



## TECH MEMO #3A: EXISTING CONDITIONS INVENTORY

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<b>Project:</b>	Waldport Transportation System Plan Update	
<b>Subject:</b>	Revised Tech Memo 3A: Existing Conditions Inventory	

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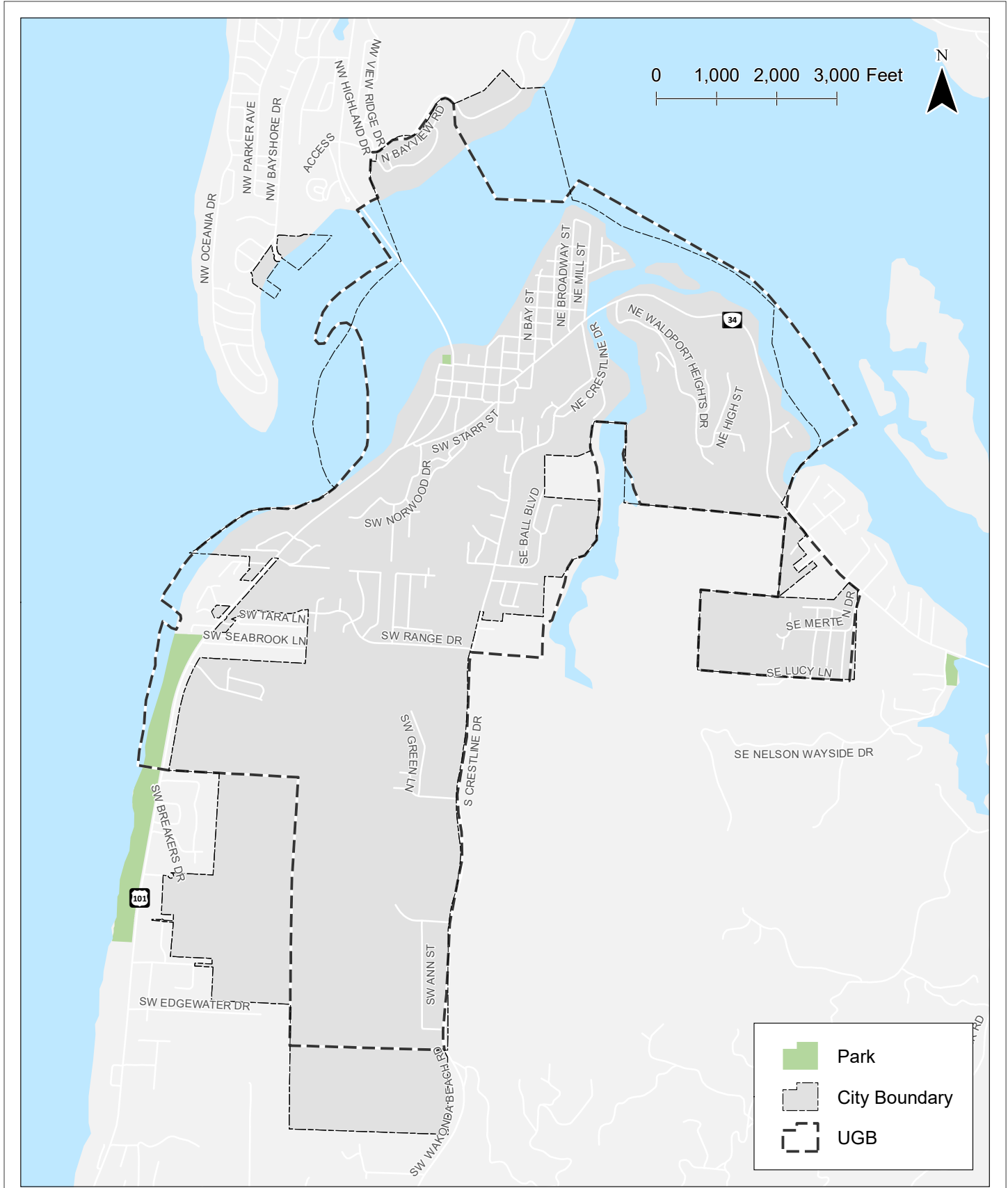
### INTRODUCTION

This memorandum provides an inventory of existing land use and transportation facilities and services within Waldport. The information provided in this memorandum will serve as the foundation for identifying existing gaps and deficiencies in the transportation system and for evaluating existing and projected future traffic conditions for the Waldport Transportation System Plan (TSP) update.

Figure 1 illustrates the study area for the TSP update. The study area consists of all areas within the Waldport City limits and Urban Growth Boundary (UGB). State and local facilities within the City limits and UGB are addressed in the TSP. The Oregon Transportation Planning Rule (TPR) indicates that the study of roadways and intersections is generally limited to those with the highest classifications (collectors and arterials). However, local street issues, such as street connectivity and safety are also discussed where appropriate.

### LAND & POPULATION INVENTORY

This section includes an inventory of existing land use patterns, economic development opportunities, and population and job forecasts to help inform the analysis of transportation system needs in the City of Waldport over the next 20 years. This information will also help the community and project team develop future alternatives that address transportation system deficiencies and identify the projects, programs, and policies needed to support economic development in a manner consistent with the City's existing Comprehensive Plan and Zoning.



**Study Area  
Waldport, Oregon**

**Figure  
1**

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The land and population inventories identify existing, planned, and potential future land uses and environmental constraints to development. The following information for the City of Waldport is included:

- » Vacant and developable land
- » Current and planned zoning
- » Natural resources and environmental barriers
- » Activity centers
- » Historic and project population growth patterns

### VACANT AND DEVELOPABLE LAND

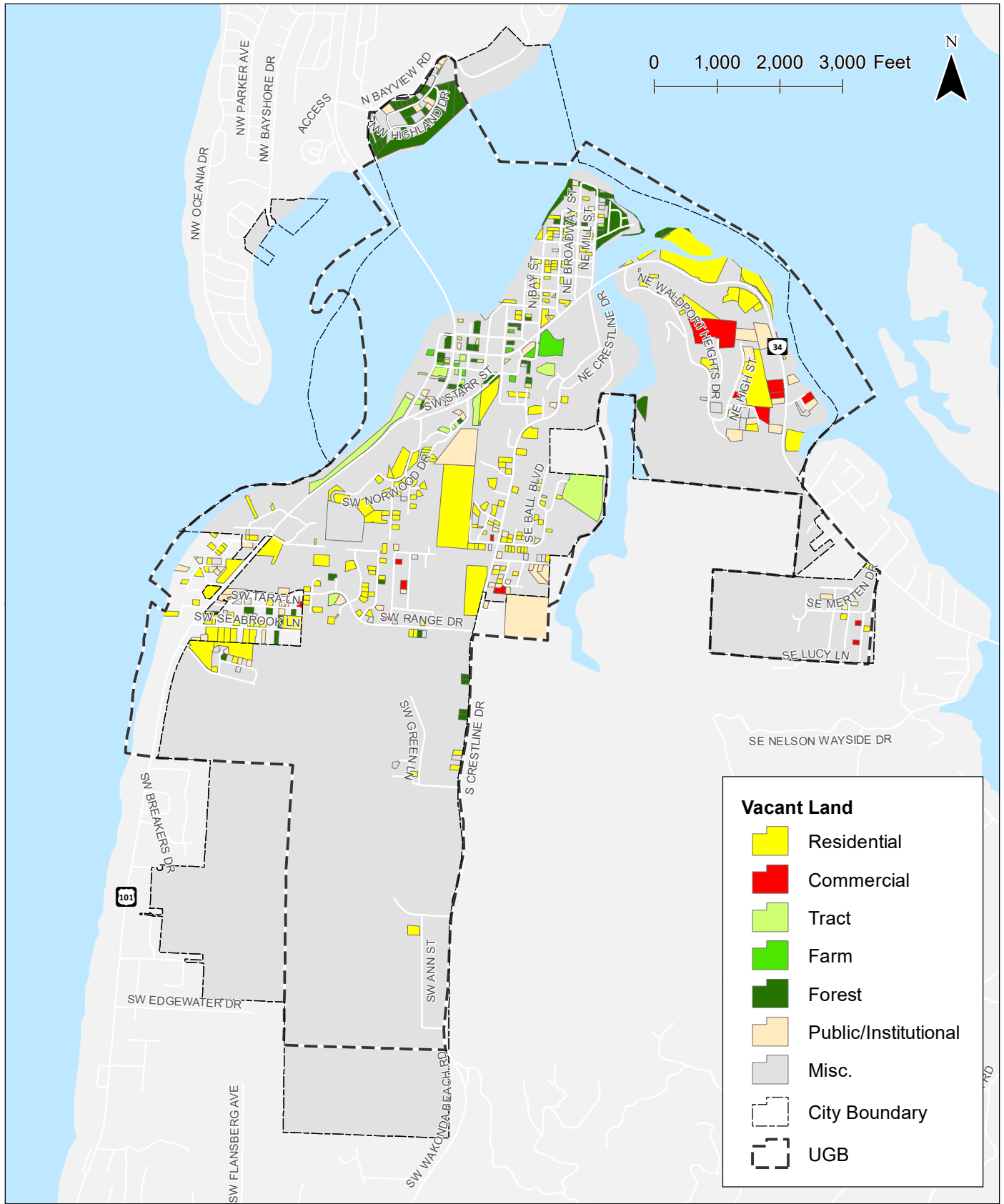
An inventory of vacant land was produced using assessor property classification data for tax lots within the City’s UGB. Each parcel is classified in accordance with ORS 308.215 and the classification is based upon the highest and best use of the property. Tax assessor information for parcels within the City of Waldport UGB provides a basic inventory of vacant land, which is mapped in Figure 2 by land use.

There are nearly 466 vacant parcels comprising approximately 287 acres of vacant land within in the City of Waldport according to the Lincoln County tax assessor data. Most of the vacant land is clustered in the northern part of the City. Vacant lots vary greatly in size from small parcels under one-quarter-acre to large 15-acre lots. Most of the larger lots are located in the northeastern part of the City along OR 34. The abundance of vacant land in the City presents opportunities for new development; however, the City faces some barriers to new development such as topography and wetlands.

Vacant land is primarily residential, with some commercial, public/institutional, tract, farm, and forest use land as well. There is currently no vacant industrial or multifamily land within the City’s UGB according to the Lincoln County tax assessor data; however, the City recently completed a master plan for the 150-acre Waldport Industrial Park in the southern part of the City and is working to make the site shovel-ready for new industrial development. Vacant residential land is distributed throughout the northern part of the City. Most of the vacant commercial land is located in the northeastern part of the City west of OR 34, including a large 6.2-acre parcel east of NE Waldport Heights Drive that is currently forested but zoned for future retail commercial development. Several smaller vacant commercial lots are located in the central part of the City north of SW Range Drive. There is also one notable 15-acre lot located west of South Crestline Drive that is city-owned park land.

**Table 1: Vacant Land**

Vacant Land			
Land Use Classification	Acres	Land Use Classification	Acres
Residential	116.3	Farm	4.5
Multifamily	0	Forest	77.6
Commercial	11.4	Public/Institutional	42.1
Industrial	0	Miscellaneous	16.3
Tract	18.4		



**Vacant Land  
Waldport, Oregon**

**Figure  
2**

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## ZONING (CURRENT AND PLANNED)

### Current Zoning

The zoning map, shown in Figure 3, provides the location of zones within the City Limits. There are 11 zones shown on the map, depicting residential, commercial, industrial, marine, and public facility zones. Allowed uses and development regulations for each of the City's zones are provided for in the Waldport Development Code and are summarized in Table 2. The City's zoning is intended to be informed by its Comprehensive Plan designations; however, the Comprehensive Plan does not elaborate on the intentions of the various land use designations shown on the comprehensive plan map.

**Table 2: Zoning Summary**

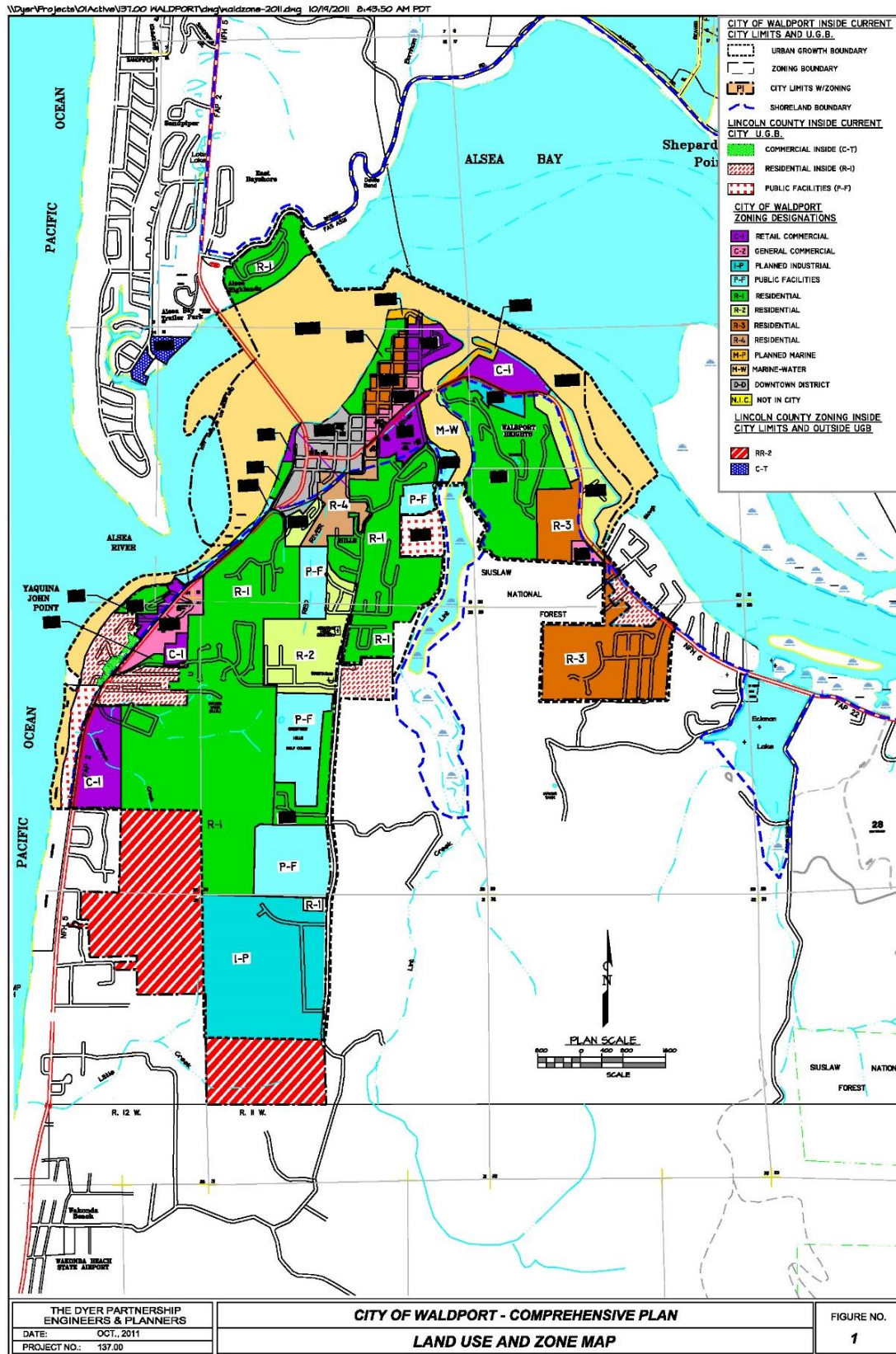
City of Waldport Zoning Summary		
Zone		Description
<b>Residential Zones</b>		
R-1	Residential	This zone was established to promote public health and safety in numerous ways, including protection of living conditions, better light for homes, improvement of the atmosphere, prevention of accumulation of trash and play areas for children. Allows for single-family dwellings with a minimum lot size of 6,000 square feet; business and multiple-dwelling structures are not allowed, but certain public non-profit uses and home occupations are permitted conditionally.
R-2	Residential	Created to allow single-family dwellings, duplexes, and multi-wide mobile homes with a minimum lot size of 5,000 square feet. Intended for residential use at a moderate density and to utilize existing subdivided lots with affordable housing.
R-3	Residential	Intended for residential use as a high-density residential district allowing for some conditional uses such as public/institutional uses, bed and breakfast inns, mobile home parks, and neighborhood services such as clinics or professional offices. Requires a minimum lot size of 5,000 square feet for one- or two-family dwellings; lot size for multifamily dwellings must be greater than 5,000 square feet and are allowed one additional unit per 1,250 additional square feet.
R-4	Residential	Created for residential use but permits mixed-use development under conditional use procedures such as a hotel, motel or resort together with accessory commercial uses. Allows for single-family, duplex, or multifamily development with a minimum lot size of 5,000 square feet for one- or two-family dwellings; lot size for multifamily dwellings must be greater than 5,000 square feet and are allowed one additional unit per 1,250 additional square feet.
<b>Commercial Zones</b>		
D-D	Downtown District	Created to support the goals of Commercial Zone C-1 through regulating design standards and guidelines that maintain and enhance the character and pedestrian-friendliness of Waldport. Encourages the efficient use of land and urban services and the provision of employment and housing options, opportunities for community gathering, enhanced storefront character, visitor and tourism accommodations and

		amenities, and a strong connection between Downtown Waldport and neighboring areas.
C-1	Retail Commercial	Intended for certain commercial uses as well as residential uses. This zone is determined to be economically and socially desirable and intended for office, service, and retail uses primarily conducted inside the building.
C-2	General Commercial	Designed for a mixture of office, retail, service, wholesale storage areas, lumber sales plus residential uses. C-2 was created to promote the most productive capacity of property.
I-P	Planned Industrial	Created for the expansion of industrial uses as well as allowing agricultural and forestry uses with standards to protect adjacent properties under conditional use procedures.
<b>Marine Zones</b>		
M-W	Marine Waterway	Intended to protect the unique environmental economic and social values of each estuary and its associated wetland area and to provide for an orderly and efficient use of the marine waterway areas.
M-P	Planned Marine and Recreation	Marine-type facilities are allowed to encourage recreational facilities and improve the Waldport area for business opportunities for economic development as well as to meet the recreational needs of citizens and visitors.
<b>Public Facility Zones</b>		
P-F	Public Facilities	Created to allow governmental uses, including parks and recreational facilities, schools, hospitals, government uses, waste disposal facilities, community centers, museums and information centers, and towers, and to allow them to expand as outright uses.

The majority of Waldport’s land is zoned is residential, with R-1 being the predominant residential zone throughout the City. In addition to R-1 zoning, there is a large pocket of R-2 zoned land north of SW Range Drive and east of South Crestline Drive. R-3 zoning is primarily located on the eastern edge of the City west of OR 34, with a small pocket in the City’s downtown along NE Commercial Street and NE Broadway Street. The only R-4 zoning in the City is located south of OR 34 and west of South Crestline Drive. Single-family dwellings are the most common residential use in Waldport, with a limited number of multifamily dwellings in R-2, R-3, R-4, and commercial zones.

Commercial zones are primarily located along OR 34 and US 101, and in the City’s historic downtown to the north. The City’s Downtown District zone is bounded by OR 34 to the south, SW Maple Street to the west, NW Alder Street to the east, and the shoreline to the north. There are two areas of the City with industrial zoning: one south of OR 34 and east of Lint Slough at the northern end of the City, and the 150-acre Waldport Industrial Park at the southern end of the City. The City recently completed a master plan for the industrial park and is currently working with the State and Lincoln County to designate it as a Regionally Significant Industrial Area (RSIA). Marine Waterway zones cover the northern and western edges of the City boundary along the coastline and the Alsea River, as well as the portion of Lint Slough within city limits. There are two small areas of Planned Marine and Recreation zoning located on either side of the mouth of Lint Slough where it meets the Alsea River. Public facility zones are dispersed throughout the City.

Figure 3: Zoning



This map will be replaced once zoning data is obtained from the City.

**Special Zones**

The Waldport Development Code includes provisions for nine special zones—or overlay zones—that may apply to any portion of an existing underlying zoning district. Overlay districts provide regulations that are in addition to or that modify existing zoning. The City's overlay districts are summarized in Table 3.

**Table 3: Special Zones Summary**

City of Waldport Zoning Summary		
Zone		Description
P-D	Planned Development Zone	A P-D zone may be used in combination with another zone. The purpose of the Planned Development overlay zone is to permit the application of new technology and greater freedom than may be possible under a strict interpretation of the provisions of the code.
S-W	Single-Wide Mobile Home Overlay Zone	The Single-Wide Mobile Home overlay zone is intended to allow placement of single-wide mobile homes on individual lots in subdivisions which were platted prior to 1975, developed specifically to allow mobile homes, and where single-wide homes comprise at least 20% of the current housing units.
W-SW	Waldport Southwest Overlay Zone	The purpose of the Waldport Southwest Overlay Zone is to address compatibility of commercial and light industrial uses with adjacent residential zones and to improve the appearance of the Waldport Southwest area as a gateway to downtown Waldport.
C-S	Coastal Shorelands Overlay Zone	The purpose of the Coastal Shorelands Overlay Zone is to recognize the value of coastal shorelands for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources, recreation and aesthetics.
A-1	Floodplain Overlay Zones	It is the purpose of these zones to promote the public health, safety and general welfare and to minimize public and private losses from periodic flood conditions in specific areas.
A-2		
A-O		
V-2		
Significant Natural Resources Overlay Zone		The Significant Natural Resources Overlay Zone is intended to provide protection for identified significant natural resources and ensure reasonable economic use of property while protecting valuable natural resources within the City of Waldport's Urban Growth Boundary.

**Planned Zoning**

Land that is within the City's UGB but outside the city limits is regulated through Lincoln County rural zoning. A City of Waldport zoning designation is applied at the time urban public services become available and the land is annexed into the city limits. Lincoln County zoning located within the City's UGB is primarily R-1 residential, as shown in Figure 3.



## NATURAL RESOURCES AND ENVIRONMENTAL BARRIERS

Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. The following sections illustrate and describe areas within the City of Waldport that may pose barriers to providing transportation access or improvements. The inventory is based on available GIS data, previous reports, and known resource sites.

### Flood Zones

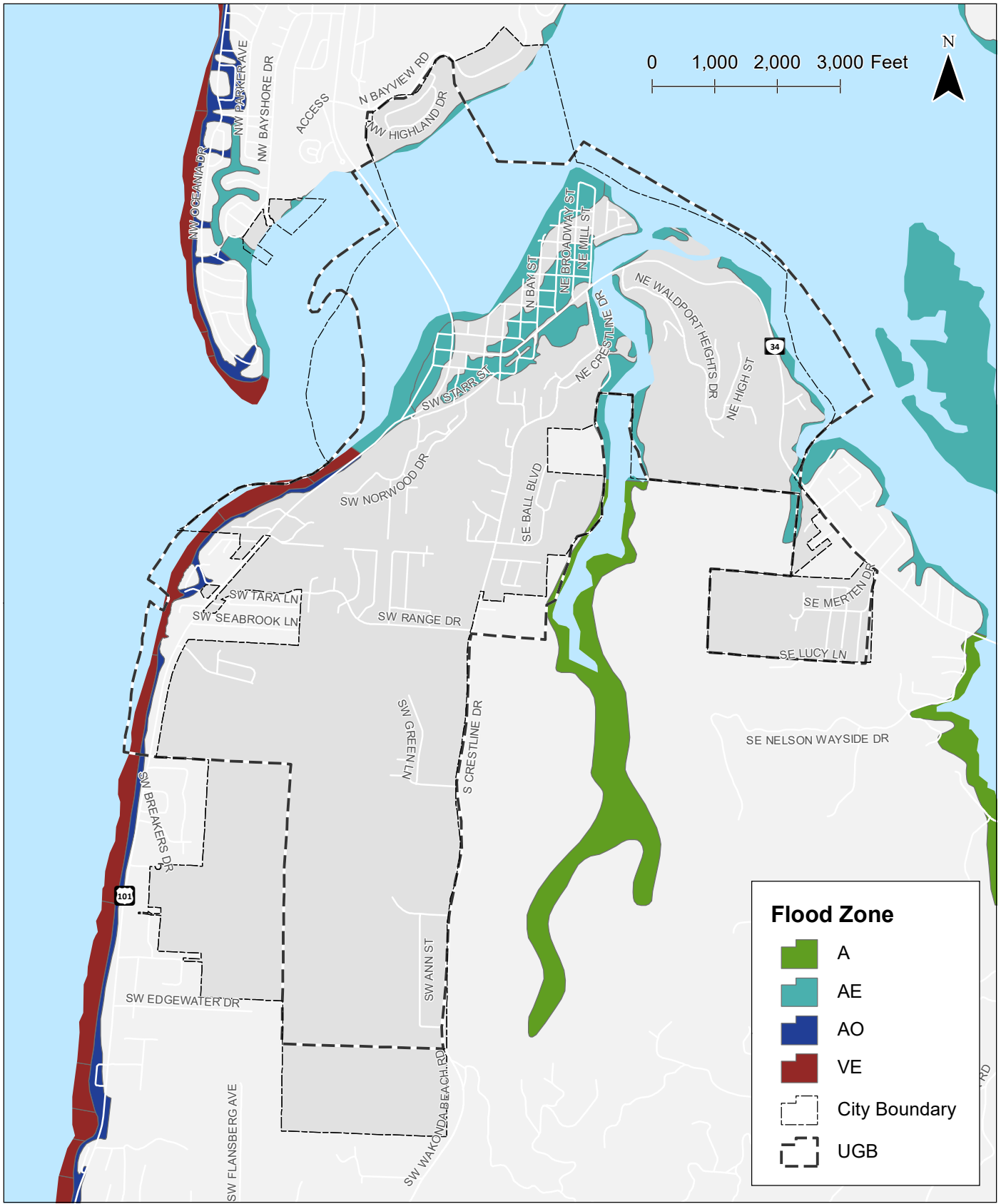
The City of Waldport is an area subject to both ocean and stream flooding, and the City participates in the National Flood Insurance Program. Stream flooding is an annual problem throughout Lincoln County and often occurs more than once a year, primarily during the winter months. Ocean flooding is unpredictable and may occur at any time during the year when strong winds produce storm waves. Figure 4 provides the general location of FEMA flood zones in Waldport. According to FEMA, properties within A and V zones are considered to be in a Special Flood Hazard Area and are lower than the Base Flood Elevation. V zones are the most hazardous of the Special Flood Hazard Areas and generally include the first row of beachfront properties. The hazards in these areas are increased because of wave velocity. The western edge of the City along the shoreline is located in or adjacent to a V flood zone. There are also A and AE zones located in the City where it borders on Lint Slough, and in the historic downtown along the Alsea River. Although most of the flood zones area are on the periphery of the City boundary, there are significant portions of the downtown area along OR 34 that fall within the AE flood zone.

### Riparian Areas and Wetlands

Statewide Planning Goal 5 requires local jurisdictions to inventory natural resources including wetlands, determine the significance of these resources, and adopt land use ordinances regulating development in and around significant areas. The City of Waldport completed a Local Wetlands Inventory (LWI) in 1999 that identifies significant riparian resources and wetlands. A total of 38 wetland units were identified in the Waldport area, comprising approximately 73 acres.

None of the wetlands met the criteria for "wetlands of special interest for protection;" however, the majority of the wetlands were determined to be of relatively high quality due to surrounding undeveloped lands, hydrologic connection to other wetlands or waters, and variety of vegetation cover. Five of the wetlands were considered estuarine resources under Goal 16, four of the nine Goal 17 wetlands met the criteria for Major Marsh, and 17 of the 24 Goal 5 wetlands satisfied the criteria for locally significant wetlands. Criteria for locally significant wetlands included diverse wildlife populations, intact fish habitat function, presence of anadromous fish, water quality, hydrologic function, connections to other significant wetlands or waters, adjacent or downstream development, or a high degree of wetland vegetation cover. The riparian inventory assessed areas associated with the Alsea River, Patterson Creek, Lint Slough, and McKinney Slough. 44 of the 54 riparian areas identified in the Waldport area were determined to be significant according to the criteria.

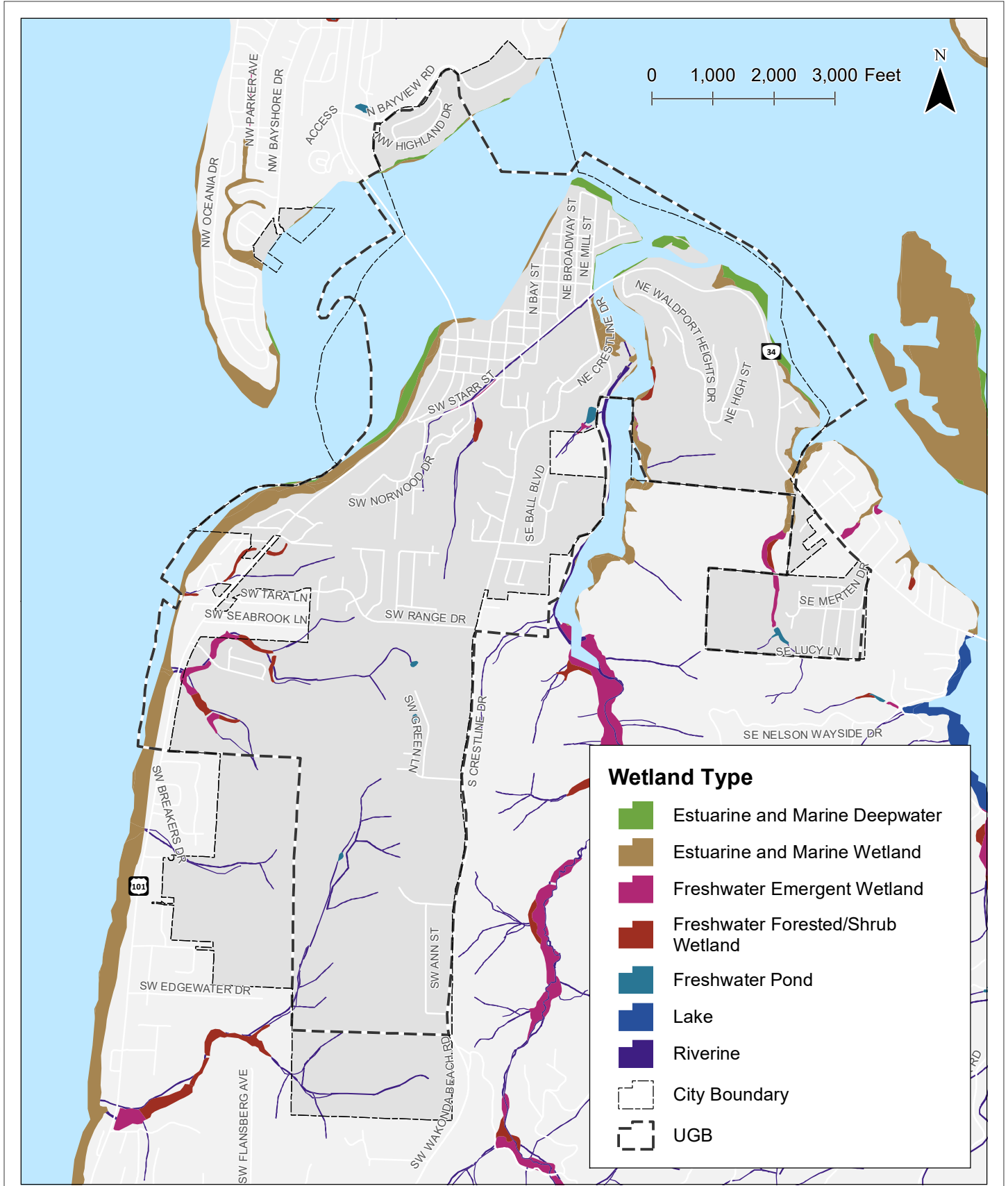
Although the City's LWI is dated, many of the significant wetlands identified in 1999 are also identified in the National Wetlands Inventory (NWI), shown in Figure 5 below. Estuarine and marine wetlands are located along the western and northern edges of the City where it borders on the Pacific Ocean, the Alsea River, and Lint Slough. The most significant wetland area within the City's UGB is located east of US 101 and south of Southwest Ocean Hills Drive. This wetland was identified as a locally significant Goal 5 wetland in the City's LWI and is classified as a mix of Freshwater Emergent and Freshwater Forested/Shrub in the NWI. The wetland is visible from US 101, as shown in the image below.



FEMA Flood Zones  
Waldport, Oregon

Figure  
4

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**Wetland Type**

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- City Boundary
- UGB

**National Wetland Inventory  
Waldport, Oregon**

**Figure  
5**

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*Wetlands visible from US 101 looking east.*

### **Topography**

The City of Waldport topography, shown in Figure 6, ranges from a nearly-sea-level terrace at the south side of the Alsea Bay to steep slopes north and south of the bay. Two major ridges run north/south through the City on either side of Lint Slough. Approximately one-third of Waldport is characterized by slopes of 10-25%, with scattered pockets exceeding 26%. The City's historic downtown is located in the level terrace south of the Alsea River. South of downtown, the topography rises steeply to a wide level area at the top of the slope. Crestline Drive follows the westernmost north/south ridgeline. To the east of this ridgeline the topography drops steeply down to Lint Slough, which flows north to Alsea Bay. The second north/south ridgeline separates Lint Slough from OR 34 and McKinney Slough to the east.

### **Landslides and Shoreline Erosion**

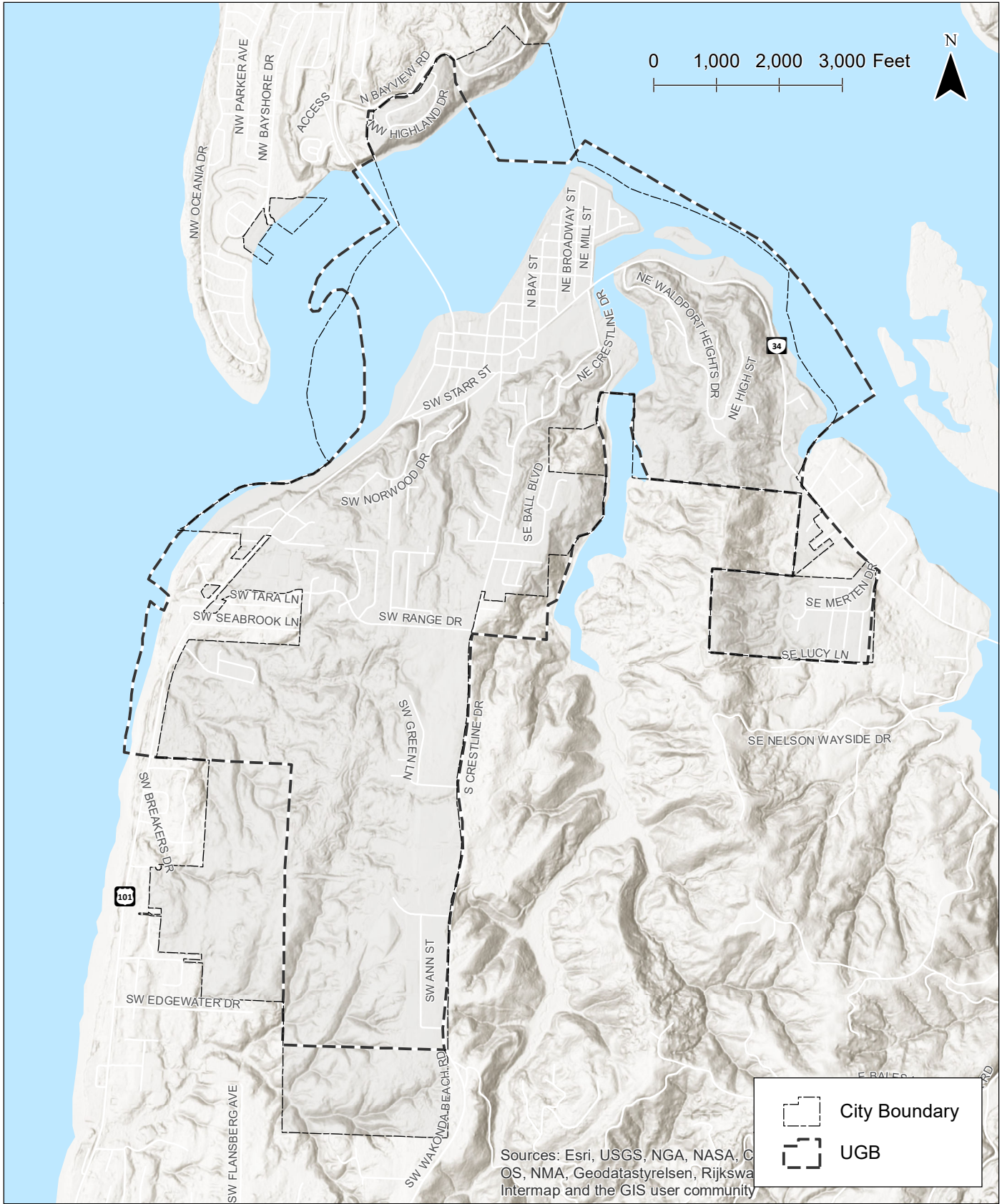
Waldport is an area subject to landslides and shoreline erosion due to its topography and soils. Coastal Erosion Marine terraces, which parallel the shoreline and extend inland, occupy most of the coastal land in the Waldport area. The terrace sediments and overlying old dune sands exposed in sea cliffs are subject to undercutting by storm waves, making landslides in the area common. Historically significant landslides occurred in Waldport in 1996 and 2009 on the hillside east of Cedar Street and south of Willow Street.

### **Tsunamis**

Tsunamis, a sea wave generated by seismic activity on the ocean floor, can cause of ocean flooding in coastal areas. The tsunami hazard zone in Waldport generally includes the downtown area south of the Alsea Bay and shorelands adjacent to the Pacific Ocean, Alsea River, Lint Slough, and Eckman Lake. The Central Oregon Coast Fire & Rescue District has prepared an Emergency Disaster Plan that addresses actions and operations in the case of a tsunami, including a Waldport tsunami evacuation map.

### **Alsea Bay**

The Alsea Bay is identified as an Important Birding Area by the National Audubon Society and as a High Priority Estuary Habitat by The Nature Conservancy. The bay also includes important habitat for fish, wildlife, and marine species as well as extensive areas of tidal wetlands. In addition to being important as a recreational resource and as fish and wildlife habitat, the Alsea Bay also provides outstanding scenic views, which are important to the local community as well as to visitors. Future use and development in the bay is governed by relevant Goal 16 portions of City's Comprehensive Plan. None of the existing or planned uses in the bay conflict with the area's scenic values.



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**Terrain  
Waldport, Oregon**

**Figure  
6**

## ACTIVITY CENTERS

Connecting residents and workers to services they use on a daily basis can be accomplished by well-considered land use planning. Activity centers where the transportation network should support multi-modal and accessible public transportation are shown in Figure 7. Key activity centers in the City of Waldport include:

- » Waldport Public Library
- » Waldport Post Office
- » Waldport City Hall
- » Central Oregon Coast Fire & Rescue
- » Waldport Community Center
- » Waldport High/Middle School
- » Crestview Heights School
- » Oregon Coast Community College
- » Alsea Bay Boat Docks
- » Historic Alsea Bay Bridge Interpretive Center
- » Waldport Heritage Museum
- » Crestview Golf Club
- » William P Keady State Wayside
- » Governor Patterson Memorial State Recreation Site
- » Yaquina John Point
- » Alsea Avenue Open Space

As shown in Figure 7, most of the activity centers in the City of Waldport are clustered in and around the City's historic downtown area. There are two key recreation sites located on the western edge of the City along the coastline: Yaquina John Point and Governor Patterson Memorial State Recreation Site. Waldport's schools, including the Oregon Coast Community College, are primarily located in the southern portion of the City, south of Crestview Golf Club.

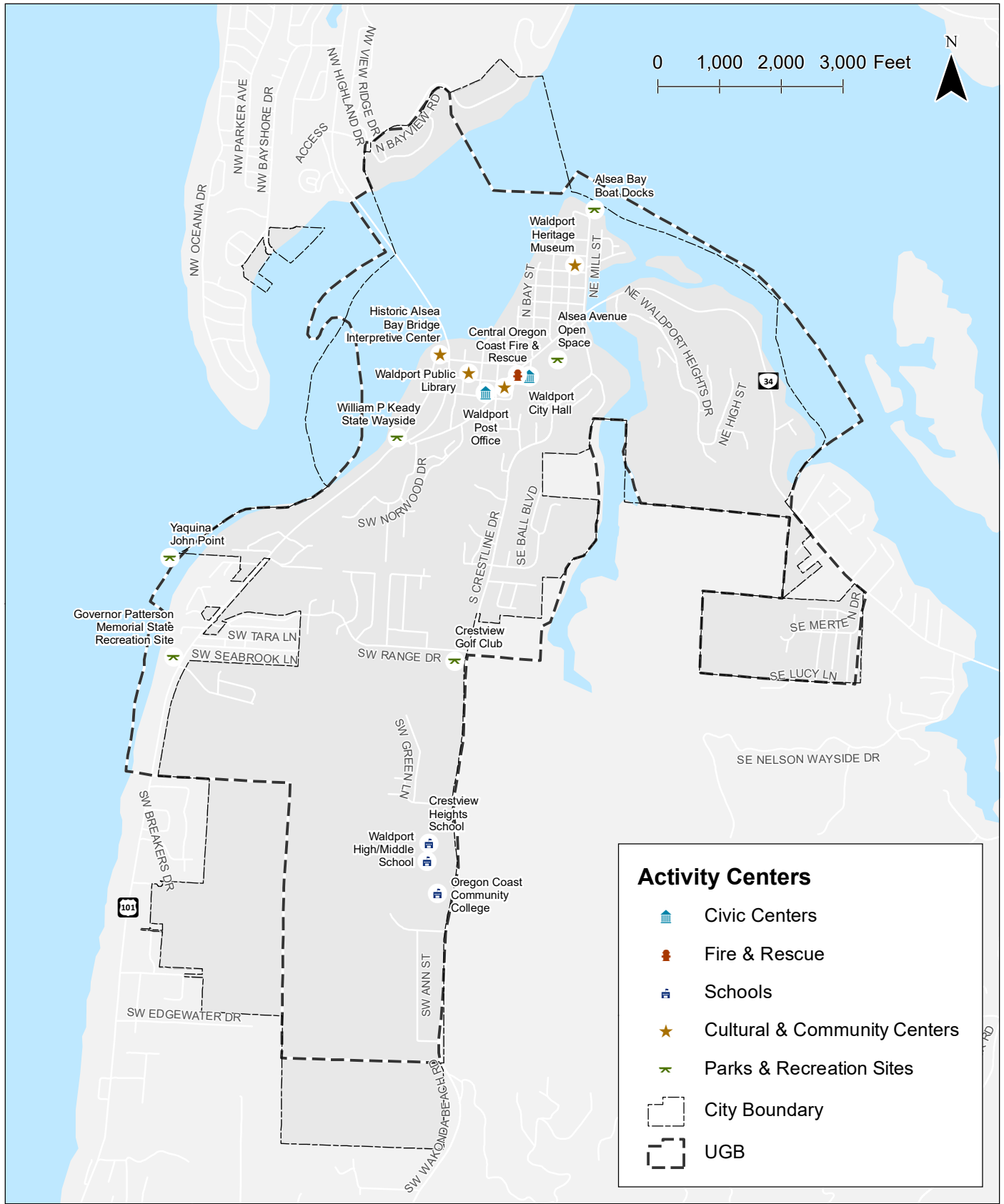
## HISTORIC AND PROJECTED POPULATION GROWTH PATTERNS

Historic and projected population information is from the Portland State University (PSU) Population Research Center (PRC).<sup>1</sup> By estimating future populations based on historic and current trends population, forecasts provide necessary information to help plan for the impacts of population growth in local areas. The PRC generates coordinated forecasts with a 50-year forecast horizon for Oregon counties and cities no less than once every four years. Forecasts are prepared and released in three groups, each consisting of roughly one-third of Oregon's counties. The most recent coordinated population forecast for Lincoln County was released in 2017.<sup>2</sup>

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<sup>1</sup> <https://www.pdx.edu/prc/home>

<sup>2</sup> [https://www.pdx.edu/prc/sites/www.pdx.edu/prc/files/Lincoln\\_Report\\_2017\\_Final.pdf](https://www.pdx.edu/prc/sites/www.pdx.edu/prc/files/Lincoln_Report_2017_Final.pdf)



Activity Centers  
Waldport, Oregon

Figure  
7

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Table 4 shows the 2000, 2010, and 2017 populations as well as the latest population projections, shown for 2035-2067, that were prepared in 2017 for Lincoln County. The table illustrates the City of Waldport population and the total Lincoln County population. In 2017 Waldport represented approximately 5% of the County's total population.

**Table 4. Historic and Projected Population**

Historic and Projected Population		
Year	Waldport Population	Lincoln County Population
2000	2,200	44,479
2010	2,244	46,034
2017	2,282	47,944
2035	2,693	52,962
2067	3,359	60,628

### Historic Population

As shown in Table 4, the population in Waldport grew by approximately 82 people between 2000 and 2017—approximately 3.7% growth over that time. Older historical data is available through U.S. Census population counts. As shown in Table 5, Waldport’s population increased from 1,274 in 1980 to 2,050 in 2000—a 61% increase over 20 years with an average annual increase of 2.3%, or approximately 39 people.

**Table 5: U.S. Census Historic Population**

U.S. Census Historic Population	
Year	Waldport Population
1980	1,274
1990	1,595
2000	2,050

### Projected Population

Projected population is one of the primary tools for developing planning policies as well as determining future urban growth boundary expansions. PRC develops projected population forecasts based on historic and current trends, as well as assuming the likelihood of future events. Historically, Oregon law required counties to prepare coordinated population forecasts. In recent years, responsibility for coordinated population forecasting has been assigned to the PRC at Portland State University.<sup>3</sup>

Historically, Waldport has grown slower than Lincoln County as a whole; however, projected Average Annual Growth Rates (AARG) for 2017 through 2067 are higher than those projected for Lincoln County. According to PSU's Coordinated Population Forecast Report, Waldport is expected to capture an increasing share of Lincoln County's total population growth, while the shares for other smaller cities are expected to decline slightly.

<sup>3</sup> Oregon House of Representatives and Senate approved HB 2253, requiring the PRC to issue population forecasts for land use planning.



**Table 6: Projected Population and Average Annual Growth Rate (AAGR)**

Projected Population and Average Annual Growth Rate (AAGR)						
	2017	2035	2067	Share of County 2017	Share of County 2035	Share of County 2067
Waldport	2,282	2,693	3,359	4.8%	5.1%	5.5%
Lincoln County	47,944	52,962	60,628	100%	100%	100%

## ROADWAY SYSTEM INVENTORY

The roadways system within Waldport serves the majority of trips across all travel modes. In addition to motor vehicles, pedestrians, bicyclists, transit riders, and others use the roadway system to travel between residential areas, schools, parks, churches, retail/commercial centers, recreational areas, and other essential destinations within Waldport and neighboring cities by vehicle. This section describes how the roadway system has been developed to date and provides a detailed review of how it is used and operated.

The roadway system within Waldport was inventoried based on based on Geographic Information System (GIS) data obtained from ODOT as well as a review of recent aerial imagery and field observations. The inventory was supplemented by information provided in the current TSP as well as information provided by the City.

### JURISDICTION

Streets within Waldport are owned and operated by the Oregon Department of Transportation (ODOT) and the City of Waldport. Each jurisdiction is responsible for determining the functional classification of the streets, defining major design and multimodal features, and approving construction and access permits. Coordination is required among the jurisdictions to ensure that the streets are planned, operated, maintained, and improved to safely meet public needs. Figure 8 illustrates the jurisdiction of streets within Waldport. The following summarizes information related to ODOT and City facilities within Waldport.

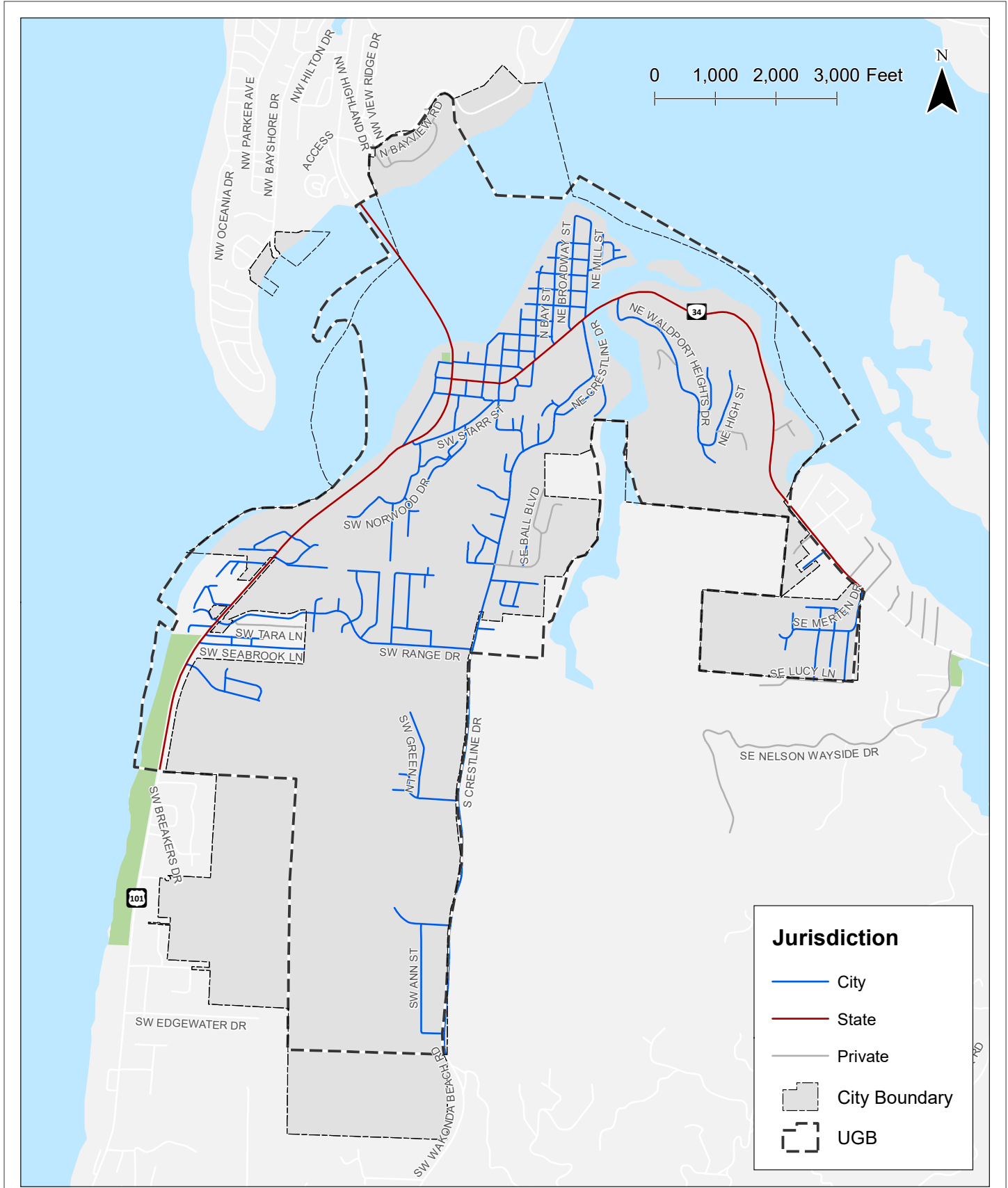
#### State Highways

ODOT owns and operates two facilities within Waldport, including US 101 and OR 34. The following provides a brief summary of each facility:

- » US 101 is the main north-south route along the Oregon Coast, connecting all major coastal communities from Washington to California.
- » OR 34 is the main east-west route along the Alsea River, connecting all major communities between Waldport and Philomath.

#### City Streets

The City owns and operates all other major facilities within Waldport, including Crestline Drive, Range Drive, and Cedar Street. These three facilities connect the lowland areas of Waldport with the upland areas. The following provides a brief summary of each facility:



**Jurisdiction**

- City
- State
- Private
- City Boundary
- UGB

**Jurisdiction  
Waldport, Oregon**

**Figure  
8**

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- » Crestline Drive provides access to the retail/commercial areas in downtown Waldport and the residential areas, schools, and parks in the upland areas.
- » Range Drive provides access to the recreational areas south of downtown Waldport and the residential areas in the upland areas.
- » Cedar Street provides access to the retail/commercial areas in downtown Waldport and the residential areas in the upland areas.

Additional information related to the ODOT and City facilities within Waldport is provided throughout the remaining sections of this memorandum.

### FUNCTIONAL CLASSIFICATION

A street's functional classification defines its role in the transportation system and reflects desired operational and design characteristics such as right-of-way requirements, pavement widths, pedestrian and bicycle features, and driveway (access) spacing standards. Figure 9 illustrates the functional classification of streets within Waldport. The following provides a description of each functional classification per the current TSP.

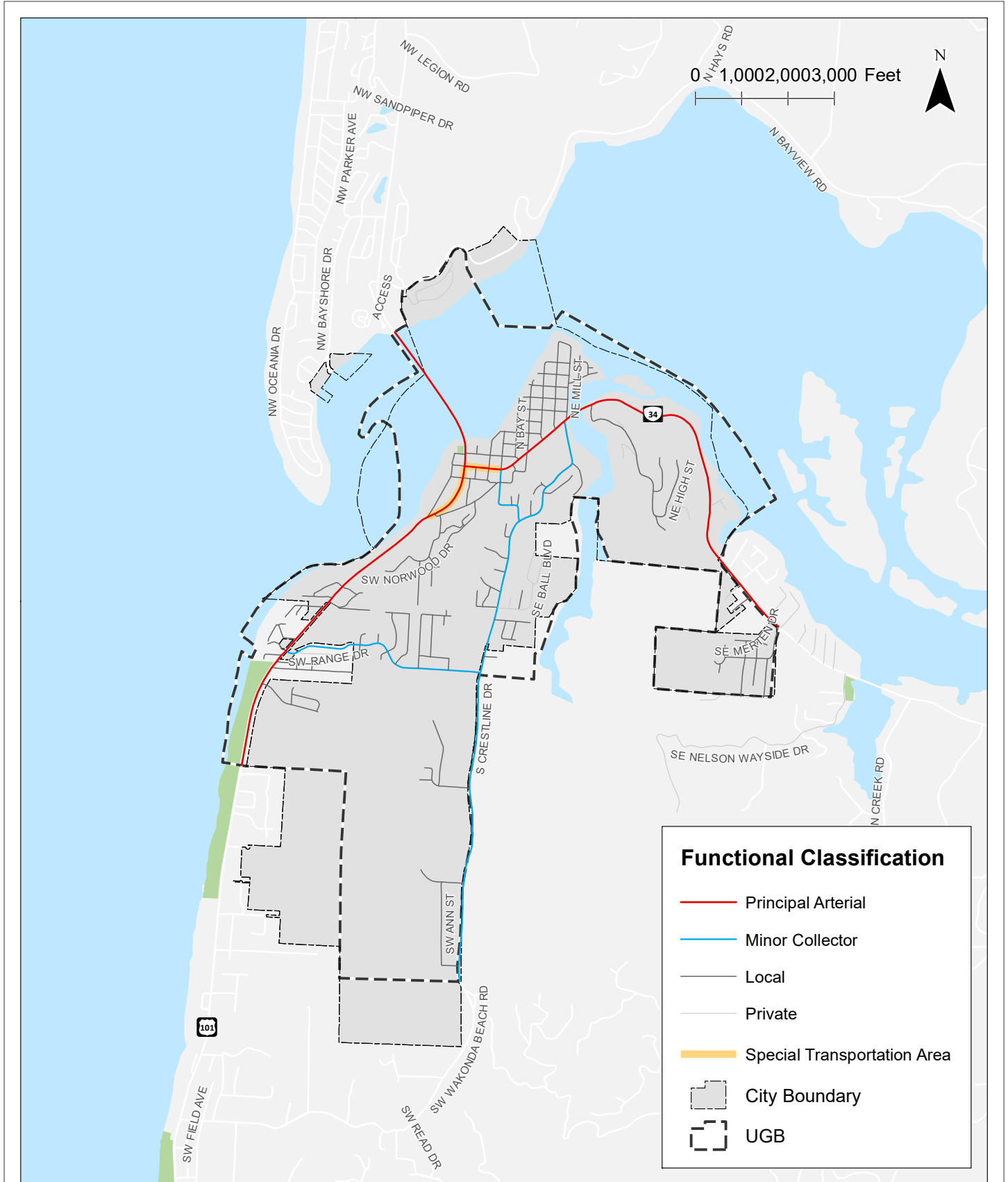
- » **Principal Arterials** – The primary function of a principal arterial is to provide for trips passing through a community and connecting regional centers. Principal arterials in Waldport include US 101 and OR 34.
- » **Minor Collectors** – Minor collector streets channel traffic from local streets to major collectors and arterial streets and provide property access. The primary difference between minor and major collectors is that minor collectors provide property access whereas major collectors provide limited property access. Minor collectors in Waldport include Crestline Drive, Range Drive, and Cedar Street.
- » **Local Streets** – Local streets provide direct access to individual properties. The remaining streets in Waldport, not identified as principal arterials or collectors, are considered local streets. Local streets can be further classified as local commercial and local residential streets according to the adjacent land uses.

Table 7 summarizes the functional classification of the arterial and collector streets within Waldport and identifies the overlapping ownership/maintenance and jurisdictional relationships that exist. As shown in Table 7, there are several inconsistencies in classification between jurisdictions within Waldport.

**Table 7: Functional Classification Comparison of Collector and Higher Streets by Jurisdiction**

Roadway	Jurisdiction	Functional Classification		
		Federal	State	City
US 101	ODOT	Principal Arterial	Statewide	Principal Arterial
OR 34	ODOT	Minor Arterial	District	Principal Arterial
Crestline Drive	City	Major Collector	N/A	Minor Collector
Range Drive	City	Local Road	N/A	Minor Collector
Cedar Street	City	Local Road	N/A	Minor Collector

As shown in Table 7, there are several inconsistencies between the federal, state, and city functional classifications of streets within Waldport. These discrepancies will be addresses as part of the TSP update.



**Functional Classification  
Waldport, Oregon**

**Figure  
9**

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### Special Transportation Area

In addition to the functional classifications identified above, the segment of US 101 from OR 34 to SW Maple Street and the segment of OR 34 from US 101 to Cedar Street are designated as a Special Transportation Areas (STA). An STA is a designated district of compact development located on a state highway within an urban growth boundary in which the need for appropriate local access outweighs the considerations of highway mobility except on state designated freight routes where through highway mobility has greater importance.

### Street Design Standards

Street design standards are established to maintain consistency in the construction of city streets. Table 8 summarizes the street design standards by functional classification for city streets as identified in the current TSP. Additional information on street design standards is included in the Waldport Development Code (Land Division 16.100.100 Street width and improvement standards).

**Table 8: Street Design Standards**

Street Element	Street Element	Width/Options
Principal Arterial	Right-of-way Width	80 feet
	Surface Width	60-80 feet
	Turn Lane Width	14 feet
	Surface Type	See note #1
	Bas Depth	See note #1
	Maximum Grade	6%
	Design Speed, Minimum Tangent/Curve	See note #1
	Curb Type	16"
Minor Collector	Right-of-way Width	60 feet
	Surface Width	36-48 feet
	Turn Lane Width	14 feet
	Surface Type	3" AC
	Bas Depth	8"
	Maximum Grade	15%
	Design Speed, Minimum Tangent/Curve	See note #2
	Curb Type	16"
Local Commercial / Local Residential	Right-of-way Width	50-60 feet / 50 feet
	Surface Width	36-48 feet / 24-28 feet
	Turn Lane Width	NA / NA
	Surface Type	3" AC / 3" AC
	Bas Depth	6" / 6"

	Maximum Grade	15% / 15%
	Design Speed, Minimum Tangent/Curve	See note #2 / See note #2
	Curb Type	12" / 12"

1. Design shall be in accordance with Oregon Department of Transportation Design Standards.
2. Design shall be in accordance with American Association of State Highway Transportation Official standards.

## ROADWAY CHARACTERISTICS

### State Highway Approach Permits

State highway approach permits along US 101 and OR 34 are discussed in *Tech Memo 3B: Existing Conditions Analysis*.

### State Highway Log Data

Log data obtained from the City for State and City facilities is provided in Attachment A.

### Geometry for Study Intersections

The geometry of the study intersections included in the TSP update are discussed in Technical Memorandum 3B.

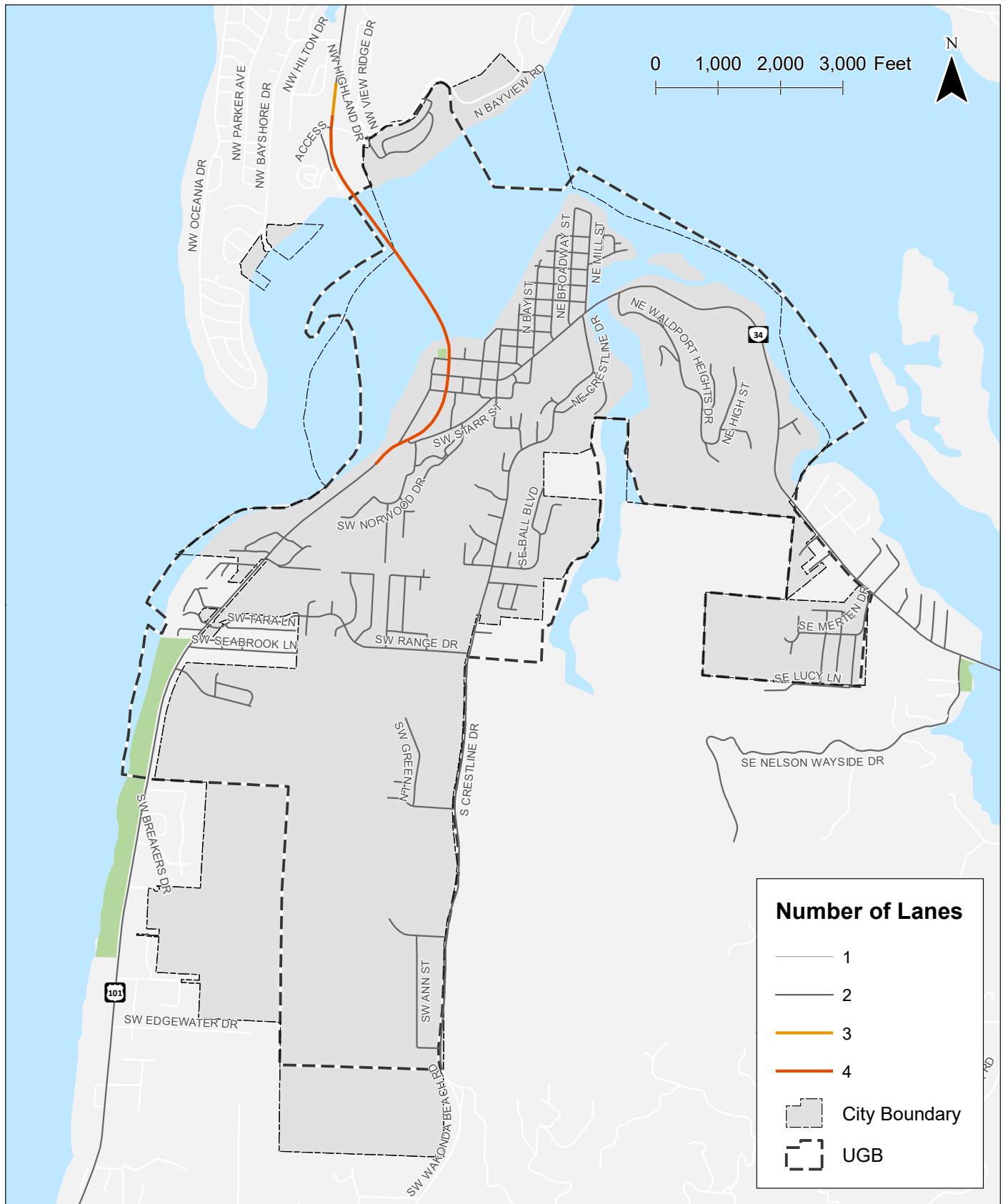
### Number and Width of Travel Lanes

The number and width of travel lanes along ODOT and City facilities varies throughout the City. The number of travel lanes along ODOT and City facilities is shown in Figure 10. The following summarizes information on the number and width of travel lanes along arterial and collector streets within Waldport.

- » US 101 is a four-lane highway from the north city limits to SW Maple Street where it transitions to a two-lane highway to the south city limits. US 101 has 12-foot travel lanes from the north City limits to Spring Street; 11 to 13-foot travel lanes from Spring Street to south of SW Maple Street, and 12-foot travel lanes from south of SW Maple Street to the south city limits.
- » OR 34 is a three-lane highway from US 101 to Crestline Drive where it transitions to a two-lane highway to the east city limits. OR 34 has 12 to 18-foot travel lanes from US 101 to Broadway Street and 12-foot travel lanes from Broadway street to the east city limits.
- » Crestline Drive is a two-lane street from OR 34 to the south city limits. While the width of travel lanes along Crestline Drive is not known, they are generally considered to be 12-foot travel lanes.
- » Range Drive is a two-lane street from US 101 to Crestline Drive. While the width of travel lanes along Range Drive is not known, they are generally considered to be 12-foot travel lanes.
- » Cedar Street is a two-lane street from OR 34 to Crestline Drive. While the width of travel lanes along Cedar Street is not known, they are generally considered to be 12-foot travel lanes.

### Signal Locations

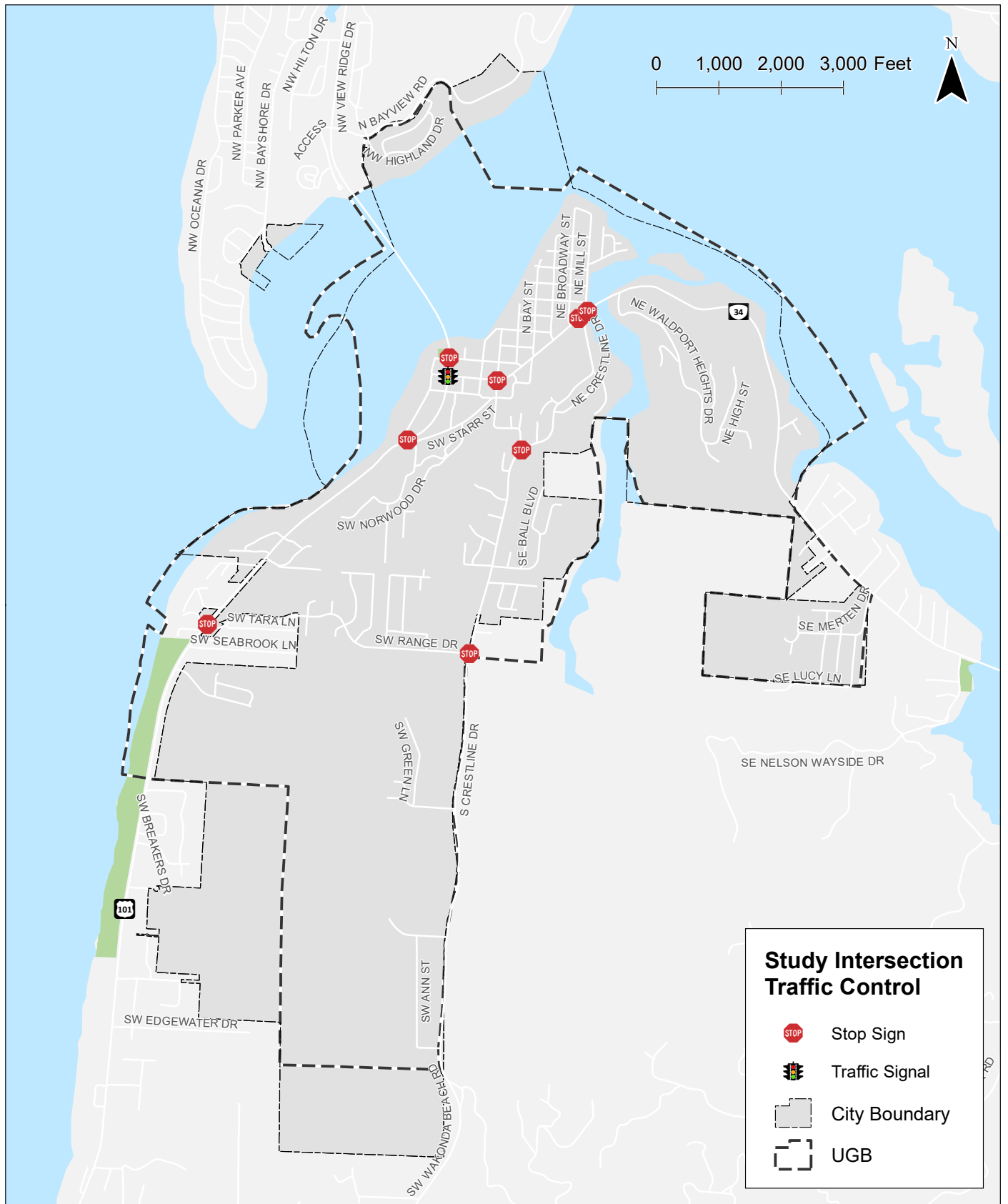
There is one traffic signal located within the City of Waldport. The traffic signal is located at the US 101/OR 34 intersection and is owned, operated, and maintained by ODOT. The signal is fully actuated and includes protected-permitted phasing at the northbound and southbound approaches and protected/split phasing at the eastbound and westbound approaches. The traffic signal in Waldport is shown in Figure 11.



**Number of Travel Lanes  
Waldport, Oregon**

**Figure  
10**

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**Study Intersection Traffic Control  
Waldport, Oregon**

**Figure  
11**

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## Posted Speed Limits

Speed limits typically correspond with the functional classification of the roadway. Roadways with higher functional classifications (e.g. arterials and collectors) typically have higher speeds than roadways with lower classifications (e.g. locals). This correlation is not true for rural facilities where roadways with lower classifications may have higher speeds. The posted speed limits within Waldport are shown in Figure 12.

## Pavement Type and Condition

Pavement type along ODOT facilities is a combination of Portland Cement Concrete (type Unknown) along the Alsea bridge and Asphalt Concrete Unknown along all other facilities. Pavement type information is not available for City facilities; therefore, it was assumed to be Asphalt Concrete (type Unknown), similar to the majority of ODOT facilities. Figure 13 illustrates the pavement types in Waldport.

The City of Waldport uses a qualitative rating system for pavement conditions along ODOT and City facilities. The system rates facilities as excellent, good, adequate, poor, and very poor. Based on data provided by the City, US 101 and OR 34 are rated as excellent, Crestline Drive, Range Drive, and Cedar Street are rated as good. The majority of all other city facilities are rated good or adequate. A small number of facilities are rated poor or very poor. Figure 14 illustrates pavement conditions in Waldport.

## Street Locations on the Local Street System

As shown in Figure 9, the majority of streets within Waldport are classified as local streets. The local streets located east of US 101 and north of OR 34 are based on a grid system while local streets throughout the rest of the city reflect the natural, environmental, and topographical constraints. The majority of these local streets are relatively short and do not connect to other arterial, collector, or local streets.

## On-Street Parking Location and Utilization

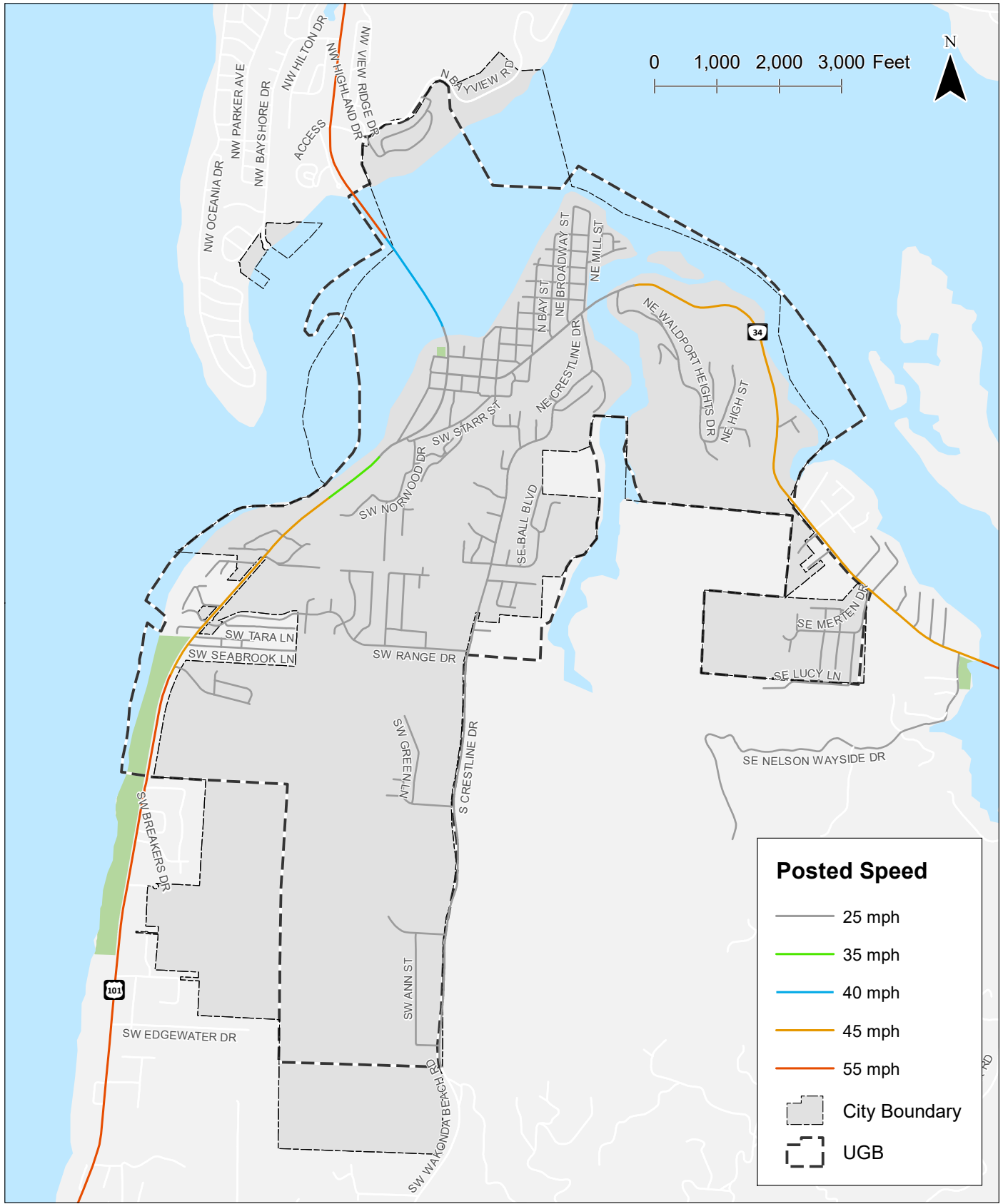
On-street parking is currently provided along both sides of US 101 within downtown Waldport, from north of Hemlock Street to Maple Street and further south on the east and west shoulders as available. On-street parking is also provided along both sides of OR 34 from west of US 101 to Crestline Drive and further east on the north and south shoulders as available. On-street parking is provided along the west side of Crestline Drive adjacent to Crestline Park and along the roadway shoulders as available. On-street parking is not provided along Range Drive or Cedar Street.

## Right of Way Widths

Right-of-way refers to the overall width of roadway jurisdiction that typically expands beyond the physical roadway section and provides space for future roadway improvements, such as roadway widening, added bike or pedestrian facilities, etc. Based on information provided in the current TSP and right-of-way information provided by the City, sufficient right-of way is currently provided along US 101, OR 34, Range Drive, and Cedar Street. However, right-of-way is limited along Crestline Drive to 50-feet.

## Intelligent Transportation System (ITS) Facilities

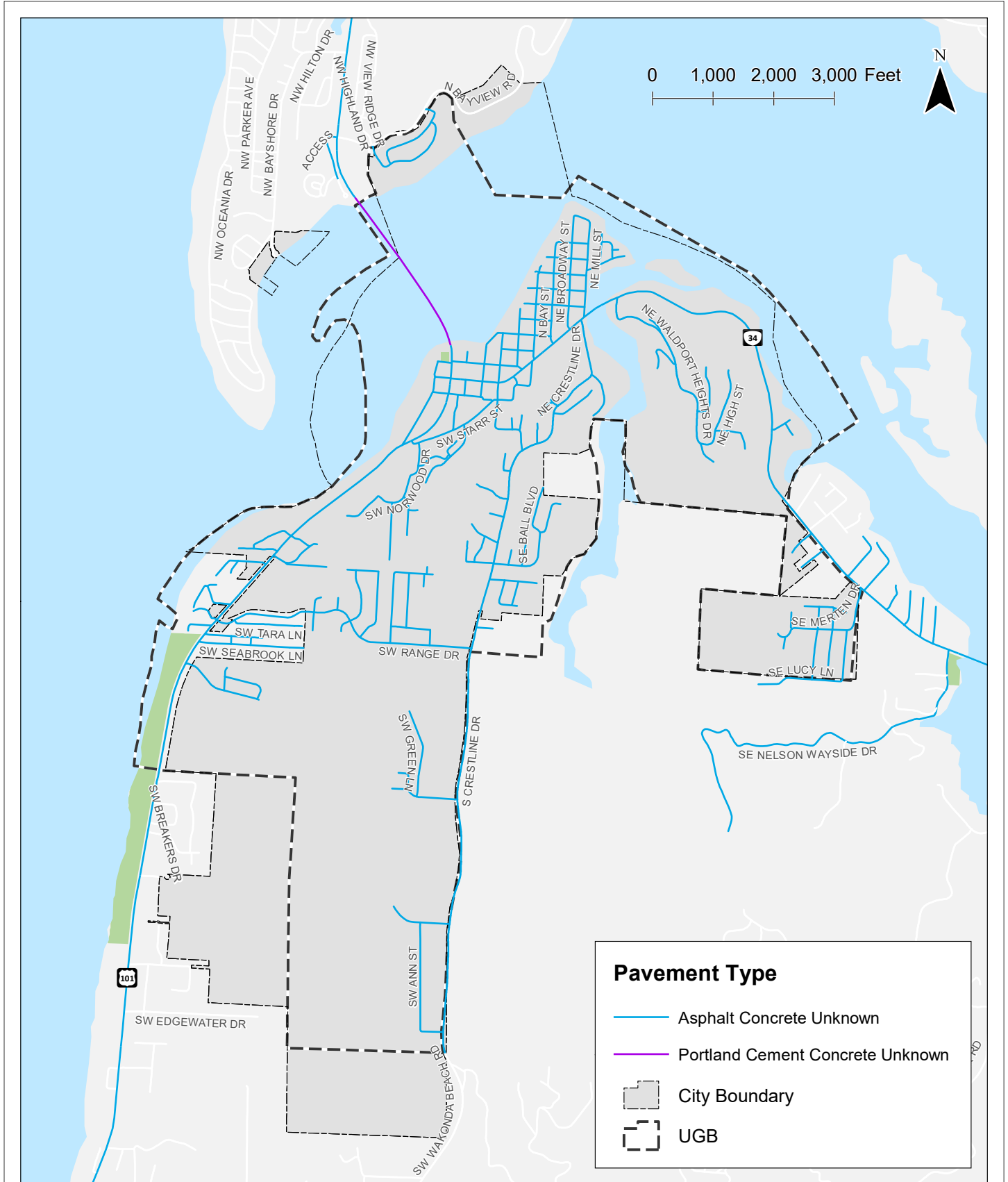
There are no Intelligent Transportation System (ITS) facilities within the City of Waldport. The closest ITS facilities are located further north along US 101 in Newport and include a combination of cameras, Highway Advisory Radio (HAR) beacons and transmitters, and weather warning systems.



**Posted Speed Limits  
Waldport, Oregon**

**Figure  
12**

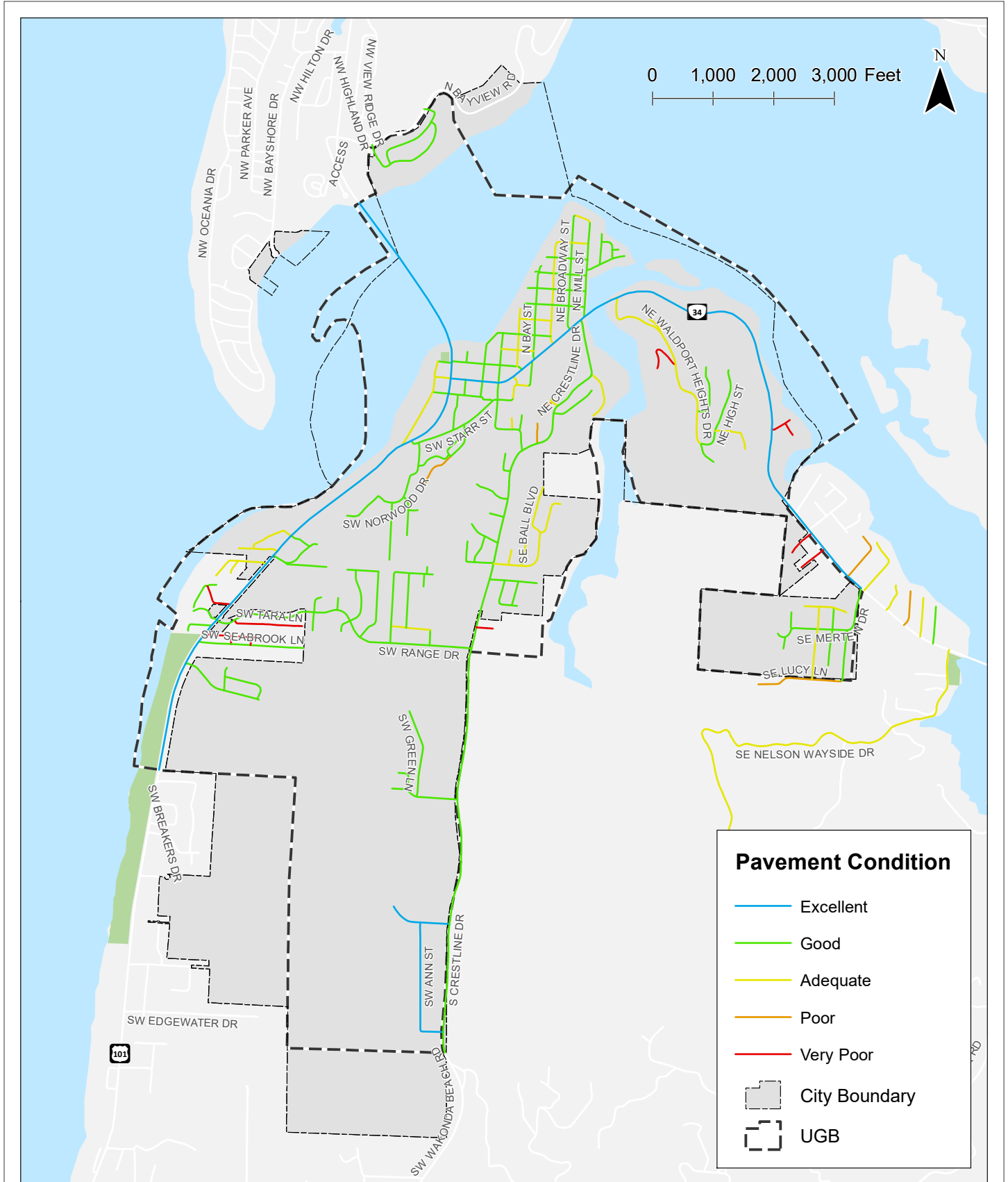
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**Pavement Type  
Waldport, Oregon**

**Figure  
13**

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**Pavement Condition  
Waldport, Oregon**

**Figure  
14**

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## Intermodal Connections and Facilities

There are no intermodal connections or facilities within the City of Waldport. The closest intermodal connection is located along US 101 at Newport Avenue in Coos Bay/North Bend.

## Motor Carrier Transportation Division Freight Routes

The Motor Carrier Transportation Division (MCTD) is a division of ODOT that promotes a safe, efficient, and responsible commercial transportation industry by simplifying compliance, reducing regulatory requirements, wherever appropriate, preserving infrastructure, enhancing private/public partnership, fostering effective two-way communication, and delivering superior customer service while recognizing the vital economic interests of the commercial transportation industry. The MCTD freight routes within Waldport are shown in **Error! Reference source not found.** As shown, the MCTD freight routes include US 101, which is identified as an Orange (generally unrestricted) route, and OR 34, which is identified as a Black and Yellow (highly restricted) route. The following provides a description of the routes per the MCTD Freight Mobility Map:

- » **Orange Routes:** Generally unrestricted freight and oversize/overweight routes. The most heavily used truck routes in the state. Most viable route as an unrestricted detour.
- » **Black and Yellow Routes:** Routes that are highly restricted to truck and oversize load traffic. May be important for local access by permit, but not for general use. These routes should not be considered for use as a viable detour route for any trucks.

## State Freight Routes

There are no state designated freight routes within Waldport. The closest state designated freight route is US 20 that travel east from Newport to OR 99W in Corvallis.

## Regional Freight Routes

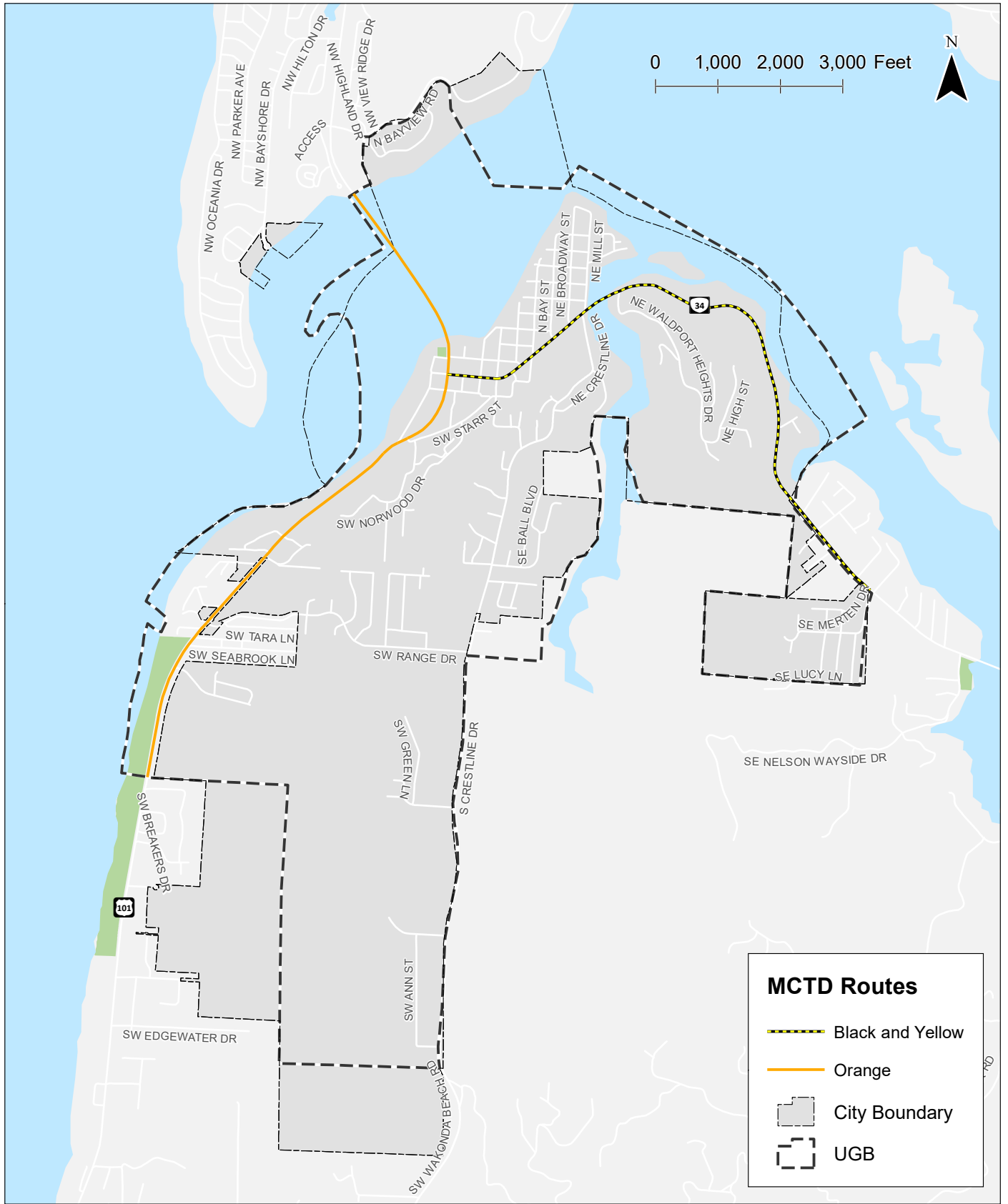
There are no regional freight routes within Waldport.

## Local Freight Routes

There are no local freight routes within Waldport. However, the current TSP indicates that US 101 and OR 34 serve the majority of truck traffic and are most suitable for truck use. The current TSP also indicates that Crestline Drive and Range Drive provide access for trucks to the commercial and industrial developments in the upland area.

## National Highway System Facilities

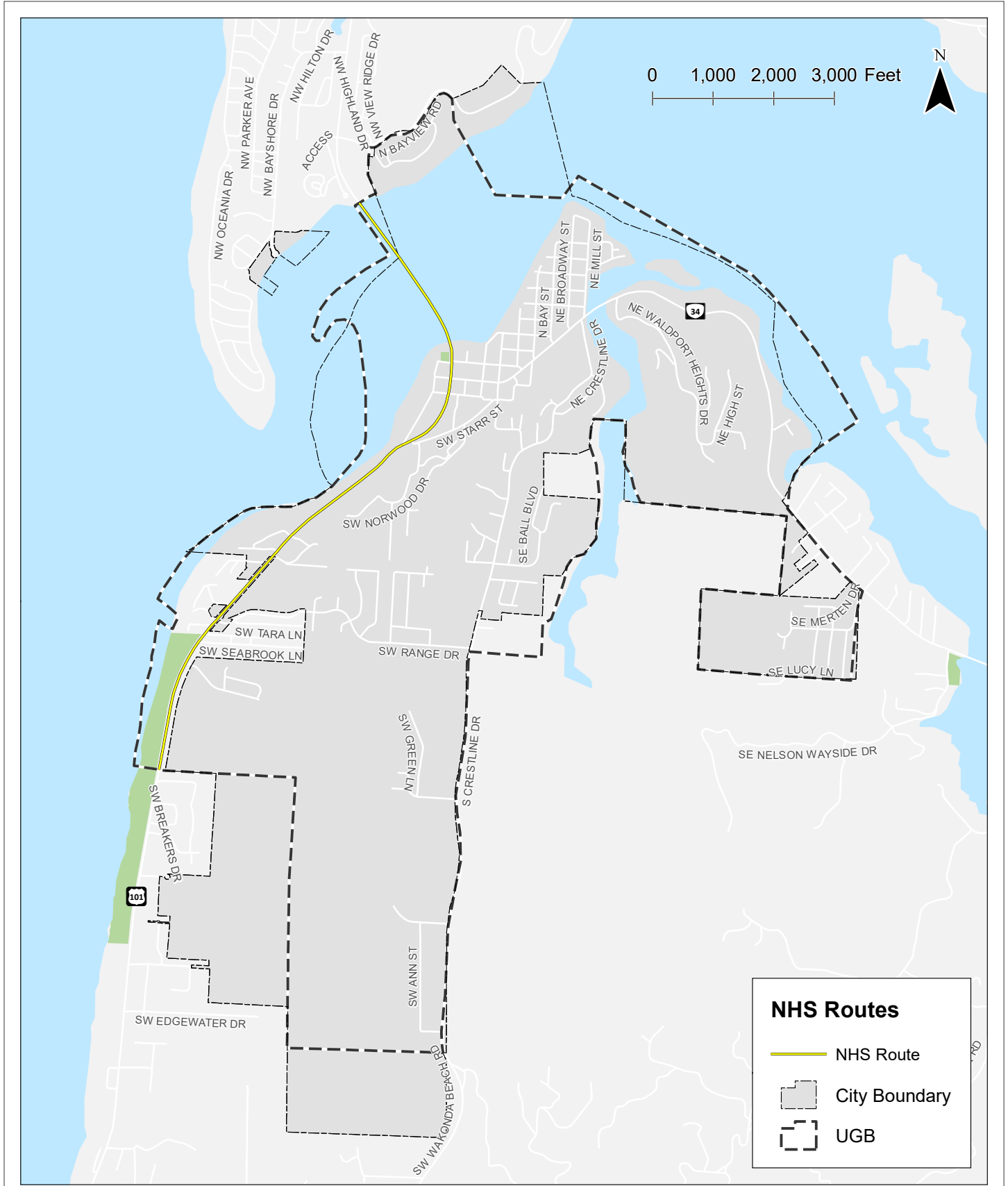
The National Highway System (NHS) is a network of highways, including interstate highways, that serve strategic economic, defense, and transportation facilities, such as airports, ports, rail or truck terminals, railway stations, and pipeline terminals. The NHS facilities within Waldport include US 101. Improvements on NHS facilities are subject to higher standards, such as vertical and horizontal clearances, than non-NHS facilities. Figure 16 illustrates the NHS routes in Waldport.



**Motor Carrier Transportation Division (MCTD) Routes  
Waldport, Oregon**

**Figure  
15**

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National Highway System (NHS) Routes  
Waldport, Oregon

Figure  
16

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## PUBLIC TRANSPORTATION INVENTORY

### Transit Service Providers

Fixed-route transit in Waldport is provided along US 101 and OR 34 via Lincoln County Transportation Service District's (LCTSD) South County Route (Newport to Yachats). The route operates along US 101 between Newport and Yachats. OR 34 is served by a spur of the route, which turns around at the Lakeside Market on-call stop east of Waldport. The route operates Monday through Saturday between 7:00 a.m. and 6:30 p.m. with four daily trips. The LCTSD fare schedule is based on designated services zones; each travel zone is \$1.00. This route spans three service zones (Zones 1, 2, and 3) for a maximum one-way fare of \$3.00.

The Caravan Airport Shuttle also provides service in Waldport. The route operates between the Waldport Visitor Center and Portland International Airport, providing connections to Lincoln City, Grand Ronde, OHSU/VA, and Portland Amtrak. The route provides one daily trip, departing Waldport Visitor Center at 7:50 a.m. and departing from Portland for the return trip at 2:15 p.m. Reservations are required and a one-way tickets costs approximately \$75.00. Additional charges are applicable for pets, oversized items, additional baggage, or bicycles.

### Transit Facilities

Figure 17 shows the transit routes and facilities in Waldport. LCTSD operates seven bus stops in the City of Waldport, five of which are on-call or as-needed (Waldport Post Office, Lakeside Market, Waldport Library, Waldport Clinic, Espresso 101) and two of which are regular bus stops (HiSchool Pharmacy, Ray's Market). Unless a stop is arranged at the Lakeside Market or Waldport Clinic, the South County Route will not serve the OR 34 east of Crestline Drive or Range Drive, respectively. The Waldport Post Office bus stop provides a shelter. Caravan Airport Shuttle operates one stop in Waldport at the Visitor Center.

## BICYCLE AND PEDESTRIAN INVENTORY

Bicycle and pedestrian facilities within Waldport were inventoried based on Geographic Information System (GIS) data obtained from ODOT as well as a review of recent aerial imagery and field observations. The following provides a summary of the bicycle and pedestrian inventory, including bicycle and pedestrian facility types, locations, geometry, conditions, and use.

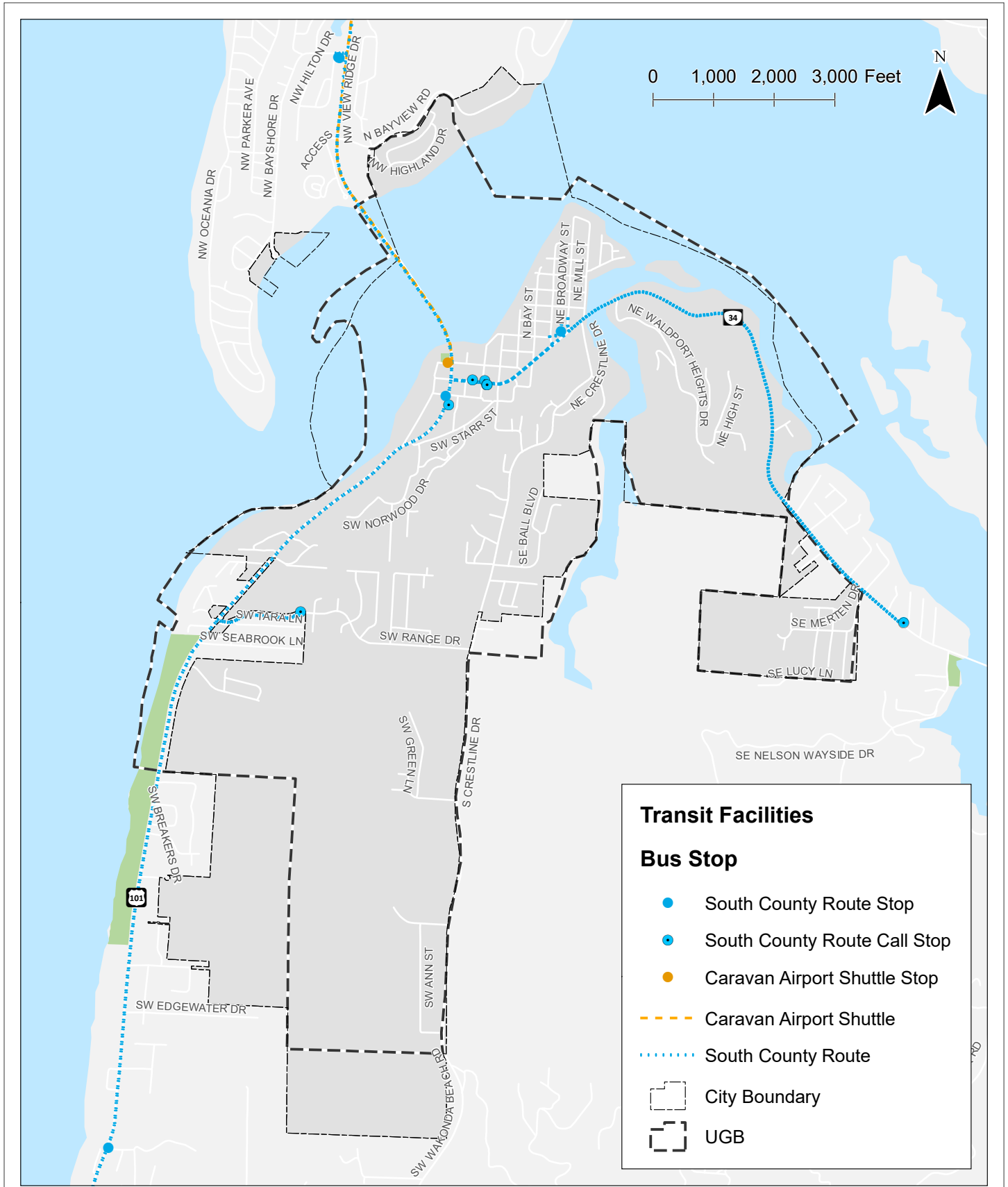
### BICYCLE FACILITIES

Bicycle facilities within Waldport consist of shared roadways and shoulder bikeways as well as off-street bicycle facilities, such as bicycle parking. These facilities provide residents with the ability to travel between residential areas, schools, parks, churches, retail/commercial centers, recreational areas, and other essential destinations within Waldport and neighboring cities by bicycle. Figure 18 shows the location and type of bicycle facilities within Waldport. The following summarizes information on bicycle facilities within Waldport, including geometry, conditions, and use.

#### Shared Roadways

Shared roadways are a common bicycle facility type in Waldport. All roadways that lack shoulder bikeways or bicycle lanes could be considered shared roadways; however, shared roadways typically have posted speed limits of 25 miles per hour (mph) or less and average daily traffic (ADT) of 1,500 vehicles or less.

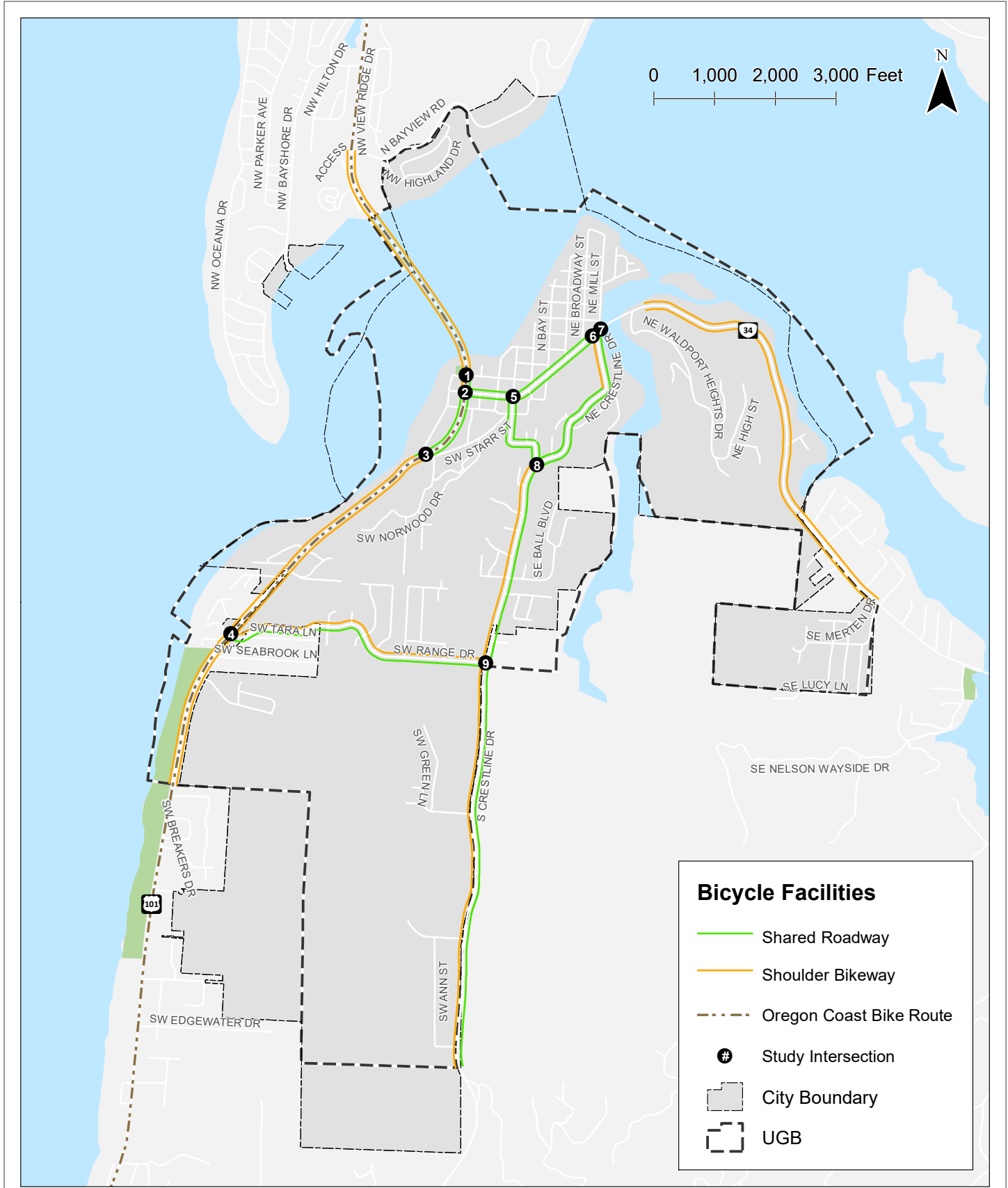




Transit Routes and Stops  
Waldport, Oregon

Figure  
17

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**Bicycle Facilities  
Waldport, Oregon**

**Figure  
18**

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Within Waldport, this includes all local streets as well as a few arterials and collectors. Roadways with higher travel speeds or traffic volumes should not be considered shared roadways. The following summarizes information on shared roadways along all arterial and collector streets within Waldport.

- » US 101 – The current TSP identifies the segment of US 101 from the Alsea Bridge to the south UGB as a shared roadway; however, there are several segments along US 101 that provide shoulder bikeways.
- » OR 34 – The current TSP identifies the segment of OR 34 from US 101 to Rio Vista as a shared roadway; however, there are several segments that provide shoulder bikeways.
- » Crestline Drive, Range Drive, and Cedar Street – The current TSP does not identify Crestline Drive, Range Drive, or Cedar Street as shared roadways; however, with posted speed limits of 25 miles mph and/or ADTs of 1,500 or less, the segments of the roadway without shoulder bikeways could be considered shared roadways.

### Shoulder Bikeways

Shoulder bikeways are also a common bicycle facility type in Waldport. All striped shoulders could be considered shoulder bikeways; however, shoulder bikeways can range from 4 to 8-foot wide depending on the functional classification of the roadway and ADT. Shoulders that are less than 4-foot wide should not be considered shoulder bikeways. The following summarizes information on shoulder bikeways along all arterial and collector streets in Waldport:

- » US 101 – Shoulder bikeways are provided along both sides of US 101 from the north UGB to NW Spring Street. Shoulder bikeways are also provided along both sides of US 101 from SW Maple Street to the south UGB.
- » OR 34 – Shoulder bikeways are provided on both sides of OR 34 from east of Waldport Heights Drive to the east UGB.
- » Crestline Drive – A shoulder bikeway is provided on the west side of Crestline Drive from OR 34 to N Lint Slough Road. A shoulder bikeway is also provided on the west side of Crestline Drive from Cedar Street to the south UGB. All other shoulders along Crestline Drive are too narrow to be considered shoulder bikeways; however, as indicated above, these segments could be considered shared roadways.
- » Range Drive – a shoulder bikeway is provided on the north side of Range Drive from US 101 to Crestline Drive. All other shoulders along Range Drive are too narrow to be considered shoulder bikeways; however, as indicated above, these segments could be considered shared roadways.
- » Cedar Street – The shoulders along Cedar Street are too narrow to be considered shoulder bikeways; however, as indicated above these segments could be considered shared roadways.
- » Broadway Street – Shoulder bikeways are provided along both sides of Broadway Street from north of OR 34 to Port Street. The bikeways are approximately 5-foot wide and appear to be in good condition.

Shoulder width and condition information along the State and City facilities is fairly limited; however, aerial imagery shows, and field observations confirm, the shoulders are generally 4 to 5-foot wide and are in good to excellent condition.

### Bicycle Parking

Bicycle parking is provided along both sides of US 101 and in front of a few local businesses and institutions along US 101 and OR 34. The majority of the bicycle parking stalls along US 101 can accommodate up to two bicycles and are in good condition. The bicycle parking stalls in front of local businesses and institutions vary based on the design of the rack; however, the majority can accommodate up to four bicycles and are in good condition.

### BICYCLE ACTIVITY

Traffic counts were conducted at the study intersections in September and October 2018 while school was in session. All counts were conducted on a typical mid-week day over a four-hour period (2:00 to 6:00 p.m.), except the US 101/OR 34 traffic counts, which were conducted over a 16-hour period (6:00 AM to 10:00 PM). All counts include the total number of bicyclists that entered the intersections in 15-minute intervals. The bicycle crossing volume data is shown in Table 9.

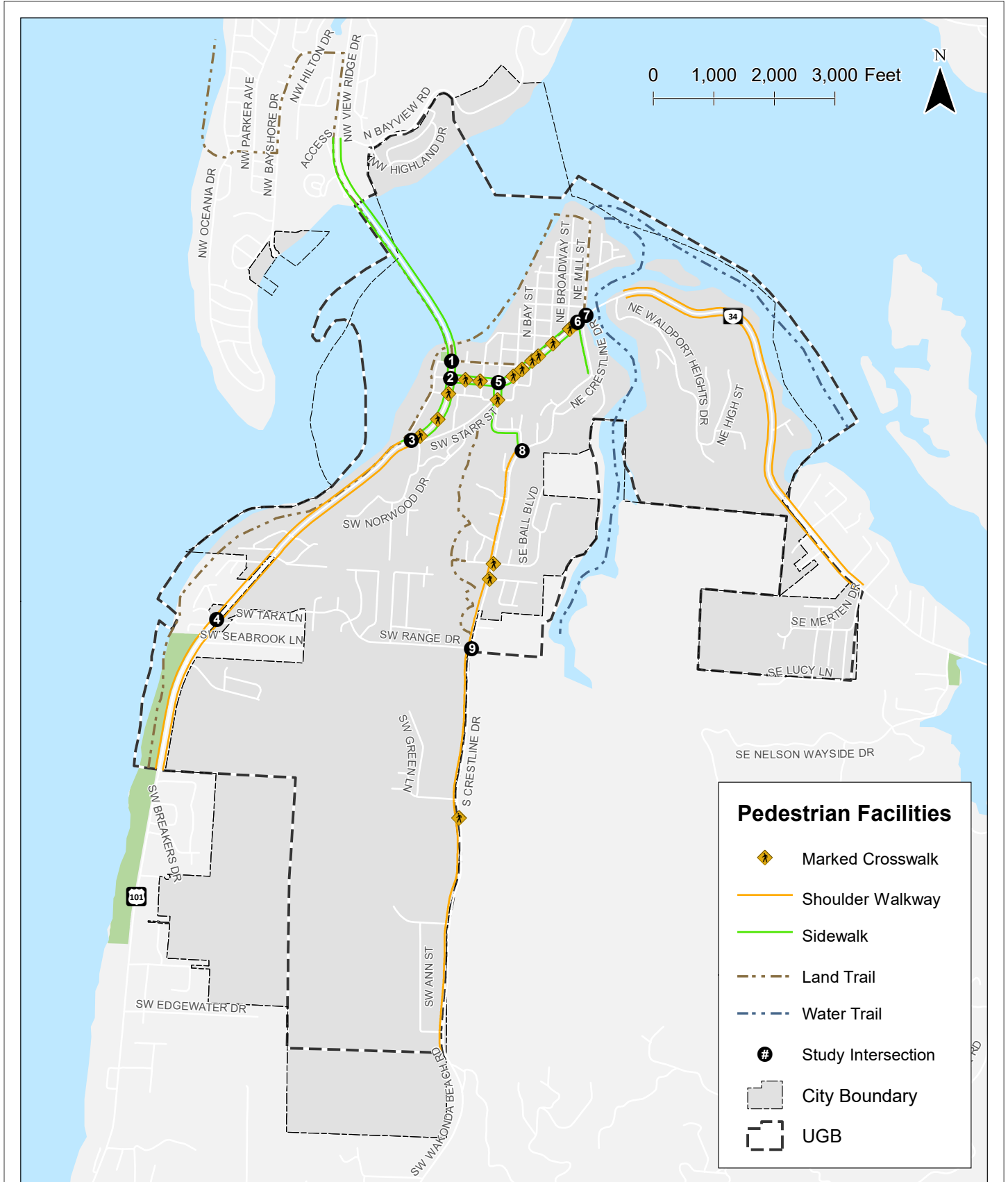
**Table 9: Bicycle Crossing Volumes at Study Intersections**

Map ID	Intersection	North/South Volume	East/West Volume	Bicycle Peak Hour
1	US 101/NE Spring Street	4	0	3
2	US 101/OR 34	4	0	3
3	US 101/SW Starr Street	5	0	3
4	US 101 SW Range Drive	10	0	5
5	OR 34/NW Cedar Street	1	3	2
6	OR 34/NE Crestline Drive	0	3	2
7	OR 34/NE Mill Street	0	7	3
8	SW Cedar Street/S. Crestline Drive	0	0	0
9	SW Range Drive/S. Crestline Drive	14	4	7

As shown in Table 9, the highest bicycle crossing volumes were observed at intersections located along US 101 near the downtown area where retail and commercial land uses are most common and at along SW Range Drive/S. Crestline Drive where residential and institutional uses are most common. Potential bicycle improvements should be prioritized at these locations to ensure safe and convenient access for bicyclists.

### PEDESTRIAN FACILITIES

Pedestrian facilities within Waldport consists of sidewalks, shared-use paths, and off-street trails, as well as marked and unmarked, signalized and unsignalized pedestrian crossings. These facilities provide residents with the ability to travel between residential areas, schools, parks, churches, retail/commercial centers, recreational areas, and other essential destinations within Waldport by foot. Figure 19 shows the location and type of pedestrian facilities within Waldport. The following summarizes information on pedestrian facilities within Waldport, including geometry, conditions, and use.



**Pedestrian Facilities  
Waldport, Oregon**

**Figure  
19**

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## Sidewalks

Sidewalks are provided along both sides of several streets within the downtown area. Sidewalks are also provided along one or two sides of several streets throughout the City. The following summarizes information on sidewalks along all arterial and collector streets within Waldport:

- » US 101 – Sidewalks are provided on both sides from north UGB to SW Maple Street/Starr Street. The sidewalks are 5 to 10-feet wide and appear to be in good condition.
- » OR 34 – Sidewalks are provided on both sides from US 101 to NE Mill Street/Crestline Drive. The sidewalks are 6 to 10-feet wide and in fair to good condition.
- » Crestline Drive – Sidewalks are provided along the west side of Crestline Drive adjacent to the former Waldport High School site. The sidewalks are 6-feet wide and appear to be in good condition. Sidewalks are also provided along the west side of Crestline Drive adjacent to Crestline Park. The sidewalks are 6-feet wide and appear to be in good condition.
- » Range Drive – Sidewalks are provided on a few short segments of Range Drive adjacent to new development. The sidewalks are 6-feet wide and appear to be in good condition.
- » Cedar Street – Sidewalks are provided on both sides from OR 34 to W Willow Street. South of W Willow Street, sidewalks are provided on the west/south side of Cedar Street. The sidewalks are 5 to 6-feet wide and appear to be in good condition.

## Marked Crosswalks

Marked crosswalks are provided at several intersections and mid-block crossing locations within the downtown area. Marked crosswalks are also provided at several intersections throughout the City. The following summarizes information on marked crosswalks along all arterial and collector streets within Waldport:

- » US 101 – Five marked crosswalks are provided along US 101 near the Flea Market, the Waldport Inn, W Willow Street, and NW Hemlock Street. The crosswalks include high visibility pavement marking and signs, pedestrian-scale lighting, curb extensions, and ADA accessible pedestrian ramps.
- » OR 34 – Eight marked crosswalks are provided along OR 34 at US 101, NW Verbena Street, NW John Street, NW Cedar Street, 60-feet SW of N Bay Street, the northern most entrance to Seashore Joy Garden, and NE Crestline Drive. The pavement markings at NW Verbena Street, NW John Street, and NW Cedar Street consist of longitudinal line markings while the remaining are transverse markings. School crossing warning signs are provided as well as pedestrian scale lighting.
- » Crestline Drive – Three marked crosswalks are provided along Crestline Drive at SW Park Street-SE Ball Road, SE Salmon Street, and the northern most entrance to Crestview Heights School. The crosswalks include longitudinal pavement markings and warning signs.
- » Range Drive – No marked crosswalks are currently provided along Range Drive.
- » Cedar Street – Four marked crosswalks are provided along Cedar Street at NW Spring Street, OR 34, W Willow Street. The crosswalks include longitudinal pavement markings and pedestrian scaled lighting.

## Shared-use paths and trails

Shared-use paths and trails create circulation and connection systems for non-motorized travelers. These paths and trails provide recreational opportunities for residents and visitors and connect the lowland and upland areas of the city. Several shared-use paths and trails are provided throughout the city and have been documented in the Waldport Parks, Recreation & Trails Master Plan. The following summarizes information on shared-use paths and trails within Waldport:

- » Woodland Trail – Woodland trail is a 1.3-mile natural surface trail from Kendall Fields to Woodland Park. The trail has a moderate level of hiking/walking difficulty.
- » Old Town Trail – Old Town Trail is a 1.8-mile loop that runs along OR 34, NE Mill Street, and the beach between Alsea Bay Bridge and Port Alsea. The trail includes a beach trail, sidewalks, and pavement surfaces and has an easy level of hiking/walking difficulty.
- » Lint Slough Trail – Lint Slough Trail is 0.6-miles long on the public-right-of-way south from Crestline Drive/Lint Slough Road. Most of the trail is natural surface and is an easy level of hiking/walking difficulty.
- » Wazyata Beach Access – Wazyata Beach Access is a 0.3-mile natural surface trail along Wazyata Avenue.
- » Old Town Bay/Beach Accesses – Old Town Bay/Beach Accesses is a 20-80-foot-wide public right-of-way to allow for pedestrian access to the bay and beach.
- » Oregon Coast Trail – Oregon Coast Trail is a 2.3-mile trail that includes sidewalks, pavement, and beach facilities. The trail starts in SW Bayshore and travels along Alsea Bay Bridge, SW Maple Street, and the beach SW of US 101.
- » Alsea River Water Trail/Lint Slough Water Trail – Alsea River Water Trail/Lint Slough Water Trail is a 2-mile water trail starting from Port of Alsea. The water trail runs through Lint Slough and Alsea River.

## PEDESTRIAN ACTIVITY

Traffic counts were conducted at the study intersections in September and October 2018 while school was in session. All counts were conducted on a typical mid-week day over a four-hour period (2:00 to 6:00 p.m.), except the US 101/OR 34 traffic counts, which were conducted over a 16-hour period (6:00 AM to 10:00 PM). All counts include the total number of pedestrians that entered the intersections in 15-minute intervals. The pedestrian crossing volume data is shown in Table 10.

**Table 10: Pedestrian Crossing Volumes at Study Intersections**

Map ID	Intersection	North/South Volume	East/West Volume	Pedestrian Peak Hour
1	US 101/NE Spring Street	5	3	4
2	US 101/OR 34	60	32	39
3	US 101/SW Starr Street	1	3	2
4	US 101 SW Range Drive	3	2	2
5	OR 34/NW Cedar Street	102	69	48
6	OR 34/NE Crestline Drive	2	10	6

7	OR 34/NE Mill Street	9	10	10
8	SW Cedar Street/S. Crestline Drive	0	0	0
9	SW Range Drive/S. Crestline Drive	0	32	14

As shown in Table 10, the highest pedestrian crossing volumes were observed at intersections located along OR 34 near the downtown area where retail and commercial land uses are most common and along Crestline Drive where residential and institutional uses are most common. Potential pedestrian improvements should be prioritized at these locations to ensure safe and convenient access for pedestrians.

## FREIGHT GENERATORS INVENTORY

Freight activity in the City of Waldport is generally low, with industrial land limited and largely unused. No roadways are classified as Oregon Highway Plan Freight Routes, though US 101 is classified as a high clearance route.

### FREIGHT GENERATORS

The majority of freight activity in the City of Waldport occurs as through traffic on US 101 and OR 34. However, the commercial and industrial development in the upland area also produces freight traffic. Additional land in the upland area is industrial-zoned and may generate more freight traffic in the future.

### MAJOR COMMODITIES SHIPPED OR RECEIVED

Little industrial activity occurs in the City of Waldport, whose economic resources have shifted from timber and salmon production to tourism and recreation industries. Many industrial-zoned lands are undeveloped or vacant.

### INTERMODAL FACILITIES

No intermodal facilities are present within the City of Waldport. Wakonda Beach State Airport is the closest airport and the closest industrial port is the Port of Coos Bay. The Port of Alsea is primarily used for commercial and recreational fishing, and not as a freight facility.

### CONNECTOR ROADS

US 101 and OR 34 experience heavy freight use as through routes in Waldport. The 1999 Waldport TSP notes that if a new collector road is constructed between US 101 and Crestline Drive near the industrial-zoned land, truck traffic should be restricted on Range Drive and Crestline Drive. In particular, the weigh station located on US 101 is no longer needed and provides opportunity for a new collector connection.

## TSUNAMI EVACUATION ROUTES INVENTORY

Exhibit 1 shows the tsunami evacuation map for Waldport, prepared by the Oregon Department of Geology and Mineral Industries in 2013. Primary evacuation areas and routes are as follows:

- » Downtown Waldport is directed to Norwood Drive, Pacific View Drive, Cedar Street, and Crestline Drive.
- » The Yaquina John Point area is directed toward W Forest Way, SW Range Drive, and SW Seabrook Lane.
- » The east side of town is directed along OR 34 toward SE Merten Drive.

As more development moves from the lowlands to the uplands or new roadway connections are formed, evacuation routes should be revisited.



Exhibit 1. Tsunami Evacuation Map



## FUNDING INVENTORY

This section summarizes information on transportation funding in Waldport. This information provides context for evaluating projects and defining priorities that will allow Waldport to use all funding opportunities and maximize current resources to preserve and improvement transportation system.

### TRANSPORTATION REVENUE

Transportation revenue in Waldport primarily consists of state revenue from the state gas tax, which was recently changed by House Bill (HB) 2017, and local revenue from Road District property taxes. Waldport does not have a transportation system development charge (SDC). Property taxes are anticipated to increase by 4% a year, 3% + 1% growth. Increases in state revenues will depend primarily on gas consumption.

#### State Revenue

The primary state revenue source is the state gas tax. State gas taxes are comprised of proceeds from excise taxes imposed by the state and federal government to generate revenue for transportation funding. The proceeds from these taxes are distributed to Oregon counties and cities in accordance with Oregon Revised Statute (ORS) 366.764, by county registered vehicle number, and ORS 366.805, by city population. The Oregon Constitution states that revenue from the state gas tax is to be used for the construction, reconstruction, improvement, maintenance, operation and use of public highways, roads, streets, and roadside rest areas.

Based on data provided by the City, total revenue from the state gas tax has increased steadily over the last ten years from \$81,843 in 2009 to \$134,425 in 2018. The increase between 2015 and 2016 reflects an adjustment in the population estimate used by the state to determine the amount of funding to distribute to the City. While the population is expected to continue to increase by approximately 2.3 percent per year over the next several years (See the Historic and Projected Population Growth Patterns under the Land and Population Inventory section), revenue from the state gas tax depends on gas consumption, which is expected to go down over time.

#### Local Revenue

The primary local revenue source is from Road District property taxes. Road districting is a technique used to localize road construction or maintenance to a portion of a county and to place financial responsibility within the localized area.

Based on data provided by the City, total revenue from the road district has increased steadily over the last ten years from \$111,633 in 2009 to \$152,434 in 2018. The City data also indicates that revenue from the road district property taxes is expected to be \$158,405 in 2019.

## **ATTACHMENT A: LOG DATA**

# LOG DATA

Table A1 summarizes log data obtained from the City for State and City facilities.

**Table A1: Log Data**

0	Street Name	Location	Condition	Maintenance	Jurisdiction	ROW Width	Length
1	Ball Blvd. SE	5	Adequate	Prop. Owners	Private	50'	2,200
2	Bird Ave. SE	5	Adequate	Prop. Owners	Private	50'	400
3 <sup>1</sup>	Blue Spruce SE	3	Good	Prop. Owners	Private		500
4	Buker Ln. NE	2	Adequate	Prop. Owners	Private	32'	10
5 <sup>1</sup>	Eagle View Ln. SE	3	Adequate	Prop. Owners	Private		500
6 <sup>1</sup>	Harmony Ln. SE	3	Poor	Prop. Owners	Private		650
7	High Meadows Dr. NE	2	Adequate	Prop. Owners	Private		
8	Highland Circle NW	10	Good	Prop. Owners	Private	40'	1,300
9	Highland Dr. NW	10	Good	Prop. Owners	Private	40'	1,800
10	Hillside Dr. NE	2	Very Poor	Prop. Owners	Private	50'	560
11	Home Port Ln. SE	3	Very Poor	Prop. Owners	Private	50'	650
12 <sup>1</sup>	Kira Ln. SE	3	Poor	Prop. Owners	Private	50'	700
13	Lucy Ln. SE	4	Poor	Prop. Owners	Private	50'	2,000
14	Lundy Ln SE	5	Adequate	Prop. Owners	Private	50'	250
15	Meadowlark Ct. SE	3	Very Poor	Prop. Owners	Private		400
16	Meadowlark Ln. SE	3	Very Poor	Prop. Owners	Private		390
17 <sup>1</sup>	Nelson Wayside Dr.	3	Adequate	Prop. Owners	Private	40'	2,500
18 <sup>1</sup>	River View Ln. SE	3	Adequate	Prop. Owners	Private		890
19 <sup>1</sup>	Shady Cove Ln. SE	3	Adequate	Prop. Owners	Private		400
20	Tara Ln. SW	8	Very Poor	Prop. Owners	Private	60'	1,450
21	Clover Ln. SE	3	Very Poor	Prop. Owners	Public	50'	800
22	Corona Ct. SW	7	Adequate	Prop. Owners	Public	30'	1,000
23	Corona Pl. SW	7	Adequate	Prop. Owners	Public	30'	180
24	Hospital Hill NE	5	Poor	Prop. Owners	Public		280
25	Hospital Hill SE	5	Poor	Prop. Owners	Public		??
26	La Barre Dr. SW	7	Very Poor	Prop. Owners	Public	50'	300
27	Lily Ln. SW	6	Poor	Prop. Owners	Public	50'	160
28	Midge Ln. SE	5	Very Poor	Prop. Owners	Public	50'	300

29	Moffitt Rd. SE	3	Poor	Prop. Owners	Public	40'	700
30	Seabrook Ln. SW	9	Good	Prop. Owners	Public	60'	2,150
31	Seabrook Way SW	9	Very Poor	Prop. Owners	Public	40'	140
32	Southmayd Lane SW	9	Very Poor	Prop. Owners	Public	40'	1,000
33	Southmayd Way SW	9	Very Poor	Prop. Owners	Public	40'	140
34	Hemlock St. NW	1	Adequate	ODOT	State	80'	3,400
35	US 101 NW	1	Excellent	ODOT	State		5,000
36	US 101 SW	1	Excellent	ODOT	State		incl. above
37	Adahi Ave. SW	7	Adequate	Prop. Owners	Waldport	50'	700
38	Agate Dr SE	5	Good	City	Waldport	50'	100
39	Alder St NW	1	Adequate	City	Waldport	60'	1,608
40	Alsea Way SE	4	Adequate	City	Waldport	80'-90'	1,200
41	Ann St. SW	5	Excellent	City	Waldport	60'	1,650
42	Bay St. N	1	Good	City	Waldport	60' +	150
43	Brentwood Dr. SW	5	Good	City	Waldport	50'	800
44	Broadway St. NE	1	Good	City	Waldport	80'	1,950
45	Canyon Dr. SW	5	Good	City	Waldport	50'	448
46	Cedar St. SW	1	Good	City	Waldport	60'	2,100
47	Chad Dr. SW	8	Good	City	Waldport	50'	900
48	Commercial St. NE	1	Adequate	City	Waldport	60'	1,500
49	Crest Circle SW	8	Good	City	Waldport	50'	400
50	Crestline Dr. NE	5	Good	City	Waldport	50'	12,800
51	Crestline Dr. S	5	Good	City	Waldport	50'	incl. above
52	Dahl Ave. SW	5	Excellent	City	Waldport	60'	700
53	Dolores Dr. SW	6	Good	City	Waldport	50'	600
54	Double Eagle Dr. SW	8	Adequate	City	Waldport	60'	500
55	Edgecliff Dr. NE	5	Good	City	Waldport	50'	600
56	Evergreen Dr. SE	2	Good		Waldport	50' - 60'	500
57	Fairway Circle SW	5	Good	City	Waldport	50'	140
58	Fairway Dr. SW	8	Good	City	Waldport	50'	1,200
59	Fayette St. NE	1	Adequate	City	Waldport	60'	1,050
60	Fayette St. NW	1	Adequate	City	Waldport	60'	incl. above
61	Forest Parkway SW	8	Good	City	Waldport	50'	800

62	Grant St. NE	1	Good	City	Waldport	60'	800
63	Grant St. NW	1	Good	City	Waldport	60'	incl. above
64	Green Dr. SW	5	Good	City	Waldport	60'	900
65	Greenwood Way SW	5	Good	City	Waldport	50'	350
66	High St. NE	2	Good	City	Waldport	60'	1,900
67	Hill St. SW	5	Good	City	Waldport	30'	390
68	Huckleberry St. NE	1	Good	City	Waldport	60'	800
69	Huckleberry St. NW	1	Good	City	Waldport	60'	incl. above
70	Ironwood Dr. SW	8	Good	City	Waldport	60'	780
71	Jackson Pl. SE	4	Good	City	Waldport	50'	170
72	Jefferson St. SE	4	Adequate	City	Waldport	50'	1,300
73	John St. NW	1	Good	City	Waldport	60'-80'	160
74	Kathleen St. SW	5	Excellent	City	Waldport	60'	380
75	Keady St. NE	1	Good	City	Waldport	60'	700
76	Keady St. NW	1	Good	City	Waldport	60'	incl. above
77	Kelsie Ln. SW	8	Good	City	Waldport	50'	400
78	Lint Slough Rd. NE	5	Adequate	City	Waldport	60'	900
79	Maple St. NW	1	Adequate	City	Waldport	30'-40'	1,300
80	Maple St. SW	1	Adequate	City	Waldport	30'-40'	incl. above
81	Masters Dr. SW	8	Good	City	Waldport	50'	232
82	Merten Dr. SE	4	Good	City	Waldport	60'	1,650
83	Michael St. SE	5	Good	City	Waldport	50'	320
84	Mill St. NE	1	Good	City	Waldport	60'	1,500
85	Norwood Dr. SW	6	Good	City	Waldport	50'-80'	2,100
86	Norwood Park Pl. SW	6	Good	City	Waldport	50'	180
87	Ocean Ct. SW	8	Good	City	Waldport	50'	350
88	Ocean Hills Drive SW	9	Good	Prop. Owners	Waldport	50'	980
89	Ocean Terrace SW	8	Good	City	Waldport	50'	800
90	Overlook Dr. SW	5	Good	City/Prop. Owners	Waldport	50'- 30'-25'	400
91	Pacific View Ct. SW	6	Poor	Prop. Owners	Waldport		1,000
92	Pacific View Dr. SW				Waldport		
93	Pacific View St. SW	6	Good	Prop. Owners	Waldport	40'	1,315
94	Park Dr. SW	5	Good	City	Waldport	50'	500

95	Pine St. NE/NW	1	Good	City	Waldport	60'	900
96	Port St. NE	1	Adequate	Port of Alsea	Waldport	50'	300
97	Range Dr. SW	8	Good	City	Waldport	60'	4,700
98	Rebel Rd. NE	2	Good	City	Waldport	50'	900
99	Rio Vista Dr. SE	4	Good	City	Waldport	50'	850
100	Rolph Ct. SE	5	Adequate	Prop. Owners	Waldport	50'	400
101	Rose St. SE	5	Good	City	Waldport	50'	600
102	Ruble St. NE	1	Good	City	Waldport	60'	700
103	Sailfish Loop SW	9	Good	Prop. Owners	Waldport	35'	1,000
104	Salmon St. SE	5	Good	City	Waldport	50'	750
105	Scenic Ln. SW	5	Adequate	Prop. Owners	Waldport	30'	140
106	Skyline Terrace SW	6	Good	City	Waldport	50'	550
107	Spencer St. NE	1	Adequate	City	Waldport	60'	550
108	Spring St. NW	1	Good	City	Waldport	80'	1,205
109	Spruce St. NW	1	Adequate	City	Waldport	60'	500
110	Starr St. SW	1	Good	City	Waldport	100'	1,550
111	Strawberry Ln. SW	1	Good	City	Waldport	20'	500
112	Verbina St. NW	1	Good	City	Waldport	80'	200
113	View Dr. SW	5	Good	City	Waldport	50'	500
114	Virginia Pl. SE	4	Good	City	Waldport	50'	250
115	Waldport Heights Dr. NE	2	Adequate	City	Waldport	60'	3,200
116	Waldport Heights Dr. SE	2	Adequate	City	Waldport	60'	incl. above
117	Washington St. SE	4	Good	City	Waldport	50'	700
118	Wazyata Ave. SW	7	Adequate	Prop. Owners	Waldport	50'	690
119	Wedge Ct.	8	Good	City	Waldport	56'	192
120	Wedge Dr.	8	Good	City	Waldport	56'	653
121	Willow St. NE	1	Adequate	City	Waldport	30'-60'	1,080
122	Bay St. S	5					
123	Moffitt Ct. SE	3					

Location Key: 1) Downtown, 2) Waldport Heights, 3) OR 34, 4) Peterson Park, 5) Crestline Drive, 6) Norwood Drive, 7) Yaquina John Point, 8) Ocean Hills, 9) Alsea Highlands.

Notes:

1. While this street is located outside the City limits and the City UGB, it is served by City water.