

MEETING SUMMARY

PLANNING ADVISORY COMMITTEE MEETING

Tillamook County TSP – Planning Advisory Committee (PAC) Meeting #3

August 24, 2026

1:00 PM – 2:30 PM

Microsoft Teams

Key Takeaways

- Safety was the committee's top investment priority, especially lower-cost improvements that can address needs across the county.
- Committee members also supported connected walking and biking routes, including sidewalks, paths, crossings, and links to transit stops.
- The project list will be narrowed and organized into priority and aspirational projects based on available funding, project scores, geographic balance, and practical considerations.
- The plan should support resilience by improving evacuation routes, backup access, critical crossings, drainage, and long-term durability during severe weather.
- The project team will consider refinement of several projects based on community and committee feedback, including safety needs on OR 131 and Nehalem Road and further study of Hawk Drive.

Meeting Summary

Purpose: Review proposed transportation projects, funding forecast, and existing transportation standards.

Project Status and Spring Engagement

- The project team reviewed input from spring community conversations in Oceanside/Cape Meares/Netarts, Neahkahnie/Falcon Cove, Pacific City/Woods/Tierra del Mar, and Neskowin, as well as the online open house.
- The initial list included 186 projects. Fewer than half could be led by the County alone because many are on state highways or require other partners. About 100 projects were connected to public feedback, and many came from earlier Safe Routes to School plans.

- Public input consistently emphasized safety, walking and biking connections, pedestrian crossings, intersection improvements, transit amenities, emergency access, and practical lower-cost improvements.

Project List Updates

- **Oceanside, Cape Meares, and Netarts:** Add an OR 131 corridor safety project addressing unsafe passing, speeding, and turning conflicts; add or expand parking, crossing, and pedestrian safety projects; extend the Cape Meares Loop multi-use path project; refine the MB 71 intersection project; and treat Netarts Bay Drive as a corridor study. Project descriptions will allow work to be completed in phases and will note active grant efforts where appropriate.
- **Neahkahnie and Falcon Cove:** Include Tide Avenue culvert and erosion work where it can be paired with transportation improvements; broaden the US 101/Nehalem Road project to address safety for all users; and review the project list for ways to improve walking conditions along Nehalem Road. The County is also working to reduce speeds on residential streets in unincorporated communities where appropriate.
- **Pacific City, Woods, and Tierra del Mar:** Add a pedestrian crossing near the Tierra del Mar beach access and improve the crossing near Thousand Trails/McPhillips Beach; evaluate safety and resilience along Little Nestucca River Road/OR 130; consider warning or other lower-cost treatments instead of a roundabout at US 101/Sandlake Road; coordinate Sunset Drive multimodal improvements with planned water-main work; and remove or reconsider the roundabout concept at Cape Lookout Road/Sandlake Road. Speed feedback signs may also help address seasonal speeding.
- **Neskowin:** Add a bicycle and pedestrian connection along the west side of US 101 between South Beach Road and the village and a crossing near the village/wayside. Emphasize warning signs, flashing beacons, and other speed-management measures rather than multiple roundabouts due to practicality. Reframe the Hawk Drive proposal as a study so the community can review a clearer concept before a decision is made.
- Repeated needs, such as curve safety, speed management, crossings, and traveler information, may be grouped into countywide programs or toolkits instead of listed as separate construction projects.

Funding and Project Evaluation

- The County is expected to have about \$1.5 million to \$2 million per year, or roughly \$30 million to \$40 million through 2045, for capital projects beyond routine maintenance and administration. This estimate does not include uncertain grant or emergency funds.
- Coastal construction costs are often higher because of drainage needs, unstable soils, environmental constraints, and limited right of way. Grant awards also require local matching funds, while storm damage and other urgent needs compete for the same resources.

- Projects are scored against the TSP goals, which are weighted equally. Scores are a screening tool. The final priorities will also consider geographic and modal balance, systemic safety, project cost, readiness, and opportunities to use local funds to secure larger grants or partner investments.
- Priority projects will be the main focus for implementation and grant applications. Other important projects will remain in the TSP as aspirational projects and may advance if funding or priorities change.
- Committee members supported putting safety first, completing useful walking and biking connections, using lower-cost signs and speed-management treatments where effective, coordinating with transit funding, and investing in resilience to weather events.

Transportation Standards

- Transportation standards guide how roads, intersections, sidewalks, paths, crossings, and access points are designed, reviewed, permitted, and built.
- The County's current approach relies largely on older local guidance, outside design manuals, and case-by-case review. The TSP will check current standards against state requirements and current guidance and identify needed or optional updates.
- Potential updates include the functional classification map and definitions, sample road cross sections for different settings, and walking and biking guidance. The project will also recommend code-ready language needed to adopt and implement the TSP so the plan, development code, and design standards are consistent.

Next Steps

- The project team will send the committee technical memoranda with the detailed project list, descriptions, cost estimates, evaluation results, and funding forecast in September. Committee members may provide comments for the final memoranda or draft TSP.
- The committee will meet again to review the draft TSP before the next public open house. The open house will likely be held after the holiday season, followed by the formal adoption process in early 2027.
- Future outreach should use community Facebook pages, Citizens Advisory Council newsletters and meetings, and flyers at local post offices. About one month of advance notice was recommended, and committee members offered to share information through their networks.

Follow-up Comments

After the meeting, a committee member asked the project team to:

- Confirm whether the Nestucca River bridges in Woods and Pacific City are resilient to floods and tsunamis, given their importance if Sandlake Road is closed by a tsunami or landslide.

- Consider how different right-of-way ownership patterns along state highways may affect sidewalk improvements, including in Cloverdale where ODOT owns only the area between the curbs. The member suggested developing general policies and exploring public-private partnerships because future development is unlikely to fund these improvements.

Microsoft Teams Meeting Chat

Lisa Macy-Baker 8/24 1:26 PM

LM Is there a reduction in speed suggestion for Tierra Del Mar?

Sonya Kazen 8/24 1:26 PM

SK Can you please send me the draft project list after the meeting? i don't have it - might have been sent out when i was overseas. Thanks.

Sonya Kazen was invited to the meeting.

Sonya Kazen left the chat.

Chris Laity was invited to the meeting.

Lisa Macy-Baker 8/24 1:46 PM

LM Bike and Ped projects - developing these paths improves safety.

Jacki Hinton 8/24 1:47 PM

JH Safety first to include pedestrian and biker safety

ESTES Brett * DLCD 8/24 1:58 PM

EB I need to head off to a 2 PM meeting. Thanks all!

ESTES Brett * DLCD left the chat.

Karen Schank 8/24 1:59 PM

KS Suggestion for prioritization: Given the increasing frequency and severity of weather events driven by climate change, I recommend conducting a broad review of projects to assess their resilience and help ensure the long-term value and durability of infrastructure investments.

Suggest using this group to get the word out to our communities.

Lisa Macy-Baker 8/24 2:02 PM

LM We will share to our Tierra Del Mar Community Association email list.

CHILDRESS Arielle 8/24 2:05 PM

CA Thank you!

Sarah Absher 8/24 2:05 PM

SA Thank You Angela!