

Jeffrey Adams

From: Leahyao <leahyao@aol.com>
Sent: Wednesday, September 22, 2021 5:57 PM
To: Jeffrey Adams
Subject: Inputs on TSP Bicycling Alternatives
Attachments: Cannon Beach Bicycling Inputs - NEAL.pdf

Jeff,

I'm a frequent (almost daily) Tolovana to Downtown bicyclist. I reviewed the published bike/pedestrian segments. Here are some notes/diagrams (attached)

- I love the idea of having a multi-use bypass of Haystack Hill and avoidance of downtown Hemlock/Spruce.
 - However I do not see a need for a northern section (Hwy 101 S ramp to recycling center)
 - I also believe the southern bypass might be better terminated at Nelchana, instead of Yukon.

- However the rest of the plan was heavily focused on Hemlock/Spruce. I would recommend bike/pedestrian routes that avoid these as much as possible.
- I would propose other 'bike scenic routes.' These would be loops or destination spots. Some of these partially exist.
 - The trail between skate park/parking areas to the elementary school
 - The trail(s) around the pond -- though the east trail requires that nasty hairpin turn; while the west trail is straighter, but has the bridge.
 - The pond trails drops off onto Elm - a much quieter street than Spruce (I suspect Spruce is better used as an backup emergency route.)
 - The connection to the exiting trail behind Police Station would need some sidewalk widening / curb ramp.
 - I would discourage Gower as a bike route - use Coolidge instead. It has a good crosswalk and is a perfect spot for a mini-hub near transit and bathrooms.
 - This is a nice access spot to the beach/Haystack - and it could create a nice ped/bike loop back around up Ocean Ave back to 1st.
 - Continuing south (from pathway/Spruce to Elliot) or directly on Hemlock could lead to a bike rack near top of Haystack stairs.
 - * These routes offer some of the best views of the village, beach, Haystack, forest, nature ponds and the new Elementary school -- and avoids most of Hemlock, Spruce.

- As for the routes south to Tolovana
 - I feel the pedestrian bypass may be better terminated within the Nelchana cul-de-sac.
 - Going up Yukon is still very steep. A Yukon crossing is a big problem with visibility for both bike and cars.
 - Nelchana is a good crossing point - much better than both Yukon & Matanuska (another visibility issue. It terminates between the hotels.
 - A side-route could loop back up Matanuska, thru the back paths and terminate at Pacific near Hemlock (passing several beach accesses.)
 - Pacific Avenue to Fernwood is a natural bikeway - quiet and beach access.
 - However direct access to Tolovana should be created (near bathroom, or playground) - a cyclist shouldn't have to return to Hemlock to get to Tolovana.

- Below Tolovana existing bike lanes should suffice
 - although ROW parking by trucks/cars across from Fresh Foods and between Fernwood and Surfcrest during Tolovana overflow is dangerous looking
 - Is ROW parking allowed on Hemlock? allowed to encroach onto bike lane area?

As for Haystack Hill and the S-curves.

- Generally I feel relatively safe dealing with the S-curve -- although this is very counter-intuitive!!
- Going down, I always 'take over the middle of the lane' forcing cars to stay behind. This works well - bike speed is approx car speeds.
- Going up, speed is so slow that cars get a good view of you and adjust well (the main exception is the final turn at Inspiration Point (too blind, too narrow.)

- However the trek both up and down Haystack Hill is nerve-wracking.
- Too many poorly parked cars, entering/exiting of cars, pedestrians, pedestrians crossing, cars doing 3-point turns, too much speed, too narrow bike space, gawking.
- That area is an area just waiting for a very bad outcome (pedestrian, bicyclist, cars)

- My input would be to eliminate parking, stopping and pedestrian access (stairs to Yukon.)
- Maybe access to the Haystack Stairs and 'photo-op' shots of the Rock/Inspiration Point is best served by a 'trolley stop.' (an incentive to ride trolley too.)
- Biking of the curve/hill should be discouraged for tourists -- locals & touring cyclists are more likely to be prepared/aware of the risks (of ignoring the bypass option)

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