



STAFF REPORT

CANNON BEACH 2022 TRANSPORTATION SYSTEM PLAN (TSP) ADOPTION

Agenda Date: September 13, 2022

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BACKGROUND

Cannon Beach was awarded Oregon's 2019 Transportation and Growth Management Grant for \$160,000 to begin work on the City's first Transportation System Plan. The City received notification in August 2019 that it had finally received funding through this highly competitive grant program to address its growing transportation needs. The City's application packet, attached, focused on the growing seasonal gridlock and the geographic challenges facing the community:

The City of Cannon Beach, birthplace of Oregon's public coast and one of the state's top ten tourist attractions, remains without a Transportation System Plan (TSP). Adoption of a TSP will provide City leaders objective and cutting-edge scenarios and solutions, as the City strives to maintain its reputation as one of America's most beautiful and unique coastal destinations, while providing its citizens a safe and resilient framework for growth and development. Cannon Beach is unique in that it sits at the nexus of three major forces, a growing global and regional tourist economy, fueled by metropolitan growth; a sensitive and precipitous geologic, geographic and topographically limited footprint; as well as, an increasing threat of climate change, which, when coupled with the looming presence and preparation for an impending Cascadian event, produces one of the most challenging long-range planning horizons for any community.

The Cannon Beach Transportation System Plan proposed a thorough analysis of the City's current transportation infrastructure, while developing scenarios and policies for the future. The application specified the following objectives:

Objectives: The Cannon Beach TSP will be built along a spectrum of planning scenarios, while the project's objectives serve a continuum of inter-related purposes:

1. Identify, Map and Assess existing transportation, transit, mobility and parking facilities;
2. Prepare the City for emergent events, and their potential impacts;
3. Encourage innovative solutions to the unique challenges of a tourist-dependent community;
4. Create channels for continued community engagement in transportation planning;
5. Build resilient systems that can better cope and respond to the fluctuations of global and regional markets for emergent and impending events.

TSPs are developed per Oregon's Transportation Planning Rule (TPR) (OAR 660-012) and must be consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan, the ODOT 2020 Transportation System Plan Guidelines, and the City of Cannon Beach Comprehensive Plan (1979, most recently amended in 2017). The Oregon Transportation Planning Rule TPR implements Statewide Planning Goal 12 (Transportation), which is intended to promote the development of safe, convenient, and economic transportation systems designed to maximize the benefit



of investment and reduce reliance on automobiles. The TPR also requires that local jurisdictions develop implementing ordinances to advance TSP recommendations in the form of local land use and development code amendments. These rules also require local jurisdiction to coordinate local transportation system planning with applicable county, regional, and state transportation plans.

The project team developed a Public Involvement and Communications Plan (PICP) to summarize the public engagement goals, audiences, process, and strategies to support development of the Cannon Beach Transportation System Plan (TSP). The PICP also ensures that project outreach and reporting is consistent with Title VI of the Civil Rights Act of 1964 and Environmental Justice Executive Order (EJEO) provisions to ensure full and fair participation by all potentially affected community members in the decision-making process. The PICP includes goals, target audiences, key messages, and critical success factors for effectively reaching and engaging stakeholders. It also clarifies outreach timing, team member roles and responsibilities to carry out the engagement program. Throughout the planning process, the stakeholders involved in this project were a part of the decision-making process. Figure 2 below summarizes the TSP decision-making process.

The TSP provided a tiered-level approach to public stakeholder input, as depicted in Figure 1., below:

ROLES



- Public feedback will be sought throughout
- Critical to advising the team, PAC, and City Council



The City held numerous public meetings over the COVID-impacted years of 2021 and 2022, including four public Project Advisory Committee meetings, four public Open House Meetings, three interactive



Online Open Houses, including a Spanish-speaking versions of the Open House and Online survey components, to provide multiple ways of input for community input on the Transportation System Plan. The community provide such overwhelming feedback surrounding parking issues that the Project Management Team, the PMT, launched an online parking survey that followed the initial TSP survey, to gather more detailed information on parking related issues and solutions.

Each community engagement effort functioned to coincide with the major milestones of the project timeline, taking the community through the planning process of identifying ‘Goals, Objectives and Existing Conditions,’ modeling ‘Future Conditions and Alternatives Analysis,’ while proposing ‘Preferred Alternatives’ and culminating with ‘Final Draft and Adoption.’

The community engagement offered four main goals for the TSP:

1. Preserve Cannon Beach’s coastal village charm.
2. Balance the needs of different transportation system users throughout the community.
3. Enhance safety and emergency preparedness.
4. Foster a sustainable transportation system.

Citizens have continued to express their concern that the TSP should preserve the Cannon Beach ‘village character’ by not promoting additional sidewalks, paved streets, and parking lots and this is reflected in the Draft TSP where there are no additional sidewalks, paved streets or parking lots proposed. The Draft TSP continues to promote a long-range planning document that can leverage State and Federal funding to resolve safety, congestion, traffic and parking issues. It has been suggested that Draft TSP provides a ‘menu’ of alternatives, ranging from low to high impact and cost.

Just as the Draft TSP has been sensitive to the needs of the Cannon Beach community and the preservation of the village charm, the plan functions as a long-ranging planning document that never gets down to the ‘site-level’ or ‘project-level’ details, where funds would be expended on engineering and construction plans would be drafted and presented for public review. Where citizens are concerned that trees, wetlands or other sensitive areas or indeed, certain properties may be impacted by a proposed project in the Draft TSP, those concerns would be explored in detail once the Council held the budgetary public hearings and gave their support for expending funds towards the project. And just as the Draft TSP does not necessarily promote one item on the menu over another and rather gives the decision makers the menu to choose from, it is not suggesting that the City allow scooters, electric or motorized bikes or vehicles, it only promotes the urgency to address such new technologies, by holding public meetings, gathering community input on such emerging transportation systems and providing policies and programs that manage such systems.

The Community Development Department is approached virtually every week regarding such service providers and the adoption of the Draft TSP would be the first step in resolving these missing components of Comprehensive Plan, Development Ordinances and Transportation System.

ATTACHMENTS

A: Planning Commission’s Recommended Draft of the 2022 Cannon Beach Transportation System Plan (TSP) Clean Version



CANNON BEACH COMMUNITY DEVELOPMENT

163 E. GOWER ST.

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CANNON BEACH, OR 97110

B: Planning Commission's Recommended Draft of the 2022 Cannon Beach Transportation System Plan (TSP) Strike-Through Version

C: Parametrix Memorandum of Responses to TSP questions and Suggested Revisions, September 8, 2022;

D: Application Packet, including CP#22-01

E: Comprehensive Plan Adoption Ordinance

F: Findings of Fact and Conclusions of Law

Please see the [cannonbeachtsp.com](https://www.cannonbeachtsp.com) Public Comments page (<https://www.cannonbeachtsp.com/copy-of-project-library>) for a complete list of Public Comments received and the [cannonbeachtsp.com](https://www.cannonbeachtsp.com) website for a complete list of all reports, studies and other materials related to the 2022 Cannon Beach TSP project.