

MEMORANDUM

DATE: July 6, 2022
TO: Cannon Beach Planning Commission
FROM: Ryan Farncomb, Jeff Adams
SUBJECT: Responses to TSP questions
PROJECT NAME: Cannon Beach TSP

This memorandum summarizes comments and questions received from the Planning Commission and the public on July 6, 2022 with respect to the Draft Cannon Beach Transportation System Plan (TSP). This memo is intended to address comments and questions heard regarding potential modifications to the Draft TSP. This memo focuses on the suggested changes to specific sections in the Draft TSP.

GENERAL COMMENTS AND QUESTIONS

Comment or Question	Response
Concerns that the TSP policies direct the City to implement specific projects or initiatives.	<p>TSP policies <u>do not</u> direct or require the City to implement specific projects or initiatives. However, TSP policies <u>do</u> provide written guidance on the desired future transportation system and enable the City to pursue a “menu” of transportation improvements and initiatives.</p> <p>Furthermore, the TSP policies <u>do not</u> reduce, minimize, or override existing City protocols related to the approval of the City’s Capital Improvement Program (CIP), the City’s standing development process and public works program, or the City’s project development process. Multiple layers of municipal “checks” and protocols would remain in full effect regardless of the TSP policies before any TSP project can move forward:</p> <ul style="list-style-type: none">• Initiate refined traffic analysis to confirm best project design and treatment. Review with Public Works Committee.• Formally adopt and program the project in the City’s CIP which is reviewed and approved by the City Council. Adoption of the City’s CIP is an open City process with ample opportunities for public input.• Seek funds, either locally or from a grant source, to develop the engineering design. This typically takes 6-12 months. The public will have an opportunity to provide input on the engineering designs before they are finalized.• Seek funds, either locally or from a grant source, to construct the project.

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	<ul style="list-style-type: none"> • Construct the project (up to 3-6 months, or longer depending on the investment). The public is kept up to date and notified throughout the construction process. <p><i>Refer to the summary memorandum for the Planning Commission meeting that took place on June 14, 2022 for addition context and response to this question.</i></p>
<p>Concerns that the TSP is not strategic.</p>	<p>The TSP Goals and Objectives (page 30) describe the vision of what the City aims to achieve with its transportation system. These goals and objectives are derived from the Comprehensive Plan and public and stakeholder input. The results project and program recommendations were evaluated based on these goals and objectives that are specific to Cannon Beach.</p> <p>The key strategic elements of the TSP are as follows:</p> <ul style="list-style-type: none"> • Improving intersection safety and mobility along Hemlock Street as a principal way of addressing tourist traffic impacts on local residents • Creation of an interconnected walking and biking network that provides north-south connectivity through town, and connects to City evacuation assembly areas • Encouraging alternative means of transportation through recommended bike and pedestrian elements to achieve a reduction in carbon emissions, provide safer alternatives and a more sustainable system • Implementation of a phased parking management strategy to make better use of existing on- and off-street parking on the City's arterial and collector streets • Transportation demand management strategies to support getting more cars off the road • Solutions that are appropriate for the Village context (sidepaths vs sidewalks, alternative illumination options vs. HAWK crossings, etc.)
<p>Concerns about why tsunami infrastructure is mentioned in the TSP.</p>	<p>Given the City's location on the Oregon Coast, a core function of the transportation system is emergency response. In Cannon Beach, this includes the use and function of the transportation system during an earthquake and tsunami event. It is best practice to identify opportunities where the transportation system may be enhanced to facilitate evacuation, or where a planned facility in the TSP could serve multiple functions including tsunami evacuation. The TSP seeks to maximize opportunities for leveraging transportation investments to serve multiple needs in the community.</p>

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What are the city's commitments for ongoing services for implementation of the TSP to Parametrix?	There are no commitments for ongoing services to Parametrix for implementation of the TSP.
Concerns about cost estimates, inflation, and overall cost of TSP projects and programs.	The TSP is a high-level master plan and the team's engineers developed planning-level cost estimates based on established engineering best practices. These include substantial contingencies (40% and higher) to reflect the very limited design detail available at this stage. Costs are based on real-world unit prices and the costs of similar such projects implemented in other places.

TSP REVISION SUGGESTIONS

Topic or TSP Reference	PC Suggestion	PMT Response	Status
All mentions of scooters	Remove	Will be removed per the Planning Commission's recommendation	Done
TSP Cover and Page 1 Images	Replace with images of Cannon Beach	Will be replaced with different images per the Planning Commission's recommendation	Done
"Disclaimer" language	Add to front-end of TSP – Sections 1.1 and 1.2	Will be added	Done – the language was added to Section 1.1 Purpose, 1.2 Plan Process, and Section 5 Implementation and Funding Strategy
Addition of new Goal #5	Retain original goals per public process and add new environmental considerations to new Goal #5 on Conservation and Preservation of the Environment	Goal #5 will be added, with objectives specific to reducing carbon emissions and preserving and conserving our natural systems	Done
Balancing needs of different transportation users incorporates all of Cannon Beach	Strike ...in downtown and midtown in Goal 2	Will be removed	Done

Topic or TSP Reference	PC Suggestion	PMT Response	Status
Environmental Justice references	Streamline the use of “environmental justice” and “communities of concern” throughout TSP	Will be streamlined	Done
Address residential needs	Clarify why tourism is being focused on – not to serve tourists, but to improve quality of life for year-round residents that must grapple with heavy tourism impacts	Will be added to three sections: Purpose, Alternatives, and Implementation Strategy	Done – Added to Section 1.1 Purpose, 4.0 Transportation System Plan, and 5.0 Implementation and Funding
Regional development	Mention the impact of regional development on local transportation impacts	Will be added as appropriate; purpose	Done -- Added to 1.1 “Purpose” and Subsection 1.4 “Community Profile”
Section 2.2.6 – Affordability?	Incorporate language to suggest that paid parking revenues (if implemented) should benefit future transportation funding, and specifically, EJ populations	Will be added as appropriate	Done – Added to 4.3 Parking Management Plan
Section 3.2.4	Add mention of shuttle concept	Will be added as appropriate	Already states “The City may fund and operate municipal shuttle, micro-transit, or bike share programs.”
Goal 4	Add bullet on transit and greenhouse gases	Will be incorporated as part of Goal 5 – Goal 4 will be left as is	Done – Goal 5 added to Section 3 Goals and Objectives
Section 3.2.2 – Policy 2	Delete all mentions of roundabouts	Will be deleted throughout the entire document.	Done
Section 3.2.4 – Policy 4	Delete “private micro-transit services” and change to “alternative means of transportation”	Will be changed per suggestion	Done
Section 3.2.2 – Automobile Policies	Add language minimizing new accesses to Hemlock	Will be added per suggestion	Done

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Projects R-4 and R-5b (roundabouts)	Delete all mentions of roundabouts, including these projects	Will be deleted per suggestion	Done
Funding Gap	Add language to clarify that costs are very high level – obscure \$ precision	Will be clarified per suggestion	Done – added to all mentions of cost estimates.
Cost Estimates	Remove hard costs	Will be simplified using \$\$\$ per suggestion – actual cost estimates will be retained as appendix item	Done – But please note, The “Cost-Constrained Improvements” table is odd without numbers – I removed them but just a note that this table might not be useful in its current state.
Project C-9	Add “school crossing” to project title	Will be added per suggestion	Done
All Maps	Add disclaimer on all maps, that they are for illustrative purposes only	Will be added per suggestion	Done
Projects ET-1 and ET-2	Remove mention of scooters	Will be deleted per suggestion	Done
Page 59 – Roundabouts	Delete roundabouts	Will be deleted per suggestion	Done
Project R5-b	Delete	Will be deleted per suggestion	Done
Section 4.3	Revenues should benefit transportation and EJ communities	Will be added per suggestion	Done
Biking as alternative transportation	In general, the plan should highlight ways of increasing visitor access to bicycles to reduce congestion on the road	Will be added as appropriate	Done – Added to Ped/Bike Plan section “Pedestrian and bicycle improvements also tie into goals of reducing congestion on the road by increasing visitor

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			<p>access to bicycles and safe routes.”</p> <p>Added to 3.2.3 “The City shall also use bicycle and pedestrian improvements to reduce congestion on the road by increasing visitor access to bicycles and safe walking/bicycling routes. “</p>
Section 4.4.1	Add language regarding the conservation of trees in trail improvements	Will be added to pages 76 through 78	<p>Added “Construction of the trail would involve minimal removal of trees and would be done so in a way to preserve existing trees and habitat.” To PB-1.</p> <p>Added “Construction would be done so in a way to preserve existing trees and habitat as much as possible.” To PB-4.</p>
Section 4.4.3	Add a section describing an overall wayfinding system	Will be added per suggestion	Done
Project PB-3	Remove specific call-out of Yukon	Will be made more general in the maps and description	<p>Done – PB-3 map figure has been updated and the description has been generalized to explain that we don’t know the specific start/end points to the bypass, and would require further investigation and review by the City</p>
Page 87 (TSP, not PDF)	Add disclaimer that not all enhanced crossings will be illuminated, only some are	Will add disclaimer per suggestion	Done

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	identified for illumination as an option, not a requirement		
Project TS-3	Broaden project to included vanpooling	Will be revised per suggestion	Done
Section 5.2.1	Change to “shall” to make the language stronger and emphasize that this is for transportation projects	Will be changed per suggestion	Done