

I know there has been a lot of effort to put this together and to try to solicit community input. I have attended, viewed hours of ZOOM and provided written inputs. I have concrete inputs on biking as I bike from Tolovana to downtown often. In other areas, my inputs are less solidified – but I am willing to provide constructive criticism.

I believe this transportation plan not be approved as presented and returned to for additional work. This process has been going for almost three years, an additional few months is not critical. Nothing is more important than the town picking the right solutions to deal with the tourist season parking and congestions season. Our infrastructure is mostly fine for the 2000 homes here for the other 90% of the time outside 10am to 3pm for 120 days per year of tourism.

A couple of phrases came up in the council meeting last week.

- That a “menu” of options might be a desired approach. Not really...
 - o It does not create a “strategic vision” – something we all understand and support
 - o It’s kicking a can down the road; postponing a strategic decision to someone else, later
 - o Hundreds of thousands of dollars have been spent to analyze traffic flows, parking utilization and solicit community ideas. These options presented are a rehash of the same ones talked about year after year for the past 20(?) years without refinement. Some are even conflicting.
 - o Let’s set the strategic vision – not a reformat a list of brainstormed options.

- That traffic & congestion is ‘self-limiting anyway.’
 - o It is – but it also maximizes chaos and frustration for all involved.
 - o It is a do nothing frame of mind – we should avoid this type of thinking.

- That approving this plan is an ‘urgent matter’
 - o A strategic vision for parking and congestion is one of the city highest concerns
 - o All other issues (beach ramps, SDCs) are a second level priority
 - o Let’s get this right – and have the highest amount of community support
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Traffic & congestion is a very limited timeframe; so solutions should be targeted toward the congestion times & locations (not a general burden on the town for all possible moments.) The town’s infrastructure is more than capable for its population of 1500-2000.

- 10 am to 3 pm (maybe 9am to 4pm?)
- Only 120 days per year (May/June through Sept)
- 720 hours in a year -- 8% of the time
- Select projects with the appropriate scope and cost accordingly to this need

It is important that the community at large shares the same enthusiasm and vision for the plan. I believe the community remains mostly unengaged despite meetings, ZOOMs & surveys.

What is this plan's vision?

- **Offsite Parking:** Is there really an appetite for creating off-site parking?
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- **Plaza:** If not, would we sacrifice (large %) of downtown street parking for a plaza? For bike lanes? If yes, then offsite parking is required. I would pass
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- **Couplet:** Is there really an appetite for a couplet approach for Hemlock/Spruce? If so, what is it? And would a single lane couplet even make sense given congestion / flows? This feels like a potential (but not as listed here.)
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- **Biking:** Do we really want to encourage bicycling on Hemlock/Spruce?
 - o Create low impact backstreet options instead (simple trails, Elm, Ocean, Pacific, Haystack bypass.) Enjoy the ocean views or weave gently through the forest
 - o Do we really want to spend big \$'s to stripe & mark or construct as described?
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- **Haystack Bypass:** The Haystack Bypass Trail seems like it has 'some' support (was already in Parks trail.) But what should it really be? A low impact simple trail? A formalized paved volume bikeway? Should it terminate at Yukon (an intersection with a history of accidents with high speeds and poor pedestrian visibility?) Might Nechelem be a better choice with better access for Tolovana's hotel tourists? The gory details are not needed – but a clear, basic vision is!
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- **Pedestrian Crossings:** Do we really want 4-way stops at most major intersections? Pedestrians will still congregate and block auto flow within crosswalks (think big city w/o controls.) Maybe 'enhanced crossings' are a better approach (flashing lights to direct auto/pedestrian flows with variable crossing timing and for variable parts of the day.
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- **Demand Management:** Multnomah Falls implemented 'timed passes' with enhanced bus service in 2021 and the Columbia Historic Highway is implementing in 2022. Neither plan has been reviewed with Cannon Beach stakeholders – are they applicable, are they working, can we apply in CB? Programs like these will be our only hope to really manage traffic/parking flows. Why no solid discussion on this. Need to start defining soon to get traction when needed.
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- **Delivery & Freight:** There is no discernable plan for new delivery and freight alternatives.
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- **Accessibility:** Our town is long and complex terrains. Let's concentrate our accessibility improvements to where they can make the biggest impacts (access from Whale Park, Midtown Gower Beach and Tolovana. Have great accessibility – including beach wheelchair offerings.

In addition the plan is ignoring several key strategic items:

- **Neighborhood Right-of-Way Parking:** is not mentioned at all. Should shoulder parking on Hemlock be allowed next to Tolovana Wayside/Fresh Foods? Should residential neighborhoods be restricted 'permit parking' for owners & employees? (or restrict to permit for ½ ROW parking. Much of the parking analysis' definition of on-street parking was really residential ROW (Larch, Laurel, Beaver, other Presidential.)
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- **RV access and parking** (within the town core); should they be banned & create more spaces for auto parking? Can we restrict them to 'passing through' Spruce or Hemlock only. Provide RV parking at RV Park only.
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- **Safety of Haystack Hill traffic:** should parking be allowed along the road? Can we re-route pedestrian traffic to Haystack Stairs off Hemlock and utilize the quieter Forest Lawn pathway. This could avoid costly sidewalks and striping as proposed.
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- **Tolovana & Ecola Park:** while technically not city property, both are an integral part of the city's tourism footprint and two of the area's largest parking lots. Ecola has paid parking – Tolovana does not. Neither have time limits. It seems like the city should be including what it would like see for those areas in the future. Then the city & state could create a common vision. Road access to Ecola is an annual discussion due to closures. Is access via Radar Road a preferred outcome? If so, could existing road become a more simplistic pedestrian trail or bike trail?
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- **Southwind Property:** This transportation plan has no mention of access or development of the parcel. Why? Does the city have no strategic use for this property over the next 20 years?

The plan has some strategic items – but does not bother to develop/elaborate in any level of detail

- **Loading and freight:** brought up by residents & businesses alike, the plan says nothing much about it.
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- **Intra-city Bus/Trolley Traffic:** again, brought up by many residents, business and transit authority for residents, tourists and employees – but no real vision. The city should at least decide if it wants to promote this concept and how.
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- **Alternative Emergency Vehicle Route:** brought up early on, but not addressed in this plan. Since Hemlock, Hwy 101 and Spruce are only North-South options, one more reason why pedestrians/cyclists should be encouraged to avoid Spruce and favor back paths instead.
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- **Rapid Tourist Evacuation:** While this could be critical someday, the mention of evacuation is missing in the transportation plan. In several earlier versions, an evacuation tower was included (with poor pictures/examples.) However even it seems to have been removed from the final.

The plan attempted to engage the community. But the community remains mostly unengaged.

- **Initial Presentation:** The initial two meetings (one for advisory board, one for general community) actually did a good job soliciting ideas from the community. I derived my preceding comments from the list of issues & options presented by citizens. However many good ones never got rolled forward into the plan (or in name only.)
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- **Subsequent Open Houses/Council Reviews:** Several of this style were completed. Each consisted of about an hour – with 40-45 mins of the consultants presenting something. This left only 10-15 minutes for public inputs (ie. 3-4 comments only.) These were usually lightly attended. Not a satisfying way to give constructive input.
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- **TSP Surveys:** A few online surveys were attempted. The questions were limited and often phrased towards being able to generate approval or satisfaction with the plan. It is clear many people wrote volumes of ‘other comments’ – not clear how any of these were incorporated.
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- **Advisory Committee:** An advisory committee of select community members was created. I believe they received the same reviews and surveys and had no other ‘advisory actions.’
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- **Community Stakeholders:** To my knowledge there has been no gathering (ZOOM or otherwise) of key stakeholder groups for more specific inputs. Trail people, bicyclists, public transit users, downtown business members (for employee parking, freight delivery, traffic flows, couplet/plaza, etc) or any organized subset of residents for ROW neighborhood parking.
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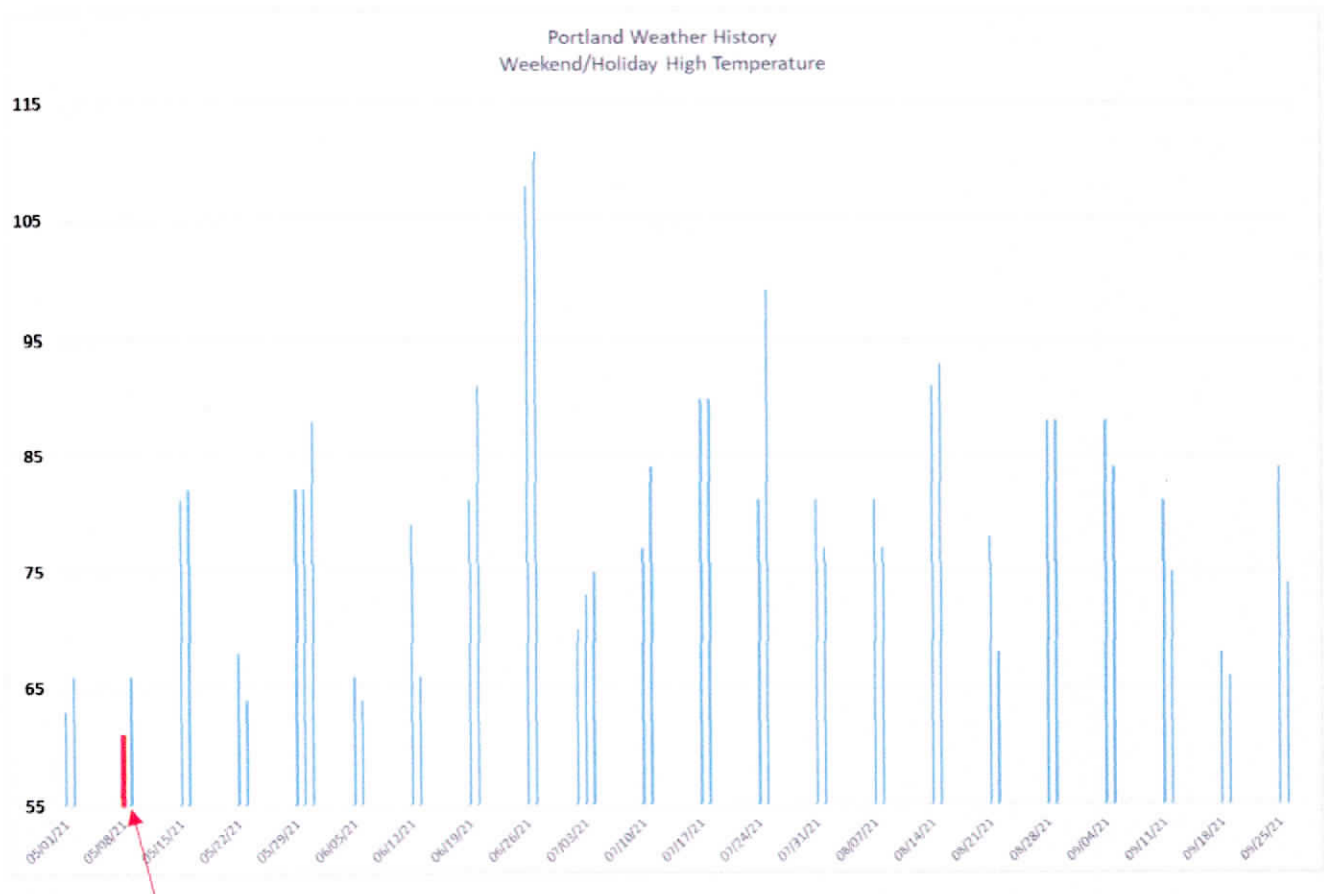
Flawed TSP Parking Analysis?

- Consultant team was given two days to do detailed parking utilization
- One was a weekday in April (Thurs); the weekend day was Sat May 8th
- This day turned out to be the coldest weekend day of the summer
- Hence both sample days turned out to have similar results

- As a result, the consultants concluded,
- ***“Interestingly, this shows Cannon Beach has nearly the same number of trips coming downtown on a weekdays...as compared to the weekend.”***

- Utilization rates for on-street and public parking were only 60-70% occupied at that time...unusually low for a summer weekend.

- *Would more valid data have influenced their urgency / creativity in creating this TSP?*



This was the day the TSP weekend parking analysis was performed; it was the coldest weekend day of tourist season (61 degrees in PDX)

New Topic: Is this TSP really conveying our 'strategic' needs...? (is this plan capturing the best ideas of consultants & residents?)

TECHNICAL MEMORANDUM (CONTINUED)

Strategic?

Table 13. Cost-Constrained Alternatives – Near Term Priorities

ID	Description	Cost Estimate	
R-1a	All-way (4-way) stop control – S Hemlock Street at Warren Beach Road	\$7,000	No
R-4a	All-way (4-way) stop control – N Hemlock Street at 1st Street	\$4,000	No
R-5a	All-way (4-way) stop control – N Hemlock Street at 2nd Street	\$4,000	No
R-7b	Hemlock Pedestrian Plaza – 1st Street to 3rd Street	\$168,000	Yes – but undefined
PB-1	Multiuse Trail from 2nd Street to Monroe Street	\$415,000	Yes – already in Parks
PB-2	Spruce Pedestrian and Bicycle Route	\$1,104,000	No
PB-3	S-Curves Multiuse Bypass	\$1,623,000	Yes – already in Parks
PB-4	US 101 to Spruce/Haystack Hill Trail	\$656,000	No
B-1	2nd Street Bicycling Improvements	\$23,000	No
B-2	1st Street Bicycling Improvements	\$14,000	No
B-4	Gower Bicycling Improvements	\$14,000	No
B-6	W Warren Way Bicycling Improvements	\$7,000	No
C-1	Enhanced crossing at N Hemlock at 2nd Street	\$284,000	No
C-3	Enhanced crossing at Hemlock Street at Coolidge Avenue	\$150,000	No
C-4	Enhanced crossing at Sunset Boulevard at Spruce Street	\$139,000	No
C-9	Enhanced crossing at Hemlock Street between Coos Street and Orford Street	\$149,000	No
T-1	Bus stop with shelter at north end of City	\$57,000	Yes
T-2	Mini mobility hub- N Spruce Street at 2nd Street (near Chamber of Commerce) Mini	\$113,000	Yes

Strategic topics are mostly undefined, being kicked down the road?

- Additional parking
- Offsite parking
- Couplet/roundabout
- Paid parking / permits
- Prevent car trips from PDX
- Redirect cars when full
- Plan for freight loading
- Shuttle plans

Some 'strategic' topics seem to be missing...

- 2nd Emerg vehicle route
- Southwind access
- RV access & parking
- How should Tolovana / Ecola fit?
- Local ROW & Haystack Hill parking
- Rapid evacuation of tourists

Almost none of the currently identified Transportation Plan projects have anything to do with the growth / capacity for new residential projects.

SDC charges are only to be for funding capacity of the demand created by residential or commercial development.

Remember Cannon Beach is down to last few buildable lots; and new commercial are very rare. This is not a big funding source.

TECHNICAL MEMORANDUM (CONTINUED)

Infrastructure to support planned development (60 units over 20yrs)

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Total Cost-Constrained Alternatives		\$4,900,000	