

## Jeffrey Adams

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**From:** David Brands <david@coastportland.com>  
**Sent:** Monday, May 02, 2022 10:34 AM  
**To:** Bruce St. Denis; Jeffrey Adams; Mike Benefield; Nancy McCarthy; robin@robinrisley.com; Brandon Ogilvie; Jennifer Barrett; Katie Hillenhagen; Karen La Bonte; Sam Steidel  
**Subject:** Transportation Plan Comments

Dear Transportation Plan Reviewers:

I have spent hours reviewing the latest draft Transportation Plan and wanted to send you some comments. I have some experience working with small town planning and have been a resident of Cannon Beach since 1990. My family has had property in Cannon Beach since 1954.

First of all, I applaud you for taking on this task. Tough questions and solutions that will make many people unhappy (no matter what is done). I will only address the parts of the plan that I have some comments on.

### GENERAL:

I think it is important to note that the Planners make it pretty clear that there really is no particular urgency to this effort. They point out that there are really no areas where the "level of service" is a problem. Now, we all know that we have problems seasonally and I believe it is very important to remember that and address the seasonal issues with "management" solutions as opposed to construction solutions. They "project" that some areas may become a problem by 2040 but with all the changes to transportation (ride-sharing, self-driving cars, etc) who knows what will happen between now and then. This is another reason to consider "seasonal" and "temporary" solutions where possible. There is no reason to build a lot of costly, character changing structures for 2 months out of the year. However, if I read this plan correctly that really only applies to a small portion of the suggested ideas (like roundabouts and elevate sidewalks) and not to the bulk of the Plan. Now to some specifics:

### PARKING:

This is probably the "kingpin" of our seasonal problems. 10 months out of the year parking is not much of an issue. I suggest that during the summer months or "predicted" popular events (Sandcastle Day) that overflow parking be provided east of 101 (for example in the camp ground east of the second CB entrance from the north and the level area east of the southernmost entrance). Then, electronic signs be used north and south of town on Hwy 101 that indicates that CB parking is FULL and overflow lots should be used. If needed, shuttles can be used to move people from the parking areas to town. Perhaps even provide bike-share or bike rental opportunities at these points. This solution along with some better "management" as described in the Plan would solve the bulk of our parking (and traffic) issues. If the situation gets hard to "police" the City should consider issuing CB parking tags to residents which allow them access to the City while restricting car access to visitors.

### PEDESTRIAN AND BICYCLE SYSTEM:

I am a BIG supporter of this part of the Plan AS LONG AS IT IS DONE SENSITIVELY AND IN THE CHARACTER OF CANNON BEACH. The idea to add more "walking and cycling friendly" ways of moving around town is not only a safety issue but a great tourist draw as well. For example, as the plan addresses, the stretch of Hemlock from Pelican Brewery south through the S curves is very dangerous to walk and cycle. A wide, clearly designated COMBINATION BIKE AND WALK path is all that is needed. We do not need separate elevate sidewalks except where they already exist. The lack of sidewalks and gravel neighborhood streets are a big reason for our small-town feel. We should maintain and enhance that; not pave it over. The photo on page 77 of the Plan is a good example of what might work (though it may need to be paved in the curves themselves).

Having a fully connected, **off street bike**/pedestrian path from downtown to the south entrance of CB is also a great idea; it would become a destination all its own. The idea of going from downtown through the water treatment area and the woods to the south is great but KEEP IT SIMPLE and NATURAL. Ultimately, we should consider making it a loop that includes a stretch on the east side of 101 as well. During summer months, bicycle rental "booths" could be set

up in seasonal parking areas east of 101 and day trippers park their car, rent a bike and their car never makes it into town. Sun Valley, ID has a great example of how to build these paths that serve as both recreation and transportation pathways. I suppose some people will want to consider motorized people movers like Segways and scooters but those should be for street use-not pathways.

I think the pedestrian plaza on Hemlock (or on 2<sup>nd</sup> street?) is worth trying as a possible seasonal solution. Let's try it one summer and see what happens.

**OTHER COMMENTS:**

I would really encourage the City to look at a variety of design options for other parts of the Plan. For example, safety crossings may well be warranted in certain spots but HOW they get designed and built is really important. I would really encourage the City to hire a streetscape designer (not a traffic engineer) to design these. We do not want parts of CB to look like Beaverton and Bend. I am very much opposed to roundabouts until we really see more traffic. They are a suburban solution that is not necessary in CB. Even "simple" things like the stop signs and the posts that hold them can be designed to fit CB.

That is all for now. I wish you luck in working this out.

**David C. Brands**  
**Cannon Beach**