City of Cannon Beach
TRANSPORTATION SYSTEM PLAN

OPEN HOUSE
MEETING #2

SEPTEMBER 22, 2021 – 6PM TO 7PM

MEETING GUIDELINES

- Please mute when not speaking
  - By phone: dial *6
- Let us know when you'd like to speak:
  - 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
- Future Needs and Deficiencies
- Draft Alternatives Analysis and Funding Program
- Next Steps

INTRODUCTIONS

- Name
- Affiliation, interest

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!

WHAT IS A TSP? (CONTINUED)

- 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

PAC ROLE

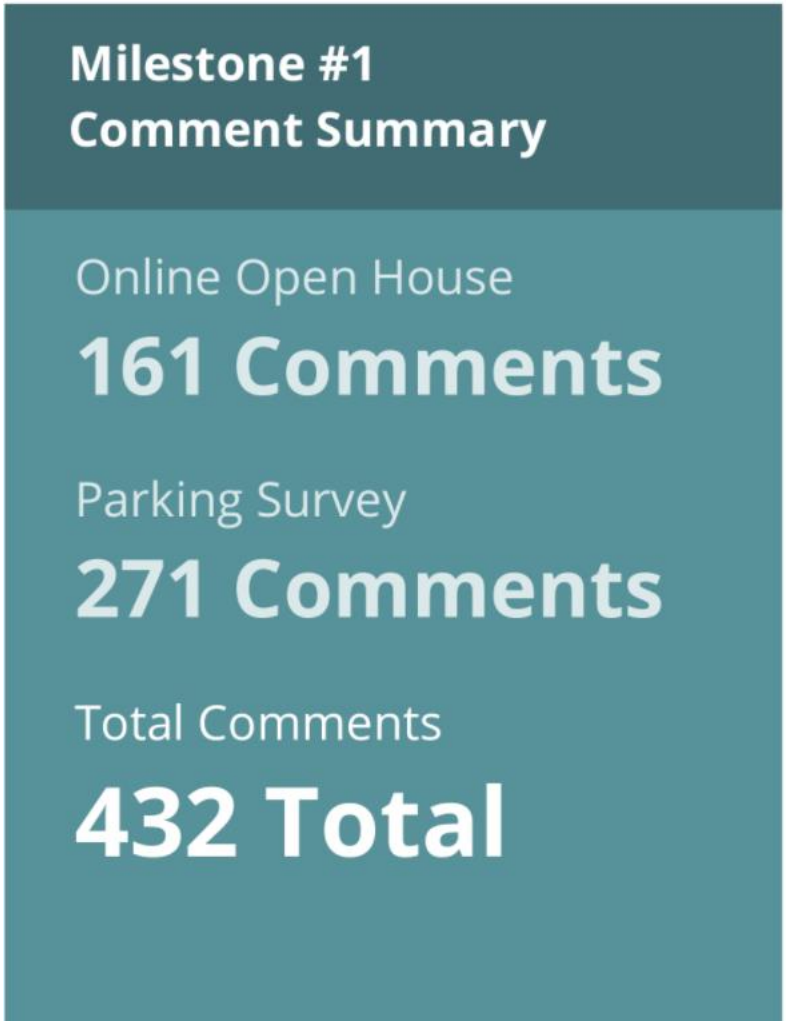
Community feedback is considered at all levels of the project!

Community input informs future needs and deficiencies, and draft alternatives

COMMUNITY ENGAGEMENT

Milestone #1: Share information and gather public feedback about the overall TSP process, existing conditions, TSP goals, transportation needs and priorities in Cannon Beach. Included:

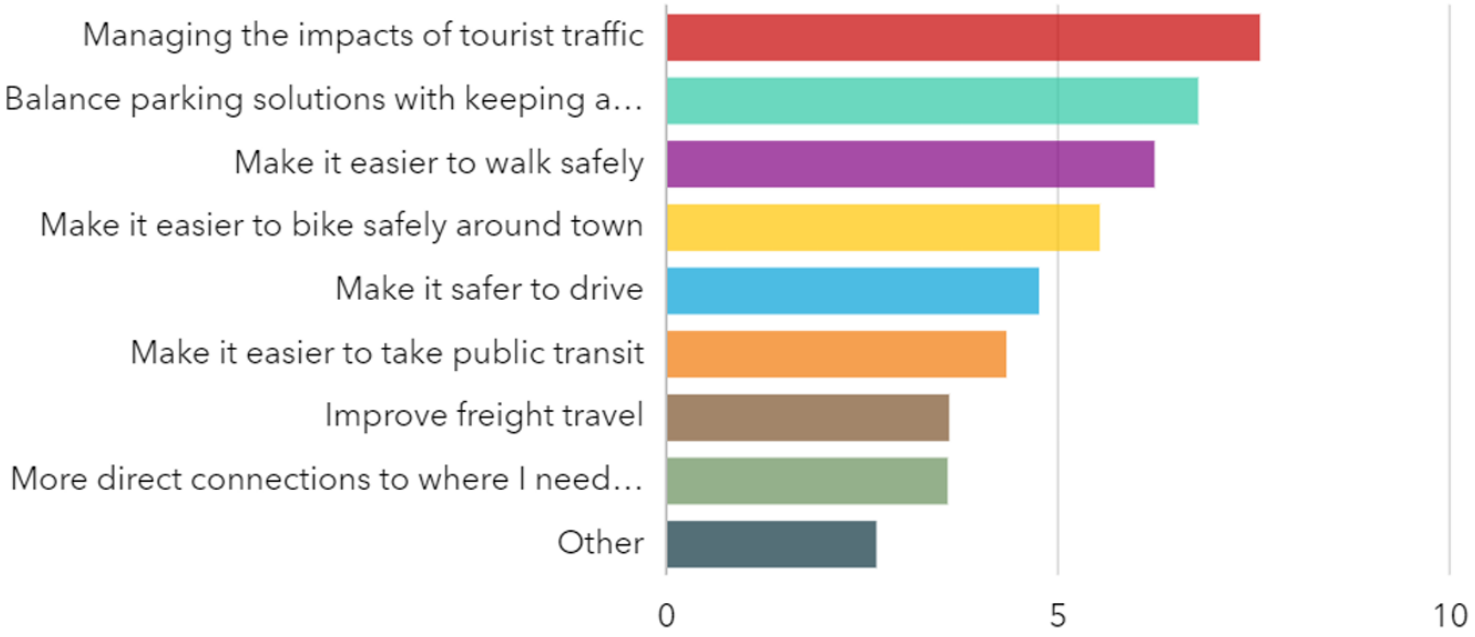
- **Online Open House** – Launched June 3, 2021 – Included 12-question survey
- **Public Zoom Webinar** – June 3 from 6-8pm
- **Project Advisory Committee #1** – June 3, 2021 from 8:30am – 10:00am
- **Supplemental Parking Survey** – July 12 to July 27



COMMUNITY ENGAGEMENT

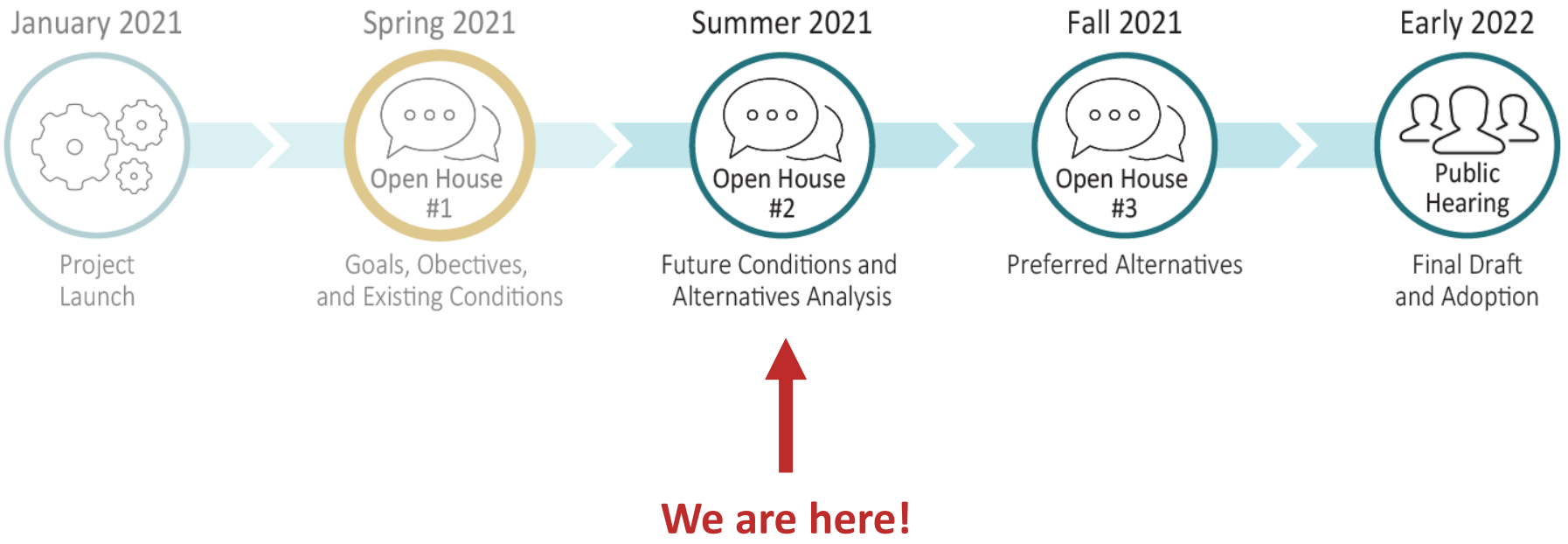
Key Findings

Rank your top priorities for improving transportation in Cannon Beach



SCHEDULE

- Have completed the first major project milestone

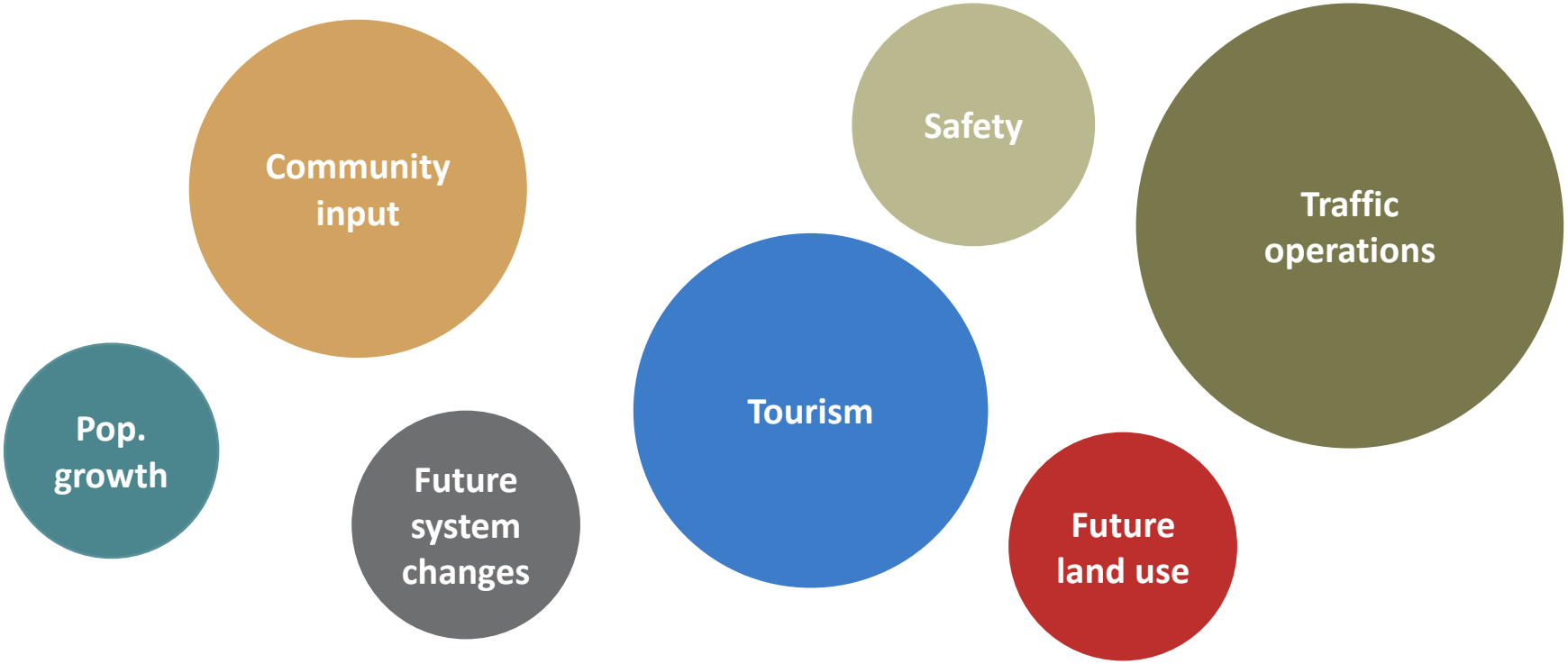


FUTURE NEEDS AND DEFICIENCIES

An assessment of the City's future needs to identify potential solutions

FUTURE ANALYSIS

- Planning year of 2040
- Assess future “No Build” condition for all modes of transportation



FUTURE ANALYSIS

Population Growth

Table 1. Future Population (2020 - 2040) [1]

Jurisdiction	2020	2040 (Forecast)	Percent Change
Cannon Beach	1,652	1,714	+3.8%
Clatsop County	38,254	40,010	+4.6%
Oregon	4,266,184	5,100,899	+19.6%

* Considers tourism impacts!

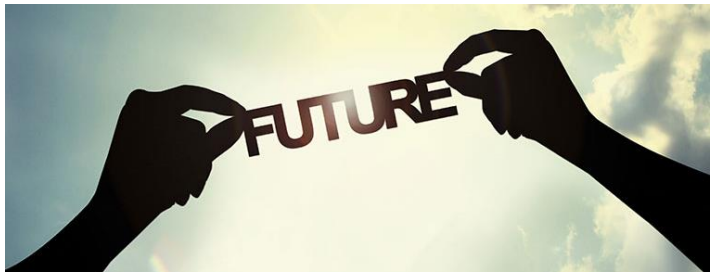
FUTURE ANALYSIS

Future Transportation System

FUTURE ANALYSIS

Future Traffic Volumes

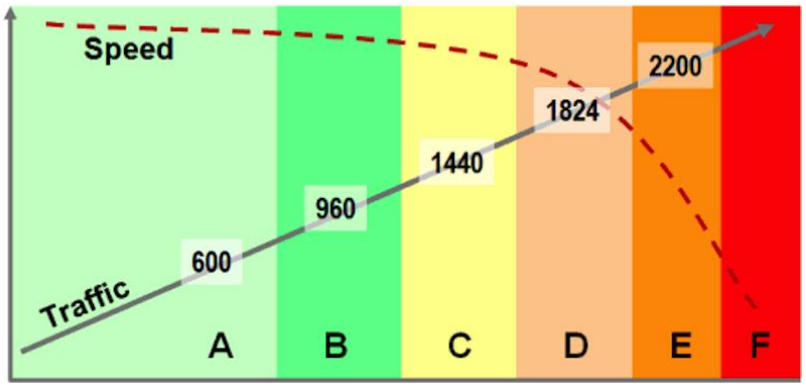
- Representative study intersections (15) mainly along Hemlock, Spruce, and US 101
- Existing volumes based on July 2019-2020 traffic counts, adjusted for COVID-19
- Linear growth factor to project to 2040
- Average growth rate of +1.23% per year = +24.6% over 20 years



FUTURE ANALYSIS

Future Traffic Operations

- Traffic modeling to assess future **traffic flow, delay, and queue lengths** at study intersections
- Utilizes ODOT state **mobility targets** based on volume/capacity.
- Level of Service (LOS) – A through F grade system



FUTURE ANALYSIS

Future Traffic Operations

Hemlock @ 2nd, Hemlock @ 1st, and Hemlock @ Sunset are likely to **exceed mobility targets**

Table 2. Future No Build 2040 Traffic Operations – V/C Ratio, Delay, and LOS

			Mainline Operations			Side Street Operations			
#	Intersection	Future No Build Mobility Target	v/c ratio	Delay	LOS	v/c ratio	Delay	LOS	Exceeds Mobility Target?
5	N Hemlock Street & 2nd Street	v/c < 0.95	0.16	10	A	1.12	245	F	Yes
6	N Larch Street & W 2nd Street	v/c < 0.95	0.08	9	A	0.12	15	B	No
7	N Hemlock Street & 1st Street	v/c < 0.95	0.23	11	B	0.98	126	F	Yes
8	S Hemlock Street & Gower Avenue	v/c < 0.95	0.32	9	A	0.72	72	F	No
9	S Hemlock Street & Sunset Boulevard	v/c < 0.95	0.32	9	A	0.96	64	F	Yes

FUTURE ANALYSIS

Future Traffic Operations

- Main issues are high pedestrian crossings (esp. on 2nd), limited stop controls on Hemlock, causing delays for side streets and potential safety issues

FUTURE ANALYSIS

Future Parking

- No adopted plans to expand on- or off-street parking
- Parking capacity driven by development
- Modest pop. growth and tourist demand will gradually worsen peak-hour parking constraints

FUTURE ANALYSIS

Future Bicycle and Pedestrian Needs

- Lack of consistent and dedicated sidewalks, paths, and bike lanes
- Lack of safe and comfortable north-south connection through town
- Cannon Beach “curves”
- Limited access to evacuation routes and assembly areas
- Needs south of Sunset – fewer crossings, no sidewalks, narrow shoulders, faster traffic

FUTURE ANALYSIS

Other Future Needs

- Transit – infrequent service and limited hours for both local and intercity travel
- Freight – gradual demand over time to support modest pop. growth, e-commerce, few designated loading zones
- Emergency Response – consistent need throughout the City and access to hospital in Seaside.

DRAFT ALTERNATIVES ANALYSIS

Draft alternatives to address the City's existing and future needs

ALTERNATIVES ANALYSIS

Step 1: Brainstorm Alternatives

- Community input to date
- Village context
- Best practices
- Range of potential solutions

Step 2: Develop Evaluation Metrics

- TSP Goals and Objectives
- Traffic modeling (No Build vs. alternatives)
- Planning level cost estimates

Step 3: Test Alternatives

- Apply evaluation criteria
- Assess traffic impacts – v/c, delay, LOS, and mobility targets

Step 4: Identify Draft Alternatives

- Identify best performing alternatives
- Consider interim options
- Suggest implementation priority

ALTERNATIVES ANALYSIS

Step 5: Community Input

- Gather PAC and public input on alternatives
- Consider cost, need, and overall level of community support

Step 6: Identify Preferred Alternatives

- Identify prioritized list of preferred project and programs based on community input and technical analysis
- Recommend for inclusion in TSP

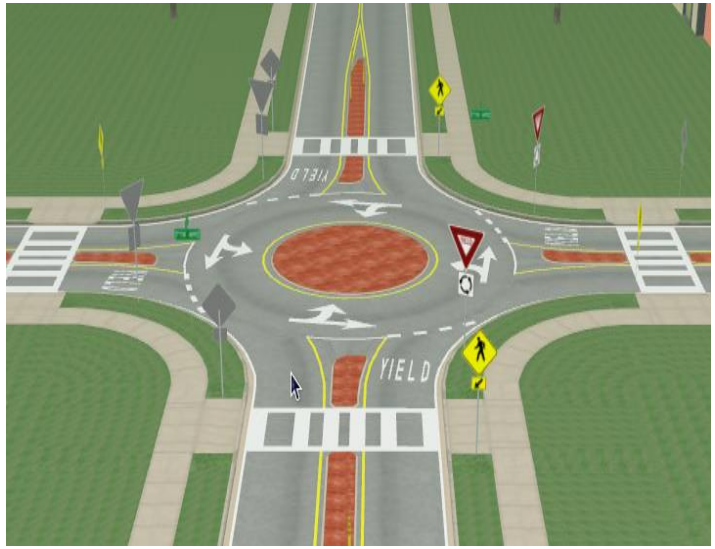
ALTERNATIVES ANALYSIS - ROADWAYS

Intersection Treatments

Lower Cost/Impact

Lower long-term benefit

Higher Cost/Impact



Higher long-term benefit

ALTERNATIVES ANALYSIS - ROADWAYS

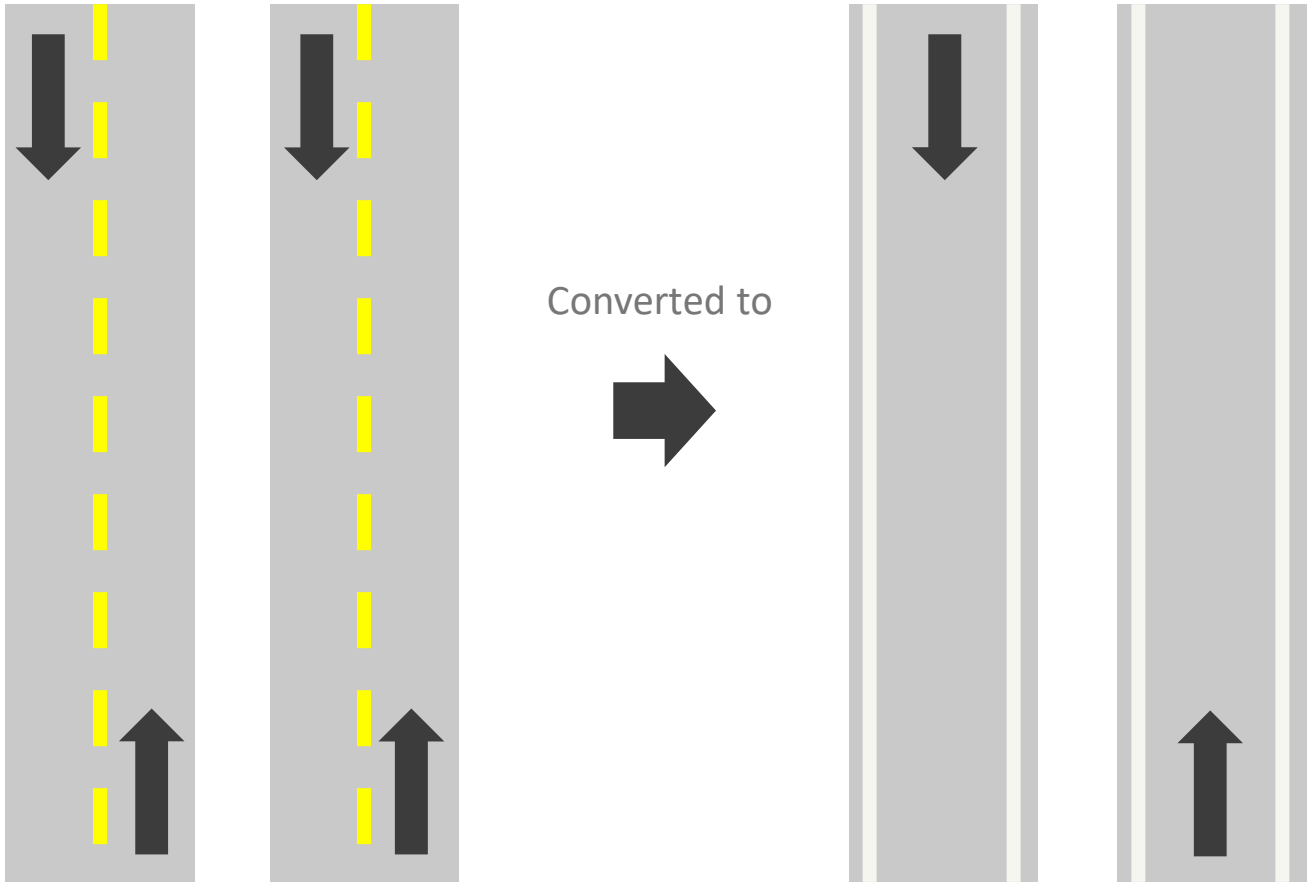
Street Treatments

Pedestrian plazas

ALTERNATIVES ANALYSIS - ROADWAYS

Street Treatments

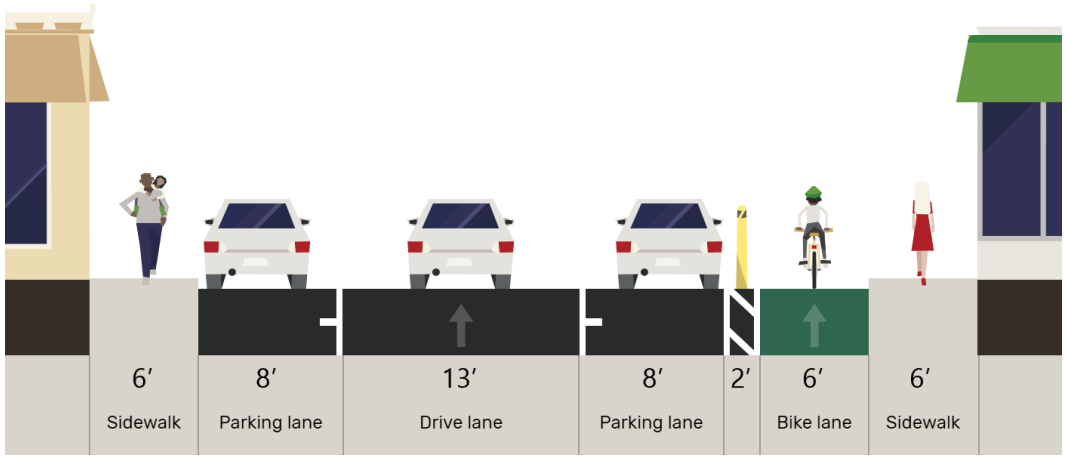
Couplet Conversions



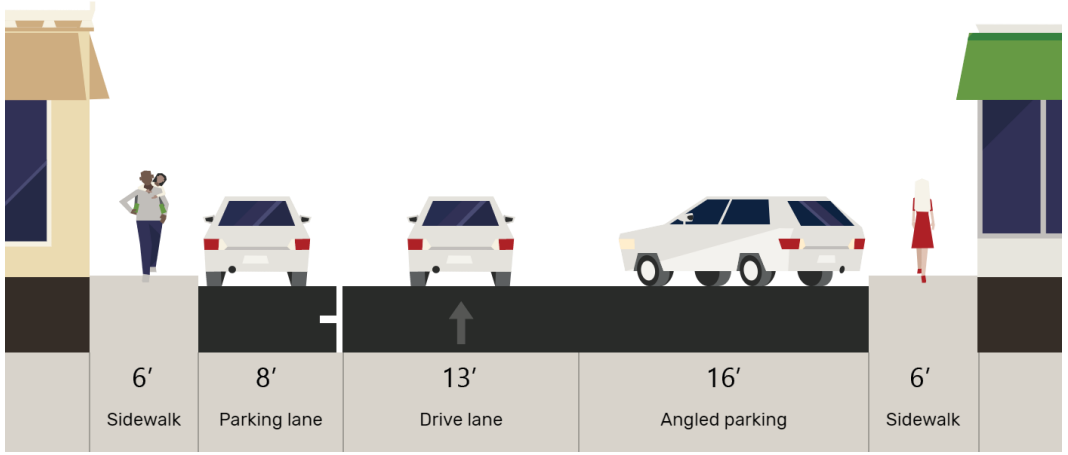
ALTERNATIVES ANALYSIS - ROADWAYS

(R-7a) – Couplet with Hemlock and Spruce

- Potential configurations



Configuration 1: Two Lanes of Parallel Parking with Protected Bike Lane

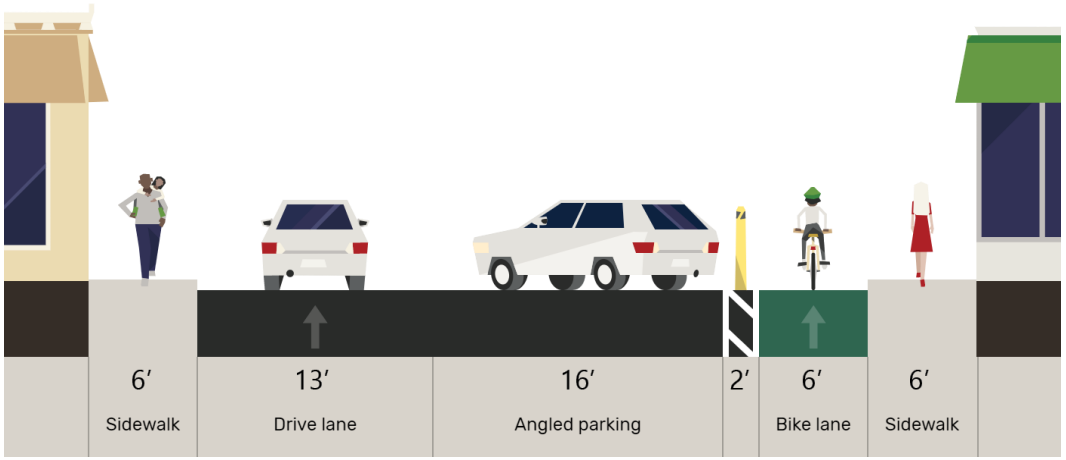


Configuration 2: Parallel Parking with Angled Parking (No Bike Lane)

ALTERNATIVES ANALYSIS - ROADWAYS

(R-7a) – Couplet with Hemlock and Spruce

- Potential configurations



Configuration 3: One Lane of Angled Parking with Protected Bike Lane

ALTERNATIVES ANALYSIS - PARKING

Manage Existing Parking

- Stripe on-street parking stalls
- Identify remote parking lots + shuttle
- Designate employee parking
- Consider a “customer first” policy
- Impose time restrictions
- Parking monitoring program
- Parking permit program

ALTERNATIVES ANALYSIS – PED/BIKE

Pedestrian Treatments

Pedestrian Treatment	Description and Considerations	Image
Sidepaths ●○○○	Typically constructed at grade. They can be delineated with pavement striping or with hard-packed materials like compacted gravel or turf. Relatively easy to construct and cost-effective. Appropriate for a village aesthetic. Provide less protection to pedestrians than sidewalks.	
Multiuse path ●●●○	Typically constructed at grade and provide adequate space for use by both pedestrians and bicyclists. Typically paved using asphalt or some other hard-surface material. Generally free from vehicle traffic and set back away from roadways.	

ALTERNATIVES ANALYSIS – PED/BIKE

Bicycle Treatments

Bicycling

Treatment	Description and Considerations	Image
Sharrow pavement markings and signage ●○○○	This simple treatment on a low-traffic street is aimed at improving biking, though it also makes the street more comfortable for walking. Wayfinding should be developed for visitors to easily understand with little familiarity of the City. Wayfinding should include tsunami evacuation routing.	
Bike lanes ●●○○	Striped bike lanes, typically on the shoulders, provide a dedicated space for people to bike. Shoulder bike lanes can quickly fill with debris or be overtaken with adjacent vegetation. They require regular maintenance. Could include glow in the dark paint in dark areas (good for low light visibility for people walking or biking without lights)	

ALTERNATIVES ANALYSIS – TRANSIT

Transit Improvements

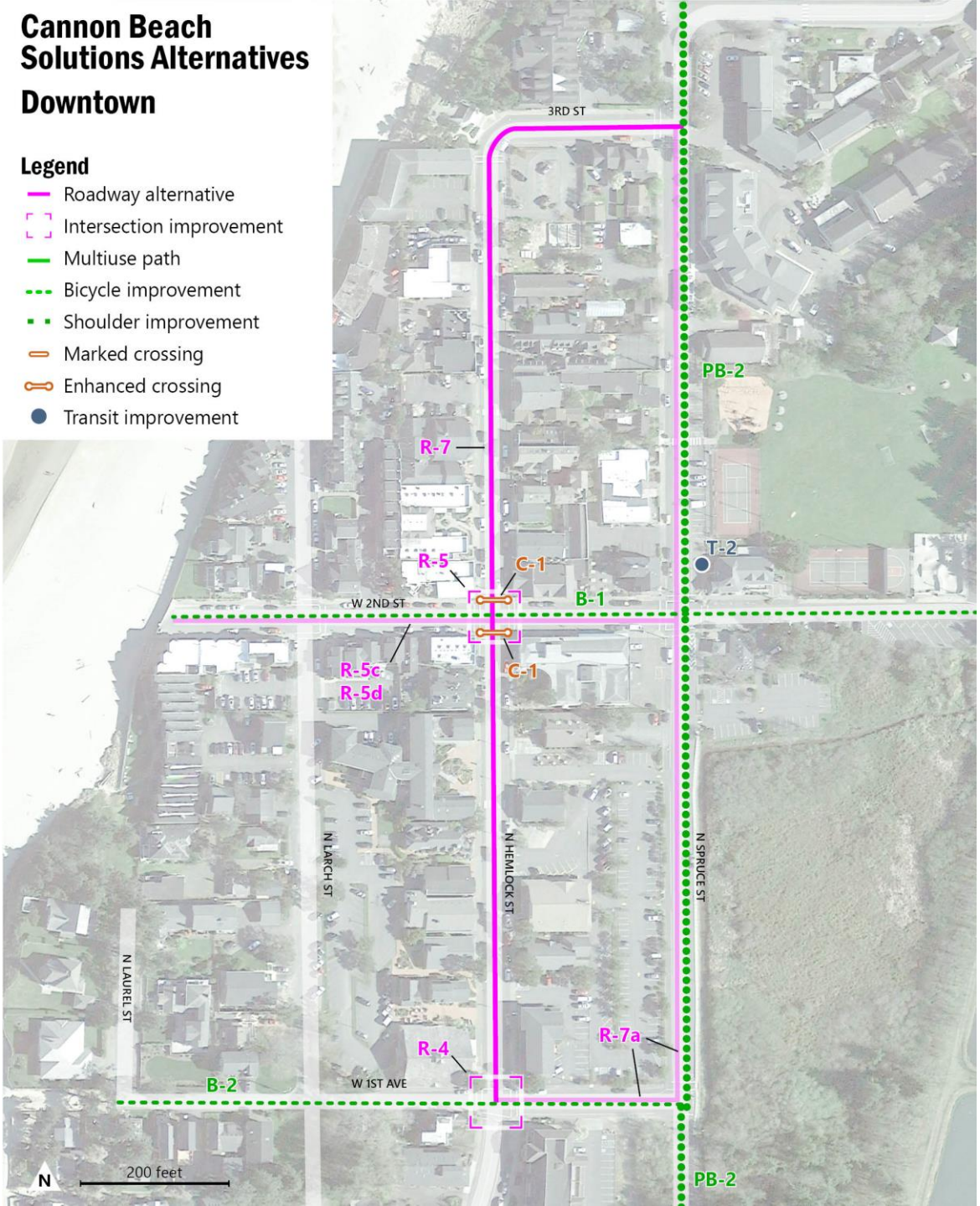
- New bus stop and shelter to serve neighborhood north of Ecola Creek
- Increase intercity service
- Frequent service circulator shuttle
- Employee shuttle
- Mini mobility hubs
  - N Spruce @ 2nd Street (near Chamber of Commerce)
  - Coolidge Ave @ S Hemlock St
  - S Hemlock at Warren Beach Road (Tolovana Beach parking area)

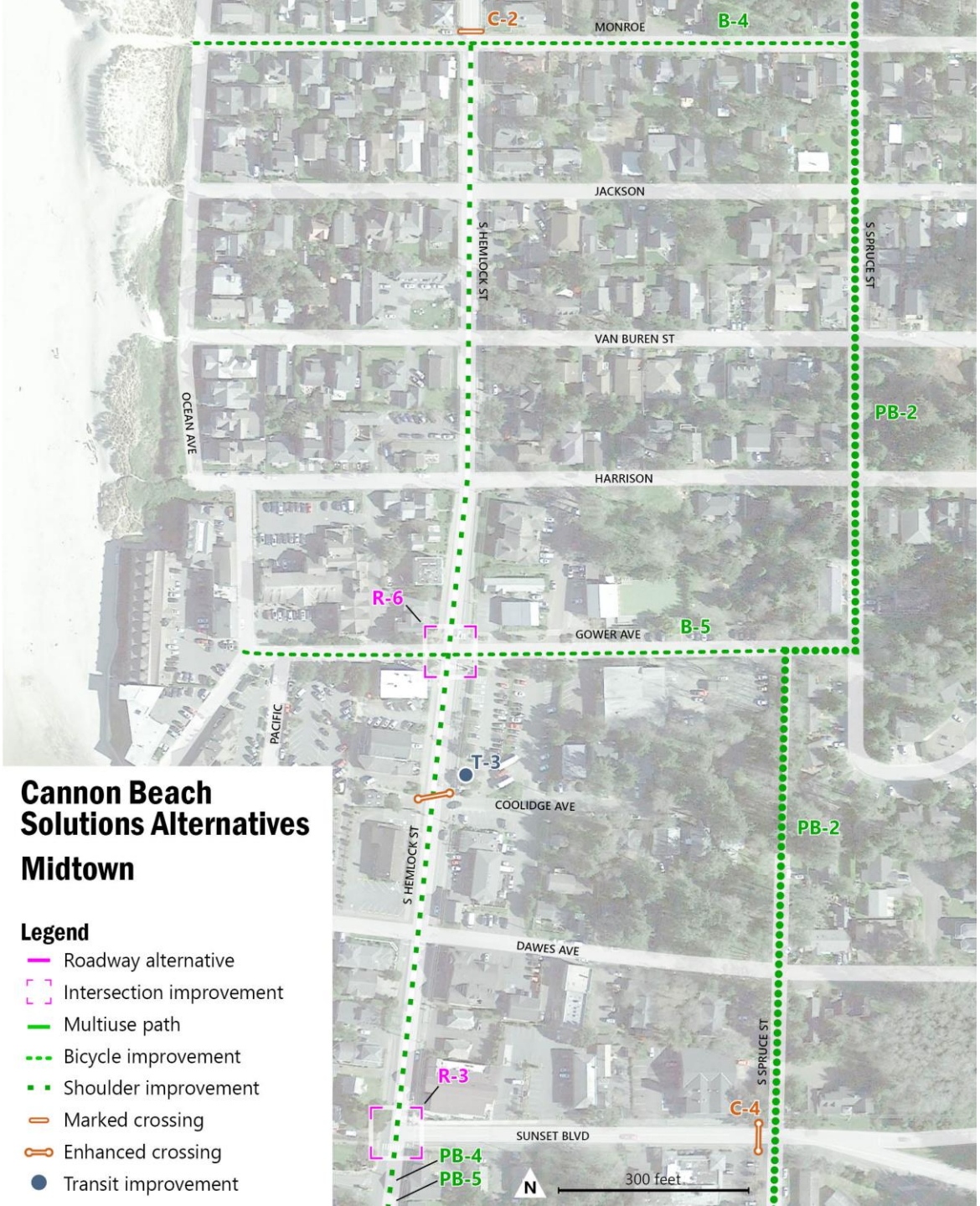
ALTERNATIVES ANALYSIS – TRANSIT

Mini Mobility Hubs

ALTERNATIVES DISCUSSION

- Which potential treatments are most appropriate for the village context?
- Given limited funding, how should projects that address traffic be prioritized given other needs (walking, cycling, parking management, etc.)?
- Which alternatives should be prioritized?
- Is there anything missing?


Cannon Beach
Solutions Alternatives
Downtown
Legend
Roadway alternative
Intersection improvement
Multiuse path
Bicycle improvement
Shoulder improvement
Marked crossing
Enhanced crossing
Transit improvement
3RD ST
PB-2
R-7
R-5
C-1
T-2
W 2ND ST
B-1
R-5c
R-5d
C-1
N LAUREL ST
N LARCH ST
N HEMLOCK ST
N SPRUCE ST
R-4
R-7a
B-2
W 1ST AVE
N
200 feet
PB-2


C-2
MONROE
B-4
JACKSON
S HEMLOCK ST
S SPRUCE ST
VAN BUREN ST
OCEAN AVE
PB-2
HARRISON
R-6
GOWER AVE
B-5
PACIFIC
T-3
COOLIDGE AVE
PB-2
S HEMLOCK ST
DAWES AVE
S SPRUCE ST
R-3
C-4
SUNSET BLVD
PB-4
PB-5
N
300 feet
Cannon Beach
Solutions Alternatives
Midtown
Legend
Roadway alternative
Intersection improvement
Multiuse path
Bicycle improvement
Shoulder improvement
Marked crossing
Enhanced crossing
Transit improvement


Cannon Beach
Solutions Alternatives
Tolovana
Legend
Roadway alternative
Intersection improvement
Multiuse path
Bicycle improvement
Shoulder improvement
Marked crossing
Enhanced crossing
Transit improvement
W DELTA ST
E DELTA ST
C-7
PACIFIC AVE
B-5
E SURFCREST AVE
W SURFCREST AVE
S HEMLOCK ST
FERNWOOD ST
PB-6
T-4
C-8
W WARREN WAY
B-6
WARREN BEACH RD
R-1
101
W SUISLAW ST
E SUISLAW ST
PACIFIC AVE
W CHINOOK AVE
N
300 feet

NEXT STEPS

- Feedback
  - Send to Jeff at adams@ci.cannon-beach.or.us
- Help us get the word out!
  - Online Open House #2 (Sept 30 – Nov 4, 2021)
- Next meeting: Winter 2021-22
  - Preferred alternatives and draft TSP

NEXT STEPS

VISIT CANNONBEACHTSP.COM

THANK YOU!