

Cannon Beach Transportation Strategic Plan

Planning Commission Public Comment

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Agenda:

Key Concerns

- (1) Purpose of the TSP: Is it now just money?
- (2) What is a Strategic Plan: A common vision!
- (3) Project List: What's In? What's not? Still vague? Open ended?

Sample Issues

- (4) Public Input: How well is it being represented within the TSP?
- (5) Vision for Downtown: Is there one? Are we using the data?
- (6) Vision for Traffic Flows: Are we using the data, being creative?

(7) Recommended Next Step.

(8) Appendix/Notes: (A) Point of Order, (B) Alternative Bike Plan

WHAT WILL THE PLAN DO?

The City of Cannon Beach TSP is a long-range plan that will guide investments for the next 20 years. The TSP will include a prioritized list of needed transportation projects, programs, and policy updates for the City to begin implementing after the plan is adopted.

To do this, the City is engaging community members to develop a vision for how future investments can improve travel for all users of the transportation system, including those who drive, walk, bike, roll, ride transit, or deliver freight within the City.

The project team will also perform technical analysis to gain a deeper understanding of transportation needs in the community. The development of potential solutions will be based on what we learn from conversations with the community and this analysis. For example, solutions could include addressing traffic safety, sidewalk and crosswalk improvements, bike routes, curb ramps at intersection, and enhanced lighting.

Finally, the City of Cannon Beach TSP will provide a framework for funding and building projects based on community priorities. The final plan will include a prioritized list of improvements that reflects community needs, and that the City can pursue over time.

IN THE BEGINNING....

- City said the TSP was going to develop a 'vision'

*Can you 'see' this vision from this TSP?
Is it the same as person next to you?*

- Asked community for inputs

*Community provided many! ...and in many forms!
But opinions remain very disparate! Polar opposites?
Final TSP seems to not track public inputs, raise concerns*

- Team would perform technical analyses

*'Great' on Traffic Flows; 'Good' on Parking Util%
'Thoughtful' on pedestrian, bike, hubs & striping
- 'Still missing strong inputs' => shuttle, permit schemes,
visitors w/ fewer cars, evacuation, etc?*

- Solutions based on your inputs and tech analysis

*How often are community inputs and team solutions aligning?
Things with low community support make list; but vice versa - ?
Without tech analysis, some solutions remain 'hollow'
Enough ambiguity to raise concerns, lack of buy-in*

- Generate future framework of prioritized projects

*Still a list of all options; brainstorming list = now called a menu?
Not a prioritized list – just an idea of time/phasing?
Can you name the 5 highest priority items?
- Does it match the person next to you?*

***Various cut & pastes of web articles on good strategic planning practices ...or typical mistakes made.*

Is the Vision Clear enough so people can Buy-in?

What do we want the city to look like in 20 years. If the vision doesn't make sense, the people can't buy in

A Plan Leaves Too Much Room for Interpretation

If there is ambiguity in the way the items are explained, they will be easily misinterpreted by the group. Starting with a clearly defined outcome will lead to clearly defined expectations.

The Definition of Strategy

This is the act of choosing what to focus on. Choose the key things to that will lead to success. It is as much about what we say "no" to, as it is about what we say "yes" to.

Too Many Strategic Goals

Organizations often have a long wish list of desires, ranging from pie-in-the-sky to mundane. Dreaming up options is generally not an issue. Instead is there the discipline to narrow down and prioritize. A long list of items can inhibit implementation success. Good strategy focuses on doing a few things well while letting go of many other potential options.

IS THIS THE TRANSPORTATION PLAN WE WANT?

IS IT READY TO BE APPROVED NOW?

(1) TOWN RESIDENTS, OWNERS, EMPLOYEES AND EMPLOYERS WANT A CLEAR PICTURE AND PLAN FOR HOW THE CITY WILL DEAL WITH FUTURE TOURISM CONGESTION & PARKING, A SEAMLESS LINKING OF THE CITY TOGETHER, A SAFE ENVIRONMENT FOR ALL AND WITHIN THE LOOK & FEEL WE WANT.



Expectation of stakeholders in the beginning of this TSP process...?

(2) CITY STAFF NEEDS TO HAVE A TSP DOCUMENT IN PLACE TO QUALIFY FOR FUTURE FUNDING. IT SHOULD INCLUDE A FULL LIST OF PROJECTS.

... this now appears to be the new, primary goal?



(3) CONSULTANTS PROBABLY JUST WANT TO DELIVER A QUALITY PRODUCT ON TIME AND WITHIN BUDGET THAT MEETS THE "CITY'S" NEEDS

...should be useful to deliver "both", but seems leaning to #2?



A Strategic Plan is not Concrete

Plans often lack clarity and concreteness. A by-product are rather fluffy pieces of text, abstract "strategy speak: and general figures and trends. The reader becomes confused. Clarity energy for you to go for it; whereas vague plans do not.

A Strategic Plan is not Coherent

Plans often contain a lot of different ideas that may be useful in themselves, but don't add up to a coherent whole that fits together. The reader becomes lost and overwhelmed. Strategy need to be simple. Simple enough so that people understand it. But not dumbed down or so generic that is not actionable.

A Strategic Plan is not Convincing

Writing the strategic plan itself should not be the main goal – at least it shouldn't be. At their core, strategic plans are written for on reason: "change." The plan should convince people of the importance and meaning of the key choices and why some were chosen but not others.

A Strategic Plan must be for the Reader

It is like an essay, with a clear plot – beginning, structure and end. Is it written with the reader in mind, taking them from one step to the other in a natural, logical way. Convince the reader that this is the right way to go.

TSP LINE ITEMS: What to Approve?

(What is In? What is still unclear? What is missing?)

The TSP Projects Details = 59 Line Items

- 35 have \$'s assigned & some level of detail (\$8M)

85%
of the
\$'s

- Mini Roundabouts (2x) = \$1.848M → *No community appetite for these!*
- Bike marking/shoulder fixes (7x) = \$1.4M → *Better uses of our \$'s; low volume use*
- Haystack / Spruce Bypass (2x) = \$2.3M → *Strategic, but no clear vision still*
- Enhanced Crossings (4x) = \$722K → *TSP gives no recommended example*
- Mini Transportation Hubs (4x) = \$572K → *EV/Bike charging, ride share @ prime locations?*
- 4 way Stops on Hemlock (4x) → *Zero favorable community inputs*

- Listed items but w/no detail or \$... No vision, or lower priority?

- Shuttle / employee / bus service (3x) → *no data collected, new ideas?*
- Vertical Evacuation Structure (1x) → *community appetite? location?*
- Build more remote parking (visitor or employee) → *community appetite*
- Delivery loading zones (2x) → *no data collected, no biz communication*
- 3 hour timed parking, enforcement → *no biz communication; how to enforce?*
- Employee parking/permit plans → *no data collected, no strawman options*
- Curb painting/stripping/signage (4x) → *lowest community feedback; reconcile?*
- Prevent / Communicate Parking Overload (4x) → *general concept, no strawman*

- Unlisted, but included as "City may also want to"

- Implement a pedestrian plaza
- Implement a downtown couplet concept
- Remove parking to create car-free zones
- Adopt policies for ride-hailing services (Uber, Lyft)
- Create a permit program for on-street parking
- Invest in EV charging stations
- Create additional remote parking lots

2019 Lancaster Engineering Review
for Warren Way Intersection



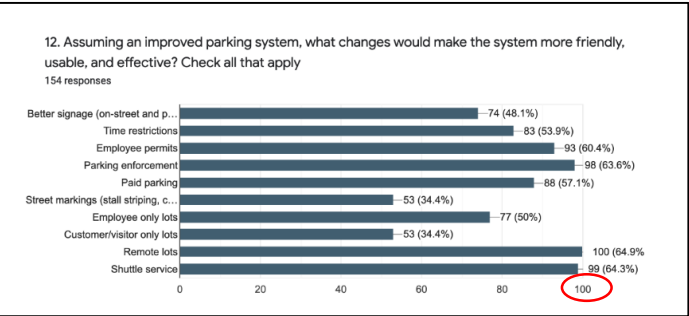
Tolovana, Ecola
two of largest
parking lots in city;
get no mention...

- Topics not even addressed...

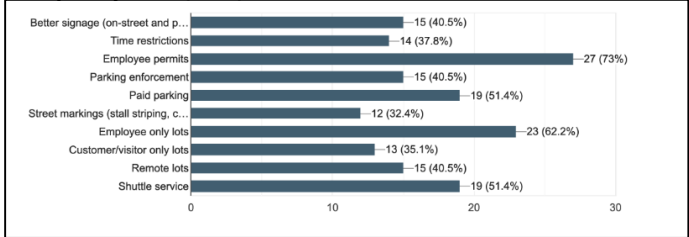
- Tolovana Parking → re-line for stalls? Consistent parking rules?
- Ecola Access Road → work w State to re-route; old road as trail?
- Neighborhood ROW → Max it out? Permit / or no park one side?
- RV Parking → community concerns, not addressed
- Fir Street Bridge → no action in next 20 years?
- Parking / pedestrians on Haystack Hill
- Southwind → no action expected in next 20 years?

...it appears add'l capacity could be
created by striping in a more efficient
manner & reduce on-street parking

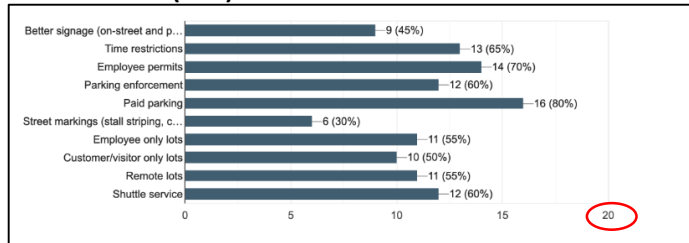
Resident (154)



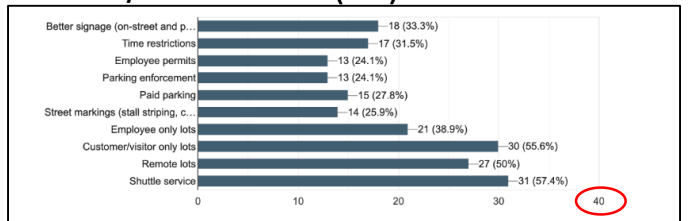
Employee (20)



Business (37)



Visitor/2nd Owner (54)



WOW
These
charts and
results look
impressive!

But look
closer at
the axis &
scales - ??

Remember
These are
responses
about the
'potential
solutions',
not the
ones in the
'final TSP.'

Also, these
responses
reflect
inputs
'before any
knowledge
of project
scope or
\$'s costs'

PARKING SURVEY RESULTS

STAKEHOLDER ENGAGEMENT: AS POSITIVE AS DESCRIBED?

What City Staff & Consultants say...

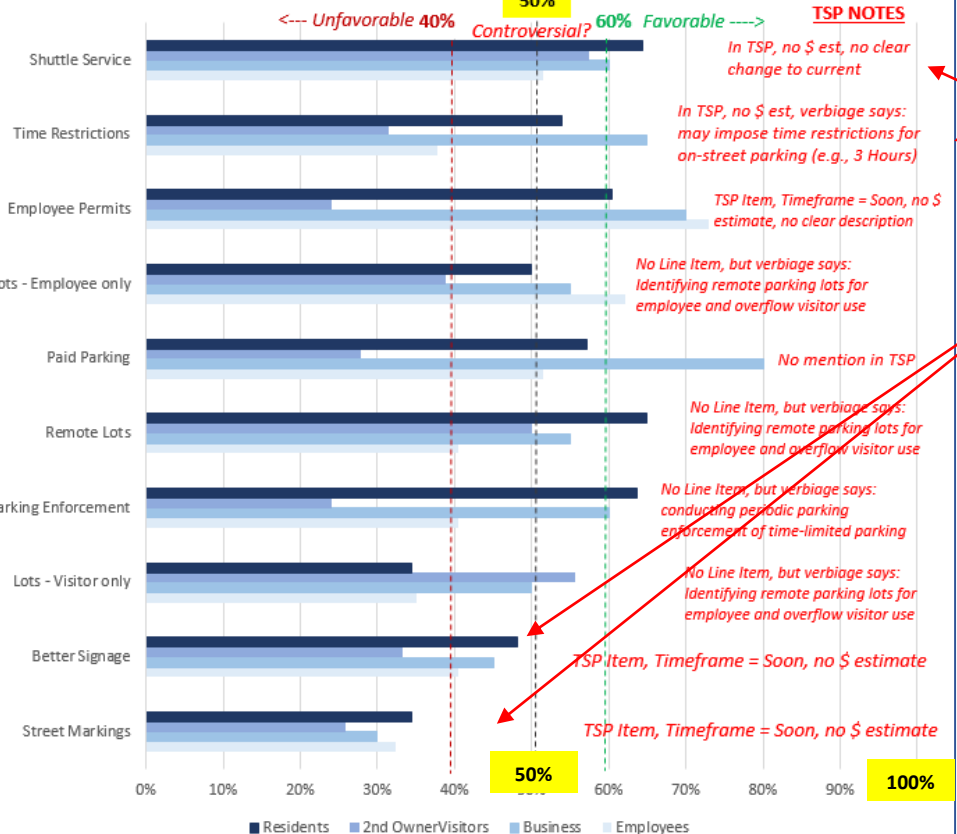
- Great involvement, better than other cities
- Great inputs – we listened
- High Satisfaction with the Strategic Plan
- People are 'on-board'

What Others might say...

- Community outreach efforts have been very good
- 'Community engagement' less so; not always clear team listens
- Strategic Plan satisfaction metrics appear misleading (example)
- People are clearly unaware; or if aware, confused or outraged

TSP PARKING SURVEY RESULTS

(displayed w 'normal' chart axis)



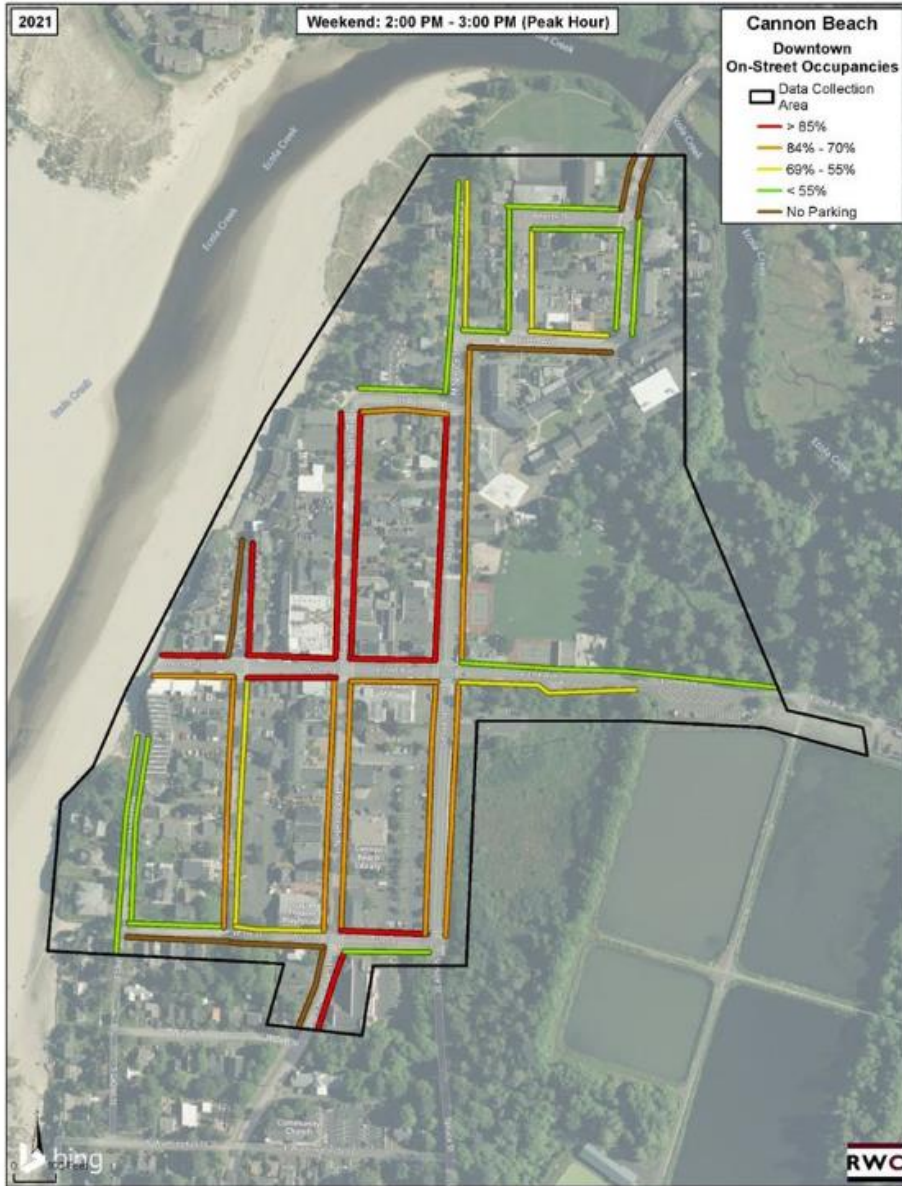
There are 59 items in the TSP (\$10M)

- Some things the community did favor, but does not warrant a line item....only vague verbiage
- Things the community did not like get included as key 'line items'
- Most of these topics received no clear description/vision/data of an upcoming project (i.e. keep same shuttle plan, or different?)
- Even still, most topics would appear to be in the 'controversial' stage (+/- 50% support.)

Clearly not as favorable as described by staff; what was criteria for selection in TSP? for deciding what got detail?, what got a \$ estimate?



Figure E: Downtown on-street parking occupancies by block face – Weekend peak hour*

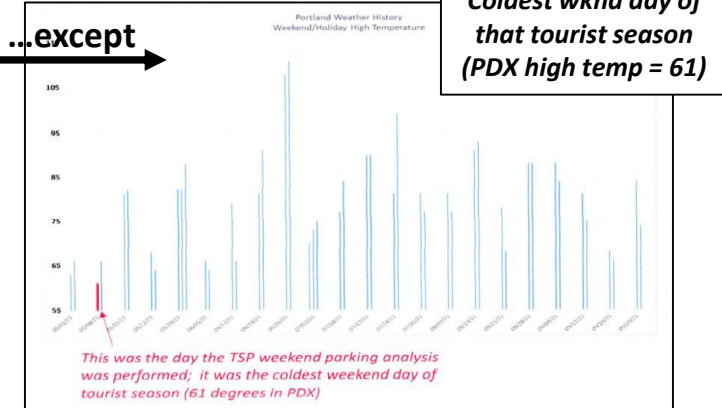


EXAMPLE: CANNON BEACH DOWNTOWN PARKING FINDINGS / PLAN?

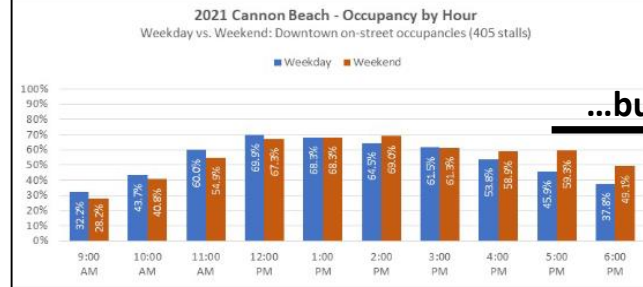
Parking Study says Weekdays same as Weekends

The number of unique vehicles parked on-street over the 10-hour data collection period totaled 811 on weekdays and 878 on the weekend. Interestingly, this shows Cannon Beach has nearly the same number of trips coming downtown on weekdays using the on-street supply as compared to a wknd.

...except



Study: City using only 2/3rd of on-street stalls



...but notice

- Hemlock is not full..
- Spruce is not full..
- 2nd St Tennis area parking even less full!
- Not a typical summer weekend day
- Not a good dataset to base plans from...

Excessive Time stays (5+ hours) are likely Employees

- 115 & 126 vehicles each day for 5+ hrs
- Transition these to "off-street locations"
- Free up valuable, stalls for customers, visitors
- Off-street locations = business parking lots

...likely true

- ~120 stalls may be true for 'those days'
- But if town not full, then not an issue
- No real discourse with biz owners at all on using their owned spaces 'differently'

More parking within Neighborhood ROW ?

- Laurel and Larch show low utilization (pack more?)
- Likewise, Beaver, Antler & N. Spruce
- Striping doesn't add capacity, just better organize

...but

- How much ROW parking do we want?
- Max it out? This plan doesn't say
- Visitor park one side, no park the other?
- Park one side, employee permit other?

What is this TSP really suggesting to improve parking utilization?

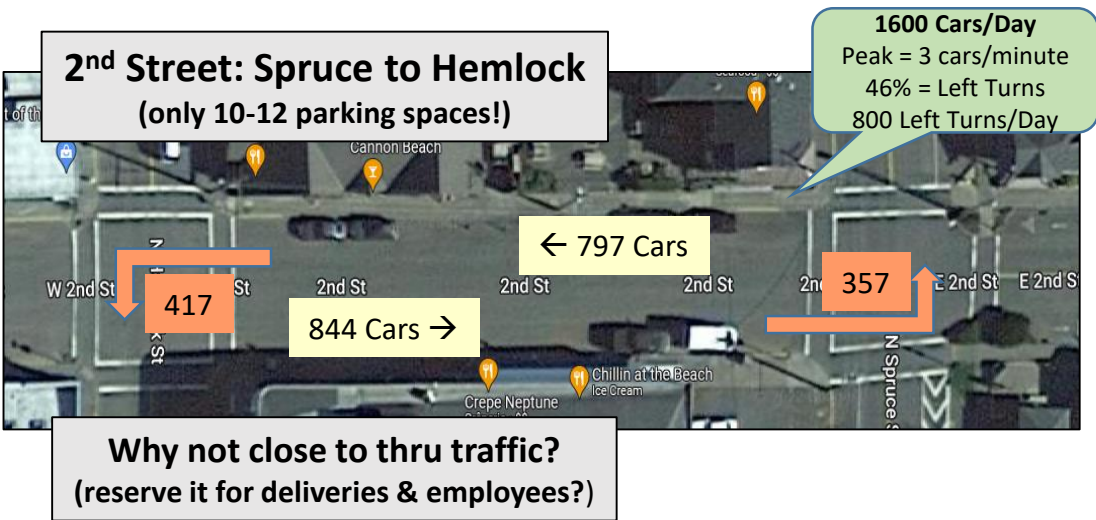
Downtown: What is the Parking Plan in TSP?

Parking Analysis: 1313 Downtown Stalls (was 57% utilized^A)

- 300 On-Street Formal** (Hemlock, Spruce, 1st, 2nd, 3rd, 2nd @Tennis); high %
 - 100 On-Street ROW** (Beaver, Antler, E Spruce, Larch, Laurel); low %
 - 248 Off-Street Public** (Restroom, Behind Mariner/Bank, Ponds); 60%
 - 303 Off-Street Hotel/Institution**; 58%
 - 309 Off Street Other Private** (Permit, Restaurant, Retail, Mixed); 63%
- * ~120 of On-street parking thought to be employees*

- Plaza could eliminate ~90 stalls on Hemlock & 3rd; - plus block other private parking
- Single lane Hemlock, 1st, Spruce, 3rd couplet increases traffic flows on both by 2x.
- Consultants say → just need better use of underutilized lots/stalls
- TSP also includes possibilities of adding remote/offsite lots (will we?)

Good Data! Can we use it to help avoid congestion in places?



(A) Remember Date Selected for Weekend parking study done on coldest wknd day of summer

Downtown: Hemlock Plan

What's the vision?

This TSP Document includes options for Many different Hemlock configurations

- As-is
- As-is w/ 4-way stops
- As-is w/ 4-ways & Enhanced Crossings
- As-is w/ Mini Roundabouts
- Remove 'all' cars & parking (Plaza)
- Double Lane Hemlock/Spruce Couplet
- Single Lane Couplet w/ added bike lanes
- Single Lane Couplet w/ angled parking

What 'vision' does this leave for you?

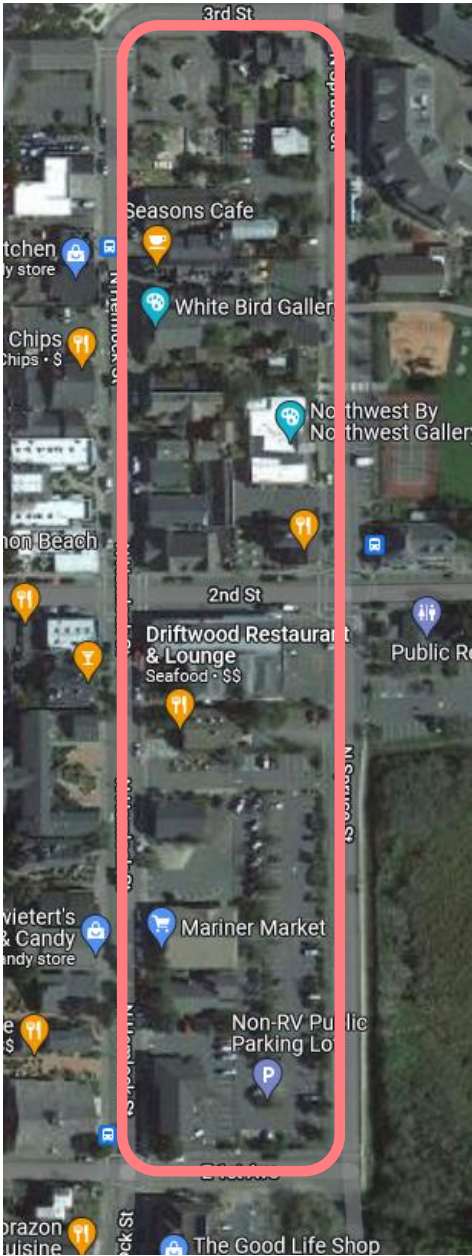
We already have a Roundabout!

- It is a very long oval type!
- Do 'you' prefer clockwise, or counter?
- Users peel off to find parking

We also already have a Couplet System

- Except half of us go 'North' on Spruce
- Other half chooses North on 'Hemlock'
- And then reverse this on our South travels...
- It could be possible to settle on one.

Maybe there are ways to streamline?



TSP Recommended Roadway Changes:

	<u>Automobile Controls</u>		<u>Pedestrian Controls</u>
	<u>Near Term</u>	<u>Long Term</u>	
Hemlock & 2 nd	4-way Stop ⁴	Mini Roundabout ²	‘Enhanced’ Crossing
Hemlock & 1 st	4-way Stop	Mini Roundabout	No info/no change?
Spruce & 2 nd		No info ³	No change? ⁵
Hemlock & Monroe			Marked Crossing
Hemlock & Gower	No Change?	No info ³	No info/no change? ⁵
Hemlock & Coolidge			‘Enhanced’ Crossing
Sunset & Hemlock	3 way Stop	No info ³	No info/no change?
Sunset & Spruce			‘Enhanced’ Crossing
Hemlock & Haystack			Marked Crossing
Hemlock & Yukon			Marked Crossing
Hemlock & Delta			Marked Crossing
Hemlock & Warren ¹	4-way Stop	No info ³	No info (completed!)
Hemlock & Coos/Orford			‘Enhanced Crossing
Hemlock & Braillier			Marked Crossing
Hemlock & Maher			Marked Crossing

(1) Warren Way already installed; why is it listed in this ‘strategic plan any longer?’
(1) But why is Warren Way not listed as along term roundabout candidate, like others?
(2) Mini Roundabout Cost Estimates = \$924,000 each
(3) Plan states “City may implement mini-roundabouts along Hemlock”; Spruce too?
(4) Stops & crossings estimate at only \$2,000-7,000 each; Enhanced = \$150-300K
(5) Why wouldn’t Spruce & 2nd or Gower also be ‘Enhanced crossings?’

Related Topics & Questions:

TSP includes ‘Conflicting Projects’ w/o Recommendation

- Downtown Pedestrian-Only Plaza? Hemlock from N 3rd St to S 1st St.
- Hemlock – Spruce One Way Couplet
- Hemlock/Spruce Lane Configurations
 - One lane of traffic or two?; include bike lane in config?
 - Parallel parking? Angled? Head in/out? Remove parking?
 - Elimination of left turns onto/off side streets?

No Changes Recommended for Gower or Spruce/2nd St?

- No change to Gower intersection seems based on auto traffic
 - What about impacts due to pedestrian crossings?
 - What about bike crossings as Gower is targeted as bike route?
 - Gower has had 3x more accidents than any other intersection
- Doesn’t Spruce / 2nd St warrant consideration for ‘enhanced’ crossing?
 - Could we close 2nd St from Spruce to Hemlock to thru traffic?
 - This would remove many left turns; congestion?

Big \$’s & Questionable Value on Non-Bypass Improvements

- Better to discourage use of Hemlock, S-curve, Spruce at tourist time?
- Separate cars &. bike/people? → these streets are too congested
- Bikes = very low volumes! (10-12/hour?) Locals only (not day trippers)
- Encourage the back paths: Ocean Ave + goat trail; Elm, S. Pacific
- Not big \$’s on paint, sharrows, shoulders → just a few trail maps.
- Many people echo that Yukon intersection is problematic – let’s listen.

Paving Surfcrest for Mobility? It leads nowhere; use Delta/Hemlock crossing

What is an Enhanced Crossing at Hemlock & 2nd look like?

Next Steps - options?

(1) PLNG COMMISSION APPROVES TSP WITH THE CAVEAT LANGUAGE THAT 'ALL PROJECTS GET FUTURE REVIEWS' ANYWAY.

- *Gets it off of Plng Commission plate*
- *Puts onus back onto Council / Staff*
- *But there is still no vision, or community buy-in*
- *Have any city projects gone thru DRB?*

(2) PLNG COMMISSION TRYS TO MAKE ENOUGH ADDS AND DELETIONS TO MINIMIZE EMBARRASSING ELEMENTS

- *Same as above – but less awkward looking*
- *How many need changing? Several?*

(3) SEND IT BACK FOR 30-90 DAYS OF REWORK!

- *Some items, sections are easily modified*
- *Some sections need more analysis still*
- *Some items are tough! ...but a vision still needed*
- *Set priorities! (not timeframes)*
- *Fix phrasing to tell a better story; vision & buy-in*
- *Not a critical delay to any current projects...*

(a) Sending it back the right thing to do. It accomplishes original TSP objectives. It respects the inputs of community. We get a vision.

(b) Approving TSP bends to a new objective: "Check Box to Apply for Grants." Puts budgets & money over community. There is no vision. Instead of vision – stream of ad hoc, funded projects getting raised. And 'Anchor Bias' = means what is on paper get best emphasis...

MY OPINION: SEND IT BACK

Create a List of Top 'Priority' Items (ignore the timeframes for now)

1. Reduce the flow of cars (not people) w/ transit options; travel agency partnerships?
2. Identify methods to warn entrants of congestion (signs?); speed up flow thru town.
3. Work the best appropriate Downtown & Hemlock/Spruce configuration
4. Simple Haystack/S-curve bypass for resident bike & ped use
5. Strong EV shuttle plan – Park Once for residents/hotel/STR.
6. Neighborhood ROW parking philosophy (how dense? For whom?)
7. Employee / employer permit parking locations & process / Biz & Private Lots Util
8. Reduce congestion: intersection controls, pedestrian signals, directional flows
9. Suggested key actions to/with OR-Parks: Tolovana (park), Ecola (access road)
10. The right accessibility options/offerings for: Whale Park, Gower Beach, Tolovana

Can any strategic decisions be made – or recommended?

- Plaza, couplet, remote Lots, rideshare/scooters, paid parking, RV's

What about Strategic items not defined: Evac Tower, Emergency Vehicle Bypass, Fir Street Bridge, Use/Access of Southwind or other UGB issues in next 20 years?

Drop Irrelevant / Tactical Items; De-emphasize nice to haves; reduce levels of details, cost estimates that are low priority, some items too confusing -> clarify.

Do some technical analyses on areas we need more info on:

shuttle, passes, permits, freight, reduce/streamline traffic flow options.

Collect some small subgroups: inputs/details, decide, help w communications

- Trails/pedestrian, bicycling, freight zones, employee parking, enhanced crossings

APENDIX A: POINT OF ORDER:

City Staff & Consultants (i.e. the applicants) seemed to have had great of control over discussion

Other recent quotes

"One last comment that I want to just remind Council of is that the Tolovana ramp rebuild is one of our master plan projects. That project will not be realized without a TSP plan. The folks that we pursue funding from have explained to Jeff and I that the project would not even qualify to be reviewed and considered without a TSP plan in place. So unless the city wants to fund the rebuild and redesign of that ramp we would have to have a TSP in order to ever execute that project."

..."spend some time and focus, because I already have five applications for next month's meeting and we're getting to that point where we're gonna have to go kind of slow, you know say two or three at a time' because it's just gonna be too full of an agenda. So we're gonna have to start asking people to hold on a month or two before we do their applications

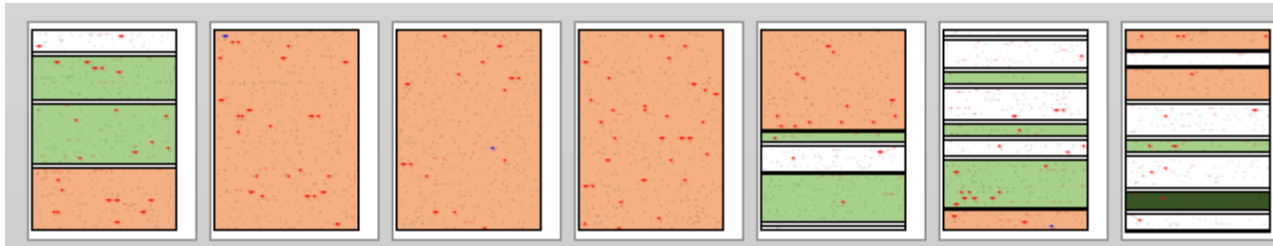
...we've had a lot of talks recently about paid parking. Another concept that Bruce has come up and we've talked about, permitted parking only in the residential areas. That forces the tourist to parking downtown but gives us restrictions in the neighborhood areas

PROFILE OF LAST PUBLIC HEARING: (May 25th Planning Commission - 2 ½ hrs)

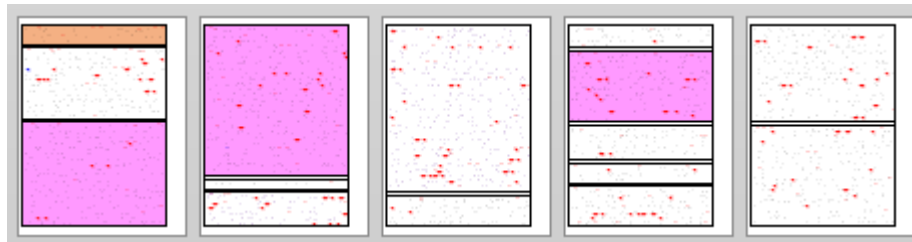
{17 pages of ZOOM transcript; color coded by speaker type; each page = ~9 minutes}

{White = Commission, LtGreen = Planning Mgr, Pink = Public}

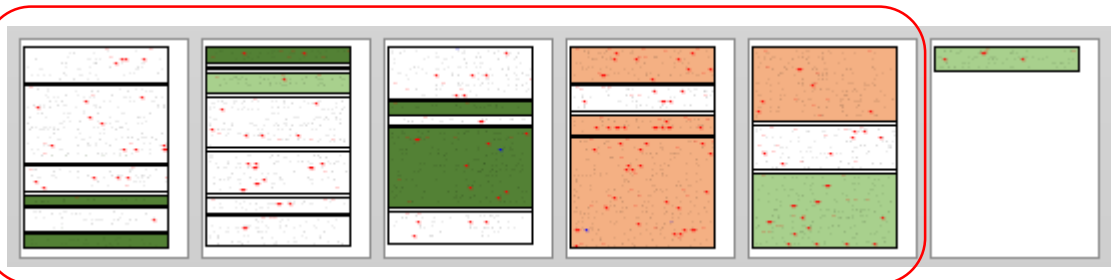
{Orange = Consultants DkGreen = Other City Staff}



- (1) Chair Announced the Meeting
- (2) Plng Mgr provided an opening stmt
- (3) Plng introduces Consultant
- (4) Consultant presentation (mostly repeat)
- (5) Misc Q&A between Commissioners & Plng Mrg/Consultant



- (1) Chair opens Public Hearing
- (2) Lolly comments: Mat'l often says "City may implement" – what is level of latitude/process?
trail concerns: scope, trees, maint; \$ estimates accuracy (ex 4-way stop), Yukon safety, TSP vs. UGB interplay?
- (3) Randy's comments: missing items, confusing items/scopes, items not supported by public input or data
this list is not "strategic" - just a list, no prioritization, sets no vision
- (4) Follow-up answer: (Is congestion self-regulating = yes but, 'very' painful to residents
- (1) Commissioners: caveat language discussion, plan as menu list, scooters, maybe drop other items



- (1) Commissioners: more comments on language/process
- (2) City Manager Interjects: expounds on process/trust concerns
- (3) Commissioners: respond to/discuss
- (4) Public Works Manager Interjects: more process/trust concerns
- (5) Consultants Rebut (3 different): robust process, public input rebuttal
- (6) Planning manager: re-affirms robust process, community input

Was this an appropriate meeting flow? So much comment/opinions by non-Committee members?
Plng Mgr comments were unclear: role as commission member? - or as the 'applicant'?

Most rebuttal comments were either about "trust of city & the process" or "the TSP incorporates much public comment – respect the process"....not shortcomings of TSP content

APPENDIX B: COMMENTS FOR AN ALTERNATIVE BIKE PLAN

No bike solutions to be targeted to day visitors

- most won't bring bikes anyway; no biz model supports renting bikes to them

Bike solutions to focus mostly on residents

- Residents (schoolkids, simple errands for adults, safe recreation)
- An limited option for a hotel or STR user to avoid driving

Bike traffic will always be low

- Only 4-5 bikes per 15 minute increment even on 'peak weekends' now
- Even if doubled, would still be considered low; winter = no bikes!
- The beach is always a the good weather option too.

Find bike routes that can keep bikes off of main car, or dangerous routes

- Totally avoid S-curves, Hemlock, town core; not Spruce & Gower either
- Use the back paths (simple, gravel, unmarked – maybe a 'this way sign?')
 - East side: Pond trail, Elm Street, trail by Fire Dept, Coolidge
 - West side: Ocean Ave, 'goat trail', Larch & then Pacific (south)
- **A simple bypass of Haystack/S-curves:** gravel only, limit impacts to trees
 - Many public inputs warning of dangerous Yukon crossing
 - Nelchena? (more visibility, simpler access to Pacific/Hotels)

Remove the concepts of high profile Mini-mobility Hubs

- Not needed for bikes (and especially not for scooters)
- Avoid prime locations for EV charging (would we put a gas station there?)
- Have some – but put in out of way locations/time to charge appropriate

Have collected up ~12 names of regular Cannon Beach bicyclists. Convene a small group to give feedback on current TSP or sort through add'l options, ideas?

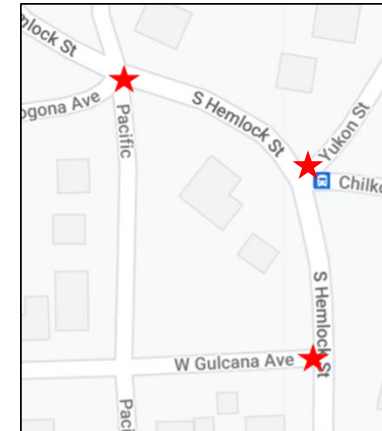
Adding bike lanes & markings is not very practical / necessary + costly

- with the possible exception of South Hemlock
- not really needed if 'back paths' are emphasized
- Current TSP has many \$'s in sharrow, shoulder, fancy markings

A couple of miscellaneous comments:

- Sidewalk/bike path directly into Tolovana Wayside from Pacific
- A couple of 'This Way' signs...'This way to Midtown', 'to Tolovana.'
- Maybe convert tennis court bike racks to parking; relocate elsewhere
- Create a hiker/tour biker rest area in main park (canopy table, plug)
- Eliminate pedestrians along Hemlock up/down to Stairs
 - make the preferred/marked route along Forest Lawn path instead
- Remove all parking off side of Haystack Hill (just too crazy)
- Single sharrow marking at top & bottom of S-curve to warn autos
- Couple bike racks at edge of core areas (park bike & walk)

Community concerns: Yukon Crossing



Yukon to Pacific/E Gogona

= 200 ft (restricted view)
= 4-5 sec visibility*

Yukon to Gulcana

= 175 ft (open , limited view)
= 3-4 sec visibility*

Yukon: 490ft @ 12% grade

*(30MPH=44ft/sec; 35MPH=51ft/sec)

