



City of Cannon Beach **TRANSPORTATION SYSTEM PLAN**

PROJECT ADVISORY COMMITTEE
MEETING #1

JUNE 3, 2021 – 8:30 - 10:00 AM



MEETING GUIDELINES

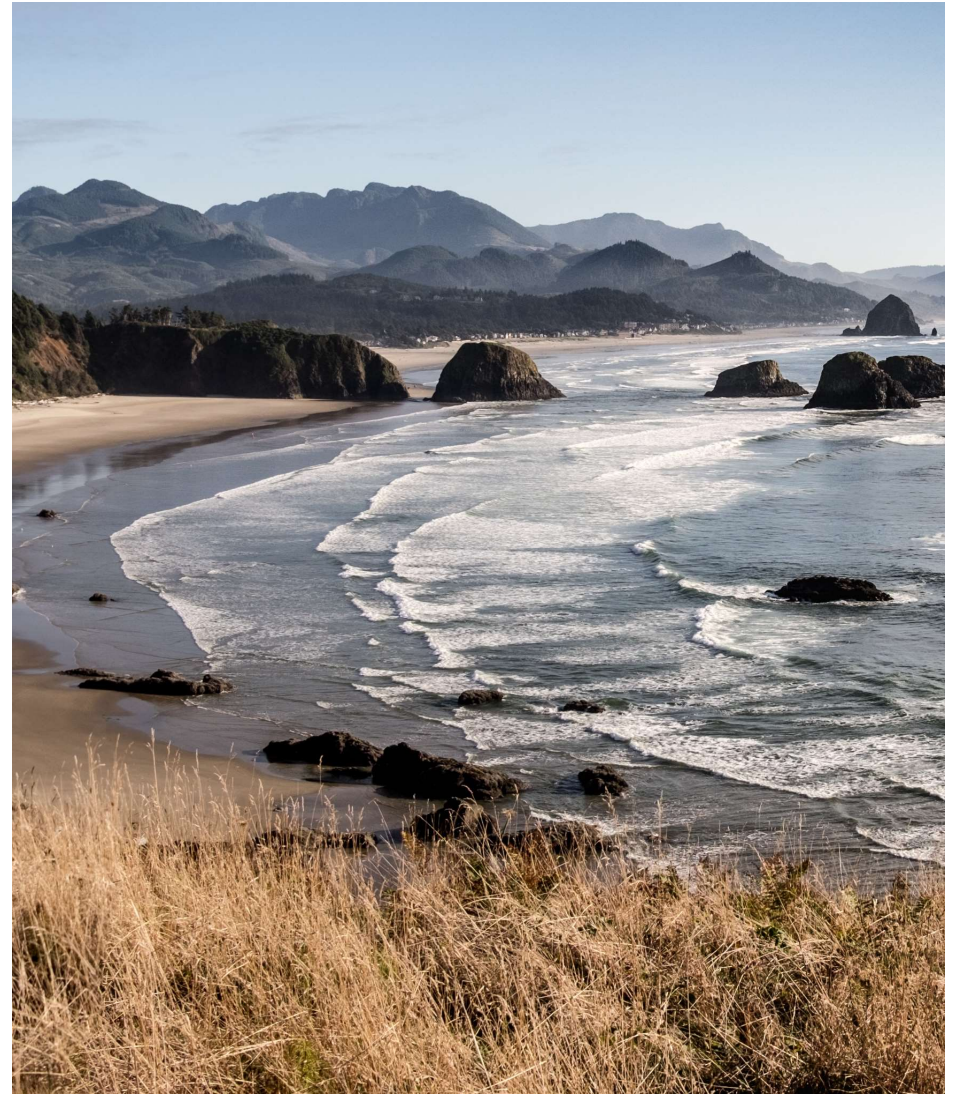


- Please mute when not speaking
 - By phone: dial *6
- Let us know when you'd like to speak:
 - Send a note in chat
 - Use the “raise hand” feature (by phone: dial *9)
- If we don't get to your comment/question, email Jeff after the meeting: adams@ci.cannon-beach.or.us
- Please promote respectful dialogue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

AGENDA



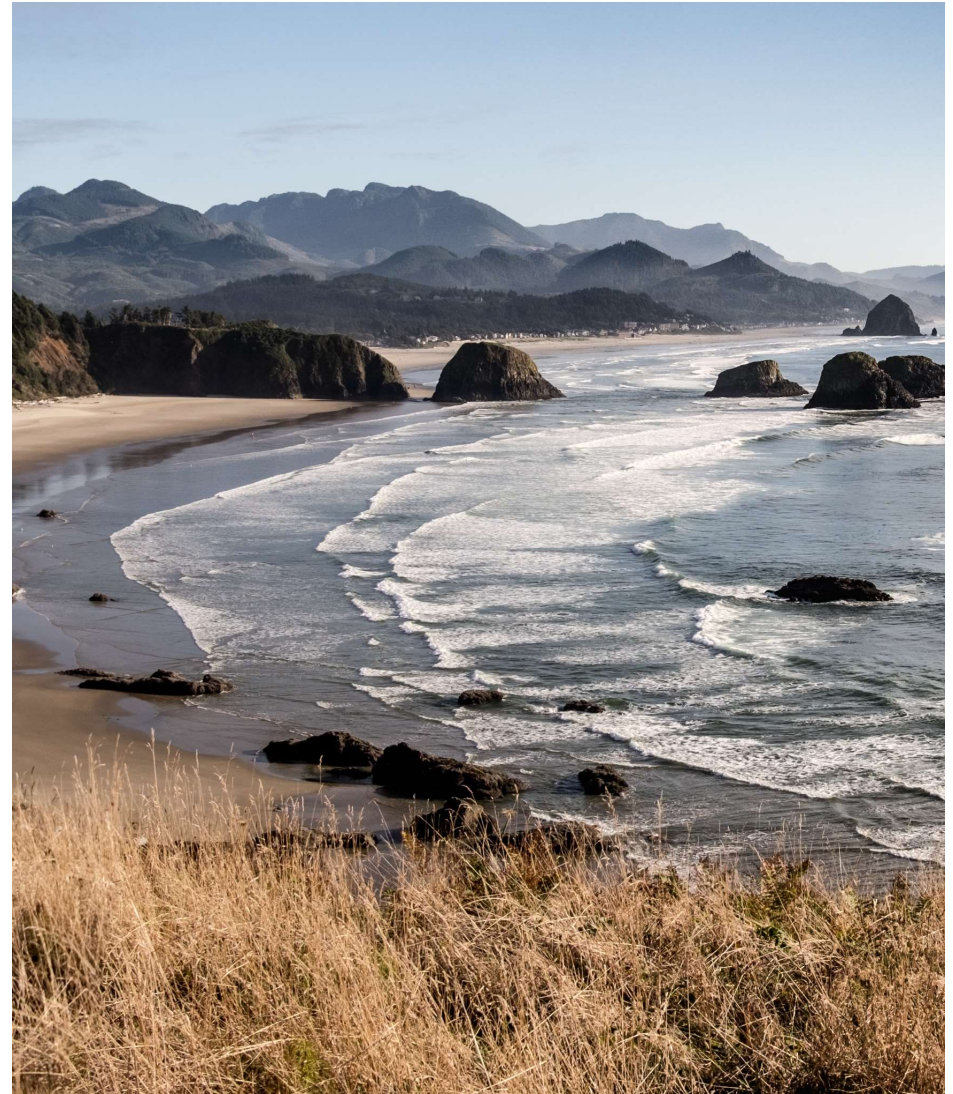
- Welcome and Introductions
- TSP Context
 - Overview of project
 - Key issues
- Goals and Objectives
- System Inventory and Existing Conditions
- Next Steps



INTRODUCTIONS



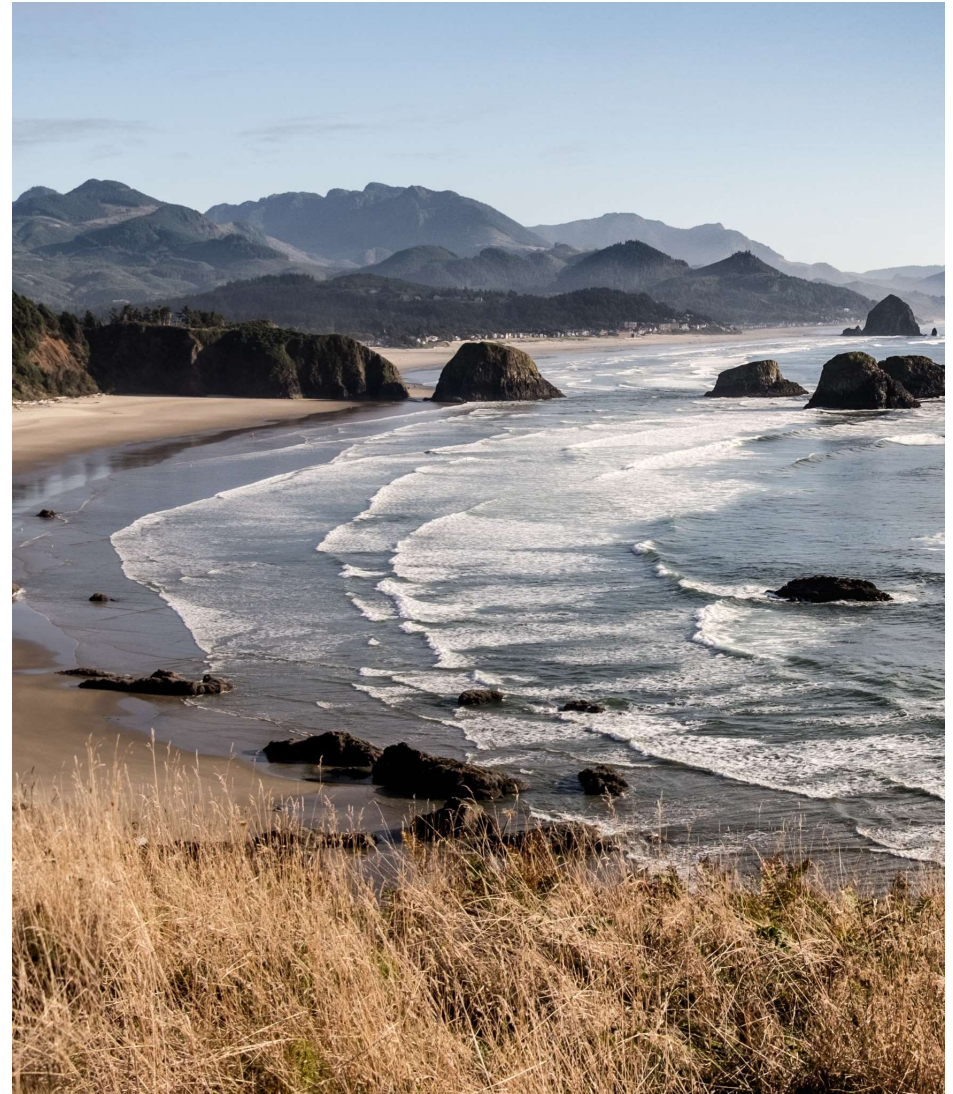
- Name
- Affiliation, interest
- What do you love about Cannon Beach?



WHAT IS A TSP?



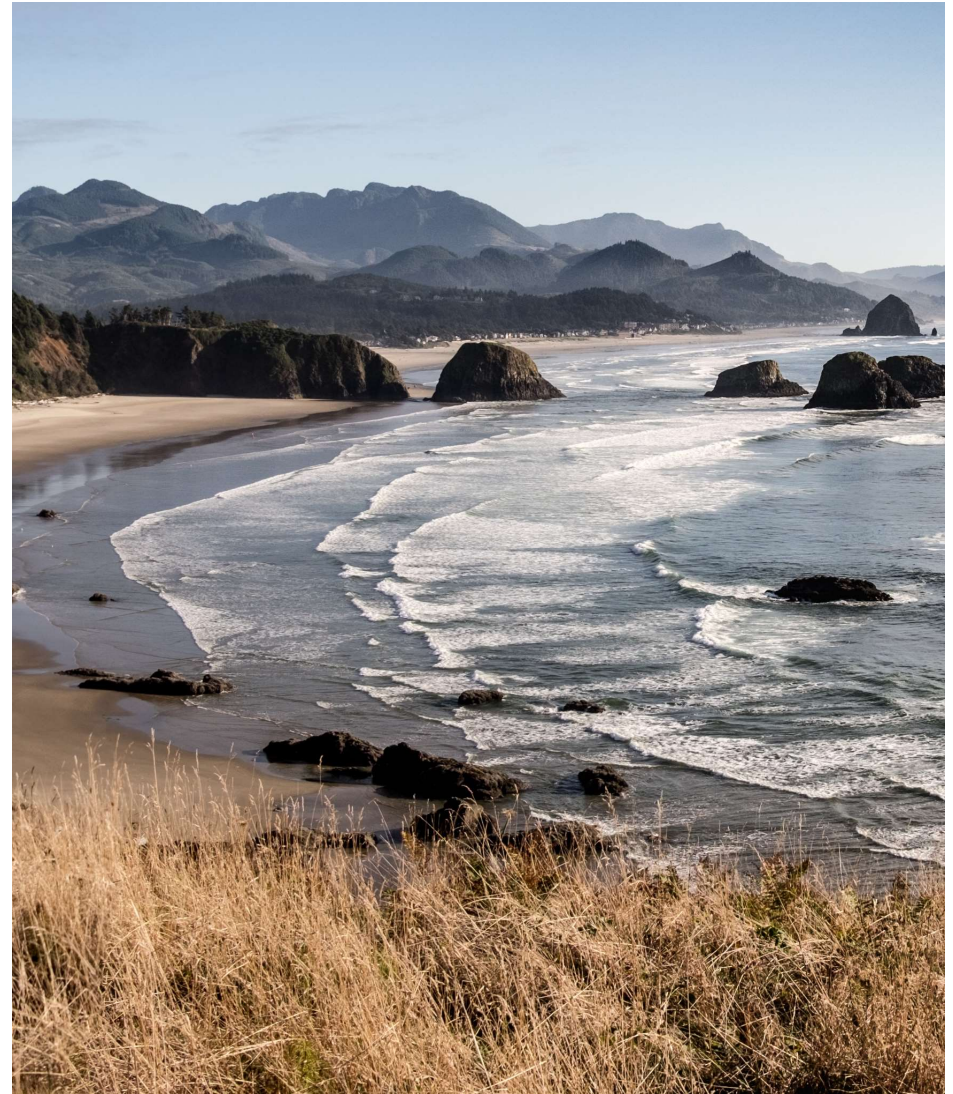
- Transportation System Plan
- Addresses transportation needs now and into the future
 - 20-year look
- Contains:
 - Projects (ex: new sidewalks)
 - Programs (ex: parking management)
 - Policies (ex: coordination with transit providers)
 - Standards (ex: street widths)
- Cannon Beach's first TSP!



WHAT IS A TSP? (CONTINUED)



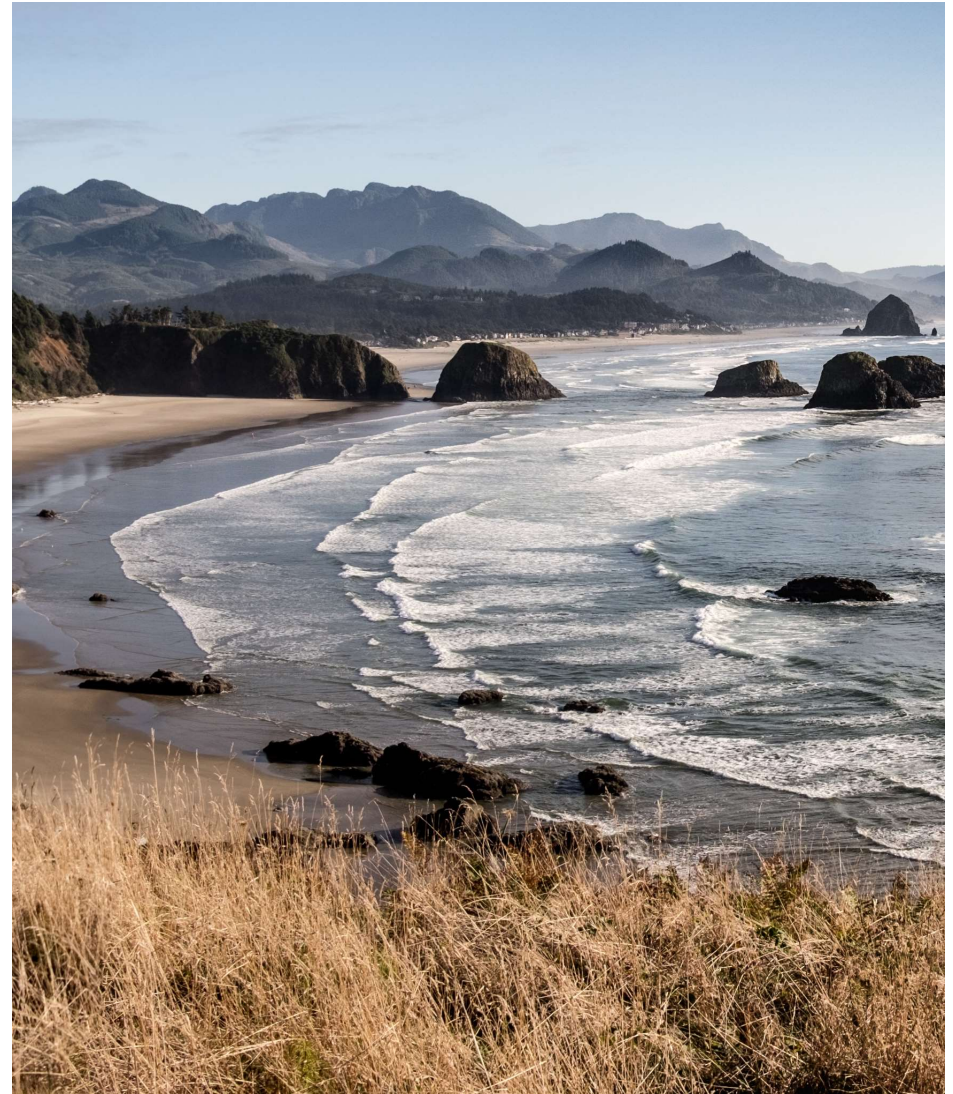
- Will look at all modes (ways of getting around)
 - Walking
 - Driving
 - Biking
 - Bus
 - Freight / deliveries
- Special focus on:
 - Transportation solutions that preserve the village feel that makes Cannon Beach special
 - Balancing the needs of year-round residents, visitors, and those who do business in Cannon Beach



WHAT IS A TSP? (CONTINUED)



- Goals and objectives to guide process
- Prioritize projects, programs
- Funding options
- City code updates
 - Comply with state rules
 - Consider rules for new development



PAC ROLE



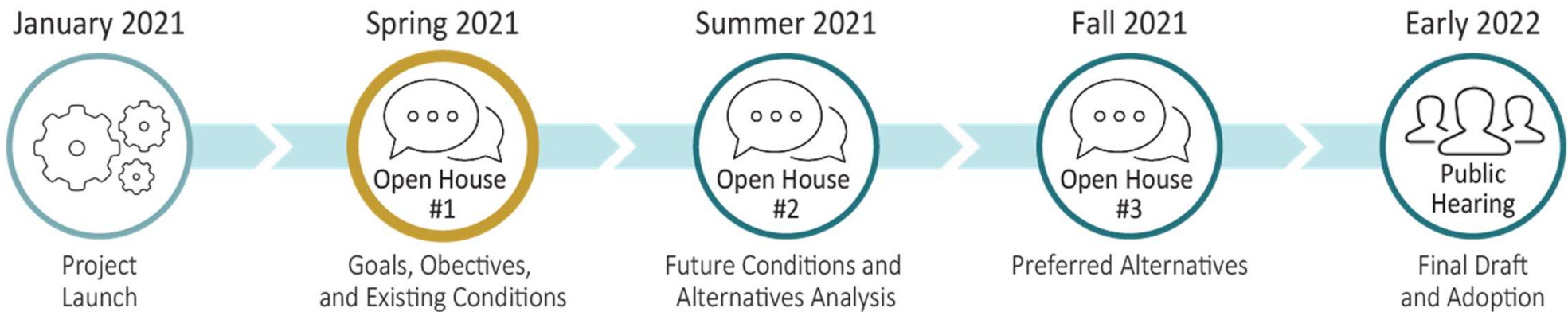
- Participate in all four meetings
- Help review goals, identify needs, select projects
- Advise and provide feedback to the TSP team throughout the process



SCHEDULE



- Expected to continue into early 2022
- Upcoming milestones are:





GOALS AND OBJECTIVES

TSP goals and objectives will set a desired vision for the future.

GOALS DISCUSSION



- Are these the right goals?
- Is there anything missing?
- Is there anything we should add or change?

GOALS



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.

GOAL 1



1. Preserve Cannon Beach's coastal village charm.

1.1 Develop transportation projects and programs that complement the natural and cultural setting of Cannon Beach.

1.2 Scale the transportation system appropriately to the village context.

1.3 Balance maintaining the City's vibrant tourism economy with addressing transportation-related visitor impacts.

1.4 Preserve the function of US 101 for regional traffic, while enhancing the function and safety of connections between the City and the highway.



GOAL 2



2. Balance the needs of different transportation system users throughout the community.

2.1 Manage parking to make the best use of existing and potential parking capacity before considering new parking areas.

2.2 Enhance safety and comfort for people walking and cycling from one neighborhood to the next.

2.3 Ensure that the system continues to serve local freight needs.



GOAL 3



3. Enhance safety and emergency preparedness.

3.1 Develop a connected network of cycling and walking routes and enhance access to transit.

3.2 Address known safety problems.

3.3 Limit points of access and respect the scenic corridor along US 101.

3.4 Continue to build resiliency, linking coast to range, by maintaining lifeline links and evacuation routes.



GOAL 4



4. Foster a sustainable transportation system.

4.1 Coordinate transportation improvements with City land use planning and new development.

4.2 Preserve and maintain the existing system, and manage demands on the system before making new investments.

4.3 Maintain acceptable traffic flow and minimize delay city-wide.

4.4 Avoid transportation impacts to Ecola Creek, the shoreline, wetlands, and other natural features.

4.5 Prioritize projects that can be funded by grants and look for partnership opportunities with other agencies and groups.



GOALS DISCUSSION



-
- Are these the right goals?
 - Is there anything missing?
 - Is there anything we should add or change?



SYSTEM INVENTORY AND EXISTING CONDITIONS

Key findings of the existing transportation conditions and needs.

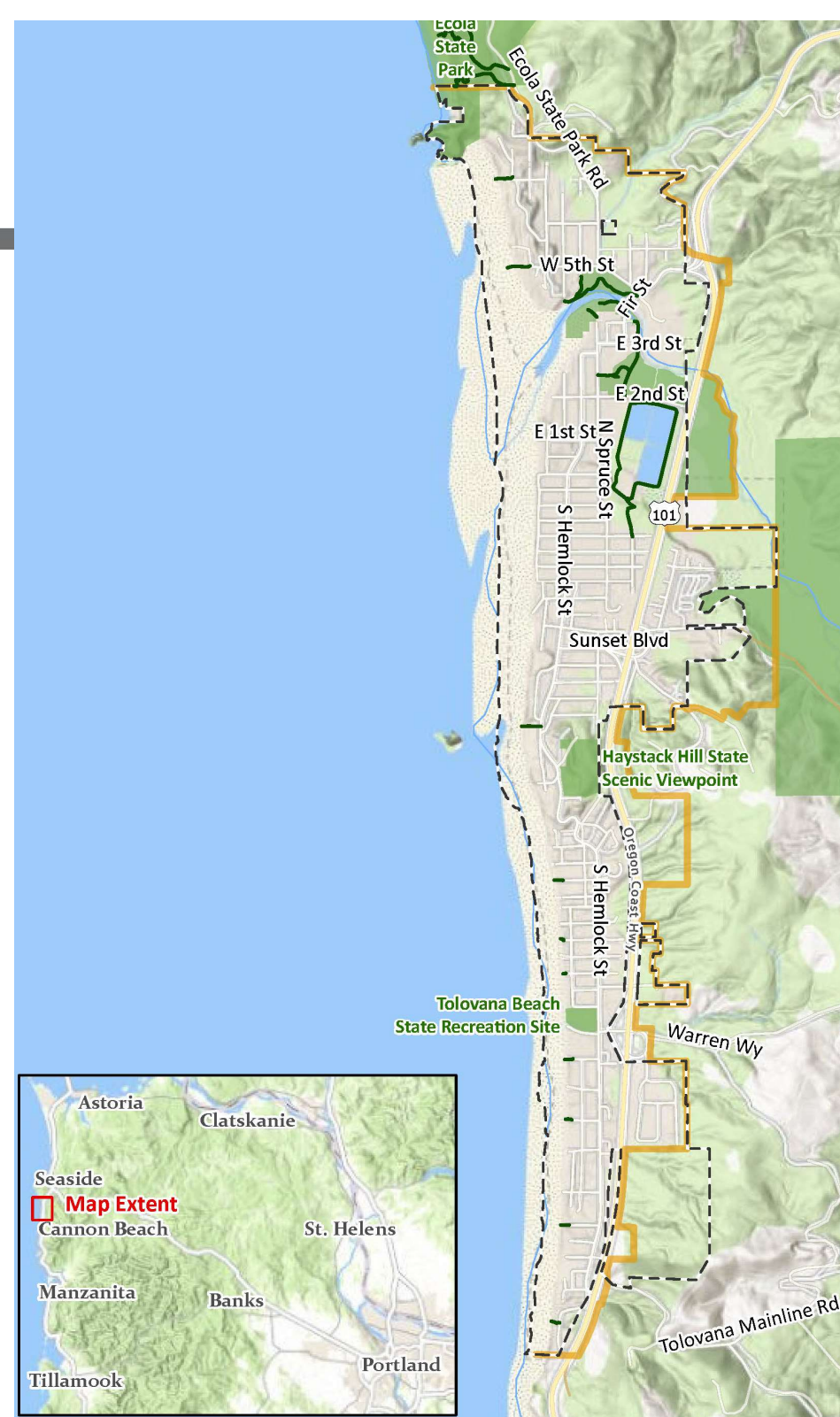
EXISTING CONDITIONS DISCUSSION



- Do these conditions resonate with your impression of the transportation system?
- What works well now?
- What's one thing you'd like to change?
- What issues or needs do you see?
- Is anything missing?

STREET NETWORK

- Most streets are narrow and without sidewalks, which follows City policies for a **village aesthetic**.
- Beech Street does **not meet street width standards** north of Fir Street.
- Cannon Beach has **no traffic signals**.
- Westbound traffic at the intersection of **E 5th Street & Fir Street** is expected to back up past the intersection with Beech Street.

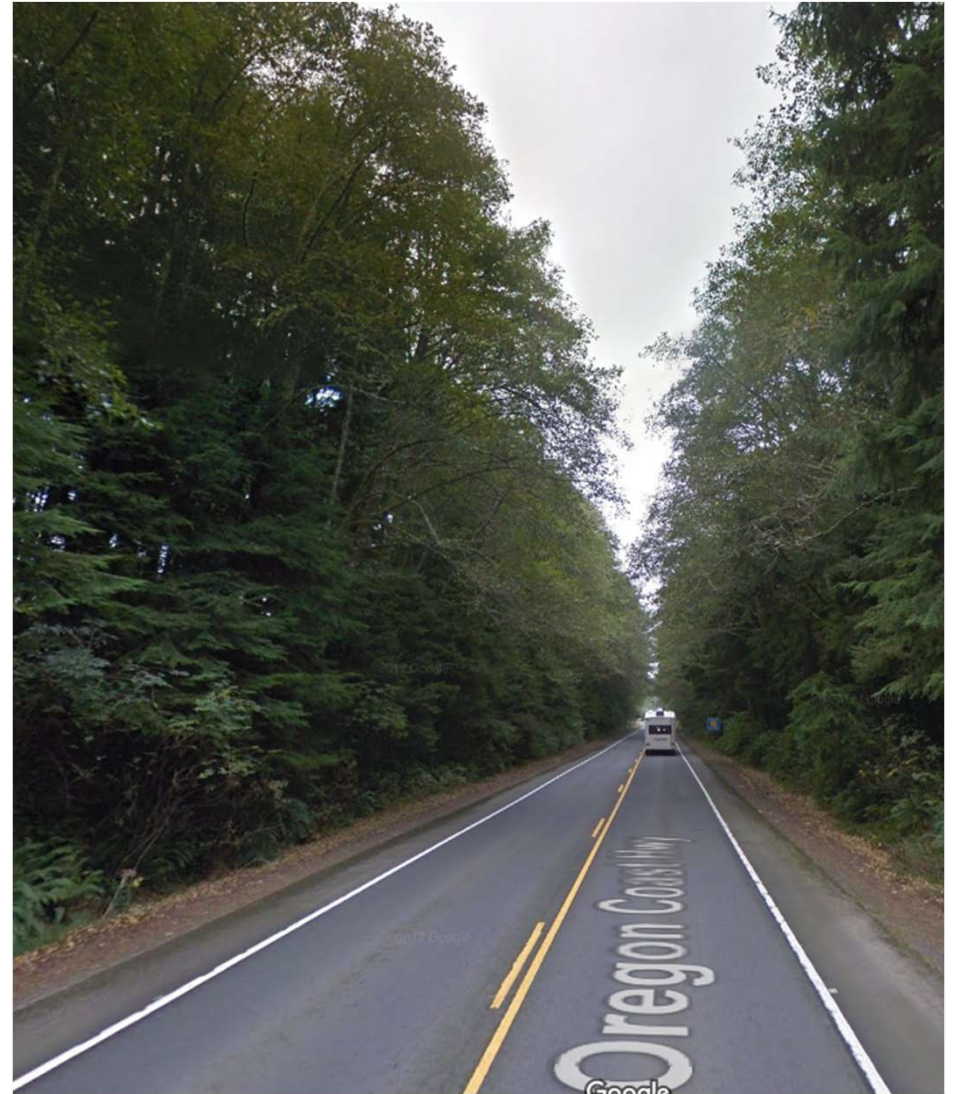


STREET NETWORK



US 101 (Oregon Coast Highway)

- City policies have preserved US 101 as a **two-lane, forested corridor**.
- The City has prioritized **minimizing commercial development** adjacent to US 101 and limiting the number of access points onto the highway.
- US 101 does not meet spacing standards for accesses, which would make it difficult to justify new connection points to US 101.



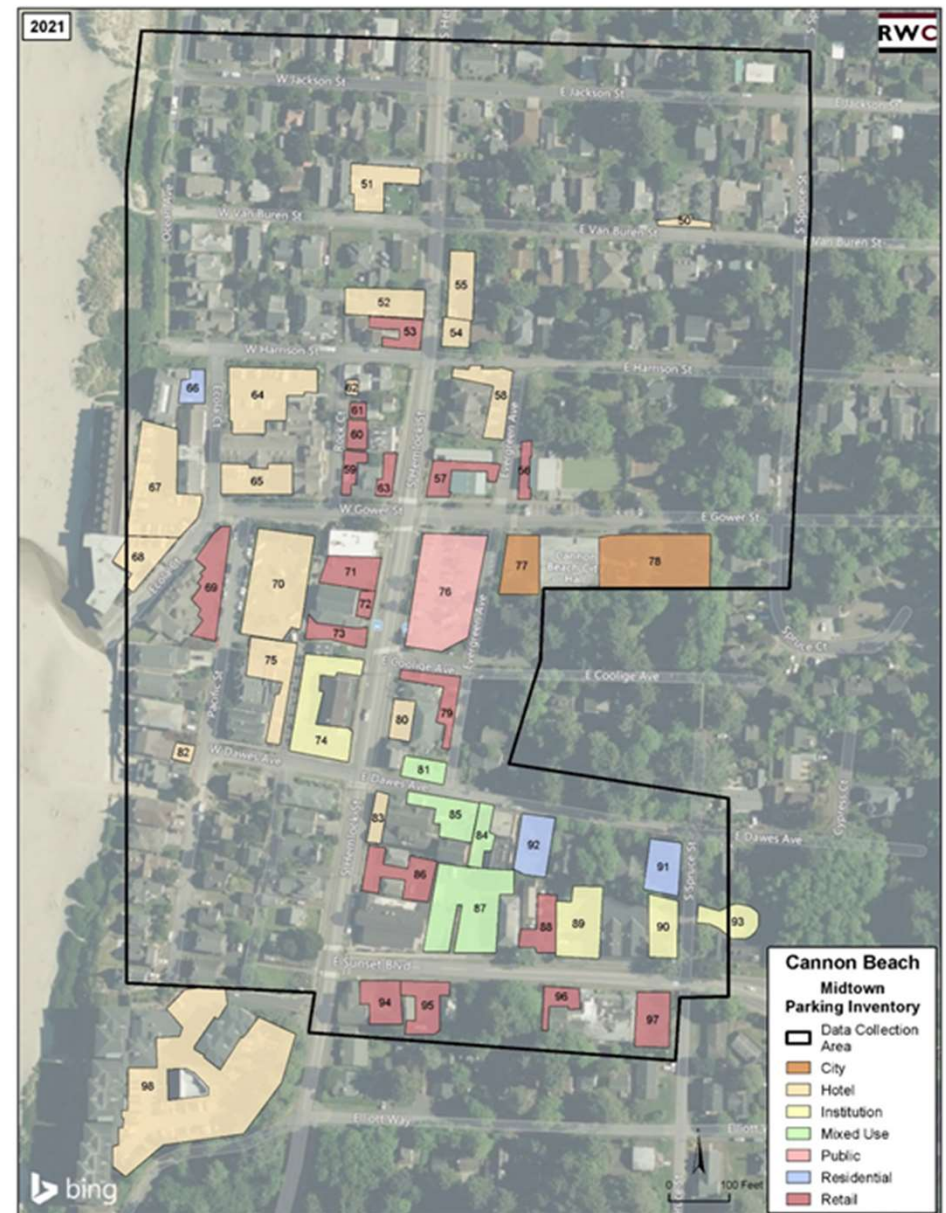
PARKING



- Balance providing parking to accommodate visitors and residents who drive, while maintaining the village aesthetic.
- A detailed study of parking is currently underway for Downtown and Midtown.
 - 2,264 parking spots
- Most on-street spots do not have time limits (94%).
- Signs and pavement markings are inconsistent for on-street parking and may be confusing.



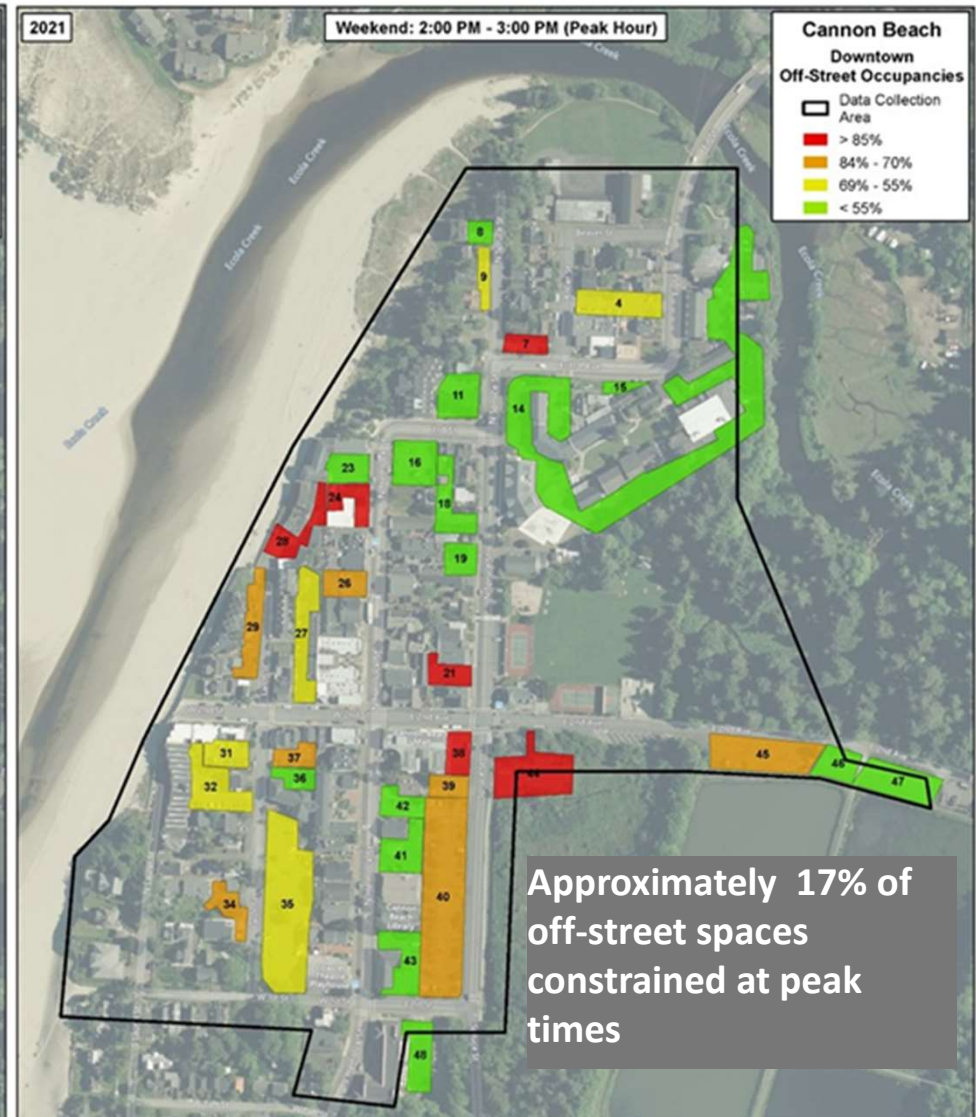
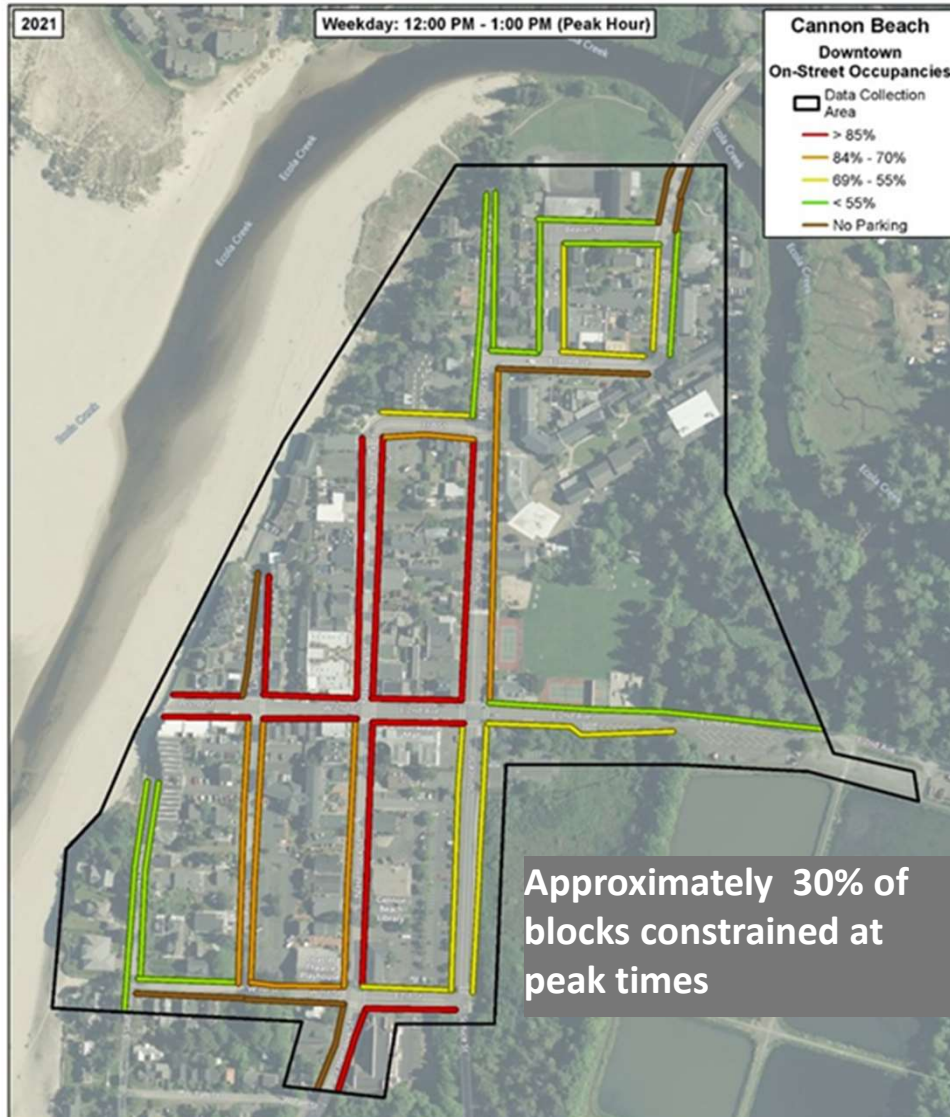
PARKING UTILIZATION



PARKING UTILIZATION - DOWNTOWN



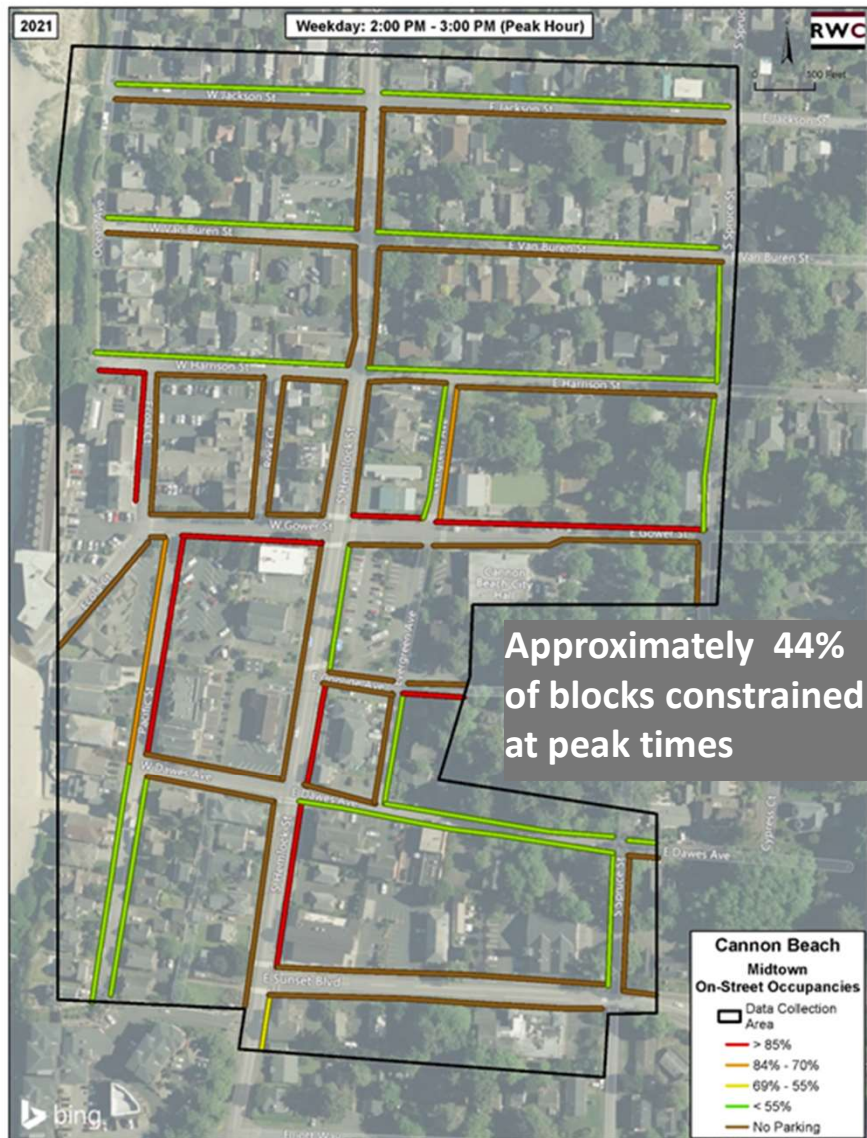
Peak Parking



PARKING UTILIZATION - MIDTOWN



Peak Parking



WALKING



- Cannon Beach is **compact and walkable**.
- **Sidewalks limited** to commercial areas.
- Most sidewalks have **curb ramps**, but conditions vary.
- There are **no signalized crossings**.
- **Streetlighting** outside of commercial areas is relatively low and may have factored in a crash on Hemlock Street.
- Walking and biking activity is high **near commercial areas**. Many people also walk and bike to the beach and to parks.
- The Cannon Beach Academy **public elementary school** has a crosswalk near it but no other dedicated pedestrian facilities.



BIKING



- Cannon Beach lacks a designated **bike network** or a bike master plan.
 - A bike master plan is a policy objective in the Comprehensive Plan.
- **Hemlock Street** lacks a consistent bike facility.
 - The Oregon Coast Bike Route follows Hemlock Street through Cannon Beach.
- **US 101** shoulders do not meet ODOT standards.
 - Standard: minimum of 6 feet, or 4 feet minimum in areas of physical constraints.
- Few bike facilities are north of 1st Street.



TRANSIT



- Transit can be a tool to **reduce traffic and parking demands**.
- **Local service** is provided by Sunset Empire Transportation District (SETD).
- **Intercity service** is provided by SETD, POINT, and Tillamook Transportation District (the Wave).
- **Limited service hours and infrequent service** may make transit impractical for people.
- **Private transportation services** are limited (taxis and a hotel shuttle)



FREIGHT / DELIVERIES



- **Maintaining access** to businesses will be important to consider while assessing potential transportation improvements.
- Delivery trucks need spaces to safely **load and unload**.



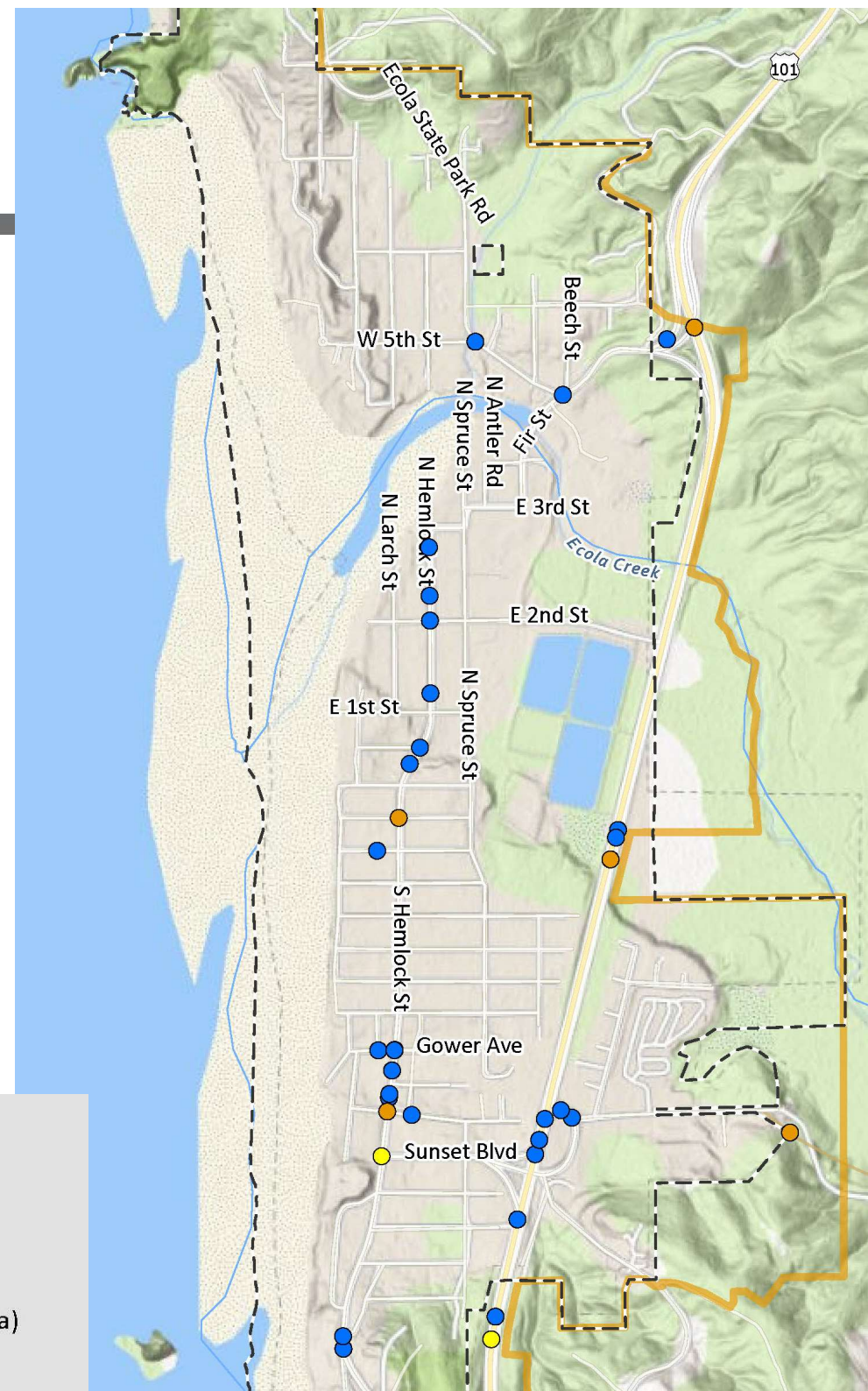
SAFETY

Safety and **perceptions of safety** influence how people travel.

- **47 crashes** were reported between 2014 and 2018 within the Cannon Beach urban growth boundary.
 - 20 crashes were on Hemlock Street.
 - 14 crashes were on US 101.
- One crash led to **serious injuries**.
- Six crashes led to **minor injuries**.
- No crashes were fatal.

Crash Highest Injury Severity

- Suspected Serious Injury (A)
- Suspected Minor Injury Crash (B)
- Possible Injury Crash (C)
- No Apparent Injury/PDO Crash (O)
- Urban Growth Boundary (Study Area)
- - - City Limits



SAFETY

One crash involved people **walking**.

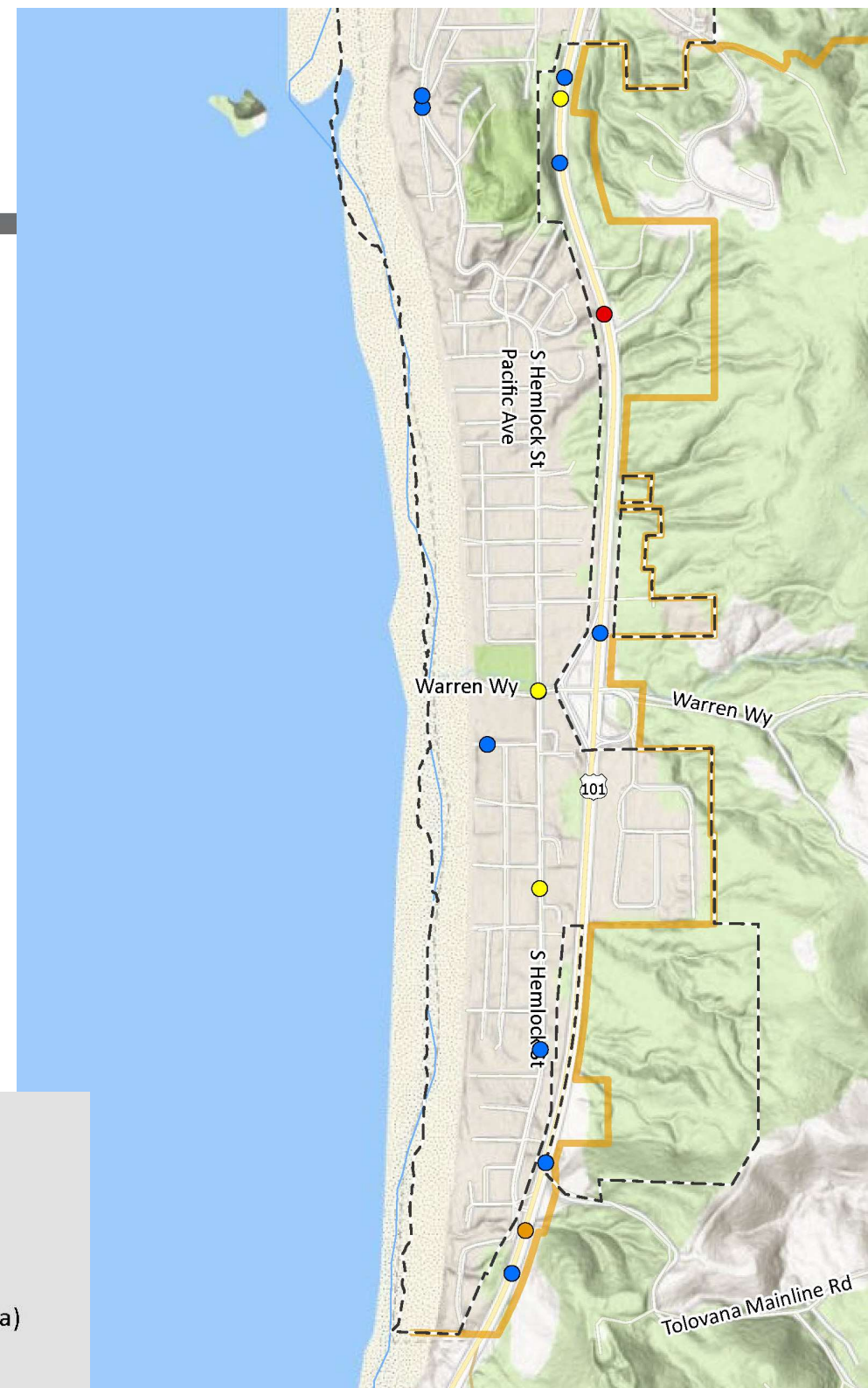
- Intersection of S Hemlock Street and Dawes Avenue.
- Suspected minor injuries for two pedestrians. The crash occurred at night without streetlights.

One crash involved a person **biking**.

- Intersection of S Hemlock Street and Adams Avenue.
- Suspected minor injuries for the person biking.

Crash Highest Injury Severity

- Suspected Serious Injury (A)
- Suspected Minor Injury Crash (B)
- Possible Injury Crash (C)
- No Apparent Injury/PDO Crash (O)
- Urban Growth Boundary (Study Area)
- - - City Limits



EXISTING CONDITIONS DISCUSSION



- Do these conditions resonate with your impression of the transportation system?
- What works well now?
- What's one thing you'd like to change?
- What issues or needs do you see?
- Is anything missing?



NEXT STEPS

NEXT STEPS



- PAC Feedback
 - Send to Jeff at adams@ci.cannon-beach.or.us
- Help us get the word out!
 - Online Open House #1 (June 3 – June 18, 2021)
 - Webinar (June 3, 2021, 6:00 PM – 7:00 PM)
- Future Conditions analysis
- Next meeting: July/August 2021
 - Future conditions and solution ideas

NEXT STEPS



THANK YOU!

