

THE CITY OF WHEELER, OREGON COMPREHENSIVE PLAN  
Statement of Goals and Policies

GOAL 12: TRANSPORTATION

INTRODUCTION:

~~The State of Oregon does not currently have a transportation plan. Without a state level plan the needed repairs and maintenance of roads is not addressed comprehensively and therefore falls to each county and city. The expense of such upkeep and development are often cost prohibitive to the City. As a result, Wheeler should create its own plan to address the needs of the community. The Vision clearly prioritized improving public safety by providing off-street bike and pedestrian trails and increasing an intercity trail system. These issues must be included in any long range planning the City undertakes to improve access to funding that is often limited and competitive.~~

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

POLICIES:

- ~~1. The City supports efforts to provide a broad range of transportation options for all users.~~
- ~~2. The City shall seek to maintain a multi-modal transportation system plan to provide and strengthen safe and efficient transportation connections between the highway, the community, the downtown, and the waterfront.~~
- ~~3. The City shall provide clear standards for highway and street construction projects.~~
- ~~4. Street developments shall be designed consistent with city standards to create a minimal need for cutting and filling.~~
- ~~5. The City shall maintain a street master plan.~~
- ~~6. Where the City determines that street standards cannot be met, the City Council may approve an alternative design if appropriate support is provided by a site investigation report and engineering recommendations.~~
- ~~7. The City shall be notified prior to the installation of any underground utility in a City right-of-way. The City will require the property owner and / or their agent(s) authorized by the City to be responsible for the cost of improving or restoring the road consistent with City standards.~~

8.1. Additional access points to US Highway 101 shall be discouraged including those within new residential developments. Access to commercial uses should be provided by a consolidated

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access point.

- ~~9. The City will participate in Transportation Studies within the Wheeler jurisdiction with the intention of providing safer and more efficient highway transportation through Wheeler.~~
- ~~10. The City of Wheeler 2006 Transportation System Plan is part of the Comprehensive Plan.~~
- ~~11. Future improvement plans should not preclude passenger rail services to Wheeler.~~
- ~~12. To enhance public safety and recreational opportunities the City supports the development of the planned regional multi-use bicycle and pedestrian Salmonberry Trail designed to pass through the City by utilizing the Port of Tillamook Bay rail right-of-way and/or by sharing portions of local vehicular streets or US Highway 101.~~
- ~~13. When transportation planning or development work is undertaken within the Wheeler jurisdiction, the Wheeler Planning Commission or another committee designated by the City Council shall be used by the Oregon Department of Transportation as its citizen-involvement committee.~~
- ~~14. The Oregon Department of Transportation (ODOT) shall coordinate any Transportation Studies, Transportation System Plans, and highway improvements within the City jurisdiction with the City and the Port of Tillamook Bay Railroad to ensure that their combined improvement plans are consistent with the criteria in Policy 15.~~
- ~~15. Transportation improvement plans shall address the following considerations:
  - ~~a. The enhancement of pedestrian and vehicular access across Highway 101;~~
  - ~~b. The maintenance or improvement of parking facilities along Highway 101;~~
  - ~~c. The minimization of short-term disruptions which would adversely affect the business and residential areas of Wheeler;~~
  - ~~d. The enhancement of the long-range viability of the downtown and waterfront areas;~~
  - ~~e. The minimization of noise and air pollution impacts on adjacent areas;~~
  - ~~f. The provision of appropriate landscaping;~~~~

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- ~~g. The protection of views across Nehalem Bay and surrounding area;~~
  - ~~h. The enhancement of access to and along the waterfront; and~~
  - ~~i. Opportunities to improve the safety of the coastal bike route including but not limited to such means as: constructing separate bike lanes, widening the highway shoulders, or diverting bike traffic.~~
2. The City will support equitable access for underserved and vulnerable populations through compliance with The Americans with Disabilities Act (ADA) standards for new transportation infrastructure improvements and upgrades to existing infrastructure that does not meet ADA standards.
  3. The City will support the development of planned regional bicycle and pedestrian trails, including the Salmonberry Trail and Tillamook County Water Trail.
  4. The City will support streetscape improvements to improve the Waterfront and downtown areas, including - but not limited to - benches and bicycle racks, lighting and signage to enhance the pedestrian experience, and trees, landscaping and amenities along the street to create a sense of place.
  5. Between the Nehalem Bay communities, Wheeler will support alternative travel modes that reduce vehicle travel between the cities, including- but not limited to - regional shuttle services or water taxis and prioritize improvements to pedestrian and bicycle facilities.
  6. The City should prioritize enhancing pedestrian and bicycle crossings on US 101 that connect businesses and recreational destinations with neighborhoods.
  7. The City will support improvements that increase visibility of transportation users in constrained areas, such as hills and blind curves.
  8. The City will prioritize improvements that address known safety issues at locations with fatal or severe injury crashes, crashes involving bicyclists or pedestrians, and vehicles entering and exiting US 101.
  9. The City will coordinate with ODOT to implement engineering and traffic calming strategies on US 101 to reduce vehicle speeds and that are consistent with ODOT's Highway Design Manual and other local and regional planning efforts.
  10. The City should maintain transportation infrastructure so that facilities can withstand extreme weather events and aid in evacuation efforts.
  11. The City will support improvements to traffic circulation and access for fire and emergency vehicles.
  12. The City will prioritize cost-effective transportation improvements.

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13. The City will prioritize building out sidewalks and crossings in the commercial core to support safer connections for residents and visitors that want to access key destinations.