossing near the Thousand Trails/McPhillips beach access.
- **MV-12 – US 101/Sand Lake Road (Roundabout):** Consider advanced warning or a two-stage left turn or acceleration/merge lane.
- **MV-131 – Sunset Drive:** Revise from basic repaving to a multimodal-access project and coordinate construction with the anticipated water-main installation.
- Participants generally did **not** support a roundabout at **Cape Lookout Road/Sand Lake Road (MV-11)** because the intersection was not perceived as heavily traveled or especially problematic.



ADJUSTMENTS FROM FEEDBACK

- **Neskowin:**

- New: Develop a pedestrian and bicycle connection along the west side of US 101 between South Beach Road and the village.
- New: US 101 pedestrian crossing near the village/wayside.
- Implement corridor speed-management measures on US 101 approaching and passing Neskowin (instead of roundabouts) such as congestion warnings, intersection warning signs, flashing beacons, and advance notice of pedestrian activity.
- **MV-149 (open Hawk to vehicles)** was a hot topic and more clarity around the project is needed.

OTHER CONSIDERATIONS

Not every transportation need needs to become a separate construction project.



Similar improvements needed at multiple locations (curve warning signs, pedestrian crossings, speed-management measures, and traveler information) can be combined into countywide programs.

RESILIENCE PLANNING

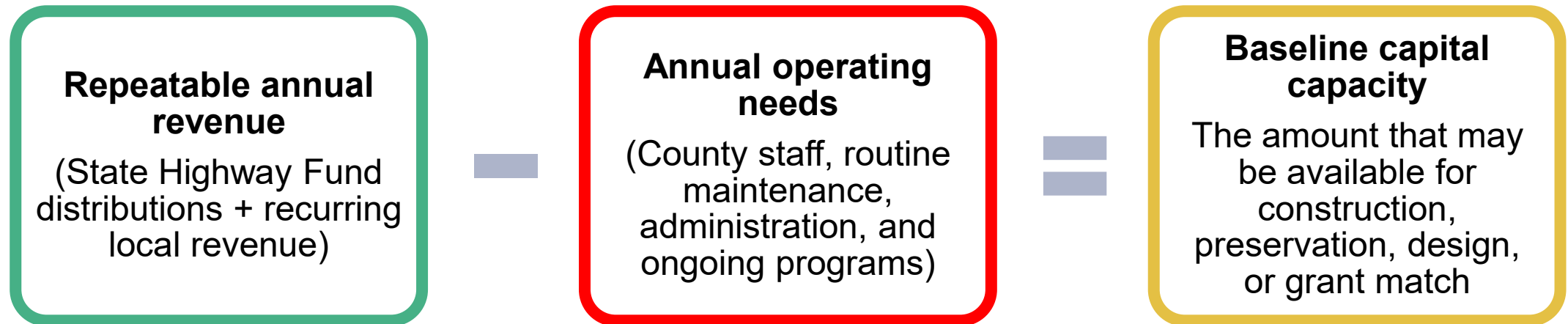
These projects better facilitate evacuations and/or provide redundancy and emergency access during a flood event or a post-seismic/tsunami event.

Project type	
Evacuation routes	New or improved trails, high-ground connections, signage, and assembly-point access in Neskowin, Pacific City, and Cape Meares.
Backup road access	Provide backup access for emergency responders when primary routes are unavailable.
Critical crossings	Potential seismic improvements to bridges over Kiwanda Creek, Beaver Creek, Mill Creek, the Trask River, and the Wilson River, plus North County bridges
Flood protection	Road raising, drainage improvements, flood-warning systems, and hardening of roads and trails affected by flooding or erosion



FUNDING FORECAST

A funding forecast is a planning estimate, not a guarantee of future funding.



Competitive grants, emergency reimbursements, debt proceeds, and fund balances are not counted unless they are committed or confirmed as available.



AVAILABLE FUNDING

Estimated capacity	Working forecast
Each year	\$1.5–\$2.0 million
FY 2026–2045	\$30–\$40 million

Coastal projects can be more expensive because of drainage, unstable soils, environmental permitting, limited right-of-way

Illustrative improvement	Typical planning-level cost
Signs, striping, warning systems, or small safety improvements	\$100,000–\$500,000
Crossing or targeted intersection improvement	\$500,000–\$1.5 million
Sidewalk, bikeway, or shared-use-path segment	\$2–\$4 million
Roundabout	\$10 million or more
Bridge, major roadway, or resilience improvement	Often several million dollars or more



EVALUATION OF PROJECT LIST

- **Evaluate against the Goals and Objectives**

- Safety and Resilience
- Mobility and Connectivity
- Land Use and Sustainability
- Communication, Collaboration, and Coordination
- Strategic Investment
- Community and Economic Vitality
- Transportation Options

Note: Goals & Objectives raw score is a screening tool, not an automatic priority ranking.

- **Priority projects:** The County's focus for implementation and grant pursuit through 2045. Funding is not guaranteed.
- **Aspirational projects:** Important projects retained in the TSP so they can advance if priorities change or new funding becomes available.



HOW TO PRIORITIZE PROJECTS

Possible Approach

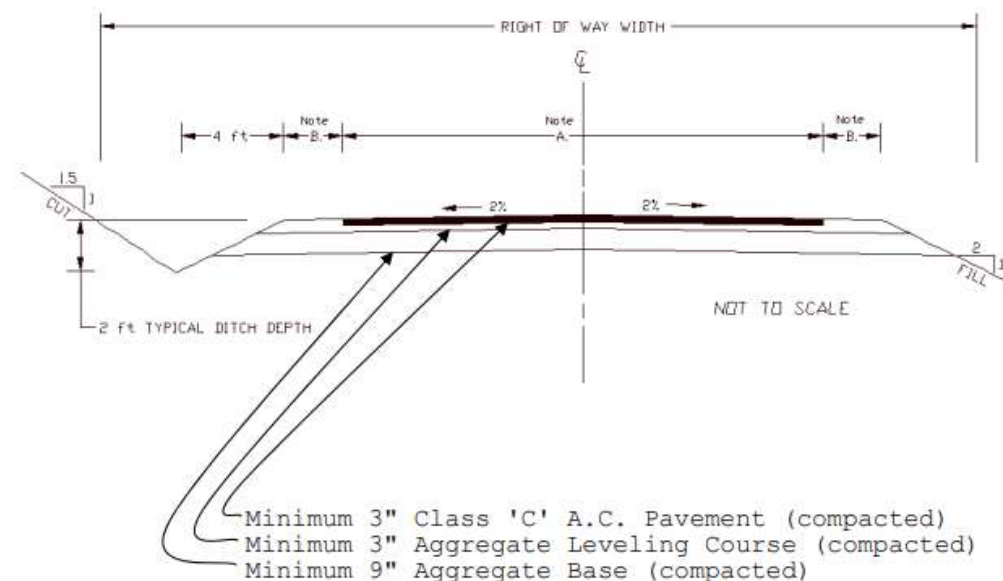
- **Address safety risks first**
Focus on documented safety concerns and locations affecting vulnerable travelers.
- **Complete important multimodal connections**
Fill short sidewalk and bikeway gaps that connect people to schools, transit, services, and community destinations.
- **Use local funds to unlock larger investments**
Fund project scoping, preliminary design, and required local grant matches.
- **Pursue partnerships for major projects**
Seek state, federal, agency, and private-development funding for bridges, roundabouts, major reconstruction, and resilience projects.



TRANSPORTATION STANDARDS

- Tillamook County's standards guide how roads and related improvements are designed, reviewed, permitted, and constructed.
- Some of the County's primary guidance dates from 2004–2007 and relies heavily on external manuals and case-by-case review.
- The TSP will review the existing standards for consistency with state requirements, current guidance, and Tillamook County's rural and coastal conditions.

STANDARD ROADWAY SECTION



Notes:

- Width of traveled way in accordance with AASHTO Manual centered in the right of way.
- Width of shoulders in accordance with AASHTO Manual.
- Build up shoulders to match pavement level & slope using aggregate leveling course.
- Aggregate and asphalt specifications in accordance with Materials Specifications as outlined in Appendix B.
- The County Engineer may require a higher standard.
- Left Turn Pockets and Right Turn Tapers may be required based on traffic warrants.



POTENTIAL UPDATES TO STANDARDS

TSP recommendations

- Functional-classification map and definitions
- Rural and community-center roadway cross-sections
- Access-spacing and mobility standards
- Walking and biking guidance for arterials, collectors, schools, transit stops, and community destinations
- Freight, evacuation, and lifeline-route designations
- Considerations for constrained coastal, drainage, and topographic conditions

Public Works and Development Standards

- Confirm references to AASHTO, MUTCD, ODOT
- Clarify when shoulders, paths, sidewalks, or enhanced crossings are appropriate
- Add access and connectivity requirements for land divisions and recognized rural communities, where applicable
- Retain a clear exception process for steep terrain, wetlands, waterways, limited right-of-way, and other physical constraints



NEXT STEPS

- Consultant to share the detailed technical memoranda discussing projects and funding.
- Next Advisory Meeting and Open House will be to review the Draft TSP.
- Likely later this fall, but it will depend on project team schedules