

Jeffrey Adams

From: Lolly Champion <lolly.champ@gmail.com>
Sent: Monday, May 09, 2022 7:16 PM
To: Bruce St. Denis; Jeffrey Adams; Jennifer Barrett; Karen La Bonte; Sam Steidel; Robin Risley; Mike Benefield; Nancy McCarthy; Brandon Ogilvie; Katie Hillenhagen
Subject: TSP DRAFT to be voted on! what do you know on how it will change Cannon Beach and what is the cost?

Tomorrow evening the Planning Commission and City Council will review the most updated TSP Plan. The meeting starts at 6:00, after the Council's session of an annual review of City Manager Bruce St. Dennis. If you cannot attend you may review the Zoom connection on the city's site. This is a meeting more than just hearing about a plan, but it is a meeting that has vast potential to change every part of our town. Three and half miles of this place we call home will face wide ranging actions along with costs of creating and maintaining those changes that become our responsibility as taxpayers.

The TSP Draft to be approved goes through a process that requires the Planning Commission to review with the Council (tomorrow night), make suggestions and ask questions of the city planner to clarify details. Next the plan will go before the Planning Commission another time - at the end of May - before being passed to the City Council for passage of a 20 year plan, but will remain open for public comment.

It is a huge document that requires hours of reading, and for me, another read through due to the many sections that are being referenced multiple times. Below are the pages that, as a resident, I felt were the most consequential to me by design and change to the city and by the possible costs as a taxpayer. If you want to read the entire document here is the link www.cannonbeachtsp.com.

If you want a quick page reference to the items that will change our neighborhoods, our downtown and the costs for you if you pay property tax I have listed pages and questions you too may want answers. This plan is 20 years (2042) and I believe we should all question the reason why the entire plan must be passed, as instructed by the city manager for the council to expedite passage. Can we begin to guess what the costs will be when significantly changed by inflation? With the increase of rates when borrowing how will it increase costs? With transportation methods rapidly changing how can we design for 2042? Why not pass TSP in necessary increments? You decide and let the Council and city know. My questions are directed to the Planning Commission, Council and City. What differences will we learn from the possibly different points of view in their answers?

Page numbers - Questions - Costs - Comments

Page 1 ~ shows who prepared the TSP plan.

Prepared by Parametrix 700 NE Multnomah,

(I researched this company...national and engineering company)

www.parametrix.com

This project is **partially** funded by a grant from the Transportation and Growth Management (TGM) Program,

a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development.

3 Questions for title page: - What are the costs to the city for the remaining fees beyond the grant the city is paying the planner? What are the city's commitments for ongoing services for implementation of the TSP to Parametrix? If there are additional costs to Parametrix will those dollars come from a grant or tax payer?

Page 22 ~ Please read the last 2 paragraphs...- "... In addition to nature paths and multi-use pathways, the plan includes sidewalks and low volume streets** in its definition of "trails." The plan does not include strategies to implement or fund projects. See Appendix E: Future Conditions Analysis..." **neighborhood streets!

5 Questions for page 22: - There is no mention in the TSP plan of the trail that exists and is an integral part of the draw for visitors and residents to and of town, our beach. First question is why would a plan be approved that climbs a hill (Haystack Hill), requires tree removal, invades residential neighborhoods and is estimated to cost \$4,422,000 before adding a current inflation rate and interest hike for a trail changing parts of Cannon Beach forever for tourists?

Who will maintain this proposed trail? At a TSP meeting it was said the North South trail will be maintained by volunteers. Who?

Has anyone on the City Council, Planning Commission and who is on city staff walked where the majority tourists walks now-- have any of you stopped to pick up cigarette butts, hidden dog poop bags, take-out containers, candy wrappers, beer and pop containers and every volunteer trash-picker-uppers favorite – the dirty diaper? A wonderful group of citizens do this pick up daily, particularly on Ocean – Ecola Park Court, Harrison, 1st Street and the lagoon trails where there are at least a few scattered trash receptacles. **Where and how** many trash replicates will be placed through the neighborhoods the trail invades, or along the Haystack Hill and adjacent parts of the trail including along 101?

Page 30 ~ Goal 1. Preserve Cannon Beach's seaside village charmObjectives 1.1 Develop transportation projects and programs that complement the natural and cultural setting of Cannon Beach 1.2 Scale the transportation system appropriately to the village context.

1 Question ...Why, when the city is making a proposal on everything from building, paving, changing, do they believe putting the words Ascetic, Village, Charm, Natural, Cultural will convince the reader that urbanization is not happening and putting these words in does not make a village?

Pages 32 – 36 ~ Policy pages...these five pages are filled with items that allow a wide swath of allowances for the to city act upon with either none or limited over-site for a 20 year plan. One of the many examples scattered over the five pages is the following on page 33: Automobile User Policies (page

2. 1. *The City may implement 3- and 4-way stops at intersections along Hemlock Street to address vehicle delay and pedestrian safety.*
2. **The City may implement mini-roundabouts** *at intersections along Hemlock Street to address vehicle delay and pedestrian safety. The mini-roundabout features a much smaller inscribed diameter, on the order of 50 to 80 ft, and a mountable small **circular central island (e.g., 16 ft to 45 ft diameter)** that is traversable to preserve freight and large vehicle movement. If pursued, mini-roundabouts shall follow design guidance published by the Federal Highway Administration, which recommend a minimum roadway width of 24 feet*

These five pages are packed with similar latitudes that as a resident I am counting on the Planning and Council to exercise control to protect from unlimited changes and costs at the discretion of the city.

1 Question – Will the Planning and Council please question how there will be oversight over the city implementing projects in the TSP plan, whether Near, Medium, Long ? And how the plan will be funded and cost to the city/property owners.

To understand the time lines projected for the wide range of projects and their estimated costs the plan provides this guide:

Project Time Line~ Estimated Costs ~**

Near (now to 5 years)	\$ (0 to \$50,000)
Medium (5 years to 10 years)	\$ \$ (\$50,000 to \$100,000)
Far (10 years to 20 years)	\$ \$ \$ (\$100,000 to +++)

** these estimates will need to be adjusted for inflation

Page 42 – 45 Table 4 Overview (COSTS FOR PROGRAMS) -Don't miss these pages if you want to know an estimate of costs and their timelines. Page 43, Items PB 1 – 6 (the north south trail) \$4,422,000. for the **Pedestrian Trail** *estimated!* Near \$4,088,000. Medium \$134,000.

Page 43 - Bike trail B1- 6 - \$313,000 for the **Bike** trail for the estimated costs. Near \$58,000 Medium \$255,000

Page 43/44 – Street Crossings C1 – 11 – for street crossing for bike and pedestrian total cost \$766,000. Near \$722,000, Medium \$44,000. Keep adding! There is more.

An estimate of \$5,501,00 for the trails and crossings. The Beach Trail - \$0

Roundabouts are estimated at \$994,000 ea! (Page 52) Again—check out the 4 pages of costs and remember we have an estimated \$17.5 million for the City/Police building(s), the school upgrade and the ongoing necessary water and sewer upgrades.

2 Questions – Will the Planning and Council ask actual costs with inflation and interest rate figures against the estimates shown in the 42 to 45 cost pages? One project of the TSP plan is completed. Will Planning and Council get the cost of the Warren/Hemlock street crossing from start to finish so those costs may be compared to the quoted \$7,000 for additional stop changes?

Pages 47-48-49-50-51 Bike trails maps – trails on these few street blocks are estimated by the plan to **cost \$306,000!**

Page 47 – Map with markings for trails. 1 Question – What do each of green dots, dash, square markings on the map indicate the surface whether cement, asphalt or soft surface and what are the sizes of walks or trails?

Page 49 – Map...that sidewalk up Spruce from 1st to Monroe...

1 Question – What size is the sidewalk in this draft and how many trees will be required to come down to accommodate the path to Monroe Street?

Page 59 – Roundabouts (1st, 2nd, Sunset, Far-Warren) note size and Pedestrian crossings...estimate cost each **\$994,000** vs. cost of \$7,000 for stop signs.

Page 74 – trails costs shown again \$3,432,000 near (now to 5 years)

4 Questions ~ What qualifies as necessary for the continued spending on the wide ranging projects stacked up across our 3 ½ mile village? How will our bond rating remain with these extremely costly projects all in the now and near future? How will you, the Planning and City Council with the City Manager, City Planner and Public Works justify each of these costly projects and where do bike trails fall into the must-develop equation? Who will begin to prioritize Cannon Beach's debt load?

Page 75 – note blue portion of the Haystack/101 trail. That is the trail adjacent to the ODOT/101 property line and is on Cannon Beach land, covered with trees that will be removed up to the start of Yukon. More trees down for a trail that is being questioned for the average tourist and resident that not only takes out trees, but is costly.

2 Questions ~ How is the cost and natural toll on the environment for a questionable ratio of use by tourist and resident and with the redundant question of who maintains? The yellow line shows the trail on 101 which asks how safe is this portion?

Page 78 – another place that will create more disturbance of our urbanized forest while proximity to 101 which again asks..

4 Questions – How many people visiting Cannon Beach (our day trippers account for the greatest quantity of visitors), will come to Cannon Beach and spend their time wandering near 101 and wander down eventually reaching the Tolovana Parking area to finally walk the beach? This is a costly project that disrupts our environment, residential neighborhoods and will receive limited use. People come to Cannon Beach for the beach....the already in place amazing north south trail. Why this trail? Why is this changing the landscape of our town? Why the debt to build?

Page 79 – first paragraph..."switchbacks, tree removal....and..." – My questions are already proposed."the village" look.

TRAILS-BIKE & PEDESTRIAN QUESTION!

How can the City Council, Planning Commission and City Planner pass a vote on these trails when none of you have put your feet on them, walked them and asked the community to join you, especially through the neighborhoods they will invade????

Page 87 - Lighting on street for safety at night for pedestrians.You have to look at this page!

2 Questions ~ has Parametrix or the City Planner ever been on Hemlock after about 8:00 p.m.? Coming home from a play in Astoria I reached Hemlock close to 10:00 p.m. one evening and had to press on the breaks...elk in the road on Hemlock – no cars and no people...they seemed to not need street lighting.. Tell me how the light up plan keeps the village look and why it was ever thought to be necessary?

Page 88 – Pedestrian lighting..."For all these intersections, speed tables, illuminated crossing indicators, and pedestrian-scale illumination are recommended, which would provide a safer experience for people walking and biking while still **maintaining the village aesthetic** ."See the flashing lights, the sign strung across the street! I have no questions . The words and photos do it all for changing this place..that never wanted city signal lights because we believed we were a village.

Page 96 - A reminder on scooter's impact on an area when rented by tourists from his experience with rented scooters as presented by Erik d.Ostrander, a business owner and volunteer fireman at the last city council meeting. I sent an article from the Seattle paper to the city and council on why Seattle is questioning allowing scooters due to the numerous accidents and injuries they have caused. From neighbors and friends' remarks..."Oh now we will be Disneyland with rides!"..is the preception of adding scooters to the already crazily vehicle mix of the summer. Motorhomes, trucks, cars, bikes and now scooters? and maybe golf carts, too? Will the city and the council really believe scooters will enhance our place of beach, sea and forest and only a 3 ½ mile road? And how many scooters will navigate the S Curves on a busy weekend with cars?

Pages 106-108 – Funding Gap pages – How you – me – business- lodging are going to pay for the TSP beyond grants and other projects to be located and applied for. – Resident Fees – Residential Road SDC fees charged---Property Taxes -levies--Borrow for Capital Improvements - Tax Increments, based on rising property values

3 Questions ~ How much are you, the Planning and the City Council willing to pass and obligate the residents and the business community to? How will the city continue to justify the growing debt load for roundabouts, mobility hubs and trails, which will place an ever greater burden during a time of financial uncertainty and the inability to accurately estimate costs? Can you really pass this TSP plan in its entirety? The ball is in your collective courts and you will have to be responsive to we, the residents, not the day or weekend tourist, by asking us to pick up another tab.

Thank you for reviewing my many questions and thank you for your commitment to volunteer to make ours a stronger community. If you feel overwhelmed to answer my many questions so I may share your collective answers I will ask the city. This draft creates great uncertainty to what we need and to what we may vision but would disrupt the very simple paths that run zig-zagging through our community and the old fashioned way of not taking on great debt.

Thank you to the Planning Commission, City Council and the city for their efforts to solve traffic, parking and other issues, and why we should consider joining the growing list of places across the world with limiting numbers. It's being done. Perhaps that should be attempted in the plan.

lolly champion - resident