

Notes for July 28, Planning Commission

Randy Neal, PO Box 1092

- As you have heard before, I strongly believe this TSP is not a strategic plan; merely a laundry list of awkward options
- It's premise is not to identify ways to improve parking & congestion; but to do enough to qualify for TSP funding sources
- I have provided many examples of issues, the lists may have been too overwhelming
- I still believe the proper action is to return the TSP for further refinement (30-90 days should have been sufficient.)
- The Planning Commission believed it could provide enough modifications to make it 'passable.'
- Here are five (5) items in the document that I still believe need deletion/major modification
- Here are another five (5) items the TSP never included (all of which came up in June or July Coffee w/ Councilors meetings)
- If you find these useful, please make adequate changes. If you find several valid, ask me – I can provide a few more.

Transportation Strategic Planning Document Issues

(A) EXISTING ITEMS NEEDING DELETION OR MAJOR REVISION

Warren Way & Hemlock 4-Way Stop

Table 4. Overview of TSP Improvements

ID	Description	Cost	Priority
ROADWAY IMPROVEMENTS¹⁴			
R-1	Intersection at S Hemlock Street and Warren Beach Road		
R-1a	All-way (4-way) stop control	\$7,000	Near

- This line item might have been valid for a TSP two years ago, not now. Completed in April '22.
- This project was approved by Council two years ago. A traffic study done two years ago.
- If really deemed relevant, shouldn't Spruce & 2nd, or Spruce & 3rd then also be mentioned?
- **This line item should be deleted.**

Paving of Surfcrest Street

The pedestrian and bicycle route would deviate from S Hemlock Street to Pacific Street from Matanuska Street to Fernwood Street, before continuing south along S Hemlock Street. This detour would provide greater separation, safety, and comfort for pedestrians and cyclists from the more highly trafficked Hemlock corridor.

This improvement would also pave the gravel segment along Pacific Street between W Delta St and W Surfcrest Ave included as part of the Pacific Street bicycle route (B-5). Paving this segment would increase the accessibility of the route, address drainage issues, and provide a safe connection for use by people in wheelchairs, walkers, and other mobility devices.

- There is no unpaved gravel segment on Pacific; only Surfcrest remains unpaved. Paving here is not ‘strategic.’
- While Surfcrest is across the street from hotels, the recommended & approved crossing is at Delta (1 street over)
- Surfcrest leads to no destination – there is no beach access at the end; no businesses.
- The community is clear in wanting to retain gravel streets, village charm, water permeability
- Mobility & drainage issues can justify paving of all gravel streets (incl Forest Lawn, Gogana, etc)
- **This element should be eliminated**

Mini Mobility Hubs

T-2	Mini mobility hub- N Spruce Street at 2nd Street (near Chamber of Commerce)	\$113,000 \$5	Near
T-3	Mini mobility hub – Coolidge Avenue at S Hemlock Street	\$211,000 \$5	Medium
T-4	Mini mobility hub – S Hemlock Street at Warren Beach Road (Tolovana beach parking area)	\$135,000 \$5	Near
T-5	Mini mobility hub – N Spruce Street at 1st Street	\$113,000 \$5	Medium

4.5.1 Mobility Hubs

The term *mobility hub* refers to nodes in the transportation system where people can access interconnected transportation options. Conventional examples of *mobility hubs* include transit stations, bus stops, and park-and-ride lots. *Mobility hubs* can also provide centralized locations for residents to utilize newer *mobility* options such as circulator or employer-based shuttles, *vanpools*, *off-street* car and ride sharing services, *secooters*, and short-term bike rentals. *Mobility hubs* can also provide access to existing transit and emergency response systems via features like real-time information, visible signage, “how-to-ride” information, comfortable waiting areas, and basic amenities like benches and trash cans (Figure 50). (Figure 51)



Figure 50. Mobility Hub examples with electric vehicle charging, bike sharing, and other amenities.



Pilot Project:
Downtown Mobility Hub
(T-2)

Some of the existing parking stalls could be repurposed to install mobility hub elements such as passenger pick up/drop off areas, bicycle parking, circulator shuttle zones, car/bike/ride share options, and electric vehicle charging stations.

Figure 515152. Existing parking stalls on N Spruce and 2nd Street

- Mobility Hubs are expensive (\$575,000)
- Most features already exist in those locations
- The following already exist at Spruce & 2nd
- Bus stop, bike rack & pick up/drop off areas (aka 10-minute parking spots) for ride share.
- It does lack EV charging stations – but this is very poor use of these high impact areas. We would never think of locating gas stations there.
- These items should be deleted (preferred) or at least redefined to an effective, cheap solution without EV charging, etc.

Downtown Corridor

Downtown Corridor Improvements



Photograph 7. Downtown Cannon Beach
Photo Source: City of Cannon Beach

- This document lists many downtown corridor configurations, but recommends none.
- This area and related side streets are the core of our town's congestion and parking issues.
- Up to seven (7) are implied – see prior submission.
- However the one 'not shown or visualized' is probably one of the most logical and maybe easiest to implement: a couplet of two one-way streets with two lanes each.

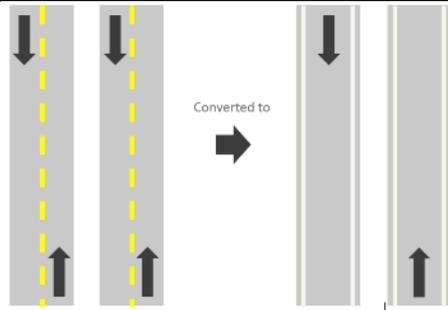


Figure 252526. Concept diagram showing the conversion of two parallel, two-way streets into a pair of one-way streets

- Reducing all flows from two lane to only one lane must greatly increase street volumes & queues.
- While it does not allow for angled parking nor bike lanes, neither seem to be a critical need.
- Alternatively, the discussion about a downtown plaza makes no mention of the loss of up to 90 downtown parking spaces, and the impact of reducing downtown flows from four (4) lanes to two (nor impact to freight deliveries.)
- **This section requires significant re-write**

Intersection Stop Controls and Enhanced Crossings

	Stop Intersection	Enhanced Crossing
Hemlock & 2 nd	Yes	Yes
Spruce & 2 nd	Yes	No
Hemlock & 1 st	Yes	Yes
Hemlock & Gower	No	No
Hemlock & Coolidge	No	Yes
Hemlock & Sunset	Yes	Yes
Spruce & Sunset	No	Yes

- First, it seems use of stop & pedestrian controls should go together (ADA, markings, etc)
- This document implies doing separately
- Having no enhanced crossing at Spruce & 2nd does not make sense (especially give downtown configuration options
- Likewise Gower has a very high rate of traffic, pedestrians (more so than Coolidge.)
- No Hemlock & 2nd is required, if Plaza.
- **Simplify/re-write to say up to 5 stop intersections, up to 10 enhanced crossings (time, downtown config, increasing traffic will dictate where & when.)**

(B) RECENT COMMUNITY CONCERNS NOT ADDRESSED AT ALL WITHIN TSP
(topics raised at June or July Coffee with the Councilor forums)

Fir Street Bridge (Emergency Evacuations)

<ul style="list-style-type: none"> - In the Coffee w Councilors, a request for an update on the Fir Street Bridge was made - This is a frequent topic of discussion; several times per year; residents have interest - This topic is completely missing from this TSP - A section should be added 	<ul style="list-style-type: none"> - Conversely, the TSP includes an evacuation tower. - This topic seems to never be brought up by residents - Would we be the only community planning to construct on of these? - Would it be effective? Where? - Do we really want this is in? 	
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RV Parking

<ul style="list-style-type: none"> - This also came up in Coffee w Councilors last week - Latest example was RV stuck for long period of time back near recycling; often a community topic - Bruce replied, “This is a policy issue” (most of the TSP items are policy choices.) - It seems there should be some acknowledgment of the problem in the TSP; these consume 2-3x the - Other examples are RV’s holding up traffic at Spruce 2nd and other Downtown areas - amount of parking are contribute to congestion in a significant way - Include a section to this topics; ask should there be a change in policy (more limited location?) 	
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Ecola State Park / Tolovana

<ul style="list-style-type: none"> - In the June Coffee with councilor Rick Hudson, the CB Emergency Manager brought up the topic of how dangerous the road to Ecola was for pedestrians & bikers - This road is a major problem (alternative route?) - Likewise Tolovana is another clear extension of CB. - Parking issues there go directly to local neighborhoods - This city has a Mar '19 traffic study that says Tolovana could be re-lined for more stalls. 	<ul style="list-style-type: none"> - The 2017 Parks Master Plan has several line items that crossover to these state lands (including an ADA access ramp currently under review) and a full park layout proposal. - Ecola & Tolovana are two of the largest parking lots in the nearby area. Shuttle service to both would be highly desired. - City parking policy will have direct impacts on them – and vice versa
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- There should be a section in the TSP highlighting areas that the City and the State Parks can work together

SPRUCE STREET AS PEDESTRIAN AND BIKEWAY

PB-2 Spruce Pedestrian and Bicycle Route \$1,104,000 Near
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- At the July Coffee with a Councilor, a nearby resident was asking about adding another stop sign on Spruce
- Her concerns were the high speeds and low visibility; there are few streetlights too (preferred for dark-sky)
- This TSP has a significant effort to spend \$'s to move pedestrians & bicycles onto Spruce
- Spruce is very narrow; steep at one end and a significant bypass for auto traffic avoiding Hemlock
- It is also the only North-South alternative for emergency vehicles
- **This item should be deleted; or at least downsized and re-directed to encouraging more pedestrian & bike traffic to even quieter streets (Elm on the east side, connected to the pond trails) or Ocean Ave (gravel path on the west side.) This way no major improvements or markings should be necessary.**