



PACIFIC CITY WOODS PARKING STUDY

PARKING INVENTORY

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 To: Rachel Hagerty, Tillamook County Commissioners
 From: Matt Bell, Camilla Dartnell, and Brian Ray, P.E., Kittelson & Associates, Inc.
 Project: Pacific City/Woods Parking Management Plan
 Subject: Parking Inventory

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INTRODUCTION

PURPOSE OF MEMORANDUM

This memorandum summarizes information related to existing parking facilities within the Pacific City/Woods area. The information provided in this memorandum is based on field observations, discussions with State and County staff, and a review of existing plans and policies in several recent planning documents. The information will serve as the basis for developing a Parking Management Plan (PMP) for the Pacific City/Woods area that can be incrementally implemented as conditions evolve and as funding becomes available. The PMP will identify potential improvements to the existing parking facilities described in this memorandum and supporting infrastructure to address known parking issues and inadequacies in Pacific City/Woods.

PROJECT BACKGROUND

Tillamook County adopted the Cape Kiwanda Master Plan in September 2016. The plan was developed through a year-long community process and serves as a blueprint to improve, locate, and develop tourism-related facilities within the Cape Kiwanda area. The plan includes several recommendations for improvements to existing parking facilities as well as for developing a PMP. Per the Cape Kiwanda Master Plan, the PMP will address short and long term parking throughout the area. The PMP will describe how public parking is managed efficiently within the Cape Kiwanda area, describe wayfinding strategies, and consider the effects of parking-related infrastructure improvements on the system. This memorandum is the first step in developing the PMP.

Attachment A contains a brief description of the Cape Kiwanda Master Plan as well as several other planning documents.

EXISTING PARKING FACILITIES

There are several existing parking facilities within the Pacific City/Woods area. Many of these facilities support private retail/commercial businesses and private residences throughout the study area. Others support public access to the beach and other recreational activities. This memorandum focuses on public parking facilities, which are currently available at the following locations:

- ▶ Cape Kiwanda
- ▶ Nestucca Valley Community Alliance/Tillamook Lightwave
- ▶ Pacific City Turnaround
- ▶ Bob Straub State Park
- ▶ Pacific City Boat Launch
- ▶ Fishers Point Boat Launch
- ▶ Mug Park
- ▶ Woods County Campground
- ▶ McPhillips
- ▶ Tierra Del Mar

Ten surface parking lots, the local street network, and the beach currently provide parking for the general public within the Pacific City/Woods area

In addition to these surface parking lots, the local street network and the beach provide parking opportunities for residents and visitors. The following sections summarize information related to each location, including who owns, operates, and/or maintains the lots, the approximate number of stalls available, how the stalls are managed, and other supporting information. While each lot has its own unique characteristics, there are several general characteristics that can be applied to the lots within the study area, including:

- ▶ **Seasonal fluctuations** greatly affect parking conditions, and the highest parking demand generally occurs during the summer months. Parking demand during other time periods is generally less than in the summer.
- ▶ **Wayfinding and signage** to the existing parking facilities is generally inconsistent in its use and presentation. However, once inside the lots, there is consistency in the signage, including the type of information available for users.
- ▶ **Sand Intrusion** is generally an issue in the existing parking facilities located within close proximity to the beach, including the Cape Kiwanda Parking Lot and the Pacific City Turnaround lot.
- ▶ **Pedestrian facilities** that support access between the existing parking facilities and the beach as well as retail/commercial activities within the area are limited.

Figure 1 illustrates the locations of the public parking facilities within the Pacific City/Woods Area. Table 1 summarizes the general characteristics of each facility.

Figure 1: Study Area



Note: McPhillips and Tierra Del Mar are located outside the study area and therefore are not shown in Figure 1.

Table 1: Public Parking Facilities

Parking Facility	Stalls	Ownership	Maintenance	Current Strategies	Key Challenges
Cape Kiwanda	160	County	County Parks	None	Sand intrusion Lack of pedestrian facilities High level of parking demand Mixed of uses
NVCA/Tillamook Lightwave	55	Tillamook Lightwave	Tillamook Lightwave	None	Lack of pedestrian facilities Visibility of lot/Wayfinding Limited availability
Pacific City Turnaround	20	County	County Parks	None	Safety Sand intrusion Wayfinding Lack of striping Lack of public restrooms
Bob Straub State Park	60	State	ORPD	None	Sand intrusion Proximity to commercial activity Coordination with the State
Pacific City Boat Launch	60	County	County Parks	User Fee	User fee Wayfinding Proximity to commercial activity
Fisher Point Boat Launch	20	County	County Parks	User Fee	User fee Wayfinding Proximity to commercial activity
Mugg County Park	2	County	County Parks	Time Limits	Visibility of lot/wayfinding signs Limited availability
Woods County Campground	4	County	County Parks	User Fee	Few non-camping parking spots Wayfinding signs
McPhillips	10	State	ORPD	None	Visibility of the lot/wayfinding signs Proximity to commercial activity Limited beach access Limited amount of off-beach parking Coordination with the State
Tierra Del Mar	N/A	State	ORPD	None	Proximity to commercial activity Limited amount of off-beach parking Coordination with the State
On-Street Parking	N/A	State	County	Restriction	Illegal parking Parking in front of driveways Parking in the street Impacts to local residents
Beach Parking	N/A	State	State	Ambassador	No specified parking spots Potential to get stuck Fluctuating tidal patterns No regular removal of immobile vehicles Conflict with other uses

The following sections provide detailed information about the existing public parking facilities within the study area and the infrastructure providing access between the parking lots and major destinations.

CAPE KIWANDA



The Cape Kiwanda Lot is a 2.00 acre lot located along the west side of Kiwanda Drive, adjacent to the beach. The lot is owned by Tillamook County and maintained by Tillamook County Parks and the Pelican Pub & Brewery through an informal agreement. The lot provides approximately 160 parking stalls; however, the total number of stalls can fluctuate from day-to-day based on the level of sand intrusion and how vehicles are parked within the lot. There is no fee to use the lot and there are no time restrictions; however, camping is prohibited.

Access to the lot is provided by Cape Kiwanda Drive and Hungry Harbor Road, which runs through the middle of the lot and provides access to the beach for pedestrian, vehicles, and the Pacific City Dory Fleet. Sidewalks and on-street bike lanes are provided along the east side of

The total number of stalls available within the Cape Kiwanda Lot can fluctuate from day-to-day based on the level of sand intrusion and how vehicles are parked.

Cape Kiwanda Drive adjacent to the Cape Kiwanda Inn and the Cape Kiwanda Market place. Sidewalks and on-street bike lanes are also provided along the west side of the roadway adjacent to the Pelican Pub & Brewery and the Pacific City Yacht Club Building. Crosswalks with high visibility pavement markings, signs, and Rectangular Rapid Flash Beacons (RRFB) are provided at the north and south ends of the lot and further south adjacent to Alder Street. Despite these facilities, people tend to walk along the roadway shoulders, in the bike lanes, and in the travel lanes during peak time periods as well as cross mid-block (outside of the crosswalks).

Information signs, regulatory signs, and recreational signs are provided at the main entrance to the lot. The lot also includes a community information booth with information on the Dory Fleets, local events, and where else to park. The lot also includes public restrooms, garbage receptacles, and recycling.

The lot is primarily used by local residents and visitors to access the beach or nearby businesses, including the Pelican Pub & Brewery, which is located adjacent to the lot. Events and festivals are held in the lot during the summer months, which tend to be the busiest months of the year. Anecdotal evidence suggests that parking demand generally exceeds the parking supply during the summer months and people are forced to park in other parking lots, along the adjacent street network, or on the beach.

The key challenges to operating and maintaining the Cape Kiwanda Parking Lot include:

- ▶ Sand intrusion can reduce the size of the lot, obscure the parking lines, and result in inefficient parking. The sand can also obscure the lines that define Hungry Harbor Road. Sand is removed several times a year, with an emphasis on the summer months.
- ▶ A lack of sidewalks or pedestrian pathways along Hungry Harbor Road cause pedestrian/motorist conflicts, especially during peak time periods. While there are sidewalks along the northern boundary of the lot and adjacent to the Pelican Pub & Brewery, people tend to walk along the center of Hungry Harbor Drive.
- ▶ The lot supports a high level of parking demand generated from a mix of uses within the study area, including the beach, Pelican Pub & Brewery, Headlands Coastal Lodge & Spa, Moment Surf Company, and other retail/commercial and recreational activities within the area.
- ▶ There is a significant mix of uses in the lot (i.e. families with small children, people with pets, surfers, hang gliders, beach combers, Dory boat users, etc.). This mix of uses creates the potential for conflict in the lot.

CAPE KIWANDA LOT KEY CHALLENGES

- ▶ Sand intrusion
- ▶ Lack of pedestrian facilities
- ▶ High level of parking demand
- ▶ Mixed of uses

The Cape Kiwanda Master Plan identifies the need for several improvements to the Cape Kiwanda Parking Lot, including new public restrooms, garbage and recycling receptacles. The Cape Kiwanda Roadway Study also identifies the need to create drive aisles in the Cape Kiwanda Parking Lot and configure Hungry Harbor Road as a public street with separated pedestrian walkways. Despite these potential improvements, there is no opportunity for expansion because the lot is constrained by private development to the north and south, the beach to the west and Cape Kiwanda Drive to the east.

NESTUCCA VALLEY COMMUNITY ALLIANCE (NVCA)/TILLAMOOK LIGHTWAVE



The Nestucca Valley Community Alliance (NVCA)/Tillamook Lightwave Lot is a 4.56 acre gravel lot located along the east side of Cape Kiwanda Drive. The lot is owned and maintained by Tillamook Lightwave. When the lot was acquired by NVCA, the portions of the lot not used for telecommunications were allocated to the community. There are currently plans to add other amenities including a skate park, playground, interpretive center, amphitheater, and public access to the Bureau of Land Management hiking trails to the east. The lot provides approximately 55 parking stalls for cars and small vehicles. RV's, buses, large vehicles and trailers are prohibited, according to a sign at the front of the lot. There is no fee to use the lot and there are no time restrictions; however, the lot is open until 7:00 PM during peak periods to provide overflow parking for other lots, especially the Cape Kiwanda Lot. During all other time periods the lot is gated and locked.

Access to the lot is provided by Cape Kiwanda Drive and the NVCA driveway; NVCA is located adjacent to the lot and is also gated and locked. There are no sidewalks or on-street bike lanes along

The lot is open until 7:00 PM during peak periods to provide overflow parking for other lots, especially the Cape Kiwanda Lot.

Cape Kiwanda Drive near the lot or crosswalks to facilitate movement across the street. Therefore, people tend to walk along the roadway shoulders to access the beach or the retail/commercial businesses to the north; the closest beach access is located approximately 1,000 feet to the north via Cape Kiwanda Drive and Alder Street.

A small "overflow lot" sign located along Cape Kiwanda Drive directs motorists to the lot. An additional "overflow parking" sign is located on the gate outside NVCA and several additional signs are located on the gate outside the lot.

The lot is currently used by local residents and visitors to access the beach or nearby businesses during peak time periods as overflow parking. However, once the skate-park, amphitheater, and other amenities are added, other people will likely use the lot to access those amenities.

The key challenges to operating and maintaining the NVCA/Tillamook Lightwave lot include:

- ▶ Lack of pedestrian facilities – there are no pedestrian facilities that connect the lot to the beach or other major destinations
- ▶ Visibility of lot/wayfinding signs – the lot is set back from the road at the end of the NVCA driveway. It is not visible from Cape Kiwanda Drive and wayfinding signs are limited to a small blue sign that says “overflow parking”.
- ▶ Limited availability – the lot is open during peak time periods until 7:00 p.m. to serve as overflow parking.

NVCA/TILLAMOOK LIGHTWAVE LOT KEY CHALLENGES

- ▶ Lack of pedestrian facilities
- ▶ Visibility of lot/wayfinding
- ▶ Limited availability

There are currently no plans to improve the lot beyond the new amenities. However, depending on where the new facilities are added, there may be an opportunity to expand the lot to provide additional parking spaces.

PACIFIC CITY TURNAROUND



The Pacific City Turnaround lot is an unpaved lot located at the end of Pacific Avenue, adjacent to the beach. The lot is owned by Tillamook County and maintained by Tillamook County Parks. The lot provides approximately 20 parking stalls; however, the stalls are not striped, so the total number of stalls can fluctuate from day-to-day based on the level of sand intrusion and how vehicles are parked within the lot. There is no fee to use the lot and there are no time restrictions.

Access to the lot is provided by Pacific Avenue, which also provides access to the beach for pedestrians and vehicles. Per discussions with County staff, vehicles accessing the beach via Pacific Avenue must pick up a significant amount of speed while traveling through the lot to make it over the dune. This creates potential pedestrian/vehicle conflicts while accessing the beach. There are no sidewalks or on-street bike lanes along Pacific Avenue. Therefore, people tend to walk along the roadway shoulders to access adjacent land uses, such as Kiwanda Kites Adventures and Green Acres Beach & Trail Rides.

Vehicles that access the beach via Pacific Avenue must pick up a significant amount of speed while traveling through the lot to make it over the dune

There are no signs along Pacific Avenue, Cape Kiwanda Drive, or elsewhere that direct people to the lot. Once in the lot, there is a sign board identifying the lot as the Pacific City Turnaround. The sign is designed to be consistent with sign boards at a majority of State and County facilities.

The lot is primarily used by local residents and visitors to access the beach; Kiwanda Kite Adventures and Green Acres Beach & Trail Rides have on-site parking.

The key challenges to operating and maintaining the Pacific City Turnaround Lot include:

- ▶ Safety – the dune creates potential pedestrian/vehicle conflicts. This is compounded by the need for motorists to pick up enough speed to clear the dune in both directions
- ▶ Sand intrusion – Sand intrusion in the lot is difficult to manage and sand intrusion can reduce the amount of parking available in the lot
- ▶ Wayfinding – there are no signs to guide motorists to the Pacific City Turnaround lot
- ▶ Lack of striping – the lack of striping can lead to inefficient use of the stalls within the parking lot
- ▶ Lack of public restroom facilities- public restroom facilities do not exist at the Pacific City Turnaround Lot. The closest restroom facilities near the beach are about half a mile away at Bob Straub State Park.

PACIFIC CITY TURNAROUND LOT KEY CHALLENGES

- ▶ Safety
- ▶ Sand intrusion
- ▶ Wayfinding
- ▶ Lack of striping
- ▶ Lack of public restrooms

The Pacific Avenue and Cape Kiwanda Drive Intersection Plan identify several concepts for the area that could affect the lot. The plan's preferred alternative is a single-lane oval-about for the intersection of Pacific Avenue and Cape Kiwanda Drive. This likely would involve paving the Pacific City Turnaround Lot and adding a distinct circular turnaround area; however, the project is not funded. There is no opportunity for expansion because the lot is constrained by a sand dune to the north, private development to the south, another sand dune and the beach to the west, and private development to the east. Paving and maintaining the lot could add capacity and encourage a more efficient use of the space.

BOB STRAUB STATE PARK



Bob Straub State Park is a 484-acre park located at the south end of Sunset Drive in Pacific City. The park encompasses the Nestucca Sand Split and is bordered by the Pacific Ocean to the west and Nestucca River to the east. The park is owned and maintained by the Oregon Parks and Recreation Department (OPRD), which does not charge a day-use fee for use of the park. The park has picnic tables and restrooms and provides access to the beach, equestrian trails, and fishing. The park also provides approximately 60 parking stalls; however, the stalls are not striped; therefore, the total number of stalls can vary depending on how vehicles are parked. There are no time limits on the use of the park or the parking stalls. The park is open from 7:00 a.m. to 9:00 p.m. and camping is prohibited.

Access to the park is provided by Sunset Drive. There are no sidewalks, on-street bike lanes, or shoulders along Sunset Drive; therefore, most people access the park by vehicle. Also, given the lack of commercial activity in the area, most people access other destinations by vehicle or a shuttle bus that operates during the summer months – the park often serves as a satellite lot during major events throughout the summer. Additional information on the shuttle bus is provided in subsequent memos.

There are several signs along Pacific Avenue, Cape Kiwanda Drive, Sunset Drive, and elsewhere directing people to the park. Once in the park, a sign board identifies the park as Bob Straub Park and provides basic information about the use of the park and park facilities.

The lot is used to access the beach as well as the hiking trails and equestrian trails within the park. The lot is also used as a satellite lot to access other destinations within the Pacific City/Woods Area

The lot is primarily used by local residents and visitors to access the beach as well as the hiking trails and equestrian trails within the park. The lot may also be used as a satellite lot to access other destinations within the Pacific City/Woods area.

The key challenges to operating and maintaining Bob Straub State Park include:

- ▶ Sand intrusion – there is a minimal amount of sand intrusion at the base of the trail leading to the beach
- ▶ Proximity to commercial activity - There are few commercial destinations within walking distance to Bob Straub State Park.
- ▶ Coordination with the State – Bob Straub State Park is a State facility; therefore, any changes to how it is managed will need to be coordinated with the State

BOB STRAUB STATE PARK KEY CHALLENGES

- ▶ Sand intrusion
- ▶ Proximity to commercial activity
- ▶ Coordination with the State

There are no plans to improve Bob Straub State Park. However, the lot could be expanded within the park. The lot could also be striped to support more efficient use of the parking stalls.

PACIFIC CITY BOAT LAUNCH



The Pacific City Boat Launch is a large paved lot located on the east side of Sunset Drive, adjacent to the Nestucca River. The lot is owned by Tillamook County and maintained by Tillamook County Parks, which charges a \$4 day use fee or \$45 annual fee for use of the lot. The lot provides approximately 60 parking stalls designed for large vehicles with trailers. There are no time limits for using the parking stalls; however, camping is prohibited.

Access to the boat launch is provided by Sunset Drive. There are no sidewalks, on-street bike lanes, or shoulders along Sunset Drive; therefore, most people access the boat launch by vehicle – the boat launch is also by nature an auto oriented use. Also, given the lack of major destinations in the area, most people access other destinations by vehicle or a shuttle bus that operates during the summer months – the boat launch often serves as a satellite parking lot during major events throughout the summer. Additional information on the shuttle bus is provided in subsequent memos.

There are no signs along Cape Kiwanda Drive, Pacific Avenue, Sunset Drive or elsewhere to direct people to the boat launch; however, there is a small blue information sign across from the boat launch driveway directing people to the boat launch. Once in the lot, there is a unique sign identifying the lot as the Pacific City Boat Launch and indicates there is a \$4 fee.

The Pacific City Boat Launch lot is primarily used by local residents and visitors to access the Nestucca River and the hiking and equestrian trails within Bob Straub State Park.

The lot is primarily used by local residents and visitors to access the Nestucca River and the hiking and equestrian trails within Bob Straub State Park. The lot may also be used as a satellite lot to access other destinations within the Pacific City/Woods area.

The key challenges associated with operating and maintaining the Pacific City Boat Launch include:

- ▶ User Fee – The Pacific City Boat Launch is one of the few existing parking facilities where the County charges a day use fee. Per discussions with the County, there are many challenges with collecting the fee from people who use the lot.
- ▶ Wayfinding – there are no signs to guide motorists to the Pacific City Boat Launch
- ▶ Proximity to commercial activity – there are no commercial destinations within close walking distance of the Pacific City Boat Launch; therefore, people tend to drive.

PACIFIC CITY BOAT LAUNCH KEY CHALLENGES

- ▶ User fee
- ▶ Wayfinding
- ▶ Proximity to commercial activity

There are no plans to improve the Pacific City Boat Launch or parking lot. There is no opportunity for expansion as the lot is constrained by private development to the north and south, the Nestucca River to the east, and Sunset Drive to the west.

FISHERS POINT BOAT LAUNCH



The Fishers Point Boat Launch is located on the west side of Brooten Road, adjacent to the Nestucca River. The boat launch and adjacent lot are owned by Tillamook County and maintained by Tillamook County Parks, which charges a \$4 day use fee or \$45 annual fee for use of the lot. The lot provides approximately 20 parking stalls, including one signed ADA stall, and can accommodate vehicles with trailers. There are no time limits for using the lot; however, camping is prohibited.

Access to the lot is provided by Brooten Road. Shoulders are provided along both sites of Brooten Road; however, most people access the lot by vehicle to use the boat launch. Also, given the lack of commercial activity in the area, most people access other destinations by vehicle.

Most people access the lot by vehicle to use the boat launch.

There are no signs along Brooten Road or elsewhere to direct people to the lot. However, once in the lot, there is a fee station and a number of unique signs providing information for using the lot and the boat launch.

The lot is primarily used by local residents and visitors to access the Nestucca River. There are no services or restaurants nearby, so most people are boat launch users, with vehicles and boat trailers.

The key challenges to operating and maintaining the Fishers Point Boat Launch lot include:

- ▶ User Fee – The Fishers Point Boat Launch is one of the few existing parking facilities where the County charges a day use fee. Per discussions with the County, there are many challenges with collecting the fee from people who use the lot.
- ▶ Wayfinding – there are no signs to guide motorists to the Fishers Point Boat Launch
- ▶ Proximity to commercial activity – there are no commercial destinations within close walking distance of the Fishers Point Boat Launch; therefore, people tend to drive.

FISHERS POIT BOAT LAUNCH KEY CHALLENGES

- ▶ User fee
- ▶ Wayfinding
- ▶ Proximity to major destinations

There are no plans to improve the Fishers Point Boat Launch lot. There is no opportunity for expansion since the lot is constrained by private development to the north and south, the Nestucca River to the west, and Brooten Road to the east.

MUGG COUNTY PARK



Mugg County Park is a small park located on the northwest side of the Brooten Road, adjacent to the Nestucca River. The park is owned by Tillamook County and maintained by Tillamook County Parks. The park has restrooms, picnic tables, a viewing deck, and a small gravel parking lot. The lot provides approximately two parallel parking stalls; however, the stalls are not striped so the total number of stalls can fluctuate depending on how vehicles are parked. There is no fee to use the lot; however the stalls are limited to 15 minutes and camping is prohibited.

Access to the lot is provided by Brooten Road. There are no sidewalks or bike lanes along Brooten Road; therefore, people tend to access the park by vehicle and walk along the roadway shoulders to access adjacent land uses, including Nestucca Adventures. Nestucca Adventures is located adjacent to the park and operates a small boat launch that provides access to the Nestucca River for a fee.

The stalls are not striped so the total number of stalls can fluctuate depending on how vehicles are parked.

There is a small “camping prohibited” recreational sign near the entrance to the park and “15-minute parking” signs oriented toward the street. There are no other signs identifying the park as Mugg County Park or signs to direct people to other destinations.

The parking lot is used by people using the park and potentially people accessing the Nestucca River via the Nestucca Adventures boat launch. It is not likely that the time limits are strictly enforced. The County could consider removing the 15-minute signs to encourage longer periods and greater use of the park.

The key challenges to operating and maintaining Mugg County Park include:

- ▶ Visibility of lot/wayfinding signs – the parking area is relatively small and located between Mugg County Park and Brooten Road.
- ▶ Limited availability – the parking area is limited to “15 minute parking”, which does not provide people with enough time to use the park or access other recreational activities within the area.

MUGG COUNTY PARK KEY CHALLENGES

- ▶ Visibility of lot/wayfinding signs
- ▶ Limited availability

There are no plans to improve Mugg County park or the parking area. There is no opportunity for expansion because the lot is constrained by private development to the north and south, the Nestucca River to the west, and Brooten Road to the east.

WOODS COUNTY CAMPGROUND



The Woods County Campground is located on the northwest side of Brooten Road in Cloverdale, adjacent to the Ferry Street Bridge. There are 12 camping spots available, including the park host spot. The campground has RV sites, electric hook-ups, tent sites, fire pits, picnic tables, river access, and bank fishing. It can be used as a day-use area for a \$4 fee, and there is space to park about 4 vehicles other than the parking spaces reserved for campers. There are few services within close proximity of the site and no sidewalks connecting to the campground, so most users are likely to access the beach and other locations by vehicle. During the summer of 2017, a seasonal weekend shuttle connected the campground to Bob Straub State Park, Cape Kiwanda Parking Lot, Thousand Trails, and Chester's Thriftway. The campground is open from May through September each year, and large rocks block the driveway of the site all other times of the year.

The key challenges to operating and maintaining the Woods County Campground include:

- ▶ Few non-camping parking spots available- the campground has few spots to park and use the campground as a day use area when all campground sites are in use.
- ▶ Wayfinding signs – there are no signs providing wayfinding to the campground, however, there is a large informational sign at the campground.

WOODS CAMPGROUND KEY CHALLENGES

- ▶ Few non-camping parking spots
- ▶ Proximity to the beach
- ▶ Wayfinding signs

There are no plans to improve the Woods County Campground. There is no room for expansion due to constraints of Brooten Road, the Nestucca River, the Ferry Street Bridge, and a residential area just south of the campground.

MCPHILLIPS



McPhillips is an Ocean Shore State Recreational Area located north of Pacific City along the west side of McPhillips Drive. McPhillips is owned, operated, and maintained by the Oregon Parks and Recreation Department (OPRD). There are no amenities within the recreational area aside from a small parking lot that provides approximately 10 parking stalls. There is a partially improved roadway that provides pedestrian and vehicle access to the beach, but given the nature of the roadway, vehicle access may be limited to vehicles with four-wheel drive. There are no time limits on the use of the recreational area, including the parking stalls; however, camping is prohibited.

Access to the recreational area is provided by McPhillips Drive. There are no sidewalks, on-street bike lanes, or shoulders along McPhillips Drive; therefore, most people access the area by motor vehicle. However, an enhanced pedestrian crossing along McPhillips Drive connects the Thousand Trails Campground on the east side of McPhillips Drive with the recreational area.

There are no signs along McPhillips Drive or elsewhere that direct people to the recreational area. Once in the area, a sign board identifies the area as McPhillips Beach and provides basic information about the use of the area.

There are no signs along McPhillips Drive or elsewhere that direct people to the recreational area.

The recreational area is primarily used by local residents and visitors to access the beach and the hiking trails within the recreational area. The lot may also be used by some people as a satellite lot to access other destinations within the Pacific City/Woods area.

The key challenges to operating and maintaining McPhillips include:

- ▶ Visibility of lot/wayfinding signs – the recreational area and parking lot is set back from the road. It is not visible from McPhillips Drive and there are no wayfinding signs that direct people to the area.
- ▶ Proximity to commercial activity- there are no commercial destinations within close walking distance to McPhillips with the exception of the 1,000 Trails camp ground.
- ▶ Limited parking – the parking lot is relatively small and provides approximately 10 parking stalls.
- ▶ Limited beach access – the majority of the roadway that provides access to the beach is unimproved
- ▶ Coordination with the State – McPhillips is a State facility; therefore, any changes to how it is managed will need to be coordinated with the State

MCPHILLIPS RECREATIONAL AREA KEY CHALLENGES

- ▶ **Visibility of the lot/wayfinding signs**
- ▶ **Proximity to commercial activity**
- ▶ **Limited parking**
- ▶ **Limited beach access**
- ▶ **Coordination with the State**

There are no plans to improve McPhillips. However, the lot could be expanded within the park. The lot could also be striped to support more efficient use of the parking stalls.

TIERRA DEL MAR



Tierra Del Mar is an Ocean Shore State Recreational Area located north of Pacific City along the west side of Sandlake Road. Tierra Del Mar is owned, operated, and maintained by the Oregon Parks and Recreation Department (OPRD). There are no amenities within the recreational area aside from one port-a-potty. Parking is allowed on the beach, and on-street parking is provided along both sides of Sand Lake Road. There is an unimproved driveway that provides pedestrian and vehicle access to the beach, but given the nature of the driveway, vehicle access may be limited at times to vehicles with all- and four-wheel drive. There are no time limits on the use of the recreational area; however camping is prohibited.

Access to the recreational area is provided by Sandlake Road. There are no sidewalks, on-street bike lanes, or shoulders along Sandlake Road; therefore, most people access the area by vehicle.

One sign along the west side of Sandlake Road identifies the area as Tierra Del Mar and provides basic information about the use of the area.

There are a number of special events that occur at Tierra Del Mar during the peak summer months, which attract a large number of visitors.

The recreational area is primarily used by local residents and visitors to access the beach. There are a number of special events that occur at Tierra Del Mar during the peak summer months, which attract a large number of visitors.

The key challenges to operating and maintaining Tierra Del Mar include:

- ▶ Proximity to commercial activity – there are no commercial destinations within close walking distance to Tierra Del Mar.
- ▶ Limited parking – there are no formal parking facilities within the area – parking is provided along both sides of Sandlake Road and on the beach.
- ▶ Coordination with the State – Tierra Del Mar is a State facility; therefore, any changes to how it is managed will need to be coordinated with the State

TIERRA DEL MAR RECREATIONAL AREA KEY CHALLENGES

- ▶ **Proximity to commercial activity**
- ▶ **Limited parking**
- ▶ **Coordination with the State**

There are no plans to improve Tierra Del Mar. However, the on-street parking along the west side of the roadway could be expanded to accommodate additional vehicles and additional pathways or trails could be established to separate pedestrians from vehicles at the beach access.

STREET PARKING



In addition to the parking opportunities described above, the street network provides other opportunities for residents and visitors to park. Cape Kiwanda Drive, Alder Street, and Shore Drive are among the streets where parking is available and used by residents and visitors. During peak periods, illegal street parking becomes an issue, and cars are parked in front of driveways and in “no-parking zones”. The following summarizes information on street parking for three of the most heavily utilized locations of street parking: Cape Kiwanda Drive, Alder Street, and Shore Drive.

Cape Kiwanda Drive

Cape Kiwanda Drive is the primary access route through Pacific City. The roadway has a two-lane cross section with relatively wide shoulders. The shoulders on the west side of the roadway are sufficient for people to park and walk to the beach or local retail and commercial locations. There are no sidewalks or bike lanes along most of Cape Kiwanda Drive. There is a multi-use path along the west side of the roadway, adjacent to Shorepine Properties and the gated community Kiwanda Shores. Two additional multi-use paths located along the north and south ends of Shorepine Properties provide public access to the beach. Those parking along Cape Kiwanda can use the multi-use paths or walk north to Alder Street or Hungry Harbor Drive to access the beach.

STREET PARKING KEY CHALLENGES

- ▶ Illegal parking
- ▶ Parking in front of driveways
- ▶ Parking in the street
- ▶ Impacts to local residents

The Cape Kiwanda Master Plan identifies the need to widen Cape Kiwanda Drive to accommodate a three-lane cross section with a continuous multi-use path on the west side of the roadway, which would remove parking on at least one, if not both, sides of the roadway. However, the multi-use path could help mitigate the need for some people to drive and park by providing a way for those staying in the area to access the beach.



Alder Street

Alder Street provides one of the primary access points to the beach for the general public. Alder street has a two-lane cross section with on-street parking along both sides of the roadway between Shore Drive and Cape Kiwanda Drive. West of Shore Drive, Alder Street provides head-in angled parking on the south side of the roadway and the north side serves as loading zone for the Pelican Pub & Brewery. The Cape Kiwanda Roadway Study's long term schematic plan outlines Alder Street as a key pedestrian plaza and beach access and includes adding a turn-around to the end of Alder Street and a seasonally operated gate at the intersection of Shore Drive and Alder Street.

Shore Drive

Shore Drive provides primary access points to the beach for the general public as well as access to Alder Street. Like many narrow streets within the Pacific City/Woods area, Shore Drive provides street parking on only one side to provide sufficient width for emergency vehicle access. The parking along Shore Drive is also limited by private driveways and vegetation. Sand intrusion can also limit the width of the shoulders and force people to park a portion of their vehicle in the street.



BEACH PARKING



The beach provides additional “off-street” parking for local residents and visitors. The Oregon Parks and Recreation Department (OPRD) is charged with protecting and preserving the recreation, scenic, and natural resources found on the Oregon coast. Through its ocean shore rules, OPRD regulates vehicle use, camping, and other recreational activities on the ocean shore.

In addition to the previously described accesses of McPhillips and Tierra del Mar, vehicle access to the beach is provided by Hungry Harbor Road through the Cape Kiwanda Lot and Pacific Avenue through the Pacific City Turnaround. Signs posted at both locations indicate only street legal vehicles with licensed operators are allowed to drive on the beach. Once on the beach, additional signs limit the extent to which vehicles can travel to the north and south of each access. From Hungry Harbor Road, signs limit the area to the north to Dory Boat launching and the area to the south to public parking. There are no specified parking spots, and parking on the beach is free.

The beach provides additional “off-street” parking for local residents and visitors

The beach is primarily used by local residents and visitors who come to the Pacific City/Woods area to park and spend time on the beach; however, some people use the beach as overflow parking. This creates conflicts and the following other issues:

- ▶ Vehicles can get stuck in the sand, especially if they are not four wheel drive vehicles.
- ▶ Not all visitors are aware of the fluctuating tidal patterns, which can necessitate removing vehicles from the beach before high tide.

BEACH KEY CHALLENGES

- ▶ No specified parking spots
- ▶ Potential to get stuck
- ▶ Fluctuating tidal patterns
- ▶ No regular removal of immobile vehicles
- ▶ Conflict with other uses

- ▶ Pacific City does not have a regular method of towing or helping remove vehicles stuck in the sand before high tide.
- ▶ Many other non-motorized activities occur on the beach such as running, frisbee, soccer, sunbathing, and more. Motorized users can be in conflict with these activities.



Additionally, hang gliding from the dune north of Hungry Harbor Road is a popular activity for hang gliders of all experience levels. Hang gliders commonly land on the beach in both the areas where Dory boats launch and visitors park.

- ▶ Weather can be foggy and unpredictable on the coast and low visibility can exacerbate the potential for conflicts among motorized vehicles and other beach-goers.

Per discussions with ORPD staff, management of beach parking has improved in recent years. A representative of ORPD directs motorists at the foot on Hungry Harbor Road and warns motorists about potential hazards like getting stuck in the sand and fluctuating tidal patterns. The representative is available seven days a week during summer months.

Changes in how parking is regulated on the beach could occur in the next several years. Several petitions have been filed to limit or restrict parking on the beach over the years. Most of the petitions have been met with overwhelming opposition so no changes have occurred since 1967.



CONCLUSION

EXISTING CONDITIONS

There are multiple parking options in the Pacific City/Woods area. Demand for parking at the Cape Kiwanda Lot exceeds supply during peak summer months. Other parking opportunities also exist, however connectivity to activities near the Cape Kiwanda Lot including beach and dune access, commercial, retail, food and drink opportunities give the Cape Kiwanda Lot the highest demand. The Nestucca Valley Community Alliance/Lightwave Lot, Beach, and street parking along Cape Kiwanda Drive and neighborhood routes like Alder Street, Shore Drive, and Pine Street also serve those accessing the activities near the Cape Kiwanda Parking Lot. Summer weekends when school is not in session create the highest parking demand, while parking demand is much lower in the fall, winter, and spring months.

Currently, gated community developments between Cape Kiwanda Drive and the beach south of the Cape Kiwanda Parking Lot area reduce connectivity to the beach from the east of Cape Kiwanda Drive. There is a planned shared use path for the west side of Cape Kiwanda Drive, starting at Cape Kiwanda Parking Lot. When constructed, the path will provide multimodal connectivity north and south along Cape Kiwanda Drive. The path should connect south to Bob Straub State Park. This may reduce existing parking demand by allowing those who currently live or stay along or east of Cape Kiwanda Drive to access the beach by walking or biking on the path. Consequentially, adding the shared use path will remove street parking supply on one or both sides of Cape Kiwanda Drive.

POTENTIAL IMPROVEMENTS

There are many opportunities available to improve parking in Pacific City and Woods. First, the adding a seasonal shuttle during peak months, like the shuttle that ran during the summer of 2017, can help alleviate parking in high demand areas without necessitating the construction of additional parking lots. Low demand in off-peak months means additional parking lots likely would sit empty and not be used except in the summer. Running the shuttle allows better use of the existing parking supply that is underused and disconnected from destinations. It can also help make riders aware of less common beach access points, like the Turnaround Lot and Bob Straub State Park.

Although additional parking supply may not be use in off-peak months, there is some opportunity to construct additional parking to support the high demand in the summer months. Webb Park, across from the Cape Kiwanda Lot, is currently a campground, but the Cape Kiwanda Master Plan highlights the potential of Webb Park being redeveloped into a parking lot. The campground is expected to relocate to the forested parcel northeast of Webb Park if redevelopment of Webb Park occurs.

Establishing additional public access points to the beach along Cape Kiwanda Drive can also alleviate the concentrated parking demand at Cape Kiwanda Parking Lot

and supporting lots. The beach access at the end of Alder Street should be established and maintained as a main pedestrian access point. Additionally, options for adding public access points between the beach and Cape Kiwanda Drive south of Shore Drive and north of the Pacific City Turnaround Lot should be explored.

Improvements to existing infrastructure can also improve the parking supply and user experience. First, a maintenance method or policy should be created to reduce sand infiltration in the current lots and parking stall striping should be maintained. This will allow people to better see and use existing parking stalls. Additionally, improvements should be made to infrastructure supporting parking and transportation facilities. The shared use path should be constructed along Cape Kiwanda Drive from Cape Kiwanda Lot to Bob Straub State Park, and bicycle racks should be added near the beach access at either Alder Street or Hungry Harbor Road. Wayfinding signs should also be improved. Signs should be consistent with each other and recommendations from the Tillamook Coast Wayfinding Master Plan. Vehicle wayfinding should be added to point visitors to destinations and parking opportunities, like Bob Straub State Park, the Pacific City Turnaround Lot, and the Nestucca Valley Community Alliance/Lightwave Lot. Pedestrian and bicycle wayfinding should also be added to show connections and provide distances or approximate times for access to major destinations.

Attachment A Document Review

DOCUMENT REVIEW

CAPE KIWANDA MASTER PLAN

The Cape Kiwanda Master Plan was adopted in September 2016 and serves as a blueprint for future tourism-related improvements within the Cape Kiwanda area. The need for a parking master plan is just one of the topics covered within the Master Plan. The Cape Kiwanda Master Plan highlights the following:

- ▶ Need for a parking master plan
- ▶ High demand and utilization of parking lots at and around the Cape Kiwanda Parking Lot
- ▶ Potential for shuttle between parking lots on weekends during the summer
- ▶ Sand in lot makes parking stall lines difficult to see in the Cape Kiwanda Parking Lot
- ▶ Inconsistent wayfinding makes it difficult for visitors to find facilities and know about current parking opportunities
- ▶ Wayfinding recommendations:
 - ▶ Creating cohesive wayfinding
 - ▶ Adding electronic signage to indicate available parking capacity
 - ▶ Developing parking app
- ▶ No dedicated pedestrian zone through the Cape Kiwanda parking lot
- ▶ Vehicles that park on the beach and get stuck have a limited amount of time to leave before the tide comes in
- ▶ Future plans to widen Hungry Harbor Road
- ▶ Proposed multi-use path on west side of road will require an average of 1-4 feet of Right-of-Way acquisition and the removal of street parking

TILLAMOOK COUNTY TRANSPORTATION DISTRICT TRANSIT DEVELOPMENT PLAN

The Transit Development Plan was adopted in May 2016 and provides existing conditions and future service alternatives for transit within Tillamook County. Current transit services include deviated fixed route and dial-a-ride services within Tillamook County and an intercity bus to Portland. Route 4 currently connects Tillamook, Pacific City, Neskowin, Otis, and Lincoln City. It offers route deviation, and is served 4 times per day between 5 a.m. and 8 p.m. with two to four hour headways. Route 4 includes stops in Pacific City on Pacific Avenue near Brooten Road, the Kiwanda Community Center, and Pelican Pub. The Kiwanda Community Center serves as an official Park-N-Ride lot.

The Transit Development Plan identified strong community support for removing the current Pacific City diversion from Route 4 and adding a new connection to Pacific City through Sandlake. Alternatives identified for Route 4 include:

- ▶ 4A- Modify existing Route 4 to serve existing Pacific City loop and proposed Port of Tillamook Bay loop every other run.

- ▶ 4B- Create new route that serves Pacific City and Tillamook and provides service through Sandlake Road.
- ▶ 4Ca- Eliminate existing Pacific City loop and add Port of Tillamook Bay loop
- ▶ 4Cb- Eliminate existing Pacific City loop and add Port of Tillamook Bay loop at end of run between Tillamook and Lincoln City
- ▶ 4Cc- Eliminate existing Pacific City loop and add 5th run Route 4 to Lincoln City (reduce headways to 3-3.5 hours, rather than 4 hours) – extra 1-2 service hours per day
- ▶ 4D- Add new bus to reduce headways by a factor of two between Tillamook and Lincoln City

In addition, the plan touches on the possibility to explore feasibility of a seasonal shuttle for communities that face parking shortages in peak tourism times, including Pacific City, on weekends during summer months.

TILLAMOOK COAST WAYFINDING MASTER PLAN

The Wayfinding Master Plan was developed in 2017 to provide consistent wayfinding guidance to local Tillamook Coast communities. The Plan covers topics like directing visitors to uncrowded areas and natural sites that are not well known, providing consistent signage across agencies or jurisdictions, and creating a consistent Tillamook Coast brand. The Plan provides wayfinding ideas, schematic drawings, font information, and other information to encourage consistency in wayfinding in the future.

PACIFIC CITY/WOODS TRANSPORTATION PLAN (1998-1999)

The Pacific City/Woods Transportation Plan was adopted in 1999 and includes consideration of project development patterns, community interconnecting routes, alternative development styles, pedestrian and bicycle needs, transit needs, river and beach access, gateways into Pacific City, street design, inventories, policies, implementing ordinances and other concerns raised by citizens. Key parking management considerations in the plan include:

- ▶ Community support for maintaining beach access for dory boats
- ▶ Need for community-wide bicycle/pedestrian improvements
- ▶ Downtown parking improvements—
 - ▶ Additional parking and clear definition of existing parking is needed in the downtown area. Investigate the feasibility of a central parking area where people can park and walk to the downtown retail establishments along connected pedestrian pathways and pedestrian street crossings.
- ▶ Cape County Parking Lot Improvements-
 - ▶ This parking lot is highly utilized, particularly in the summer. Clear definition of pedestrian beach access, boat access, and parking is needed. Beautification would also make the parking lot more attractive, provide clearer access and parking definition, and reduce conflicts amongst pedestrians, boaters, and

motorists. Other potential improvements include constructing a ramp leading to a Dory Launch overlook area, recognizing the history of the Dory Fleet, and constructing a shaded picnic structure overlooking the ocean.

- ▶ Turn-Around Parking Lot Improvements
 - ▶ This county parking lot and beach access currently lacks paving and striping, and is frequently covered with sand. Improvements and on-going maintenance would increase utilization, provide additional parking, and relieve congestion at the Cape. In addition, park-like improvements, i.e. benches, landscaping, directional signage for pedestrians and vehicles would make the turn-around safer and more attractive.
- ▶ (North) Brooten Boat Launch Parking
 - ▶ Additional parking is needed at or near the private boat launch facility on north Brooten Road. The existing parking shortage forces vehicles and boat trailers to park along streets causing traffic congestion and inconvenience to motorists, bicyclists and pedestrians.
- ▶ Improved and Additional Pedestrian Beach Access
 - ▶ Improved pedestrian beach access is addressed (above) at the Cape County Parking Lot and the Turn-Around. Other improvements could occur at Bob Straub State Park, and McPhillips Beach State Park. Additional locations for public pedestrian beach access need to be evaluated, e.g. every mile
- ▶ Other input from community members includes:
 - ▶ Prohibit vehicle beach access (except Dorys)
 - ▶ Improve directional signage
 - ▶ Improve utilization of Bob Straub through increased signage

PACIFIC AVENUE & CAPE KIWANDA DRIVE INTERSECTION PLAN- FEB 2010

The Pacific Avenue and Cape Kiwanda Drive Intersection Plan identifies different alternatives for improving the intersection for all travel modes and providing a vision for future adjacent development. The plan's preferred alternative is a single-lane oval-about due to its ability to improve safety for all modes, accommodate increasing traffic volumes, and attractive design and ability to act as a gateway.