

VI. TRANSPORTATION SYSTEM PLAN

The purpose of the **Transportation System Plan** (TSP) is to guide the development of a safe, convenient and efficient transportation system that promotes livability and economic prosperity for all City residents. The purpose of the TSP is also to integrate land use and transportation planning to maintain and enhance a safe and efficient transportation system that complies with regional TSPs and the state TSP.

Based on ODOT's Transportation System Plan Guidelines 2001, the TSP will:

- Establish a system of facilities and services to meet local transportation needs.
- Serve as the transportation element of the local comprehensive plan.
- Serve as a long range (20 year) plan for the City.
- Be consistent with the State Transportation System Plan (Oregon Transportation Plan and Modal Plans)
- Provide long range direction for development of local transportation facilities and services for all modes.
- Integrate transportation and land use.
- Provide a rationale for making prudent transportation investments and land use decisions.
- Provide a linkage to the STIP process.

The TSP must comply with the state Transportation Planning Rule and establish a system of transportation facilities and services adequate to meet identified local transportation needs by providing the following elements:

- Reduce reliance on the automobile.
- Provide transportation options for all people including the transportation disadvantaged.
- Promote a safe transportation system.
- Minimize conflicts between modes.
- Promote intermodal linkages for passengers and goods
- Minimize impacts to the natural and built environment.
- Make decisions about the community intentions and expectations for the future of its transportation system.

As required by the Transportation Planning Rule (TPR), the City of Wheeler proposes to adopt standards and policies in this Transportation System Plan (TSP) that comply with the requirements to provide a multi-modal approach to solving transportation issues. The TPR identifies the specifications required of jurisdictions based on their population. For most urban areas, the TPR requires an alternative analysis to compare various new project options versus an alternative that proposes to build only existing funded and committed projects. These goals are measurable in many urban areas, but not in small communities or rural areas. There are three logical alternative directions for small communities and rural areas:

- **No-Build Alternative:** Pursue an alternative that programs only the identified projects in current City capital improvement plans and gradually shifts funding from new capital projects to more preservation and maintenance. Over time, capital improvements to address traffic and safety problem areas will proceed on a prioritized basis. The long-term effect is that preservation and maintenance of the existing system becomes a higher priority than relieving congestion and solving safety issues. This is often referred to as the "no build" alternative.
- **Build Alternative:** Adopt a "build" alternative, which tries to keep pace with anticipated growth by focusing funding on building capacity-enhancing and safety oriented projects, while also attempting to maintain the existing road network.
- **Combination Alternative:** Adopt a combination alternative, **as recommended in this TSP**, which includes a mixture of new projects to enhance roadway capacity, improve safety while also maximizing preservation and maintenance. This alternative also shifts emphasis to non-auto modes as much as is practical to meet the intent of the TPR.

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This TSP balances the need to reduce the reliance on single occupant vehicles given the community's needs, geography and demographics, with the need to solve safety and operational problems. At the same time, the system needs a significant effort in maintenance over the next twenty years to preserve the investment already made by the community.

This Plan contains descriptions of recommended transportation improvement projects and implementation strategies that cover the following areas:

- Streets Plan Element;
- Public Transportation Plan;
- Bicycle / Pedestrian Plan;
- Air / Rail / Water / Pipeline Plan;
- Transportation System and Demand Management Plan (TSM & TDM); and
- The Plan also provides identification of potential implementation mechanisms and a spreadsheet that prioritizes projects according to “high,” “medium,” or “low;” identifies cost implications, and potential implementation mechanisms.

STREETS PLAN ELEMENT

This Street Plan Element is divided into the following subsections:

- **Functional Street Classification**
 - **Street Design Standards**
 - **Access Management**
 - **Highway 101-Downtown Improvements**
 - **Street Maintenance**
 - **Local Street Network Connections**
 - **Site Specific Street-Related Improvement Projects**
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FUNCTIONAL STREET CLASSIFICATION

The TSP is a mechanism for establishing functional street classifications. Functional street classification describes how the public street system should operate. Streets are grouped by their similar characteristics in providing mobility and/or land access. Within the City, there are three general street classifications: arterials, collectors, and local streets.

Arterials

The primary function of a primary arterial is to provide for trips passing through a community and connecting regional centers. The principal arterial in Wheeler is U.S. Highway 101.

Collectors

As the name implies, these streets collect and distribute traffic from local streets to/from arterials. Collector streets in Wheeler include, from north to south, Hemlock Street, Gregory Street, Hospital Road, and Dubois Street. If north-south connections are provided on First and/or Fourth Streets, these streets would be collector streets also.

Local Streets

Local streets provide direct access to individual properties. Streets in Wheeler, other than Highway 101, Hemlock Street, Gregory Street, Hospital Road, and Dubois Street are considered local streets.

Functional Street Classification Map

STREET DESIGN STANDARDS

Street design standards are provisions for the construction of roads. Street design standards are developed for each type of functional classification, i.e. arterial, collector, and local streets. Wheeler street design standards are identified in the following table.

MINIMUM STREET DESIGN STANDARDS

Functional Classification	Right-of-Way Width	Travel Lane Width	Turn Lane Width	Bike Lanes	Parking	Pedestrian Facilities	Drainage Swale
Arterial (Highway 101)	Highway 101 Street Design Standards should be determined as part of the recommended Downtown Refinement Plan						
Collector	50'	11-12'	None	Optional	Optional	6'	4-6'
Local Street Option A	50'	10-11'	None	None	Optional	Shared w/ Roadway	5'
Local Street Option B	50'	11'	None	6' w/ pedestrians	Optional	6' foot w/ bike lanes	5'
Pathway	10-50'	None	None	10'	None	10' (w/ bike facilities)	None

STREET MAINTENANCE

Safety, maintenance, and repair should be actively pursued to maintain the integrity of the system and not jeopardize current conditions. Pedestrian, bicycle, and transit modes of transportation typically require wider, smoother roadways. These improvements also benefit automobile and truck traffic by making the roads safer and more efficient. Providing pedestrian and bicycle facilities, as well as transit modes of transportation, within the street system promote the Oregon Transportation Plan policy of encouraging alternatives to the auto.

ACCESS MANAGEMENT

Streets accommodate two types of traffic: local travel and through traffic. Arterial streets are intended for through movement of traffic while local streets are designed to give direct access to the abutting properties.

Without access management, arterial streets can become overused for short distance trips and local access to property. Land use changes along arterials also contribute to increased trip generation and traffic conflicts, as businesses normally choose to locate on high traffic arterials. The lack of adequate access management and insufficient coordination of land use development, property division, and access review can contribute to the deterioration of both the arterial and collector road network. Partial access control, which is often found on major arterials and highways, is provided by limiting or prohibiting driveway access, left turn movements, and cross traffic at intersections. These limitations increase the capacity of an arterial to carry through traffic at the desired speeds without requiring the additions of more travel lanes. Coordination, planning, and proper policies can help avoid these problems and costly solutions.

Highway 101

An inventory of existing accesses to Highway 101 was conducted and summarized in the existing conditions analysis. Generally, access management is currently adequate along Highway 101 through Wheeler, particularly through the downtown core area. There are two primary reasons for the adequate access management through downtown: 1) the highway is adjacent to the railroad which limits private property access on the west side of the highway through downtown; 2) generally, east side commercial establishments fronting the east side of Highway 101 Street do not have vehicular access to their properties from Highway 101. Vehicular access is provided via side street connections and behind (east) the buildings.

As development and redevelopment of property fronting Highway 101 occur throughout the city limits, property access to Highway 101 should be limited to the minimum number of access required to serve properties. Coordination with ODOT is required for any development/redevelopment that impacts traffic on Highway 101.

HIGHWAY 101-DOWNTOWN IMPROVEMENTS

Improve downtown/Highway 101 automobile, bicycle, and pedestrian circulation and safety, and provide additional parking. Improvements will occur by proceeding with the following basic steps:

- Highway 101/Downtown Refinement Plan
- Consider a Special Transportation Area Designation
- Secure Funding for Improvements
- Final Design and Construction

The Highway 101/Downtown Refinement Plan should include the following transportation-related improvements:

- **Accommodate Through Traffic**
In addition to making it convenient and safe for motorists to stop and shop in Wheeler, recognize that Highway 101 is the primary access and arterial through Wheeler. Therefore, autos, trucks, RVs, and other vehicles must be able to (continue to) move through Wheeler.
- **Improve Pedestrian Safety and Circulation**
Improve pedestrian safety and circulation along Highway 101 and from local streets and parking areas that connect to Highway 101. This will occur through traffic calming improvements such as wider sidewalks, bulbouts (curb extensions), intersection treatment/crosswalks, medians, signage, pedestrian signals, and lighting.
- **Provide Additional Parking**
Provide additional parking spaces in the downtown area. Additional parking spaces are needed. The additional parking needs to be:
 - grouped, i.e. large shared parking area(s);
 - close to Highway 101 commercial uses;
 - easily identified with good circulation from Highway 101; and
 - adequate, safe, and provide attractive pedestrian connections to commercial uses and the bay.
- **Bicycle Traffic**
Highway 101 has considerable through-bicycle traffic in the summer. Consider the safety of bicyclists when addressing Highway 101 improvements.
- **Urban Design Concepts**
Urban design elements improve the appearance of a downtown – which leads to increased tourism and commerce. Urban design elements also make a downtown more pedestrian-friendly. The Highway 101 / Downtown Refinement Plan should incorporate urban design elements, i.e. architectural features that complement the existing character of Wheeler; plazas that accentuate commercial store entrances and provide a place for pedestrians; gateways features at each end of downtown such as landscaping, signage, and art that “tells” motorists they are entering a community, slow down, stop, be aware of pedestrians, bicyclists, and parking movements.
- **Consider a Special Transportation Area (STA)**
Consider creating a Downtown Wheeler STA. The STA will recognize that local auto, pedestrian, bicycle, and transit movements through downtown are generally as important as the movement of through traffic. The STA is a method for developing a detailed physical plan and management plan that addresses the needs of through traffic, local traffic, pedestrians, bicyclists, and public transportation; identifies parking; develops standards for highway access, may lower highway speed limits, improves commerce, and makes the downtown area along the highway an attractive place for local residents and tourists to visit. The STA can be a mechanism for the City of Wheeler and ODOT to reach agreement on downtown transportation improvement projects.

Concept Plan

A detailed design study is recommended for Highway 101 and downtown improvements in Wheeler – called a Downtown Refinement Plan. The Downtown Refinement Plan should include evaluation of a concept that incorporates the following transportation elements:

- Two lanes with one 14' travel lane in each direction
- A wider sidewalk on the east side
- West side diagonal parking with access lane that is separated from the travel lanes by a 2' barrier. The diagonal parking should be located between the highway travel lanes and the parking access lane to allow more turning.

Project A: Prepare a Downtown Refinement Plan

The downtown refinement plan will provide the city with a more detailed plan for downtown transportation and urban design improvements. The refinement plan should evaluate the conceptual plan identified in this TSP and include a public process where the community is able to evaluate, provide input, and participate in the selection of a preferred downtown plan.

The downtown refinement plan should:

- accommodate the needs of through Highway 101 traffic,
 - improve pedestrian safety and circulation,
 - improve the needs and safety of bicyclists,
 - provide additional parking,
 - incorporate urban design concepts, and
 - evaluate the designation of downtown Wheeler as an STA.
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LOCAL STREET NETWORK CONNECTIONS

There is an opportunity to connect some local streets by constructing street extensions within existing right-of-way. Topographic constraints limit the opportunities for connections. One objective for improving the local street network is to provide a north-south local street connection(s) where local residents will be able to drive from one end of town to the other without having to access Highway 101. Recommended north-south, continuous local street connection projects include:

Project B: First Street Extension

Extend First Street to provide a connection from Hospital Road north to Third Street and from Rorvik Street to Gregory Street. An alternative connection from the First St./Rorvik St. intersection is to improve Rorvik St. between First St. and Second St. then connect Second St. between Rorvik St. and Fir Street (although this is fairly steep).

Project C: Fourth Street Extension

Extend Fourth Street to provide a connection from south of Gamble St. north to Vosburg St., from Hall St. north to Alder St., and from Gregory St. north to Spruce St. A landslide hazard area has been identified in the location where Fourth Street would connect between Gamble St. and Vosburg St. In order for this through-street connection to be viable, this potential hazard would need to be mitigated.

SITE SPECIFIC STREET-RELATED IMPROVEMENT PROJECTS

The following site specific transportation improvements are recommended:

Project D: Waterfront Circulation and Parking Improvements

As part of the recommended Downtown Refinement Plan, develop and implement a detailed plan for vehicular and pedestrian circulation and parking improvements between the railroad and the waterfront. This may include a recommendation for designating Marine Drive as a street. Currently Marine Drive is not a public (or private) street but is used to access the waterfront and commercial/industrial uses along the waterfront.

Project E: Highway 101/Pennsylvania Avenue Intersection Realignment

The existing intersection is at an odd angle due to steep topography. This creates an unsafe condition for vehicles turning from Highway 101 to Pennsylvania Avenue and for vehicles turning from Pennsylvania Avenue on to Highway 101. An improved intersection, closer to a 90-degree angle is preferred to make the turning movements safer however this will be a challenge due to the steepness.

Project F: Hall Street/Third Street Curve

Identification of existing right-of-way or easement that depicts the true turning movement (curve)

Project G: Hemlock Street/Third Street

Secure right-of-way or easement where Third Street curves to intersect with Hemlock Street.

Project H: Provide Additional and Convenient RV Parking

Expand the RV parking between Highway 101 and the waterfront. This should be included as part of the recommended Downtown Refinement Plan. Consider other locations for RV parking that are in close proximity to downtown, located on flat ground, and have good circulation for large vehicles.

Project I: Gateway Improvements

Provide attractive community gateway features at the north and south ends of Wheeler along Highway 101 to identify the entrance to Wheeler and to identify activities and businesses. The gateway features should include

landscaping and signage. Also include a downtown gateway feature as part of the recommended Downtown Refinement Plan.

Project J. Citywide Stormwater Master Plan

Develop a citywide stormwater master plan that incorporates stormwater drainage solutions along side and within the street right-of-way system.

CITYWIDE/UGB STREET-RELATED POLICIES

The following street-related policies are recommended to be incorporation into the Comprehensive Plan policies:

Maintain Access to Amenities and to Undeveloped Land

Maintain public access to amenities and to improve connectivity. This includes prohibiting street vacations where they provide access to amenities and potential access and circulation, whether vehicular or pedestrian.

Circulation Connectivity with New Development

Require new development to provide connections to adjacent streets and pedestrian/bicycle facilities. This should occur through the land use application process and include provisions that transportation improvements be constructed concurrent with development, that right-of-way be dedicated, and that connections to adjacent properties occur to ensure future development connectivity.

Ensure Transportation Facilities and Services Accommodate Special Needs

Ensure transportation facilities are in accordance with Americans with Disability Act (ADA) standards wherever possible, and that public transportation services accommodate special needs, i.e. disabled and elderly.

PUBLIC TRANSPORTATION ELEMENT

Public transportation services are needed to accommodate the elderly and transit disadvantaged. Tillamook County Transportation District (TCTD) currently provides transit service between Manzanita and Tillamook that includes stops in Wheeler. This service should be continued and improved to accommodate future transit needs. Increased awareness of the existing service is encouraged to notify Wheeler residents of this transit opportunity.

The Tillamook County Transit District service, known locally as the *WAVE*, currently provides weekday service (no holiday service). Five daily trips are available from Manzanita to Tillamook, with limited service on Saturdays.

The following public transportation-related policy are recommended to be incorporated into the Comprehensive Plan.

Improve Public Transportation Services

Improve public transit services as needed between Wheeler and other cities in Tillamook County. Improved public transit service and increases in ridership can occur through alternative mechanisms, such as:

- Increasing public awareness of the existing service that currently is provided;
- Increasing public transportation trips to include weekend services and/or expanded weekday schedules;
- Encouraging employers to participate in transit programs for employees and visitors; and
- Physical public transportation-related improvements within Wheeler, i.e. ensuring an adequate number and easily identifiable drop-off/pick-up locations, transit shelters, scheduling and service information, and bicycle racks on buses, etc.

PEDESTRIAN AND BIKEWAY SYSTEM ELEMENT

There is an opportunity to create a connected pedestrian and bicycle system. The connected ped/bike system will enable residents to access destinations, i.e. shops, post office, homes, without having to use an automobile. The ped/bike system will also provide a recreational amenity for people to walk, run, or ride. The ped/bike system will utilize the existing right-of-way where feasible. The ped/bike system (*see diagram*) should be integrated with a park and open space system, i.e. pathways parallel to daylighted creeks and leading to and through parks.

There are two types of pedestrian/bicycle facilities - those associated with the street system and off-street multi-modal pathways. Pedestrian/bicycle facilities associated with the street system are preferred because of funding, maintenance, and safety issues. However, in Wheeler there are opportunities to create a pedestrian/bikeway system that incorporates both on-street and off-street facilities. This opportunity provides connections between destinations, i.e. residents, commercial uses, and natural amenities.

On-Street Pedestrian/Bicycle Facilities

Based on need and street characteristics, all streets open for public use should be considered for the potential to improve bicycling and walking. Pedestrian/bicycle facilities are considered in the development of street design standards according to functional classifications. The following pedestrian/bicycle facilities are appropriate on the street system in Wheeler.

Bicycle Lanes and Sidewalks

Principal arterial design standards (Highway 101) should include the provision for designated bicycle and sidewalks. This is appropriate on Highway 101. However, it is not appropriate to have designated bicycle lanes adjacent to diagonal parking as a result of limited vision of motorists backing into bicycle lanes.

Shared Roadways

Shared roadways are appropriate on local streets that do not experience high traffic volumes, i.e. less than 250 average daily traffic (ADT). Shared roadways are simply the streets pavement width as constructed and provide for shared motor vehicle, bicycle, and pedestrian usage. Local residential streets in Wheeler are used as shared facilities. Sidewalks are appropriate on local commercial streets in Wheeler, however sidewalks are not necessary on local residential streets because of low traffic volumes.

Off-Street Multi-Modal Pathways

Off-street pathways can be paved or unpaved. If unpaved, an appropriate surface material should be selected for its durability and compactness for multiple user groups, such as wheelchairs, bicycles, and pedestrians.

Though originally conceived to provide a facility for bicyclists separated from motor-vehicle traffic, paths often see greater use by pedestrians, joggers, skateboards, and in-line skaters. The planning and design of multi-use paths must therefore take into account the various skills, experience, and characteristics of these different users. In addition, a primary consideration to designing and constructing a multi-modal pathway in Wheeler will be the topography and trying to maintain grades that pedestrians, cyclists, and disabled individuals can use.

Well-planned and designed multi-use paths can provide good pedestrian and bicycle mobility. They can have their own alignment along drainage channels and "greenways," such as riparian and wetland corridors, and may be components of a comprehensive community pathway system.

Key components to successful paths include:

- Connection to and between land uses, such as residential areas, downtown/commercial areas, parks, and other community destinations;

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- Well-designed street crossings, with measures such as bike and pedestrian activated signals, median refuges, and warning signs (on Highway 101) for both motor vehicles and path users;
- Shorter trip lengths than the road network, with connections between streets and through open spaces;
- Visibility: proximity to housing and businesses increases safety;
- Good design, by providing adequate width and sight distance, and avoiding problems such as poor drainage, blind corners, and steep slopes;
- Proper maintenance, with regular sweeping and repairs;
- An easy to read and understandable “wayfinding” system that includes signage to locate destinations, approximate distances, and facilitate better connections to the local street system;
- Continuous separation from traffic; and
- Scenic qualities, offering an aesthetic experience that attracts pedestrians and cyclists;

The substantial changes in topography in Wheeler create a challenge in providing a safe, well-connected pedestrian/bikeway system. Because of these limitations it is appropriate to consider off-street multi-modal pathways that will assist in providing a connected pedestrian/bikeway system.

Designated routes recommended projects include:

Highway 101 – East and West Sides. Future plans and improvements to Highway 101 throughout the city should include bicycle and pedestrian facilities wherever possible.

Fourth Street from Dubois St. to Hemlock St.

Hemlock Street from Fourth St. to Highway 101 and across the highway.

Country Road from Highway 101 to Hemlock St.

Gregory Street from Fourth St. to Highway 101 and across the highway.

Gervais Creek Pathway

Construct a pathway parallel to a daylighted Gervais Creek from Fourth Street to Highway 101, across the highway to the bay. Daylighting Gervais Creek will rediscover a natural amenity. A pathway parallel to the daylighted creek will provide a recreation amenity and pedestrian connection to downtown. This will not impact vehicular traffic as Rorvik Street right-of-way is too steep to be developed as a street along most of this section.

Akin Street from Fourth Street to Hospital Road and surrounding the City-owned land (future park) between Akin, Hall, Third, and Hospital streets.

Third Street from Gervais Creek south to the City-owned land (future park).

Rowe Street/Hospital Road from Fourth Street to Highway 101.

First Street from Gregory St. to Hospital Rd.

Second Street from Akin St. (future park) to Dubois St.

Vosburg Creek Pathway

Construct a pathway parallel to Vosburg Creek from Fourth Street to Highway 101 and across the highway.

Third Street and Dichter Drive from Vosburg Creek to Highway 101 and across the highway.

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Specific projects that are needed to provide the above identified designated pedestrian/bicycle routes include the following:

Project K: Highway 101

Project L: Gervais Creek Pathway

Project M: Akin Street

Project N: Second Street

Project O. Vosburg Creek Pathway

Project P. Third Street and Dichter Drive

RAIL, WATER, PIPELINE, AND AIR TRANSPORTATION SYSTEM ELEMENT

Rail

The Port of Tillamook Bay operates a passenger rail car for tourists and other visitors to Tillamook County during the summer peak travel season. The route begins at the Port of Tillamook Bay just north of the City of Tillamook and stops in Garibaldi and Rockaway Beach. In 2000, over 1,800 passengers boarded this train, which travels through Wheeler.

There is also consideration to establish a regional passenger train service between the Portland Metropolitan Area and the Oregon coast. This would likely result in Wheeler becoming a passenger rail destination because it is the first city the existing rail connects to from the Portland area. The Port of Tillamook Railroad is a major property owner in Wheeler including much of the land that currently occupies Highway 101. The City of Wheeler needs continuous coordination with the Port of Tillamook Railroad to ensure the needs of both the City and the Port are satisfied.

Intercity Passenger and Freight Rail Service

Improve Intercity Rail Passenger Services and Freight Service as needed between Wheeler and other cities in Tillamook County.

Regional Passenger Rail Service

Coordinate with state, regional, and local agencies as needed to establish a regional passenger rail service.

Coordination with the Port of Tillamook Railroad

Establish continuous coordination with the Port of Tillamook Railroad to ensure the needs of both the City and the Port are satisfied.

Water

Water-borne transportation planning is applicable in Wheeler with the adjacent Nehalem Bay and access to the Pacific Ocean. The following water-related policy are recommended to be incorporated into the Comprehensive Plan.

Maintain and Improve Access to and within Nehalem Bay

Nehalem Bay is the major attraction and natural resource of Wheeler. Boat access for recreational and commercial water-related activities is important to the community. Vehicular access and boat access need to be maintained.

There has been discussion of potential relocation of the boat launch to north of town. If this is pursued, a detailed study should occur to determine impacts to the community and existing water-related businesses.

The recommended downtown refinement plan should include circulation and parking improvements between Highway 101 and the waterfront including the boat launch area.

Pipeline Transportation

The following water-related policy are recommended to be incorporated into the Comprehensive Plan.

Maintain Use of Pipelines

Pipelines are used for power transmission lines, cable television, telephone, natural gas, water and sewage. The City encourages the continued use of pipelines to carry goods across City boundaries and for distribution within the City.

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Air Transportation

Air transportation planning is not applicable in Wheeler.

TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT ELEMENT

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) improvements focus on optimizing the carrying capacity of streets by alleviating congestion and reducing accidents. Examples of TSM strategies include:

- Minimizing the number of access points;
- Channelization of turning movements;
- Creation of continuous turning and merging lanes;
- Raised medians; and
- Signalization.

An important aspect of TSM is that public agencies work closely with affected businesses to fully evaluate impacts from changes to access. In addition, TSM must account equally for the needs of all modes of travel, particularly bike, pedestrian, and transit movements and safety are not compromised in exchange for improving roadway capacity.

Several TSM strategies are incorporated in this Plan and identified in the Transportation Projects. Examples include access management, intersection improvements, and turn lane improvements.

TRANSPORTATION DEMAND MANAGEMENT

Unlike TSM strategies, which focus on physical changes, Transportation Demand Management (TDM) measures target driver behavior, mode choice, and employers to lower the traffic demands on the roads, especially during the peak travel times of the day. Examples of TDM strategies include:

- Alternative or flexible work schedules;
- Ridesharing/carpooling;
- Transit use;
- Bicycling/walking;
- Parking management; and
- Working at home/telecommuting (teleworking).

Transportation Demand Management (TDM) strategies identify opportunities to reduce the impact of trips generated by various land uses, particularly during peak travel hours. TDM techniques typically seek to reduce reliance on single-occupancy vehicle trips and promote the use of alternative travel modes by persons accessing a given area or facility. The Oregon Transportation Planning Rule encourages the evaluation of TDM measures as part of the TSP development process.

TDM strategies often focus on major employers or other sources of traffic that can be influenced through measures such as scheduling changes, or alternative transit opportunities such as carpools and buses. Frequently, financial disincentives are included in programs to generate revenue that can be used to support other elements of an overall TDM program. The success of fee parking and other commonly used disincentives is dependent on the environment in which a given employer is located.

Given the small population of Wheeler, the TDM measures available to the city are limited in scope as compared to larger metropolitan areas. Typical TDM measures such as fee parking are not practical in a community where employee-paid parking does not exist. Provision of sidewalks and bicycle lanes will at least provide the community's residents with viable alternative travel modes for some local travel. Development patterns that encourage non-auto-oriented travel should be promoted.