



City of Cannon Beach **TRANSPORTATION SYSTEM PLAN**

OPEN HOUSE
MEETING #4

MARCH 23, 2022– 6:00 – 7:30 PM



MEETING GUIDELINES



- Please mute when not speaking
 - By phone: dial *6
- Let us know when you'd like to speak:
 - Send a note in chat
 - Use the “raise hand” feature (by phone: dial *9)
- If we don't get to your comment/question, email Jeff after the meeting: adams@ci.cannon-beach.or.us
- Please promote respectful dialogue and comments

AGENDA



- Welcome and Introductions
- TSP Context
 - Work done to date
 - Community Outreach
- Draft TSP
 - Modal Plans
 - Other elements included in TSP
 - Discussion
- Next Steps
 - Adoption + Implementing Ordinances





TSP CONTEXT

Transportation System Plan refresher and work done to date

WHAT IS A TSP?



- Addresses transportation needs now and into the future
 - 20-year look for all modes
- Assesses existing and future conditions, develops draft and preferred alternatives to identify projects, programs, policies, and standards
- Funding options and implementation strategy
- Cannon Beach's first TSP!



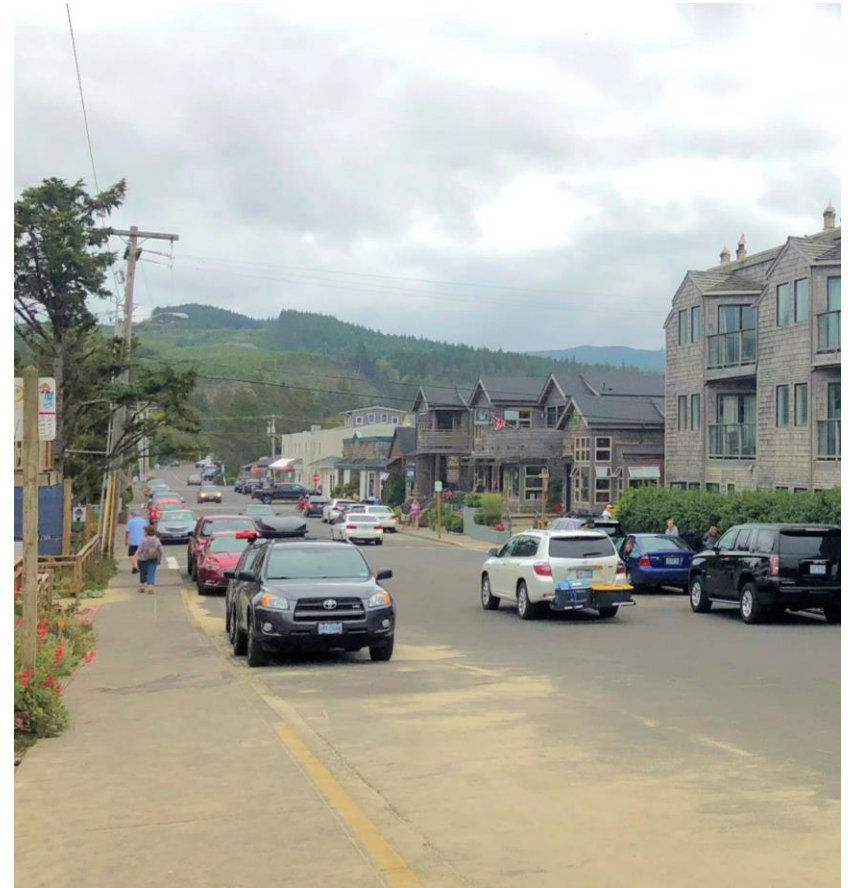
Source: Cannon Beach Chamber of Commerce – Beth Wise

WHAT IS A TSP? (CONTINUED)



Focused on Cannon Beach's Needs

- Transportation solutions that preserve the village feel that makes Cannon Beach special
- Balance the needs of year-round residents, visitors, and those who do business in Cannon Beach
- Safe and comfortable pedestrian and bike connections through town
- Consistent and dedicated sidewalks, paths, street crossings, and bike lanes
- Access to evacuation routes and assembly areas



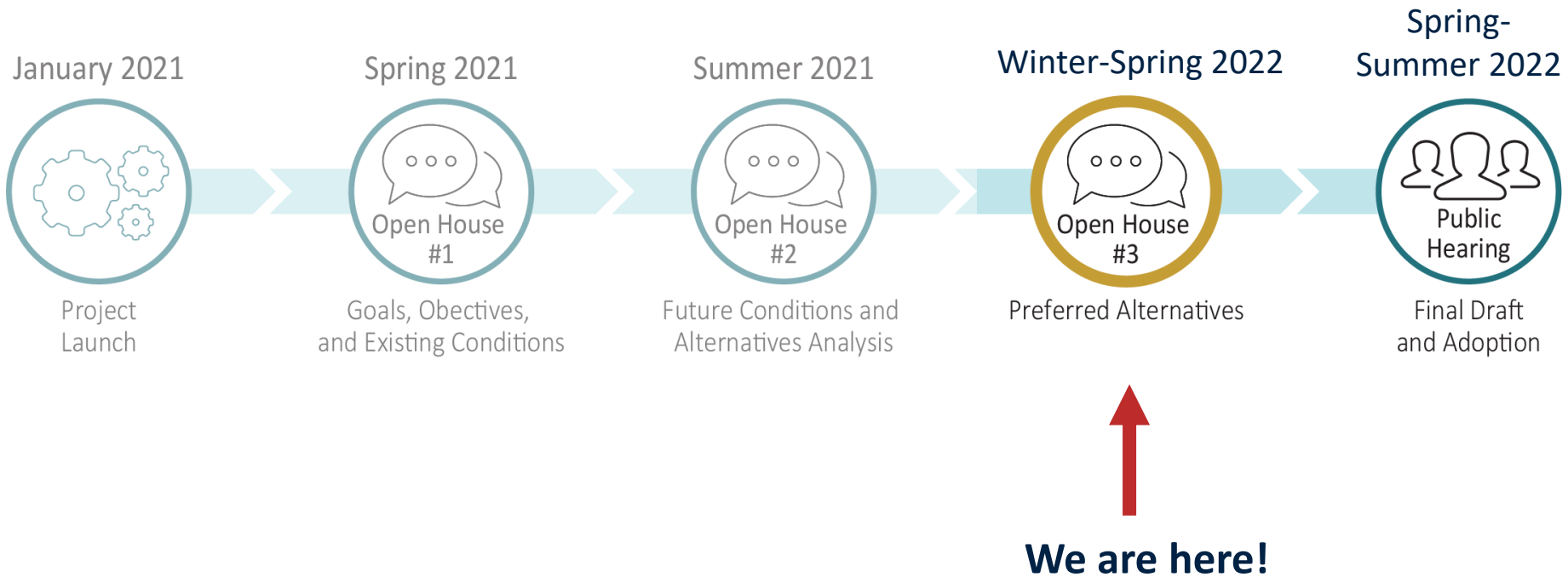
PAC ROLE



Community feedback is considered at all levels of the project!

Community input informs future needs and deficiencies, and draft alternatives

SCHEDULE





COMMUNITY ENGAGEMENT

Reaching out and hearing from the Cannon Beach community



Milestone #1: Summer 2021 (Goals and Needs)

Share information and gather public feedback about the overall TSP process, goals, and existing/ future needs and priorities

Included:

- Project Advisory Committee #1 – June 3
- Public Zoom Webinar – June 3
- Online Open House #1 – Launched June 3
- Supplemental Parking Survey – July 12 to July 27



Milestone #2: Fall 2021 (Draft Alternatives)

Shared information and gathered public feedback about the Draft Alternatives

Included:

- Project Advisory Committee #2 – September 22
- Public Zoom Webinar #2 – September 22
- Online Open House #2 – Launched September 22
- Spanish Outreach: Launched a Spanish-language version of the Online Open House in November
- Joint Planning Commission and City Council Workshop #1 – Nov 9



Milestone #2: Spring 2022 (Preferred Alternatives)

Shared information and gathered public feedback about the Preferred Alternatives

Included:

- Project Advisory Committee #3 – February 3
- Public Zoom Webinar #3 – February 3



Milestone #3: Spring 2022 (Draft TSP + Adoption)

Share information and gather public feedback about the Draft TSP

- Project Advisory Committee #4 – March 23
- Public Zoom Webinar #4 – March 23
- Online Open House #3 – March 23
- Joint Planning Commission and City Council Workshop #2 – May
- Planning Commission Hearing - May
- Final City Council Hearing - June

COMMUNITY ENGAGEMENT



Key Findings



Parking issues and preserving the village remain the most important issues in Cannon Beach.



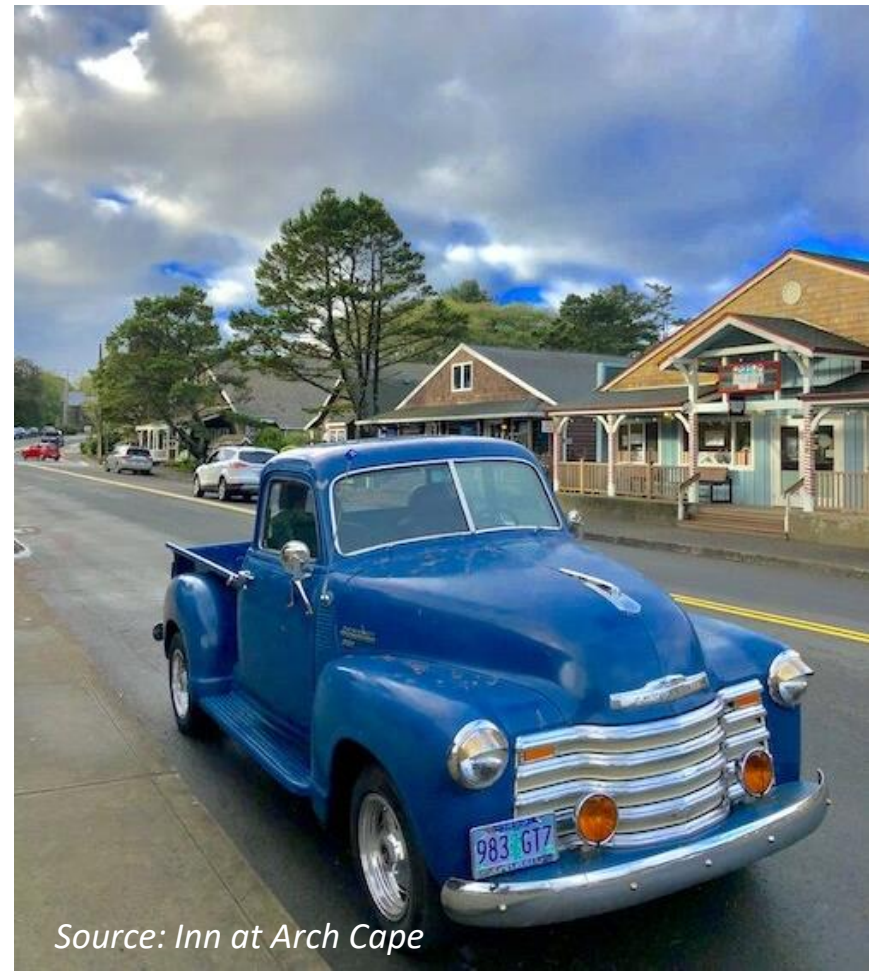
DRAFT TSP

Incorporates all previous memos, including goals and policies, existing and future conditions, funding plan, public input, and preferred alternatives. Finalized transportation improvement projects, strategies, and programs to address transportation needs and opportunities in Cannon Beach.



DRAFT TRANSPORTATION SYSTEM PLAN

Chapter 1: Purpose and Introduction
Chapter 2: Existing and Future Needs
Chapter 3: Goals and Objectives
Chapter 4: Transportation System Plan
Chapter 5: Funding and Implementation Strategy



Source: Inn at Arch Cape



Chapter 1: Introduction

- Purpose
- Plan Process
- Policy Context
- Study Area



Source: Cannon Beach Chamber of Commerce



Chapter 2: Existing and Future Transportation Needs

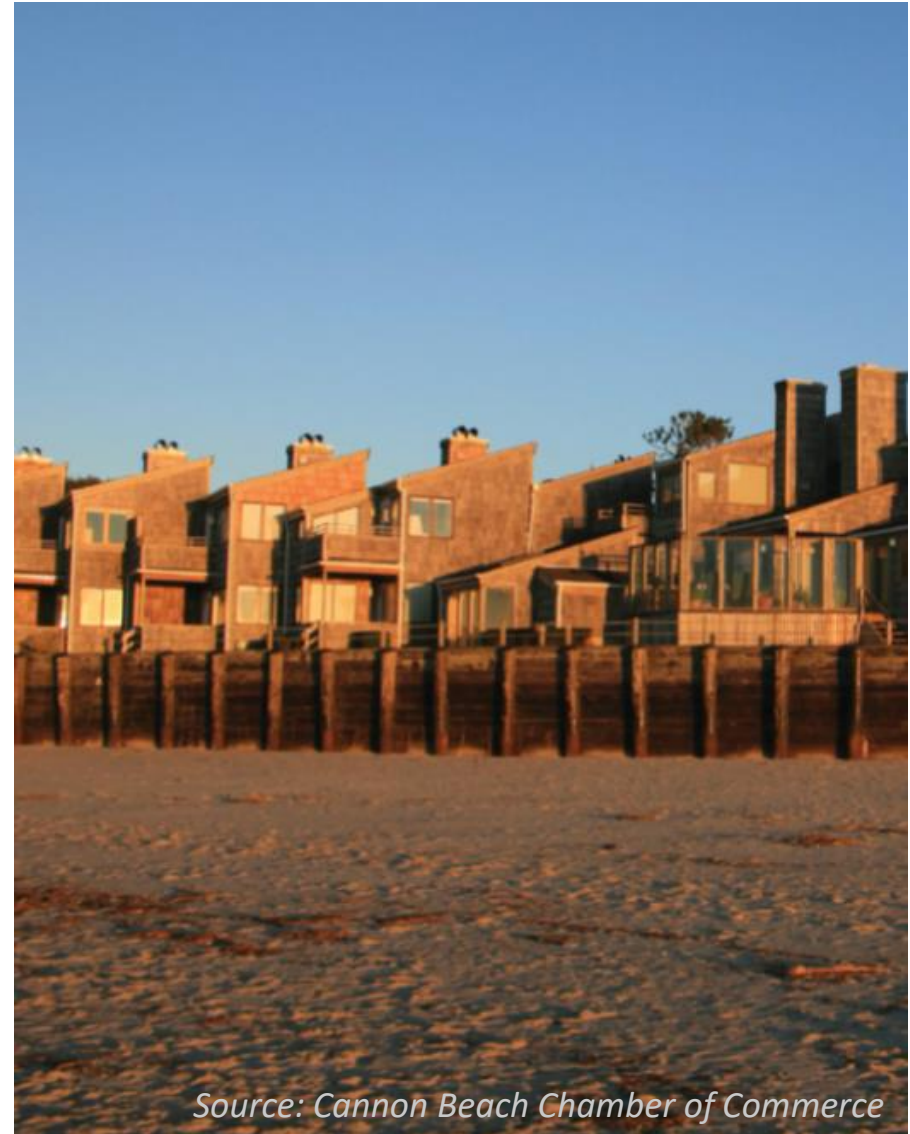
- Functional Classification
- Streets (including parking)
- Bicycle and Pedestrian System
- Public Transportation
- Freight
- Emergency Response
- Safety





Chapter 3: Goals and Policies

- TSP Goals and Objectives
- Policies
- Evaluation Criteria



Source: Cannon Beach Chamber of Commerce



Goals

- Goal 1. Preserve Cannon Beach's seaside village charm
- Goal 2. Balance the needs of different transportation system users in downtown and midtown
- Goal 3. Enhance safety and emergency preparedness
- Goal 4. Foster a sustainable transportation system



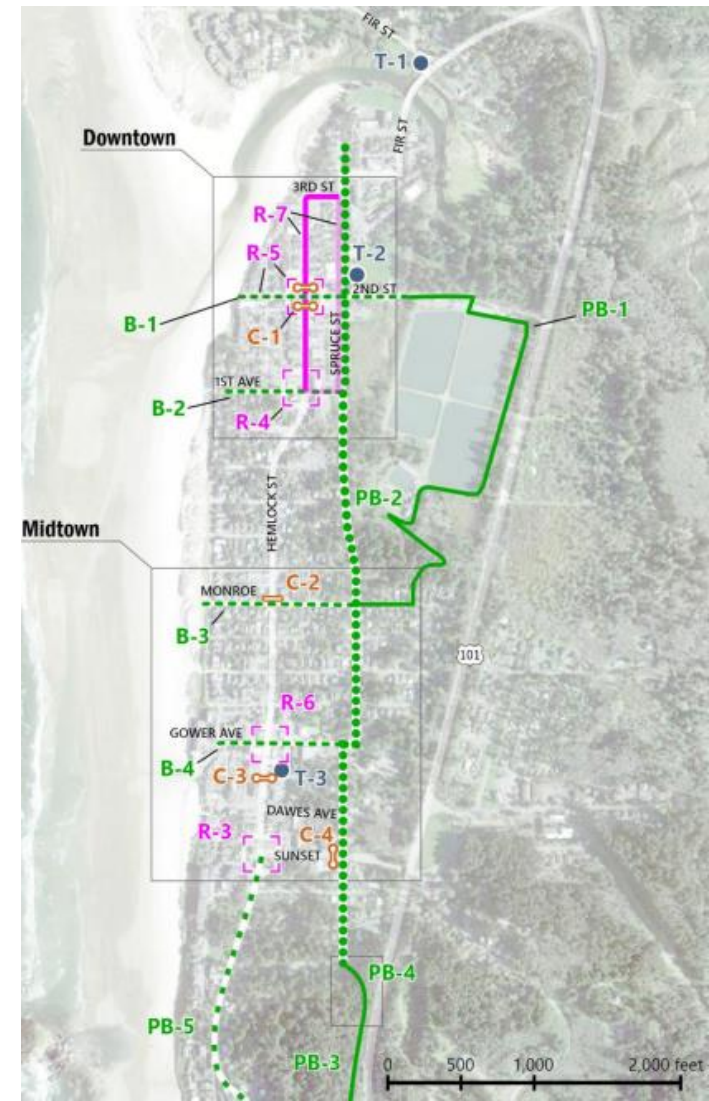
DRAFT Policies - Examples

- ***Draft** Street Policy 4. Local City streets may be reconfigured by the City for use as pedestrian plazas, and or include mini-roundabouts in order to create community and reinforce the use of streets for all modes.*
- ***Draft** Street Policy 9. The City recognizes a need to provide ‘safe and convenient’ pedestrian access within new subdivisions, multifamily development and shopping centers are necessary to support a variety of modes of transportation in the community.*



Chapter 4: Transportation System Plan

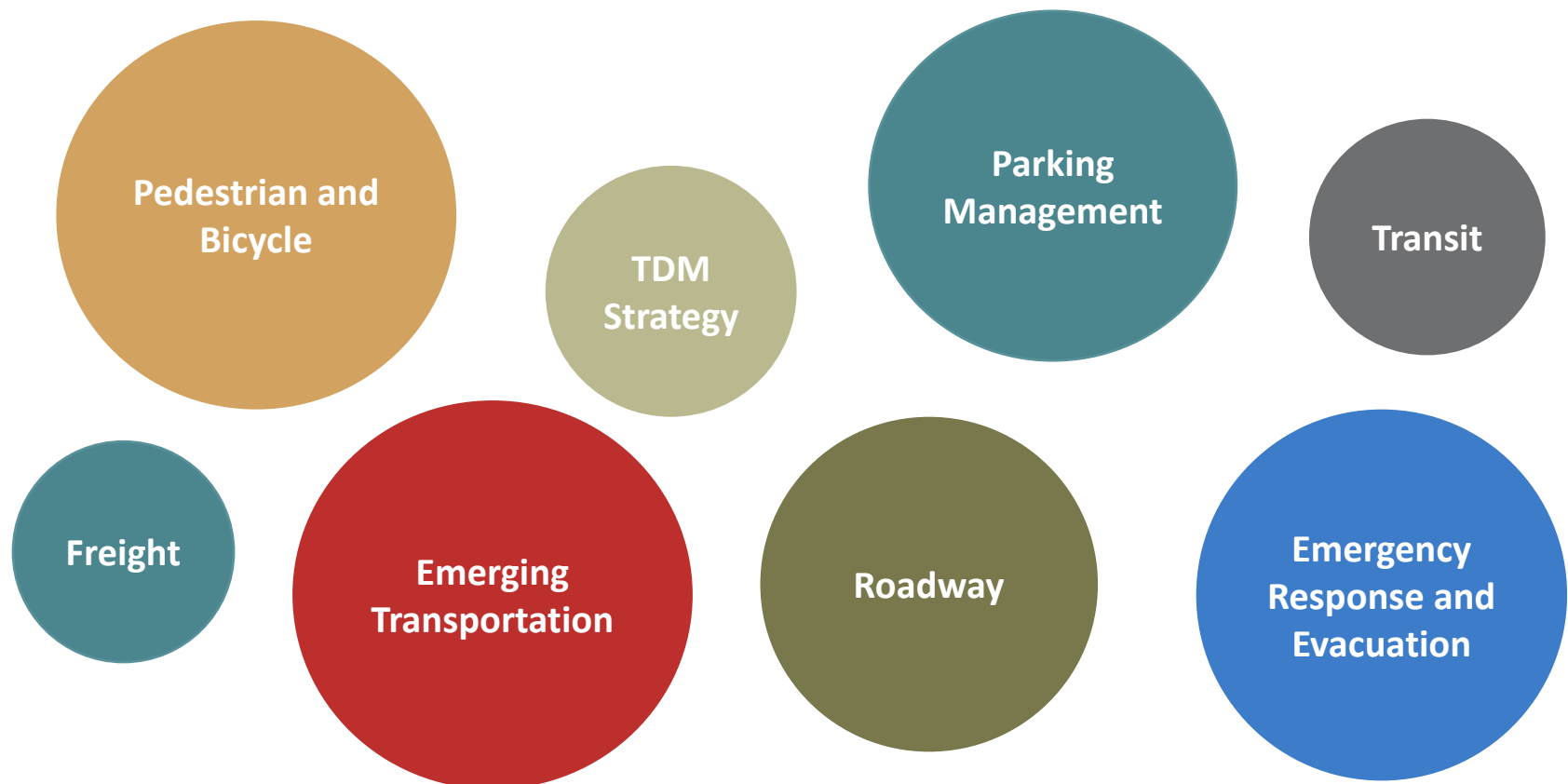
- TSP improvements organized by mode
- Includes prioritization of projects
- Builds upon projects in past memos, incorporates PAC feedback and public input



TSP IMPROVEMENTS



TSP improvements include transportation options for all modes in the City



TSP IMPROVEMENTS



Roadway Improvements – Hemlock Intersection Treatments

Lower Cost/Impact



Lower long-term benefit

Recommendation: @Warren, 1st,
and 2nd (Near-term)



Higher Cost/Impact



Higher long-term benefit

Recommendation: @1st (Long) and
2nd (Medium)

TSP IMPROVEMENTS



Roadway Improvements - Hemlock 1st - 3rd Pedestrian Plaza (R-7b)



Pedestrian Plaza on Park Avenue in Laguna Beach, CA.

Recommendation: Pilot Project
between 1st and 2nd (Near Term)

TSP IMPROVEMENTS



Roadway Improvements

ROADWAY IMPROVEMENTS			
R-1	Intersection at S Hemlock Street and Warren Beach Road		
R-1a	All-way (4-way) stop control	\$7,000	Near
R-3	Intersection at Sunset Boulevard and Hemlock Street		
R-3b	Unconventional stop control: Implement a three-way stop by adding a stop sign to northbound Hemlock (and keeping southbound Hemlock free)	\$2,000	Long
R-4	Intersection at 1st Street and Hemlock Street		
R-4a	All-way (4-way) stop control	\$4,000	Near
R-4c	Mini roundabout	\$924,000	Long
R-5	2nd Street and Hemlock Street		
R-5a	All-way (4-way) stop control	\$4,000	Near
R-5b	Mini roundabout	\$924,000	Medium
R-7	Hemlock Street between 1st Street and 3rd Street		
R-7a	Couplet with Hemlock and Spruce	\$129,000	Medium
R-7b	Hemlock Pedestrian Plaza – 1st Street to 3rd Street	\$167,000	Near



Parking Management

- On-street parking stalls and signage
- Designated employee parking
- Time restricted parking
- Enforcement of time-limited parking
- Remote overflow parking lots



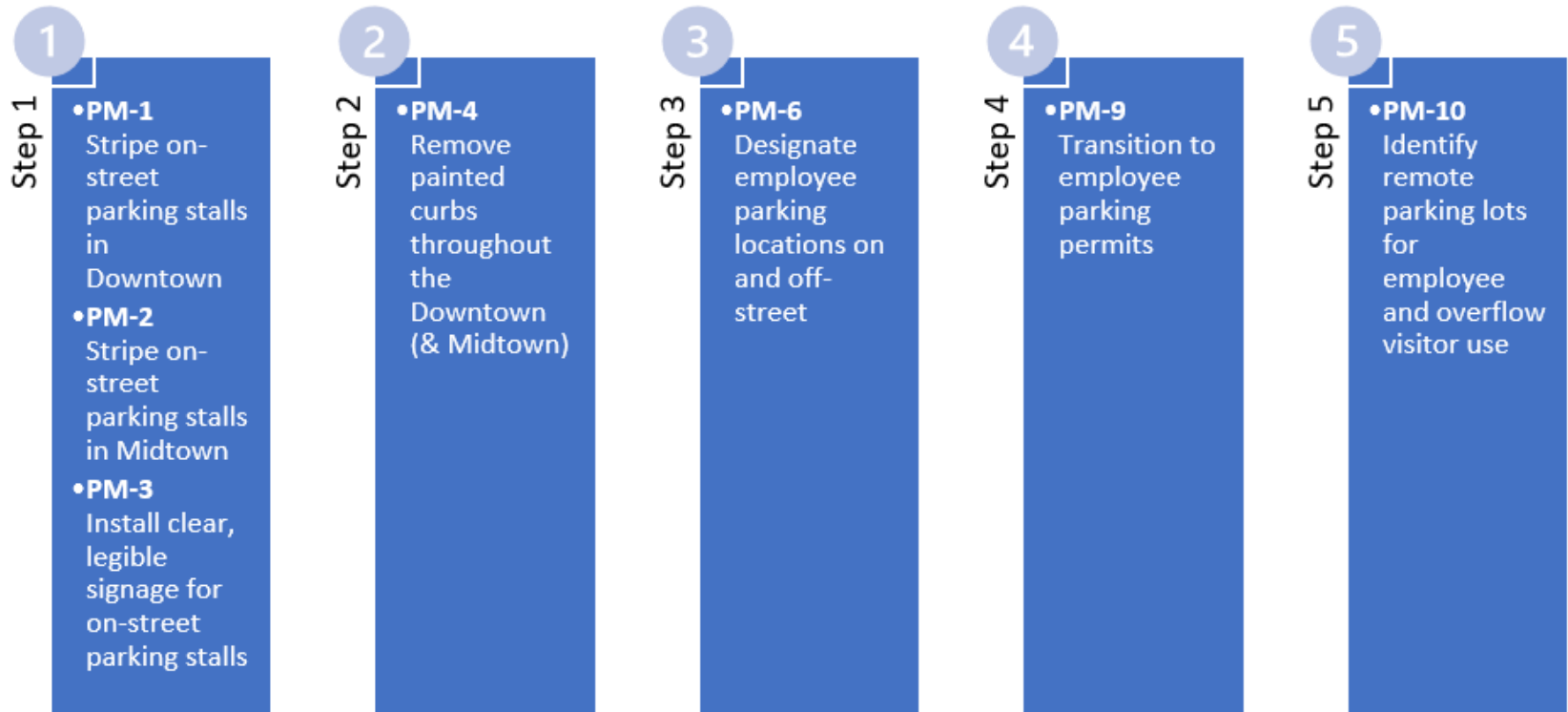


Parking Management

PARKING MANAGEMENT STRATEGIES			
PM-1	Stripe on-street parking stalls in Downtown	\$\$	Near
PM-2	Stripe on-street parking stalls in Midtown	\$\$	Near
PM-3	Install clear, legible signage for on-street parking stalls	\$\$	Near
PM-4	Remove painted curbs throughout the Downtown study area	\$\$	Near
PM-6	Designate employee parking locations on and off-street	\$\$	Medium
PM-7	Impose time restrictions for on-street parking (e.g., 3 Hours)	\$\$	Near
PM-8	Conduct periodic parking enforcement of time-limited parking	\$\$	Medium
PM-9	Transition to employee parking permits	\$\$	Medium
PM-10	Identify remote parking lots for employee and overflow visitor use	\$\$\$	Near



Parking Management – Draft Implementation Strategy



TSP IMPROVEMENTS



Pedestrian and Bicycle System

- Multiuse trails
- Shoulder improvements



Source: Maricopa Association of Governments



Pedestrian and Bicycle System


PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

PB-1	Multiuse Trail from 2nd Street to Monroe Street	\$415,000	Near
PB-2	Spruce Pedestrian and Bicycle Route	\$1,104,000	Near
PB-3	S-Curves Multiuse Bypass	\$1,623,000	Near
PB-4	US 101 to Spruce/Haystack Hill Trail	\$656,000	Near
PB-5	S Hemlock S-Curves Improvements – Sunset to Yukon	\$134,000	Medium
PB-6	S Hemlock Shoulder Improvements – Yukon to Maher St	\$290,000	Near



Cannon Beach Preferred North-South Pedestrian Bicycle Network

Legend


 Assembly Areas


 Multiuse Trail Improvement from
2nd Street to Monroe Street (PB-1)

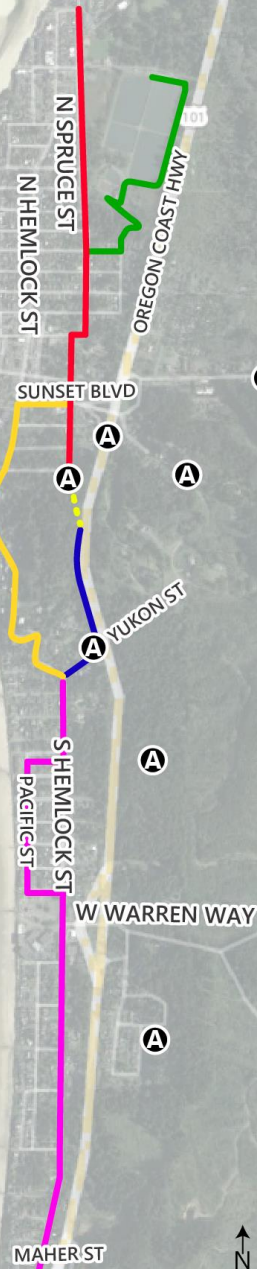
 Spruce Bike/Ped Route (PB-2)

 S-Curves Bypass (PB-3)

 US-101 to Spruce/
Haystack Hill Trail (PB-4)

 S Hemlock Shoulder Improvements –
Sunset to Yukon (PB-5)

 S Hemlock Shoulder Improvements
– Yukon to Maher (PB-6)



TSP IMPROVEMENTS



Bicycle Network and Crossings

- Connections to existing trails and assembly areas
- Shared lane bike paths (with sharrows and signage)
- Marked/enhanced crossings



TSP IMPROVEMENTS



Bicycle Network Improvements

B-1	2nd Street Bicycling Improvements	\$23,000	Near
B-2	1st Street Bicycling Improvements	\$14,000	Near
B-3	Monroe Bicycling Improvements	\$23,000	Medium
B-4	Gower Bicycling Improvements	\$14,000	Near
B-5	Pacific Bicycling Improvements	\$232,000	Medium
B-6	W Warren Way Bicycling Improvements	\$7,000	Near

Crossing Improvements

C-1	Enhanced crossing at N Hemlock at 2nd Street	\$284,000	Near
C-2	Marked crossing at Hemlock Street at Monroe	\$8,000	Medium
C-3	Enhanced crossing at Hemlock Street at Coolidge Avenue	\$150,000	Near
C-4	Enhanced crossing at Sunset Boulevard at Spruce Street	\$139,000	Near
C-5	Marked crossing at Hemlock Street at Haystack Lane	\$7,000	Medium
C-6	Marked crossing at Hemlock Street at Yukon Street	\$7,000	Medium



Emergency Response and Evacuation System

- Direct connections to assembly areas
- Evacuation information, signage, and wayfinding
- Corridor improvements facilitate 20-minute evacuation timeframe
- Vertical Evacuation Structure



Source: Visual Engineering Resource Group

TSP IMPROVEMENTS



Public Transportation

- New bus stop
- Mini Mobility Hubs
- Increased intercity service
- Circulator shuttle
- Employee shuttle



PREFERRED ALTERNATIVES



Public Transportation

TRANSIT FACILITY ALTERNATIVES

T-1	Bus stop with shelter at north end of City	\$57,000	Near
T-2	Mini mobility hub- N Spruce Street at 2nd Street (near Chamber of Commerce) Mini	\$113,000	Near
T-3	Mini mobility hub – Coolidge Avenue at S Hemlock	\$211,000	Medium
T-4	Mini mobility hub – S Hemlock at Warren Beach Road (Tolovana beach parking area)	\$135,000	Near
T-5	Mini mobility hub – N Spruce Street at 1st Street	\$113,000	Medium

TRANSIT SERVICE ALTERNATIVES

TS-1	Increased intercity service	\$\$\$	Medium
TS-2	Frequent service circulator shuttle	\$\$\$	Medium
TS-3	Employee shuttle	\$\$\$	Near

TSP IMPROVEMENTS



Emerging Transportation Technologies

- Policy to encourage potential future scooter/bikeshare
- Policy and regulation for scooter and bikeshare programs
- Policy to regulate ride-hailing companies
- EV charging stations

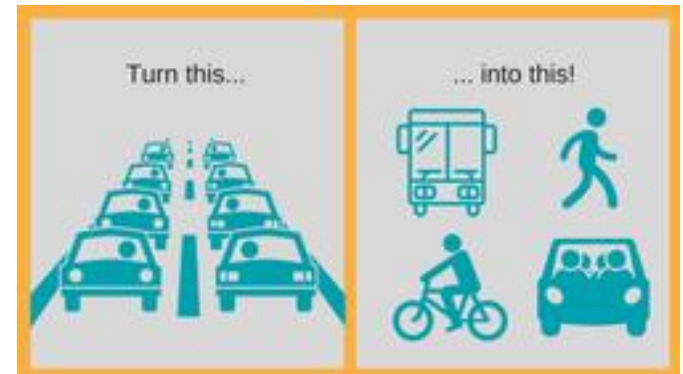


Sources: Top - Intelligent Transport
Bottom – Long Beach Post



Transportation Demand Management

- Campaigns to encourage visitors to travel to and within Cannon Beach by modes other than driving
- Parking permit program
- Traffic data publicly available
- Camera parking monitoring program
- Curb management program



TSP IMPROVEMENTS



Freight Improvements

Designate short term loading zones for delivery trucks in commercial areas



Source: Go DC Go



Chapter 5: Implementation

- TSP Funding Plan
 - Cost-constrained projects
 - Aspirational projects and programs
- Funding Gap and Recommendations
 - Local funding
 - Grant-based funding options

DRAFT TSP DISCUSSION



- Does everything included in the Draft TSP address Cannon Beach's transportation needs (motor vehicle traffic, walking, cycling, parking management, etc.)?
- Is there anything missing?



NEXT STEPS



- Implementing Ordinances + Policies
 - Will be adopted separately from TSP
 - Transportation Planning Rule (TPR Requirements)
 - Code amendments to support TSP implementation



NEXT STEPS



- Implementing Ordinances + Policies
 - Proposed new traffic control treatments
 - Minimum design standards for multimodal facilities
 - Proposed new uses of existing right-of-way
- Upcoming City Code Audit



NEXT STEP: ADOPTION OF TSP



Adoption Process

- DLCD Notice – April 21st
- Joint Planning Commission / City Council Meeting #2 – May 10th
- Planning Commission Hearing – May 26th
- Final Adoption Hearing with City Council – June 7th

NEXT STEPS



- PAC Feedback
 - Send to Jeff at adams@ci.cannon-beach.or.us
- Help us get the word out!
 - Online Open House: March 2022

NEXT STEPS



THANK YOU!

