



KIWANDA CORRIDOR PROJECT PREFERRED CONCEPT

AUGUST 2022

KIWANDA CORRIDOR
PROJECT



murraysmith



INTRODUCTION



The Pacific City/Woods area has an estimated population of just over one thousand (1,000) year-round residents. Cape Kiwanda and Haystack Rock are located on Pacific City's coastline and are some of the most visited sites on the Oregon Coast. In the summer, the abundance of visitors accessing the beach, dunes, and commercial establishments creates issues, many of which are due to a high demand for parking. People park illegally in parking lots and on road shoulders, and those trying to find parking circulate in the area, causing congestion and safety concerns.

To alleviate these issues, Tillamook County (County) initiated the Kiwanda Corridor Project in 2021 as a once-in-a-generation opportunity that requires extraordinary vision, creativity, and leadership for success. The improvements need to balance creating a positive visitor experience without compromising the needs of local businesses and year-round residents. This can occur through the thoughtful resolution of the current underlying traffic and parking issues and by expanding and improving recreational opportunities beyond the focus of Cape Kiwanda. This project is an opportunity for creative placemaking to seamlessly connect recreational, commercial, residential, and civic uses to transportation.

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PROJECT BACKGROUND

The surge in visitors to Cape Kiwanda creates adverse effects within the community, making the Kiwanda Corridor Plan a Tillamook County priority for over a decade. Heavy seasonal traffic congestion at Cape Kiwanda affects the adjacent downtown area as well, causing backups onto Brooten Road and increasing response times for emergency services. Increased use of Cape Kiwanda is degrading the beauty and natural resource values within the area and the surrounding community. Trash and litter are commonly found throughout the area, and residents along Circle Drive have complained about the public trespassing on their private property.

The County's first effort to mitigate these adverse effects dates back a decade when they commissioned the Pacific Avenue & Cape Kiwanda Drive Intersection Plan to study congestion relief and improved pedestrian safety solutions adjacent to the Jensen Property. A subsequent Cape Kiwanda Master Plan and Pacific City/Woods Parking Management Plan further identified needed improvements to address visitor experience and local livability. A comprehensive list of associated planning efforts includes:

- 1998 Pacific City Foredune Management Plan, Background Report
- 1998 Pacific City Foredune Management Plan, Management Strategy
- 1998 Pacific City/Woods Transportation Plan
- 1999 Pacific City/Woods Community Plan
- 2010 Pacific Avenue & Cape Kiwanda Drive Intersection Plan
- 2012 Tsunami Evacuation Map
- 2015 Cape Kiwanda Roadway Study
- 2016 Cape Kiwanda Master Plan
- 2018 Tillamook County Coastal Futures Project
- 2019 Pacific City/Woods Parking Management Plan
- 2020 Pacific City Wayfinding Plan
- 2022 Pacific City Dorymen's Heritage Museum Master Interpretive Plan



The overall project priority is to improve local livability issues, improve visitor experiences, encourage longer stays, and attract new visitors during the non-peak seasons to address the local business community's needs for more consistent and predictable revenue. The Kiwanda Corridor Project will create a comprehensive and coordinated plan to:

- **Cape Kiwanda Parking Lot** - Restructure and improve the existing parking lot, including replacing the restrooms and upgrading garbage and recycling facilities.
- **Multi-Use Path** - Construct a new continuous pathway along Cape Kiwanda Drive and Sunset Drive from the Cape Kiwanda parking lot to Bob Straub State Park.
- **Webb Park** - Relocate the existing campground and create a new public parking lot with access improvements to Circle Drive.
- **Jensen Property** - Develop the recently acquired property, including access improvements to Pacific Avenue and Sunset Avenue at Cape Kiwanda Drive.
- **NVCA Community Park** - Complete development of the Nestucca Valley Community Alliance (NVCA) Skatepark as a community park on the Tillamook Lightwave Property.
- **Shuttle Services** - Improve wayfinding and access to promote increased ridership.
- **Shorepine Village Boardwalk** - Improve wayfinding and provide repairs to facilitate long term usage.

The County established a Project Team to advance this project, consisting of various public and private sector participants. County representation includes directors from multiple departments including Community Development, Parks, and Public Works, and the Commissioners' Chief of Staff. Private sector participants include tourism and business representatives, supplemented with a team of consultants with broad architectural, planning and engineering disciplines.

The process used to identify solutions included robust community engagement followed by exploration of alternatives to identify a preferred concept plan for each of the project elements. The following subsections document those activities and findings. The Preferred Concept Plan represents the programming goals for each project site, noting that refinements are likely as detailed engineering, design and property acquisitions advance. Those adjustments are anticipated to accompany future development applications.

STAKEHOLDER GROUPS

- Circle Drive Neighborhood
- Citizen Advisory Committee
- Citizens on Sunset
- Dorymen's Association
- Four Sisters HOA
- Green Acres Beach & Trail Rides
- Kiawanda Community Center
- Kiwanda Shores HOA
- Nestucca Fire District
- Nestucca Ridge Development
- Nestucca Ridge HOA
- Nestucca Valley Sanitary Service
- Pacific City Joint Water-Sanitary Authority
- Parks Advisory Committee
- Parking Advisory Committee
- Shorepine Village HOA
- Tillamook Lightwave
- Tillamook People's Utility District

COMMUNITY ENGAGEMENT

The Project Team facilitated a robust community engagement process to identify and engage with interested groups. A summary of the campaign is provided below:

July 2021 | The Project Team held a planning design charrette with the Parks, Parking, & Citizen Advisory Committees to define project values, goals, and opportunities and constraints of the various project elements.

August 2021 | The Project Team worked with the Parking Advisory Committee to integrate wayfinding and the NVCA Community Park into the project.

September 2021 | The project was introduced to the community through an online webinar. Initial site plans were developed for Cape Kiwanda Parking Lot, Webb Park Parking Lot and the Jensen Property, and important pedestrian crossings were identified.

November 2021 - January 2022 | Multiple stakeholder groups, community organizations and Homeowners Associations were consulted about the project (see left).



April 2022 | Following direct consultation with key stakeholders the Project Team hosted an online open house that was available to the public between April 8 - April 25, 2022. An in-person open house was held on April 16, 2022. A community survey conducted as part of the open house process solicited participant feedback on the various project elements and was summarized to include key findings.

June 2022 | A second round of public outreach occurred in June to share the results of the open house and how the community survey results shaped the elements within the preferred concept plan. This outreach was made to local community groups, HOAs, and committees using virtual meetings.

August 2022 | The preferred concept plan was presented to the County Board of Commissioners for adoption.

Ongoing | Advertisements and public notifications informed the community about the project and how to provide input. Outreach tools include: a project website with a comment form; a 24/7 project hotline; email notifications to subscribers; Pacific City Sun advertisements and articles; bulletin board advertisements and a library display; and postcards for property owners in the corridor.

All of the aforementioned stakeholder engagement was used to inform the selection of the preferred concept plan. A summary table of public outreach campaign data is provided below:

Online open house participants	660
In-person open house participants	100
Community survey (open house responses)	270
Comments provided via website	96
Property owner notifications mailed	278
Open house postcards (April 2022)	278
Contacts on email list	622
Project updates sent to email list	8
Pacific City Sun articles & advertisements	4
Information kiosk (South Tillamook Co. Library)	1
One-on-one stakeholder meetings	21



Some of the early work associated with stakeholder engagement included establishing project values and goals. These helped guide decision making processes and informed design of the preferred concept plan. A summary of the project’s values and goals are provided below:

PROJECT VALUES

PLACE:	Honor the natural and built heritage of Pacific City
PEOPLE:	Enhance the experience for the diverse range of people in Pacific City
NATURAL ENVIRONMENT:	Prioritize sound ecological decisions and support sustainability
FISCAL RESPONSIBILITY:	Make efficient and responsible financial decisions and maintain affordability
CONNECTIVITY:	Support and integrate multi-modal connectivity in and around Pacific City while prioritizing accessibility
SAFETY:	Prioritize everyday safety alongside emergency management



PROJECT GOALS

1. Improve livability and user experience for Pacific City's residents, local businesses, and visitors
2. Provide equitable beach and community experiences
3. Improve transportation efficiency and safety within the Kiwanda Corridor by promoting alternative modes of transportation, providing options for parking, and adding pedestrian connections
4. Improve wayfinding and enhance connections to the community
5. Provide safe and accessible pedestrian and bicycle access
6. Minimize impacts on the environment through sustainable, resilient and equitable architecture and infrastructure.
7. Prepare for and buttress existing natural disaster safety & evacuation plans
8. Be fiscally responsible and sustainable



OVERARCHING THEMES

During conversations with various stakeholder groups, specifics regarding the project elements of the Cape Kiwanda Parking Lot, Webb Park Campground and Parking Lot, NVCA Community Park, Jensen Property, the multi-use path and improved shuttle services were discussed. Much of the discussion focused on the project elements with which the stakeholders are the closest in proximity to, have the most interest in, and are the most impacted by. Many of the specific concerns were addressed in the design of the Preferred Concept Plan. Other comments resulted in a theme across all projects in the Preferred Concept Plan, including:

- **Corridor connectivity and safety:** Multi-modal transportation improvements are included across all projects to improve corridor safety.
- **Historic landmarks/storytelling linking the various projects:** Wayfinding signage at each of the project sites will include historical information about the site. The historic wayfinding trail will weave together each of the project sites, telling a story of the indigenous peoples and the natural environment.
- **Parking spread throughout corridor:** Rather than focusing parking in one location in the corridor, multiple parking locations are planned in order to reduce congestion.
- **Environmental sustainability:** Minimize impacts on the environment through sustainable, resilient and equitable architecture and infrastructure. This can help reduce the

carbon impact of the project to mitigate climate change. Providing resilient infrastructure to withstand potential earthquake, tsunami, harsh weather, and heavy usage can also reduce the project's impact on the environment. Prepare for and buttress existing natural disaster safety and evacuation plans. The County may consider pursuing and environmental certification during future phases of development, such as through the LEED or Envision rating systems.

- **Equitable development:** Stakeholders emphasized the need to provide equitable beach and community experiences for both residents and visitors to Pacific City. This includes considering users within the context of the American's with Disabilities Act (ADA), and also including space for underrepresented groups, like the Tribes. Development should also strive to complement Oregon's Land Conservation and Development Department for Planning Goal 9. This includes assessing suitable areas for economic growth that can be provided with public services.
- **Existing and future development:** Properties near Cape Kiwanda and the Jensen Property have developed with a mix of commercial, recreational, and residential uses over time. Some development does not align with the underlying zoning for such properties. The County intends to investigate whether the uses permissible in existing zoning districts and the location of those districts deliver on their policies regarding housing, economic development, and recreation for Pacific City. Based on those findings, the County may revisit portions of the Tillamook County Land Use Ordinance and zoning map specific to Pacific City and the Kiwanda Corridor Project.

PARKING MANAGEMENT

Parking along public roads remains a safety concern for the community, with an accident reported in 2020 on Cape Kiwanda Drive when a pedestrian was struck while walking along the roadway from a parked car to the beach. The County intends to close on-street parking along Cape Kiwanda Drive, Circle Drive, Alder Street, Shore Drive and Pine Street for improved safety. These closures are anticipated to occur in coordination with expanding parking supply from the project elements to balance the impact. The County may reintroduce pockets of selectively placed on-street parking along Cape Kiwanda Drive during construction of the multi-use path. The impacts to parking are summarized in the table below:

Location	Existing	Proposed
Cape Kiwanda Parking Lot	126	135
Tillamook Lightwave Property	60	80
Webb Parking Lot	0	125
Jensen Property and Kiawanda Community Center	91	128
On-Street Parking	179	54 ¹
Totals	456	522

¹ Proposed parking counts are anticipated to increase with future reintroduction of parking in targeted locations along Cape Kiwanda Drive, north of Pacific Avenue during construction of the Multi-use Path.

FUNDING & SCHEDULE

The timeline for implementing the project elements depends upon available funding, with the Cape Kiwanda Parking Lot and Jensen Property intersection improvements anticipated to advance into detailed design during 2022 with construction in 2023.

The majority of funding is anticipated to come from Transient Lodging Tax (TLT) and day-use parking fee receipts. The County anticipates pursuing grant applications as supplemental funding sources as the opportunities arise. Funding for Webb Park related improvements are anticipated to come from the Tillamook County Parks Department budget, which does not receive County general fund taxes.

Details of the preferred concept plan for each project element are described in the next section, including key design features, plans for subsequent public outreach, costs, operational considerations, and other pertinent information.

TECHNICAL CONSIDERATIONS

In almost all instances, the next phase of design for each of these project elements will include detailing various parking requirements (ADA, motorcycle, EV), vehicle turning movement analysis, supporting utility engineering (electrical,

water, sewer, stormwater management, etc), and architectural design.

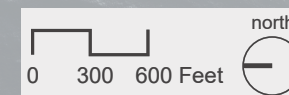
Significant coordination with the Tillamook People's Utility District (TPUD) is needed to confirm upgrades to the electrical grid in support of future EV charging stations, noting that 3-phase power is mostly absent from within the project area. The County Parks Department is also working to provide more hiker/biker access to facilities and 110 volt plug-in capability for electric bikes/scooters charging at the EV charging stations.

Discussion of operational considerations for sand maintenance, parking enforcement and trash/recycling collection remains ongoing and is a necessary aspect of implementing each project element.

Technical considerations applicable to multiple project elements are summarized in the appendices:

- State and Federal Permitting
- Local Permitting
- Transportation Analysis
- Topographic and Boundary Survey
- Sand Management
- Utility Services
- Electric Vehicle Charging
- Garbage and Recycling Collection

**KIWANDA CORRIDOR
OVERALL PROJECT**



CAPE KIWANDA PARKING LOT

KEY ELEMENTS

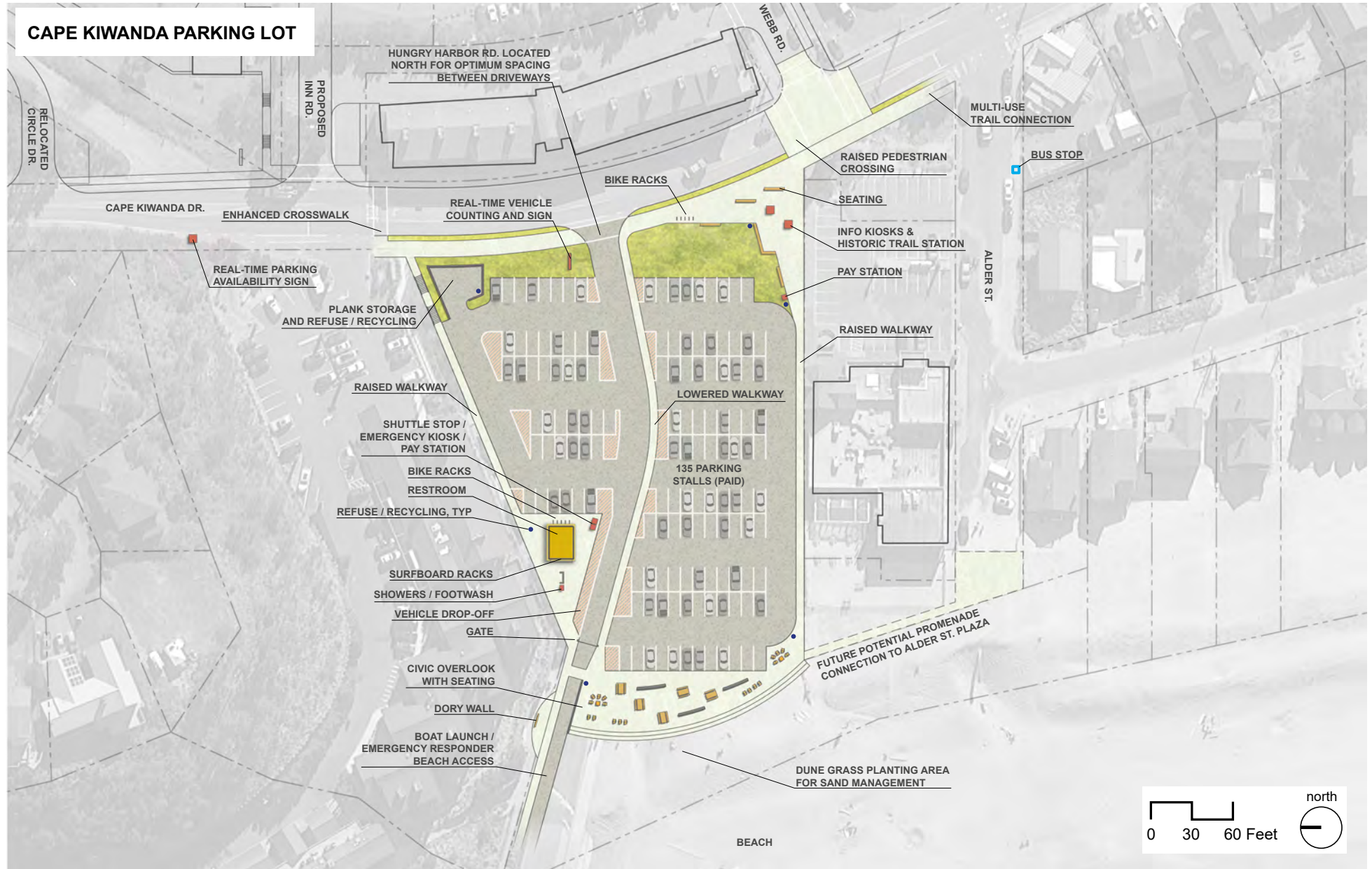
- Civic overlook and seating area
- Parking bays with north-south orientation
- Parking lot layout provides flexible space for large community events
- Parking lot includes +/- 135 parking stalls
- Realignment of Hungry Harbor Road
- Drive aisle provided along Pelican Brewery property rather than head-in parking
- Plaza area at Cape Kiwanda Drive includes historical trail station, community information boards, visitor orientation, bike racks, seating, and parking pay station
- Restroom located closer to beach access
- Plaza area at Hungry Harbor Road restroom includes parking pay station, emergency information kiosk, bike racks, surfboard racks, showers, footwash, a shuttle stop, and temporary vehicle parking for unloading
- Gate to control vehicle access to the beach
- Electronic display board for real-time parking availability
- Garbage and recycling collection facilities
- Potential for future connection to Alder Street via a pedestrian promenade

IMPLEMENTATION

The total project cost for the Cape Kiwanda Parking Lot is estimated at \$4.2 million, including design, construction, administration and contingencies. Design is forecast to occur in 2022, with construction in 2023 pursuant to available funding.



CAPE KIWANDA PARKING LOT



WEBB PARK PARKING LOT

KEY ELEMENTS

- Extended Webb Road and new Inn Road connections
- Realignment of Circle Drive for improved intersection operation and sight distance
- Plaza area with restroom, vehicle pay station, historical trail station, bike racks, and community information kiosks located closer to beach access
- Dory boat staging and fish cleaning area
- Parking lot includes +/- 125 parking stalls
- Raised pedestrian crossing at Webb Road and signal improvements for improved pedestrian operations
- Electronic display board for real-time parking availability
- Garbage and recycling collection facilities

PUBLIC OUTREACH

The residents along Circle Drive consulted with the Project Team to arrive at the preferred concept plan. Strides were taken during concept development to create a design supported by this stakeholder group. The group continues to

express concern about developing the parking lot, as summarized below. The County intends to investigate the potential for addressing these concerns during future detailed phases of design.

- Maximizing the separation distance between the parking lot and roadways from the residences.
- Confirming that relocating the existing speed hump and obliterating existing pavement surfacing from the original Circle Drive intersection will occur after realignment.
- Defining more details on proposed buffering (fencing and planting) between the parking lot and residences.
- Considering closing the parking lot during off-season with gates.
- Evaluating an enhanced pedestrian crossing on the north side of the Inn at Cape Kiwanda to address potential pedestrian tendency to utilize the shortest path to the beach.
- Confirming security surveillance and trash pickup responsibilities of a full time campground host.

IMPLEMENTATION

The total project cost for the Webb Park Parking Lot is estimated at \$5.0 million, including design, construction, administration and contingencies.

Local permitting is anticipated to include allowing outright uses. Public and private parks and recreation uses are allowed in both the residential and commercial zones. The parking lot, restrooms, trails and other recreation amenities that create the public park and recreation uses for the parking lot site are permitted outright. Other considerations include coordinating improvements with adjacent planned development, which is anticipated to include a property line adjustment for extending Webb Road to access the campground. The property line adjustment feasibility remains in ongoing negotiations with the adjacent private property owner.





WEBB PARK CAMPGROUND

KEY ELEMENTS

- 18 RV and 19 tent camp sites for Phase 1
- RV dumping station
- Dedicated campground parking lot with 28 spaces
- Dedicated campground restroom
- Operations and maintenance building, including refuse and recycling yard
- Check-in and pay station with pullout area
- Connections to larger BLM and TORTA trail network
- Dense trees, vegetation and security fence buffers to adjacent properties
- Historical trail station, bike racks, and community information kiosks located closer to beach access
- Future phases are anticipated to include parking, walk-in camping, tent camping, yurts, cabins, RV sites, RV dump, walking trails, host sites, and restrooms with showers.

PUBLIC OUTREACH

The residents along Circle Drive consulted with by the Project Team to arrive at the preferred concept plan. Strides were taken during concept development to create a design supported by this stakeholder group. The group continues to express concern about developing the campground, as summarized below. The County intends to investigate the potential for addressing these concerns during future detailed phases of design.

- Maximizing the separation distance between the entry road and the residences.
- Residents object to phased campground development without defining long-term development timeline and site plan needs of the fully completed campground.
- Defining more details on proposed buffering (fencing and planting) between the campground and residences.
- Confirming security surveillance and trash pickup responsibilities of a full time campground host.

IMPLEMENTATION

The total project cost for the first phase of the Webb Park Campground is estimated at \$5.8 million, including design, construction, administration and contingencies. Local permitting is anticipated to include a Conditional Use Application. A recreational campground is use permitted conditionally in the PCW-P zone and will require a public hearing before the Tillamook County Planning Commission.

The parking lot and other adjacent planned development is anticipated to trigger stormwater upgrades with increased impervious surfaces. The County's Public Works Department indicates the downstream storm system is undersized to serve the proposed developments, and that a future filtration vault is likely necessary near the system outfall along Alder Street.

The County Parks Department indicates that Webb Park Campground has a 9 to 12 month camping reservation system. Construction closure of the campground needs coordination with the existing reservations, and notifications are needed for the County to stop making new reservations. Construction considerations for phasing, including utility and access for expansion areas requires advancement. Ideally, the new campground is operational with sites and utilities before shutting down the existing campground to maintain revenues.



WEBB PARK CAMPING PHASE 1 CAMPGROUND

POTENTIAL FOR FUTURE PARK
DEVELOPMENT MAY INCLUDE:

- WALK-IN CAMPING
- YURTS
- TENT CAMPING
- CABINS
- RV SITES
- RESTROOMS
- RV DUMP
- SHOWERS
- HOST SITES
- WALKING TRAILS
- PARKING AREAS
- NATURAL AREAS
- TORTA TRAIL CONNECTION



NVCA COMMUNITY PARK

KEY ELEMENTS

- Maintains current location of vehicle turnaround
- Smaller covered sports court area provided to complement future skate park expansion
- Paid parking lot includes +/- 80 parking stalls
- Plaza at new restroom location includes historical trail station, community information boards, visitor orientation, bike racks, seating, and parking pay station
- Electronic display board for real-time parking availability
- Garbage and recycling collection facilities
- On-site amenities include covered and open play areas, picnic shelter, picnic tables, open play area, pickleball, horseshoes and bocce
- An amphitheater for outdoor educational opportunities
- An interpretive walking path for plant, geological, historical and cultural education
- Connections to the BLM and TORTA trail network
- Shuttle stop

IMPLEMENTATION

The total project cost for the NVCA Community Park is estimated at \$5.6 million, including design, construction, administration and contingencies.

Further coordination with TPUD is necessary to confirm that underground utilities are protected through the proposed improvements. There are extensive underground conduits east of the Tillamook Lightwave building, which structures must avoid covering. Since Tillamook Lightwave owns the property and leases it to the NVCA, additional tenant agreements are necessary to expand the current leased area to include the picnic shelter area.

Previous community commitments for the park development include providing a security camera with live feed. More coordination is needed to implement this concept, including monitoring responsibilities.

NVCA COMMUNITY PARK



JENSEN PROPERTY

KEY ELEMENTS

- Scenic overlook and seating area
- Dedicated pedestrian pathway over the dune for separation from vehicles
- Paid parking lot includes +/- 55 parking stalls
- Free parking lot includes +/- 73 parking stalls (including 15 overflow), shared with the Kiawanda Community Center
- Realignment of Cape Kiwanda Drive, Pacific Avenue and Sunset Drive with undergrounding of existing overhead aerial utilities
- Plaza area at new restroom location includes historical trail station, community information boards, visitor orientation, bike racks, seating, and parking pay station.
- Restroom located closer to beach access
- Electronic display board for real-time parking availability
- Garbage and recycling collection facilities
- On-site amenities include picnic shelter, open meadow, and play area
- Space is reserved for a future potential Dory Heritage Museum
- Dune grading

IMPLEMENTATION

The total project cost for the Jensen Property is estimated at \$8.6 million, including design, construction, administration and contingencies.

A phased design and construction approach is anticipated for this site, with initial work consisting in the realigned intersection with installation of a temporary restroom facility. That first phase is forecast to occur in 2022, with construction in 2023 pursuant to available funding. The timing for the second phase depends on available funding, and includes the remaining on-site improvements, including the parking lot and permanent restroom facility.

There are several property acquisition considerations associated with the Jensen Property development. The County is pursuing acquisition of two vacant lots on the Jensen Property (Tax Lots 4S1124DD04800 and 4S1124DD07300).

There are extensive existing utilities potentially impacted by the intersection realignment, including power, communications, and a sanitary sewer lift station. An easement may be required on Tax Lot 4S1125AA00800 to mitigate those utility conflicts.

The stakeholder group Citizens on Sunset indicate that operation of the real-time parking availability signage may produce unwanted glare into residential areas. The County may consider turning the signs off at night to avoid producing unwanted glare, noting peak hour traffic needing the sign information most occurs during daytime hours. Local permitting is anticipated to include allowing outright uses. Public and private parks and recreation uses are allowed in both the residential and commercial zones. The parking lot, restrooms, trails and other recreation amenities that create the public park and recreation uses for the development are permitted outright. Community buildings such as the Dory Heritage Museum, may require Conditional Use review depending on where they are ultimately located within commercial residential zones.



The Pacific City Dorymen's Heritage Museum is a significant project of the non-profit Pacific City Dorymen's Association (PCDA), which includes over 700 members.

In October 2017, the PCDA established a Heritage Committee to develop a museum that honors the pioneers of dory fishing and the unique heritage of the Dory Fleet. The museum is envisioned to become a regional destination for Tillamook County and beyond, providing a gathering place with exhibits and public programs depicting the history of the Pacific City Dory Fleet.

The PCDA voted unanimously in January 2022 to explore siting a 5,000 sf museum on the Jensen Property. The preferred concept plan was then advanced to include access improvements to support the museum in coordination with the neighboring Kiawanda Community Center. The resulting plan includes consideration for parking, shuttle and tour bus operation, pending property acquisition and reducing impacts to environmentally sensitive areas.



JENSEN PROPERTY



CAPE KIWANDA MULTI-USE PATH

KEY ELEMENTS

- Provides safe route of circulation for pedestrians and bicycles through the Cape Kiwanda Corridor
- 8 foot wide ADA compliant path to reach from Bob Straub State Park to the Jensen Property (south end)
- 12 foot wide ADA compliant path to reach from Webb Park and Cape Kiwanda Parking Lot to the Jensen Property (north end)
- Provides access to destinations like NVCA Community Park, Jensen Property, beach access points, regional trail networks, and future downtown connection
- Prioritizes places for people, gathering, amenities, circulation, and wayfinding
- Integrates pedestrians and bicycles, with street crossings at key locations
- Creates procession to iconic natural features and enhance connectivity
- Anticipated to accommodate strategic on-street parking locations in conjunction with design
- Illumination to balance safety with potential light pollution

- Integrates with transit and shuttle services to support future expansion to outlying and disadvantaged communities seeking employment opportunities

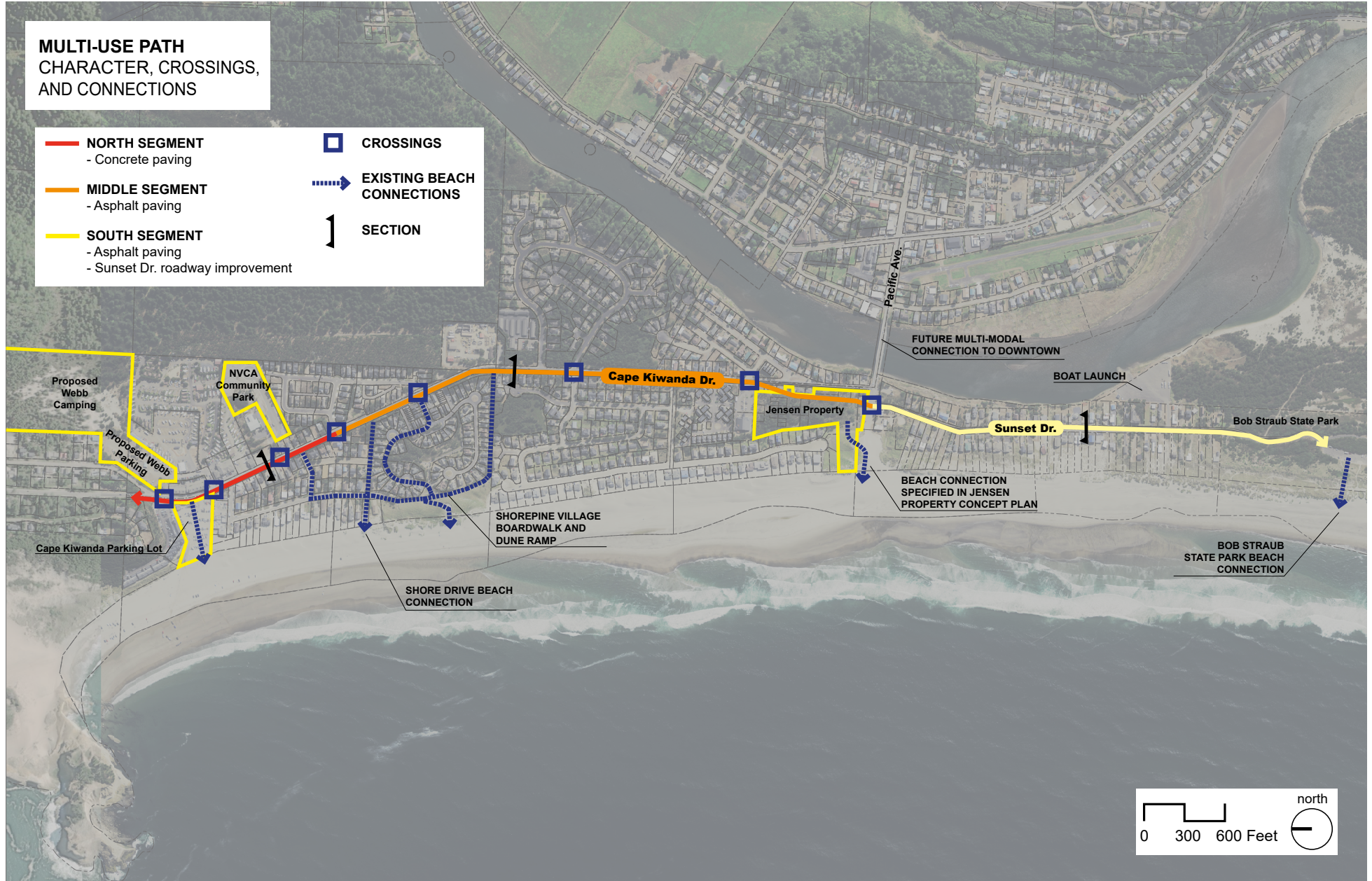
IMPLEMENTATION

The total project cost for the multi-use path is estimated at \$12.4 million, including design, construction, administration and contingencies.

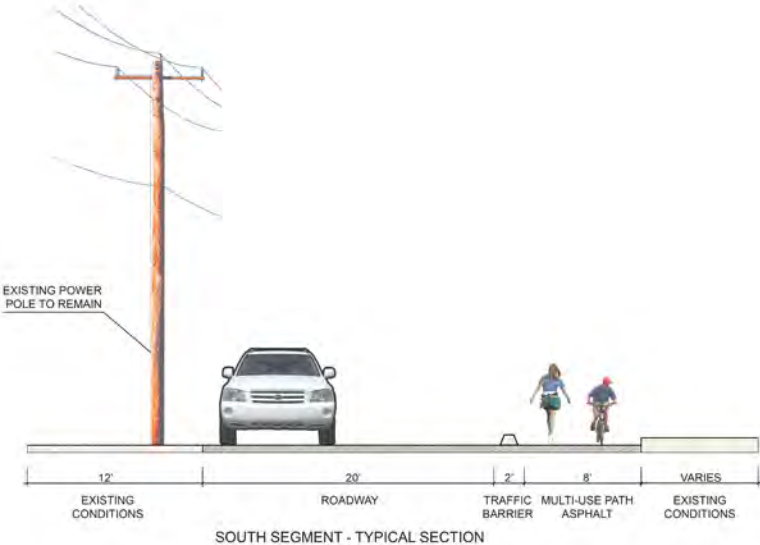
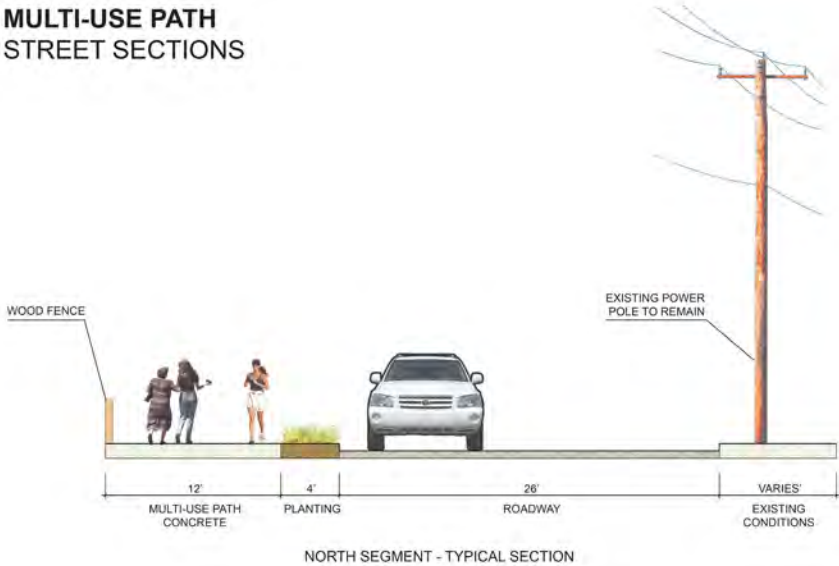
A majority of the trail infrastructure is planned to remain within the County's right-of-way to avoid costly acquisitions. Where access to private property is needed to reconnect driveways or complete fine grading, the County intends to utilize rights of entry with participating property owners. Some of the trail segments are planned to coincide with existing trails owned by Home Owner's Associations, in which case the County intends to assume future operations and maintenance responsibilities. Sunset Drive roadway surfacing has remained in an extended state of deferred maintenance while planning for the trail occurs. The project includes rehabilitating the roadway surface of Sunset Drive concurrent with trail construction.

MULTI-USE PATH CHARACTER, CROSSINGS, AND CONNECTIONS

- NORTH SEGMENT**
- Concrete paving
- MIDDLE SEGMENT**
- Asphalt paving
- SOUTH SEGMENT**
- Asphalt paving
- Sunset Dr. roadway improvement
- CROSSINGS**
- EXISTING BEACH CONNECTIONS**
- SECTION**



MULTI-USE PATH STREET SECTIONS



SHOREPINE VILLAGE BOARDWALK

KEY ELEMENTS

The Shorepine Village Home Owners Association (HOA) requested financial assistance from Tillamook County for continued operation of the Shorepine Village Boardwalk as part of the Kiwanda Corridor Project. The HOA is a relatively small community currently charged with the ownership, operation and maintenance of the ramp.

The dune ramp structure is approximately twenty years old and since its construction has become an iconic symbol of Pacific City with significant visitor use. The boardwalk is a wooden structure with three switchbacks climbing to the top of the dune. It provides public access to a scenic overlook area at the apex and to the beach. There are multiple public routes in Shorepine Village from the dune boardwalk that lead to a network of paved pathways, wooden covered bridges, and wooden boardwalks connecting Cape Kiwanda Drive to the east, and the neighborhoods to the north and south. The continuation of public access is guaranteed within the bylaws of the Shorepine Village HOA. Since the structure is open to the public, the majority of its wear and tear comes from tourism and local residents outside of the HOA

community. Bicyclists and skateboarders use the pathways and boardwalk regularly, even though those uses are prohibited. Other users include people pulling wagons and carts full of firewood, beach toys, and children. The public's impact on the boardwalk has become financially onerous for the HOA and they are no longer capable of financing its repair. The structure was closed due to damage in 2021 and the HOA financed emergency repairs in 2022 to reopen it.

IMPLEMENTATION

The total project cost to replace the boardwalk is estimated at approximately \$500,000, including construction, administration and contingencies. The HOA envisions a three year phased total ramp repair starting in the fall of 2022. A phased approach was adopted to minimize downtime of the ramp, with each phase taking approximately 3 months to complete. The boardwalk will enter a scheduled maintenance program to prevent it from falling into a future state of disrepair. Maintaining the structure is ultimately the HOA's responsibility, and they anticipate future partnering opportunities with the County as part of the Kiwanda Corridor Project to continue operating this community amenity.

WAYFINDING & SHUTTLE STOPS

KEY ELEMENTS

As noted by the Pacific City Wayfinding Plan, creating a memorable coast experience depends on ensuring both locals and visitors can find their way, easily park their vehicle, and successfully explore the area to access a wealth of landmark attractions.

Quality wayfinding will make for more enjoyable destination trekking and enhance the cohesion and economies of local communities. Creating a seamless customer experience to the overall Tillamook Coast includes interfacing with a distinctive look and feel that is compatible, visually and style-wise, to the larger countywide system.

Elements of site-specific wayfinding include real-time parking availability signs, historical trail displays, information kiosks, maps, trail guides, shuttle stop stations, and other signs throughout the corridor. These elements can function as a whole to promote multi-modal transportation options, increase shuttle ridership, and reduce overall traffic congestion.

IMPLEMENTATION

Project elements will accompany site-specific improvements on a case-by-base basis, utilizing the larger cohesive branding strategy identified in the Pacific City Wayfinding Plan.

