



# REVISED PLAN AND POLICY MEMORANDUM ATTACHMENT A

**Date:** December 28, 2018 Project #: 22254.0

**To:** Larry Lewis and Kerry Kemp, City of Waldport  
David Helton, Oregon Department of Transportation

**From:** Matt Bell and Susan Wright, Kittelson & Associates, Inc.

**Project:** Waldport Transportation System Plan (TSP) Update

**Subject:** Revised Plan and Policy Memo (Subtask 2.2)

## PLAN AND POLICY PROJECTS

This memorandum documents the status of identified projects from existing transportation plans for the Waldport area. Transportation plans reviewed for projects include:

- » Waldport TSP (1999),
- » Waldport Comprehensive Plan (2010),
- » Yaquina John Point Land Use & Transportation Plan (2012),
- » Waldport Industrial Park Master Plan (2017), and
- » Lincoln County TSP (2017).

The projects were classified as complete, scheduled, incomplete, or no longer necessary. These projects will be reviewed further as part of the Waldport TSP Update to determine their relevance to existing and future transportation needs. Table 1 summarizes the identified projects.



**Table 1: Adopted Plan Projects**

Project	Description	Status	Advance, Remove, Reconsider
Waldport TSP (1999)			
A. Street Design Standards	Implement minimum street design standards according to table in TSP (Page 68).	Ongoing	Advance – May want to reconsider (e.g. local street ROW width)
B. Street Maintenance	Improve and maintain existing streets, i.e. potholes, paving, and striping. Additionally, there is a lack of street identification signs or existing street signs old, faded and difficult to read. On Highways 101 and 34 ODOT may provide street signs or improvements if requested.	Ongoing	Advance – Reconsider street identification signs
C. Enforce and Reduce Speeding	<p>Enforce and reduce speeding at the three main entrances (gateways) into the community including:</p> <ul style="list-style-type: none"> <li>» Southbound Highway 101 traffic coming off the bridge;</li> <li>» One potential improvement at this location is for the City to request ODOT to determine appropriate transition speed limits. Currently the southbound speed limit is 55 mph approaching the bridge, whereas a reduced speed of 40-45 mph may be more appropriate prior to the 25-mph speed limit. Additional signage, i.e. "speed zone ahead may also help.</li> <li>» Northbound Highway 101 traffic;</li> <li>» Westbound Highway 34 traffic.</li> </ul>	Ongoing	Advance – Pretty sure speed limit is reduced to 40 mph prior to 25 mph
D. Range Drive Improvements	Widening, eliminating or mitigating curves and sight distance inadequacies, and providing pedestrian/bicycle facilities on both sides of the street.	Incomplete	Advance – Sidewalks on at least one side



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
E. Highway 101/Range Drive Intersection	The most important improvement at this intersection is the need for a center turn lane for southbound Highway 101 traffic. Additional improvements may include access improvements to the commercial establishments on the west side of Highway 101 so that access to this commercial area aligns with the realigned Range Drive.	Ongoing	Advance – Center lane is constructed
F. Crestline Drive Improvements	Continuous pedestrian/bicycle facilities are needed between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street; however, they need to at least be continuous on one side. Initially, it may be more feasible to construct a pedestrian facility (sidewalk or pathway) on the east side of Crestline Drive north of Range Drive, and on the west side south of Range Drive. However, it may be appropriate to extend the pathway along the west side, through Crestline Park, just north of Range Drive. The northern portion of Crestline Drive, where the hill and curves are located, is currently an unsafe section of road, especially for bicyclists and pedestrians.	Incomplete	Advance – Need to reconsider/update
G. Maintain Access to Amenities and To Undeveloped Land	Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.	Ongoing	Advance
H. Circulation Connectivity with New Development	Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.	Ongoing	Advance
I. Access Improvements with Redevelopment	When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections such as the service station and auto store at the Highway 101/Highway 34 intersection.	Ongoing	Advance



# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
J. Ensure Transportation Facilities and Services Accommodate Special Needs	Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.	Ongoing	Advance – May need to revisit/ update given new ODOT standards
K. New East-West Road in South Waldport Connecting Hwy. 101 and Crestline Drive	<p>This would serve the developing industrial area and reduce truck traffic on Range Drive and Crestline Drive. It would also serve the developing residential zoned land and the elementary school, particularly for traffic approaching this area from Highway 101, south of the City. Potential locations include:</p> <ul style="list-style-type: none"> <li>» West from Crestline Drive through the industrial zoned land and through land currently located outside the Urban Growth Boundary. This would necessitate an exception to the statewide goal of prohibiting development of new roads outside urban growth boundaries;</li> <li>» Extend Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Dr.</li> </ul>	Incomplete	Advance – Need to update potential routes per Industrial Park Master Plan
M. Highway 34/Crestline Drive/Mill Street Intersection	The Highway 34/Crestline Drive intersection is offset from the Highway 34/Mill Street intersection. In addition, it is currently confusing and unsafe for eastbound Highway 34 traffic to turn north on to Mill Street. The recommended alternative is to reroute northbound turning traffic from Highway 34 to Broadway Street and prohibit the northbound turn on Mill Street from eastbound Highway 34. If high school redevelopment/ improvements occur, consider realigning Crestline Drive to align with Broadway Street.	Ongoing	Completed – Need to reconsider
N. Highway 34/Bay Street Intersection Improvements	Eastbound Highway 34 traffic exits to the school parking lot at the location where vehicles entering Highway 34 from city hall and the school are stopped for Highway 34 traffic.	No Longer Necessary	Advance



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
O. Highway 101/Highway 34 Intersection Improvements	Improvements will primarily occur with redevelopment to ensure that better ingress and egress is provided to businesses located on or near the intersection. However, improved (safer) pedestrian crossing improvements could occur sooner.	Ongoing	Advance – Pedestrian improvements have occurred
P. Pavement Striping Improvements	Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.	Ongoing	Advance
Q. Improve the Inadequate Sight Distance at the Curve in East Waldport	Inadequate sight distance at the curve near the east edge of Waldport (east of slough bridge, near the RV Park).	Incomplete	Advance – Revisit/ update Highway 34/ Waldport Heights intersection
R. Red Ditch Improvements	Conduct a study to determine appropriate improvements, i.e. that vary from creating a landscaped drainageway with pedestrian and bicycle path to covering Red Ditch to provide for additional parking.	Incomplete	Advance – May want to reconsider covering ditch to create more parking
S. (South) Highway 101 Continuous Center Turn Lane to Beachside State Park	Long term provide a continuous center turn lane between the seawall and Beachside State Park on Highway 101.	Incomplete	Advance – Should be Patterson State Park (Not Beachside)
T. Highway 101/Spring Street Turning Movement Improvements	Improvements to prevent southbound Highway 101 traffic from accessing eastbound Spring Street which is currently prohibited but physically possible.	Complete	Advance



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
U. Additional Downtown Parking	<p>Provide additional parking for downtown businesses, particularly for Highway 101 businesses. This may occur through a central parking lot(s) located close to downtown businesses. Potential sites, near Hwy. 101, were identified in the planning process. However, a decision was made not to specifically identify (in the TSP) privately-owned parcels that may be utilized for future downtown parking. This decision was made in order to be sensitive to the needs of existing property owners, and to help ensure that land asking prices are not escalated due to a perception that the City is interested in acquiring specific parcels. The City should pursue acquisition of parcels near Highway 101 for additional public parking in the future.</p>	Ongoing	Advance – No additional parking needed
V. Downtown Access Management and Pedestrian Circulation Improvements	<p>Potential improvements include consolidation of driveways and a continuous, consistent pedestrian facility (sidewalk) on both sides of Highway 101 and Highway 34.</p>	Ongoing	Advance – Revisit/ Update
W. Improve Auto, Bus, Bicycle, and Pedestrian Improvements at Waldport High School	<p>Better define circulation for automobile, bus, bicycle, and pedestrian circulation and provide additional parking.</p>	Ongoing	Advance – This was for former high school location – Need improved transportation facilities at school campus



# WALDPORT, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
<p>X. Increase Public Transportation Service</p>	<p>Increase public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:</p> <ul style="list-style-type: none"> <li>» Increasing public awareness of the existing service that currently runs four times a day during the week;</li> <li>» Increasing public transportation trips to include weekend, early morning, and evening services;</li> <li>» Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.</li> </ul>	<p>Ongoing</p>	<p>Advance – Refer to Lincoln County Transit Plan. Consider moving bus stop at library to Dollar General</p>
<p>Y. Pedestrian Crossings on Highway 101 and Highway 34</p>	<p>Provide safe pedestrian crossings at intersections on Highway 101 and Highway 34. Potential crosswalk improvements could include striping and other markings making motorists aware of pedestrians, pavement color and texture improvements, signage, lighting, and curb extensions. Pedestrian crossings on Highway 101 and Highway 34 are recommended at the following locations:</p> <ul style="list-style-type: none"> <li>» Highway 101/Highway 34</li> <li>» Highway 101/Willow Street</li> <li>» Highway 101 near the Bakery and Flounders</li> <li>» Highway 101 near the Texaco Station</li> <li>» Highway 34/John Street</li> <li>» Highway 34/Cedar Street</li> <li>» Highway 34/Commercial Street</li> <li>» Highway 34/Crestline Drive</li> <li>» Highway 34/Verbena Street</li> </ul>	<p>Ongoing</p>	<p>Advance – Crossings on US 101 at OR 34 and near the Bakery and Flounders are complete. Crossings on OR 34 at John Street and Verbena Street are complete. Consider additional crossing at Alsea Avenue</p>



# WALDPORT, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
Z. Arterial and Collector Street Bicycle/ Pedestrian Facilities	Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Street.	Ongoing	Advance
AA. Connected Community-wide Pedestrian/Bicycle System			
AA1. Crestline Drive - Ball Fields Connection	Crestline Drive to the ball fields (Kendall Fields) through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive.	Complete	Remove
AA2. Elementary School - Range Drive Connection	The elementary school to Range Drive via the west side of the golf course. The specific location of this pedestrian/bicycle facility needs to consider the safety of people walking/bicycling through woods.	Incomplete	Advance
AA3. Crestline Drive - Waldport High School Connection	Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection. This connection would likely require right-of-way acquisition or an easement through private property. Due to topographic constraints, this connection would likely be pedestrian-only.	Incomplete	Advance – Incomplete, reconsider design/ facilities
AA4. Norwood Drive - Range Drive Connections	Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These ped/bike connections would typically occur through the land use application process where the City will require connections concurrent with land development.	Incomplete/ Ongoing	See Yoquina Plan
AA5. Kelsie Way - Highway 101 Connection	An east-west oriented pathway connection. There is an existing unimproved pathway along this route.	Incomplete	Advance – Need vehicular connection too
AA6. Slough Loop	An east Waldport loop including a pathway along the slough.	Incomplete/ Ongoing	See Yoquina Plan





# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
AA7. Bay Path	A pathway along the entire bay frontage (realizing that high tide may restrict access).	Incomplete	Advance
<b>City of Waldport Comprehensive Plan</b>			
<b>Recommended Street Plan Projects</b>			
A. Street Maintenance	Improve and maintain existing streets as needed, i.e. potholes, paving, striping, and identification signs.	Ongoing	Advance
B. Pavement Striping Improvements	Crosswalk, bicycle lane, and fog line improvements to provide better demarcation and vision for motorists.	Ongoing	Advance
C. Monitor, Enforce, and Reduce Speeding	Monitor, enforce and reduce speeding on streets as necessary. Standards methods for reducing speed include reducing maximum speed limit, enforcement signs, pavement striping, traffic speed detectors, etc. Traffic calming and reduced speeds can also occur through "gateway" improvements, i.e. landscaping, community entry/welcome signs, etc.	Ongoing	Advance
D. Range Drive Improvements	Widen, eliminate or mitigate curves and sight distance inadequacies, and provide pedestrian/bicycle facilities.	Incomplete	Advance
E. Crestline Drive Improvements	Continuous pedestrian/bicycle facilities are needed on Crestline Drive between Highway 34 and the elementary school. Bicycle lanes and pedestrian pathways are preferred on both sides of the street; however, they need to at least be continuous on one side. A sidewalk has been constructed on the west side of Crestline Drive along the Crestline Park frontage. The northern portion of Crestline Drive (north of Cedar Street) needs improved pedestrian facilities however there are constraints due to the steep hill and curves.	Incomplete	Advance – Reevaluate, reconsider design/facilities
F. Maintain Access to Amenities and To Undeveloped Land	Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities, i.e. the bay, or provide better connectivity to adjacent land.	Ongoing	Advance



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
G. Circulation Connectivity with New Development	Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.	Ongoing	Advance
H. Access Improvements with Redevelopment	When redevelopment occurs, ensure adequate and safe access occurs, i.e. ingress and egress issues near intersections.	Ongoing	Advance
I. Ensure Transportation Facilities and Services Accommodate Special Needs	Ensure transportation facilities are in accordance with Americans with Disability Act standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.	Ongoing	Advance
J. Hwy. 34 Lint Slough Bridge Improvement	ODOT plans to upgrade the Hwy. 34 Lint Slough Bridge in 2011.	Incomplete	Advance – New bridge under construction



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
K. New East-West Road in South Waldport Connecting Hwy. 101 and Crestline Drive	<p>A new east-west road(s) connecting Highway 101 and Crestline Drive would serve the developing industrial area and reduce truck traffic on Range Drive and Crestline Drive. It would also serve the developing residential zoned land and the Crestview Heights School, particularly for traffic approaching this area from Highway 101, south of the City. Potential locations include:</p> <ul style="list-style-type: none"> <li>» West from Crestline Drive through the industrial zoned land and through land currently located outside the Urban Growth Boundary. This would necessitate an exception to the statewide goal of prohibiting development of new roads outside urban growth boundaries;</li> <li>» Extend Seabrook Lane east and south, connecting to Crestline Drive south of the Golf Course, i.e. Green Dr.</li> <li>» East from Highway 101 near the existing weigh station connecting to Crestline Drive south of the Golf Course.</li> </ul>	Incomplete	Advance – Consider alternatives routes per Industrial Park Master Plan
L. Highway 34 Improvements – Hwy. 101 to Crestline Drive	Center turn lane, landscaped medians, sidewalks, curb extensions, parking improvement, and landscaping/ street furniture.	Incomplete	Advance – “Alsea Avenue”
M. Highway 101 – Keady Wayside to Ocean Hills Drive Corridor Plan	Develop and implement a highway corridor plan to ensure that this section of Highway 101 will properly function in the future, i.e. alternative travel lane configurations such as the need for center turn lanes, right turn refuge lanes, local street connectivity, access management, sight distance issues, bicycle and pedestrian facilities, and storm drainage improvements.	Incomplete	Advance – Highway corridor plan is in Yoquina Plan
N. Improve the Inadequate Sight Distance at the Curve at Hwy. 34 and Waldport Heights Drive	Improve the inadequate sight distance at Highway 34 and Waldport heights Drive.	Incomplete	Advance



# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
Public Transportation Projects			
O. Increase Public Transportation Service (Low Priority)	<p>Encourage increased public transit (bus and van) service between Waldport and other cities, i.e. Newport, Lincoln City, Corvallis, Salem, and Portland. Improved public transit service and increased ridership can occur through alternative mechanisms:</p> <ul style="list-style-type: none"> <li>» Increasing public awareness of the existing service that currently runs four times a day during the week;</li> <li>» Increasing public transportation trips to include weekend, early morning, and evening services;</li> <li>» Physical public transportation-related improvements within Waldport, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations; and attractive bus/van shelters with routing and scheduling information.</li> </ul>	Ongoing	Advance
Pedestrian and Bicycle Transportation Projects			
P. Arterial and Collector Street Bicycle/Pedestrian Facilities	Provide continuous pedestrian/bicycle facilities on major streets, i.e. Highway 101, Highway 34, Crestline Drive, Range Drive, and (lower) Cedar Drive.	Incomplete	Advance
Q. Connected Community-wide Pedestrian/Bicycle System	See Below.	Incomplete	Advance – See below and see Parks Master Plan
Q1. Woodland Corridor Trail	Crestline Drive to the ball fields (Kendall Fields) through existing utility easements and two public park parcels located off Crestline Drive, View Drive, Greenwood Way, Brentwood Drive and Park Drive.	Complete	Remove



# WALDPORT, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
Q2. Crestview Heights School – Range Drive Connection	Crestview Heights School to Range Drive via the west side of the golf course.	Incomplete	Advance
Q3. Lint Slough Loop	An east Waldport loop including a pathway along the slough.	Incomplete	Advance – Needs to continue south then west connecting to Crestline Drive
Q4. Crestline Drive – Waldport High School Connection	Pedestrian access between Crestline Drive and Waldport High School. There is an existing partial, unimproved pedestrian connection. This connection would likely require right-of-way acquisition or an easement through private property. Due to topographic constraints, this connection would likely be pedestrian-only.	Incomplete	Advance – See AA3
Q5. Norwood Drive – Range Drive Connections	Connections between residential developments, i.e. from Norwood Drive and Dolores Drive to Kelsie Way and Forest Parkway, along Pacific View Drive, etc. These ped/bike connections would typically occur through the land use application process where the City will require connections concurrent with land development.	Incomplete/ Ongoing	Advance – See Yoquina Plan
Q6. Kelsie Lane – Highway 101 Connection	An east-west oriented pathway connection. There is an existing unimproved pathway along this route.	Incomplete	Advance – See AA5
Q7. East Waldport Trail	A trail connecting Waldport Heights to the City Water Plant to Lint Slough.	Incomplete	Advance

Lincoln County TSP (2007)



# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
S8: OR 34 East Waldport Segment (MP 1.62 to 14.50) Safety Improvement	Repave, add shoulder width, restripe, improve signage, add left turn pockets, and consolidate access to reduce rear-end crash trend.	Incomplete	Advance
BP3: General Shoulder Widening	Add shoulder width to accommodate bicycles and pedestrians where appropriate.	Incomplete	Advance
BP4: Bicycle/Pedestrian Safety Signage	Add signage for designated routes to bicycle and pedestrian destinations.	Incomplete	Advance
T1: Extended Transit Hours and Routes	Extend LCTSD service hours and routes.	Ongoing	Advance
T2: Extended Service (new routes)	Create new LCTSD routes.	Incomplete	Advance
<b>Yaquina John Point Land Use and Transportation Plan (2012)</b>			
US 101 Seawall Intermediate Phase	Widen northbound bike lane by restriping (northern portion only, southern (curb section) portion remains as-is, because there is inadequate width to accommodate this intermediate improvement in this 400-foot south portion of the seawall section). Restripe existing paved section, only concurrent with repaving, providing narrower travel lanes and wider northbound shoulder.	Incomplete	Advance
US 101 Seawall Bridgeview Multi-Use Path Intermediate Phase	Bridgeview multi-use path on east side of US 101 from North Forest Service Drive to North Terminus (maintenance road), includes bridge over creek and uses existing powerline corridor maintenance road for access to 101	Incomplete	Advance



# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
US 101 Seawall Long-Term Phase	Widen travel lanes, shoulder/bike lanes to ODOT standards, build retaining wall	Incomplete	Advance –2018-21 STIP project – design only City decisions on whether to proceed in February 2019
US 101 Seawall Bridgeview Multi-Use Path Long-Term Phase	Bridgeview multi-use trail on east side traversing down slope to US 101 at maintenance road intersection (includes 6' retaining walls)	Incomplete	Advance – Not part of the STIP project, but worthy of discussion in the TSP
US 101 Seawall Shoulder bikeway on US 101 east shoulder from maintenance road to Maple	Widen shoulder to 8' on east side of US 101 from powerline easement maintenance road intersection to Maple Street	Incomplete	Advance – Related to previous item
US 101 South Highway	Provide separated 6' sidewalks both sides for full section and construct continuous two-direction left turn lane from Adahi Avenue to Range Drive, and from Range Drive to Ocean Hills Drive.	Incomplete	Advance
US 101 South Multi-use Path Parallel to 101 on East Side	Provide multi-use path from Forestry Way-Kelsie Lane to North Forest Service Drive (10' asphalt path with 2' gravel shoulders each side)	Incomplete	Advance
US 101 South Highway	Realign Patterson State Park Entrance and Ocean Hills Drive	Incomplete	Advance
US 101 South	Provide protected pedestrian crossing of US 101 at Ocean Hills/Patterson State Park Entrance by widening highway, constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	Incomplete	Reconsider



# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
US 101 South	Protected pedestrian crossing of US 101 Immediately south of realigned Forestry Way-Kelsie Lane extension intersection to include constructing center median island, pedestrian-actuated flashing beacon, and striped crosswalk.	Incomplete	Advance
S1: Alley from Range Drive to New Kelsie-Forestry Way Connection	Provides a 20' alley "backage road" for adjacent property access (thereby reducing congestion on US 101) and to serve as a local north-south bicycle and pedestrian connection.	Incomplete	Advance
S2: Kelsie Lane-Forestry Way Extension to US 101*	Extends Kelsie Lane from its current western terminus westward via Forestry Way to intersect with US 101 directly opposite Corona Court. This is the portion of this connection inside the Study Area.	Incomplete	Advance – Reconsider alignment at US 101
S3: Norwood Drive to Skyline Terrace Connection*	Provides a connection from Norwood Drive Extension (S4) to Skyline Terrace (via S11).	Incomplete	Reconsider
S4: Norwood Drive Extension*	Provides a new north-south connection from the south terminus of Norwood Drive to the new Forestry Way-Kelsie Way extension.	Incomplete	Advance – This connection is planned in a current land use application for a 30-lot development
S6: Dolores Drive Extension to New Wedge Drive to Norwood Connection*	Extends Dolores Drive from its current terminus south and east to connect to a new north-south street between Norwood Drive and Wedge Drive.	Incomplete	Advance
S7: Wedge Drive Connection from Fairway to Forest	Connects Wedge Drive from its western terminus west of Fairway Drive to Forest Parkway	Incomplete	Reconsider
S8: Park Drive Extension*	Extends Park Drive westward to Wedge Drive to-Norwood Drive extension (S12).	Incomplete	Reconsider





# WALDPART, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
S9: Ocean Terrace Extension	Extends Ocean Terrace southward to vacant undeveloped land to south.	Incomplete	Advance
S10: Seabrook Lane Extension to Range Drive	Extends Seabrook Lane eastward to connect with Range Drive opposite Fairway Drive.	Incomplete	Advance
S11: Norwood Drive to Skyline Terrace Connection*	Provides the eastern portion of the connection from Norwood Drive Extension (S3) to Skyline Terrace. This is the portion of this connection outside the Study Area.	Incomplete	Reconsider
S12: Wedge Drive to Norwood Connection	Provides connection from Wedge Drive to Norwood Drive.	Incomplete	Advance
P2: Corona Beach Access	Improve/sign existing access trail to beach from Corona Court.	Incomplete	Advance
P3: Waziyata Beach Access	Improve/sign existing access trail to beach from Waziyata Avenue.	Incomplete	Advance – Completion by 12/31/2018
P4: Sherwood Beach Access	Improve/sign existing access trail to beach from Sherwood Lane.	Incomplete	Advance
P5: State Park Beach Access	Improve/sign existing access trail to beach from state park.	Complete	Reconsider
P6: Seawoods Terrace to Sherwood Lane Trail Connection	Improve/sign existing trail from Seawoods Terrace to Sherwood Lane.	Incomplete	Advance
P9: Powerline Corridor Multi-use Trail South	Powerline multi-use trail from Forestry Way-Kelsie Lane to North Forest Service Drive.	Incomplete	Advance



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
P10 Phase 1: Powerline Corridor Multi-use Trail North using existing maintenance road to US 101	Powerline multi-use trail from North Forest Service Drive to North Terminus (maintenance road), includes bridge over creek	Incomplete	Advance
P10 Phase 2: Powerline Corridor Multi-use Trail North ADA-accessible connection to US 101	Powerline multi-use trail traversing down slope to US 101 at maintenance road intersection (includes 6' retaining walls)	Incomplete	Advance
P11: Shoulder bikeway on US 101 east shoulder from maintenance road to Maple	Widen shoulder to 8 feet on east side of US 101 from powerline easement maintenance road intersection to Maple Street	Incomplete	Reconsider – Part of STIP Project
P12: Forest Service North Multi-use path to US 101	Construct multi-use path to connect with Norwood Drive extension (S4) to US 101 slightly north of Wazyata	Incomplete	Advance
P14: Southmayd Lane to Seabrook Terrace Trail	Improve existing trail on city easement from eastern terminus of Southmayd Lane to Seabrook Terrace.	Incomplete	Advance
P15: Sailfish Loop to Seabrook Terrace Nature Trail	Improve/sign existing nature trail from Sailfish Loop to Seabrook Terrace Trail.	Incomplete	Advance
P16: Seabrook Terrace to Range Drive Nature Trail	Improve/sign existing nature trail from Seabrook Terrace to Range Drive.	Incomplete	Advance
P17: Skyline Drive to Norwood Drive Nature Trail	Improve/sign existing nature trail from Skyline Drive to Norwood Drive.	Incomplete	Advance
P18: Skyline Drive Trail	Improve existing nature trail from Skyline Drive south terminus to 500' westward.	Incomplete	Advance



# WALDPOR, OREGON TRANSPORTATION SYSTEM PLAN UPDATE

Project	Description	Status	Advance, Remove, Reconsider
<b>Waldport Industrial Park Master Plan (2017)</b>			
Access Road Alternatives			
Access Road #1 (AR #1)	AR #1 is approximately 3,237 lineal feet in length and would extend from Kathleen Street on the IP site to Highway 101 south of the existing SW Edgewater Drive. This alignment runs through only 1 existing lot (85), which is zoned RR-2 and is currently vacant. There currently is not a ROW through this lot.	Incomplete	Advance
Access Road #2 (AR #2)	AR #2 is approximately 2,952 lineal feet in length, as shown on Figure 7.7 (page 7-22) and would extend from Dahl Street on the IP site to Highway 101 at Whitecap Drive. This alignment runs through 3 existing lots (115, 108 & 107). AR #2 connects to Highway 101 at Whitecap Drive, which is a gravel road approximately 15' wide, running a length of roughly 300'. Currently, Whitecap Drive has a 50' wide ROW, 350 feet in length, with a dedicated turnaround on the east end.	Incomplete	Advance
Access Road #3 (AR #3)	AR #3 is approximately 4,790 lineal feet in length and would head north from Dahl Avenue. This alternative has been included as an option for the City to coordinate with the Golf Course property owners who own 3 existing lots (120, 121 & 122). The connection to Highway 101 has two different options. The first option to the south would connect to Highway 101 at the ODOT weigh station. As such, close coordination with the ODOT District Manager and Regional Access Management Engineer and/or Access Management sub-team will be required. The second highway connection intersects the highway to the north of the ODOT weigh station and will have similar costs to the southern route.	Incomplete	Advance

\*Connection identified in the 1999 TSP as a planned trail connection. Yaquina John Point identifies this as a full roadway improvement, superseding the planned trail identified in the TSP at this location.