

GOAL 12



TRANSPORTATION



STATEWIDE PLANNING

GOAL 12:

To provide and encourage a safe, convenient and economic transportation system.

CLATSOP COUNTY

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OVERVIEW

The formulation of a transportation vision, goals and policies represent an important component of the Transportation Systems Plan (TSP) process. The TSP was a collaborative effort among various public agencies, key stakeholders, and the community. The process of identifying the vision, goals, and policies helps describe the transportation system that best fits Clatsop County's values and guides how the TSP will be developed and implemented. Eight goals were developed early in the TSP process, which were used to help prioritize transportation solutions. A ninth overarching goal was added toward the end of the process to reflect the importance of fostering a transportation system that is resilient to natural disasters. The TSP was adopted on October 19, 2015 (Ordinance 15-05). The adopted TSP includes the following overarching vision:

All transportation modes flow smoothly and safely to and throughout the county, meeting the needs of residents, businesses, visitors, and people of all physical and financial conditions. Existing transportation assets are protected and complemented with multi-modal improvements, including freight and passenger rail transportation as an alternative to automobiles. Evacuations and emergency response preceding and following natural disasters are managed effectively.

Transportation System Plan

Volume 1 of the TSP is adopted by reference as part of Goal 12 of the Comprehensive Plan. Volume 1 contains the TSP vision and goals, trends, financial plan, standards, and outcomes.

Volume 2, which is not adopted as part of the Comprehensive Plan, represents an iterative process in the development of the TSP; it includes all background memoranda, meeting summaries, and technical data. Refinements to various plan elements occurred throughout the process as new information was

CLATSOP COUNTY COMPREHENSIVE PLAN

obtained. In all cases, the contents of Volume 1 supersede those in Volume 2.

Tsunami Evacuation Facility Improvement Plan (TEFIP)

The Clatsop County Tsunami Evacuation Facility Improvement Plan (TEFIP) is anticipated to be adopted in the spring of 2022. The TEFIP addresses improvements to tsunami evacuation routes, focusing on routes that serve multiple purposes in addition to evacuation, such as walking or cycling trails. The TEFIP seeks to prioritize solutions that benefit the community every day, like investing in recreational trails that double as evacuation routes; increase community resilience and emergency preparedness; facilitate easier evacuation in the event of a major earthquake and tsunami; and identify strategies to make best use of limited public resources.

GOALS AND POLICIES

- OBJECTIVE 1: Foster resilient natural hazard evacuation and lifeline route systems.**
- Policy A:** The County should evaluate existing platted roads or rights of way for use as alternative evacuation pathways prior to any consideration of vacations.
- OBJECTIVE 2: Provide for efficient motor vehicle travel to and through the county. In order to achieve this objective, Clatsop County should:**
- POLICY A:** Develop a program to systematically implement improvements that enhance mobility at designated high-priority locations.
- POLICY B:** Adopt a standard for mobility to help maintain a minimum level of motor vehicle travel efficiency and by which land use proposals can be evaluated. State and City mobility standards will be supported on facilities under the respective jurisdiction.
- POLICY C:** Identify opportunities to reduce the use of state highways for local trips.
- POLICY D:** Limit access points on highways and arterials. Support consolidated and shared access points.
- OBJECTIVE 3: Increase the convenience and availability of pedestrian and bicycle modes. In order to achieve this objective, the County should:**
- POLICY A:** Identify improvements (e.g., street lighting, bike parking) that complement pedestrian and bicycle facilities such as sidewalks and bike lanes and that encourage more use of these facilities.
- POLICY B:** Improve walking and biking connections to county amenities.

GOAL 12: TRANSPORTATION

CLATSOP COUNTY COMPREHENSIVE PLAN

POLICY C: Enhance way finding signage for those walking and biking, directing them to bus stops, key routes and destinations, and tsunami evacuation routes.

POLICY D: Promote walking, bicycling, and sharing the road through public information and participation.

POLICY E: Identify necessary changes to the land development code to improve connectivity between compatible land uses for pedestrian and bicycle trips.

POLICY F: Encourage inclusion of bicycle and pedestrian pathways in all new subdivisions or major developments.

POLICY G: Work with Oregon Department of Transportation (ODOT) to provide a safe bicycle and pedestrian pathway along the New Youngs Bay Bridge and the Old Youngs Bay Bridge.

POLICY H: Consider using platted, undeveloped public rights-of-way for pedestrian and/or bicycle routes where appropriate.

OBJECTIVE 4: **Coordinate countywide transit services, facilities, and improvements with local jurisdictions that encourage a higher level of ridership. In order to achieve this objective, the County should:**

POLICY A: Assist in identifying potential locations for designated park-and-ride lots.

POLICY B: Assist in identifying areas that support additional transit services, and coordinate with transit providers to improve the coverage, quality and frequency of services

POLICY C: Assist in identifying improvements (e.g., sidewalk and bicycle connections, shelters, benches) that complement transit facilities such as bus stops and that encourage higher usage of transit.

OBJECTIVE 5: **Provide an equitable, balanced and connected multi-modal transportation system. In order to achieve this objective, the County should:**

POLICY A: Identify new or improved transportation connections to enhance system efficiency.

POLICY B: Ensure that existing and planned pedestrian throughways are clear of obstacles and obstructions (e.g., utility poles).

POLICY C: Support connectivity between the various communities in the county and also between adjacent counties' and states' transportation systems.

GOAL 12: TRANSPORTATION

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CLATSOP COUNTY COMPREHENSIVE PLAN

POLICY D: The County shall identify opportunities to improve the transportation system so the needs of the transportation disadvantaged are met to the greatest extent possible.

OBJECTIVE 6: **Enhance the health and safety of residents. In order to achieve this objective, the County should:**

POLICY A: Identify improvements needed along natural hazard evacuation and Seismic Lifeline Routes.

POLICY B: Give priority to multiuse paths that enhance community livability and serve as tsunami evacuation routes.

POLICY C: Identify improvements to address high collision locations and improve safety for walking, biking and driving trips in the county.

POLICY D: Enhance existing highway crossings for walking and biking users.

POLICY E: Identify deficient locations in the county where enhanced street crossings for walking and biking are needed.

POLICY F: Improve the visibility of transportation users in constrained areas, such as on hills and blind curves.

POLICY G: Support programs that encourage walking and bicycling, and educate regarding good traffic behavior and consideration for all users.

POLICY H: Locate new transportation facilities outside tsunami inundation zones where feasible.

POLICY I: Where financially feasible, design and construct new transportation facilities to withstand a Cascadia event earthquake and be resistant to the associated tsunami.

POLICY J: Develop multi-use paths that both enhance community livability and serve as tsunami evacuation routes.

POLICY K: Coordinate evacuation route and signage planning in conjunction with existing or proposed transportation system plan pedestrian and bicycle route planning efforts.

OBJECTIVE 7: **Foster a sustainable transportation system. In order to achieve this objective, the County should:**

POLICY A: Develop and support reasonable alternative mobility targets for motor vehicles that align with economic and physical limitations on State highways and County roads where necessary.

GOAL 12: TRANSPORTATION

CLATSOP COUNTY COMPREHENSIVE PLAN

- POLICY B:** Minimize impacts to the scenic, natural and cultural resources in the county.
- POLICY C:** Support alternative vehicle types by identifying potential electric vehicle plug-in stations and developing implementing code provisions.
- POLICY D:** Consider development of infrastructure to support emerging vehicle technologies.
- POLICY E:** Identify areas where alternative land use types would significantly shorten trip lengths or reduce the need for motor vehicle travel within the county.
- POLICY F:** Maintain the existing transportation system assets to preserve their intended functions and maintain their useful life.
- POLICY G:** Identify opportunities to improve travel reliability and safety with system management solutions.
- POLICY H:** Identify stable and diverse revenue sources for transportation investments to meet the needs of the county, including new and creative funding sources to leverage high priority transportation projects.
- POLICY I:** Consider costs and benefits when identifying project solutions and prioritizing public investments.
- POLICY J:** Utilize transparency when determining transportation system investments.
- OBJECTIVE 8:** **Ensure the transportation system supports a prosperous and competitive economy. In order to achieve this objective, the County should:**
- POLICY A:** Encourage improvements to the freight system efficiency, access, capacity and reliability. Consideration should be given to all feasible modes of freight transportation.
- POLICY B:** Support transportation improvements that will enhance access to employment.
- POLICY C:** Support increases in the distribution of travel information to maximize the reliability and effectiveness of all modes of transportation.
- POLICY D:** Identify and improve local Lifeline Routes to increase economic resilience after a natural hazard disaster.
- OBJECTIVE 9:** **Coordinate with local and state agencies and transportation plans.**

GOAL 12: TRANSPORTATION

CLATSOP COUNTY COMPREHENSIVE PLAN

- POLICY A:** Coordinate with the Oregon Transportation Plan and associated modal plans.
- POLICY B:** The County shall work with the North Coast Regional Solutions Center and the Sunset Empire Transportation District to promote projects that improve regional linkages.
- POLICY C:** The County shall coordinate regional project development and implementation with local jurisdictions (e.g., evacuation routes, countywide transit, and jurisdictional transfer of roadways).
- POLICY D:** Coordinate with the Clatsop County Parks and Recreation Master Plan regarding trail guidelines and connections between parks, recreation areas, and trails.
- POLICY E:** Coordinate evacuation route and signage planning with existing or proposed pedestrian and bicycle route planning efforts.

IMPLEMENTING OREGON ADMINISTRATIVE RULES (OAR):

[660-012](#) – Transportation Planning

[660-034](#) – Airport Planning

COORDINATING STATE AGENCIES:

Oregon Department of Land Conservation and Development (DLCD)

Oregon Department of Transportation (ODOT)

BACKGROUND REPORTS AND SUPPORTING DATA:

Clatsop County Transportation System Plan, 2015: [Volume 1](#), [Volume 2](#)

[ODOT Strategic Action Plan](#), 2021