ORDINANCE NO. 1318

AN ORDINANCE AMENDING THE CITY OF TILLAMOOK COMPREHENSIVE PLAN TEXT; AMENDING ORIDINANCE 1270 AND THE CODE OF THE CITY OF TILLAMOOK (CCT), TITLE XV: SPECIAL TABLES OF ORDINANCES TABLE VII: MISCELLANEOUS

WHEREAS, a Comprehensive Plan Amendment is allowed under Oregon Revised Statute 197.610 - 197.625 which describes and governs a post-acknowledgement plan amendment, a separate process from periodic review initiated process; and

WHEREAS, City Comprehensive Policy F-3 states that "The plan may be reopened at appropriate times in response to completion of plans by other jurisdictions and agencies. Further, the City shall acquire and consider additional inventory information that was not available during plan development in its evaluation of future plan revisions"; and

WHEREAS , the Planning Commission held public hearings on July 7, 2016, and recommended approval of the Salmonberry Trail text amendments, described in the attached Exhibit "A", to the City Council; and

WHEREAS, the City Council held a public hearing for the amended sections of the Tillamook City Zoning Ordinance on August 15, 2016, to review and consider these Comprehensive Plan text changes; and

WHEREAS, the City Council voted to approve the section text changes and amend Comprehensive Plan at the August 15, 2016 hearing; and

NOW THEREFORE, the City of Tillamook ordains as follows:

Section 1. Comprehensive Plan Amendment.
The amendments to the City's Comprehensive Plan, as detailed in the attached Exhibit A, are hereby adopted, amending Ordinance No. 1270.

Section 2. Codification.

A. Title XV, Special Tables of Ordinances, Table VII is amended to include all provisions of this ordinance.

B. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word and the sections of the Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

Section 3. Effective Date.
This Ordinance shall be in effect 30 days after adoption.

PASSED FIRST READING by the City Council this 15th day of August, 2016.

PASSED SECOND READING by the City Council this 6th day of September, 2016.

ADOPTED by the City Council this 6th day of September, 2016.

APPROVED by the Mayor this 6th day of September, 2016.

Suzanne Weber

Suzanne Weber, Mayor

ATTEST:

Abigail Donowho

Abigail Donowho, City Recorder

Chapter 8: Recreation (State Goal 8)

Tillamook City's Urban Growth Boundary is surrounded by forest and dairy lands; estuarine and river areas, and rolling hills. This quality environment provides recreational uses, and other benefits to the Community, as well as, economic benefits.

Although Tillamook is a small community, it has an abundant amount of recreational opportunities. The park system of the City of Tillamook consists currently of a number of parks such as Carnahan Park, Dean Memorial Wayside Park, Lillian Goodspeed Park, Hoquarton Interpretive Park, Coatesville Ninth Street Park, Sue H. Elmore Park, and others, which are underutilized for a city of its size. Carnahan Park and Sue H. Elmore Park provide boat-launching areas to the Trask River and Hoquarton Slough respectively. Dean Memorial Wayside Park has a short walking path and a memorial plaque recognizing its dedication to the City. Lillian Goodspeed Park has large Elm trees and houses children's play equipment, a tennis court, a basketball court, and hosts community events, such as 'Art in the Park'. Hoquarton Interpretive Park has an interpretive walking trail. Coatesville Ninth Street Park has a large open field, a basketball court and tennis courts. The City parks are designated on the Land Use Map. Recreational activities in the area, such as baseball fields, football fields, soccer fields, track and other children's play equipment can also be found at the public schools and the Family YMCA. There is potential for additional open space to be acquired and recreational park land to be developed in the City's Flood Hazard Area through the FEMA property "buyout" process. Properties along North Main, acquired by the City from FEMA, also mentioned in Ch. 7, Natural Disasters and Hazards, are restricted from further development in the Flood Hazard Area, and have the opportunity to be utilized as recreational sites.

Besides the recreational and social activities at the parks, Tillamook hosts the Farmer's Market every Saturday during the summer, the annual June Dairy Parade and Rodeo, the Tillamook County Fair with the famous Pig'n Ford races, the Rose Planting Festival, Tillamook Moonlight Madness, Halloween Downtown, Festival of Trees and the Tree Lighting, all big events in the area.

Tillamook County Fairgrounds

The County Fairgrounds isn't only host to the annual Fair. Many other popular events that draw in a large number of visitors to the City occur at the Fairgrounds, including, the Home and Gardens Show, the Holiday Bazaar, the

Mayor's Ball, the Moograss-Bluegrass Festival, and many other events also occur on the Fairground's property. The Swiss Hall, another host to many community events, is also located on the Fairground's property.

Additionally, many recreational and scenic areas the City supports lie outside of the U.G.B, in all directions. In this plan, recreation areas also include schools, the YMCA, a library and a museum.

Schools

The City of Tillamook has a wide range of education options for all ages from grade school to community college. The Tillamook area is part of Tillamook School District #9. The District has approximately 1,647 students in the four Tillamook schools:

- 700 at Tillamook High School;
- 300 at Tillamook Junior High School;
- 327 at East Elementary School; and
- 320 at Liberty Elementary School;

The School District is responsible for conducting detailed planning for the schools and has a "Master Plan". The recommendations of the School District Master Plan relevant to the City Comprehensive Plan are as follows:

- Buildings should be designated for maximum community use.
- Site acquisitions are recommended as follows:
  a. Short range:
     Acquire houses and publisher land east of the High School;

     Establish road right-of-way on the west side of East School from Alder Lane to Twelfth Street;
     Use parcel of land west of Miller and Twelfth for trading for other properties.
  b. Long range:
     Acquire land in the Fairview area should housing development continue. The area being considered is in a three-quarter mile radius of the intersection of Trask River Road and Third Street.
- The Junior High School should be maintained and not expanded.
- In cooperation with the City of Tillamook, build a roadway along the west property line of the East School property between Alder and Twelfth Street (Marolf Loop). A right-of-way would have to be obtained for the southern 300 feet of this right-of-way.
  a. This would give faster, safer and more convenient access for 700 pupils and 50 staff of East and the Junior High to Twelfth Street.
  b. This would permit the development of presently unused portions of East School property for one of the following:
     An athletic field for use of Junior High, High School, East School, and the community;
     Additional school buildings as needed;
     A swimming pool - conveniently located for the three largest schools in the district;
     Vocational facilities for the High School;
     An administrative building. This central location would save many dollars in mileage expense.

Each of the elementary schools have playground equipment used by all the students. The Junior High School has large playing fields. The High School also has a large playing field, track and a seating area for organized sports.

A Tillamook Option Program provides programs for students in grades 7 –12.

The Tillamook Bay Community College (TBCC) Main Campus is located in the City. Established in 1984, TBCC has grown from 19 students and 2 full-time instructors in one building to between 300 and 400 students countywide and a new Main Campus that opened in 2010. In 1993, TBCC's Planning Team completed the first college-wide Strategic Plan. TBCC offers a Small Business Center, an Electronics Technology program, a Nursing program, an Internet and a Pathways program to allow high school students to earn concurrent high school and college credits. An Associate's Degree in Arts, Sciences, General Studies and Applied Sciences can be obtained at the College.

An Oregon State University (OSU) Extensions Office is located in the City. It provides information to the community regarding agriculture, dairy, forestry, 4-H, family and community development, marine science, and watershed management.

Library

The Tillamook Public Library began with a few books from the State Library and 60 volumes donated by the public. In 1924, a County Library was formed, and the Tillamook Public Library became one of its branches.

The Tillamook County Public Library building located at 1716 Third Street was constructed in 2006. Today, the Library has a wide selection of books and periodicals. It also has conference rooms and a large number of computers with high speed Internet access for general use.

Museum

Tillamook County's rich history is preserved for all to enjoy at the Tillamook County Pioneer Museum. The Museum includes 35,000 items plus an additional 10,000 photographs ranging from prehistoric specimens to modern day.

Additional areas used for recreational purposes in the City are identified in the City Parks and Recreation Master Plan.

Planning for Parks and Recreation Is Important

The Tillamook Parks and Recreation Master Plan is intended to guide development of the City parks system and recreational needs, and future decisions and activities about how the City will acquire, develop, operate and maintain land, facilities and programs for

parks and recreation over a 10-year period. This Parks and Recreation Master Plan is a long-term vision and plan of action for Tillamook's park system and recreational needs. Currently, Tillamook has a number of park facilities, and public school playgrounds, a couple regional recreation facilities, designated bicycle routes, boat launches, a few undeveloped open space properties, a large number of natural areas, and other areas such as the 101 South Gateway, the IOOF Cemetery, the Tillamook County Fairgrounds and the Tillamook County Family YMCA. This Plan identifies strategies and techniques for the operation and development of parks, land acquisition, and funding. Through this plan, the City of Tillamook intends to continue improving the level and quality of its parks and recreation needs to meet the needs of current and future residents.

Planning for parks and recreation ensures the City can recognize and meet the changing park and recreation needs of the community by identifying potential areas for future parkland and open space, possible recreational activities, and suggesting methods for securing and funding these areas and activities. Parks and recreation planning works with the community to determine the best way to plan for the future development of the parks and recreation in the City.

Parks and recreation areas encourage passive and active recreational activities and preserve open space, wildlife habitat, and historical and cultural resources. Parks serve aesthetic purposes and create gathering spaces for public activities and events. Parks and recreation areas also provide a number of health and psychological benefits to residents of a community.

Parks are spaces where people can participate in active, outdoor, recreational pursuits, which encourage increased movement and can help reduce the risks of weight-related health problems. The trees and plants in the park help clean the air and soil of environmental contaminants, decreasing potential harm to residents. A well-designed park encourages people to leave the solitude of their homes and make more social connections. Parks provide opportunities for residents of different generations and social classes to mix, strengthening community bonds. Preservation of open space has been shown to enhance a community's livability and character.

Parks can also improve property values. Studies have shown that there is a statistically significant link between location of parks and property values. In summary, parks provide a broad range of community benefits.

To satisfy park and recreational needs and demands, with input from residents, City employees and other stakeholders, the City will need to implement the following:

Goal, Objectives, Policies, and Implementing Procedures for Recreation

Objectives for Recreation: To encourage the growth of and maximization of the use of all recreational activities provided in the parks, recreational facilities and open space, within the Tillamook UGB.

- Provide, develop, and maintain quality park and recreation areas and special use areas that are readily accessible to visitors and residents throughout the City and within its existing service area over the next ten years;
- Create additional playing fields and/or replace existing fields to prolong their life and expand their capacity, and provide quality sports and recreation facilities and programs for City residents of all ages, cultural backgrounds, abilities and income levels;
- Create a strong connection of trails segments throughout the City, and develop and maintain a core and an interconnected system of trails, to provide a variety of recreational opportunities, such as walking, bicycling and jogging;
- Create/enhance public spaces to learn and play, to create and imagine, promote health and wellness, and increase cultural awareness;
- Effectively communicate information about City goals, policies, programs and facilities among City residents, City staff, City advisory committees, City Council, Planning Commission, City Urban Renewal Agency, partnering agencies and other groups;
- Protect environmental resources, by acquiring, conserving and enhancing natural areas and open spaces within the City;
- Operate and maintain parks in an efficient, safe and cost-effective manner by incorporating principles of environmental and financial sustainability into the design, operation, improvement, maintenance and funding of City programs and facilities.

The City Parks and Recreation Master Plan further describes the recreational needs of the City.

School Policies

Policy D-42: The City will coordinate with School District #9 in implementing its plan for school facilities, will consider an amendment to the City TSP for the additional Junior High Right-of-Way, and foster improved educational facilities.

Policy D-43: The City will become a community that supports education and will develop community connections/promote community service interaction and involvement in schools through coordination with the School District.

Policy D-44: The City shall enhance the living environment of the community for and through education, encouraging an educational understanding and appreciation of the natural environment, and provide an environment for innovation and intellectual pursuits.

Policy D-45: The City will foster a collaborative effort in the educational community, and foster life-long learning to acquire knowledge and life-skills to effectively participate in the workforce, community and society at large through all the levels of education.

Policy D-46: The City shall make the community a living classroom by encouraging school-to-work opportunities for our students, and provide leadership in the economic, cultural and intellectual evolution of our community through education.

Policy D-47: The City shall ensure that school facility planning is incorporated in land use planning in coordination with the School District.

Policy D-48: The City shall foster educational and cultural diversity, focusing on statewide educational goals, knowledge and information to shape a changing society, and educating people for anticipated jobs.

Policy D-49: The City will encourage activity-involved schools, and special events, which include school, church and cultural programs.

Policies for Recreation

Policy D-50: The City shall conserve open space and protect natural and scenic resources for recreational facilities. Efforts must be taken to maintain and preserve the existing and future environment in and around the community.

Policy D-51: Recreational facilities shall be provided to serve both the Tillamook Community and those who visit the area. Existing parks should be upgraded and development of neighborhood parks is encouraged.

Policy D-52: The City shall encourage the promotion of the Tillamook June Dairy Parade and Rodeo, the County Fair and other annual events.

Policy D-53: The park and recreation areas in the City shall be developed to accommodate the growing need for recreational areas in natural settings, and shall be identified on the Comprehensive Plan Map.

Policy D-54: The City shall continue to monitor the long-term recreational needs of the people of Tillamook and the need to maximize use of all public recreational facilities.

Policy D-55: Use of the Oregon Coast bicycling trail as shown on the Transportation System Plan Pedestrian Bicycle Map is encouraged. ***The Oregon Coast hiking trailis recognized as a regional recreational facility. Its extension southward is encouraged by the City, along with the Rails and Trails program.***

Policy D-56:
The planned regional multiuse bicycle and pedestrian Salmonberry Trail will pass through the City by utilizing new trail right-of-way along the east side of US 101 and/or by sharing portions of US 101. The use of Port of Tillamook Bay rail right-of-

way for this new trail is not currently being considered, except for the rail line's Oregon 6 overpass. The development of this new regional trail is supported by the City and will be integrated into the City's bicycle and pedestrian system.
~~The Oregon Coast hiking trailis recognized as a regional recreational facility. Its extension southward is encouraged by the City, along with the Rails and Trails program.~~

Policy D-57: The City shall continue to explore the feasibility of waterfront parks along the Hoquarton, the abandoned railroad right-of-way and extending the park trails.

Policy D-58: Tillamook City shall cooperate with appropriate agencies in maintaining its recreational vitality.

Policy D-59: Inventory data of all recreation areas within the City limits and Urban Growth Boundary shall be reviewed and where necessary supplemented. This recreation inventory shall provide the basis for a City recreation plan, which will detail the recreation needs and desires of residents, and the design of each park.

Policy D-60: The City of Tillamook Park and Recreation Master Plan shall be coordinated with the Tillamook County Plan to provide overall analysis and coordinated effort for recreation facilities within the U.G.B.

Policy D-61: The City shall develop and maintain a Park and Recreation Master Plan in the City that will describe the maintenance and use of each of the parks and properties in the City designated as open space.

Chapter 7: Public Facilities and Services (State Goal 11)

A full range of urban services are provided within the City of Tillamook. These services include parks, water, sanitary sewer, storm sewer, solid waste collection, fire protection, police protection, and transportation. This chapter summarizes those services and lists the city's objectives, policies and implementing procedures for maintaining and improving them. Some key services, such as Water, Wastewater, Schools, and Transportation facilities and services are covered by special functional plans noted in this chapter.

Water

The City of Tillamook and the Fairview Water District provide water to the city and the surrounding urbanized area through a few wells located inside the City Limits along with a reservoir and treatment plant outside of the City Limits. The Fairview Water District provides water to a small portion inside the City Limits and a portion of the Urban Growth Area.

The City of Tillamook has adopted a Water System Master Plan. Supplying water can be orderly and economically advanced to those areas within the Urban Growth Boundary. Water is also supplied by the City to specific areas outside the Urban Growth Boundary and numerous water districts, as is attached on the "Tillamook Water User's Map" as part of Appendix XIV. These arrangements for the provision of City water were established far before the development of the Urban Growth Boundary, and include the provision of City water to customers along Highway 101 south of the Urban Growth Boundary and to the Port of Tillamook Bay. The Tillamook Watershed is abundant in water resources and policies within the Plan have addressed the expansion of City water services to these adjacent water service districts. The City has completed a water line inter-tie with the City of Bay City to be used for emergency purposes.

The City's network of water wells and pipes is shown on a larger map, "City Distribution and Transmission Mains, 1997". Additionally, the City has a larger map, "Supply and Transmission", that shows the transmission mains from the Killam Creek Reservoir. These maps are attached as part of Appendix XIV.

Storage of water continues to be an immediate need and future planning for water storage sites and volume is important. A detailed description of water sources, storage capacity and transmission lines is also attached as part of Appendices XIV and XV Relocation of the transmission lines from underneath the Port of Tillamook Bay runway is a priority.

With an anticipated population increase for the City of Tillamook of approximately 1,103 people over the next 20 years, as identified in Chapter 9, it is clear that reservoir storage, system capacity improvements and system upgrading are also a high priority.

Sanitary Sewer

The existing Tillamook wastewater service area is primarily contained within the incorporated City Limits. Adequate treatment services are provided by the Tillamook Waste Water Treatment Plant (WWTP) to the residents of Tillamook, a dense commercial area, a highway commercial district and limited industrial wastewater from the local sawmill facility, all within the City Limits as well as a portion of the developed area outside the City Limits but within the Urban Growth Boundary. The sanitary sewer collection systems include both gravity and pressure systems. The service area gently slopes downward from east to west and from north to south. The new facilities have the capacity to serve a population of 7,500 as identified in the WWTP Facility Plan.

In general, the Tillamook WWTP has been upgraded in the following areas.

- New influent pump station
- Submersible influent pump station
- Primary clarification with aerobic digestion
- Secondary clarifier with anaerobic digestion
- Headworks improvements including a new influent screen and bypass
- New activated sludge process including:
  - flexible aeration tank with dual parallel basins,
  - selector zones for control of filamentous sludge,
  - diffused aeration equipment and blowers,
  - maximum side water depth to minimize land area requirements;
- Two new secondary clarifiers with a new RAS and WAS pumping facility
- New chlorine contact tank with dual basins and chemical flash mixers
- Nitrifying Selector Activated Sludge with primary clarification
- Disinfection with Liquid hypochlorite and dechlorination
- New outfall for treated effluent
- New solids handling facility including a Sludge thickening plus anaerobic digestion, septage receiving station, mechanical dewatering and conversion of existing basins for sludge storage.

In October 2002, the City prepared a Wastewater Facilities Plan as part of the City's Mutual Agreement and Order (MAO) with the State Department of Environmental Quality. The Plan is attached as Appendix XVI. The Wastewater Facilities Plan addressed operational and maintenance deficiencies in the system, as well as evaluate the need for overall capacity improvements to accommodate future growth.

The WWTP, is designed to handle a dry weather and a wet weather permit capacity. The final effluent from the plant is, and will continue to be, discharged into the Trask River.

The quality of effluent discharged into the Trask River is strictly controlled through a State Discharge Permit. The City not only relies on State permit standards but commits itself to the discharge of good effluent for the benefit of proper ecological balances.

Sanitary sewer is crucial to determining what land is included in the City Limits and the Urban Growth Boundary. The location of existing sewer service and topography were considered in shaping the Urban Growth Boundary.

Sanitary sewer serves all areas, inside the City Limits of the City of Tillamook. The municipal sewage system consists of a gravity-flow network of laterals (pipes), and pressure mains, a STEP system serving an area along north Highway 101, and five (5) pump stations that are placed in the following locations:

1) On the east side of town on the County Fairgrounds to serve the Brookfield Meadow Subdivision and the Champion Park Apartment Complex;
2) At the south end of the Meadow Avenue ROW serving the residential neighborhoods east of the mill;
3) On the PUD property serving south portions of town;
4) At the intersection of Front Street and Stillwell Avenue to serve the Highway 101 North area; and
5) The Primary pump station known as the Influent Pump Station is located at the Waste Water Treatment Plant.

The current location and size of sewer lines in Tillamook is shown on Map 6 in Chapter 17 of this plan, and was prepared for the City in 2008. Older parts of the system, constructed between 1920 and 1950, consist primarily of clay pipe; and subsequent portions of the collection system are primarily made of concrete pipes. The most recent extensions were constructed of polyvinyl chloride pipe. This collection system, as was mentioned earlier, is currently in poor condition due to its age.

The City is committed to provide sewer services following annexation. Coordination of the preparation and maintenance of utility extension plans between the City and County provides a basis for the extension of services within the Urban Growth Area. Generally the City does not extend sanitary sewers beyond city limits: for properties to receive such urban services, they must annex to the city, or sign a ‘consent to annex’. Tillamook and Tillamook County have signed an Urban Growth Management Agreement not to extend sanitary sewers beyond the Urban Growth Boundary, unless it is determined that a danger to public health exists, or a moratorium to construct new and repair existing septic systems has been declared by the State Department of Environmental Quality (Oregon DEQ), or an exception to State Planning Goals 11 (Public Facilities and Services) and 14 (Urbanization) is recognized, as is contained within Tillamook County Land Use Ordinance #33 Amendment #OA-02-12B which provides for the extension of urban services to the Port of Tillamook Bay and Tillamook Creamery properties.

Storm Sewers

Because the City of Tillamook lies only a few feet above sea level, drainage is often slow in certain areas of town and backs up during exceedingly heavy rainfall. As the City has evolved over many decades, there were many, relatively small, localized storm water systems developed to convey storm runoff from private properties, streets and open spaces to one or more of the water bodies in and around town. In many cases there was not much strategic or long-term planning to develop those systems within the context of providing the best functional value to the City as a whole, or much consideration given to the possible effects of its municipal storm water discharges on stream water quality. The Federal Clean Water Act, as implemented through the authority of the Oregon DEQ was impetus for a change in priorities. Today's storm drainage system serves the needs of the community.

The City's Storm Water Drainage Master Plan and its updates (Appendix XVII) provides a comprehensive, integrated "roadmap" for the City to follow in implementing improved storm water controls and conveyance systems. This "roadmap" contains both steps the City can take in the near future, such as operational changes affecting existing systems, and longer term solutions, such as Capital Improvements that will result in improving storm water quality as time progresses.

Solid Waste

Municipal solid waste generated within the Tillamook area is presently being disposed of at the Tillamook County sanitary landfill located approximately four miles south of the City limits. The disposal site is owned and operated by Tillamook County.

The City has a signed franchise agreement with City Sanitary to dispose of solid waste in the City. Curbside pick-up of solid waste is addressed through an optional 'by-request' curbside recycling program. City Council has had discussions requiring mandatory curbside pickup.

A special agreement with DEQ was made by the City to allow for an alternative to a mandatory curbside recycling program which outlined responsibilities in the alternative agreement with DEQ. The General and Expanded Education and Promotion Programs Plan for Residential, Commercial and Institutional Generators of Solid Waste is described in Appendix XIX. Currently, the City has set a recycling goal of 25% of City Sanitary customers by 2017 and anticipates renegotiating the franchise agreement to encourage greater recycling efforts.

Fire Protection and Emergency Services

A regional Fire District and a regional 911 Communication Office has been set up in the City to serve not only the City but also rural areas and other non-incorporated communities. Volunteer and professional firefighters, a Fire Chief and a Fire Marshal, staff the District. It is housed in a new building that was completed in the early 1980's. Fire protection in Tillamook is rated by the Insurance Services Organization (ISO).

911 Communications is located adjacent to the Fire District building that was expanded in 2002 and serves the entire County. It is staffed by three employees.

Tillamook County Emergency Management is located outside the City Limits at the Tillamook County Sheriff's Office, 5995 Long Prairie Road, Tillamook, Oregon.

Police

The City of Tillamook maintains a municipal police department with paid officers. The City Police Department is housed in a separate building from the City Hall, at 207 Madrona Avenue.

The City Police Department has developed an Incident Response Plan that outlines the role and responsibility of City Staff and Police Department Staff members in an emergency situation. In addition, a Hazard Mitigation Plan has been coordinated between the City and County to deal with hazards and emergency situations, identifying where critical public facilities are located in the City.

Transportation (State Goal 12)

Background

A Vehicular/Pedestrian Access – Circulation Traffic Safety Plan was first adopted by the City in 1981. The Plan addressed conditions and needs in the downtown neighborhood and Highway Commercial areas. As part of the Circulation Traffic Safety Plan, a joint City-County access management plan for the Highway 101 North Area was approved.

The ways in which we use and develop land have profound effects on streets, roads, and highways. Such effects are most obvious in the commercial "strip development" found along North Main Avenue. North Main Avenue started out as high-volume Arterial Street intended to move traffic rapidly from one place to another. But decades of uncontrolled commercial development along the highway choked it with cars entering and leaving a series of stores, service stations, and fast-food outlets.

Of course, streets, roads, and highways also have profound effects on land use. Most forms of commercial development, for example, need to be easy to find, readily seen

from a car, and convenient to reach by foot or automobile. Commercial development thus springs up near or along collectors and arterials.

Strip development illustrates a fundamental relationship in planning: land use affects streets, and streets affect land use. That close relationship is a subject of great significance in any community's comprehensive plan. The City of Tillamook has addressed that key subject by adopting the City Transportation System Plan (TSP).

A prime concern of this community is the transportation aspect of moving people and freight throughout the City for business and shopping needs. In the TSP, efforts have been made to ease the flow of congested traffic patterns and develop adequate parking and pedestrian safety programs. Access and circulation plans must be developed to facilitate these problems, and special emphasis should be given to the highway commercial areas.

The Transportation System Plan

The City of Tillamook's Transportation System Plan was prepared in 2003 by the consulting firm of CH2Mhill, and the City adopted this Transportation System Plan (TSP) in 2003. Although it is printed in a document separate from this Comprehensive Plan update, the TSP is formally adopted as an integral part of the City of Tillamook's Comprehensive Plan.

The TSP contains a wealth of information on the City of Tillamook's transportation system. It describes in detail the city's street system, traffic volumes, levels of service, and funding. But the TSP isn't just about streets. It also describes pedestrian facilities, bikeways, rail, freight, and bus service. All of those things together with streets make up the "transportation system." In a society where most people drive cars, it sometime is easy to forget that a community's transportation system is more than just streets.

This Plan touches on the information found in the TSP. It provide a brief summary of key transportation facilities, and is an analysis and guide for improvement in the City's transportation system and makes recommendations regarding transportation corridors and more localized transportation routes. It also includes the TSP's policy conclusions (from Section 5 of the TSP) in the objectives and strategies at the end of this chapter.

This chapter briefly identifies the transportation improvements and policies that should be implemented over the next 20 years in Tillamook to improve motor vehicle operations, safety, and pedestrian and bicycle travel. The Plan also includes public transportation, rail, freight, air and water elements.

The TSP is divided into the following plan elements:

- State Roadway System (Highways)
- Local Roadway System (Streets)
- Freight System
- Pedestrian System
- Bicycle System
- Public Transportation
- Rail System

These plan elements are briefly described below and further in the TSP.

Highways

Three highways intersect in downtown Tillamook: Highways 101, 6 and 131. All are classified by the Oregon Department of Transportation (ODOT) as "statewide highways." The primary function of such highways is to connect urban areas, ports, and major recreation areas. A secondary function is to provide for intra-urban and intra-region trips.

Highway 101 (U.S. 101), as has already been discussed briefly, is known as the Oregon Coastal Highway. This north-south route runs through the City of Tillamook's downtown, where it splits into the Main and Pacific Avenue couplet.

Highway 6 (Oregon 6) is known as the Wilson River Highway. It comes into the City of Tillamook from the east, becoming First Street inside the city.

Highway 131 (Netarts Highway), serves a small coastal area to the west of the City of Tillamook. Inside the western city limits, it is known as Third Street. Highways 6 and 131 merge at Main Avenue and Third Street, becoming a single route to Portland, 65 miles east.

This state roadway network serves local, freight and tourist traffic.

Additionally, in the vicinity of Tillamook, several of these state roadways - U.S. 101, Netarts Highway (131), Oregon 6 - and others - Latimer Road and Wilson River Loop - are designated as lifeline routes. U.S. 101 (south of Oregon 6), Netarts Highway (131), Latimer Road, Wilson River Loop and Oregon 6 (between U.S. 101 and Wilson River Loop) are designated as Priority 1 lifeline routes, which means they are essential for emergency responses in the first 72 hours after an incident. U.S. 101 (north of Oregon 6) and Oregon 6 (east of Wilson River Loop) are designated as a Priority 2 lifeline routes, which means they are desirable for emergency responses in the first 72 hours after an incident or are routes essential for economic recovery. These designations are not recommended to change.

Access management (limiting highway access for safety) improvements to consolidate driveways are recommended in certain areas and should occur with redevelopment. To protect transportation facilities and to provide for safe multimodal transportation in the City of Tillamook, several changes have been made in the city's ordinances for access management.

The Oregon Highway Plan provides for special designation of certain highway segments to guide future planning and management decisions, and to balance the needs of through traffic with local traffic and development. The designations, which include special

transportation areas (STAs), commercial centers, and urban business areas, have specific objectives for access management, automobiles, pedestrian and bicycle accommodation, transit amenities and development.

The STA designation is a tool developed and designed to make a downtown district function well when the state highway is also the community's main street. An STA may have special features that result in lower speeds, narrower lane widths and wider sidewalks on the state highway.

The City has an STA designation on a portion of U.S. 101 (Main and Pacific Avenues) from First Street to Ninth Street in Tillamook to better balance the needs of through traffic with local traffic and economic development. The STA designation helps the city and ODOT address through traffic needs on U.S. 101 while supporting the city's desire to maintain and enhance the downtown area as an aesthetically appealing destination that functions well for pedestrians and bicyclists and is economically vibrant.

Streets

The proper classification of each street is important to help determine the appropriate traffic control, design standards, pedestrian and bicycle facilities, and access to adjacent properties for a roadway segment.

Like most cities, Tillamook has a five-tier hierarchy of streets. The largest streets, designed to move the largest volumes of traffic, are State Highways and are called *state arterials and state collectors*. The State highways are considered state arterials and state collectors. Streets designed to move large volumes of traffic, other than the highways, are called *arterials*. The smallest streets, which are intended to provide access to homes, businesses, and neighborhoods, and are shown on the TSP map as roads, are called *local streets*. Intermediate streets that collect traffic from the network of local streets and funnel it onto arterials are called *collectors*.

The primary function of an *arterial* is to provide mobility. Therefore, arterials typically carry higher traffic volumes and allow higher travel speeds while providing limited access to adjacent properties. Tillamook has four (4) arterials: Main Avenue, Pacific Avenue (the 101 Couplet), and First Street and Third Street east of Main Avenue (the Highway 6 Couplet).

The function of a *collector* is to collect traffic from local streets and provide connections to arterial roadways. Generally, collectors operate with moderate speeds and provide more access in comparison to arterials.

All city roadway facilities not listed above are classified as local streets or roadways. The primary function of a local roadway is to provide access to local traffic and route users to collector roadways. Generally, local roadways operate with low speeds, provide limited mobility, and carry low traffic volumes compared with other roadway classifications. Each type of roadway classification is identified in the City TSP.

Any new roads or extensions, that are constructed within the City of Tillamook, should be classified based upon the Average Daily Traffic and usage by pedestrians, bicycles and trucks. Many of the proposed extensions in the Plan are expected to carry through traffic in addition to local traffic, which would likely lead to a collector functional classification.

Freight System

As part of the TSP process, the City of Tillamook and Tillamook County staffs identified the need and desire to minimize the impact of local and through freight truck traffic and large recreational vehicles in the City of Tillamook downtown commercial area and in residential neighborhoods in the City. Because of the complex nature of this problem, specific solutions are identified and discussed in the large vehicle alternative route study in the TSP, and the Transportation Refinement Plan.

The Tillamook Transportation Refinement Plan was undertaken to develop solutions to three interrelated transportation issues identified in downtown Tillamook:

- Transportation safety, with an emphasis on pedestrians
- Adverse impacts of truck traffic (volume, speed, noise, safety)
- Parking utilization and supply

To address these issues, the plan recommended changes to the Tillamook transportation system in the following areas:

- Improvements to truck routes outside of downtown, in particular minor improvements to county roads to support existing levels of truck traffic on those facilities
- Tillamook Lumber Mill circulation, in particular how trucks enter and exit the mill and the related effect on truck traffic in downtown Tillamook
- Design of Main and Pacific Avenues downtown (US 101 Couplet), in particular issues of pedestrian safety, circulation, and aesthetics
- Downtown traffic circulation, in particular congestion and safety at the intersection of US 101 and OR 6
- Downtown parking, in particular improving the management and use of existing spaces and identifying options for creating additional spaces

A detailed discussion of the changes to the TSP and parking recommendations is provided in the Refinement Plan.

Pedestrian System Plan

Pedestrian activity in Tillamook is concentrated in the downtown area, the residential areas east and west of downtown, and the commercial area north of downtown. The focus of the pedestrian system element of the TSP is to improve connections in the community and enhance pedestrian access to Tillamook's recreational features.

Providing a connected network of pedestrian facilities in Tillamook is important to:

- Serve shorter pedestrian trips from neighborhoods to area recreational and activity centers, such as schools
- Provide access to public transit
- Meet residents' and visitors' recreational needs
- Provide circulation in the downtown area

To provide a network of safe and connected facilities that will promote a balanced transportation system, sidewalk improvements have been identified. Particular focus is placed on increasing pedestrian safety by installing new sidewalks in areas frequently used by pedestrians. Where sidewalks do not exist and where it is not feasible to build them, shoulder widening is recommended.

Bicycle System Plan

Bicycle travel offers commuters, children and others an important option for transportation and is a transportation choice for people who do not own vehicles. Cycling is also an important recreational option, especially in scenic areas of Oregon such as Tillamook.

This bicycle system element of the TSP establishes a network of bicycle lanes and routes throughout Tillamook, to connect trip generators and provide a safe, interconnected bicycle system. To promote safe and convenient bicycle links between commercial, recreational and other land uses, improvements to the bicycle system have been identified. While all roadways and streets can be used as bikeways, designated routes along bicycle streets and roads and/or separated bicycle lanes on busy streets can improve safety as well as increase bicycle use.

The bicycle plan for Tillamook includes shared roadways, shoulder bikeways, bicycle lanes, and designated bike routes. The Oregon Coast Bike Route passes through Tillamook along U.S. 101 and uses marked bike lanes or shoulders that are 3 feet wide or wider and are marked with signage. ***The planned regional multiuse bicycle and pedestrian Salmonberry Trail will also pass through Tillamook.*** The remainder of the

Tillamook bicycle system generally consists of either shared roadways (particularly on local roads) or designated shoulder bikeways and are characterized by good pavement condition. Aside from the Oregon Coast Bike Route, and improvements on streets such as Alder Lane, most bikeways are not marked with bicycle signage. Tables in the TSP describes Tillamook's designated bicycle routes and label them as city or state facilities.

Public Transit

The Tillamook County Transportation District (TCTD) currently operates public transportation services both in Tillamook, and between Tillamook and surrounding communities. In Tillamook, the addition of transit amenities at transit stops should be considered, including covered benches, bus pullouts, signage and concrete landing pads. These amenities would make the system more visible to potential users and possibly attract new riders. Also, all transit stops should be accessible to all potential riders per ADA standards.

TCTD has outlined opportunities to improve public transportation services on a county level in the TSP.

Railroad

In 1911, the completion of the Pacific Railway & Navigation Company railroad line was the beginning of daily passenger and freight service between Tillamook and the Willamette Valley. Until the railroad was damaged in 2007, trains shipped grain to the county and lumber from the mills.

The planned regional multiuse bicycle and pedestrian Salmonberry Trail will generally, but not exclusively, follow the 86-mile-long Port of Tillamook Bay rail right-of-way between Banks, Oregon in Washington County to the Tillamook Airport south of the City of Tillamook in Tillamook County. Rail service connectivity along this right-of-way through the Oregon Coast Range and the Salmonberry Canyon was lost at multiple sites as a result of severe storms and flooding in 2007. The Port does not presently plan to restore the sections of damaged or destroyed rail infrastructure east of the former community of Enright and through the Oregon Coast Range and the Salmonberry Canyon. Rail infrastructure west of Enright and along the Oregon Coast is relatively intact.

The Port of Tillamook Bay is currently partnering with State agencies and local government jurisdictions and interest groups to plan and build the regional multiuse bicycle and pedestrian Salmonberry Trail within sections of the rail right-of-way. A Salmonberry Trail Concept Plan was completed in 2015. The Concept Plan illustrates or cites the possibility of rail-with-trail and rail-to-trail designs. The rail-with-trail design accommodates the continuation of current passenger rail service between

Enright and the City of Garibaldi, with possible extension to the City of Tillamook. The current passenger rail service is provided by the Oregon Coast Scenic Railroad. The rail-with-trail design would also accommodate local freight rail services. A rail-to-trail design would use the rail bed exclusively for bicycle and pedestrian traffic.
~~The existing rail line owned and operated by the Port of Tillamook Bay served the Tillamook Lumber Company, CHS Feed Mill and other rail line users until December 2007, when connectivity between the Tillamook and Portland areas was lost at multiple sites along the rail line as a result of severe storms and flooding. The railroad is now under a Discontinuance of Freight Service with the Federal Railroad Administration (FRA). In 2008 the Port Board decided it would be in the best interest of the public to use Federal Emergency Management Agency (FEMA) funds to complete Alternate Projects on other Port-owned facilities.~~

~~Prior to and following the December 2007 storms, the Oregon Coast Scenic Railroad (OCSR) has been operating a passenger based tourism operation along the rail line between Garibaldi and Wheeler. In 2012 the Port entered into a Memorandum of Understanding with the Oregon Department of Forestry, the Oregon Department of Parks and Recreation and Cycle Oregon to perform a Feasibility Study on the potential for a Rails and Trails project along the rail line. If successful, the project would provide additional tourism-related activities along the rail line.~~

In Tillamook, there are two existing at-grade crossings along the Port Railroad line, which are located at Third Street (flashing lights and automatic gate) and Twelfth Street (signage only). ~~If rail service returns, the rail facility is upgraded, and train speeds increase in Tillamook, safety improvements at the 12th Street crossing should become a high priority. The issues regarding the rail line are addressed in the TSP.~~

Airport

The Port of Tillamook Bay operates the Tillamook Municipal Airport, with two runways suitable for general aviation and for emergency aircraft and fire-fighting. In 2011 the Port received a grant from the Federal Aviation Administration (FAA) for improvements to the Tillamook Municipal Airport. Improvements include updating the Tillamook Municipal Airport Master Plan and a rehabilitation of the airport's runways (i.e., paving and lighting).

Objectives and Policies

Objective No. 1 for Public Facilities and Services: Provide efficient, reliable public facilities and services adequate to maintain the health, safety and welfare of Tillamook's citizens, and meet the needs of residential, commercial and industrial land uses throughout the City.

Policies for Objective No. 1 for Public Facilities and Services

General Policies

Policy D-1: The City shall control costs of public facilities and services by maintaining a compact community, free of sprawl or leapfrog development where feasible.

Policy D-2: The City shall limit the extension of sanitary sewers and municipal water to areas inside the city limits of Tillamook, except for the extension of urban services to the south to the Port of Tillamook Bay and to the north to the County Creamery in accord with Tillamook County's Goal 11 and 14 exceptions contained in County OA-02-12B that permit urban services at the Port and the Creamery. Any other provisions of urban services shall occur beyond the Urban Growth Boundary only after a determination by affected agencies that a "danger to public health exists " as defined by Oregon Revised Statutes Chapter 431.705 (5) or a moratorium to construct new and repair existing septic systems has been declared by the Department of Environmental Quality as mandated by Oregon Revised Statutes, Chapter 454.685.

Policy D-3: The City shall coordinate the provision of public facilities and services: Do not extend one service into a new area unless provision has been made for timely extension of the other services necessary to serve development in that area.

Policy D-4: The City shall ensure that new residential, commercial, and industrial development pays the full costs of whatever public facilities and services are installed for or extended to the new development.

Policy D-5: All City services shall be provided and maintained to City standards and shall remain under the supervision of the City, unless some other arrangement acceptable to the City has been made for the supervision and maintenance of these services.

Policy D-6: The City and the County shall coordinate the preparation and maintenance of utility extension plans. These plans shall provide a basis for the extension of services within the Urban Area as mandated by Oregon Revised Statutes, Chapter 195.065.

Policy D-7: Adequate public facilities and services should be provided, as economically as possible, in order to sustain and maintain a well-ordered community life, enhance the health, safety, educational, and recreational aspects of urban living.

Policy D-8: Existing facilities and services should be upgraded to service the residential and economic needs of the area. This must be done in an orderly manner in conjunction with planning and citizen involvement processes as provided by this plan.

Water Policies

Policy D-9: The City shall find and develop additional sources of water for Tillamook's community water system to meet future demand for water, and increase water storage

capacity and encourage upgrading of water facilities and water quality to ensure compliance with appropriate Federal and State Guidelines.

Policy D-10: Detailed plans for increased uses of water will take into consideration the effect on reduced stream flow and aquatic life.

Policy D-11: A regional water system should be considered which would reach from the Bay City system, to the most southern water system now being served by the City. Should a new regional water authority be formed, Tillamook City shall retain title of City land, buildings and equipment assets and lease them as necessary. This regional system may be under City authority or a new regional water authority. If an authority is formed, the City shall also adopt certain relationship controls between District and City in order to adequately serve users within its boundaries. Such controls may include Council authorization of main extensions within the City and review of user rate schedules.

Policy D-12: Prior to implementation of a regional district, Tillamook City shall consider it acceptable if mergers or consolidations take place with Water Districts and the City, provided that the City retains its chartered name and function.

Policy D-13: The City of Tillamook Urban Growth Boundary contains a large percentage of land currently served by various water districts. At the present time, the City Charter grants exclusive water service rights to the City of Tillamook. In the light of equitableness, maintenance and administration considerations in delivery of water to users, the governing body of the City feels that it is in the City's best interest to not have water served within its boundaries from more than one agency. Prior to annexation of land within any water district the City shall hold a public hearing specifically on the issue of annexing a water district, or part thereof, and shall pass a resolution addressing:

a) The expected user revenues and assets of the District being absorbed and forms of compensation thereof to the District for loss of such assets.

b) The right of the District to maintain its service to the remainder of the District, including authority to cross City boundaries with its mains.

c) The reason why consolidation or merger with the City Water Department is unacceptable or unfeasible to both parties.

Sanitary Sewer Policies

Policy D-14: The City shall develop a capital improvements program (CIP) to implement this plan’s strategies for public facilities and services and to ensure cost-effective provision of city services. There is a high priority for reconstruction and maintenance of deteriorating sanitary sewer lines and extending the lines eastward.

Policy D-15: Adequate manpower and services shall be maintained to give continued assurance that current NPDES (National Pollutant Discharge Elimination System) standards

are met and that the ecological concerns are protected. Tillamook City shall monitor and charge on a quarterly basis the increasing loads on the sewer treatment plant as seen through future development. The City is committed to upgrade and expand the sewer collection and treatment facilities as needed to accommodate expected growth within the Urban Growth Boundary.

Policy D-16: Adequate public services and facilities should be provided, as economically as possible, in order to sustain and maintain a well-ordered community life, enhance the health, safety, educational and recreational aspects of urban living.

Policy D-17: Existing services and facilities should be upgraded to service the residential and economic needs of the area. This must be done in an orderly manner in conjunction with planning and citizen involvement processes as provided by this plan.

Policy D-18: The governing body shall allow connection to the City's sewer collection system only after annexation. Exception to this will be only on a case-by-case basis or when it is determined in the best interest of the City to contract the service following receipt of a consent to annex form from the affected property owner or it is the extension of urban services to the Port of Tillamook Bay or the Creamery in accord with Tillamook County's Goal 11 and 14 exceptions contained in County OA-02-12B that permit urban services at the Port. Should sewer become available and within 200 feet of the connection point of any development within the City, hook-up to that line shall be mandatory. Should a financial burden, unforeseen hardship, or the configuration of certain property make such connection costly and difficult, the City Council may address alternative solutions on a case-by-case basis. Mention should be made that the Tillamook Care Center has received previous Council authorization to hook-up to the Sewer system when the Center feels it necessary and at their expense.

Policy D-19: Sanitary sewer services shall be provided following annexation. Sewer main extensions shall be accomplished in a logical **manner**, taking into consideration the following factors:

a) Housing and economic needs concerning property which requires sewer service.

b) Serving properties nearest to City limits first, taking into consideration geographic limitations and the availability of other public facilities.

c)A method of financing through an equitable manner those benefited properties.

Policy D-20: Septic systems are allowable within the Urban Growth Area.

Storm Sewer Policies

Policy D-21: The City shall cooperate with the County in addressing the problems of inadequate tide gates for drainage into the Trask River.

Policy D-22: The City shall continue to provide a public works program to keep catch basins and storm drain lines open. New developments, including improvement of substandard streets through a Local Improvement District are required to accommodate storm drainage. Consideration shall be taken of the Storm Drainage Master Plan and drainage in the Highway North 101 area. Local Improvement Districts should also be considered to improve and maintain rural storm ditches that carry City storm water to natural water systems.

Solid Waste Policies

Policy D-23: The City shall strengthen city ordinances that regulate the appearance of buildings and yards and solid waste accumulation, and seek the cooperation of Tillamook County regarding unsightly areas within and adjacent to the city limits.

Policy D-24: The City shall strengthen city ordinances that deal with garbage collection and curbside recycling and will continue to rely on solid waste collection within the Urban Growth Boundary to be handled by a private contractor with a franchise.

Policy D-25: The City shall strengthen city ordinances that deal with garbage disposal and will rely on the solid waste disposal needs being accommodated through implementation of the County's solid waste program, and as required by the Department of Environmental Quality.

Transportation Policies:

Policy D-26: Tillamook shall take full advantage of its present investment in street improvements and also take actions to insure future developments are in the best interest of the local residents, which includes facilitating the flow of goods and services for the local economy.

Policy D-27: The City should pursue funds from the State for implementing transportation programs. Emphasis shall be placed on programs which minimize adverse social, economic and environmental impacts and costs, and enhancement of funded projects such as future phases of the Third Street conversion and augmentation of the Highway 101/OR 6 project.

Policy D-28: Carpooling for work trips is encouraged.

Policy D-29: All new commercial developments and all new residential developments larger than a duplex shall be located on fully improved streets.

Policy D-30: The streets in new subdivisions will be designed to improve traffic circulation in nearby existing subdivisions.

Policy D-31: Street grids shall be the preferred street pattern over isolated cul-de-sacs and the broader roads that connect them.

Policy D-32: New subdivisions shall provide sidewalks and are encouraged to provide bike paths.

Policy D-33: A pedestrian/bikeway shall be encouraged in the following locations:
1. Along Holden Creek and Twelfth Street.
2. Along the Trask River on the west.
3. Adjacent to Third Street from the Southern Pacific Railroad tracks from the Trask River Road.
4. Linking all park and recreation areas in the City to one another as a Pedestrian Loop System.

Policy D-34: Walking is encouraged by sidewalks with street trees, narrow roads that slow down traffic and most importantly, commercial and recreational areas are located a short walk from most residential areas. The City will encourage walking as a means of transportation by addressing the following:

- Connectivity. The City will work to develop a connected network of pedestrian facilities. Connected networks are important to provide continuity between communities and to improve safety.
- Safety. The City will work to provide a secure walking environment. For residents to use the pedestrian system, it must be perceived as safe.
- Design. The City can ensure pedestrian-oriented design by adopting policies and development standards that integrate pedestrian scale, facilities, access and circulation into the design of residential, commercial and industrial projects.

Policy D-35: Various state programs available for development of pedestrian and bike path systems will be pursued by the City. The Oregon Coast Bike Trail travels through Tillamook. The City shall coordinate with the Department of Transportation on the particular needs of bikers using that trail. ***The planned regional multiuse bicycle and pedestrian Salmonberry Trail will also travel through Tillamook. The City shall coordinate with the Salmonberry Trail Intergovernmental Agency, the Port of Tillamook Bay, and other local jurisdictions in planning and developing this new trail.***

Policy D-36: The City recognizes the important of transportation systems in the City and encourages the continuation and, where appropriate, the expansion of the following networks in addition to streets and pedestrian/bikeway systems.

Railroads:	Port of Tillamook Bay
Barge:	At Garibaldi, 9 miles north
Motor Carriers:	One common carrier
Air:	Tillamook Municipal Airport
Intercity bus:	TCTD,
Local bus:	TCTD, Senior Citizen's Group
Taxi:	Tillamook Taxi (private company)

Policy D-37: Development and maintenance of public transportation is encouraged. Bus systems such as TCTD should be maintained for all age groups. The City shall support

the provision of enhanced bus facilities that are in TCTD plan and pay particular attention to the transportation disadvantaged when developing alternatives to meet growing transportation needs.

Policy D-38: The City TSP shall be included in the City's Comprehensive Plan as Appendix XXI. The City Transportation Refinement Plan shall be included in the City Comprehensive Plan as Appendix XXII.

Policy D-39: The City of Tillamook shall protect the function of existing and planned roadways, railways, waterways and airways as identified in the TSP, and as a result the Rails and Trails feasibility study.

Policy D-40: The City of Tillamook shall include a consideration of land use impacts on existing or planned transportation facilities in all land use decisions.

Policy D-41: The City shall identify and support the transportation goals, objectives and implementing strategies listed in the City TSP.