
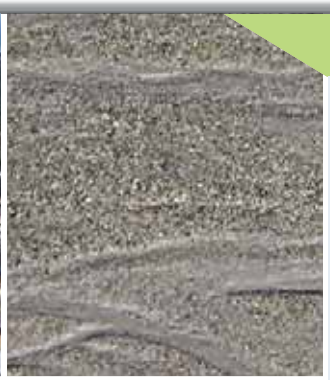




NOVEMBER 2012

Lincoln City

WALKING AND BIKING PLAN

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This project was partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD). This TGM grant is financed, in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.

List of Abbreviations

ACT	Area Commission on Transportation
ADA	Americans with Disabilities Act
DLCD	Oregon Department of Land Conservation and Development
DMV	Department of Motor Vehicles
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
ODOT	Oregon Department of Transportation
PAC	Project Advisory Committee
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
STIP	Statewide Transportation Improvement Program
TGM	Transportation and Growth Management Program
TSP	Transportation System Plan
TPR	Transportation Planning Rule
UGB	Urban Growth Boundary

1 Introduction and Background

Lincoln City is a special place, a combination of villages that grew up along a seven-mile stretch of the scenic coastal highway, US 101 that serves as the city's main street. Continuous public access beaches connect the city to the Pacific Ocean on the west. Devils Lake borders much of north Lincoln City on the east. The city's average width is one mile from east to west, in which topography ranges from sea level to 500 feet.

Vision for Walking and Biking in Lincoln City

The vision for the Lincoln City bicycle and pedestrian system is to provide a safe, convenient, and accessible network of routes that encourage bicycling and walking in Lincoln City and provide viable alternatives to motor vehicle use.

Residents who travel daily in the city change their routines to accommodate the tens of thousands of tourists who arrive on summer days and holidays, either passing through or staying to visit destinations and leaving when their vacations are over. The highway serves as a freight route and semi-trailers piled high with logs, cardboard, other commodities, and merchandise are common sights. The highway is the only arterial street that extends from the city's north end to south end, and in some places where the city narrows, it is the only north-south street. Traffic exceeds the highway's capacity at several intersections and too often is bumper to bumper.

Local streets, narrow, steep, and winding, are part of the city's charm, but the topography obstructs connections and the condition of facilities discourages walking and biking. Widening streets is not only a very expensive option, but in many cases is impossible or unacceptable because it would destroy businesses and residences and drastically change the city's character. The city must look for better ways to move travelers in and through the city – sustainable ways that are accessible to everyone and that fit with the character of this special place.

Increasing walking and biking benefits the city in many ways. These active forms of transportation improve community health through exercise and recreation. They empower non-drivers with accessible, low-cost travel options. The presence of pedestrians and bicyclists make the streets of Lincoln City more interesting and vibrant. Walking, if just from a parked car to a front door, connects travelers to Lincoln City businesses and other destinations. An increase in the percentage of tourists and residents who even occasionally walk or bike reduces traffic congestion, wear on city streets, gas consumption and CO_2 emissions.

The *Lincoln City Walking and Biking Plan* is both a guiding vision and a strategic action plan for improving walking and biking conditions within Lincoln City and its urban growth boundary. Many places within the city have either substandard biking and walking facilities or lack them completely. US 101, the city's main street, is a major barrier to east-west connectivity within

the city. Despite these challenges, the city's residents and tourists have enthusiasm for walking and biking. In fact, eighty percent of the respondents to the plan's first questionnaire indicated that they walk or bike at least on a weekly basis.

The city, guided by the Project Advisory Committee (PAC) has developed this plan through a year-long public engagement process (in 2011 and 2012) designed to gather input on existing conditions for biking and walking within the city as well as community desires for the future. Members of the public have indicated resounding support for improvements to walking and biking facilities and have provided guidance on priorities for improvements, as well as feasible funding sources for the city to pursue.

This chapter discusses the context for preparing the *Walking and Biking Plan* and the PAC's vision, goals, and objectives for biking and walking in Lincoln City. Chapter 2 summarizes existing conditions for walking and biking in the planning area. Chapter 3 discusses the proposed network of bicycle and pedestrian facilities. Chapter 4 concludes the plan by providing specific steps for implementation of the plan in two phases.

1.1 Context for Walking and Biking in Lincoln City

Improving bicycle and pedestrian facilities will meet critical needs for people within Lincoln City for whom bicycling and walking are primary forms of transportation, while also improving access to local destinations for other residents and visitors. Better walking and biking infrastructure will contribute to a vibrant, livable community, stimulate the economy, reduce congestion, and improve public health, safety, and community affordability. Through implementation, the *Walking and Biking Plan* will fulfill state, regional, and local planning goals.

Fulfillment of State, Regional, and Local Planning Goals

The *Lincoln City Walking and Biking Plan* fulfills state, county, and city goals for improvements to the transportation system, as stated in the *Oregon Transportation Plan*, the *Oregon Bicycle and Pedestrian Plan*, the *Oregon Highway Plan*, the *Lincoln County Transportation System Plan (TSP)*, the *Lincoln City Comprehensive Plan*, and several neighborhood plans prepared for smaller areas within Lincoln City. *Memo #1: Project Vision, Goals, and Objectives* (in Appendix A) provides more information on the ways that this plan meets the goals of each document.

City Demographics

Walking and biking are wonderful recreational activities, and many living or vacationing in Lincoln City enjoy them. Others rely on walking, biking, and transit to meet their daily transportation needs. They include children and youth 17 years of age and under, the elderly, those who cannot afford to have and operate a car, and persons who cannot drive because of disabilities.

The official resident population of Lincoln City was 7,949 in 2009,[1] of which 18 percent (1,430) was under 18 years and 18 percent was 65 years and older. Sixteen percent of the households (578) in Lincoln City did not have access to a car, truck, or van for private use, and 26 percent of Lincoln City residents were classified as living in poverty. According to Oregon School District data, approximately 116 students enrolled in schools in Lincoln City had either mental or physical disabilities in the 2010-11 school year. All of these statistics point to a population within Lincoln City for whom provision of bicycle and pedestrian facilities is critical.

Improving Access to Local Destinations

Destinations typically attractive to pedestrians and bicyclists include schools, parks, beach access points, major employers, places that meet daily needs, and restaurants. Lincoln City's economy relies heavily on tourists patronizing local destinations. Improving bicycle and pedestrian facilities will allow residents and visitors to reach these local destinations without always having to drive. A full description and list of key destinations for pedestrians and bicyclists is provided in *Memo #2: Existing Conditions, Deficiencies, and Needs* (in Appendix A of this plan).

1.2 Goals and Objectives

Following are the goals and objectives for the *Lincoln City Walking and Biking Plan*.

GOAL 1: Make walking and bicycling safe, convenient, comfortable, enjoyable, and attractive.

Objective 1A: Develop a network of routes that provide options for pedestrians and bicyclists on and off US 101.

Objective 1B: Provide a continuous system of appropriate walkways and bikeways on US 101 within Lincoln City.

Objective 1C: Work to improve accessibility for people with disabilities and meet the requirements of the American Disabilities Act (ADA).

Objective 1D: Identify key problem areas for pedestrian and bicycle safety. Prioritize improvements to those areas.

Objective 1E: Create a complete and convenient network of pedestrian and bicycle facilities that can be used for many types of trips, including commuting, shopping, or recreational trips.

[1] US Census Bureau, 2005-2009 American Community Survey

Objective 1F: Design and make pedestrian and bicycle improvements in conjunction with street maintenance and repair projects and capital improvement projects in the public right-of-way or on city property.

Objective 1G: Review and revise policies and ordinances, as necessary. Maximize investment and opportunity by making sure that implementation policies link the *Walking and Biking Plan* to the *Transportation System Plan* currently under revision, and other related plans and projects.

GOAL 2: Design a network of walking and bicycling facilities that enhances livability for residents and visitors, encourages recreation, helps incorporate exercise as a part of daily routine, supports the city's stated sustainability objectives, and supports economic development in Lincoln City.

Objective 2A: Create design standards for bicycle and pedestrian facilities in Lincoln City that serve the needs of residents and tourists, and conform with ODOT and County standards where possible, but also provide flexibility for facility design in constrained settings.

Objective 2B: Incorporate existing and planned multi-use trails into the identified network of bicycle and pedestrian facilities, as envisioned in the *Lincoln City Parks Master Plan*. Design trails to maximize safety and transportation value, as well as recreation potential.

GOAL 3: Promote walking, bicycling, transit, and sharing the road through public information and participation. This includes, but is not limited to, way-finding signage for people bicycling and walking, that directs them to the Head to Bay Trail, bus stops, and destinations.

Objective 3A: Develop signage standards and design recognizable striping and graphics for pedestrian and bicycle routes in Lincoln City. Work with ODOT to identify appropriate and acceptable striping, signage, and related markings on US 101 within Lincoln City.

Objective 3B: Implement programs that encourage walking and bicycling, and educate regarding good traffic behavior and consideration for all users.

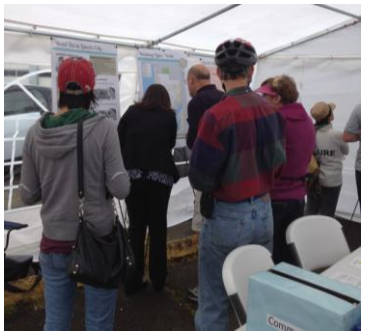
Objective 3C: Develop a map and online resources to provide accessible information on walking and cycling routes and destinations in Lincoln City.

1.3 Summary of Public Involvement Activities

The city engaged the public throughout the planning project through:

- **Project Advisory Committee Meetings**. The PAC met five times at key milestones to set goals and guide the plan.
- **Public events**. The city held public events on January 29, 2012, July 15, 2012, and August 4, 2012. All events were held in conjunction with other community activities in order to reach as many people as possible.
- **Project website and Facebook page**. The project website, www.lincolncitypedbike.org, was active beginning in September of 2011 and routinely updated with meeting notices, news articles and technical materials. The project's Facebook page posted announcements of upcoming meetings and events. An email list compiled through the website and event sign-up sheets augmented the group of Facebook friends.
- **Questionnaires**. The project team conducted two questionnaires to seek specific feedback. Questionnaires were available online and in hard copy in English and Spanish.

Public Event #1: January 28, 2012



Public Event #2: July 15, 2012

City staff promoted the plan and public involvement through emails, distribution of flyers, radio interviews, and public access channel spots. Summaries of all public involvement activities and feedback are in Appendix B of this plan.

1.4 How this Plan Will Be Used

The information in this plan will:

- Guide the city's immediate, short-term actions for improving biking and walking facilities.
- Form the bicycle and pedestrian sections of the city's *Transportation System Plan* for long-term guidance,
- Guide the city's pursuit of additional funding for biking and walking infrastructure, and
- Establish bicycle and pedestrian facility design standards for new development that will be added through amendment to the *Lincoln City Municipal Code*.

Chapter 4 discusses implementation of this plan in more detail.

1.5 Conclusion

This planning process has reached out to the public for identification of deficiencies and opportunities for improvements, and a vision for a future transportation system in the Lincoln City area. Many citizens and tourists expressed fear and aversion to walking and biking in the community, because of lack of facilities and pedestrian and bike-friendly destinations. The public wants infrastructure, signage, and programs that make walking and biking an attractive, viable transportation option.

Challenges to improving walking and biking conditions in Lincoln City are numerous. As separate villages rather than a single, incorporated city, Lincoln City developed without a consistent code that would have created a connected network of neighborhood streets with adequate biking and walking facilities. As a result, a majority of the streets are without bicycle and pedestrian facilities, and many parts of the city are not well connected to each other, especially across US 101. Another unique feature of Lincoln City is its length. It is geographically larger than many cities of its population and has a long, narrow pattern of development, which makes north-south connectivity particularly important for travelers to reach critical destinations.

The presence of US 101 as the city's main street, though, is not unique. Many cities throughout Oregon have developed along a state highway that needs to function well for freight traffic, local and regional motor vehicle traffic, and bicycle and pedestrian traffic. Although the topography and narrow, winding streets in Lincoln City can pose challenges to biking and walking, similar challenges exist in other parts of the state, including within the coastal city of Astoria and neighborhoods on the west side of Portland. Cities throughout Oregon have found ways to reconcile these competing interests and challenges, and Lincoln City can too.

2 Existing Conditions

This chapter describes what encourages walking and biking in the Lincoln City area and what deters it. Prior to this planning process, city officials knew that less than 50 percent of the city's streets had sidewalks, that only two local streets had designated bike lanes, and only a few places along US 101 had shoulders wide enough to accommodate bikes. The city recognized US 101 was a huge obstacle with 20,000 plus cars per day dividing the east side from the west side, and that a number of its intersections were at or over capacity for motor vehicles. The city knew that those who walked and bicycled for transportation likely had no other choice and that the city's streets discriminated against them. Through this planning process, area residents and tourists identified specific problem areas for walking and biking, and consultants compared Lincoln City facilities to state and local standards to pinpoint deficiencies and opportunities for improvement.

Within this chapter is a discussion of existing conditions and deficiencies of walking and biking facilities in Lincoln City. *Memo #2: Existing Conditions, Deficiencies, and Needs* in Appendix A contains detailed information.

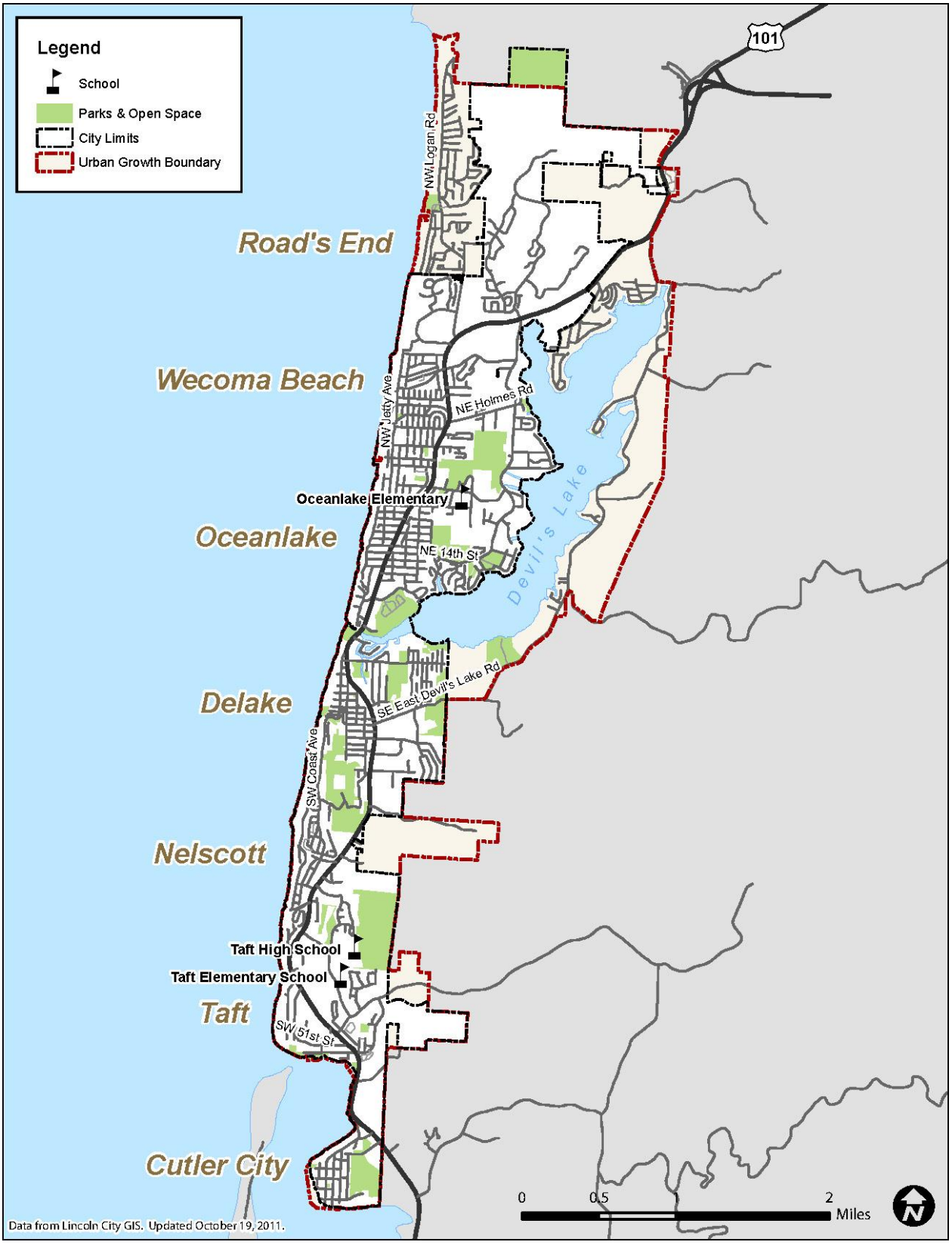
2.1 Project Study Area

This plan encompasses the area within the Lincoln City Urban Growth Boundary (UGB), as shown on Figure 2.1. The public expressed need for improved connections to and beyond Otis to the north and to Gleneden Beach to the south. The plan recognizes the importance of these connections, but does not deal with them directly. Suggestions for highway improvements within the UGB could extend out to these neighboring communities.

2.2 Existing Bicycle and Pedestrian Facilities, Deficiencies, and Improvement Opportunities

This section describes existing bicycle and pedestrian facilities in Lincoln City. The plan divides the city's seven mile length into three sections (northern, central, and southern) to facilitate legible mapping of details. It identifies improvements in each area needed to comply with technical standards, to provide connectivity, and to address issues that make pedestrians and bicyclists feel unsafe.

Figure 2.1 **Project Study Area**



Pedestrian Standards

The *Oregon Bicycle and Pedestrian Design Guide* specifies design standards applicable to pedestrian facilities on statewide highways such as US 101. The plan specifies that the appropriate minimum width for a sidewalk is six feet, sidewalks on bridges should be seven feet, and sidewalks in high use areas should be eight feet.[2] Sidewalks along US 101 in Lincoln City vary in width between zero feet and eight feet. Sidewalks are inconsistent throughout the City and typically do not meet the standards in the *Oregon Bicycle and Pedestrian Plan.*

The *Oregon Bicycle and Pedestrian Plan* recommends a minimum of six feet for sidewalks on local roads. Very few local roads in Lincoln City meet this recommended standard.

Bicycle Standards

The *Oregon Bicycle and Pedestrian Design Guide* specifies design standards applicable to bicycle facilities on statewide highways, such as US 101. The plan specifies that the appropriate width for a bike lane or shoulder is six feet, but allows for widths of four feet in constrained situations. Few shoulders along US 101 meet these standards.

ADA Compliance

ADA is a federal law that "ensures equal opportunity and access for persons with disabilities."[3] Few locations in Lincoln City fully comply with ADA standards.

The standards that apply to transportation facilities in Lincoln City are listed below.[4]

- "Accessible Routes" to private and public sites including parking spaces, public streets, sidewalks, and public transportation stops are necessary. Access to a building can use the same space that is provided to vehicles (e.g., a driveway can serve as an access point). Bus stops need to be located on accessible routes.
- An "Accessible Route" consists of walking surfaces with a slope (in the direction of the movement) not steeper than 1:20 or 5 percent increase. Ramps and curb ramps can have steeper slopes.

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[2] *Oregon Bicycle and Pedestrian Design Guide 2011*, Chapter 4: Walkways.

[3] Federal Transit Authority (FTA), Civil Rights page http://www.fta.dot.gov/civilrights/civil_rights_2360.html

[4] US Department of Justice, Americans with Disabilities Act
http://www.ada.gov/regs2010/2010ADAStandards/2010ADAStandards_prt.pdf

- The cross slope of walking surfaces shall not be steeper than 1:48. A sidewalk should not be lower on the street side than the building side, since this can cause travelers to tip over in mobility devices or to fall.
- ADA routes need at least three feet (36 inches) of clear space for travel.

Northern Lincoln City

Northern Lincoln City extends from the northern city boundary to N 21st Street, and is composed of the Road's End neighborhood, the Wecoma Beach neighborhood, NE Voyage and NE West Devils Lake Boulevard, the area on the east side of Devils Lake, and NE Neotsu Drive. Figure 2.2 depicts the area's existing bicycle and pedestrian facilities.

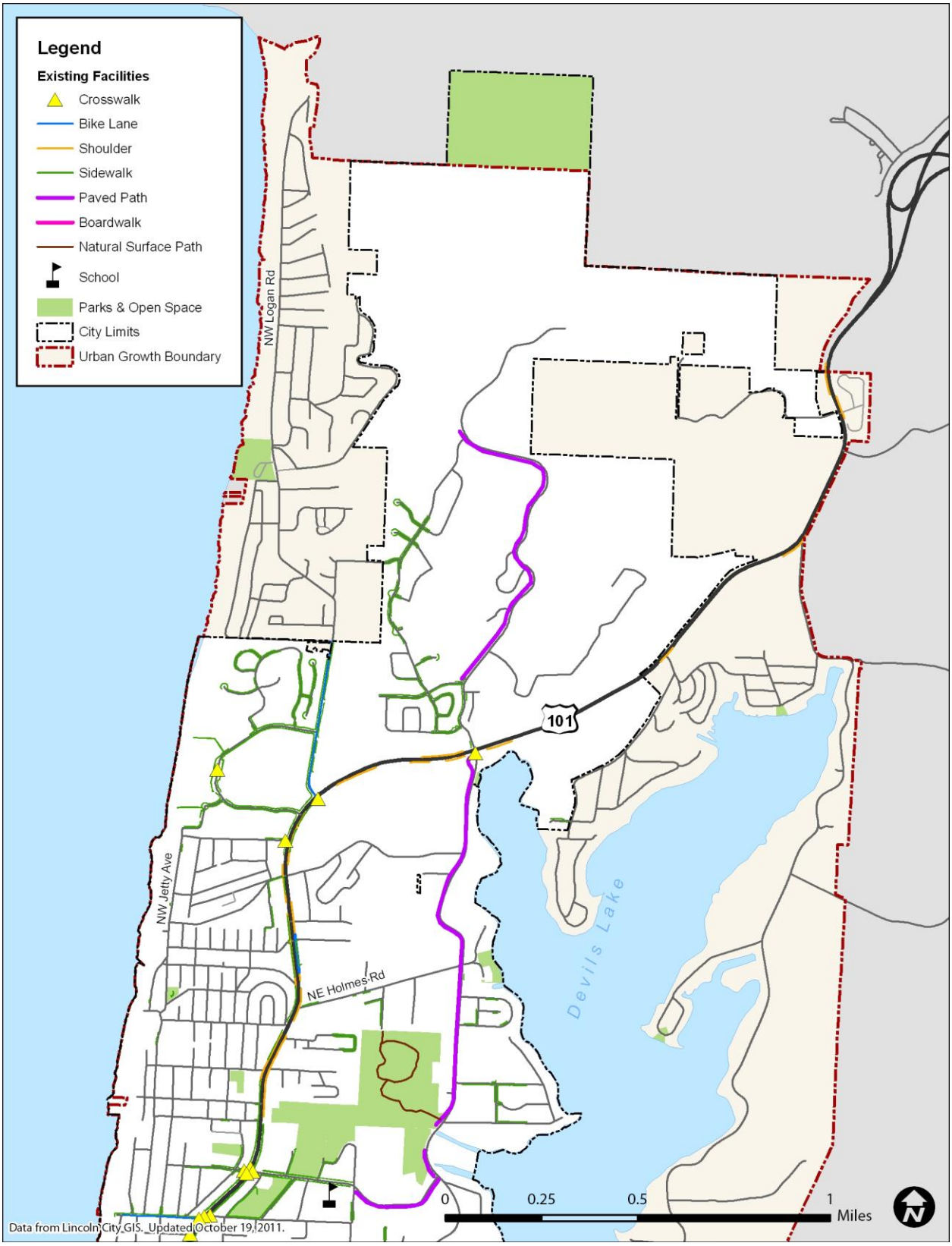
Existing sidewalk along US 101.

US 101 is the main barrier for bicyclists and pedestrians in this area because of the long (e.g., 80-foot) crossing length, high traffic volumes and high speeds, and the lack of continuous sidewalks and bicycle lanes. From the northern UGB up to the intersection with NW Logan Road, US 101 consists primarily of two travel lanes with no center turn lane. The southbound side of this portion of US 101 has little or no shoulder beyond the fog line on, and the shoulder on the northbound side is of varying width. The intersections at NE East Devils Lake Road and NE Neotsu Drive lack signals, making left turns onto the highway challenging for cyclists. From NW Logan Road south to N 39th Street, US 101 has two 12-foot lanes in each direction with a center turn lane. It narrows to one lane in each direction with a center turn lane until N 25th Street, where it widens again to two lanes in each direction. The lack of sidewalks and sufficient shoulder width are impediments to pedestrian and bicycling activity in this area.

The challenges are compounded by the relative lack of alternate north-south connector streets. NW Jetty Avenue, a high use local street, together with NW Harbor Avenue provide a continuous connection between NW 39th and NW 15th streets. On the east side of the highway, NE Devils Lake Boulevard and NE West Devils Lake Road connects NE 47th Street south to NE 14th Street. A portion of the paved Head to Bay Trail adjoins NE West Devils Lake Boulevard and NE West Devils Lake Road, and except for a couple of short gaps, runs from north of the Department of Motor Vehicles (DMV) to the Community Center on N 22nd Avenue, serving the hospital and the Wildwoods Trail. South of N 22nd, NE West Devils Lake Road has no sidewalk, small shoulders, and posted car speeds of up to 35 MPH.

Northern Lincoln City neighborhoods have unique characters and challenges. The following sections briefly describe conditions within each:

Figure 2.2 **Existing Pedestrian and Bicycle Facilities in Northern Lincoln City**



Road's End

NE Logan Road is the main north-south street in Road's End, with all of the area's residential streets connecting to it, and is the only street connecting Road's End with the rest of the city. South of Road's End State Park, NE Logan Road is a two-lane roadway with no sidewalk and narrow to non-existent shoulders. Motor vehicle speed on this section is relatively high, making pedestrian and bicycle travel is relatively unsafe. North of Road's End State Park, NE Logan Road is a narrow two-lane roadway with no shoulders or sidewalks. Although motor traffic speeds are frequently unsafe, traffic volumes are generally low enough that it can operate sufficiently as a shared roadway. No streets have sidewalks in this area; the only three marked crosswalks across Logan Road are at NE 59th, 66th, and 72nd streets.

The neighborhood has no safe, direct bicycle or pedestrian connection to the Casino and retail complex to the south. Both residents and visitors who stay in Road's End should be able to walk or bike to the grocery stores and retail in Wecoma. Casino employees should be able to walk safely to and from work.

Wecoma Beach

The Wecoma Beach neighborhood has poor sidewalk continuity. The existing sections of sidewalk along US 101 are interrupted by gaps that force pedestrians into the road or onto an inadequate shoulder. A mid-block crossing of US 101 connects transit stops just south of N 34th Street. Three signalized intersections on US 101 at N 22nd Street, NE Logan Road, and NE West Devils Lake Road have pedestrian activated crossing lights. Leading up to NE 34thStreet, between mileposts 115.54 and 115.63, is a two-block segment of a northbound US 101 bike lane that is striped where a right turn lane appears in addition to the through travel lanes.

NW 26th Street, a local street that leads directly to coast access from US 101

Key gaps in the bicycle and pedestrian network in Road's End and Wecoma Beach include:

- **Connection to the Chinook Winds Casino and the retail complex at US 101 and NE Logan Road.** The only safe direct bicycle or pedestrian connection from the Road's End / Wecoma neighborhood to this area is NW Jetty Avenue. Residents in the NE Voyage neighborhood must access the casino and retail complex using US 101 or taking an indirect route via NW Port Avenue. Residents and visitors need to be able to walk to the grocery stores and retail complex at this location as well as destinations further south.

- **Connection along NE Holmes Road to residential area east of US 101.** NE Holmes Road serves as a collector for many single-family residences and apartment complexes between US 101 and NE West Devils Lake Road. It has no sidewalk or bike lane.
- **Connection along NE 22nd Street to Oceanlake Elementary and the Lincoln City Seventh Day Adventist School.** Although NE 22nd Street has sidewalk from US 101 to Kirtsis Park, the community center, a church, and the two schools, several intersections that children and adults must cross pose hazards. This area should be improved to slow traffic and make walking and biking safer, especially for children.
- **Facilities along NE West Devils Lake Road.** NE West Devils Lake Road is an important parallel route to US 101 in Wecoma Beach. Adjoining NE West Devils Lake Road, the Head to Bay Trail serves pedestrians and bicyclists well from the highway to NE 22nd Street, except for a gap through wetlands that will require a bridge or boardwalk. Additional improvements to pedestrian and bicycle facilities to enhance safety would help.
- **Marked pedestrian crossings of US 101.** Signalized intersections or mid-block crossings are needed to improve connectivity for pedestrians in Wecoma Beach

Neotsu

Neotsu is within Lincoln City's UGB, but outside the city limits. The street system in Neotsu is not well-connected to the rest of Lincoln City. Residents and visitors must use US 101, which offers no sidewalks or bike paths and shoulders that are very narrow and uneven. The lack of a traffic signals on US 101 at NE Neotsu Drive and NE East Devils Lake Road is a challenge for cyclists who need to turn left at these intersections. Most traffic within Neotsu is local and local streets generally serve as shared roadways.

East of Devils Lake

NE East Devils Lake Road is the main road for this area. It is a rural, curvy street without sidewalks and with narrow shoulders. The residential streets in this area primarily connect only to NE East Devils Lake Road, relying on it for connections to other parts of the city. The few street lights are on high poles to light the roadway rather than creating a pedestrian-scale environment. Traffic volumes are typically light enough that this road, though not as direct as US 101, can provide an alternative route for bicyclists heading through Lincoln City.

NE Voyage Avenue and NE West Devils Lake Boulevard

The residential area that is north of US 101 and near the Chinook Winds Golf Course is centered on NE West Devils Lake Boulevard and NE Voyage Avenue. NE West Devils Lake Boulevard contains a portion of the Head to Bay Trail, which continues north to its intersection with NE Voyage Avenue. Despite existing sidewalks on many of the roads here, including NE Voyage

Avenue, this area is not well-connected to the rest of Lincoln City. Residents who live in the vicinity of NE 47th Street must either walk along US 101 to reach the services at Lighthouse Square or walk out-of-direction to NE Port Lane. The only crossing of US 101 that serves this area is located at NE West Devils Lake Boulevard.

Central Lincoln City

Central Lincoln City extends from N 21st Street to S 14th Street and is composed of the Oceanlake and the Delake neighborhoods (which are divided by N 12th Street). Figure 2.3 depicts existing bicycle and pedestrian facilities in Central Lincoln City.

Oceanlake

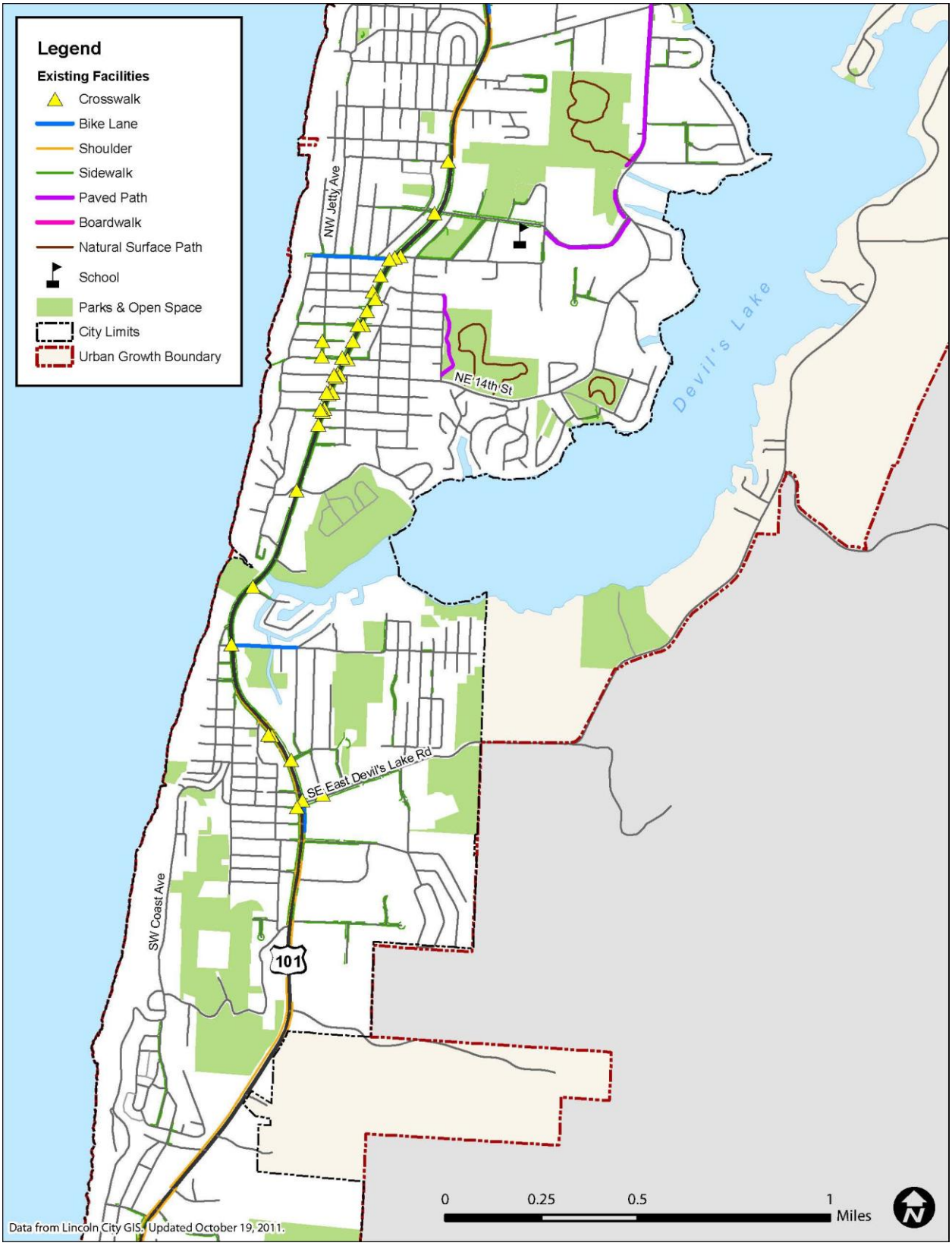
Oceanlake is the most pedestrian-friendly area of Lincoln City. US 101 in Oceanlake has sidewalks on both sides in most places and many pedestrian crossings. Through Oceanlake, US 101 is two lanes in each direction with a center turning lane south to N 19th Street, where the center turning lane is dropped until it picks up again at N 13th Street. US 101 lacks bike lanes in Oceanlake. In some areas a shoulder allows cyclists to ride to the right, but in areas with on-street parking cyclists must merge into the travel lane. Along US 101 between N 21st and N 12th streets are pedestrian-scale street lamps. The local streets in Oceanlake have challenges of connectivity and topography, but some partial north-south connector streets are alternatives to US 101, such as NW Jetty Avenue and NE Oar Street, as well as NE West Devils Lake Road.

A section of the Head to Bay Trail extends west from NE West Devils Lake Road to NE Surf Avenue along NE 22nd Street. Another section runs parallel to NE Port Avenue between 14th and 19th streets, adjacent to Spring Lake Park. Both sections are paved.

A few east-west streets (i.e., NW 21st, NW 17th, and NW 15th) have sidewalk segments on one or both sides of the streets. No street has a side with continuous sidewalk. The main connection east, NE 14th Street, has steep topography, as well as shoulders of intermittent width. On-street parking compounds the problems for pedestrians and bicyclists. NW 21st Street from NW Harbor Avenue to US 101 has striped bike lanes on both sides of the roadway.

Regatta Park, on Devils Lake, is a neighborhood gathering place with playground facilities for children and a dock on the lake. It has no direct bicycle or pedestrian connection to the residential area of Oceanlake to the west.

Figure 2.3 **Existing Pedestrian and Bicycle Facilities in Central Lincoln City**



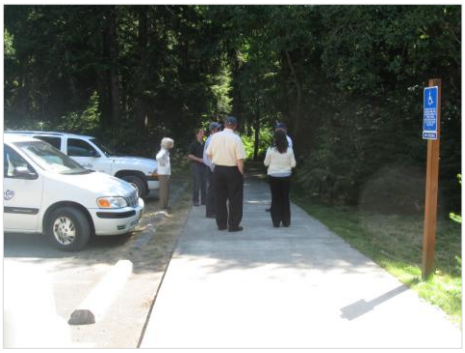
Delake

With many public facilities, commercial establishments, and the popular D River Wayside and Canyon Park beach accesses, Delake is an attractive area for pedestrians. US 101 in Delake contains two lanes in each direction with a center turning lane south to S 14th Street. Most of US 101 in Delake has sidewalks on both sides, though fewer pedestrian crossings compared to Oceanlake. Street lamps in this area are tall to light the street, rather than scaled lower for pedestrians. Utility poles in the middle of the sidewalks are obstacles to walking.

Walking east along the shoulder of NE 14th Street

The local streets lack connectivity, except for partial north-south connector streets, such as SW Fleet Street and SE Neptune to SE Oar. Most of the residential streets to the west of US 101 and a few blocks east are in a grid pattern, though the size of the grid is not standard and many streets are end abruptly.

Between mileposts 113.26 and 113.17A, adjacent to the Tanger Outlet Mall, northbound US 101 has a short bike lane segment that wraps onto SE East Devils Lake Road to the mall entrance and Oar Street. SE 3rd Street, which is one-way, has a contra flow bike lane striped to facilitate bicycle movement towards the highway from just before SE Inlet Avenue to US 101.



The Head to Bay Trail near NE 14th and Port Streets

East-west streets SE 1st, SE 9th, SE East Devils Lake Road, and SE 14th have sidewalk segments on one or both sides of the streets; however, no street has a side with a continuous sidewalk. Key gaps in the bicycle and pedestrian network in Central Lincoln City include:

- **Connection across the D River at US 101.** The D River connects Devils Lake to the Pacific Ocean. Crossing the D River Bridge at US 101 just north of SE 1st Street is difficult for bicyclists and pedestrians due to narrow width of sidewalk and obstructions, and no lanes or shoulders for bicyclists.
- **Connection to the Tanger Outlet Mall at US 101 and SE East Devils Lake Road.** Sidewalks and bike lanes are in place to serve the outlet mall, a major employer in Delake. The intersection should be improved to make crossing the six lanes of traffic on bike or foot safer and less intimidating.

- **Canyon Park beach access.** The steep winding roads that connect the Delake neighborhood to the popular Canyon Park beach access require travelers of all modes to share the narrow streets. The streets need safety improvements.

Southern Lincoln City

Southern Lincoln City extends from S 14th Street to the southern city boundary and is composed of the Nelscott, Taft, and Cutler City neighborhoods. Figure 2.4 depicts existing facilities in Southern Lincoln City.

Nelscott

Nelscott has several options for north-south travel on local streets, including SW Coast Avenue and SE Fleet Street/SE High School Drive from 32nd Street to 48th Street. Both, however, present topographical challenges for pedestrians and bicyclists. None of the residential streets have continuous sidewalk. A few segments of north-south streets north of 32nd Street have sidewalks on one side, and S 19th and 32nd streets have sidewalk segments on one or both sides.

South of SW Bard Street, US 101 narrows to one lane in each direction with a center turning lane extending only to 23rd Street. From 23rd Street to 31st Street, the highway is two lanes. This area has no sidewalks along US 101, except for a few small segments near SE 32nd Street and near SE High School Drive, and shoulders on US 101 are narrow. South of S 31st Street, US 101 widens to include a center turning lane.

Lack of sidewalks along US 101 between SE 23rd Drive and SE 32nd Street make biking and walking from Nelscott to destinations north and south difficult and dangerous. A state transportation improvement project (STIP) is currently in the planning for construction in 2014. It will include continuous sidewalk and bike paths on both sides.

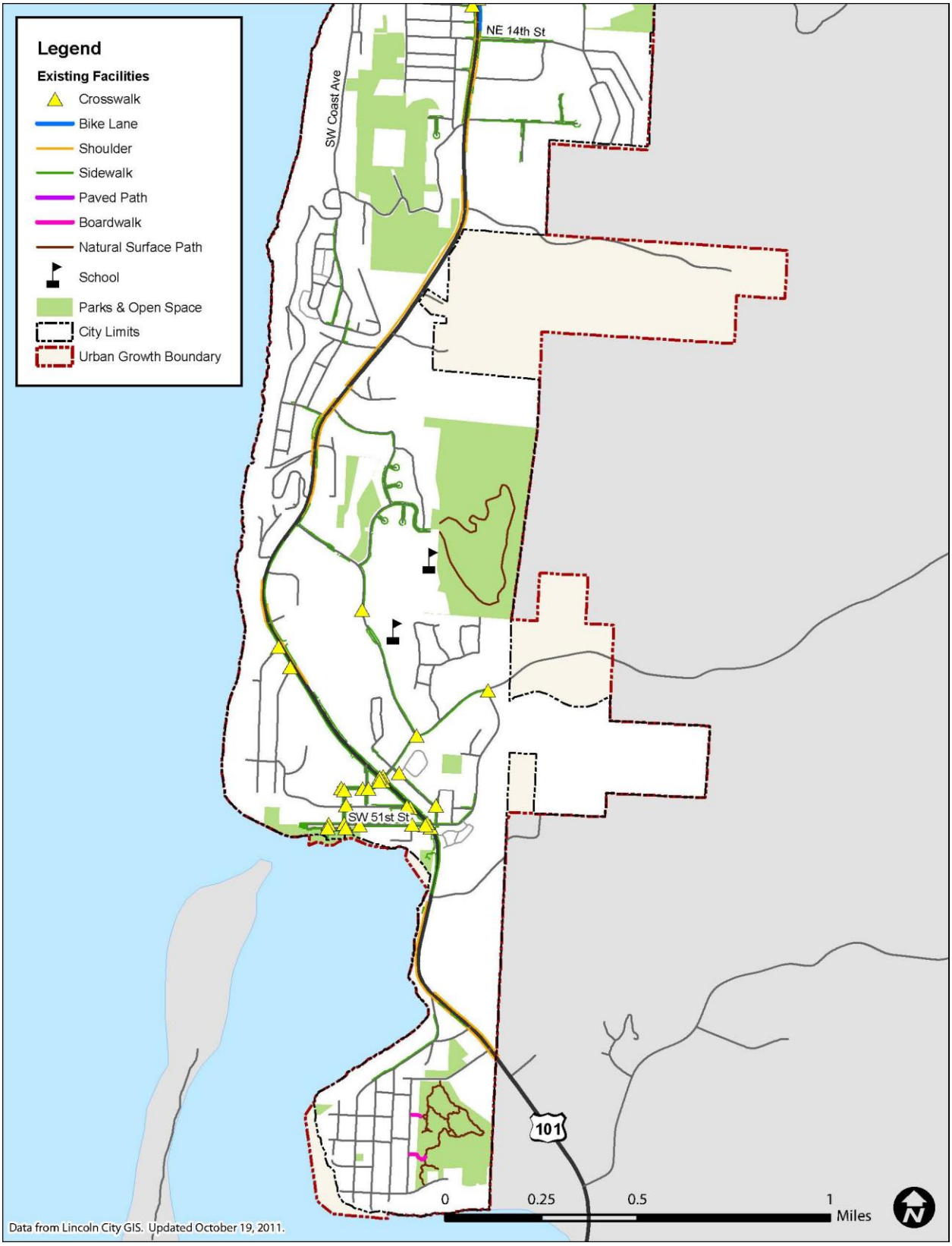
Taft

North of the intersection with SW Beach Avenue, US 101 in Taft includes one lane in each direction with a center turning lane. From SW Beach Avenue to S 51st Street, US 101 is two lanes in each direction with a center turning lane and no shoulders. South of S 51st Street, US 101 narrows to one lane in each direction with no center turning lane. Taft has nearly continuous sidewalks on both sides of US 101 from 40th to 54th streets, but no bike lanes.

The two signalized crosswalks on US 101, at S 48th Place and S 51st Street, have pedestrian activated crossing lights. The highway south of SE Fleet Street has planted medians that serve as informal pedestrian islands for unmarked crossings. This area has pedestrian-scale street lighting.

The Schooner Creek Bridge is the only connection from Cutler City and further south to Taft's commercial area, services, and schools. It does not provide safe bicycle or pedestrian access.

Figure 2.4 **Existing Pedestrian and Bicycle Facilities in Southern Lincoln City**



The Taft neighborhood has options of north-south travel on local streets. SW Beach Avenue extends from the 4200 block to the 4900 block and connects to SW 50th. SE High School Drive together with SW Fleet extends from SE 32nd Street to SE 48th Place. Connections to the three schools along SE High School Drive - Taft High, Taft Elementary, and Oregon Coast Community College – should be improved, as pedestrian facilities are intermittent. Topography is a challenge for bicyclists and pedestrians in this area.

The southern section of Taft, including S 48th and S 51st streets, has the largest connected sidewalk network in all of Lincoln City. Several painted crosswalks connect the east and west sides of US 101.

Cutler City

Cutler City is physically isolated from the rest of Lincoln City by the narrow sidewalks on the Schooner Creek Bridge that discourage pedestrian and bicycle activity. Sight distance and higher speeds of drivers as they exit the city limits contribute to an unfriendly environment for pedestrians and bicycles. US 101 is one lane in each direction from the north side of Schooner Creek Bridge to about SW Jetty Avenue. It then widens to include a center turning lane through the southern boundary of the city.

Cutler City has very few sidewalks on local streets. The sidewalk that extends along one side of SW 62nd Street/SW Jetty Avenue to SW Galley Avenue is not ADA compliant. Within Cutler City, the local street system works very well as a shared roadway, given the residential land use and low traffic volumes and speeds.

Residents of Cutler City currently have no way to walk or bike safely to other areas of Lincoln City. This connection is a need.

Intersection Safety Improvements

ODOT has identified two intersections within Lincoln City that pose potential concerns for bicycle and pedestrian safety. ODOT considers factors such as crash severity, crash rate, and crash frequency when evaluating potential concerns. The locations of potential concern are as follows:[5]

- **US 101 at NE East Devils Lake Road.** US 101 has two lanes at this intersection, and no pedestrian or bicycle facilities. Approximately 18,300 vehicles pass through the intersection per day. A sample count of bicyclists and pedestrians at this intersection,

[5] Based on the 2011 ODOT Safety Priority Index System. More information is available here: http://cms.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/Pages/spis.aspx

taken in September 2011, showed that 29 bicyclists and no pedestrians passed through that day.

- **US 101 at SE 28th Street.** US 101 has two lanes at this intersection, no crosswalk marking and no pedestrian or bicycle facilities. Approximately 20,900 vehicles pass through the intersection per day. A September 2011 sample count of bicyclists and pedestrians near this intersection at SW 32nd Street revealed that two bicyclists and 39 pedestrians passed through that day.

Memo #2: Existing Conditions, Deficiencies, and Needs (in Appendix A) provides more information on how these intersections were identified along with maps identifying their locations.

2.3 Conclusion

Challenges to those who wish to bike and walk in Lincoln City today include safety concerns and problems with connectivity. Most streets within the city do not meet established state standards. Topographical challenges and limits to the existing right-of-way make constructing standard sidewalks and bike lanes on every roadway difficult.

The future network of bicycling and walking facilities, listed in Chapter 3, will address the deficiencies and opportunities for improvement identified in this section. Full construction of the future network will meet the goals and objectives of this plan.

Comments from the public

Where do you want to see biking and walking improvements in Lincoln City?

"...there are many places I find unsafe, between N 28th Street and Safeway plaza."

[Referring to Lighthouse Square] "...there is no way to safely enter the complex from the intersection of Hwy 101 and NE Logan Road. There is a bike lane but that is not suitable for people using wheelchairs or strollers."

"I would love to see a pedestrian bridge linking Cutler City and Taft."

"Between Oregon Coast Community College and the center of town – better connections for walkers."

"Connectivity from neighborhoods to key points like beach access, shopping, etc. This should include continuous sidewalks or at a minimum, wide shoulders..."

"NE Holmes Road should have sidewalks, period."

"A lack of ped and bike facilities from 101 to Regatta Park and on to NE 22nd...makes it dangerous for non-motorized travel."

These comments are excerpts from those submitted online and through the project questionnaires. A full list of comments submitted is provided in Appendix B.

3 Bicycle and Pedestrian Network

This chapter describes a future network of bicycle and pedestrian facilities on existing streets throughout Lincoln City, and city-wide projects and programs that will improve conditions for biking and walking for residents and visitors. Implementing this network of facilities will meet the goals and objectives listed in Chapter 1 and will address the deficiencies and opportunities for improvement listed in Chapter 2.

The League of American Bicyclists has identified five "Es" (listed below) that it deems necessary to create a bicycle-friendly network[6]. This chapter and Chapter 4 elaborate on how the city will improve conditions within each of those five categories to encourage and sustain bicycling and walking in Lincoln City.

- **Engineering**. As documented in Chapter 2, Lincoln City is clearly in need of infrastructure improvements designed specifically for bicyclists and pedestrians. Each street has a unique set of constraints (e.g., width, slope, obstacles) and user characteristics that engineers must factor into selection and design of improvements. The scope of this plan is to categorize streets into roadway types and to provide a menu of recommended treatments to improve each street type. To implement the plan for a specific street, engineers must select appropriate treatments from the menu for the roadway type and tailor the treatments to suit conditions.
- **Education**. Many residents have indicated that drivers in Lincoln City do not always operate in harmony with other users of the road. Educating drivers, pedestrians, and bicyclists on safe ways to interact while on the road is necessary to meet the goals and objectives of this plan. Additionally, because Lincoln City experiences heavy tourist volumes, being able to educate visitors quickly (e.g., through effective signage) on how to safely navigate through town is very important.
- **Encouragement**. Creating a fun and friendly environment through activities and programs designed to encourage walking and biking is important to counteracting any negativity and uncertainty that exists today.
- **Enforcement**. Educating users about sharing the road will be most effective if road laws are enforced consistently. Having a consistent traffic speed limit throughout the city will make enforcement easier. Designing street improvements to discourage speeding and help motorists recognize pedestrian and bicycle crossings will make enforcement less of a problem.

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[6] http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/bfc_five-Es.php

- **Evaluation and Planning**. This plan is the first step towards improving biking and walking conditions in Lincoln City, but it is not enough. The city will carefully monitor its progress towards meeting the objectives in the plan. Chapter 4 discusses the implementation process in more detail.

3.1 Recommended Facilities for Roadway Types

Descriptions of Roadway Types

This plan categorizes streets by roadway types, described below, based on the connections they provide, their potential suitability for walking and biking, and existing traffic conditions. Figures 3.1, 3.2, and 3.3 show the designations for each street. Accompanying tables list all streets, except those designated low-use local streets.

- **US 101**. US 101 is the largest and most complex transportation facility within the city and, therefore, is in its own roadway category. The state regulates the highway, which serves over 20,000 vehicles per day.
- **High-use local streets** are streets with high traffic volumes (e.g., between 2,000 and 10,000 vehicles per day) that serve commercial land uses and key pedestrian and bicycle destinations. Examples of high-use local streets include NE Holmes Road, NE 14th Street, and SE High School Drive. On these streets, motorists tend to travel at higher than posted speeds.
- **Medium-use local streets** are streets that have moderate traffic volumes (e.g. between 500 and 2,000 cars per day) and less speeding. They serve mixed land uses, including both residential and commercial, and serve as secondary connections to key bicycle and pedestrian destinations. Examples of medium-use local streets include NW 34th Street, SE 3rd Street, and SW 50th Street.
- **Low-use local streets** are streets with low traffic volumes (e.g. under 500 vehicles per day) that serve primarily residential land uses. Examples of low-use local streets include NW 33rd Street, SE Neptune Avenue, and SW Harbor Avenue.

Each roadway type corresponds with a set of recommended bicycle and pedestrian facilities, described in the following and shown in Table 3.1.

Recommended Facilities

Facilities that can increase safety and comfort for pedestrians include those described below. Table 3.1 indicates which of the recommended facilities are appropriate for each street type.

Pedestrian Facilities

- **Sidewalk**: Sidewalks provide an ADA compliant area for pedestrian travel separated from vehicle traffic.
- **Pedestrian path**: Pedestrian paths are ADA-compliant paths on the edge of roadways that typically are low-volume and without curb and gutter installations. They are less expensive and can be a temporary measure that later serves as a base for sidewalk.

Bicycle Facilities

- **Bike lane**: Bike lanes designate an exclusive space for bicyclists through pavement markings and signage
- **Shared roadway**: Shared roadways exist by default where bike lanes or a shared-use shoulder do not exist. In these areas, cyclists must share the travel lane, which the law allows. Shared lane markings encourage bicycle travel, indicate proper positioning within the motor vehicle lanes, and alert drivers that bicyclists may be present.

Shared Facilities

- **Shared-use path**: An off-street shared-use path that is ADA compliant allows for two-way travel for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.
- **Shared-use shoulder**: A shared-use shoulder adjoins the travel lane of a roadway that does not include constructed curb and gutter and that lacks sidewalks. It is, and may be marked, for use by both pedestrians and bicyclists

Traffic Calming

- **Traffic circle**: A traffic circle is a circular feature built at a roadway intersection that is designed to slow traffic.
- **Chicane:** A chicane is a constructed feature in a roadway designed to slow traffic by causing vehicles to go around it. Chicanes are different from traffic circles in that they can take several shapes.
- **Speed humps.** Speed humps are raised features within a roadway designed to slow traffic. Unlike traffic circles or chicanes, traffic is supposed to drive over speed humps.
- **Couplets**: Couplets are pairs of one-way streets offering travel in opposite directions.

Implementation Considerations

When designing improvements, the City of Lincoln City will evaluate each roadway individually, using the parameters in Table 3.1 to determine which facilities are appropriate. The table

identifies recommended facilities, selected to meet the standards, guidelines, and expectations of residents and visitors using them. It also includes alternative solutions that may be necessary due to constraints in previously built environments. In many places, private improvements or uses (parking, landscaping, mailboxes, etc.) occupy a portion of the city right-of-way. The city must reclaim the public right-of-way where necessary to make room for bikeways and walkways, working with the affected neighborhood(s) to assess alternatives and trade-offs. *Memo #3: Design and Best Practices Toolkit* (in Appendix A) includes design guidelines for walking and biking facilities and describes the roadway types within the city. *Memo #4: Bicycle and Pedestrian Systems* (in Appendix A) gives more information on the development and identification of the roadway types.

Table 3.1 **Pedestrian and Bicycle Facility Improvements by Roadway Type**

Type	Recommended Facility	Alternative A	Alternative B
A. US 101	**PEDESTRIANS**		
	 Sidewalk	 Shared Use Path	 Shared Use Shoulder
	BICYCLISTS		
	 Bike Lane	 Shared Roadway	 Shared Use Path  Shared Use Shoulder
B. High-Use local streets	**PEDESTRIANS**		
	 Sidewalk	 Shared Use Path	
	BICYCLISTS		
	 Bike lane	 Shared Roadway	 Shared Use Path + Shared Roadway
	TRAFFIC CALMING		
	 Speed Humps	 Traffic Circle	 Chicanes

Type	Recommended Facility	Alternative A	Alternative B
C. Medium-Use local streets	**PEDESTRIANS**		
	 Sidewalk	 Pedestrian Path	 Shared Street (existing)
	BICYCLISTS		
	 Shared Roadway		
	TRAFFIC CALMING		
	 Speed Humps	 Traffic Circle	 Chicanes
D. Low-Use local streets	**PEDESTRIANS**		
	 Pedestrian Path or Shared Street (existing)	 Sidewalk	
	BICYCLISTS		
	 Existing	 Shared Roadway on identified neighborhood greenways	
	TRAFFIC CALMING		
	 One-way couplets / Chicanes	 One-way couplets	

Example Facilities from Other Communities

The following photographs depict examples of some of the facilities listed in Table 3.1, as they have been implemented in other communities.

Bike Lane

Eugene, OR

Sidewalk

Rockaway, OR

Shared Use Shoulder

Sisters, OR

Shared Use Path

Eugene, OR

Pedestrian Path

Sisters, OR

Roadways by Types in Northern Lincoln City

All roadways not listed are classified as low-use local roads.

Table 3.2 **Northern Lincoln City Roadway Types**

Roadway	Type
US 101	US 101
NW 40th Street	High-Use local street
NW 40th Place	High-use local street
NW 44th Street	High-Use local street
NW Logan Road	High-Use local street
NE 22nd Street	High-Use local street
NE 28th Street	High-Use local street
NE Holmes Road	High-Use local street
NE West Devils Lake Road	High-Use local street
NW 30th Street	High-Use local street
NW 39th Street	High-Use local street
NW Jetty Avenue	High-Use local street
NW 31st Place	High-Use local street
NE East Devils Lake Road	High-Use local street
NE Johns Avenue	Medium-Use local street
NE Neotsu Drive	Medium-Use local street
NW 28th Street	Medium-Use local street
NW 26th Street	Medium-Use local street
NW 25th Street	Medium-Use local street
NE West Devils Lake Boulevard	Medium-Use local street
NE Voyage Avenue	Medium-Use local street
NE Port Lane	Medium-Use local street
NE Surf Avenue	Medium-Use local street
NE Devil's Point Drive	Medium-Use local street

Figure 3.1 **Roadways in Northern Lincoln City by Type**

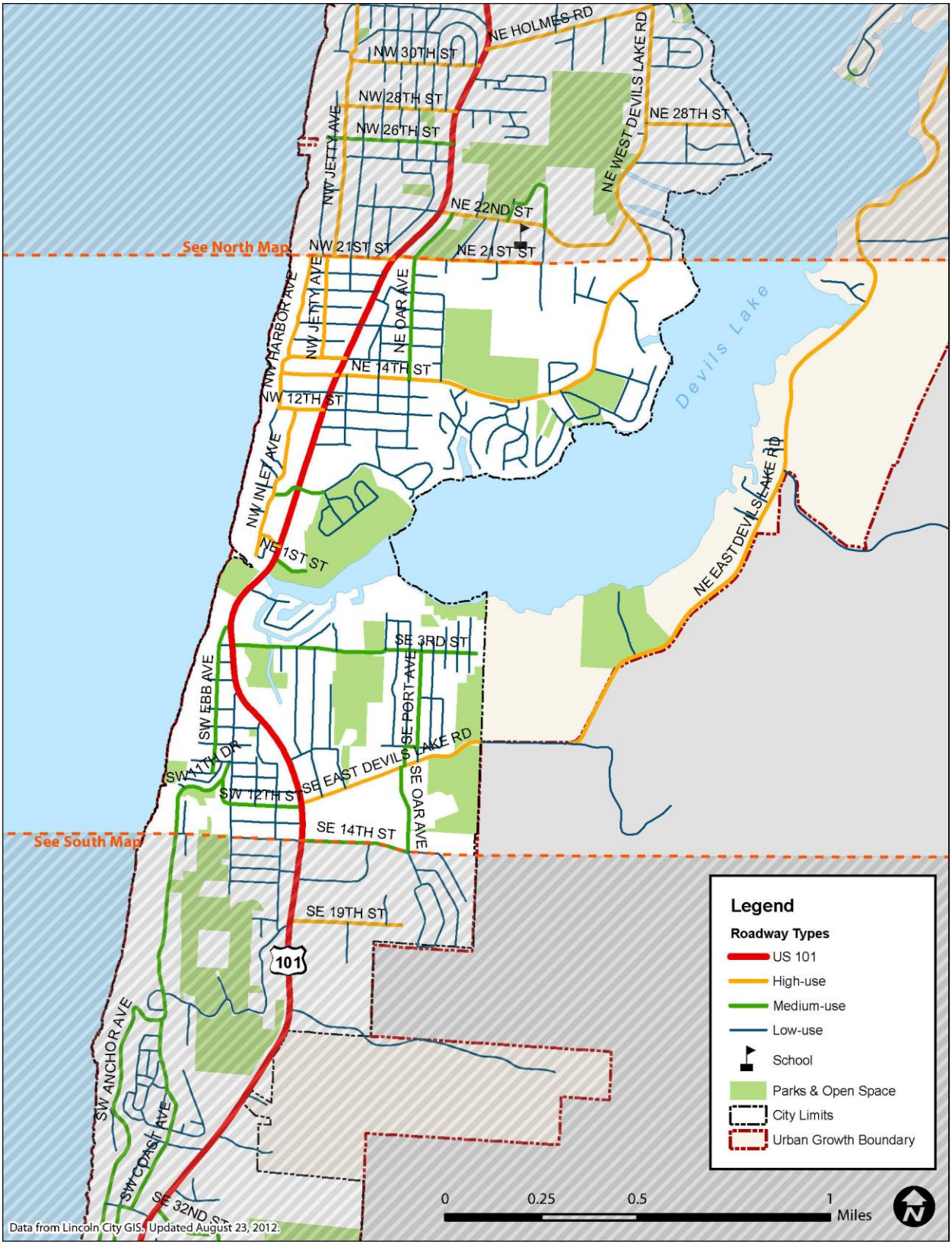
Roadways by Types in Central Lincoln City

All roadways not listed are classified as low-use local roads.

Table 3.3 **Central Lincoln City Roadway Types**

Roadway	Type
US 101	US 101
NE 14th Street	High-Use local street
NE West Devils Lake Road	High-Use local street
NW 14th Street	High-Use local street
NW 15th Street	High-Use local street
NW 12th Street	High-use local street
NW Inlet Avenue	High-use local street
NW 2nd Drive	High-use local street
NW Harbor Avenue	High-Use local street
NW Jetty Avenue	High-Use local street
SE Devils Lake R0ad	High-Use local street
SE 3rd Street	Medium-Use local street
SW 11th Drive	Medium-Use local street
SW Coast Avenue	Medium-Use local street
SW Ebb Avenue	Medium-Use local street
SW 12th Street	Medium-Use local street
SW Fleet Drive	Medium-Use local street
NE Oar Place	Medium-Use local street
NE 1st Street	Medium-Use local street
NE 6th Drive	Medium-Use local street
SE Port Avenue	Medium-Use local street
SE Oar Avenue (south of SE 8th Street)	Medium-Use local street
SE 14th Street	Medium-Use local street

Figure 3.2 **Roadways in Central Lincoln City by Type**



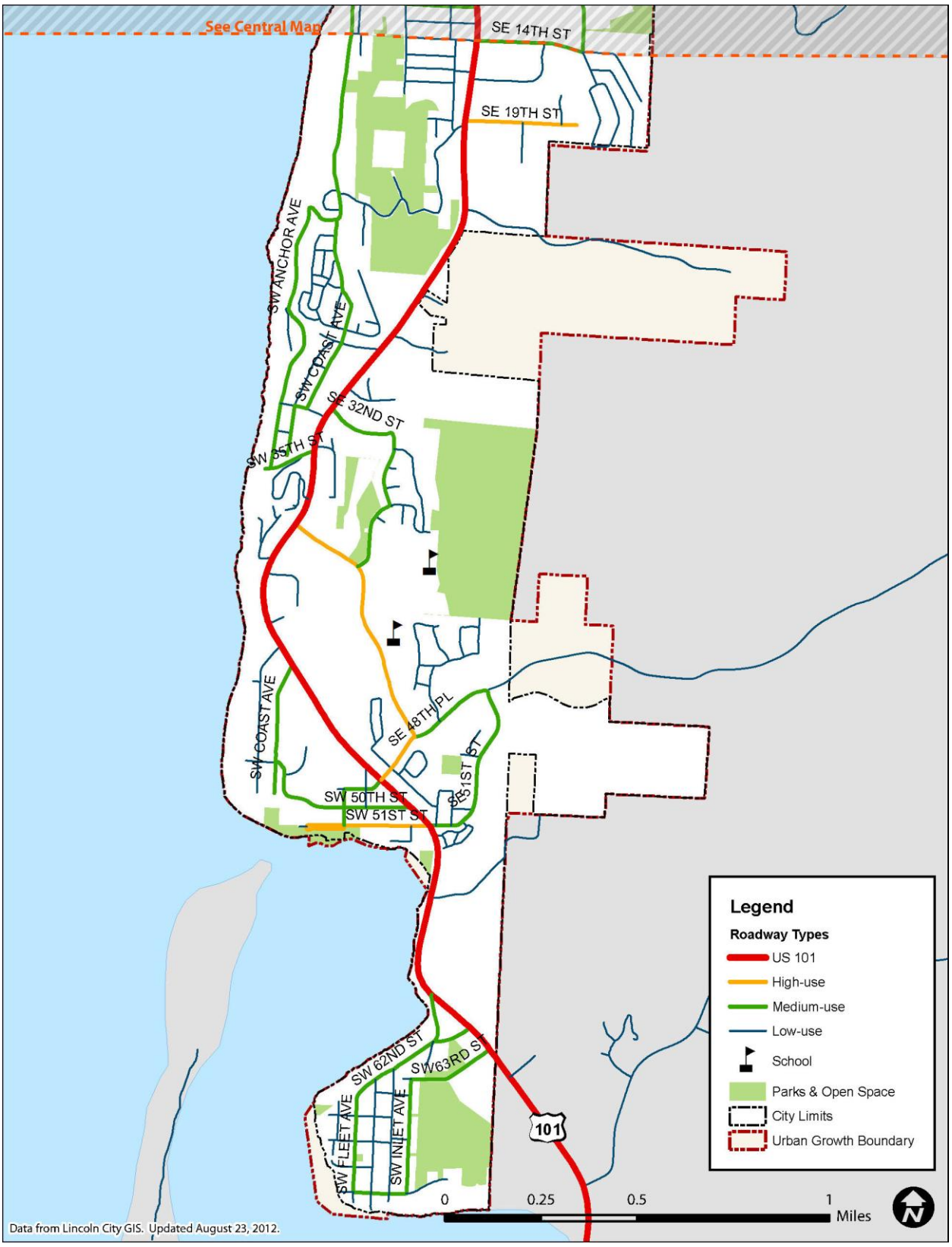
Roadways by Types in Southern Lincoln City

All roadways not listed are classified as low-use local roads.

Table 3.4 **Southern Lincoln City Roadway Types**

Roadway	Type
US 101	US 101
SE High School Drive	High-Use local street
SE 48th Place	High-Use local street
SE 19th Street	High-Use local street
SW 51st Street	High-Use local street
SE 51st Street	Medium-Use local street
SW 24th Drive	Medium-Use local street
SW Coast Avenue	Medium-Use local street
SW Anchor Avenue	Medium-Use local street
SW 35th Street	Medium-Use local street
SW Coast Avenue	Medium-Use local street
SW Dune Avenue	Medium-Use local street
SW 50th Street	Medium-Use local street
SE 48th Place	Medium-Use local street
SE 32nd Street	Medium-Use local street
SE Fleet Avenue	Medium-Use local street
SE Spy Glass Ridge Drive	Medium-Use local street
SW 48th Street	Medium-Use local street
SW Ebb Avenue	Medium-Use local street
SW Jetty Avenue	Medium-Use local street
SW 62nd Street	Medium-Use local street
SW Fleet Avenue	Medium-Use local street
SW 69th Street	Medium-Use local street
SW Inlet Avenue	Medium-Use local street
SW 63rd Street	Medium-Use local street

Figure 3.3 **Roadways in Southern Lincoln City by Type**



Priorities for each Roadway Type

Because time and money are limited, the city must prioritize the types of improvements and the streets to be improved. Options range from applying less expensive improvements to more streets, or prioritizing expensive solutions in key segments of the network. As a group, the project advisory committee indicated that pedestrian facilities are the highest priority on every roadway type, including US 101. Members of the general public voiced a high priority for bicycle facilities on US 101.

The consultant team recommends a two-phased approach. First, complete as many low-cost projects within the first year of adoption of this plan as possible for immediate impact and to demonstrate to the community the city's commitment to implementing the plan. Low-cost projects include striping, shared lane markings, improving shoulders, and constructing pedestrian paths. Second, when prioritizing higher-cost improvements, the consultant team recommends focusing on pedestrian facilities first. Pedestrian facilities can, if necessary, provide bicyclists a safe place to avoid vehicle traffic, but bicycle facilities cannot shield and improve access for pedestrians.

While this document identifies specific priorities, the city will implement improvements as funding and other opportunities dictate. The city will incorporate pedestrian and bicycle improvements into scheduled public works projects wherever possible. When applying for grant funding, the city will choose projects that best match the grant program's criteria.

Design and Best Practices Toolkit

Memo #3: Design and Best Practices Toolkit (provided in Appendix A) is a technical handbook to assist Lincoln City in the selection and design of pedestrian and bicycle facilities. The memo pulls together best practices by facility type from public agencies and municipalities nationwide. The design toolkit provides example photos, schematics (if applicable), and summarizes guidance from current or anticipated draft standards. Reference and guideline documents cited throughout this report should be the first source of additional information when implementing any of the treatments.

Planning-Level Cost Estimates for Infrastructure Improvements

Table 3.5 provides average costs per mile for the treatments listed in Table 3.1. These costs are averages; actual cost per mile for a given project can vary based on the characteristics of the site and the design of the improvement.

Table 3.5 **Planning-Level Cost Estimate of Non-Motorized Facilities / Treatments**

Facility / Treatment	Cost Estimate (per mile)
Sidewalk (one-side)	$300,000
Pedestrian Path	$100,000
Shared Use Path	$500,000
Bike Lane	$120,000
Shared Lane Markings	$20,000
Speed Humps	$2,000 EA
Neighborhood Traffic Circle	$15,000 EA
Chicane	$8,000 EA

3.2 City-wide Projects and Programs

This section discusses improvements within the city that would enhance the bicycle and pedestrian environment city-wide.

City-wide Infrastructure Improvements

- **ADA compliance.** The Americans with Disabilities Act (ADA) of 1990 requires that improvements to public infrastructure be made accessible to individuals with disabilities. This means not only ensuring that persons using mobility devices can safely use sidewalks, but also that persons with hearing or sight disabilities can cross the street safely. In 2012 and 2013, the City of Lincoln City will be conducting a comprehensive inventory of the ADA compliance of existing public facilities. The city will work with existing groups and form an accessibility advisory committee to identify high priorities for improving accessibility for residents and visitors with disabilities.
- **Improving signal timing for pedestrians**. Many members of the public commented about difficulties in crossing US 101 at signalized crossings due to short pedestrian walk light cycles. The city and ODOT should work together on signal timing at all intersections of US 101 with the intent of setting an appropriate cycle length and frequency for pedestrians while maintaining smooth traffic flow on the highway. Installation of a countdown signal could reassure pedestrians that enough time remains to cross before the light changes.
- **Improvements to transit stops**. Transit riders are also pedestrians. Lincoln County Transit and the City of Lincoln City could work together to improve the

Example bicycle wayfinding sign

condition and quality of transit stops. Improvements to transit stops could include installing shelters, benches, and posted schedules where they are lacking, adequate street-level lighting and ADA-compliant waiting. Of the 27 total transit stops within Lincoln City, only 13 (fewer than half) have shelters. Only eight are located within a pedestrian-friendly environment of pedestrian-scale buildings oriented towards that street with continuous sidewalks. The city's *Transportation System Plan* will address transit deficiencies and opportunities in more depth.

- **Way-finding signage**. The city should develop a city-wide way-finding plan to indicate to bicyclists and pedestrians the direction and distances between major destinations. Similar to the example shown on this page, signs should indicate to travelers the neighborhoods of the city, and point out destinations including schools, parks, the post office, the community center, beach accesses, the Tanger Outlet Mall, and the Chinook Winds Casino.

Potential Intersection Improvements

The city will consider the following types of improvements for intersections:

- Pedestrian islands in the center of the intersections where pedestrians can wait, if necessary, to cross the remaining lanes.
- "Bike boxes," which typically are painted areas of pavement on the right lane of a roadway where bicyclists wait at stoplights. Bike boxes can eliminate the conflict between bicyclists and vehicles turning right at an intersection by requiring vehicles to remain behind the painted area of the lane – thus providing priority to bicyclists.
- Audio countdown timers for pedestrians.
- ADA-compliant corners at all intersections.
- Curb extensions at major intersections to improve pedestrian sight distance and decrease the crossing distance.
- Best practices for marked crossings for pedestrians. Attributes of pedestrian-friendly design include:
    - Visibility: Pedestrians at a crossing must have a good view of vehicle travel lanes; motorists in the travel lanes must see waiting pedestrians.
    - Legibility: Symbols, markings, and signs should indicate clearly what actions the pedestrian should take.
    - Accessibility: All features, such as curb ramps, landings, call buttons, signs, symbols, markings, and textures, should meet accessibility standards and follow universal design principles.
    - Clear Space: Crossings should be clear of obstructions and have enough room for curb ramps and for street conversations where pedestrians might congregate.

- Separation from Traffic: Design and construction should discourage turning/parking vehicles from driving over the pedestrian area and minimize crossing distances.
- Lighting: Adequate lighting is an important aspect of visibility, legibility, and accessibility.

- For midblock crossings, design considerations include:
  - Proximity to other crossing points (at least 100 feet from the nearest side street or driveway)
  - Vehicle speed, (recommended operating speed less than 40 MPH)
  - Crash records
  - Traffic volumes
  - Pedestrian volumes
  - Nearby pedestrian generators

Programs

Improving infrastructure is critical to increasing the numbers who walk and bicycle; however, the city should not underestimate the importance of outreach, education, and evaluation efforts. These programs connect residents and tourists to information about new and improved facilities and the benefits of bicycling and walking, and provide positive reinforcement about integrating bicycling and walking into their everyday lives. In essence, these programs market bicycling and walking to the general public to provide the maximum "return on investment" in the form of increased use of these transportation modes and a higher degree of safety and awareness. Programs recommended for implementation in Lincoln City include the following:

- Continuation and expansion of the **Bicycle Safety program**, conducted by the police department, in conjunction with the recreation department.
- **Social Rides**. Social rides are designed to welcome inexperienced bicycle riders with a positive, low-stress bicycling experience by creating a sense of community around the activity, modeling of safe riding behavior, introducing riders to recommended on-road bicycling routes, and creating opportunities for questions and answers. Rides may be targeted for new or less-confident riders, or for specific groups such as women, families with young children, or seniors. The program has broader appeal if each ride has a different theme (e.g., public art tour, historic homes ride, Father's Day family ride, park-to-park tour, etc.) and/or each ride features an appealing incentive to participate, such as treats from local merchants or bike bells. Rides may be organized and led by either city staff, an advisory committee (e.g., Parks and Recreation Committee, Sustainability Committee) or an interested residents' organization.

- **Annual Count Program**. Determining this plan's success at increasing bicycling and walking and safety requires establishing an annual data collection program. At a minimum, this program should tally annually the number of cyclists and pedestrians at key locations around the community, particularly at pinch points, in downtown, near schools, and on the Head to Bay Trail. User counts collected through this annual count can provide valuable information at baseline and post-construction for major bikeway or trail infrastructure projects.
- **"Share the Road" Campaign**. Lincoln City residents who walk and bike often say motorists don't understand how to interact with them. In order to alleviate these conflicts, a "Share the Road" outreach campaign is a priority for educating all roadway users about how to be courteous and safe. The city should develop a campaign to encourage bicyclists, pedestrians and motorists to follow the law and treat each other with respect. Elements of the program could include public service announcements, print media, program information, and messages on transit vehicles throughout the city.
- **"Bike and Walk to Health" Campaign**. Many cities around the county are implementing marketing campaigns to encourage residents to live healthy and active lifestyles. Obesity and sedentary lifestyles are on the rise for both adults and children in America, and daily physical activity is a critical part of combating those trends. Walking and bicycling provide great opportunity to be active as a part of daily life. A "Bike and Walk to Health" campaign is consistent with both national and local public health goals.

3.3 Conclusion

Vision is nothing without action. The city must overcome numerous challenges before the network of facilities and programs proposed in this chapter will become a reality. The next chapter lays out a tactical action plan for how the city will seek new funding sources, amend its planning documents, and work with ODOT to implement this vision.

4 Plan Implementation

Lincoln City has much to do to make walking and biking safer and more viable transportation options; consequently, plan implementation is going to take time and commitment. The plan proposes a two-phase approach, described in Sections 4.1 and 4.2. Phase 1 includes preparations and low-cost improvements that the city can begin immediately. Improvements that depend on grants or other funding sources are in Phase 2. Implementation of improvements will require coordination among city departments, residents and property owners, bike and pedestrian advocates, all street users, including emergency responders, and for highway projects, ODOT. The city will take advantage of funding and scheduling opportunities as they arise, but generally will use the priorities set forth in this plan to guide implementation efforts.

Pedestrian and bicycle improvements to the highway are the highest priority, and the city and ODOT will work together to make sure they happen. ODOT regulates and maintains the highway, and is a source of funding and expertise. The city must communicate to ODOT its needs in a way that resonates with department officials and other jurisdictions in the region and state who determine ODOT's work plan and the STIP.

The city is entirely responsible for local streets. Through its ordinances and policies, the city exerts its control over facilities in the public right-of-way and ensures that new development pays its share. City engineers design or review street improvements. Street crews maintain the streets, including pavement markings and signage. The City Council sets priorities and budgets the necessary funds to keep the streets safe, functional, and attractive.

The following plan is the city's guide for achieving the vision and goals for walking and biking in Lincoln City. It sets priorities, timelines, strategies, and assigns responsibilities. By adopting the plan, the City Council sets the city on its course of action. The council may choose to charge an advisory body (e.g., Parks and Recreation Committee, Traffic Safety Committee, or Sustainability Committee) with overseeing the implementation timeline, advising city staff on priorities and designs, and as a liaison to residents.

4.1 Phase 1

Phase 1 of implementation of the *Lincoln City Walking and Biking Plan* will focus on four main goals: 1) improving infrastructure to the extent allowed under existing budgets for both US 101 and local streets, 2) developing new funding sources for both capital and maintenance expenses of walking and biking facilities, and 3) improving education and encouragement of walking and biking for residents and visitors of the city, and 4) constructing new infrastructure as funds are available. The following tasks are the city's priorities for implementation of this phase.

Phase 1 Walking and Biking Improvements on US 101

Improvements to US 101 are the highest priority for walking and biking within Lincoln City. The community's preferred facilities for US 101 include either sidewalks and bicycle lanes or a shared-use path parallel to US 101. The city will work with ODOT in Phase 1 to complete the following tasks required to implement US 101 improvements:

1. **Forward road diet study to TSP for further examination.** As part of this planning process, consultants conducted a high-level review of road diets and a potential application along US 101 in Lincoln City (Oceanlake Planning Area, Taft). PAC members and residents supported, and ODOT agreed to, an in-depth examination in the city's TSP update.

2. **Conduct a survey of US 101 in coordination with ODOT.** The city will work with ODOT Region 2 Roadway Design to complete a survey of US 101 in Lincoln City sufficient to support a design for implementation of walkways and bikeways within the city. ODOT needs a survey to determine the exact width of existing pavement and right-of-way, and of roadway elements including travel lanes, turn lanes, and sidewalks.

3. **Engage a Roadway Designer to use the survey results to determine where bike lanes can be provided within existing pavement, can be provided with design exceptions for the width of roadway elements, and cannot be provided without a reduction in the number of travel lanes**. With these determinations, ODOT can coordinate with the city to determine whether and where to seek design exceptions for the width of roadway elements or to reduce the number of travel lanes to provide width for bike lanes.

4. **Submit any proposed changes in the number of travel lanes or changes in the width of roadway elements for review to the Freight Advisory Committee.** US 101 in Lincoln City is an identified Freight Route. It is subject to the Reduction in Freight Capacity policy, which requires review and approval by the Freight Advisory Committee for any change that would reduce the capacity for freight trucks using the highway.

5. **Work with ODOT Roadway Design to develop a detailed plan for marking and signing bike lanes, shared roadway sections, and transition areas on US 101**.

6. **Coordinate with ODOT to address signal timing on existing crossings of US 101**. During Phase 1, the city will investigate issues with crossing time at intersections and will work with ODOT to address any problems.

Phase 1 Walking and Biking Improvements on Local Streets

At the same time the city works with ODOT on improving the highway, it can make affordable improvements on local streets. The city can incorporate walking and biking improvements as part of scheduled public works projects. These initial improvements may or may not be the

ultimate desired result; however, they will have immediate impact on safety and comfort for pedestrians and bicyclists and to the extent possible make headway towards more expensive improvements to come later.

7. **Implement short-term, low-cost solutions on high-use local streets**. During Phase 1, the city will get quick results with low-cost improvements to high-use local streets, including painting shared-lane markings, building speed humps, and building pedestrian paths. The city will start with the critical streets identified in Table 4.1, and implement short-term solutions to the extent allowed within existing budgets. The following streets were selected based on their connectivity to and from US 101, connections to important destinations, number of residents and visitors served, PAC members and resident input, and previous project identification in earlier planning efforts.

Table 4.1 **Recommended Short-Term Solutions on Selected High-Use Local Streets**

Roadway	Extent	Recommended short-term improvements (major elements)	Planning Cost Estimate (+/- 50%)
NE Logan Road	NW 50th Street to State Park	Pedestrian path	$60,000
		Shared roadway markings	$12,000
		Speed humps (3)	$6,000
		Total	***$80,000***
NE West Devils Lake Road	Wetlands	Boardwalk for Head to Bay Trail	$500,000
NW Jetty Avenue / NW Harbor Avenue	NW 39th Street – NW 12th Street	Shared roadway markings	$30,000
		Sidewalk on one side	$450,000
		Neighborhood traffic circle	$15,000
		Speed humps (4)	$8,000
		Total	***$510,000***
NE Holmes Road	US 101 to NE West Devils Lake Road	Shared use path	$225,000
		Shared roadway markings	$9000
		Total	***$240,000***
NE 14th Street	US 101 to Regatta Park	Shared roadway markings	$11,600
		South side sidewalk	$232,000
		Total	***$243,600***
SE High School Drive	US 101 to SE 48th Place	Infill missing sidewalk	$61,200
		Shared roadway markings	$13,600
		Total	***$75,000***
NE East Devils Lake Road	US 101 to US 101	Signage	$5,500
		Shared roadway markings	$90,000
		Total	***$100,000***

NE 22nd Street	US 101 to NE West Devils Lake Road	Striping parking, crosswalks, bike lanes, and/or shared use lanes	$60,000
		Curb extensions (5)	$125,000
		Chicane	$3000
		Total	***$190,000***

The city will evaluate specific solutions for each of these high-use streets and will implement short-term solutions to the extent allowed within existing budgets.

8. **Implement short-term, low-cost solutions on medium- and low-use local streets.** Following evaluation of the high-priority high-use streets, the city will evaluate short-term, low-cost improvements to medium- and low-use local streets. The city will select streets based on safety concerns, ability to fill a connectivity gap, neighborhood input, and overall cost. The number of streets selected and the overall improvements made will depend greatly on available funding.

9. **Adopt changes to the *Comprehensive Plan* and *Municipal Code*, including design guidelines.** During 2013, the city will adopt changes to the *Comprehensive Plan* and the *Municipal Code* to articulate the city's priorities for improving bicycle and pedestrian facilities. Changes to the *Municipal Code* will allow for clearer, more easily enforced requirements of developers. These changes are listed in sections 4.3.

10. **Develop a bicycle and pedestrian facilities signage plan**. Signs to assist in navigating the city on foot or on bike are important for residents and especially helpful for visitors. The city will develop a graphic template for signs and determine specific locations for them.

Develop New Funding Sources

Current funding for streets improvements and maintenance comes from the general fund, the hotel tax, system development charges and urban renewal areas. It is not sufficient to maintain existing streets, let alone create all of the desired walking and bicycling infrastructure recommended in this plan. Making Lincoln City a more attractive community and travel destination for pedestrians and bicyclists requires greater investment.

The city will continue to incorporate walking and biking improvements in public works projects and compete for grant funds as opportunities arise. *Memo #5: Funding Sources and Funding Strategies* (in Appendix A) describes various grant programs and the types of improvements they fund, and under what conditions. Many grant programs require local match; few, if any, offer funds for on-going maintenance. Consequently, the city will consider raising funds locally to achieve its vision and goals for walking and biking. Sale of bonds is not a funding option in itself, because the city must pay back the funds raised; however, bonds do allow the city to make improvements up front and pay for them over time. In the past two years, residents of

the school district and the fire district have approved bond issues to raise capital for specific projects that residents deemed important. A decision to sell bonds to raise capital for transportation improvements would require a majority vote of all Lincoln City residents. Without using bonds, local fees and taxes would need to accumulate a sufficient amount prior to making desired improvements.

11. **Consider implementing a local option tax to fund capital improvements to bicycle and pedestrian facilities on local streets**. A local option tax added to each property owner's tax bill would distribute the cost equally among residents of Lincoln City, absentee owners, and owners of vacation rentals. The City Council would set the amount and duration (no more than five years) of a local option tax, and the voters would vote on whether to approve it. The maximum amount of a local option tax would be $0.10 per $1,000 valuation per year, yielding a total contribution of approximately $120,000 per year.

12. **Consider adopting a city-wide road user maintenance fee**. The city could collect road user maintenance fees through a utility bill to offset the cost of maintaining transportation facilities, including routine sweeping of bicycle lanes and sidewalk maintenance. The City Council would set the amount of the fee, which could vary according to the number of trips generated by a particular type of land use. Implementing this fee would require approval from the City Council, but would not require voter approval.

13. **Consider implementing a gas tax**. Although voters rejected a gas tax in 2010, it merits reconsideration. The tax on fuel in Oregon is comprised of the federal tax per gallon ($0.184), the state tax per gallon ($0.30), and any applicable county or local taxes. Currently, two counties and 22 cities have some form of a local gas tax, with rates varying from $0.01-$0.05 per gallon. The City of Newport has two local gas tax rates - $0.01 from November – May, and $0.03 from June – October. A one cent tax would generate approximately $100,000 in yearly revenue, paid by residents and tourists using Lincoln City streets.

14. **Coordinate with the Cascades West Area Commission on Transportation (ACT) to seek state funding through the STIP for improvements to US 101**. The STIP is the State of Oregon's adopted four-year investment program for major improvements to transportation systems. The STIP includes all transportation projects receiving federal or state funding, including projects on the state highway system and on local transportation systems.

    Funding for each project in the STIP is typically a collection of monies from many separate funding programs. The STIP is divided into two broad categories: Enhance and Fix-It.

- **Enhance** projects are activities that enhance, expand, or improve the transportation system.
- **Fix-It** projects are capital investments that repair or preserve the transportation system.

The majority of projects identified in the *Lincoln City Walking and Biking Plan* are eligible for funding from the "Enhance" side of the STIP. The Oregon Transportation Commission will select projects for this funding based on recommendations from local ACTs and Metropolitan Planning Organizations (MPO). To seek funding for pedestrian and bicycle projects, Lincoln City will need to identify funding priorities, and lobby the Cascades West ACT to recommend it for funding.

Projects funded by the Fix-It side of the STIP may include improvements needed for pedestrians and cyclists in Lincoln City. The city should continue to coordinate with ODOT to identify opportunities to leverage these funds for further improvements to the system.

Improve Education and Outreach

The city can conduct and support, existing and new education and outreach programs concurrent with making physical improvements to increase walking and biking comfort and safety. Programs generally are not high cost compared to infrastructure development, but require staff time and commitment from community leaders and city advisory bodies.

15. **Expand Police Department programs to include educational curricula for children and adults related to walking and biking**. Members of the public indicated a need to educate children and adults on the appropriate ways for pedestrians and bicyclists to interact with drivers. The Lincoln City Police Department provides bicycle safety classes and, through sting operations, educates drivers about the importance of stopping for pedestrians in crosswalks. The city will develop and implement a more extensive campaign to educate residents and tourists on safe ways to walk and bike around town. Key elements of a bicycle safety class include: where to ride a bicycle in relation to parked cars, how to signal properly, how to use the gears on your bike, knowing when to dismount and walk your bicycle, and proper bicycle equipment.
16. **Work with local organizations to celebrate short-term infrastructure improvements and host events to promote walking and biking**. Members of the PAC indicated a need to foster awareness and enthusiasm about walking and biking among city residents and visitors. The city will celebrate early success in implementing the *Walking and Biking Plan* by hosting bicycle and pedestrian-themed events and/or Social Rides, such as Sunday Parkways in Portland or the Donut Ride in Bellingham. The city may consider annual events to boost enthusiasm about walking and biking.

4.2 Phase 2

Phase 2 will rely on new funds from sources established in Phase 1 to allow the city to build higher-cost capital improvements to local streets. The following tasks will occur during Phase 2:

1. **Using funding from the STIP and/or other statewide grant programs, construct new bicycle and pedestrian facilities on US 101**. Phase 2 will focus on making the improvements on US 101 based on strategies developed in Phase 1 and using funding through the STIP or other statewide grants.
2. **Using funding from the local option tax, build long-term improvements on high-use local streets.** Long-term improvements for high-use local streets include sidewalks and bike lanes or shared-use paths. Sidewalks, bike lanes, and shared-use paths are considerably more expensive to build than pavement markings and pedestrian paths, so the city either will need to wait until funding accumulates from new fees or taxes, or issue bonds for these longer-term solutions. Priority streets for implementation of improvements in Phase 2 are the same as listed for Phase 1.
3. **Using funding from the local option tax, build long-term improvements on medium- and low-use local streets**. Long-term improvements to medium- and low-use local streets include sidewalks and traffic circles or chicanes.
4. **Using funding from the road user maintenance fee, ensure adequate maintenance of bicycle and pedestrian facilities.** The city will work with its maintenance department to ensure that once new bicycle and pedestrian facilities are built, they are maintained adequately. Adequate maintenance involves routine removal of debris, trimming adjacent vegetation so that it does not encroach upon the space allocated to pedestrians and bicyclists, and re-painting roadway markings when necessary.
5. **Using funding from the local option tax, build way-finding signage**. Once further infrastructure improvements are in place, the city will implement the way-finding and signage plan developed in Phase 1.
6. **Continue education and encouragement of walking and biking.** The city will continue to work through the Police Department to reach out to children and adults in the community to educate them on safe ways to walk and bike, using the curriculum developed in Phase 1. The city may continue to host events focused on walking and biking similar to those in Phase 1 (depending on the success of initial events).
7. **Develop outreach materials to inform visitors of the improvements to walking and biking in Lincoln City.** Once the city has implemented a substantial number of infrastructure improvements and signage is in place, the city will work with representatives of the tourism industry on materials such as a website or brochures that can inform visitors of the changes in Lincoln City and new ways to get around in town.

8. **Monitor and evaluate the progress of this plan**. The city will use this plan as its guiding vision for implementation of biking and walking facilities over the next five years, and will provide updates to the City Council on at least a yearly basis regarding the progress of its implementation.

4.3 Vision for the Future Network of Streets

The city intends to build out the network of bicycle and pedestrian facilities, continually enhancing connectivity. The short-term, medium-term, and long-term visions for the network are depicted below in Figures 4.1, 4.2, and 4.3.

Figure 4.1 **Short-Term Bicycle and Pedestrian Improved Network**

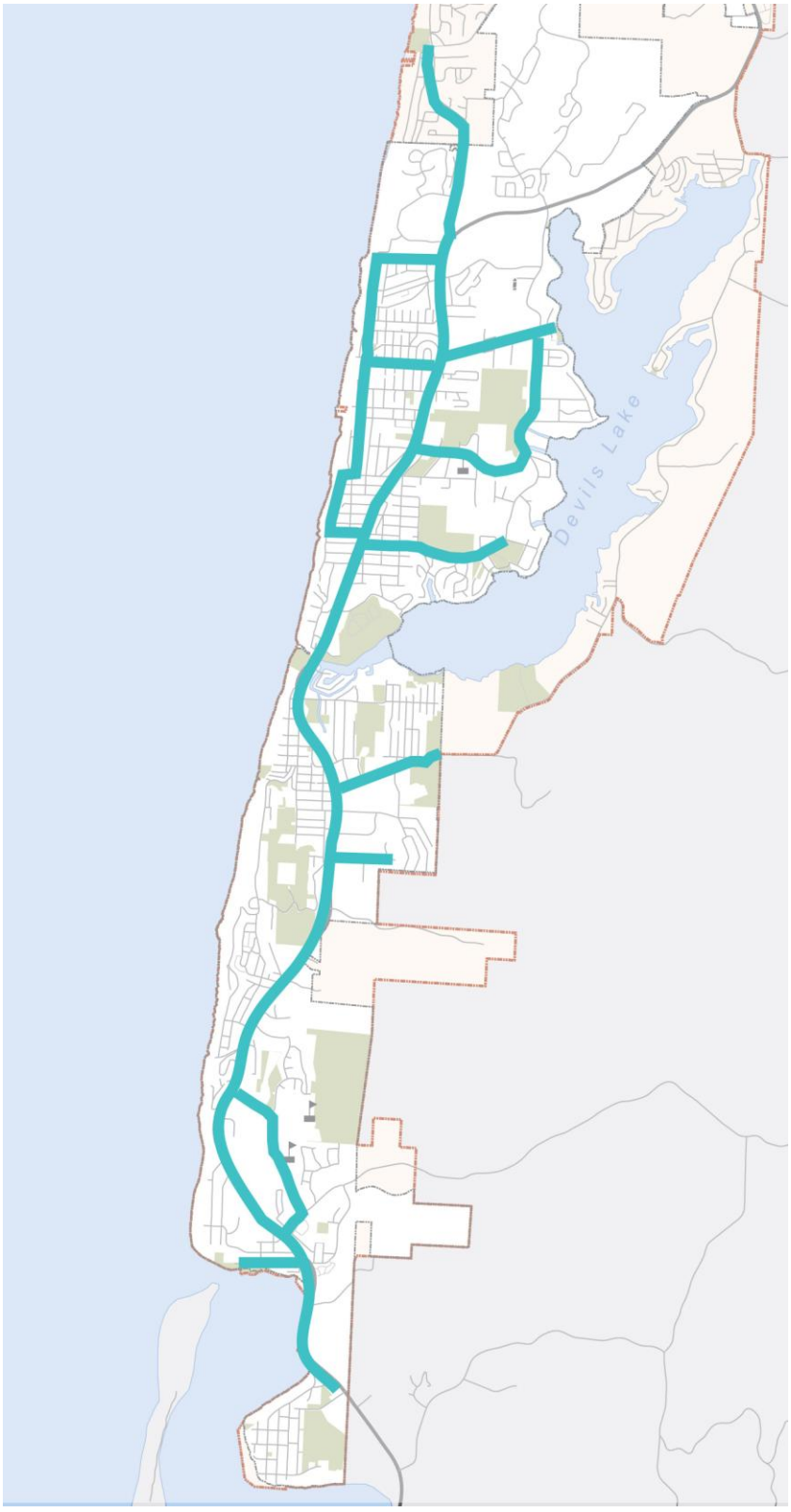


Figure 4.2 **Medium-Term Bicycle and Pedestrian Improved Network**

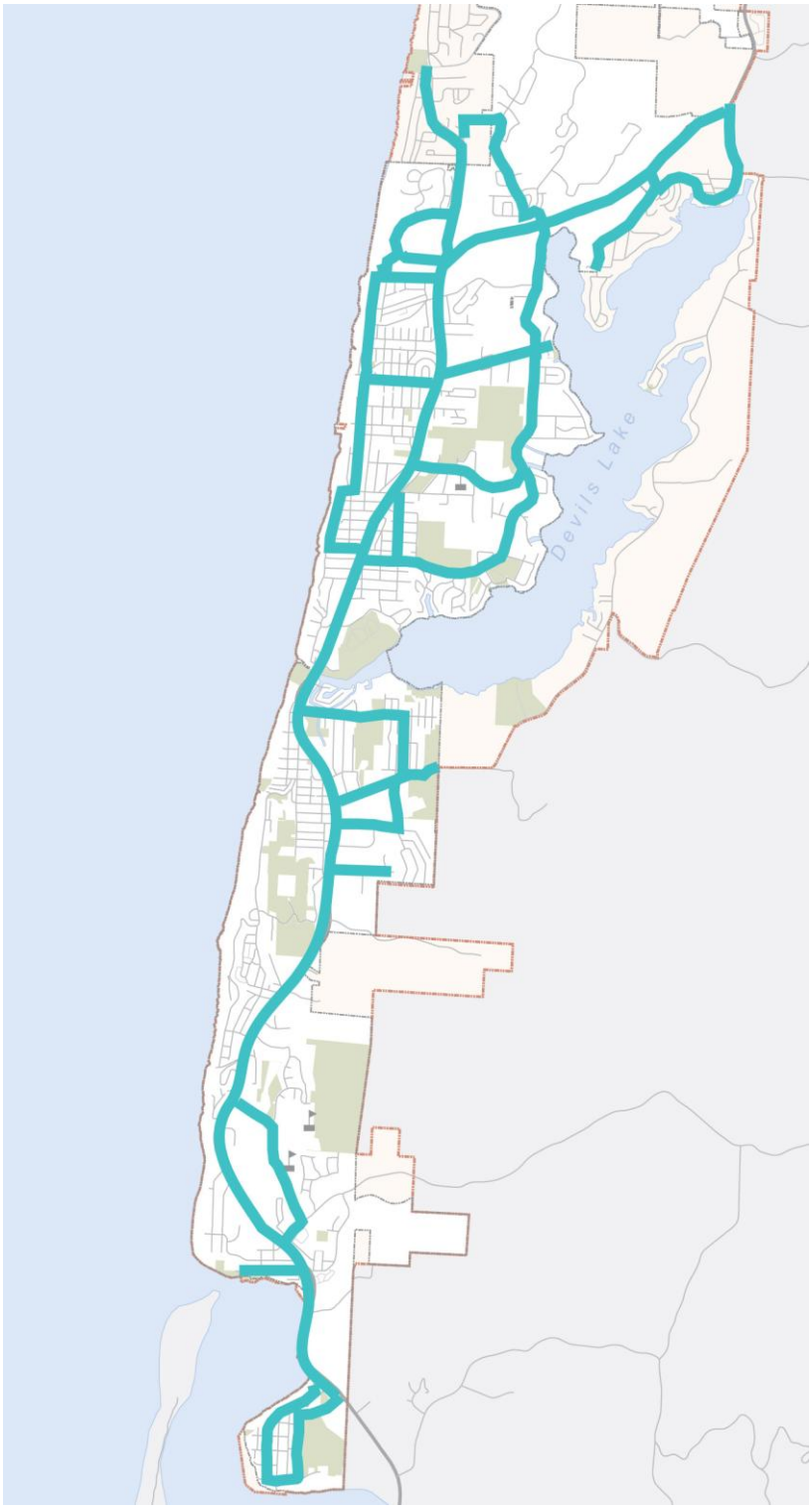
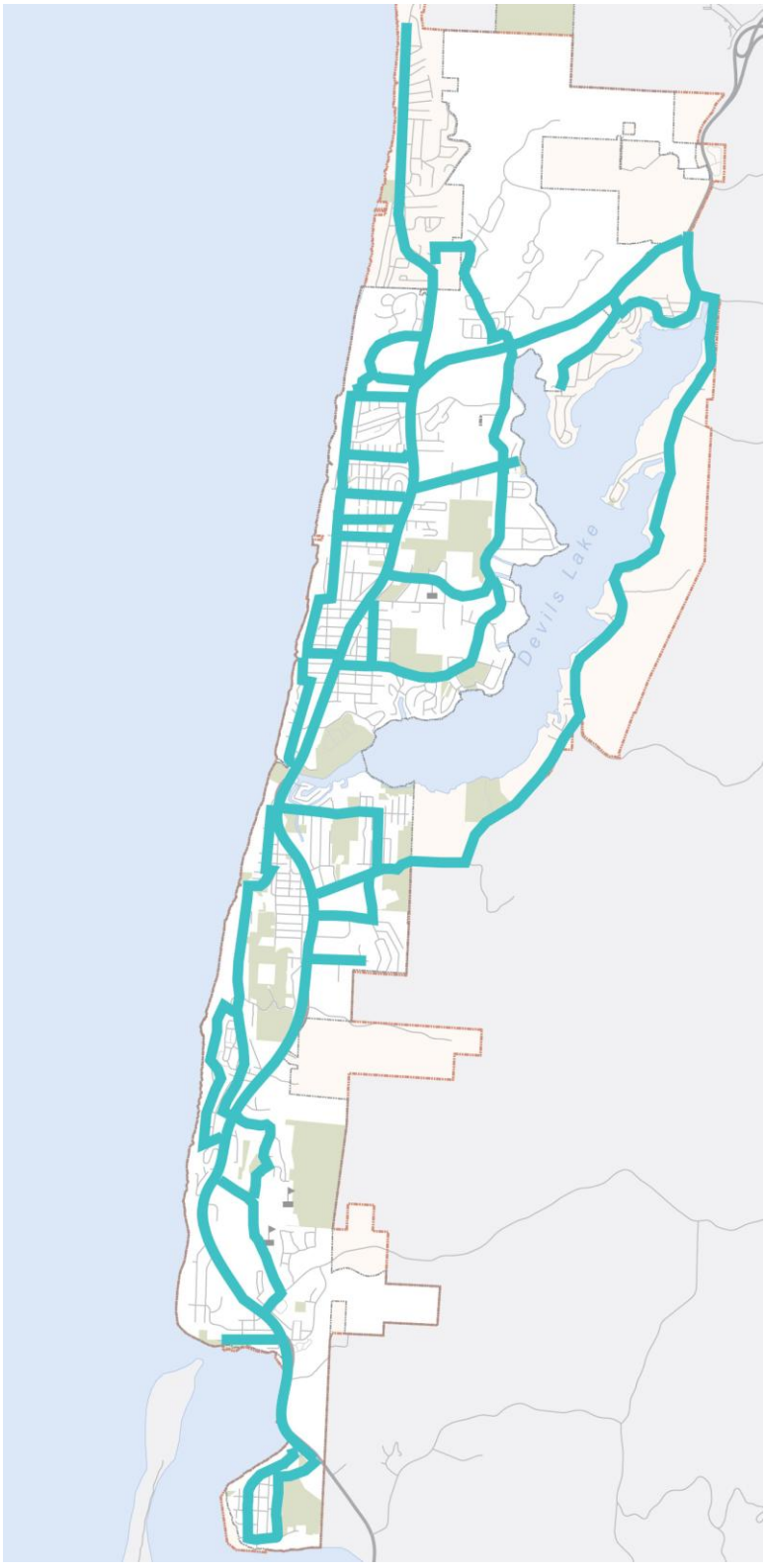


Figure 4.3 **Long-Term Bicycle and Pedestrian Improved Network**



4.4 Changes to Planning Documents

Changes to the Comprehensive Plan

The *Lincoln City Comprehensive Plan* (page 33) lists policies specific to pedestrian and bicycle facilities. The following changes to the *Comprehensive Plan* will be adopted during Phase 1.

- Change **Pedestrian Facilities policy #2**, "~~Develop criteria for further sidewalk development along the streets in the City, incorporating federal guidelines for the handicapped~~," to "Implement pedestrian facility improvements along local roadways, as described in the *Lincoln City Biking and Walking Plan*. Give improvements to high-use roadway highest priority, followed by improvements to medium-use and low-use roadways. Ensure that all facility improvements adhere to ADA standards. "
- Add **Pedestrian Facilities policy #4**, "Require all new development to build pedestrian facilities according to the standards adopted in the *Lincoln City Municipal Code."*
- Change **Bicycle Facilities policy #1**, "~~Identify and develop a system of off-Hwy 101 bicycle routes through and around town that are safe, attractive and user-friendly. Sign the *Oregon Coast Bike Route*~~," to "Implement bicycle facility improvements along local roadways, as described in the *Lincoln City Biking and Walking Plan*, Make improvements to high-use roadways highest priority, followed by improvements to medium-use and low-use roadways.
- Change **Bicycle Facilities policy #2**, "~~Modify and update the 1987 City Bicycle Master Plan to reflect the latest information on traffic volumes, travel patterns, and new development locations in the City~~," to "Develop a volunteer-based annual counting program to record changes in bicycle activity at key locations in Lincoln City."
- Add **Bicycle Facilities policy #5**, "Work with the Oregon Department of Transportation on a continuing basis to improve bicycling conditions along US 101."
- Add **Bicycle Facilities policy #6**, "Require all new development, except single-family residential development, to provide bicycle parking facilities."
- Add **Bicycle Facilities policy #7**, "Encourage and partner with local organizations to provide events and activities promoting walking and bicycling."

Changes to the Municipal Code

The following changes to the *Lincoln City Municipal Code* would implement the *Lincoln City Walking and Biking Plan* and demonstrate compliance with requirements in Oregon's Transportation Planning Rule. These changes will be adopted during Phase 1 of the plan's implementation.

- **Adopt bicycle parking requirements for all land uses except single-family residences**. Section 3.3.400 in Appendix A of *Memo #6: Facility Standards and Plan Policies* (provided in Appendix A of this plan) provides sample text that can be used to

incorporate into the *Lincoln City Municipal Code.* These requirements could be added to existing Title 17, Zoning, as either a new chapter entitled "Bicycle Parking Regulations," as a new section of Chapter 17.56, Off-Street Parking and Loading Regulations, or incorporated into each chapter of the existing title except Chapter 17.16, Single-Family Residential Zone. **Adopt design guidelines for bicycle and pedestrian facilities as listed in Section 3**. Augment Chapter 16.12, Design Standards, with a new section entitled "Bicycle and Pedestrian Facilities" to include minimum widths. Include a statement within the code that the city should follow design standards, as dictated in the *Lincoln City Walking and Biking Plan* when developing all new facilities, unless deemed significantly impracticable by the City Engineer. Guidelines listed in Table 4.2 below could be added to existing Chapter 16.12, Design guidelines.

- **Adopt requirements for pedestrian circulation within all new development**. Section 3.3.300 in Appendix A of *Memo #6: Facility Standards and Plan Policies* (provided in Appendix A of this plan) provides sample text to incorporate into the *Lincoln City Municipal Code,* either in Chapter 16.12, Design Standards or as part of a new section entitled "Bicycle and Pedestrian Facilities."

Table 4.2 **Pedestrian and Bicycle Facilities Design Guidelines**

Design Criterion	Guideline
SIDEWALKS	
Sidewalk Width – minimum	6 feet
Sidewalk Width – maximum	10 feet
Maximum Grade	5%*
Cross-Slope – maximum	2%
Curb height	6 inches
Ramp slope – maximum	8.3%
Turning Space-minimum	4 foot x 4 foot
Flared Side slope- maximum	10%
BIKE LANES AND SHARED-USE SHOULDERS	
Bike Lane Width – minimum	6 feet
Maximum Grade	Same as roadway
Width of stripe	8 inches
SHARED ROADWAY	
Height of full symbol	112 inches
Height to top of bicycle symbol	72 inches
Width	40 inches
SHARED-USE PATH	
Design Speed	20 MPH at grades less than 4%; 30 MPH at grades greater than or equal to 4%
Maximum Grade	5%
Cross-section Width	10 feet minimum
Vertical Clearance	8 feet minimum
TRAFFIC CIRCLE	
Design Speed	20 MPH at grades less than 4%; 30 MPH at grades greater than or equal to 4%
Maximum Grade	5%
SPEED HUMP	
Design Speed	Below 35 MPH
Spacing	Between 300 and 600 feet
Typical width	14 feet
Maximum height	3 inches at midpoint

4.5 Conclusion

This plan lays out a vision for a new Lincoln City – one in which bicycling and walking are convenient, comfortable, and safe. By providing attractive transportation options for all modes, Lincoln City shows it is a great place for everyone. Residents and visitors alike will benefit from the improvements listed in this plan. The City of Lincoln City will work carefully to implement the two phased approach with guidance from citizens along the way.

Appendix A: Technical Memoranda

- Memo #1: Project Vision, Goals, and Objectives
- Memo #2: Existing Conditions, Deficiencies, and Needs
- Memo #3: Design and Best Practices Toolkit
- Memo #4: Bicycle and Pedestrian Systems
- Memo #5: Funding Sources and Funding Strategies
- Memo #6: Facility Standards and Plan Policies

Appendix B: Public Involvement

- PAC Meeting #1 Summary
- PAC Meeting #2 Summary
- PAC Meeting #3 Summary
- PAC Meeting #4 Summary
- PAC Meeting #5 Summary
- Event #1 Summary
- Questionnaire #1 Summary
- Event #2 Summary
- Devils Lake Revival Event Summary