

DATE: August 17, 2011

TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

SUBJECT: Alternative Mobility Standards for US 101 in Seaside

Requested Action:

Amend the Oregon Highway Plan (OHP), by Adoption of Alternative Mobility Standards for US 101 in Seaside

Background:

In June 2011, the City of Seaside completed adoption of an updated Transportation System Plan (TSP) for their jurisdiction. This adoption was the culmination of cooperative work effort with ODOT that began in 2008. Initial analysis of forecasted operational conditions on US 101 through the 20-year planning horizon revealed that existing OHP Mobility Standards cannot be met along US 101 over the 20-year planning horizon if only a two- or three-lane US 101 cross-section is developed and maintained. However, because of the likely impacts to businesses and residents along US 101, the City determined that it could not support the development of a five-lane US 101 cross-section through Seaside at this time. They indicated their willingness to deal with the consequences of this outcome through the 20-year planning horizon.

More significantly, and in addition to the local concern about the impacts of developing a five-lane cross-section on US 101 through Seaside, ODOT Region 2 determined that the cost of constructing this type of facility through Seaside is prohibitive during the 20-year planning horizon (estimates for constructing this kind of project exceed \$50 million). Based on these constraints, ODOT agreed to pursue Alternative OHP Mobility Standards for US 101 in Seaside with the Oregon Transportation Commission, with the understanding that the City would work with ODOT to identify and implement strategic actions to improve highway operations and safety as much as could be determined to be practicable within the context of maintaining a smaller highway cross-section on US 101 through Seaside. In addition to select, smaller improvements to US 101, these actions include developing better local road circulation, improving bicycle and pedestrian facilities, and working with the Sunset Empire Transit District to improve local transit service. The Seaside Transportation System Plan was prepared in accordance with the requirements of the Transportation Planning Rule (OAR 660-0012) and is predicated on the expectation that Alternative OHP Mobility Standards for US 101 through Seaside will be adopted by the OTC.

This recommended action is consistent with OHP Policy 1F.3 and our recent interpretation of Policy 1F.3 which states:

“ODOT affirms our commitment to work collaboratively with local governments to develop alternate mobility standards for state highway facilities through TSP update processes and through the

development of ODOT facility plans. Establishment of alternate mobility standards will be based upon mutual agreement about likely funding, transportation system constraints, growth expectations, community values, and commitment to reduce demand on state highways through the use of transportation demand management measures, system and service improvements for alternative modes of travel, and development of more complete and connected local transportation system networks.”

This action is also in keeping with ODOT’s commitment to pursue practical design and least-cost planning outcomes because it supports implementation of a local TSP that seeks to match realistic revenue expectations with targeted, strategic multi-modal investments on both the state and local transportation systems. With regard to US 101, ODOT and Seaside accepted early in the process that funding to make major capacity improvements to fully relieve congestion on US 101 in Seaside would not likely be available over the 20-year planning horizon. Based on that premise, our staffs worked together to identify a variety of more modest high-value actions for US 101 and supporting local transportation system improvements.

The basic approach in the TSP development process was to ask and answer the question “what variety of multi-modal investments represent the best outcome that we can achieve given our likely funding constraints.” Maintaining highway safety and providing travel choices that reduce the use of US 101 for local travel were the main goals as transportation system investment options were developed, evaluated, and recommended. The recommended Alternative OHP Mobility Standards for US 101 simply reflect ODOT and Seaside’s need to now adapt our state highway mobility standards to the state highway performance expectations that result from our mutual acceptance of the financially constrained future operating conditions forecasted in the Seaside TSP and based on the land use designations in the Seaside Comprehensive Plan.

Attachments

- A Findings of Consistency with OAR 731-0015-0055, OAR 660-0001, OAR 660-0012, and OHP Policy 1F3*
- B Seaside TSP Public Involvement Appendix*
- C City of Seaside TSP adoption Staff Report and Findings of Fact*
- D Alternative OHP Mobility Standard Executive Summary and Recommendation*
- E Alternative OHP Mobility Standard Background Technical Memorandum and OHP Policy 1F.3 Findings of Fact*

Copies (w/attachments) to:

Standard list plus Erik Havig and Terry Cole

Attachment A

Seaside Alternative Mobility Standards
Findings of Compliance with OAR 731-0015-0055

Findings of Compliance with OAR 731-0015-0055

Alternative Oregon Highway Plan Mobility Standards for US 101 in Seaside

ODOT's State Agency Coordination Agreement requires that the Oregon Transportation Commission (OTC) adopt findings of fact when making minor amendments to ODOT Modal Plans (OAR 731-015-055). Pursuant to these requirements ODOT provides the following findings to support the OTC adoption of Alternative Mobility Standards for US 101 in Seaside as a minor amendment to the Oregon Highway Plan (OHP).

731-015-0055

Coordination Procedures for Adopting Final Facility Plans

(1) Except in the case of minor amendments, the Department shall involve DLCD and metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other parties in the development or amendment of a modal plan. This involvement may take the form of mailings, meetings or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

FINDING: The Department funded and participated in the development of the Seaside Transportation System Plan (TSP) with the City of Seaside, DLCD, and other affected local jurisdictions throughout development of that TSP. The recommended Alternative Mobility Standards were developed as part of the TSP development process. A comprehensive public involvement program was conducted as part of the TSP process and is documented in Appendix H of the TSP which is included as part of this staff report as Attachment B. The public meeting requirement is met by the numerous meetings held during the development of the TSP and by the meeting where the Alternative Mobility Standards were presented to the OTC for adoption.

(2) The Department shall evaluate and write draft findings of compliance with all applicable statewide goals.

FINDING: Discussions with the Department of Justice (DOJ) identified two statewide goals with which this minor amendment should comply, Goal 1 and Goal 12.

Statewide Planning Goal 1, Citizen Involvement, establishes the requirement for state and local governments taking land use actions "to develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process." As noted in the previous finding, the recommended Alternative Mobility Standards were developed as part of the process to develop the Seaside TSP. The comprehensive public involvement program conducted as part of that process and documented in Appendix H of the TSP (included as part of this staff report as Attachment B) constitutes compliance with Goal 1.

Statewide Planning Goal 12, Transportation, directs state and local jurisdictions "to provide and encourage a safe, convenient and economic transportation system." It

establishes that a transportation plan shall consider all modes of transportation, be based upon an inventory of local, regional and state transportation needs, consider the differences in social consequences that would result from utilizing differing combinations of transportation modes, avoid principal reliance upon any one mode of transportation, minimize adverse social, economic and environmental impacts and costs, conserve energy, meet the needs of the transportation disadvantaged by improving transportation services, facilitate the flow of goods and services so as to strengthen the local and regional economy, and conform with local and regional comprehensive land use plans.

The Seaside TSP was adopted by the Seaside City Council on June 27, 2011. It was developed in compliance with Statewide Goal 12 and the City findings documenting compliance are included as part of this staff report as Attachment C. With specific regard to the OTC adoption of a minor amendment to the OHP to establish Alternative Mobility Standards for US 101 in Seaside, Goal 12 (660-0012-0020) requires standards of facility performance be established that are acceptable to the affected transportation agency. While the City of Seaside does not have the authority to adopt mobility standards for US 101, OTC adoption of the recommended Alternative Mobility Standards for US 101 in Seaside will satisfy this requirement, consistent with the transportation system performance expectations established in the Seaside TSP.

(3) If the draft plan identifies new facilities which would affect identifiable geographic areas, the Department shall meet with the planning representatives of affected cities, counties, and metropolitan planning organization to identify compatibility issues and the means of resolving them. These may include:

(a) Changing the draft facility plan to eliminate the conflicts;

(b) Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or

(c) Identifying the new facilities as proposals which are contingent on the resolution of the conflicts prior to the completion of the transportation planning program for the proposed new facilities.

FINDING: New facilities are not proposed and are not the subject of this minor amendment.

(4) The Department shall present to the Transportation Commission the draft plan, findings of compatibility for new facilities affecting identifiable geographic areas, and findings of compliance with all applicable statewide planning goals.

FINDING: An Executive Summary describing the recommended minor amendment to establish Alternative OHP mobility Standards for US 101 in Seaside and the process used to develop the recommendation is provided in this staff report as Attachment D. A technical memorandum background paper which describes the process used to develop the Alternative OHP Mobility Standard recommendations (and also the information demonstrating compliance with OHP Policy 1F3 provided beginning on page 6 of the

background paper) is provided in Appendix E. Findings of compliance with the Statewide Goals 1 and 12 are provided in this attachment (B).

(5) The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all applicable statewide goals.

FINDING: The recommended action is a minor amendment to the OHP, not a final modal systems plan, and no new facilities are proposed as a result of this action.

(6) The Department shall provide copies of the final modal systems plan and findings to DLCD, the metropolitan planning organizations, and others who request to receive a copy.

FINDING: ODOT will provide copies of the OTC action adopting the minor amendment and all supporting materials DLCD, the City of City of Seaside, Clatsop County, and others who request a copy.

Attachment B

Seaside Alternative Mobility Standards
Public Involvement Process

Appendix H

Public Involvement Process

This section would describe the decision-making process throughout the development of the TSP. It would provide details on public outreach through the project website, on-line surveys, stakeholder interviews, community workshops, open houses, and briefings.

TABLE 1:
Public Meetings

Date	Meeting Title
June 18, 2008	Transportation Summit #1
November 6, 2008	Mode/Policy Workshop #1
January 20, 2009	Mode/Policy Workshop #2
January 21, 2010	Mode/Policy Workshop #3
June 8, 2010	Transportation Summit #2

Summary of September 2008 Stakeholder Interviews

PREPARED FOR: Seaside Transportation System Plan
Project Management Team

PREPARED BY: Theresa Carr, CH2M HILL
Jamie Damon, JLA

COPIES: Erik Havig, Oregon Department of Transportation
Sumi Malik, CH2M HILL

DATE: September 29, 2008

PROJECT NUMBER: 371149.09.02

Jamie Damon and Theresa Carr met with 12 community leaders in Seaside on Tuesday, September 23 and Wednesday, September 24, 2008. The purpose of these meetings, which were held individually at the location of the interviewee's choosing, was to supplement feedback received from the community to date on the Seaside Transportation System Plan (TSP) through the community survey, the website, and the June 18, 2008 Transportation Summit. This feedback was deemed important before the plan moves from the needs identification into the alternatives development stage this October. The interviews were organized in part because of a relatively low turnout at the June 2008 Transportation Summit. Names of community leaders interviewed were provided by the City of Seaside, and are listed at the end of this memo.

Jamie and Theresa gave each stakeholder a three page packet, containing a one-page overview of the project, the project timeline, and the public outreach plan. The project overview contained the project website address.

This document summarizes what was heard at these meetings, and are organized by discussion topic.

Tell us a bit about yourself

The 12 community leaders represented local developers, delivery professionals, local business owners, the hotel industry, news media, the school district, religious institutions, and a former City Engineer. Many of the leaders interviewed have lived in Seaside for 25 years or more, though a couple brought a newcomer's perspective to the discussion. Most leaders are currently active in other community or business organizations, including the North Coast Land Conservancy, Seaside Downtown Development Association (SDDA), the Chamber of Commerce, the Seaside Rotary Club, and the Vision 20/20 planning effort.

Several of the leaders interviewed were familiar with the TSP though had not been actively involved until this time. Most had participated in or had kept abreast of the details of the Pac-Dooley project around the time of the public vote (May 2005). Many interviewed lived outside the Seaside city limits in 2005 and did not vote on the Pac-Dooley project.

What makes Seaside special? What transportation elements are working?

Many pointed to the Pacific Ocean and the long stretches of sandy beach as Seaside's best asset. One stakeholder provided some statistics that 82 percent of the nation's public coastline is located in Oregon, and that 62 percent of Oregon's coastline is in the public domain. "We live in a park," this stakeholder said, and with that in mind we can not expect that people will stop coming to the coast, but rather learn to accept some traffic during the summertime, and to do what we can to improve their experience entering town, during their visit, and leaving town.

Seaside's location 1 ½ hours from Portland and 2 ½ hours from Seattle make it an easy and accessible destination. Even with downturns in the economy stakeholders felt that Seaside remains a desirable and affordable location for family vacations.

Seaside offers a great quality of life, and community members know and care about each other. The city is great for walking and bicycling, especially along the Promenade. Its protected cove provides a safe place for swimming. Visitors can feasibly park once and walk or bicycle around Seaside for the duration of their visit.

Drives along the rivers are pleasant, with one stakeholder pointing out Necanicum Drive in particular. Many stakeholders had difficulty pointing to specific transportation elements they thought worked well, though several thought that Broadway through the downtown core was a successful beautification project and the landscaping in particular was considered a positive element for visitors, business owners, and residents alike.

Seaside's financial health is good. The bonds for the convention center are paid off and the convention center committee is now looking to build a multi-purpose facility in the downtown core with parking on the lower levels and area on the top levels serving as an emergency gathering location in case of tsunami. The committee is beginning efforts to conduct a feasibility study for this facility, with a major use being a set of indoor courts for high school tournaments in winter and perhaps concerts in summer.

What elements of Seaside's transportation system are not working?

Growth and Land Use

One stakeholder talked about how Seaside would grow, and that city leaders needed to consider the environment in design standards. The desire, they stated, would be to avoid turning into a west coast Atlantic City. More green with each development, combined with green as part of transportation projects, would help.

One stakeholder pointed out that several properties on the west side of the highway south of Avenue U had no sewer system. A sewer upgrade project was proposed in the 1980's, but was deferred because of the impending Pac-Dooley project would require those parcels. The Pac-Dooley project did not happen and the houses remain. The lack of sewer has delayed any redevelopment that otherwise likely would have occurred.

US 101 Traffic

Several said that Seaside's traffic problems were limited to a handful of weekends throughout the year, and/or were not significant when compared to larger urban areas (Seattle, Los Angeles, etc.)

Most stakeholders pointed to the area of US 101 at the Safeway as a problem. Cars taking left turns are a problem, but pedestrians always are trying to cross and several leaders felt doing so at this location was very unsafe but pedestrians were unwilling to walk out of their way to cross at the signal. It was noted that a pedestrian fatality occurred at this location early in 2008.

One stakeholder pointed to the lack of coordination for the traffic signals through town as a problem. Further, this leader said, capacity at the south end of town is only two lanes which create a bottleneck on summer Sundays when traffic is heavy southbound. There was a question of whether ODOT recently timed the signals or whether there was less traffic this past summer as problems were not as bad this past summer as they'd been in the past.

Flooding on US 101 south of Seaside has required the Seaside School District to close the schools five times over the past ten years, with late starts and early releases happening approximately three times every year (staff consult the tide tables in making these decisions). School buses have difficulty crossing the flooded section of US 101, but more of a problem is staff and teachers being able to cross this section in their personal vehicles. At times, staff and students take the school buses if buses are allowed to cross but personal vehicles are not.

Issues on Local Streets

Wahanna and Holladay serve as good alternate routes to US 101 for locals, but improvements are needed to handle traffic, bicycles, and pedestrians.

When service at the North Coast Family Fellowship lets out on Sundays (around 10:30am and again about noon), up to 400 cars are leaving the parking area at Wahanna Road near Lewis and Clark Road at once. The Wahanna/L&C intersection and the L&C/US 101 intersections are dangerous and difficult for cars to navigate (especially left turns onto US 101). Locals go south on Wahanna towards 12th Avenue or Broadway, and the pastor tries to make a point of announcing tips on exiting to parishioners, but it is a chronic problem seen every Sunday, Wednesday evenings (when evening events draw 150 children and 80 adults), and at many special events.

Visibility at US 101 intersections from side streets is not ideal. Drivers can't always see what traffic is coming before they turn onto the highway.

Several leaders pointed to a lack of parking in downtown, although others pointed to the free public parking structure at Trend West as underutilized. One stakeholder said that some business owners perpetuate the problem by parking in front of their business. Removal of loading zones has made deliveries more difficult.

Many pointed to 12th Avenue in particular as a busy street where the design doesn't match up with its function. West of the highway parking is allowed on both sides, leaving a narrow unstriped travel area where it is difficult to fit a car in each direction.

What ideas do you have for transportation improvements?

Mark Mead, the former City Engineer, submitted a separate document with ideas for transportation improvements by districts. This is attached at the end of this memo.

Growth and Land Use

A couple of stakeholders voiced concern that the schools and hospital in Seaside were within the tsunami inundation zone and should be moved to a higher elevation within the planning horizon. If this occurred, it would mean a not unsubstantial development and associated trips on the eastern edge of the city extending beyond the Urban Growth Boundary (UGB), with necessary connection to the existing network.

US 101

Make the highway more beautiful, with streetscaping and better signage. It was believed that this would spur economic development and would encourage more passers-by to stop. Landscaping in downtown core is costed out by linear foot and the cost of maintenance is shared by all business owners. Cost is returned in visitor business. It was felt by at least one stakeholder that businesses along US 101 would consider paying into a fee for maintaining landscaping along US 101.

Disallow left turns out of the Safeway by putting in a median. Median could double as a pedestrian refuge because pedestrians are always trying to cross at this location.

Add a stoplight at US 101 and Avenue S.

Add a right turn lane at the eastern end of Avenue U at US 101, and a merge lane onto US 101 south of this intersection.

Support for some ideas from Pac-Dooley, specifically:

- aligning Avenue F and Avenue G and add a signal
- modifications to Wahanna Road/L&C Road and L&C Road/US 101

Coordinate the signal timing on US 101 through the City.

Widen US 101 south of the city between the Dooley Bridge and the US 26 interchange to four lanes and raise the road elevation so that it doesn't flood every year.

Local Streets

Add sidewalks and curbs to Wahanna Road and Avenue S, and Holladay north of Broadway. Break up Wahanna Road into segments for implementation (Broadway to S, Shore Terrace to Broadway, 12th to Shore Terrace, and Lewis and Clark to 12th)

Turn Avenue A into a one-way street. Too narrow to be a two way street with parking allowed and many pedestrians using it. Would need to find another street to make into a one-way in the other direction.

Specific Design Treatments

Look at Palm Springs and Santa Barbara for examples of innovative, inexpensive, and effective transportation design treatments that could be applied to Seaside.

Consider opportunities to introduce roundabouts in Seaside. Look at conceptual layouts provided by a local firm at Avenue U and the Lewis and Clark/Wahanna Road intersections.

Provide better signage to beach and downtown.

Parking and Alternate Modes

Expand the transit network.

Provide wider sidewalks and/or safer conditions for pedestrians to walk on roadway in the downtown's central core.

Consider providing satellite parking with frequent, reliable shuttle service.

Pay better attention to where parking is allowed, especially on local streets where parking on both sides of the street creates a narrow travel lane where only one direction can progress at a time.

Add "free" to the public parking sign at Trend West.

Add more bicycle racks around the city.

Bring back the "Seaside Trolley" with a smaller vehicle that would be able to serve local hotels and other destinations.

Extend the boardwalk along river, build pedestrian footbridges over the rivers, and create a trail system around town.

Add a pedestrian crosswalk across US 101 at the High School.

Make the tourist experience as pleasant as it can be. Business owners do their part, but transportation can also play a real role here. How well designed is the network, and how easy or difficult is it to find your way around.

Expand the bicycle network to Warrenton/ Astoria (it was recognized this is outside the scope of this study).

Tell us your experiences with past transportation projects and discussions

Most but not all stakeholders had past experience with ODOT and the City of Seaside on various transportation projects. Consistent themes were heard around three specific topic areas – Pac-Dooley, the bypass concept, and access permits.

Pac-Dooley

A couple of leaders said that it took ODOT too long to build Pac-Dooley. It had been studied for more than 25 years before moving into design, with little changes to the basic concept design. If it had been built earlier, the leaders theorized, it would have been more successful. Others felt that during the design process ODOT was unwilling to compromise

on any project details which led to a perception during the time period leading to the vote that the agency did not care about the community.

Many stakeholders felt the Pac-Dooley project was better than doing nothing. Further, several pointed to a low turnout, a close vote, and that many business owners lived outside the city limits and were not able to vote on the issue.

There were different opinions about a greenbelt median. Many liked the idea, but worried about who would maintain it and how many turns would be allowed. One stakeholder voiced concern over the ability of emergency vehicles to turn or make u-turns at intersection breaks. Others saw the width of the highway as too wide, and were concerned about the walls (retaining or noise) creating what they called a “canyon of concrete.”

Several leaders pointed to the long construction schedule (three years in duration and construction through the summers) which would have been too painful for business owners. Again, ODOT was seen as inflexible in addressing business owner concerns about construction impacts. Further, one stakeholder stated that construction would have impacted businesses on and off the highway, yet construction assistance was reportedly provided only to businesses along US 101.

Overall, there was a general feeling that elements of the Pac-Dooley project should be reconsidered, and a general feeling that community members were ready to come back to the table with ODOT and the City to discuss transportation issues.

Bypass

Most that were interviewed were not in support of a bypass, or had no opinion on it. Several stated that they didn't expect that a bypass would be built in their lifetime, and others voiced concern that local businesses relied on passersby who hadn't expected to stop in Seaside but saw something of interest from the highway, and that a bypass would eliminate these kind of stops. One stakeholder said they thought Seaside was a sufficient destination to be successful even without through traffic through downtown.

One leader stated that Cannon Beach was unique in its ability to remain successful after building one. Another stated that with Cannon Beach travelers were able to see the ocean from north and south of the bypass, making it easy to turn off onto the local road network if travelers wanted to visit the town or the beach.

Access Permits

Several leaders voiced concerns over coordination with ODOT on access permits and sidewalk standards for local development. Several referenced recent issues with allowing access for a new bank development on 11th Street. Specific questions these stakeholders wanted to see out of the TSP were:

- Who reviews access permits within ODOT
- How long should reviews take
- What are the access requirements (how to design an acceptable site layout)
- Guidance for ODOT to provide consistent, reasonable access comments

- How to reduce miscommunications between ODOT Salem and Astoria staff

One stakeholder warned that ODOT was putting too much on the developer, making it too expensive to develop in the City. Another warned that some developers and consultants will not work on projects that touch the ODOT right of way or would require coordination with the agency before construction.

How do you think the City and ODOT should best work with the community?

Things ODOT could do

More than one stakeholder pointed to the median outside the outlet stores. This median has a central area for landscaping but has not been planted. Planting inside this area and maintaining could be a low cost action that would beautify this intersection and show ODOT commitment (the planting) and follow through (maintaining the planting).

Multiple stakeholders said that the community was ready to move beyond Pac-Dooley. ODOT would need to acknowledge the past history at the next workshop, and be open, straightforward, and honest about moving forward together.

One stakeholder pointed to the longevity of many Seaside locals and stated that many Seaside residents knew parts of the state highway system very well (history, location of utilities, etc.). The locals would welcome ODOT asking them for history and information on the highway system.

One stakeholder voiced concern with considerable staff turnover at ODOT and suggested that there be greater clarity on roles at ODOT and guidelines for reviews so that new staff would not come in to an existing process and change course.

Several stakeholders felt that ODOT was mad at the community after the Pac-Dooley vote. One stakeholder stated that they felt ODOT Astoria especially did not see Seaside as a destination. Others felt that residents couldn't trust ODOT to follow through with commitments made to the community. Several stakeholders said that ODOT sitting with the City and the community at the next workshop would be a great step towards dispelling this perception.

Things the City of Seaside could do

A few stakeholders questioned the City's leadership in creating the vision for Seaside. The City could consider the desire of some business owners and residents to have a long-term vision for the City when addressing the community.

At least one stakeholder voiced a recent improvement in the access permit discussion, that the City ask ODOT to weigh in before they make any determination regarding access.

Two stakeholders said the city has been responsive to needs of local businesses and residents. Several pointed to the Broadway Improvement Project as a positive example of the city working with businesses to design improvements, communicate impacts, and craft a construction schedule that would minimize impacts on local businesses.

Things the project could do

All stakeholders interviewed advocated for more dialog, and less one-way communication.

One stakeholder asked the team to create a steering committee for the TSP staffed with a balanced group of action-focused community leaders that would combine political, environmental, and economic sensitivities when crafting recommendations.

What ideas do you have to increase participation in upcoming workshops?

Advertise the workshop

These ideas are beyond the advertisements done for the first summit (advertisements in local papers, in water bill):

- Send fliers home with school kids would be an effective way to engage members of the community that live outside city limits.
- Prepare an op-ed piece for the Signal (recommended for the 10/30 edition, space has been reserved, material would need to be submitted by Monday 10/27).
- Post fliers at all local businesses. Go door-to-door, and ask to post. Don't forget the community bulletin board at the Safeway.

Announce the workshop

Do a PSA at the radio stations – KOST 94.9 and KAST

Present at SDDA, Chamber, and Rotary the week prior to the workshop (Thursday 10/30 and Friday 10/31). Talk about the importance of the project, and why involvement is needed.

Ask leaders to attend

Make focused telephone calls to community leaders to invite them to attend. Tell them who recommended them as a leader of the community. Make sure they understand that the City and ODOT see them as a leader and really want their update at the meeting.

Follow up with a reminder a couple of days before the meeting (email is fine).

Ask people such as the stakeholders interviewed in September to take on a leadership role at the meeting, by leading a table discussion or presenting some findings to date.

At the meeting

Do not leave it up to the participants to craft their own process, but provide adequate leadership and direction to ensure that the discussion results in the desirable level of detail.

Make sure to tell people to leave their baggage at the door.

Break up the City into districts, and have people talk about improvements that are needed within those districts.

Have ODOT and the City sit at the same table with the community.

Have a map and overlay ideas on top of it.

Possible locations to have future community meetings are the Convention Center, the North Coast Family Fellowship auditorium (Tuesdays best), the library, the schools, and the Community Center.

The table below lists the Seaside community leaders interviewed in September.

TABLE 1

Community Leaders Interviewed September 23 and 24, 2008

Tuesday September 23, 2008		
Time	Stakeholder(s)	Organization
8:30 – 9:30am	Ken and Pam Ulbricht	Ulbricht Public Accounting, LLC
10:00 – 11:00am	Terry Lowenberg	Beach Development, LLC
11:30am – 12:30pm	Mark Mead	Mead Engineering Resources, Inc. (former City Engineer)
2:30 – 3:30pm	Terry Bichsel	Best Western Hotel / Ocean View Resort
6:00 – 7:00pm	Wayne Poole	Pig 'n Pancake Restaurants
7:30 – 8:30pm	Mark Biamont	UPS
Wednesday September 24, 2008		
Time	Stakeholder(s)	Organization
8:00 – 9:00am	Peter and Jeff Ter Har	Ter Har's
9:30 – 10:30am	Doug Dougherty	Seaside School District 10
1:00 – 2:00pm	Donald Allison	Seaside Signal
2:30 – 3:30pm	Larry Rydman	North Coast Family Fellowship

The project team attempted to schedule interviews with Sandy Winnett, Steve Hinton, Pat Ordway, Harry Henke, Mark Utti, and Dana Phillips. Many stakeholders recommended that Theresa and Jamie meet with additional members of the residential and business community. Names forwarded to the two included:

Russ Earl	Gary Hinckey	Al Wexler
Scott Dean	Keith Chandler	Les Clark
Bob Skalin	Jim Morrissey	Ken Smith
Tita Montero	Warren Kan	Terry Hartell
Dana Phillips	Doug Wiese	Garbage company
Randy Frank	Mike Davies	Bayview Transit
Heather Wadkins	Brian Pogue	Benny Olson
Jack and Janice Risterer	McCall Brothers	

Seaside Transportation System Plan: Transportation Summit #1 Summary

Overview

On June 18, 2008, the City of Seaside together with ODOT hosted the first Transportation Summit for the Seaside Transportation System Plan for over 30 people. The meeting was held from 5:30 – 7:30 p.m. at the Bob Chisholm Community Center (1225 Avenue A, Seaside.) The goal of this first meeting was to raise the level of awareness and understanding of the TSP process and outcomes. Objectives for the meeting include:

- Provide information about the how, why and what of a TSP
- Explain roles of the City, County, ODOT, community and consultants
- Share information received from the community through the survey and how this input will be used
- Clarify what is/isn't addressed in a TSP and why

The meeting included a presentation followed by table discussions focused on public transit; alternative modes; and local street network.

The meeting was announced in a variety of ways:

- Press release to local papers
- Information on city, ODOT website
- Email announcement sent by city
- Articles in city news (other news sources?)
- Display ad placed in Daily Astorian and Seaside Signal

Summary

Immediately following the presentation, the full group asked questions relating to the scope of the TSP, how a bypass would or would not be considered and how projects are funded. In response to questions regarding how traffic congestion on US 101 would be considered, the team suggested that “local connectivity” be changed to “connectivity” so that it is more clear that issues relating to Highway 101 can be discussed in that group. The group then discussed with the other members of their table the top priorities that emerged from the survey – connectivity; alternative modes and public transportation. Following the table discussions, the full group reconvened to hear the highlights from each group. Participants were asked to do some “homework” over the summer and send their results to www.seasidetsp.org:

- Try a different mode
- Observe the system
- Take photos

The following is a summary from the flip charts for each topic.

Connectivity

- 12th Ave too narrow
- 12th & Franklin – directions confusing
- 12th Ave elevation east of Wahanna
- Locals change schedules to avoid traffic
- No access east from community center
- Avenue G and all “bridge” street connections
- North/south connectivity
- Regional Traffic not necessarily a priority
- Left turn entries to highway
- Safeway access
- Number of lanes on highway
- Ability to maneuver around traffic
- Maintain local “flavor”
- Hwy 101 and Safeway
- Need to get to the pool and Library
- Ave S southbound movement
- Left turn entries to highway
- Road condition on Holladay
- Arterials/collectors not connected properly
- Speeding on “shortcuts”
- 24th and 101 north bound movement
- Safeway access
- Bridges (conditions)

Alternate modes

- Biking in Seaside safely
- Parking for bikes
- Make biking desirable
- Crossing 101 at Broadway is default (signals)
- Turning at signals is unsafe (need to favor bikes turning)
- Need to invest in infrastructure to offset poor drivers
- Bikes forced onto sidewalks
- Bikes on local streets
- Roads narrow, too many parked cars
- Surreys and scooters cause problems
- Use old RR path, extend for continuous path
- Fix 12th street
- Beach Dr sidewalks not consistent
- Wahanna north bound sidewalks not consistent
- Nice landscaping along 101
- Pedestrian crossing at G – bridge is there
- Darting across 101 to Safeway (don’t walk one block to crosswalk)
- Cars blocking sidewalk and driveways

- Can't cross 101
- Shrubs blocking views at crosswalks
- Sidewalks – more needed!
- Parking on 12th too narrow
- Right turn at 12th hazardous to bikes

Public Transit

- New, smaller streetcar (seasonal, rubber tire)
- Need more frequent service/more stops (S. Downing St)
- Employees do not have good transit options to Seaside (from out of town)
- Need a Park and Ride (seasonal)
- Need transit center with parking at Convention center S
- Need to transfer from So. County up to Astoria(?)
- Bus service not frequent enough
- Commuter express service
- Express that would allow riders not to transfer
- Ridership survey (of general public, not just current riders)
- Some busses don't connect with others (intra-city vs. inter-city)
- Location of transfer site
- Need Cannon Beach to Astoria Express (without transfers)
- Too slow for most people
- Transit trips too infrequent

Comment Form Compilation

Connectivity:

- Need a bypass/truck route
- Bypass – 2 lanes through Seaside – east and west
- Preserve small town/beach town atmosphere. No 4 lanes. Widen Broadway/101 intersection
- Broadway/101, Avenue S/101, 12th Avenue/101
- The bottleneck at both ends of Seaside
- Bypass should be added as a long range topic
- Better traffic flow on 101, more turn lanes on 101, Improve Necanicum stream bed to prevent 101 flooding south of town, more frequent bus service to Portland. Service to PDX would be great
- I think it's the lack of road networks. So often traffic comes to a complete stop because someone is turning or someone is walking across the highway. A bypass is the only long-term solution

Pedestrian issues:

- How about a pedestrian overpass on 101? On Broadway between the pool and the library. Where there are not already crosswalks and signals. On 101 at north end of Broadway school. On 101 at south end of factory outlet center

- Only 3 crosswalks in or across 101
- Sidewalk improvements, crossing safely at 101, better visibility – Brush, signage, inconsistent connectivity of sidewalk
- We need an all direction protected crosswalk at Hwy 101 and Broadway where no traffic moves until pedestrians have cleared the highway and street. We have décor (trees and plantings) at all crosswalks through town which block the views of drivers and pedestrians from seeing each other
- Crossing 101 at or near G St. Sidewalks along 101 to the south are in poor condition. Sidewalks in general are not in good repair
- Safe pedestrian crossing points across 101. There are no crossing signals now between Broadway and U
- Complete sidewalks on major streets so peds don't have to walk in the streets
- Traffic around schools and how pedestrians stop the flow of traffic (20 mph on 101 is ridiculous). How about a truck route, or pedestrian overpass (like the one in Rockaway Beach). Need to get school in a tsunami safe area soon

Alternate modes:

- Want our Seaside streetcar back, but smaller. We need a little regular side street shuttle that can fit down 12th to the prom, down 4th to the hotels, down the corner of 2nd near the aquarium
- Surreys
- Bike parking, better bike lanes and facilities, better transit info
- As a college student in welding at Merts Campus, there is no bus that goes from Seaside to Merts, even with transfers. I have to drive 22+ miles one way daily. We need a campus bus for the students.
- Wider shoulder on Wahanna for bikers and peds, bike path around 101/26 interchange so bikes don't have to cross traffic lanes, off road bike paths to Cannon Beach and Astoria
- Obviously need wider bike paths along 101. More and more people are biking on 101 each year. Are we waiting for a death?

Anything else:

- Bypass/truck route. Can't see trying to turn left from Necanicum Dr SE onto 1st Ave near SSC and Convention center
- Maybe in future discussions. Get drivers for bus system that do not ignore traffic laws and who do yield to pedestrians and not try to run them over
- Please put a left turn lane at Saddle Mtn Rd and US 26. This is extremely dangerous now
- You don't seem to want to consider a bypass. I know it will take many years so let's get started now. If we know we have a problem now do you think things will get better traffic-wise? Why can't we have a "two plan" plan? Bypass and Seaside city concerns

Eight members of the public were added to the mailing list.

Public Workshop #1

Thursday, November 6, 2008

5:00 to 8:00 p.m.

Broadway Middle School

Workshop Summary

The Seaside Transportation System Plan (TSP) project team held a public workshop on Thursday, November 6, 2008 at the Broadway Middle School. Approximately 60 people attended the meeting. The main purpose of the workshop was to gather public input on initial project ideas, and gather new ideas from the public. The workshop began at 5:00 p.m. and concluded at 8:00 p.m.

WORKSHOP OUTREACH

The project team posted a meeting announcement on several websites, including the Seaside TSP, the City of Seaside, the Oregon Department of Transportation (ODOT), and Clatsop County. ODOT issued a press release to local newspapers, including the Seaside Signal and the Daily Astorian. A Public Service Announcement (PSA) was developed and issued to the statewide media – a radio advertisement was also purchased on KMUN. A flier was developed and posted at Seaside City Hall. This flier was also sent home with all Seaside School District students. The City of Seaside announced the workshop at the October 30 Seaside Downtown Development Association and Rotary Club meetings, as well as the October 31 Chamber of Commerce meeting. An op-ed piece jointly written by Mayor Don Larson of the City of Seaside and Erik Havig, ODOT Planning and Development Manager, was published in the October 30 edition of the Seaside Signal. A display ad was purchased in the Daily Astorian. An email announcement was sent to the 100 people on the project's Interested Parties List. Stakeholders interviewed earlier in the process received a personal invitation to participate in the workshop.

Following the workshop, materials, including the comment sheet, were posted on the project website and in Council Chambers at Seaside City Hall. An email message was sent to the interested parties list following the meeting asking those unable to make the meeting to send comments to the team via the website.

WORKSHOP FORMAT

An open house format was used at the meeting, allowing members of the public to attend at their convenience and have the opportunity to discuss the project and the initial concept ideas with project team members. The meeting was organized into three stations:

- Station 1 – Project Overview. This station consisted of a looped PowerPoint presentation giving an overview of the project; several boards describing the project, the study area, the decision-making and public involvement processes, and the project timeline; and the project evaluation criteria. Attendees were asked to provide feedback on the importance of each evaluation criteria.

- Station 2 - ODOT and City Check In. Mark Winstanley, Seaside City Manager, and Erik Havig of ODOT hosted individual discussions with community members to discuss whatever was important to the community.
- Station 3 - Project Ideas. This station was comprised of four topic areas to gather feedback on stated project needs, initial project concepts, and additional project ideas. The four topic areas were bicycle and pedestrian ideas; transit ideas; local roadway ideas; and highway ideas.

Upon signing in, attendees received a booklet containing several of the meeting's boards and a comment sheet. Attendees were encouraged to submit feedback directly to staff at the meeting; by writing on maps or flip charts at the meeting; or by completing a comment form. There were two comment forms at the workshop – one form general for the project and one specific to highway improvement ideas.

Public comments received at and following the meeting are listed below. They are organized by workshop station and topic area. Additional comments received from the website and from comment sheets at City Hall, if any, will be included to this summary as an attachment.

Station 1: Project Overview

No comments were received on the project purpose, decision-making structure, public involvement process, or timeline.

Attendees were asked to weigh in on the project evaluation criteria. Each participant was given a sheet of various colored dots and asked to voice how important each criterion was – green dots indicated very important; yellow dots indicated somewhat important; and red dots indicated not important. Approximately 15 people participated in the exercise, as summarized below.

Criteria	Explanation	How important is this criteria to you?		
		Very Important	Somewhat Important	Not Important
Safety for all modes	Address safety issues for automobiles, bikes, and pedestrians at known problem areas	13	0	1
Access for all modes	Provide clear and easy evacuation routes; move toward ODOT access standards; plan for emergency vehicle access	12	3	0
Mobility	Plan for future growth; address regional and local travel needs of residents, businesses, & industries	9 (one comment "local")	0	1
Connectivity	Improve east-west streets; provide local alternative to Hwy 101; improve bike/ped connections; regional and local transit system	8	1	1
Cost	Benefits outweigh the costs; cost effective over lifespan of improvements; identify funding options	6	2	2
Livability	Preserve current parking and viability of businesses; plan should support the community's idea of future growth and development;	5	3	2 (one comment "no future growth")
Environmental Resources	Minimize impacts to the built environment, fish habitats, floodplains, and wetlands	10	3	

Station 2: Meetings with ODOT and the City

Five people signed up for time with ODOT and the City of Seaside, though several other people stopped by to give comments. Comments given at this station are recorded by topic area (under station 3).

Station 3: Project Ideas

Feedback on initial project concepts and new ideas from the public are recorded by section (topic) area below – bicycle/pedestrian; transit; local roadway; and highway. One member of the public provided a two-page submittal of ideas. This is attached separately at the end of this summary.

Section A: Bicycle/Pedestrian Ideas

This section is organized into five types of treatments – on-street improvements, off-street paths, crossings, parking, and policies.

On-Street Improvements

- 1) Need to have bike facilities between Holladay & Avenue U on US 101
- 2) Sidewalks on US 101 are inconsistent - high priority on completing this sidewalk system
- 3) Pedestrian only street, even if during the day only on Broadway, west of Holladay
- 4) On Broadway, sidewalk ends at 1215 and beyond that is a large hedge. Needs continuous sidewalk close to school and library
- 5) Sidewalks needed on US 101 between Broadway & 12th St.
- 6) Entire town needs major improvements with pedestrian & bike designated lanes. Maps shown seem to address major thoroughfares
- 7) Boardwalk on Wahanna. If you can not do it on the street, go off street with an elevated board walk
- 8) Ped Bike between 12th St. to 1st St. should be an elevated boardwalk (on Wahanna)
- 9) Lewis & Clark/US 101 bridge safety improvements needed to accommodate cyclists - a cyclist was hit trying to go to Gearhart

Off-Street Paths

- 10) Something to attract visitors - bike/pedestrian loop
- 11) Connect to existing and/or consider future bike paths to north (Gearhart/Warrenton) and south (Cannon Beach)
- 12) Bike and pedestrian paths throughout the entire area

Crossings

- 13) Pedestrian bridges need to be high enough to be above a tsunami wave. Think about suspension bridges. Needs to be large enough to accommodate summer population of 20K people
- 14) Need many crosswalks for community
 - a) Add a cross walk with light in front of Safeway
 - b) Consider crosswalk at the new library
 - c) Accommodate people crossing US 101 between Ave. A and 6th Street
 - d) Should there be a pedestrian signal at Ave. A on the east side of US 101
 - e) Big pedestrian movement on highway at Ave. B. Crossing needed
- 15) Mark crosswalks better
- 16) Consider bicycle/pedestrian bridge across US 101 (multiple comments), consider partial funding from Hood to Coast?

- a) Pedestrian/bike bridges should be constructed over US 101 linking walkways. One at the high school and one as you enter the community at Ave. U
- 17) Bike/pedestrian crossing needed across river on 4th St. and 6th St.
- a) Bike/pedestrian crossing needed across river on 4th and 6th
 - b) Walking bridge needed at river crossing on Ave. U
 - c) Add a river crossing between 15th crossing and the crossing that is before 24th
 - d) Add a Necanicum River crossing off Holladay at 6th
 - e) Add a Necanicum River crossing at Avenue L
 - f) Add a Necanicum River crossing at Avenue P
- 18) Add lots of cross walks, pedestrian bridges, pedestrian islands, bike paths
- 19) At school there is no school zone sign is posted – kids crossing highway

Bicycle Parking

- 20) Bike racks downtown – consider metered (2 comments)
- 21) Combined bike/motorbike parking on street
- 22) Need a bicycle facility in open space off of Ave. P near Irving Street to connect to Neawanna Creek.

Section B: Transit Ideas

Routes

- 1) SETD – Extended express route S. to Broadway. NET to 12th via Wahanna
- 2) Route bus down Downing instead
- 3) Run bus line to North Gateway Park
- 4) Need to tweak bus school out to MERTS afternoon classes start at 1pm and 2pm and are out at 5pm. Bus gets there 1 ½ hours early or ½ hour late
- 5) High bus speeds on Beach Drive when bus is running late
- 6) Parking on both sides of Beach Drive make it too narrow for the bus

Stops

- 7) US 101 express, - add a stop at Broadway instead or in addition to current stop locations
- 8) The US 101/Broadway stop is too close to the intersection and blocks up traffic

Schedule

- 9) Liked the bus stops expanded through town with increased access to public transport. Hopefully bus times will increase too

Section C: Local Roadway Ideas

The local roadway ideas section was comprised of three maps – one showing concepts in north Seaside (between Lewis & Clark Road and 12th Street), one for central Seaside (between 12th Street and Avenue G), and one for southern Seaside (between Avenue G and Avenue U). Comments are listed in order from north to south below.

North

- 1) US 101 / Lewis & Clark Road
 - a) Need a signal
 - b) Combine this intersection with 24th Ave.
- 2) Lewis & Clark Road / Wahanna Road
 - a) I like the roundabout (3 comments)
 - b) Roundabout is dangerous/no roundabouts (2 comments)
 - c) T intersection only if large enough for trucks
- 3) US 101 / 24th Street
 - a) Development occurring on Highway in vicinity of 24th Ave.
 - b) Look at a signal at 24th Ave. not at Lewis and Clark
 - c) Combine this intersection with Lewis and Clark (2 comments)
 - d) Look at a roundabout to serve both 24th Ave. and Lewis and Clark Road
- 4) US 101 / 12th Street
 - a) Prefer Option 2 (left-turn pocket) (4 comments)
 - b) A westbound refuge lane is needed at intersection on 12th Ave. (2 comments)
 - c) Prefer to have both a left- and a right-turn lane on 12th Ave.
 - d) I like Option 1 on 12th Ave./US 101 intersection. Seems most summer traffic turns right not left from here (2 comments)
- 5) 12th Street Cross Section
 - a) Wide Cross-section needed over river
 - b) No improvements needed to the west of the Necanicum River
 - c) Provide adequate striping on 12th Ave. between US 101 and the Prom
 - d) Option 1 (parking lanes and bike/pedestrian shoulder on both sides)
 - i) Drop bike/pedestrian facility on side & parking one side
 - ii) Drop parking. Encourage visitors to park in peripheral locations and ride a bike or take a shuttle to beach or downtown.

- e) Option 2 (parking one side, bike lanes and sidewalks both sides)
 - i) First choice for bicyclists & commuters. Consider impacts to adjacent property owners
 - ii) How can you remove so much private property?
 - iii) 12th Ave. needs sidewalks from US 101 to Wahanna Rd
- 6) Wahanna Rd Cross-Sections
 - a) Option 3 (bike/pedestrian shoulder one side) is dangerous (three comments)
 - b) Option 3 looks best (2 comments, one suggested taking a vote to decide east or west side)
 - c) Sidewalk is safer – any possibility of it being on the west side?
 - d) Where possible, separate bikes from pedestrians
 - e) A lot of homes on east side – driveways
 - f) Option 3 okay, Option 2 maybe, Option 1 no
 - g) Use some options in some places & others elsewhere, depending on available right of way.
 - h) A 4' sidewalk is needed on the west side of Wahanna Rd from Lewis & Clark Rd to Broadway
 - i) Put a priority on saving space and multiple use
 - j) Wahanna Road is more and more often being used as a local bypass to US 101. Traffic goes too fast on the road, and it is not wide enough. It is dangerous for bicyclists and pedestrians. Road needs to be improved (2 comments).
- 7) Other
 - a) Make Holladay a school zone near school

Center

- 8) US 101 / Broadway
 - a) Great idea
 - b) Make pedestrian crossing safer at this intersection
 - c) The southbound left turn lane on US 101 at Broadway is too short
 - d) Broadway light needs to be long enough to flush out highway traffic (2 comments)
 - e) This intersection concept is too wide with so many lanes – combine lanes
- 9) Broadway Cross Section

- a) Add a crosswalk on Broadway near the new library. Provide warning lights preceding the crossing
- b) Make Broadway a school zone near school

10) Broadway/Downtown

- a) Like concept of Broadway as a slow street (3 comments)
- b) It would beautify Broadway if it was without cars (part- or full-time) (3 comments)
- c) Use cobblestone for a walking street on Broadway

11) Access to Safeway

- a) Remove highway access at Safeway and have U turns at Broadway and Ave. F and Ave. G
- b) If you disallow left turns out of the Safeway parking lot it means everyone turns left on Ave. B
- c) Prefer signal for left turns out of Safeway – diverting to side neighborhoods would be bad
- d) Careful about sending traffic past fire hall & street

12) Other

- a) Downtown: Provide motorcycle parking in street stall 9-5, allow auto use after 5pm
- b) Create more motorcycle parking
- c) Do not create more motorcycle parking
- d) Alley at Elks blocks main onto Ave. A.
- e) Make Ave. B a one-way west bound on the east side of US 101

South

13) Holladay Dr/US 101:

- a) Sight distance is a problem for traffic turning left onto US 101 at Holladay
- b) Roundabout will slow traffic on US 101. Do option 1 instead
- c) No roundabout – see Astoria, people get confused badly (2 comments)
- d) I like roundabout, just make sure it's big enough. Astoria's is too small
- e) Roundabouts are great!
- f) Can't seem to turn left from Holladay onto US 101. Needs a left turn signal
- g) Too much traffic on US 101 for a roundabout. Look at restricting left turns, or putting in a signal instead

14) Avenue S/US 101:

- a) Separate the right- and left-turn lanes
- b) No light, provide a northbound right turn refuge
- c) What happens to the building close to the road on Ave. S?
- d) Limit stop lights if possible (2 comments)
- e) Add a signal at river crossing on Ave. S

15) Avenue S Cross-section:

- a) Consider flexibility of sidewalk and bike lane in constrained areas

16) Avenue U/US 101:

- a) Yes
- b) Provide southbound refuge to turn right at light without tripping the signal (2 comments).
- c) Ave. U is currently light activated by car at Ave. U. Suggest longer interval between red lights.
- d) Ave. U has daily vehicles and large trucks running the US 101 light. It's a very dangerous intersection with high volume usage year round because of cove area and golf course. This is a must to improve.

17) Extend Wahanna Road to Beerman to Highway 26 and to US 101

Section D: Highway Ideas

The highway section consisted of a map of US 101 through Seaside. The community was asked to make comments and suggestions on highway treatments and to comment on what they liked and disliked about several typical highway elements including pedestrian islands, U-turns, center-turn lanes, and medians or landscaped medians. Comments related to the intersection of the highway and a local road, and bicycle or pedestrian improvements along the highway, are listed under Section C: Local Roadway Ideas and Section A: Bicycle/Pedestrian Ideas respectively.

Pedestrian Islands

- 1) Pedestrian islands serve as traffic calming and we need as many as possible. Downside is they may restrict left turns
- 2) Maintain islands with community non-profit groups: Pacifica Project, Senior Club Council, SW Garden Club, Community Garden Development Group, SEPRD, Adopt A Highway group. They may be able to receive funds from the city as a community "give back"

U-Turn

- 3) Increases safety. Needed along highway. I don't like that ODOT has to purchase land for this

Center Turn Lane:

- 4) Improves traffic flow
- 5) Center turn lane is needed between Ave. B and Ave. P
- 6) Three lanes through town are needed
- 7) Add center turn lane from Safeway to Holladay
- 8) US 101 and Holladay needs a center turn lane back to the Safeway entrance

Median/Landscaped Median:

- 9) Increases safety
- 10) I don't like this idea because Seaside already has a greenway on both sides of US 101
- 11) Concerns that landscaped medians restrict visibility and cause a safety concern
- 12) Maintain islands with community non-profit groups: Pacifica Project, Senior Club Council, SW Garden Club, Community Garden Development Group, SEPRD, Adopt A Highway group. They may be able to receive funds from the city as a community "give back"

Other

- 13) Look at a bypass for long-long-range plan, start planning and saving money for it now
- 14) Address the bypass in the TSP even if it will not be constructed in the near future
- 15) Desire for a four or a five lane cross section because there is a need to be able to pass slow-moving vehicles. With a two or a three lane section you are stuck behind a slow moving vehicle
- 16) Very concerned about highway flooding every year south of Seaside. Look at raising the highway and putting in culverts (2 comments)
- 17) Seaside is isolated in the winter storms, as US 101 floods, downed trees close US 26 and US 30 - would like multiple options for getting to and from town to provide greater options in wintertime
- 18) Concerned about loss of parking associated with any highway widening project
- 19) Interconnect signals
- 20) Reduce the elimination of private homes and small businesses
- 21) Didn't like the walls that were part of Pac-Dooley project, they were considered a "walled canyon"
- 22) East and SE range outside of downtown - Long Range for Bypass on old Weyerhaeuser Main Line
- 23) Let go of the idea of perfection, meeting all "standards" and live with some congestion
- 24) School zones on US 101 need upgrades

- 25) High school zone works great
- 26) Near school: Rear-ender wrecks. Not fast
- 27) Make US 101 school zone near Broadway Middle School
- 28) Flashing lights for school zone on US 101 in front of Junior High School
- 29) Possible curbs & road markers to help remind people to slow down and take notice
- 30) High school needs ideas to inspire inexperienced drivers to obey laws & slow down

Other/General

- 1) Tie transportation improvements to emergency evacuation needs – focus east of highway where topography is higher, and on easterly routes
- 2) Create a “Motorcycle friendly community”
- 3) In the event of a tsunami, prioritize evacuation routes to underground utilities
- 4) Keep public input very open during all stages
- 5) All transportation bridges should be rebuilt with extra capacity to accommodate more foot traffic in the event of a tsunami. Need to be able to handle a 9+ earthquake for 5 minutes +
- 6) Make left turn on lights consist through town: either yield or only on green turn signal
- 7) Connect neighborhoods and slow traffic through town
- 8) Welcome people to our healthy, connected, safe community
- 9) Facilitate people parking downtown and walking/biking around town – mark free public parking at Trend West (2 comments)
- 10) Public parking outside of downtown core with a shuttle to downtown for people making a day-trip to Seaside (ideally at northern and southern ends of town to cut down on traffic on US 101; could be just for summer months)

Public Workshop #2 Summary

March 2009

The Seaside Transportation System Plan (TSP) project team held a second public workshop on Tuesday, January 20, 2009 at the Broadway Middle School. Approximately 50 people attended the meeting. The main purpose of the workshop was to gather public input on project concepts with the intent of identifying preferences for local roadway, bicycle, pedestrian, and transit improvements. The workshop began at 5:00 p.m. and concluded at 7:00 p.m., although some attendees stayed until 7:30 p.m.

Workshop Outreach

The project team posted a meeting announcement on several websites, including the Seaside TSP project website as well as the websites for the City of Seaside, and the Oregon Department of Transportation (ODOT). ODOT issued a press release to local newspapers, including the Seaside Signal and the Daily Astorian. A flier was developed and posted at Seaside City Hall. This flier was also emailed to over 100 people on the project's Interested Parties List and sent home with school children in Seaside Heights Elementary, Broadway Middle School, and Seaside High School. An article was published in the Seaside Signal on January 15 inviting the community to attend the meeting.

The morning of the workshop, the meeting materials were posted on the project website. An email message was sent to the interested parties list following the meeting asking those unable to make the meeting to send comments to the team via the website and thanking those that attended the workshop. Two articles about the workshop were published after January 20, in the Daily Astorian and the Seaside Signal.

Workshop Format

Most members of the Project Management Team (PMT) staffed the workshop - including Ingrid Weisenbach from ODOT, Mark Winstanley, Kevin Cupples, and Neal Wallace from the City of Seaside, and Jennifer Bunch from Clatsop County. Four members of the consultant team also staffed stations. An open house format was used at the meeting, allowing members of the public to attend at their convenience and have the opportunity to discuss the project and the initial concepts with project team members. The meeting was organized into four stations:

- Station 1 - Project Overview. This station consisted of a looped PowerPoint presentation giving an overview of the project; several boards describing the project, the study area, the decision-making and public involvement processes, and the project timeline; and the project evaluation criteria.
- Station 2 - Bicycle/Pedestrian and Transit. Recommended improvements to the bicycle and pedestrian facilities were shown along with maps of the existing conditions. Recommended improvements were also provided for transit in Seaside.
- Station 3 -Roadway. This station also showed existing conditions on a map and suggested improvements. Three separate comment forms were provided to participants, to gather input on recommendations for the northern, central, and southern areas of Seaside.

- Station 4 - US 101. This station described elements under consideration for US 101.

Upon signing in, attendees received a booklet containing graphics for all of the improvement concepts. Attendees were encouraged to submit feedback directly to staff at the meeting; by writing on maps or flip charts at the meeting; or by completing the four comment forms (one for general comments and three for comments specific to the roadway station).

Public comments received at and following the meeting are listed below. Comments below are either written comments received through comment forms or on flip charts at stations or verbal comments given to project staff. In some cases, the project team has clarified some written comments, in which case the author's note is bracketed and italicized, [*authors note*]. Mainly, comments below are written as direct quotes. They are organized by workshop station and topic area. Additional comments received from the website and from comment sheets at City Hall, if any, will be included to this summary as an attachment.

Station 1: Project Overview

No written comments were received on the project purpose, decision-making structure, public involvement process, or timeline. General feedback from several attendees to project staff was that the overall process was clear and inclusive.

Station 2: Bicycle/Pedestrian and Transit

- 1) Pedestrian crossing of US 101 at G Street and Holladay/US 101.
- 2) Do not believe we need medians – just build or make pedestrian-crossings with lights to warn.
- 3) Why not participate in building a parking garage with the convention center to help with the parking problem. A transit station could also be in the bottom of the parking garage. Station should be closer to downtown.
- 4) Location of area where a woman was killed last year near Safeway is poorly lit on the west side of US 101, opposite Safeway.
- 5) Bicycle lane shown is headed south not north as stated on map.
- 6) Video detection for traffic lights so that bicycles are detected. Loop detection not sensitive enough for bikes. Particular problems at Avenue U/US 101 and at Broadway/US 101.
- 7) Make pathway to high ground a road [evacuation route]. [Do not create any bike/pedestrian bridge to no where.]
- 8) Better business owner upkeep of bus transit area needed (cinema/outlet mall); trim landscaping, remove trash and glass. Improve bus transit sites.
- 9) Make transit schedule easier to understand – too confusing
- 10) Create a bus pull-out for Sunset Empire Transit District buses at Broadway and US 101. A property owner said that he minimally maintains a landscaped area adjacent to the roadway that could be better used as a bus pull-out and stop.
- 11) Consider pedestrian bridge near 24th/Lewis & Clark and Wahanna. [Project team is considering a bridge at this location that would be open to all users (autos, bicyclists, pedestrians).]
- 12) Consider another pedestrian bridge across the Necanicum River at 4th (where the old bridge was prior to the 1964 tsunami).

- 13) A park-and-ride lot outside of town would not be effective. The [project] team should consider helping to build the downtown garage and people will walk.
- 14) Consider bikeways for:
 - Seaside to Cannon Beach over Tillamook Head
 - Prom extension to Seltzer Park
 - Along length of river through Seaside 4) along river south of Seaside.
- 15) Consider connecting bus to Hillsboro MAX and 185th shopping, and bus to Astoria Airport for flights to Portland.
- 16) Really look at prom extension south to Seltzer Park and bikeway along river and highland to Rippert for emergencies and high water.

Station 3: Roadway

General comments are listed below, followed by comments received on specific project concepts.

- 1) Keep potentially affected land owners informed throughout the process so they aren't in limbo (i.e. deferring maintenance on their properties because they think they may be displaced)
- 2) Add a signal [*a flashing beacon*] for Broadway Middle School to warn drivers of the school zone (like the high school has)
- 3) General concern about introducing multiple new traffic lights on US 101.
- 4) Consider elevating US 101 through the most congested part of town and provide overcrossings at appropriate street crossings.

The public also had the opportunity to comment directly on roadway concepts. Only specific alternatives that had comments are listed below; if there was not a comment about an alternative it is left blank.

1. North – North Seaside between High School and Lewis & Clark Road

1.A. Add signal and right turn pocket at Lewis & Clark/US 101. Restrict turns on 24th Ave. to right and left turns in, right turns out only.

- Left turn pocket is necessary
- Alternative A is doable, less impact to landowners.
- Too much restriction, only street that has this restriction! Impacts businesses.
- Remember there are emergencies coming to the pet clinic that may not be able to get there in a timely manner (can't make a left onto 24th from US 101; pet clinic is on 24th Avenue).

1.B. Combine 24th Ave. and Lewis & Clark Rd. intersection as a roundabout

- No it will dump all west bound traffic on Wahanna Road
- Not the best with all the logging and chip trucks. Gets ugly in Astoria, lots of times they tend to take both lanes and then some.
- Preferred alternative, no signal

1.C. Combine 24th Ave. and Lewis & Clark Rd. intersection with a signal

- Best alternative, traffic on/off 24th would not be restricted (although I'm not in favor of more lights on US 101).

1.D. Connect Holladay Drive and Wahanna Rd with a new connection through the high school property

- No

- [Improvements are needed now.] Can't wait for schools [*to relocate*].

Based on written and verbal feedback given on project 1 alternatives, several attendees commented that Alternative 1C – a new signalized intersection of 24th and Lewis and Clark Road at US 101 – was the best by providing a direct east-west connection and addressing safety issues, but they did express concern about adding several new traffic lights on US 101.

2. Lewis & Clark Rd./Wahanna Rd.

2.A. Roundabout

- No it would dump all [*traffic*] west.
- No roundabouts; not in Seaside.
- Consider trailer park at Lewis & Clark and Wahanna for roundabout and /or intersection.
- Does this correction require any of North Coast Family Fellowship (NCF) land and parking lot?

2.B. T-intersection

- Better option than 2A.
- This is best.

Intermediate help: a sign on the North Coast Family Fellowship parking lot directing traffic to take a left if going to US 101 south (routing drivers to 12th Street) and a right if going to US 101 north.

Generally, attendees preferred 2B – T intersection at Lewis and Clark and Wahanna – over 2A (a roundabout), and agreed that improvements need to be made here.

3. 12th St. Cross Sections

3.B. Bicycle Lanes

- This is best one

3.C. No on-street Parking

- This area is a problem to get onto 101 from 12th Avenue. The signal backs it up. An additional right turn lane is needed plus a longer light for west/east traffic. Participants expressed concern that homeowner's on 12th Avenue do not have off-street parking and need on-street parking. Project staff clarified that 3C would be implemented in the event of redevelopment.

4. Wahanna Rd. Cross Sections

4.A. Bike lanes and sidewalk one side

- No bike lanes; keep Wahanna Road in its 30 foot right of way, also [*be aware of*] wet land issues

4.B. Shared use shoulder both sides

- Necessary for future – 2030
- This is best

4.C. Bike lanes and sidewalks on both sides

- Necessary for future – 2030

Generally, participants expressed the need for sidewalks on Wahanna Road, but acknowledged that a different treatment may be needed for different segments.

Two participants suggested a possible truck route along Wahanna, voicing that this would have less impact to people visiting or working in Seaside than keeping trucks on US 101. This person cited better sight distance on US 101 without trucks, and thought that a truck route could help with many of the discussed problems.

A letter submitted following the meeting stated the following:

I do not like the proposal to widen Wahanna Road. Wahanna Rd. currently has a 30' right of way where I am at. Two alternatives widen to 46' and one to 40'. This would wipe out many houses on Wahanna. Any of your proposals would put Wahanna so close to my house it would not be livable. And due to wetlands, houses could not be placed further back.

Wahanna Rd. has transformed into a residential street. There are many families with children and pets living on and near Wahanna. To turn Wahanna into an arterial would be disastrous. The speed limit should be lowered to 25 and we need enforcement. There are way too many speeders on Wahanna. I rarely see a cop patrolling between Broadway and 12th. There is currently enough right of way on Wahanna to put in a sidewalk between 12th and Shore Terrace, which is badly needed.

I think that Holladay should be the arterial through town as well as improvements on 101. Holladay already had enough right of way and sidewalks on both sides, so street improvements and traffic control devices would be all that would be needed. No property acquisitions would be needed.

5. 12th Ave./US 101

5.A. Right Turn Pocket

- No
- Makes no sense for traffic east flow

5.B. Left Turn Pocket

- Left turn pocket is necessary
- With left turn signal makes most sense nice if left arrows blink yellow after green
- Favored, going east needs a dedicated left turn lane. I know, I live in the area and it is backed up to Holladay in the summer.

5.C. Right and Left Turn Pocket

- Yes
- With no parking is not good
- Yes, right on!
- This is best one

Generally, participants favored alternatives that added a left turn pocket, citing long traffic queues that build up while waiting for vehicles to turn left onto US 101. One adjacent land owner expressed an understanding for the need to improve the intersection, but said he would like to be kept informed throughout the process as decisions were made so he could anticipate potential impacts to his property.

6. Combine Avenues F & G – Specific alternative to be chosen as part of a future study or design process

6.A. Realign Local Streets (all options)

- We definitely need for cars and pedestrians [additional traffic queues at signal]
- Good for east/west emergency exit, Avenue C and bridge. Replace the bridge also.
- Concern for the signal impacts.
- Consider elevating 101 with a set of on/off ramps.

6.B. Operate as one intersection

- Hard for me to cross US 101 on foot or on my bike.
- Yes to Alternative B
- Continue studying double-signal scheme, then review pedestrian crossing with left turn pocket to Safeway at Avenue B after #6 is solved.
 - Participants questioned if this alternative would work well and said it would slow down traffic on US 101.
- No signal on 101 at all in this area.

Other comments:

- Avenues F and G at US 101 are not that dangerous the way they are. I drive it every day. Just place a warning light at Avenue S, powered by emergency vehicle.
- Crossing US 101 at Avenues F and G is difficult for bicycles and pedestrians.
- Very important to get a left turn lane at Kentucky Fried Chicken corner! [Corner of US 101 and Avenue F.]

Generally, participants favored 6A – realigning local streets to combine Avenues F and G – and agreed that there was a need to address safety issues around Safeway, citing the pedestrian fatality that occurred in 2008.

7. Pedestrian Improvements along Broadway

7.A. Broadway as a Slow Street

- Make Broadway (west of US 101) pedestrian only (at least during summer).
- Consider a pedestrian-only street. Route Shilo guests in using 1st Street. Provide prom widening for events to get cars from 1st Street to A Street (1 way)

7.B. Other Pedestrian Improvements

- looks good

Participants generally thought either 7A or 7B were good ideas, but not a high priority compared to other needs.

8. Broadway/US 101

- Really great
- Need left turn lanes at Avenue U, Broadway, 12th Avenue, Wahanna, Lewis & Clark, and US 101.

- Why not soften all curves? Right turn from Broadway to US 101 needs order designated left turn lane.
- In the summer, ODOT changes the green time for east/west streets across US 101 and it is difficult to get across.
- Elevate 101, use on/off ramps

Participants agreed with the need for left turn pockets in the east and westbound directions.

9. Broadway St. Cross sections

9.A. On-street parking and sharrows

- We need parking!
- Work on taking out the bumps in the intersection
- SW corner (new business) needs to design parking lot that is conducive for pedestrians to wait for light to cross.
- On Broadway, provide parking for buses to wait for students that is far enough off not the block cars on Broadway or those trying to get out of the school parking lot.

9.B. Bicycle lanes

- Consider bicycle lanes on Broadway between Holladay and Wahanna, and a pedestrian street between Holladay and Prom, no cars, shared bike/ped.

10. Improving East-West Connections at the Southern End of Seaside

10.A Improving Existing Conditions

- Option 1 - Extend left turn pockets on US 101
 - This might be ok
- Option 2 - Roundabout
 - Not a good pedestrian crossing
 - Not good - too many lumber, logging, and chip trucks that end up taking up the whole thing and then some. Too many of these trucks are too long for a roundabout.
- Option 3 - T-intersection and signal
 - Residents have a major problem getting onto US 101

Generally participants favored Option 3 (signalize intersection of Holladay and US 101), including an adjacent land owner.

10.B. Combine Avenue S and Holladay Drive Intersection and add signal

- Preference for a traffic light for left turns
- Concern about all of the traffic lights

10.D. Extend Holladay Drive with a flyover connecting to Avenue U

- Hard to think this is necessary
- Good if two-way traffic on each
- [roundabout drawn in at the intersection of S. Holladay Drive Extension and Avenue S]
- Yes.

Generally participants expressed interest in extending S. Holladay Drive south and thought that could serve as an alternative to US 101 for some local trips. Some clarified that they were pleased that it was not proposed as a couplet with US 101.

11. Avenue S Cross section

- Ok.

12. Extend Wahanna Rd. to South of Dooley Bridge with a connection to US 101

- Lighting on Wahanna South end (very dark).
- Extend Wahanna Road to connect US 101/US 26 junction (however 2 large elk herds)
- Doesn't bypass flood area.

13. Explore ways to eliminate flooding on US 101 (For future study)

- No, it needs to be now!! This is of utmost importance - safety of residences, emergency services - major impact on business, employers, and employees.
- Consider a viaduct here (across to new school) to US 26/US 101 junction.
- Look for ways to get over high water when flooded while looking for the long-term fix, such as a temporary bridge or ramps that can be dropped into place when flooded.
- Consider extending Highland to Rippert. Gravel shared path but with breakway barrier.

Participants expressed to project staff at several stations that addressing flooding on US 101 was the highest priority. A dike built on the east side of US 101 to protect private lands from flooding may be contributing to the flooding on US 101. Participants who spoke to staff understood that additional study would be needed to determine a solution. Photos of the dike were provided to the project team by one meeting participant.

Station 4: US 101

- 1) Dislike roundabouts; pedestrian crossing is very hard.
- 2) All we need is a turn lane the length of town. Not 4 or 5 lanes.
- 3) Remove all of the stuff around US 101 and Broadway so people could see pedestrians at the intersection. Is there a way to allow pedestrians a few seconds head start when crossing?
- 4) Where is the data to support that driveways may be responsible for rear end accidents on Hwy 101? Inattention is more likely.
- 5) Community hung up against 4-5 lane solution. Do 3 lanes with 5 lanes at intersections or make Wahanna a truck bypass to get more capacity.

Some participants voiced opposition to the 4-lane concept and expressed concerns over medians. Concerns over a 4-lane concept focused on potential impacts to businesses. Participants voiced that they thought pedestrian islands were a good idea. Some participants felt that US 101 should be designed for a typical day rather than for the busy tourist season.

Generally, people expressed concerns over the ability for pedestrians to cross US 101 safely.

Another participant commented that flooding on the southern end of US 101 is the highest concern, and asked why the team would consider spending time and money on other projects when addressing flooding is the highest priority. They agreed that it would take ODOT some time to work through the issues that are causing flooding and to develop potential solutions.

A participant contributed that the team needs to provide a reasonable alternative route to US 101. Another questioned that ODOT has said that must have two lanes each way; can this be accomplished by just widening intersections?

One participant's impression was that input from the public was being ignored. He indicated that the public did not want to consider a 5-lane cross section with medians, which would further split Seaside in two. He said there wasn't need to build US 101 that would relieve traffic congestion on 60 days out of the year instead of something that would work during an average day. He supported a 3-lane cross section with a center turn lane that would allow free movement, and improving the alternative access routes so they're more attractive to locals.

A concern was heard about impacts to downtown businesses from US 101 construction, that businesses would not survive a long construction period.

January 13, 2009 Workshop #2

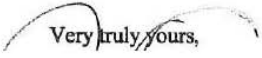
January 13, 2009

Mayor Larson
City of Seaside

Dear Don,

At the last TSP workshop I handed in 26 written transportation improvement suggestions(attached) to the City Manager and to the consulting firm. The consultant on Nov 14, 2008 compiled suggestions into one document (Seaside Universe of Possible Transportation Improvement Concepts). 22 of my 26 suggestions (denoted by the circled n) were not incorporated into the alternatives and the remaining 4 (denoted by the circled p) were partially incorporated.

I believe that all 26 of my suggestions are "possible" and at least two council people that I was able to talk to last night concurred. We are going down the "wrong road-haha" again and I want all 26 of these suggestions to be considered as alternatives and evaluated prior to the Jan 20th meeting.


Very truly yours,

ATTACHMENT

Attachment is the same document submitted at Workshop #1

Response

Seaside TSP: Response to Comments

No	Mode	Comment	Response to Comment (TC Worksheet Only)
1	Ped	Complete sidewalks on US 101 through city	part of plan
2	Ped	Complete sidewalk along Sunset from Highland to Ave U	part of plan
3	Ped	Create new sidewalk and access steps to beach in public use area of cove	add to plan
4	Ped	Extend prom south from Avenue U to public use area of cove	add to plan
5	Bike	Create bikeway along river and along creek	Consider
6	Bike	Complete bikeway along US 101 through city	part of plan
7	Bike	Create bikeway between south end of Sunset and Cannon Beach	beyond scope of plan
8	Bike	Complete bikeway along Sunset between Avenue U and end	part of plan
9	Mopeds	Allow mopeds/carts on public streets Create parking/access for mopeds/electric carts at Safeway	Discuss further - safety?
10	Mopeds	Safeway	Discuss further - need?
11	Auto	Coordinate signals on US 101	part of plan
12	Auto	Complete US 101 turning lanes through City	Defer to highway discussion
13	Auto	Eliminate left turns to/from Safeway and vicinity of 1st through Avenue C	part of plan
14	Auto	Rebuild US 101 bridge at north end of Seaside	add to plan
15	Auto	Relocate post office to west side of highway	Defer to highway discussion though probably beyond scope of plan
16	Auto	Widen Edgewood	part of plan
17	Auto	Extend Highland to Rippert with breakaway barrier Install refueling systems for electric/hydrogen vehicles	Discuss further
18	Auto		Defer to TDM/TSM discussions
19	Truck	Route trucks along Wahanna	not added to plan
20	Truck	Install CNG refueling station along truck route	beyond scope of plan
21	Bus	Provide connection to Hillsboro Max 3 round trips/day	not added to plan - current Amtrak service and connections to Tillamook Transportation District
22	Bus	Provide connection to Astoria Airport	SETD has done
23	Water	Restore ocean pier at Avenue U	not added to plan - more of an economic development recommendation instead of transportation need
24	Water	Promote kayak rentals	ditto to above
25	Water	Promote boat launch	ditto to above
26	Air	Centralize helicopter and fixed wing sightseeing flights at Seaside Airport	ditto to above
27	Air	Establish restaurant, hotel shuttle, and car rental at airport	Discuss - beyond scope?

Web Comment July 13, 2009

July 13, 2009

To: Mayor Larsen
From:
Subject: Seaside TSP

TO: *Connors*
FROM: DON L
FOR YOUR INFORMATION!

Attached please find the requested comments on the draft Seaside TSP.

As has been explained in previous community meetings, the study was changed in midstream to include Hwy 101 issues. I have assumed that the starting point for 101 has to be the last ODOT generated expansion plan. Doing a TSP for Seaside without considering Hwy 101 is simply impossible and doing a plan for 2030 without upgrading 101 or planning a bypass is just sticking one's head in the sand.

In a similar manner doing a TSP for 2030 without including the movement of seaside high school and broadway middle school from their present locations is ridiculous, it must happen. In Cannon Beach, planning is well under way for a new school site as well as a plan for redeveloping the old site.

As you may notice, most of my original TSP comments that were submitted were not included in the recommended plan. Why is that, and on what basis were they rejected????

Where is:

- URBAN GROWTH
- FLOOD PLAIN
- CITY CLEAN-UP DRP.
- INPUTS TO PORT STRATEGIC PLAN
- SCHOOL REZONING
- VISION RECOMMENDATIONS

TRANSPORTATION IMPROVEMENT SUGGESTIONS

PEDESTRIAN MODE

- in plan* - COMPLETE SIDEWALKS ON HWY 101 THROUGH ENTIRE CITY
- in plan* - COMPLETE SIDEWALK ALONG SUNSET ON INLAND SIDE FROM HIGHLAND TO AVE U
- not in plan* - IN CONJUNCTION WITH STATE ON THE OCEAN SIDE OF SUNSET CREATE NEW SIDEWALK AND ACCESS STEPS TO THE BEACH IN THE PUBLIC USE AREA OF THE COVE
- in plan* - EXTEND FROM SOUTH FROM AVE U TO PUBLIC USE AREA OF THE COVE

BICYCLE MODE

- not in plan* - CREATE TWO NEW BIKEWAYS THROUGH THE CITY, ONE ALONG THE RIVER AND ONE ALONG THE CREEK
- in plan* - COMPLETE BIKEWAY ALONG HWY 101 THROUGH THE ENTIRE CITY
- not in plan* - IN CONJUNCTION WITH THE STATE, CREATE NEW BIKEWAY FROM THE SOUTH END OF SUNSET TO CANNON BEACH
- in plan* - IDENTIFY EXISTING BIKEWAY ALONG SUNSET AND COMPLETE BETWEEN AVE U AND THE END OF SUNSET

MOPEDS/ELECTRIC CARTS

- not in plan* - CREATE CAPABILITY FOR RESIDENTS TO USE THESE ON PUBLIC STREETS
- not in plan* - CREATE PARKING AND ACCESS FOR RESIDENTS TO USE THESE VEHICLES FOR SHOPPING AT SAFEWAY/RITE AIDE SITE

AUTO MODE

- not in plan* - IMPROVE SIGNALIZED INTERSECTIONS ON 101 TO DESIGN IDENTIFIED BY ODOT PLAN TO INCREASE TRAFFIC FLOW
- not in plan* - COMPLETE 101 TURNING LANE THROUGH CITY
- in plan* - ELIMINATE LEFT TURNS TO AND FROM SAFEWAY/RITE AIDE AND 101 AND REPLACE WITH NEW STREET BEHIND STRIP COMMERCIAL ON 101 SOUTH TO AVE F. ELIMINATE LEFT TURN AND ACROSS ACCESS TO 101 FROM 1ST AVE, AVE A, AVE B, AND AVE C BUT CONTINUE TO ALLOW RIGHT TURN ACCESS FROM 101 TO THOSE TO/FROM THOSE STREETS. CONSTRUCT LANDSCAPED MEDIAN ON 101 TO PREVENT LEFT TURNS AND ACROSS TRAFFIC IN THIS AREA.
- in plan* - REBUILD NORTH END OF 101 BRIDGE OVER CREEK TO IMPROVE SAFETY BY INCREASING WIDTH
- not in plan* - APPLY PRESSURE TO POST OFFICE TO RELOCATE TO WEST SIDE OF HWY 101 BETWEEN AVE B AND BROADWAY USING OLD LIBRARY /BANK SITES

AUTO MODE (CONTINUED)

- not in plan* - IMPROVE LINE OF SIGHT BETWEEN EDGEWOOD AND OCEAN VISTA, BEACH, AND COLUMBIA BY EXPANDING EDGEWOOD TO ITS FULL RIGHT-OF-WAY WIDTH AND RESTRIPIING IN THAT AREA
- not in plan* - CREATE EMERGENCY EGRESS FOR SOUTH PART OF CITY BY EXTENDING HIGHLAND (GRAVEL) TO RIPPERT WITH A BREAKAWAY BARRIER TO ALLOW USE ONLY IN EMERGENCY
- not in plan* - INSTALL A REFUELING SYSTEM FOR ELECTRIC/HYDROGEN VEHICLES

TRUCK MODE

- not in plan* - MAKE SEASIDE TRAFFIC BYPASS SHOWN IN CITY AND COUNTY MASTER PLAN MANDATORY ONLY FOR TRUCKS AND ROUTE ALONG WAHANNA ROAD, LIMIT SPEED TO 30 MPH.
- INSTALL A COMPRESSED NATURAL GAS TRUCK REFUELING STATION ALONG TRUCK ROUTE.

BUS MODE

- not in plan* - PROVIDE CONNECTION TO HILLSBOROUGH MAX STATION AND 185TH ST SHOPPING CENTER THREE ROUND TRIPS A DAY
- PROVIDE CONNECTION TO ASTORIA AIRPORT FOR SEATTLE AND PORTLAND SERVICE

WATER MODE

- not in plan* - RESTORE OCEAN PIER AT AVE U TO ALLOW FISHING/PLEASURE AND CRUISE BOAT ACCESS TO VISITORS AND RESIDENTS. USE AS LOCATION FOR OCEAN VIEW DINING ESTABLISHMENTS AND BOAT TOURS TO ASTORIA OVER THE BAR.
- PROMOTE KAYAK RENTALS AND PLEASURE BOAT MOORING AT RIVER/CREEK/OCEAN ESTUARY
- PROMOTE BOAT LAUNCH AND UP RIVER ACCESS TO AVE U


AIR MODE

- not in plan* - CENTRALIZE HELICOPTER AND FIXED WING SIGHTSEEING FLIGHTS AT SEASIDE AIRPORT
- ESTABLISH A FLY-IN RESTAURANT, HOTEL SHUTTLE, AND CAR RENTAL AT AIRPORT

Draft Roadway Recommendations North Seaside (12th Ave. to Lewis and Clark Road)

NORTH

North Seaside between High School and Lewis and Clark Road



Use extension of HOV 3 ramp


NEW RAMP YES

1. Long-Term Recommendation
Use extension of HOV 3 ramp

Combine 24th Ave. and Lewis & Clark Rd. intersection with a signal (Alt. C)

- Provides clear and direct east-west connectivity
- Addresses existing safety issues (sight distance)
- Improves emergency access

MUCH BETTER SOLUTION ATTACHED BASED ON ODOT PLAN AND PLANNED MOVE OF HIGH SCHOOL.




2. Short-Term Recommendation

T intersection at Lewis & Clark Road/Wahanna Road (Alt. B)

- This is a short term improvement until 24th/Lewis & Clark Road intersection is constructed.
- Improves safety at confusing intersection
- Would improve neighborhood access to US 101

3. 12th Ave. Cross Section



Sharrows and Sidewalks (Alt. C) *OK*


- 40' total width with two 12' travel lanes/sharrows and two 6' - 8' sidewalks
- Would be implemented if redevelopment occurred, and only if off-street parking is available for adjacent parcels.
- Provides shared land markings for bicycles on both sides of the roadway; however defers cost of implementing more long-term solution of separate bike lanes

- Provides sidewalks on both sides
- Provides clear and direct east-west connectivity and addresses safety issues for all modes and emergency access

4. Wahanna Road Cross Section

Additional discussion is needed on Wahanna Road concepts before a recommendation is made
DATA OF FUNCTIONAL CLASSIFICATIONS SHOWS THIS AS MINOR ARTERIAL. DECISION ALREADY MADE

5. 12th Ave./US 101



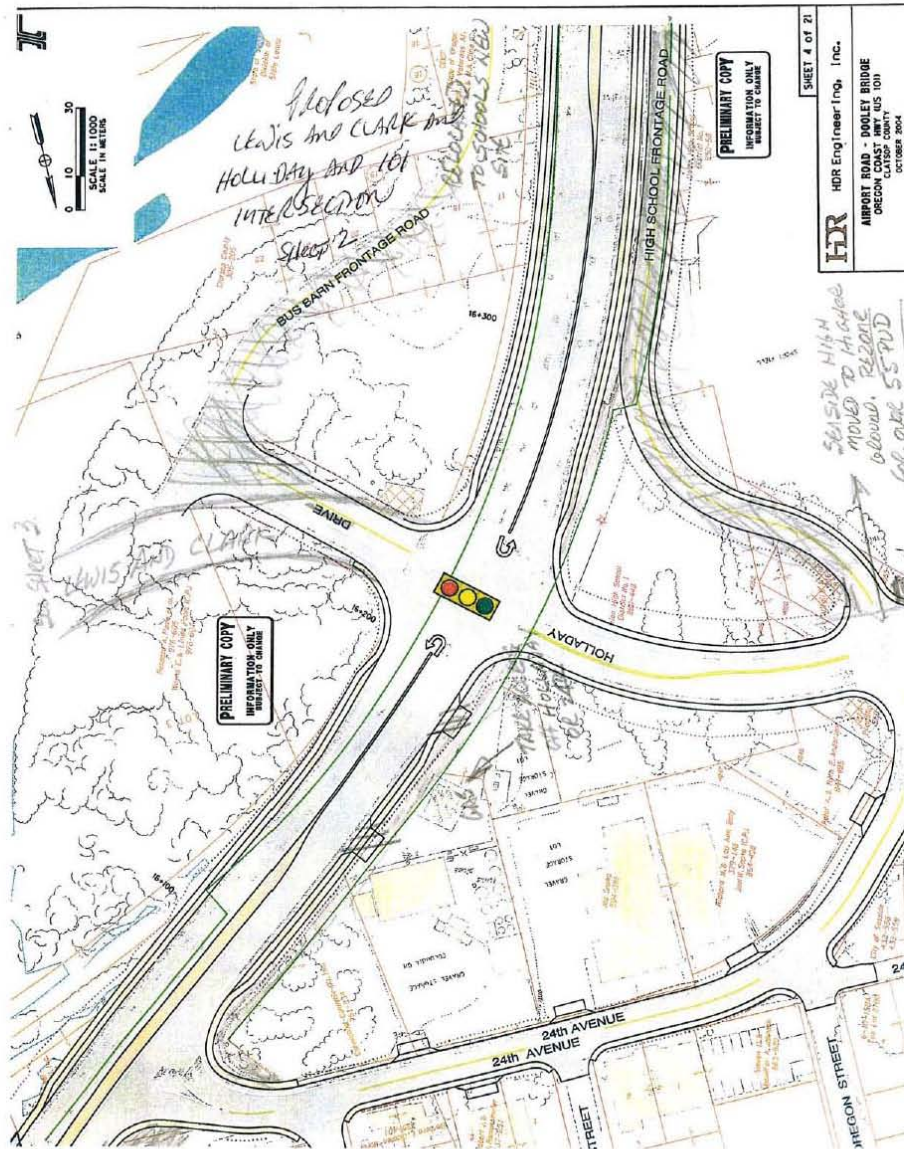
Signal exists

Westbound left turn pocket exists

Right and left turn pocket (Alt. C)

- Important emergency evacuation route and east-west connection for all modes
- Limited right-of-way at west side of intersection
- Slightly greater mobility than with the addition of left or right turn pockets individually

OK

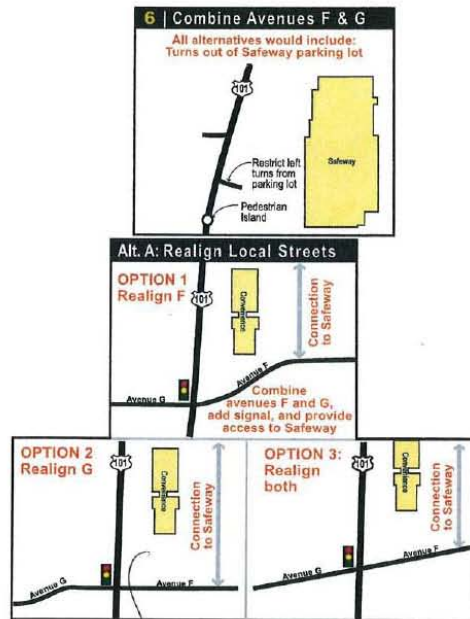


Draft Roadway Recommendations Central Seaside (12th to Avenue G)

CENTRAL

6. Combine Avenues F & G

- Realign local streets into one intersection with US 101
- Specific alignments of Avenue F and Avenue G to be explored as a future project
- All alternatives would consider restricted left turns out of the Safeway parking lot and alternate access to the convenience businesses, while minimizing parking impacts and improving overall traffic flow
- Restricting left turns out of the Safeway parking lot onto US 101 would reduce potential pedestrian/vehicle conflicts. A pedestrian island would provide additional protection for pedestrian crossing



*CLEAR
BEST
SOLUTION*

11/10/2010 10:58 AM 3/14/2010 10:58 AM

7. Pedestrian Improvements along Broadway in the Downtown Core

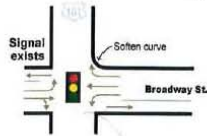


OK

Other Pedestrian Improvements (Alt. B)

- Broadway in this section already attracts many pedestrians and functions as a slow traffic street
- Improvements would keep the basic form that exists on Broadway today with travel lanes, sidewalks, landscaping, and curb extensions, but would implement additional treatments such as colored pavers to create a special environment that is extremely friendly to pedestrians
- Engage the community in creating improvements that are uniquely "Seaside"

8. Broadway/US 101

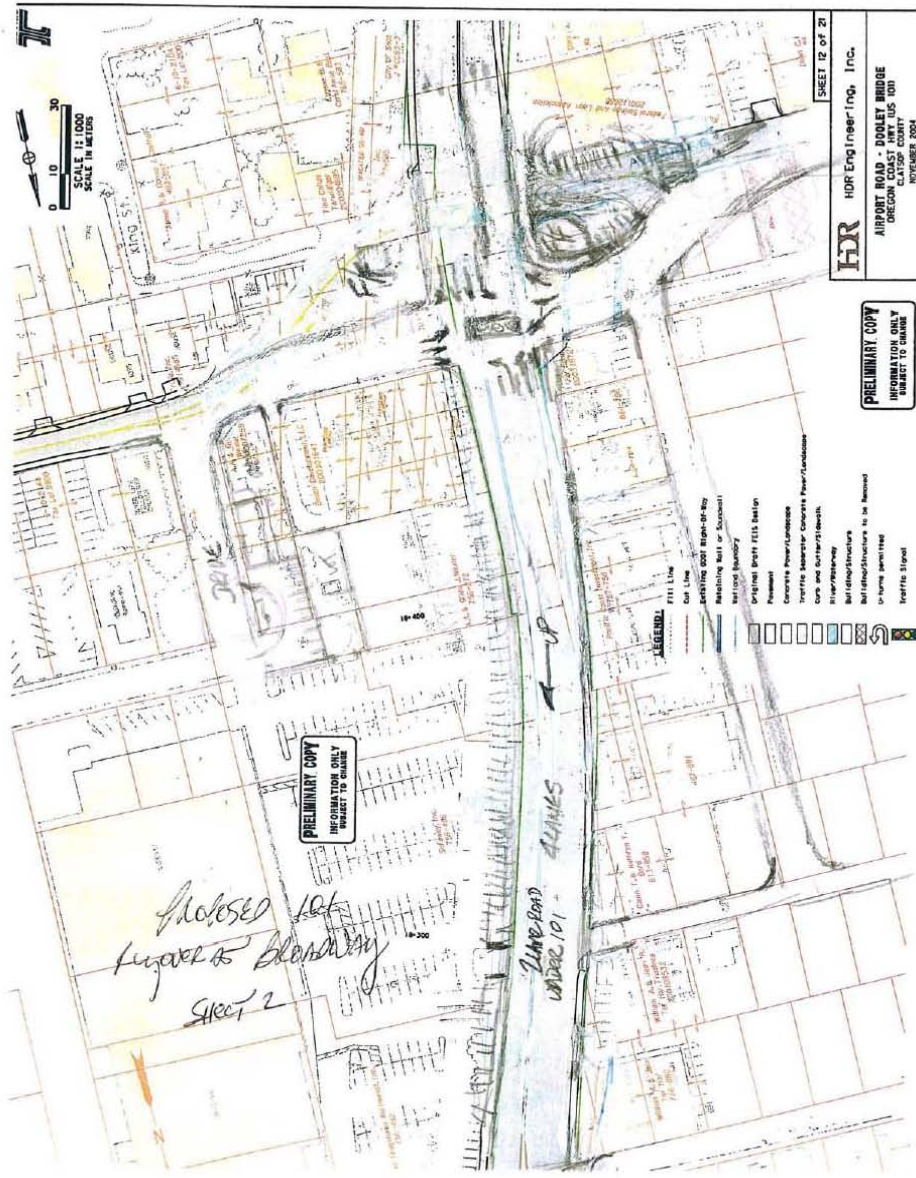


- Revise eastbound approach to left-turn pocket, shared through and right-turn
- Add right turn pocket to westbound approach
 - Mobility would improve for eastbound and westbound traffic
 - Some minor property impacts (landscaping) may occur
 - Reuse eastbound approach to left-turn pocket, shared through right-turn
 - Add right-turn pocket to westbound approach

9. Broadway Street Cross Section

- Additional discussion is needed on Broadway Street concepts before a recommendation is made

See attached solution based on allocating proposed funding to Highway and 101 to Broadway and 101

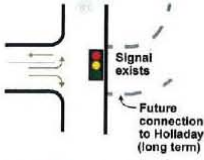


Draft Roadway Recommendations South Seaside (Avenue G to South City Limits)

SOUTH

10. Improving East-West Connections at the Southern End of Seaside

use DVIOT coupled solution



Short Term: Improving Existing Connections (Alt A)

- Avenue U/US 101 – add right turn pocket to Avenue U
- Mobility improves for eastbound traffic
- Seismically upgrade Avenue U bridge
- Potential future four-way connection to the extension of Holladay to the south

Long Term: Extend Holladay Drive with a Flyover Connecting to Avenue U (Alt D)

sketch flyover of 101 and Holladay not here



- Extend Holladay Drive to the south as a local street, connecting with Avenue U with a flyover US 101
- Provides direct east-west and north-south connectivity, addresses safety issues for all modes, improves emergency access
- Property impacts and displacements may occur
- Mobility benefits to US 101 by making Avenue S/US 101 right-in, right-out

11. Avenue S Cross Section

- The cross section would be 48' across, with 12' travel lanes, two 6' bicycle lanes, and two sidewalks
- Important emergency evacuation route and east-west connection for all modes
- Provides separate bicycle and pedestrian facilities on both sides
- The cross section may not be feasible for the entire length of Avenue S

CK



12. Extending Wahanna Rd.

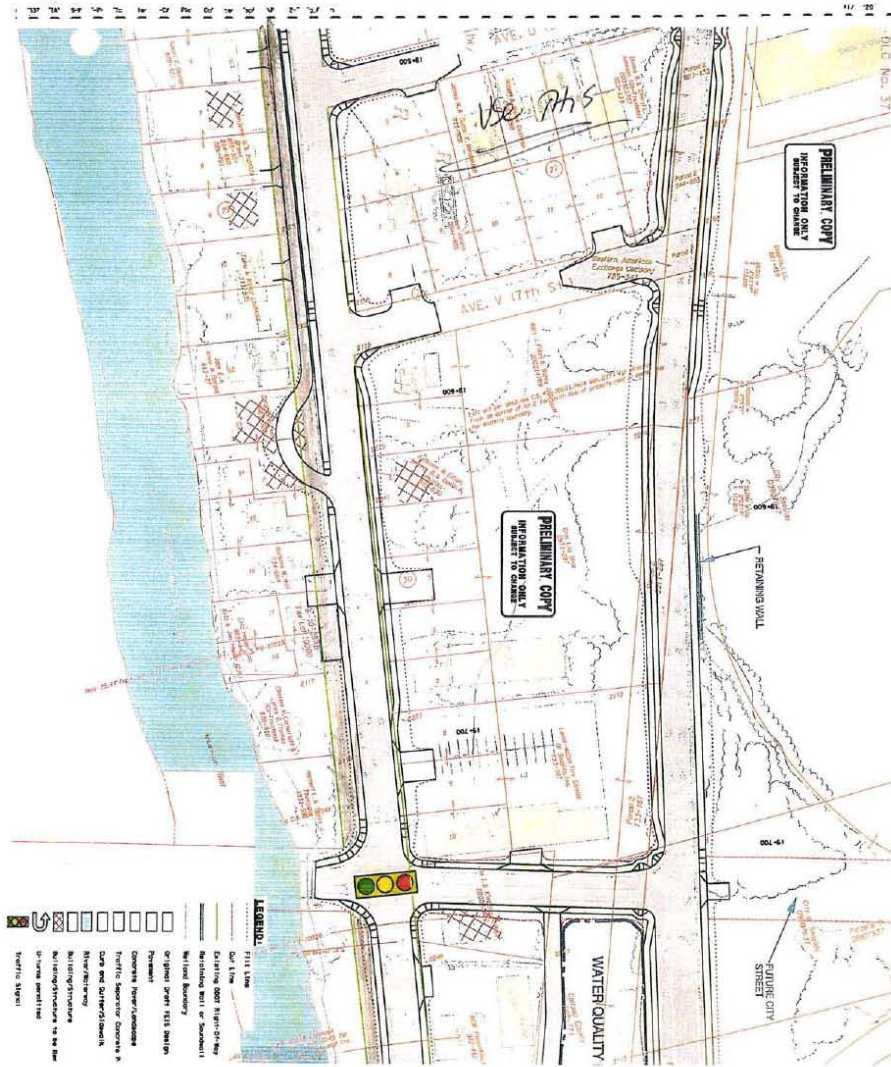
- Additional discussion needed on extending Wahanna Rd. before a recommendation is made

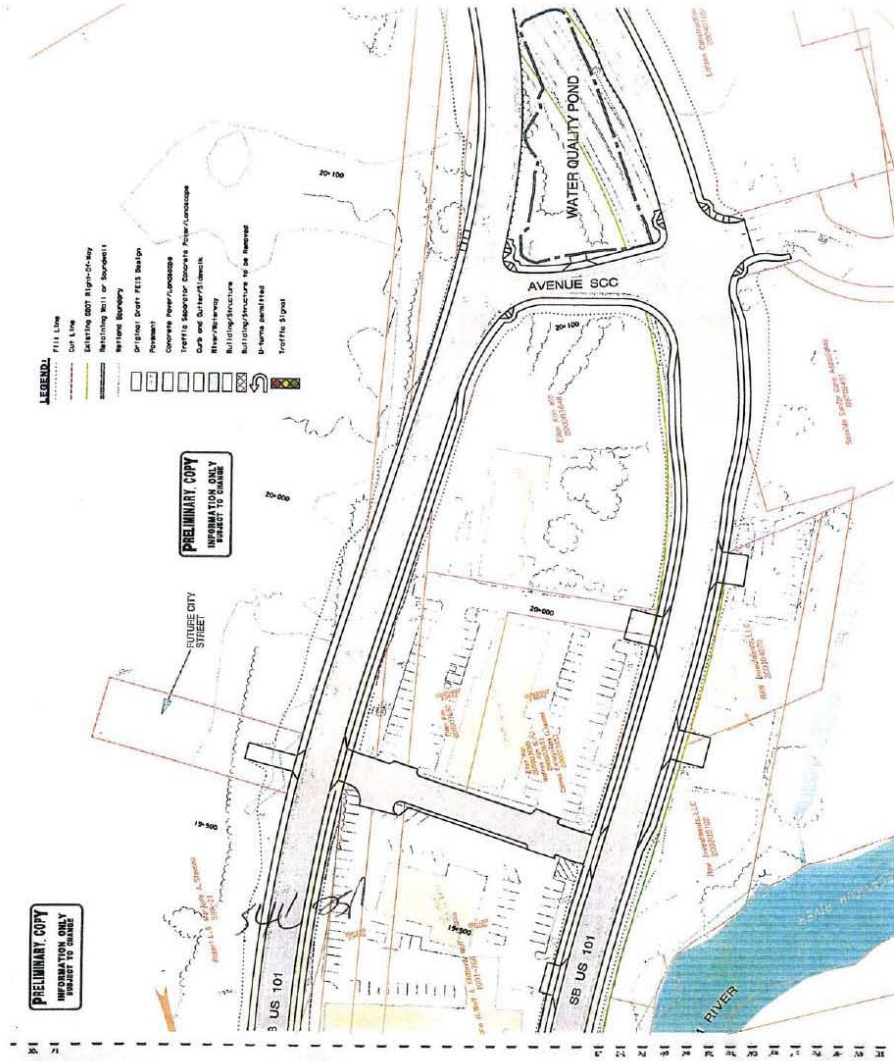
CK

13. Explore Ways to Eliminate Flooding of US 101 South of Seaside

- Explore methods to eliminate flooding-related school closures and inability to conveniently access Seaside from the south of US 101

RT in emergency road between Highland and Riffe







http://www.seasidetsp.org/ProjectLibrary/Map_BikePed_6.19.09.gif

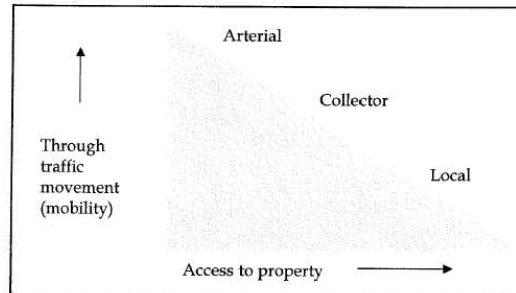
6/29/2009





Functional Classification Plan

The purpose of classifying streets within the TSP study area is to create a balanced system that facilitates mobility for vehicles, transit, pedestrians, and cyclists, while providing access to land uses. The functional classification defines a street's role and context in the overall transportation system and how it is used within the community. Street functional classification identifies the street's intended purpose, the amount and character of traffic, the degree to which non-auto traffic is emphasized, and the design standards. Certain roadway classifications are eligible for federal funds. Basic to the process of classifying streets by function and purpose, is the recognition that individual roads and streets do not serve travel independently. Rather, most travel involves movement through a hierarchical network of roads. Access tends to increase as volumes and speeds decrease, as seen in the graphic below.



The functional classification designations are derived from guidance in the Transportation System Planning Guidelines (2008) and comply with policies within the adopted Transportation Planning Rule, Oregon Administrative Rules (OAR) 660 Division 12 (updated 2006). Classification designations are discussed below.

- Principal Arterial:** Primary functions are to serve local and through traffic as it enters and leaves the urban area, connect Seaside with other urban centers and regions, and provide connections to major activity centers within the TSP study area. Per the Oregon Highway Plan (OHP), emphasis should be on traffic flow, including transit, and pedestrian and bicycle movements. Major arterials should serve the major portion of trips entering and leaving the urban area, the majority of through trips, and should carry a high proportion of total urban area travel with the least mileage. On-street bicycle lanes and sidewalks should be provided. Because of the nature of the travel served by the major arterial system, access is controlled to emphasize traffic flow. Principal arterials often serve intraurban and interurban bus routes.
- Minor Arterial:** Primary functions are to connect major activity centers and neighborhoods within the TSP study area and to support the major arterial system. Minor arterials serve local traffic as it enters and leaves the urban area, connecting

2020 TRAFFIC ST
 7140 4 Lanes REQ
 ODET 101
 SOLUTION WITH
 101 APPROX TO
 BROADWAY

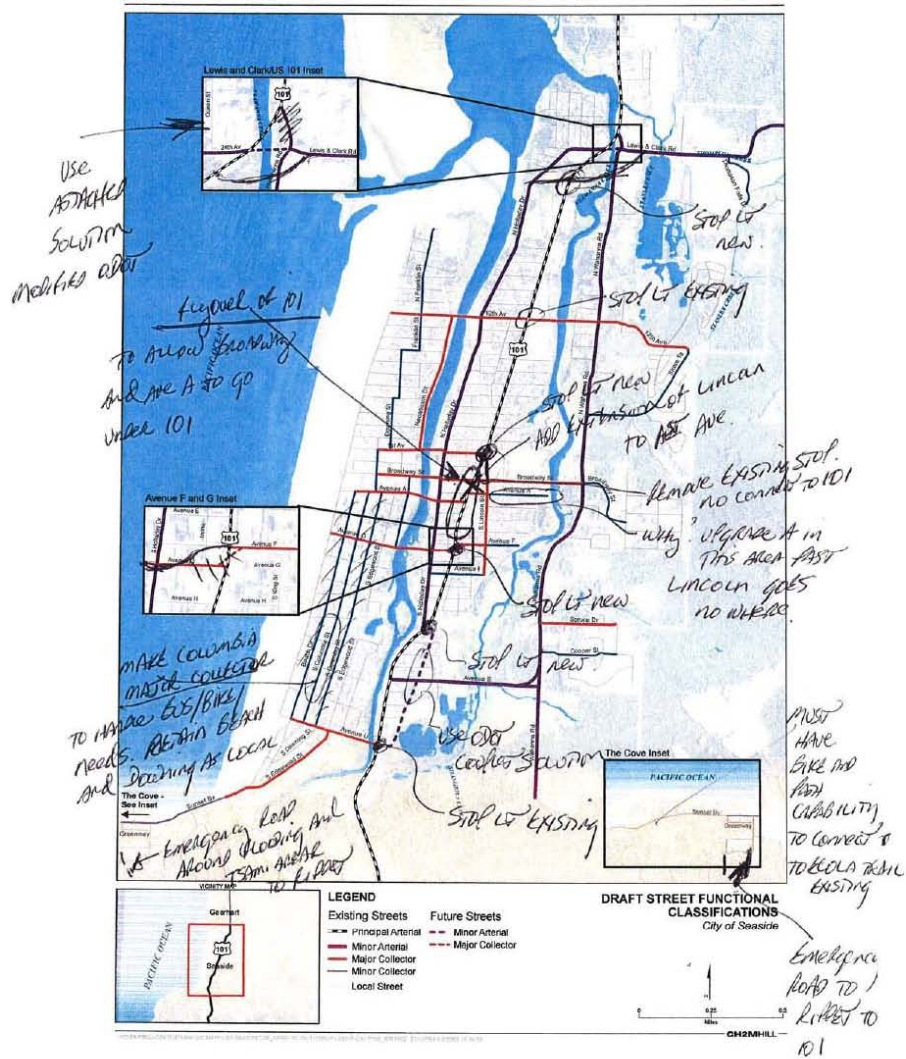


Table 1
Design Standards for Street Classifications

Street Element (feet) ¹ Functional Classification	Cross-Section Width	Travel Lanes	Center Turn Lanes	Bike Lanes	Sidewalks	On-Street Parking	Planting Strip	Shoulder
Minor Arterial	46-86'	Two @ 11-14'	Optional 14'	6' on both sides	6-8' on both sides	None	Optional 4-8'	None
Major Collector	36-80'	Two @ 11-14' If no bike lane, min 12' travel lane with sharrow ³	None ²	Required if no sharrow, ³ 6' on both sides	6' on both sides	Optional 8' on both sides	Optional 4-6'	If no parking or bike lanes, outside travel lane of 15'
Minor Collector	34-76'	Two @ 11-14' If no bike lane, min 12' travel lane with sharrow ³	None ²	Optional 6' on both sides	5-6' on both sides	Optional 8' on both sides	Optional 4'	If no parking or bike lanes, outside travel lane of 15'
Local Street	34-40'	Travel-way of 24-30' (total)	None	None	If no shoulder, 5' on both sides	Allowed in travel-way	None	Optional 5'

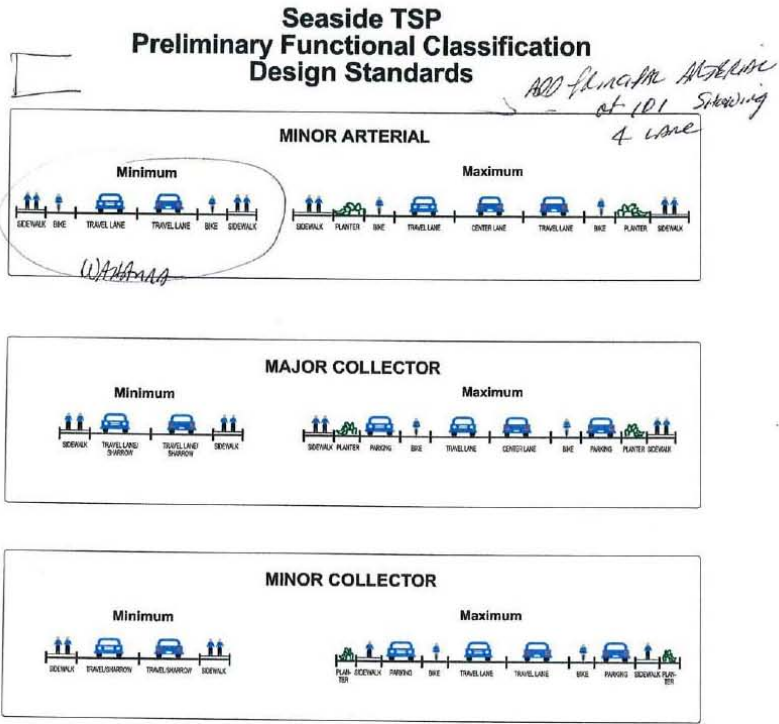
¹ Range of widths listed represent minimum and maximum acceptable widths.

² Unless required by a specific development

³ A sharrow is a pavement marking that indicates a travel lane is a shared bicycle and vehicle facility.

Without Section

Add 101 configuration as a functional arterial of 2 lanes each way with median, bike and pedestrian sections



June 8, 2010 Summit #2

- 101 from Dooley Bridge to Holladay should be moved to the last along proposed new section of Holladay to be built. Convert existing 101 to Holladay. This would solve problems with houses taking access on west side of 101. Also this would allow 101 to eventually be widened
- 101 between Avenue F South to Holladay should have center turn lane. Everyone wants this has just been left out

Public Workshop #3 Summary

February 2010

The Seaside Transportation System Plan (TSP) project team held a third public workshop on January 21, 2010 between 5:30 p.m. and 8 p.m. Approximately 45 people signed in to attend the meeting. The format of the workshop focused around three activities: an open house to review recommendations to date (which had been available for earlier viewing and feedback via City Hall posters and the website); a presentation on the five highway concepts that had been developed featuring alternate mobility standards; and small group discussions around the highway and Wahanna Road concepts.

Workshop Outreach

The project team posted a meeting announcement on several websites, including the project website, the City of Seaside website, and Clatsop County's website. The Oregon Department of Transportation (ODOT) issued a press release to local newspapers, including the Seaside Signal and the Daily Astorian, which resulted in newspaper articles in both publications. A flier was developed and distributed to interested parties, the Seaside School District (where a copy was forwarded to school principals to be sent home with all school children), Chamber of Commerce, Seaside Downtown Development Association, and the Seaside Rotary Club. Copies of the flier were posted at Seaside City Hall. An article about the meeting was published in the City of Seaside's newsletter. Members of the TSP team called community leaders to encourage them to attend and participate.

Prior to the workshop, all display materials were posted on the project website. An email message was sent to the interested parties list following the meeting asking those unable to make the meeting to send comments to the team via the website. A follow-up article was published in the Daily Astorian about the workshop on January 22nd and in the Seaside Signal on January 28th.

Workshop Format

All members of the Project Management Team (PMT) staffed the workshop - including Ingrid Weisenbach from ODOT; Matt Spangler from DLCD; Mark Winstanley, Kevin Cupples, and Neal Wallace from the City of Seaside; and Jennifer Bunch from Clatsop County. Erik Havig from ODOT also staffed the meeting, as did members of the consultant team (CH2M HILL, Alta Planning + Design, and Portland State University).

An open house format was used for the first portion of the workshop, allowing members of the public to arrive at their convenience and have the opportunity to discuss the project and the recommendations that had been developed through previous meetings. The open house area was organized into three stations:

- Station 1 – Project Overview. This station consisted of several boards describing the project, the study area, the decision-making and public involvement processes, the project timeline, and the project evaluation criteria.

- Station 2 – Bicycle/Pedestrian and Transit Recommendations. Recommended improvements to the bicycle and pedestrian facilities were shown along with maps of the existing conditions. Recommended improvements were also provided for transit in Seaside.
- Station 3 –Roadway Recommendations. This station also showed existing conditions on a map and recommended projects. The station also had a recommended functional classification map and proposed street design standards.

Following the open house, the PMT provided a presentation about Alternative Mobility Standards to the public. Currently ODOT evaluates congestion on US 101 based on the 30th highest hour volume-to-capacity (V/C) ratio which, in Seaside, occurs during busy peak summer usage when there are many visitors to the city. The PMT explained that the Alternative Mobility Standards being proposed to ODOT and the City would result in ODOT evaluating congestion based on the busiest hour in a typical weekday during the shoulder months (likely April, May or October). The PMT also described five alternatives to apply this concept along US 101, for the portion within Seaside. Following the presentation, the public was welcomed to ask questions while in the large group or, if they preferred, to ask questions during the small group discussions.

The last portion of the workshop was small group discussions. This activity provided the public with time to review the stations that presented new concepts and discuss the concepts with PMT. During the small group discussions, PMT staffed three stations:

- Station 4 – Wahanna Road: This station consisted of a board that showed improvement concepts and potential cross-sections for Wahanna Road.
- Station 5 – Highway Alternatives: This station consisted of boards for the five proposed alternatives.
- Station 6 – Access Management: This station consisted of several boards that showed access management concepts along US 101.

Upon signing in, attendees received two handouts and a comment form. The handouts provided a background and exploration of Alternative Mobility Standards for US 101 in Seaside and provided an overview of the five alternatives discussed during the meeting. Attendees were encouraged to submit feedback directly to staff at the meeting, by writing on maps or flip charts at the meeting, or by completing the comment form.

Public comments received at the meeting are listed below. Comments below are either written comments received through comment forms or on flip charts at stations or verbal comments given to project staff. Mainly, comments below are written as direct quotes. They are organized by topic area. Any additional comments received from the website and from comment sheets at City Hall will be included to this summary as an attachment.

Bicycle/Pedestrian Recommendations

On the comment forms, 2 attendees noted that they strongly agree with the recommendations, 3 attendees noted that they somewhat agree, and 2 attendee noted that they strongly disagreed. All comments recorded below are direct quotes.

1. This component is very important and needed.
2. At Broadway & Hwy 101 pedestrians need more protection from the left turn lanes. Either an all read pause to cross, or some other protection against drivers that are aggressive or just not paying attention to bikers and walkers.
3. As a cycling commuter, I appreciate being involved in the planning process. To make sure all the bicycle lanes, shared roadways, etc., are actually safe and easy to use. I would be happy to be a "beta tester."
4. Wahanna Road is too narrow and there is too much traffic for more bikes.
5. I commute by tricycle, it is 28" wide. The bike lanes must be wider, 6-8'. There are drains that take up the present bike lanes forcing me into the road.
6. [Flip Chart] Foot bridge recommendation at 15th and Wahanna Road is not a good idea. It leads to swamp land and is not a good evacuation route.
7. [Flip Chart, in relation to comment above] I disagree! I like it!
8. Foot bridge at Avenue S, Avenue V, Avenue F and across the Necanicum River between Broadway and 12th are important evacuation routes (Seaside Tsunami Awareness).
9. Bike lanes need to be wide enough for cyclists to avoid obstacles safely, such as sewers, gratings, and gravel. This is also a concern for people in electric wheelchairs who use the bike lanes. These devices are wider than a bike and need more clearance. 6-8ft would be an ideal width.

Transit Recommendations

On the comment forms, 2 attendees noted that they strongly agree with the transit recommendations, 2 attendees noted that they somewhat agree, 1 attendee was unsure if they supported the recommendations, and 2 attendee noted that they strongly disagreed. All comments recorded below are direct quotes.

1. I like the roundabouts. Transit station needs to be located near Broadway.
2. More frequent bus service on Sundays and evening will encourage more widespread use of mass transit.
5. I am very interested in making sure that regular bus service is available year round between Seaside and Astoria. I know of many senior citizens who live between Seaside and Astoria that are finding it difficult to drive safely on Hwy 101. Therefore I would like to endorse the following suggestion that I saw on the existing transportation site: Extend Astoria service into evenings to accommodate Clatsop Community College (CCC) schedule. I suggest that getting people to and from the Seaside Hospital and Safeway with adequate shelters along Hwy 101 are important. This will not only benefit CCC students, but senior citizens as well.

Roadway Recommendations

On the comment forms, 2 attendees noted that they strongly agree with the roadway recommendations, 1 attendees noted that they somewhat agree, 1 attendee was unsure if

they supported the recommendations, and 2 attendee noted that they strongly disagreed. All comments recorded below are direct quotes.

1. Roundabouts are a plus. I'm not a fan of more traffic lights.
2. We need to consider all the new retail going in at Warrenton. It might be wise to plan ahead and widen Hwy 101 out past Wahanna and Hwy 101 intersections.
3. I don't travel all of these routes, but the recommendations seem sound overall.
4. This is your parkway you have been proposing for the last 15 years.
5. Remember that bigger is not always better. We voted down bigger. Livability is important. Three lanes through town, period.
6. They appear fine.
7. A right turn only off Lewis & Clark Road will dump all southbound traffic on Wahanna Road.
8. At US 101 and Broadway, cars turning southbound from Broadway onto US 101 (left turns) have hit pedestrian in the cross-walk. 3 people at the workshop have been hit there.
9. Lincoln Street - Provide major arterial extensions north to 1st Street and the signalized intersection with Hwy 101.
10. Do not increase the speed limit on Holladay. The high school and a lot of residents are along the road, especially north of Broadway.

Wahanna Road Concepts under Consideration

On the comment forms, 2 attendees noted that they strongly agree with the Wahanna Road concepts, 1 attendees noted that they somewhat agree, 1 attendee was unsure if they supported the concepts, and 2 attendee noted that they strongly disagreed. All comments recorded below are direct quotes.

1. Remove stop stations in current locations for roundabouts.
2. Wahanna, Lewis & Clark, 24th and Hwy 101 really need to be re-routed into a 4 way with a light.
3. A bike/pedestrian area would be very welcome in this narrow, sometimes winding road with its limited sight lines.
4. The one big problem that needs to be addressed.
5. I strongly dislike everything about this.
6. If you make better access to Wahanna Road, traffic will become too much for that road as it stands.
7. It needs pedestrian and bike path areas.
8. Lewis & Clark - 12th. Shouldn't expand to the east because of wetlands.

9. Extend Wahanna Road to Beerman Creek.
10. People who live on Beerman Creek probably do not know the implications of the Wahanna Road extension. The meeting notice didn't say anything about Beerman Creek.

Highway Concepts under Consideration

During the presentation, there was a question about why the highway was not wider throughout Seaside to account for the increased traffic from retail development in neighboring communities. The PMT staff stated that the concepts developed were a compromise, and that a compromise was needed to address current and future safety and mobility needs on as small a highway footprint as possible. Capacity changes were made in each of the five alternatives. Another attendee felt that the PMT's understanding that the community wanted a smaller highway footprint was not accurate. Attendees were asked what they thought. One community member stated that they had spoken with many people within the community and that the community wanted a smaller footprint.

Another attendee asked if there was a study that showed the percentage of people that pass through Seaside and if that would show that a by-pass would resolve the congestion issues within the city. The PMT staff stated that some numbers were available about pass-through versus local trips, and that the majority of traffic along US 101 in Seaside were destined for some location in the City.

In addition to large group conversation, the following written statements were provided related to this topic:

1. Four attendees noted that they strongly agree with the Highway concepts and 1 attendee noted that they strongly disagreed with these concepts.
2. We need to really think about all the future coastal traffic heading south to north from Tillamook or such heading to large stores going in at Warrenton area which will affect us year round, not just during tourist season.
3. I much prefer these ideas over a 4-lane highway through town. The 4-lane areas in Gearhart and north already have setbacks for businesses and residences. To make such a wide road here would drastically alter our city design, infringe properties, etc.
4. Alternate 1 seems the best. 2 Lanes each all the way through from U Street to Wahanna Road. We also need left turn lanes only when turning lights at Avenue U, Broadway, 12=left turn protected lanes in all directions with light. Combine right and straight or separate where possible.
5. Alternative #5 is the best of the 5. People voted against the old highway presentation because it was too big of a footprint and it tore the community and businesses apart. I know, I helped stop it.
6. I love your logic of considering the average peak hour.
7. I like Alternative #5 as the best compromise.
8. 1st choice - [Alternative] #4, second choice - #3, third choice - #5 (sic).

9. There is nothing in black and white addressing the need for a road system above 80-feet. It is very important that there is language for a by-pass above 80-foot level to serve new schools, hospital, etc., because of tidal wave danger with at least 5 connectors to Seaside. As is, I would hate to think what is going to happen to Seaside if we were to have an earthquake and tidal wave which has been projected. Instead of spending all our chips on a system within the tidal wave zone, let's spend a little towards a road system that won't be wasted.
10. South Holladay and South 101 - The existing Hwy 101 south of the Holladay junction in south Seaside is not a reasonable location for a principal arterial. This was identified by ODOT 6 years ago when widening it was proposed as a couplet because it was too close to the river with a 4 lane design. ODOT has now identified a need for a parallel minor arterial also in this area. The west side of this existing alignment of 101 also has numerous residences which take access directly off Hwy 101 which was recognized 6 years ago as a long term safety issue. A much better solution would be to use the existing Hwy 101 as the local minor arterial called Holladay Extension and build a new Hwy 101 as a principal arterial east of the present alignment where ODOT has proposed the Holladay extension. This would solve the access problems and allow widening to 4 lanes if required. It would also eliminate the need for the local street traffic proceeding between the southern city and downtown to cross over Hwy 101 twice including the proposed flyover.

West Broadway - would destroy existing downtown to build Broadway as a major collector west of Holladay as shown. Visitor traffic going between Hwy 101 and downtown should use Ave B and 1st Street which are major collectors and should be signalized at Hwy 101. Hwy 101 should fly over Broadway which would provide much better east west local circulation between downtown and the library/recreation center areas. In conjunction with elevating Hwy 101 City Hall/Fire area should be elevated to serve as a tsunami evacuation center. (aka Cannon Beach proposal)

11. Dislike that they all require years of disruption throughout the city and large expense to the businesses. We who walk to the core of business would be greatly inhibited.
12. Would favor ANY widening of US 101 to 4-5 lanes; I guess option 5 (combine 1 and 4) is best. Also, there was a quote in the paper from City Mgr Winstanley: "After the meeting, Winstanley expressed surprise at those who appeared to want the highway widened. 'We told them (voters) that the question was whether the highway should be five lanes through Seaside, and 65 percent said no... We thought the question was clear,' Winstanley said." This is incorrect - the vote was 56-44, and 65 does not equal 56. I won't even go into how the NO vote was sold to the public. Almost half of the public DID want 5 lanes. Worth reminding folks.

Other Concepts the Public Would Like Considered

1. Elevated walking bridges over Hwy 101 at Broadway and at 17th.
2. Footbridges for easier access from east to west for walkers, bikers and tsunami evacuation routes.

3. Safe zones for pedestrians, bikes. Turn arrows for the east/west light at Broadway. Additional 2-3 seconds of red light for pedestrian crossing.
4. A solid red for a brief period to allow pedestrians to cross without having to worry about left turns trying to run us over because they are in a rush or just not paying attention.
5. I would like to see more discussion and consideration of a by-pass. We must be prepared for a tsunami if it happens to give people an escape route.
6. A Hwy 101 by-pass from Cannon Beach on to Fern Hill on Highway 30.
7. We like a smaller footprint.
8. The flooding on the south end of town. Something needs to be done now.
9. It seems that we need 2 lanes each direction with a third lane at lights for left turns (N/S) and at least 2 lanes (E/W) with one being for left turns only and at least 1 for right turn and straight traffic.
10. A bypass of the city would allow trucks and passenger vehicles not stopping to zoom on like they do around Cannon Beach. Surely it wouldn't cost more to bypass Seaside with construction than all the cost of purchasing property and closing businesses we now have where construction will take place.
11. I'd like to be kept up to date when the "micro-planning" stages come about in order to ensure safety for cyclists and pedestrians. For example, at right-hand turn pockets. The bike boxes in Portland are great ways to keep cyclists safe at busy intersections. Also, visible differences in pavement (different colors or textures) help reinforce the idea of a protected area for cyclist (pedestrians, if no sidewalk exists).
12. I was not able to attend the meeting but continue to be very interested in the process and eventual outcome. In looking over the web-site information you supplied with this email I don't see any action(s) planned for one of my most immediate concerns. I did want to attend and express my concern about the crossing of Hwy 101 by High School students to and from the school and the Stop and Go Store. I have seen the Vice Principal out during lunch times, but really he has very little control over what is happening. I literally thought I was witnessing a young man getting run over a few weeks ago. My heart stopped as I watched what was taking place. At the very last second the driver became aware of the pedestrian (are they truly a pedestrian when crossing at an unmarked location?) and locked up her brakes. It would have happened if the road surface had been wet or if the car had slid. The vehicle obviously had ABS on all four or it never would have stopped safely. Fault? Pedestrian was crossing with on coming traffic, vehicle driver was not attentive and did not see or anticipate what was happening. I have seen many other not so close incidents and I surmise there have been many I haven't witnessed. Many if not most of the pedestrians crossing do so with care and courtesy interacting with the on coming traffic; however many are reckless and rude when crossing, it is setting up for some inevitable confrontations. I truly believe someone is going to get hurt or die at that location.

Next Steps

The comments from the community workshop have been distributed to all members of the TSP project team. They will be used to help the team finalize the bicycle, pedestrian, transit, and local roadway project recommendations and begin to develop modal plans for the TSP. Comments will also be used to help the team as they consider refinements to concepts along Wahanna Road and US 101 before developing preliminary recommendations.

The next community meeting on the TSP will be a Transportation Summit to be held this spring.

Transportation Summit #2 Summary

June 2010

The Seaside Transportation System Plan (TSP) project team held its second transportation summit on June 8, 2010 between 5:30 p.m. and 7:30 p.m. Approximately 30 people signed in to attend the meeting, with about 40 people total in attendance. The purpose of this meeting – the last public meeting before the TSP adoption process – was to discuss TSP recommendations and implementation (costs, priorities, and funding options). The format of the workshop focused around two activities: an open house to review recommendations, policy recommendations, and implementation, and a presentation on implementation, funding, and phasing.

Workshop Outreach

The project team posted a meeting announcement on several websites, including the project website and the City of Seaside website. The Oregon Department of Transportation (ODOT) issued a press release to local newspapers, including the Seaside Signal and the Daily Astorian. A flier was developed and distributed to the project's interested parties list (approximately 160 individuals), the Seaside School District, the Seaside Chamber of Commerce, the Seaside Downtown Development Association, and the Seaside Rotary Club. Copies of the flier were posted at Seaside City Hall. Members of the TSP team made calls to active members of the community to encourage them to attend and participate.

All display materials were posted on the project website.

Workshop Format

All members of the Project Management Team (PMT) staffed the workshop – including Erik Havig from the Oregon Department of Transportation (ODOT); Matt Spangler from the Oregon Department of Land Conservation and Development (DLCD); Mark Winstanley, Kevin Cupples, and Neal Wallace from the City of Seaside; and Jennifer Bunch from Clatsop County. Members of the consultant team (CH2M HILL, Alta Planning + Design, and Portland State University) also staffed the meeting.

Upon signing in, attendees received one handout with a comment form in the middle. The handout provided several of the project display boards, including a project background, recommendations, and policy to support the TSP. Attendees were encouraged to submit feedback directly to staff at the meeting, by asking questions after the presentation, or by completing the comment form.

An open house format was used for the majority of the meeting time, allowing members of the public to arrive at their convenience and discuss the project and its recommendations. The open house area was organized into four stations:

- Station 1 – Welcome, Project Overview and Background. This station consisted of several boards describing the project, the study area, the decision-making and public involvement processes, the project timeline, and the project evaluation criteria. There was also a rotating PowerPoint presentation with project background information.

- Station 2 – Recommendations. Recommended improvements to bicycle and pedestrian facilities, transit, the street functional classification system, Wahanna Road, and roadway recommendations were shown. Wahanna Road recommendations were the newest of the recommendations boards – all other recommendations were also presented to the community at the January Workshop.
- Station 3: Policy. This station laid out the areas where policy will be used to support the TSP recommendations and projects. Policies include Alternate Mobility Standards, Access Management Tools, Land Use Overlay. Also at this station was a discussion of the constraints facing the construction of a Bypass in Seaside.
- Station 4 –Implementation. This station displayed projects from the TSP, organized by prioritization – short (0-5 years), medium (5-10 years), long (10-20 years), and very long (20+ years), and potential funding sources. The boards included order-of-magnitude cost estimates for each project, and identified the champion to move it forward (City, ODOT, Sunset Empire Transportation District).

Following the open house, the PMT provided a presentation about implementation and project priorities.

Mayor Larson started the presentation with an introduction and a quick summary of the project including who is involved, and what still needs to be done.

There was a brief outline of the presentation and the format, and then Kevin Cupples from the City talked about the work completed since the last public meeting. Kevin talked about the alternate mobility standards, refining the highway cross section, land use code changes, and introduced Mark Winstanley from the City and Erik Havig from ODOT.

Mark and Erik talked about implementation, funding and prioritization, recognizing that there are limited funds for roadway improvements. They talked about the type and likelihood of funding, and how that affected the projects identified as short, medium, long, and very long term priorities.

After the presentation, there was a question and answer session. The questions and responses are included below.

Presentation Comments/Questions

- Follow up on blinking lights for school on highway
- Include a narrative that explains what is included in a “project” and if phased in the TSP itself
- There are inconsistent speed zone signs northbound and southbound on US 101
- Explain that county residents along Wahanna would not need to annex to the city if the City owns the road and makes improvements on Wahanna
- Clarify how/where the 6 foot additional width for the road would come from along Wahanna

- Pedestrian upgrades between Shore Terrace and Broadway on Wahanna should be a priority
- 24th/Lewis and Clark should be a high priority! Please include how to phase – more to short term list.
- When will the conversation start for the 0-5 year projects?
- Would have been nice to hear bypass statement 5-6 years ago – it would've been voted down. Appreciate letting people know back then. Why did we have to wait? Thank you for addressing the bypass. Glad you are doing it now. Thankfully someone is telling us.
- Avenue U – why so expensive? Narrative project descriptions needed in the plan.
Response: Triggers upgrade and seismic retrofit to bridge at Avenue U
- Pedestrian bridge on 15th – who owns the project? It is a county area, but a City led project. Likely IGA or agreement with the county
- Wahanna Road trigger annexing properties? No real reason to do so, though IGA is an important Q&A piece (for web?).
- Bypass is a waste of time, where can you go with this? Don't get distracted from building short term projects
- What do the headings mean? Start with short term projects
- Adopted plan is central – opens up doors for funding
- Avenue U is high priority! Traffic light backs everything up. That is an important project

Additional public comments received at the meeting are listed below. Comments were either written comments received through comment forms or verbal comments given to project staff. The comments are included as close as possible to the format submitted and are organized by topic area. Any additional comments received from the website and from comment sheets at City Hall will be included to this summary as an attachment.

Recommendations

- US 101 between Avenue F south to Holladay should have a center turn lane. Everyone wants this. Has just been left out of the TSP.
- US 101 from Dooley Bridge to Holladay should be moved to the east along proposed new section of Holladay to be built. Convert existing 101 to Holladay, this would solve problem with houses taking access on west side of 101. Also this would allow 101 to eventually be widened.
- Convert the recommended north/south pedestrian path from 12th north along ridge into a full road, one lane in each direction
- We need a truck stop/transportation hub near the old Thriftway. Trucks park on the highway and are illegal, noisy and intrusive on the residential area
- The pedestrian/bicycle bridge near 15th avenue is not a good idea

- I think this process has been very effective and thorough.
- I really like the thinking about bike/ped path on Wahanna
- I am disturbed by the plans for 12th, the area from Necanicum Drive to the Prom. The current situation is a problem during July 4th and Hood to Coast - the congestion slows the traffic way down which makes it safe for the ped/bike activity - which is very heavy on those days.
- Taking away parking and widening the lanes will speed up cars and RVs - and pedestrians will have no parked cars for a safety barrier
- I also question why 12th Avenue - again, the section from Necanicum Drive to the Prom - should be classified as a collector, but all that collector traffic getting to the Prom has to exit via 11th Avenue- but it is not a "collector" and does not need to be.
- Again, collector for 12th from US 101 to Necanicum makes sense - but not from Necanicum to the Prom.

Prioritization

- Should extend the Prom to the Cove - good priority!
- Bridges should not wait to be upgraded until an earthquake - they are not earthquake safe
- It will require firm action on the part of the City to see the projects through
- The 24th Avenue intersection and resulting bridge improvements should be high priority and within a 10 year timeline!
- Bridges, trails and new pedestrian bridges should all be high priority and done in the near future
- Wahanna road needs priority
- US 101 and all intersections need top priority
- In general, I agree, just step it up and do it soon
- If money is more available for pedestrian facilities (sidewalks and bridges), then why aren't they more short term projects?
- A synchronized funding stream will be culturally significant in the context of a natural history park

Comments not related to the TSP

- Stop the highway shoulder truck parking that ruins the shoulders, trucks run their motors on idle, etc. Trucks keep us awake at night in our homes.
- Stop trucks "Jake Braking" or engine braking in city limits. If they need that they are driving TOO FAST! It is unnecessarily loud at all hours.

- The current plan/construction on Holladay Drive does not have a plan for street parking which is essential. There is no plan for bicycles using the road, there are no sidewalks, parking on property has been reduced. i.e. will affect short term rentals space requirements
- Will increased parking on side streets like 17th thereby reduce mobility and slow traffic flow?

Next Steps

The comments from the community workshop have been distributed to all members of the TSP project team and will be used to help the team revise the TSP. Comments will also be used to help the team consider refinements to the implementation and funding portion of the document.

This was the final public meeting before the TSP adoption process, which will occur during Fall 2010.

PMT, Agency and City Council/Planning Commission Meeting Summaries

TABLE 2:
Meetings

Date	Meeting Title
March 12, 2008	PMT #1
March 31, 2008	Joint Planning Commission/City Council Project Briefing
June 3, 2008	Agency Meeting
July 22, 2008	Project Briefing – Future Land Use
September 29, 2008	PMT #2
December 2, 2008	ODOT Technical Review Meeting
December 29, 2008	PMT #3
January 7, 2009	PMT #4
May 8, 2009	PMT #5
June 16, 2009	Agency Team Meeting
July 7, 2009	Agency Team Meeting
August 4, 2009	Agency Team Meeting
September 9, 2009	PMT #6
October 13, 2009	PMT #7
November 17, 2009	PMT #8
November 30, 2009	Joint City Council/Planning Commission Worksession
March 4, 2010	PMT #9
March 29, 2010	Joint City Council/Planning Commission Worksession
May 13, 2010	Joint City Council/Planning Commission Worksession

Project Management Team (PMT) Meeting #1

Kick-Off Meeting

Wednesday, March 12, 2008

2:00 to 4:00 p.m.

Seaside City Hall

Meeting Summary

ATTENDEES

PMT Representatives	Consultant Team
Kevin Cupples, City of Seaside	Theresa Carr, CH2M HILL
Dale Kamrath, City of Seaside	Jamie Damon, Jeanne Lawson Associates (by phone)
Neal Wallace, City of Seaside	Steve Durrant, Alta Planning + Design
Ingrid Weisenbach, ODOT	Sumi Malik, CH2M HILL
Mark Winstanley, City of Seaside	Kalin Schmoltdt, Jeanne Lawson Associates (by phone)

This memo summarizes the items discussed during the March 12th Project Management Team (PMT) meeting for the Seaside Transportation System Plan (TSP). This memo focuses on PMT discussion and actions; please see meeting handouts for an overview of items presented.

1. Welcome and Introductions

Ingrid Weisenbach opened the meeting, welcoming the group, and led introductions.

2. Project Background

Ingrid Weisenbach and Mark Winstanley provided the group with a brief context for the TSP project. Highlights of the discussion are as follows:

- A TSP was developed around 10 years ago but was never adopted. The plan covered the local transportation network in Seaside but not the highway. It left the analysis of the highway to the Pacific Way-Dooley Bridge (Pac-Dooley) Environmental Impact Statement (EIS) project which was underway at the time. Critics have said that the TSP should have included US 101 improvements, and should have been adopted prior to the EIS.
- The Pac-Dooley project EIS considered a variety of alternatives to address peak summertime congestion and safety concerns along US 101 through Seaside. The Federal Highway Administration's (FHWA) Record of Decision (ROD) was to widen the highway to five lanes.
- This project was rejected by Seaside registered voters in 2005.

3. Project Work Elements

Theresa Carr led a discussion of project work elements, including scope, schedule, roles and responsibilities, and communication. Discussion points are as follows:

Scope of Work

- PMT Representation

The group discussed the inclusion of more representatives in the PMT. Gary Debalt was named as a possible PMT member. Gary could represent both downtown businesses, and could represent city council. Gary also provides a link with the city visioning process currently underway, and is a member of the Seaside Downtown Development Association (SDDA).

Action: **Mark Winstanley** will discuss additional PMT representation with Mayor Larson. Mark will communicate recommendations to Ingrid, and will initiate communication with possible PMT members.

The **technical team** may need to coordinate at times with Dennis McNally at the City of Gearhart, though Dennis does not need to be added to the PMT.

- Study Area

The PMT discussed the study area, and decided to include urban reserve areas directly to the south of Wahanna Road into the area to be analyzed within the TSP. Theresa brought up the point that any recommendations resulting from the Seaside TSP process that are within these urban reserve areas would need to be coordinated with Clatsop County, and forwarded to them for possible inclusion within their TSP.

The rest of the study area would be the greater of the city limits or the urban growth boundary (UGB) – in some cases the UGB extends further than the city limits, and vice-versa.

Action: The **consultant team** will produce a project basemap which outlines the overall study area.

- Items Covered by Project

Mark asked how the Pac-Dooley project would be addressed in the TSP, and what it meant that the project went through an EIS process and received a ROD. Can the ROD be overturned? The group then discussed the scope of long-range alternatives (from the Pac-Dooley EIS [such as a bypass] or elsewhere that may be addressed or readdressed through the TSP.

Action: **Ingrid and Theresa** will coordinate with ODOT environmental to determine the federal process under which a ROD may be reconsidered, and will develop a diagram that outlines this process. The audience for this diagram would be the PMT, but also elected officials, stakeholders, and the public.

United States Geological Survey (USGS) conducted a study on tsunami inundation, and the portion of Highway 101 in Seaside is within the inundation zone. Kevin Cupples

questioned whether or not the federal government would approve further improvements to the highway if it is at risk of being lost due to inundation.

The group discussed the many variables in long-range planning. Theresa stated that ODOT had been looking into impacts of gas price increases on vehicle travel, but that overall the guidance is to use methods available to us to plan long-term, while being aware of how conditions might change. Jamie reminded the group that, although the TSP is a long-range plan, it would be updated before 20 years. A typical timeframe would update the TSP after 5-7 years.

Kevin voiced a concern that US 101 floods every year in the vicinity of Beerman Creek.

Action: **Ingrid** stated that ODOT and the City of Seaside are meeting with the Army Corps of Engineers next month to discuss the possibility of getting a grant from the USACE to evaluate the hydraulics in the area. The goal is to understand the hydraulics first and then find a solution to address the flooding.

- Public Involvement

A full discussion on public involvement was held until later on the agenda. However, the group discussed a TSP presentation for the upcoming March 31st joint City Council and Planning Commission Worksession.

Action: **Kevin Cupples** will speak with Mayor Larson to get the item on the agenda. The Planning Commission is aware of the request. **Ingrid and Theresa** will assume a 30-minute time period with the group, to include a brief presentation and discussion.

- Data Collection

Theresa alerted the group that the project site visit would be April 7th or 8th and that she would clarify via email as soon as the date was confirmed. Traffic counts may be delayed until late June in order to capture peak traffic conditions. Theresa distributed a list of plans and policies that would be reviewed for the TSP and asked the PMT to review and provide comments on the list by Friday March 14th. Sumi Malik and Kevin Cupples discussed the identification of land use districts in Seaside which would be surveyed as part of the site visit.

Action: **Theresa** will confirm the site visit date with the PMT. The **PMT** will provide feedback on the list of plans and policies to Theresa by March 14th. **Sumi and Kevin** will discuss identification of land use districts to be inventoried as part of the site visit.

- **Future Traffic Conditions**

One of the work tasks is developing a land use scenario for future traffic forecasting. Sumi Malik and the traffic engineering team will work with Kevin Cupples to develop the scenario, which will be reviewed by the PMT before it is finalized.

Communication

- Emails for Mark Winstanley will be sent to Kim Jordon. Kim will schedule necessary meetings for Mark, and will communicate with him regarding project status, actions required, and reviews needed.

4. Public Involvement Approach

Jamie Damon led the discussion on the public involvement approach. Discussion items are as follow:

- One of the first tasks is the development of a web-based survey. The web-based survey would be developed in March and issued in early April. The response window would be one month. The transportation summit would be scheduled following the web-based survey.
- The PMT asked whether people could be prevented from taking the survey multiple times to influence survey results.
- Kalin Schmoltdt responded that survey results are screened and flagged for possible multiple entries. For example, if several surveys are taken from the same computer, especially if within a narrow window of time, this alerts him that someone may have taken the survey twice. He also checks for answers, finding that in most cases when this happens, responses are different, inferring that different people within a household took the survey using the same computer. In JLA's experience they have not found evidence of responders trying to influence survey results by taking multiple surveys.

Action: **Kalin** will send out the link to an existing survey for the City of Milwaukie, OR which has similar themes to Seaside. **JLA (Jamie and Kalin)** will develop a list of questions for a Seaside web-based survey by Friday, March 21st. The **PMT** will review and provide comments on the draft survey questions by the end of March. The survey would be finalized in early April.

CH2M HILL will work on development of the project website with the intent of being completed in early April to coincide with the web-based survey.

- Links to the survey would be provided on the project website and the City's website. Paper copies of surveys could be distributed at the library, City Hall, the planning/public works building, the visitors center, and the Chamber of Commerce. Announcement of the survey could go out in the water bills being issued mid-April. Fliers announcing the survey could be distributed to popular locations within the City, and newsletters (including the SDDA, the Chamber of Commerce, and the City of Seaside newsletter) could cover an overview of the project and provide a link to the survey.

Action: **CH2M HILL** will develop a one-page summary of the project which can be used in newsletters and be distributed to the Planning Commission and City Council Worksession on March 31st.

- The PMT discussed the importance of including all residents, employees, business owners, and visitors in the survey, including:
 - Residents that are full-time, permanent, year round, and Seaside is their primary residence.
 - Residents that are part-time and Seaside is the place of their second home.
 - People who live outside Seaside but work in Seaside.
 - People who live and work outside Seaside, but come to Seaside to visit/recreate.

5. Project Goals, Success Factors

Theresa led a roundtable discussion asking each PMT member what their goals were for the project, and how they would define success.

- *Mark Winstanley:* A successful TSP is one that would provide guidance to staff, and would be supported by the community.
- *Neal Wallace:* A successful TSP would provide:
 - Better east/west connectivity
 - Improve the existing three signals and perhaps add one or two more to the network
 - Develop a bicycle and pedestrian plan to link parks, schools, recreational areas, and other destinations with the existing river and urban trail system
 - Assess the need for a parallel route east of Highway 101 between Lewis and Clark Road and Beerman Creek Road, connecting with Wahanna Road
 - Address access issues related to existing and platted streets
- *Ingrid Weisenbach:* A successful TSP would be an adopted plan endorsed by the community. Ingrid also defines success as a process which develops a dialogue between ODOT and the City.
- *Kevin Cupples:* He too wants to see an adopted TSP, not one that remains unadopted, like the last attempt. He wants to see a plan that is supported by the community and users of the system that is practical, fundable, and reasonable in scale.
- *Dale Kamrath:* A successful TSP would consider the needs of fire trucks and other emergency vehicles to move safely and efficiently through service areas.

6. Next Steps and Adjourn

The meeting adjourned at 4:00 pm. Action items from the kick-off are summarized below.

ACTION ITEMS

No.	Item	Responsible	Timeline
1.	Review list of plans and policies to be reviewed as part of the TSP and provide any additions or modifications to Theresa by the end of the week.	PMT	By March 14, 2008
2.	Ask for 30 minutes on the joint City Council and Planning Commission Meeting agenda to discuss the TSP.	Kevin	By March 19 th
3.	Speak with Mayor Larson about adding any additional members to the PMT.	Mark	By March 31 st
4.	Prepare a process diagram describing how the TSP will consider long-range improvements considering that the Pac-Dooley project underwent the EIS process.	Ingrid/Theresa	By March 31 st
5.	Conduct site visit.	CH2M HILL and Alta Planning + Design	April 7 th or 8 th
6.	Identify up to five land use focus areas for land use inventory during the site visit	Kevin and Sumi	By March 26 th
7.	Send link for Milwaukie TSP survey out to PMT.	Kalin	March 14 th
8.	Prepare questions for the Seaside TSP web-based survey	Jamie and Kalin	March 21 st
9.	Develop one-page project summary for inclusion in area newsletters and distribution to PC/City Council	Theresa	March 31 st
10.	Develop initial project website	CH2M HILL	Early April

Joint Briefing to Planning Commission / City Council

Monday, March 31, 2008 6:30 p.m. / Seaside City Hall

Briefing Summary ATTENDEES

City Council	Planning Commission
Gary Diebolt	Sara Fasoldt
Larry Haller	Tom Horning
Don Johnson	Chris Hoth
Dave Moore	Bill Hubbard
Tim Tolan	Richard Ridout
Ray Romin	
PMT Representatives	Consultant Team
Kevin Cupples, City of Seaside	Theresa Carr, CH2M HILL
Neal Wallace, City of Seaside	
Ingrid Weisenbach, ODOT	
Mark Winstanley, City of Seaside	
Laren Woolley, DLCD	

This brief document summarizes the conversation between the Seaside City Council, the Seaside Planning Commission, and the Seaside Transportation System Plan (TSP) project team at the joint Worksession March 31, 2008. This document focuses on questions and actions resulting from the discussion. A formal meeting summary is being prepared by the City of Seaside.

1. Project Overview

Ingrid Weisenbach opened the presentation and introduced Theresa Carr, Project Manager from CH2M HILL. Theresa Carr presented an overview of the upcoming Seaside TSP project, including a summary of the project's goals and objectives, the study area, and major work elements. See one-page project summary handout. Questions and comments from the group:

- When will traffic data be collected? Response: This will be taken twice – once in April, and again in late June. April traffic will be factored to peak summertime conditions for much of the TSP work, though they will also be used for a sensitivity analysis looking at what improvements will be needed to serve Seaside outside of the summertime peak

season. Late June counts will be taken after the school year is over, likely on a weekend, and will also be factored to peak conditions.

- The group requested that the summertime traffic collection take place the first Saturday after the July 4th holiday. (Note: June counts have been rescheduled for mid-July.)
- Who collects the traffic information? Response: ODOT contracts with a firm to collect traffic data. This is typically done by video camera. Video equipment is mounted on each study intersection to capture traffic entering and exiting the intersection from all directions. One or two people are responsible for mounting the cameras in the morning and taking them down in the evening. Data are summarized and provided in spreadsheet form to the project team.

2. Major Milestones / Check-In Points and Timeline

Theresa presented an overview of the project schedule and major milestones. The major work elements include an identification of need, the development and evaluation of alternatives, the preparation of an access management plan, and the TSP. See handout “Seaside TSP: Draft Timeline.” Questions and comments from the group:

- How will you be considering development? Response: the traffic work will actually look at what developments could realistically be expected in the City over the next 20 years, and what impact those would have on the transportation system.

3. Public and Stakeholder Involvement

Theresa went over the elements of the “Seaside TSP: Draft Public Involvement Approach” handout. The major elements of the public involvement program include an on-line web survey, a website, possibly a blog, two transportation summit public meetings, and three mode- or policy-specific workshops. Comments from the group:

- How will you be involving the City Council and Planning Commission? Response: staff will regularly brief these groups on the planning effort and ODOT is available at any time. The consultant will brief the groups at two future points in the process – at alternatives evaluation and with the draft TSP.
- Where will you be putting hard copies of the web survey? Response: Copies could be placed at City Hall, library, the planning/public works building, the visitors center, and the Chamber of Commerce.
- Suggestion to advertise public involvement events at the Convention Center and at City Hall
- Suggestion to post fliers about web survey in internet cafes and at the SDDA. Response: Good idea, and we also want to post them at other locations such as the supermarket.
- Suggestion to allow people to mail comments to city staff. Get those who can’t comment online or go to meetings.

4. Next Steps

The group was asked to look out for the website and the web survey in the coming weeks, to watch out for staff doing site visit data collection, and for traffic counting firms to be out with their equipment. The group would be invited to the first Transportation Summit in June when that date is set.

5. Project Goals, Success Factors

The group had a roundtable discussion where each City Council and Planning Commission member stated their desired outcomes and potential concerns for the upcoming planning effort. These are summarized below:

- Take into account the City’s park plan, and provide for a continuously linked trail system connecting parks.
- Tsunami preparedness is important. Provide for bridge seismic retrofits, and footbridges.
- Coordinate with the City, ODOT, and DLCD through the planning process and develop a plan which will be adopted and approved by all these jurisdictions.
- Provide the Planning Commission with tools they can apply to future development. Pedestrian access is important, as important as automobile access. East-west connectivity is also important.
- Make sure to consider public transportation needs.
- Bike access is critical. Can you recommend projects outside the UGB? Some emergency routes are outside the City.
- The concept of a bypass will come up. Wants to see potential funding sources for a bypass. Beware that Seaside will have real, major traffic needs that need to be addressed.
- Success in the short term is something fiscally responsible. Over the medium and long-term, begin to address the bigger concerns. Don’t want to have to go back and redo all over again.
- The funding piece will be important. The City needs the TSP because the City’s current ability to build is reduced because available land is limited. Need a TSP for an UGB expansion. Beware that traffic is a real problem. Finally, wish to actually do the projects in the TSP.

Agency Meeting

Tuesday, June 3, 2008
1:00 to 4:00 p.m.
Seaside City Hall

Meeting Summary

ATTENDEES

PMT Representatives	Consultant Team
Ron Ash, Clatsop County	Theresa Carr, CH2M HILL
Jennifer Bunch, Clatsop County	Jamie Damon, Jeanne Lawson Associates
Kevin Cupples, City of Seaside	
Neal Wallace, City of Seaside	Other Participants
Ingrid Weisenbach, ODOT	Erik Havig, ODOT
Mark Winstanley, City of Seaside	Jyll Smith, ODOT
	Adam Torgerson, ODOT

This memo summarizes the items discussed during the June 3rd agency meeting for the Seaside Transportation System Plan (TSP). This memo focuses on group discussion and actions; please see meeting handouts for an overview of items presented.

1. Welcome, Review of Agenda/Meeting Objective

The objective of the agency meeting was to discuss the findings from the web-based community survey (available April 15-May 15) and to prepare for the first transportation summit, to be held June 18th.

Mark Winstanley asked that the project team contact the Sunset Empire Transportation District to participate in the TSP.

2. Findings from Web-Based Survey

Jamie Damon led a discussion of findings from the web-based community survey summary (handout). The objective of this community survey is to gather feedback from Seaside residents, employers/employees, and visitors on how they view the area's transportation system. Information from this survey will be used to help identify transportation needs and generate potential solutions.

The survey was available online from April 15 to May 15, 2008. Most survey respondents accessed the survey from the project website. At the survey close, 167 respondents had provided input, either online or in hardcopy form. Major findings from the survey are described below – see the survey summary for more details.

- The vast majority of respondents (over 80%) live in Seaside full-time

- Gender of respondents was roughly equal (45% female, 53% male)
- Most respondents drove around town, though a surprising number walk, bike, and carpool
- Many respondents see Highway 101 as a barrier between them and their homes, jobs, schools, and errands. Capacity and congestion on Highway 101, access to and from Highway 101, and east/west connections across Highway 101 were rated poorly, though safety for bicycles and pedestrians, access to evacuation routes, and sidewalks and pedestrian facilities were also rated low.
- Respondents said they wanted to see improvements to Highway 101, added public transportation services, addressing congestion and traffic flow, improved evacuation routes, and enhanced pedestrian facilities in the TSP
- When asked how in the future we will know that we did a good job on the TSP many respondents mentioned reduced reliance on the automobile, increased bicycle and pedestrian traffic, visitors still coming to Seaside, and alternate routes through and around town.
- The web-based survey was a popular way for the public to stay connected to the study.

Mark asked if the survey had a question on how long people had lived in Seaside, and recommended that a future survey ask this question.

Ron asked whether the survey had a question on age of respondent, and recommended that a future survey ask this question.

3. Preparation for Transportation Summit #1

Jamie led the group through the draft public meeting plan (handout). Based on the survey findings, the following topic-specific groups were created:

1. Pedestrian Issues
2. Alternative Transportation
3. Local Connectivity

The first part of the summit will be a presentation. This presentation will be opened by Jamie who will explain purpose and format. Neal Wallace will talk about why a TSP is important to Seaside. Theresa Carr will give an overview of the TSP process. Jamie will then provide an overview of the survey findings. Time will be provided for a large group question and answer session.

The second half of the summit will be broken into small groups (see topics above), where facilitators will run through more specific findings related to each topic and ask participants whether they agree with the findings, and what they would add to the findings. Facilitators will rotate groups so that all participants can talk about all three topic areas. Time will be provided for a large-group report out session.

Jamie brought up the long time period between the first summit (June 18) and the first topic-specific workshop. She recommended that the team ask the public to report back at the first

workshop something they did over the summer. The group decided that they would ask the public to try different modes once a week and report back how they liked it. Did it work, what were some of the conflicts, would they be willing to keep trying it?

Erik recommended that the TSP overview part of the presentation include a discussion of fiscal constraints, and asked that additional information about the TSP process be available. Theresa said that she would work with Erik and Ingrid on a TSP overview that could be on boards, a presentation, or a handout.

The group discussed specific preparation for the summit, which is included below. All items below assume review by the stakeholder agencies prior to finalizing.

PREPARATION FOR TRANSPORTATION SUMMIT #1

Item No.	Item	Description	Responsible	Due Date	Notes
1.	Flier	Flier promoting transportation summit	Kalin to draft Kim to print and coordinate with Mark and Neal about distribution	Friday 6/6	Mark to hand out at SDDA Breakfast week of 6/9 Mark to hand out at Chamber of Commerce coffee week of 6/9 Neal to hand out at rotary club week of 6/9 Ingrid to post around town Brandy to post on website Kim to send to city newsletters
2.	Newspaper Ad	Advertisement to place in Seaside Signal and Daily Astorian	Kalin to draft Adam to reserve space and coordinate with newspapers	Friday 6/6	Adam will reserve space by Friday 6/6 for ads to run week of 6/9. Adam will follow up to place advertisements with area newspapers week of 6/9 (working with newspaper deadlines).
3.	Media Stories	Encourage article in area newspapers and radio	Ingrid/Adam for print media Kevin for radio media	Tuesday 6/10	Ingrid/Adam to talk with Donald Alison at the Seaside Signal and Pam Robely at the Daily Astorian Kevin to talk with Tom Friel.
4.	Press Release	Send press release to local and regional media	Theresa to draft	Monday 6/9	Theresa to send press release for review on Friday 6/6, ODOT to send to media outlets week of 6/9.
5.	POTENTIAL – Postcard	ODOT may be able to mail postcard to households in Seaside zip code	Kalin to draft Adam to mail	Friday 6/6	Kalin, Jamie, and Theresa to discuss when postcard could be ready. Adam will explore whether we have sufficient time to mail prior to event.
6.	Web Updates	Advertise event on project, City, County, and ODOT websites	Brandy	Tuesday 6/10	Update project website to include event format and information. Provide text and event flier to Kim Jordan, Jennifer Bunch, and Jyll Smith for updating other agency sites.
7.	Email Interested Parties	Alert those on interested parties list about event	Brandy	Wednesday 6/11	Send email to those who have submitted comments via the website, via the web survey, and those who have asked to be on the interested

PREPARATION FOR TRANSPORTATION SUMMIT #1

Item No.	Item	Description	Responsible	Due Date	Notes
					parties list, announcing event.

The group agreed on the following material to be prepared for the first transportation summit. All items below assume review by the stakeholder agencies prior to finalizing.

MATERIAL FOR TRANSPORTATION SUMMIT #1

Item No.	Item	Description	Responsible	Due Date	Notes
1.	Facilitator Guide	Gives direction to group facilitators on objective of group discussion and items to go over.	Jamie to draft	Friday 6/13	
2.	Handout Booklet	All meeting handouts to be bound in one booklet.	Theresa and Jamie to collaborate	Wednesday 6/11	Will include meeting objectives, project overview, highlights of survey, map of area, project schedule, and comment form.
3.	Maps	Maps to place on tables	Theresa	Friday 6/13	Map of study area for small groups to use and to write on. Include highlights from survey on map.
4.	Small Group Boards	Large plot of items heard from survey (split by subject)	To create Brandy to plot	Friday 6/13	Assumed to be the same information as in handout booklet.
5.	General Display Boards	Boards for entry, group presentations	Theresa to draft Brandy to plot	Friday 6/13	Welcome and Meeting Objective Project Objective Schedule Who's Involved Public Involvement Schedule Study Area
6.	TSP Basics Material	Presentation or handout describing fundamentals of a TSP	Theresa to coordinate with Ingrid and Erik	Wednesday 6/11	

4. Update on Technical Work

Theresa gave an update on the technical work, to include:

- Plan and policy review is mostly complete, waiting for City comments (due June 6)
- Existing conditions work underway, will forward to agencies for review week of June 9
- Waiting for traffic count data at half of study intersections so existing conditions will not include traffic analysis or intersection-specific safety analysis
- Access management task and development of future land use scenario work to begin in June
- Development of evaluation framework will be started in June.

5. Upcoming Meetings/Work Items

June 18 Transportation Summit
5:30pm-7:30pm (presentation begins at 5:45pm)
Bob Chisholm Community Center
1225 Avenue A, Seaside

6. Adjourn

The meeting adjourned at 3:30 pm.

Future Land Use Discussion

Tuesday, July 22, 2008 3:00 p.m. – 4:30 p.m. Seaside City Hall

Participants Name	Organization
Kevin Cupples	City of Seaside
Laren Woolley	DLCD
Ingrid Weisenbach	ODOT
Theresa Carr	CH2M HILL
Sumi Malik	CH2M HILL

Summary

1. Meeting Context

The purpose of this meeting was to discuss potential development outside the Seaside UGB and develop a plan for how to incorporate this into the Seaside TSP traffic projections. The future traffic work is critical path, and needs to be performed in August 2008 to be ready for the public workshops beginning in September 2008.

2. Anticipated Development outside UGB

A buildable lands inventory was drafted in 2005 but has not been completed. The City has reviewed and revised material prepared by a consultant and provided this information to CH2M HILL at the July 22 meeting. CH2M HILL will use the buildable acres information as revised by Kevin Cupples in the inventory to identify vacant and underdeveloped parcels.

Affordable housing was not addressed in the buildable lands inventory. Laren mentioned that a House Bill was introduced last year to streamline the UGB expansion process when its objective is to accommodate affordable housing, but that the bill did not succeed and next steps are uncertain.

The School District has voiced a desire to move all facilities outside of the Tsunami inundation zone, to an elevation at or above 80'-90'. This impacts four facilities in Seaside:

- Seaside High School
- Seaside Middle School
- Two Seaside Elementary Schools

Although all school facilities were considered critically important to the City and the School District, the Cannon Beach Elementary School and the Gearhart Grade School are considered the most critical facilities in the school district to move. Ability to obtain funding to move all facilities within a 20-year time period is uncertain.

The hospital has also discussed moving to a location above the critical 80'-90' elevation line. If this occurred, the current hospital facility would be expected to transition to medical offices or a nursing home facility.

The group discussed potential locations and size of parcels needed to accommodate future school and hospital uses outside the UGB. Plans are too preliminary to determine a specific size of facility, location, or timeline for moving.

School and hospital relocation is expected to shift travel patterns in the City. However, it is also anticipated that the current school and hospital locations would be redeveloped to a separate use (in the case of the schools) or a similar use (in the case of the hospital). Therefore traffic associated with relocations is expected to increase transportation needs in the area of relocations, and not necessarily remove the need for improvements that could be identified at the current school and hospital locations.

3. DLCD Process to Consider UGB Expansion Applications

The City, Clatsop County, and DLCD would need to review and approve a UGB expansion application before transportation projects can be included in a Seaside TSP.

The City indicated an interest in beginning the UGB expansion application process, including a public process, on a concurrent timeline with the TSP. This process would determine what land is needed outside the UGB to accommodate desired school, hospital, and other relocations within a 20-year time period. Ingrid and Laren voiced a willingness to assist the City prepare the application if needed.

Laren and Kevin agreed that the expansion application process is possible to complete within the TSP time period, but would require commitment on the part of the City to accomplish.

4. Plan for Considering Development outside UGB, Assumptions for Seaside TSP Work

Discussions regarding potential school and hospital relocations outside the current Seaside UGB are preliminary and have not gone through a public process. For this reason, the group decided to defer the consideration of school and hospital relocation in the Seaside TSP future land use scenario until after the City, School District, hospital, County, DLCD had had the opportunity to discuss the potential UGB expansion with the public.

The group decided to move forward with a cumulative traffic analysis approach considering development and redevelopment potential within the existing Seaside UGB for the TSP work. If the UGB expansion application is reasonably complete before the TSP is adopted, the team may modify the land use assumptions and include relevant projects to support the prospective development. If the TSP is adopted before the UGB expansion application is completed, needed transportation projects to support the relocations would be included in a future TSP update.

5. Adjourn

The meeting adjourned at 5:00 pm. Action items are summarized below.

ACTION ITEMS

No.	Item	Responsible	Timeline
1.	Review buildable lands inventory and develop timeline for preparing land use scenario, alert group when material will be ready for their review	Theresa/Sumi	Fri 7/25
2.	Prepare land use scenario	Sumi	Late July
3.	Review land use scenario	PMT	Early August
4.	Conduct future conditions analysis	CH2M HILL	August

Project Management Team (PMT) Meeting #2

Kick-Off Meeting

Monday, September 29, 2008

2:00 to 4:15 p.m.

Seaside City Hall

Meeting Summary

ATTENDEES

PMT Representatives	Consultant Team
Kevin Cupples, City of Seaside	Theresa Carr, CH2M HILL
Ingrid Weisenbach, ODOT	Jamie Damon, Jeanne Lawson Associates
Mark Winstanley, City of Seaside	Sumi Malik, CH2M HILL
Laren Woolley, Department of Land Conservation and Development (by phone)	

This memo summarizes the items discussed during the September 29th Project Management Team (PMT) meeting for the Seaside Transportation System Plan (TSP). This memo focuses on PMT discussion and actions; please see meeting handouts for an overview of items presented.

1. Welcome, Review of Agenda, and Meeting Objective

Ingrid Weisenbach opened the meeting and welcomed the group.

2. Urban Growth Boundary Expansion Evaluation Status

Ingrid Weisenbach asked what steps the City has taken to evaluate their need to apply for an Urban Growth Boundary (UGB) expansion. Kevin Cupples reported that geotechnical analysis of land east of Wahanna Road is going to be done soon to determine the feasibility of locating schools, residential development, and possibly a hospital expansion in the area. One possible outcome is that no land in that area may be feasible for development, in which case, the City, along with Seaside School District would evaluate other potential sites.

3. Review of Existing and Future Conditions Analysis

Sumi Malik used a series of three maps separated into categories identified in the Transportation Summit – connectivity and mobility, pedestrian issues, and other alternative modes – to illustrate findings from the Existing Conditions and Future Conditions Analysis. She asked the PMT to review both map content for accuracy and how easy-to-read they are, because they will be used in the upcoming workshop. Findings from stakeholder interviews will be added to the maps.

Connectivity and Mobility

Out of seven study intersections on US 101, three are above the standard or capacity now,

and all seven are above capacity in the future (2031). Nearly 2/3 of crashes (2001-2006) at intersections on US 101 were rear-end, and may be due to the close distance between driveways. Ingrid Weisenbach questioned how severe these crashes were. Theresa Carr answered that 69 out of 132 crashes resulted in property damage only, but nearly an equal number, 63 out of 132 crashes resulted in injury as well. No crashes resulted in a fatality. Ingrid Weisenbach asked that information about the severity of crashes also be added to the map. US 101 in the vicinity of Avenue U is identified as a Safety Priority Index Site (SPIS) site by ODOT. Ingrid Weisenbach and Kevin Cupples questioned the placement of the SPIS site on the map. They thought it should be at the signalized intersection of Avenue U, west of US 101 and not at the intersection of Avenue U, east of US 101. Sumi Malik will verify the correct placement of the SPIS site. Ingrid Weisenbach asked that results from queuing analysis be added to the map.

Pedestrian Issues

The map highlights missing sidewalks and sidewalks on one side only for arterials and collectors. Kevin Cupples questioned the accuracy of a segment of missing sidewalk on US 101, between 2nd Avenue and 9th Avenue. This segment of US 101 is served by a multi-use path. Sumi Malik will verify the accurate placement of sidewalks, and asked that PMT members help by taking a careful look. Theresa Carr pointed out that we did not want the public to be distracted by such mistakes on the map. Sumi Malik stated that sections of sidewalk were missing in older residential areas, few sidewalks outside of the downtown area and newer residential developments were ADA¹ compliant, and in that in the future, existing pedestrian needs would affect a greater number of people as population and interest in walking grows. Jamie Damon suggested removing reference to study intersections and to add crosswalk locations on US 101.

Other Alternative Modes

Sumi Malik led the discussion of bicycle and transit deficiencies (other alternative modes). The map highlights arterials and collectors that do not have a bicycle facility. US 101 between Holladay Drive and Lewis & Clark Road did not have an identified bicycle facility need, but Kevin Cupples pointed out that a bicycle lane exists only for northbound traffic, and not southbound; therefore a need does exist in this location. The map currently calls out US 101, north of Lewis & Clark Road and south of Holladay Drive as needing a bicycle facility. Ingrid Weisenbach pointed out that a wide shoulder would meet ODOT's standards for a rural highway in these areas; therefore, a deficiency may not exist. Kevin Cupples suggested adding a lack of bicycle facilities on east-west across bridges. Other identified bicycle deficiencies were: lack of bicycle parking; opportunity for bicycle enhancements such as signing, pavement markings, and traffic calming. Transit deficiencies, based on survey results, indicated a need for greater service and service frequencies. Jamie Damon suggested adding existing transit stops to the map for reference.

Action: The **PMT** will continue to evaluate the maps and will send suggestions to Sumi Malik by October 3rd. **Sumi Malik** will continue to develop the maps and will address comments.

¹ Americans with Disability Act

4. Findings from Stakeholder Interviews

Theresa Carr and Jamie Damon told the PMT major findings from stakeholder interviews with community leaders. They met with 12 community leaders in Seaside on Tuesday, September 23rd and Wednesday September 24th, 2008. The purpose of the interviews was to receive additional feedback from the community to supplement community input to date. The 12 community leaders represented local developers, delivery professionals, local business owners, the hotel industry, news media, the school district, religious institutions, and a former City Engineer. Several community leaders were familiar with the TSP; although they had not been actively involved until the interview. Most had kept up with the details of the Pac-Dooley project around the time of the public vote (May 2005). Some community leaders had lived in Seaside for over 25 years, two were new to the area, and several lived outside the Seaside city limits in 2005, and did not vote on the Pac-Dooley project. Theresa Carr and Jamie Damon asked each community leader a set of questions.

What makes Seaside special? What transportation elements are working?

Many pointed to the Pacific Ocean and the long stretches of sandy beach as Seaside's best asset. Many community leaders pointed to the Pacific Ocean and the long stretches of sandy beach as Seaside's best asset. As one person put it, "We live in a park," and cannot expect people to stop coming to the coast, but rather, we can learn to accept some traffic during the summertime, and try to make the travel experience better. The city is great for walking and bicycling, especially along the Promenade. Several thought that Broadway through the downtown core was a successful beautification project and the landscaping in particular was considered a positive element for visitors, business owners, and residents alike.

What elements of Seaside's transportation system are not working?

One stakeholder talked about how Seaside would grow, and that city leaders needed to consider the environment in design standards. One stakeholder pointed out that several properties on the west side of the highway south of Avenue U had no sewer system. A sewer upgrade project was proposed in the 1980's, but was delayed because the Pac-Dooley project would require those parcels. The Pac-Dooley project was rejected, but the homes remain. The lack of sewer has delayed any redevelopment that otherwise likely would have occurred.

Kevin Cupples added to the history of those properties. He stated that the properties were outside of the city limits, and that residents on those parcels had resisted inclusion in the city limits because it would increase their property taxes; although, they would receive city services.

Several said that traffic problems on US 101 were limited to a handful of weekends throughout the year, and were not significant when compared to larger urban areas. Most stakeholders pointed to the area of US 101 at the Safeway as a problem. Cars taking left turns are a problem, but pedestrians always are trying to cross and several leaders felt doing so at this location was very unsafe, but that pedestrians were unwilling to walk out of their way to cross at the signal. A pedestrian fatality occurred at this location early in 2008.

Mark Winstanley said that he has observed many people walk to the closest intersection to cross at a crosswalk as well, and some choose to take the risk and cross mid-block.

Wahanna and Holladay serve as good alternate routes to US 101 for locals, but improvements are needed to handle traffic, bicycle, and pedestrians. Services at North Coast Family Fellowship, which is in the vicinity of the intersection of Wahanna Road and Lewis & Clark Road, let out on Sundays, and up to 400 cars leave their parking area at once. The Wahanna Road/Lewis & Clark Road and Lewis & Clark Road /US 101 intersections are dangerous and difficult for cars to navigate, especially when making left turns onto US 101. The Fellowship directs parishioners to go south on Wahanna towards 12th Avenue or Broadway, where intersections with US 101 are signalized, and left turns are easier to make. Visibility in general from sides streets at US 101 is not ideal, and drivers cannot always see traffic before they turn onto the highway. Many also identified 12th Avenue as a problem area – west of the highway people are allowed to park on the busy street, making it difficult to fit a car in each direction.

Many felt that there are ways to improve US 101 by addressing flooding that occurs at the southern end of town, adding traffic signals, and beautifying the highway with landscaping and signage.

Theresa Carr pointed out that most leaders brought up the idea of a bypass and Pac-Dooley. With respect to Pac-Dooley, many felt that Pac-Dooley was better than doing nothing. Others felt that during the design process ODOT was unwilling to compromise on any project details which led to a perception at the time that ODOT did not care about the community. Several said that the construction schedule of three years including summers was too long and would be too much for businesses to bear. Most interviewed felt were not in support of a bypass or did not have an opinion on it. Some voice concern that local businesses relied on pass-by trips, and a bypass would eliminate this possibility.

What ideas do you have to increase participation in upcoming workshops?

Community leaders suggested sending fliers home with school children, an op-ed piece in the Signal, public service announcements on local radio stations (KOST 94.9 and KAST), and presentations to the Seaside Downtown Development Association, Chamber of Commerce, and Rotary prior to workshops as ways to increase participation.

Community leaders expressed interest in playing a meaningful role during the workshop. Jamie Damon suggested they could help with small group facilitation.

Action: **Theresa Carr** has asked for feedback from community leaders interviewed by Friday, October 3rd. Likewise, she would like feedback from the **PMT** by Friday, October 3rd.

5. Planning for Policy/Mode Workshop

Jamie Damon led the discussion of the workshop, and provided a draft workshop outline. Generally, the outline called for a project open house between 5:00 and 5:30 PM with a light dinner; opening remarks, presentations on technical analysis, and instructions for the discussion groups between 5:30 and 6:25; discussion in groups until 7:25; and report out, with the meeting ending at 8:00 PM, equaling a 3 hour meeting.

Mark Winstanley questioned individual's interest in attending a 3 hour meeting, or a 2 ½ hour meeting if people skipped the open house. Mark Winstanley also pointed out that some people would want to jump directly into marking up maps. Jamie Damon said the

format as outlined didn't allow for large group question and answers, which was a concern to her.

The group concluded that project background and technical analysis information could be presented using boards in an open house format in one section of the cafeteria. Simultaneously, a round table discussion to identify problem areas and potential solutions could take place throughout the evening, allowing people to sit at the table as long as they wanted. This format would allow people to drop in at their convenience and to provide input based on their interest in a self-led way. The duration of the workshop would be between 5:00 and 8:00 PM, at Broadway Middle School in the Cafeteria on Thursday November, 6th.

Theresa Carr informed the group that the consultant team is meeting on October 15th to discuss their approach. She asked if the team should come with possible solutions in hand, or simply with deficiency areas identified. Kevin Cupples and Mark Winstanley suggested the team come prepared with potential solutions to which community members could respond.

6. Next Steps and Adjourn

The meeting adjourned at 4:15 pm. Theresa Carr relayed upcoming PMT participation needed and action items, as listed below.

ACTION ITEMS

No.	Item	Responsible	Timeline
1.	Future Conditions—comments to Sumi Malik	PMT	By October 3 rd
2.	Evaluation Criteria—comments to Theresa Carr.	PMT	By October, 10 th
3.	Preliminary Alternative Concepts to PMT by October, 20 th . PMT to comment on concepts.	PMT	By October 31 st
4.	Participation in workshop	PMT	November 6 th

ODOT Technical Review Meeting

Tuesday, December 2, 2008 1:00 p.m. – 3:00 p.m. ODOT Region 2 (Salem), RROC 455 Airport Road, Bldg B, Room 101

MEETING SUMMARY	
ATTENDEES	
ODOT	
Matt Caswell	Rod Thompson
Deryl James	TPAU
Angela Kargel	David Warren
Tim McGinnis	Ingrid Weisenbach
Consultant Team	
Theresa Carr, CH2M HILL	
Darren Hippenstiel, CH2M HILL	
Sumi Malik, CH2M HILL	

This memo summarizes the items discussed during the December 2nd technical review meeting for the Seaside TSP at ODOT. The purpose of the meeting was to review alternative concepts under evaluation by the consultant team and identify fatal flaws before recommendations are fleshed out in detail. The meeting packet included the following items:

1. Meeting Agenda
2. Study Area Map
3. Project Timeline
4. Project Needs Maps (3)
5. Cross Section Alternatives
6. Intersection and Local Roadway Alternatives
7. Bike/Ped Recommendations
8. Transit Recommendations
9. Evaluation Framework

1. Welcome and Goal of Meeting

Ingrid Weisenbach opened the meeting, welcoming the group and leading introductions. The objective of this meeting was to discuss concepts currently being reviewed for the

Seaside TSP to identify any concepts that were fatally flawed, to identify any new concepts that should be considered, and to discuss what additional information would be needed.

2. Project Overview

Theresa Carr led an overview of the project purpose and timeline. The goal of the Seaside TSP is to establish a system of transportation facilities, services, and policies to meet long-range (20-year) local transportation needs.

The TSP will be developed consistent with applicable TSPs and the TPR. Preparation of this TSP will be in accordance with TSP guidelines. It is intended to serve as the transportation element of the City's Comprehensive Plan. The TSP must address the various transportation facilities within the City's UGB, including, but not limited to:

- Roads
- Bicycle Lanes or Paths
- Sidewalks
- Transit Routes
- Airports
- Rail Facilities
- Pipelines

The project began in March 2008 and is expected to continue through April 2009.

3. Description of Need

Sumi Malik described the project needs, including congestion, bike/ped, connectivity, safety, and geometric. For more information, refer to the three needs graphics.

4. Alternatives Discussion

Theresa led a discussion of the alternatives under consideration. Following are comments and recommendations from the technical review team.

US 101 Cross Sections

Width of landscaped median could be reduced to 14' if needed. Also, for the modified five lane section ODOT could consider as narrow as 8' though this is at their discretion. Further a design exception (DE) may be required however the group's opinion was that a DE would be feasible. There was some concern over having a cross section of varying width through the corridor, though some members of the group thought it would be fine. Suggestion was made that median could be utilized for stormwater treatment but regardless maintenance would prefer landscaping kept to minimum.

Discomfort over 11' travel lanes in the modified five lane cross section alternative. Desire to increase the width to 12' and take the 1' from the bike lane as bikes will shy less than vehicles, specifically trucks (i.e. 12' travel and 5' bike).

Discussion over feasibility of three-lane section due to mobility concerns especially at north and south ends. Conclusion to keep three lane on the table for discussion purposes but that congestion appears higher for this alternative than what would be considered acceptable.

Additional discussion over what impacts would be avoided under a three-lane option. As all options would include access management provisions, some of the access impacts associated with a five lane option would also exist under a three lane option.

Alternate mobility standards were discussed. It was pointed out that an exception to the mobility standards could be for the study period.

Design speed selected for standards selection is 40mph.

Action: CH2M HILL to conduct a qualitative assessment of built environment impacts associated with a three- versus a five-lane alternative.

Intersection Alternatives

North end – graphic showing improvement options at the north end is confusing

Added structures over the Neawanna Creek would be expensive

Possible “very-long-range” solution at Lewis & Clark and Hwy 101 would be a grade separated connection

Structures might be able to clear span the creek

Roundabout doesn’t operate as well as signal

Question: What software was used to analyze the roundabout? Response: The TPAU roundabout analysis spreadsheet was used.

Question: Was a westbound right turn pocket analyzed at 12th Street? Response: No. The team has since added it and it reduces overall v/c but not by very much (about 0.04 total). Overall delay remains about the same as without the westbound right turn pocket.

Interest from the group in improving local streets such as Wahanna, 12th, and Broadway.

Some discussion from the group about the potential signal project at Broadway

Discouraged Avenue F/G Option 4 where intersections remained at the current alignment and signals placed at each. There was concern over mobility impacts from longer phase needed for local streets. This wasn’t taken off the table though.

Traffic had a concern over too many signals being added to the network. TSP could end up recommending four new signals, making seven total. Desire to look at reducing need for signals where possible. TPAU was less concerned with number of signals and suggested that existing and future signals could be synchronized to reduce delay associated with adding signals.

- New project idea: construct flyover of US 101 on Holladay, bringing the street back down to current grade south of the current intersection and east of the highway. Run along railroad right of way to Avenue U with a stop controlled or roundabout intersection at Avenue S. Tie back in to highway at Avenue U signal. Remove concepts of signals at Holladay and Avenue S.
- New project idea: Connect Holladay with Avenue S either along railroad right of way or east of railroad right of way.

- NOTE: Good signage would be needed to alert northbound traffic that they should turn east for access to Holladay, whether at Avenue U or Avenue S.
- NOTE: A reference should be added to the TSP if signals are recommended that State Engineer approval is needed for all signals on state highways and its inclusion in the TSP does not guarantee approval.

The group did not discuss bicycle, pedestrian, or transit options.

5. Next Steps and Adjourn

Ingrid closed the meeting at approximately 3:30pm. The next steps are for the consultant team to analyze the concepts suggested by the technical review team, conduct an evaluation process, and present to the Project Management Team in December and the public in January.

Project Management Team Meeting #3

PMT MEETING # 3

Monday, December 29, 2008

2:00 p.m. – 4:00 p.m.

Seaside City Hall, Council Chambers

Meeting Objective

Review draft concepts and how they perform in relation to evaluation criteria.

Agenda

No.	Item	Presenter	Time
1.	Welcome, meeting purpose	Ingrid	10 minutes
2.	Project update <ul style="list-style-type: none"> – workshop summary – alternatives development – ODOT technical review meeting – preliminary evaluation 	Sumi	20 minutes
3.	Alternatives evaluation <ul style="list-style-type: none"> – Cross Sections – Intersections and Local Roadway – Bike/Ped – Transit 	Theresa	60 minutes
4.	Next steps <ul style="list-style-type: none"> – revise evaluation – public workshop #2 January 20 – prepare draft plan 	Ingrid	10 minutes

Project Management Team Meeting #4

PMT MEETING # 4

Wednesday, January 7, 2009

1:00 p.m. – 3:00 p.m.

Seaside City Hall, Council Chambers

Meeting Objective

Continue conversation about draft concepts and discuss public workshop.

Agenda

No.	Item	Presenter	Time
1.	Welcome, meeting purpose	Ingrid	5 minutes
2.	Alternatives evaluation <ul style="list-style-type: none">– Roadway – South Segment– Bike/Ped– Transit– Close loop on highway concepts	Theresa	60 minutes
4.	Public Workshop <ul style="list-style-type: none">– Meeting purpose– Format and staffing– Advertising	Jamie	10 minutes
4.	Next Steps	Ingrid	5 minutes

Project Management Team Meeting #5

PMT Meeting May 8, 2009 Summary

This document summarizes the May 8, 2009 PMT meeting.

Recommendations Rollout

This brief document describes the proposed rollout of draft TSP recommendations related to transit, bicycle, pedestrian, and some roadway on the project website.

Each week for the next six weeks the team will roll out a different set of recommendations for the TSP and ask for public review and feedback. Feedback received on draft recommendations would be considered and incorporated as appropriate. Workshop 3 would highlight revised recommendations and focus discussion on highway and Wahanna Road concepts.

SCHEDULE

No.	Improvement Type	Rollout Date on Website
1	Roadway – North	May 29
2	Roadway – Central	June 5
3	Roadway – South	June 12
4	Bicycle/Pedestrian	June 19
5	Transit	June 26
6	Functional Classification Plan	July 10th

We recommend organizing recommendations by mode as this is the way the public has seen material presented to date, and this is the organization required for the TSP itself.

Material would be organized on the website in a manner that makes sense and maximizes visibility. Original material would be housed under Project Materials/Step 4: Assembling the Draft Plan. To maximize visibility, an announcement would be placed on the home page with a headline, a one-line tease, a screenshot of the map to be reviewed, and a link to the Weekly Update page.

The weekly update page would provide a description of what we're doing, and two links:

1. Map of draft recommendations (the what)
2. Description of draft recommendations (the why)

The remainder of this document focuses on how to get the word out to the public that the material is ready for review and comment.

GETTING THE WORD OUT

No.	Concept	Who	When
1.	Create Flier	Brandy	By Friday May 29
2.	Distribute Flier to Schools, Interested Parties List, PMT, and Kim Jordan	Brandy	By Friday May 29
3.	Finalized Press Release to ODOT	Brandy	By Thursday May 28
4.	Finalize Press Release and Distribute to Newspapers and Radio	Adam	By Friday May 29
5.	Print copies of flier for City Hall, Library, Chamber of Commerce	Kim	By Wednesday June 3
6.	Post fliers at Safeway and businesses	Ingrid	By Friday June 5
7.	Use press release and flier for blurbs in community newsletters, SDDA, Chamber, and Rotary	Kim	By Wednesday June 3
8.	Announce what we're doing at Chamber, SDDA, and Rotary	Mark, Neal, Kevin	By Friday June 5

Other ideas include:

- Put flier in June water bills
- Forward flier to stakeholders and elected officials (e.g., SETD, Port of Astoria, North Coast Community Fellowship, WAG, Community Center, BikeFriendly.org, Seaside Visitors Association, Senator Johnson, Representative Boone)

Agency Team Meeting between ODOT and the City of Seaside

Tuesday June 16, 2009

2:00 – 4:00 p.m.

Seaside Convention Center

Participants

Kevin Cupples, City of Seaside

Mark Winstanley, City of Seaside

Neal Wallace, City of Seaside

Theresa Carr, CH2M HILL

Ingrid Weisenbach, ODOT

Jamie Damon, Portland State University

Summary

This document summarizes the key discussion and action items for the June 16, 2009 meeting, and is not intended to serve as meeting minutes.

1. Project Website

The City asked that CH2M HILL centralize the project recommendations on the website so that people can easily see both this week's and past weeks recommendations on one page.

The group agreed that CH2M HILL should start emailing interested parties list when the site has been updated

2. Recap since Last Meeting

Mark has held conversations with City Councilors and the Mayor. They are supportive of pursuing alternate mobility standards, but are looking for a commitment from ODOT that they are serious in their willingness to pursue.

Ingrid has had additional conversations within ODOT, and the agency is willing to pursue the conversation of alternate mobility standards.

3. Moving forward

Both parties would like a letter of commitment. The letter should be worded positively and not be inflammatory, but state to each other each agency a public commitment to the TSP process and request the consideration of alternate mobility standards. Development of an alternate mobility standard would be at the staff level (letters would replace an upfront council meeting to describe process), and presented to city council and ODOT technical review at the point of alternatives for feedback.

The team would engage the community leaders at the point immediately before the letters are "shared."

4. Actions:

1. Jamie will draft letters for ODOT and the City to submit by 6/23
2. Theresa will schedule the next meeting for the PMT

Agency Team Meeting between ODOT and the City of Seaside

Tuesday July 7, 2009
2:00 – 4:00 p.m.
Seaside Public Library

Participants

Kevin Cupples, City of Seaside
Neal Wallace, City of Seaside
Ingrid Weisenbach, ODOT
Mark Winstanley, City of Seaside
Theresa Carr, CH2M HILL
Jamie Damon, Portland State University

Summary

This document summarizes the key discussion and action items for the July 7, 2009 meeting between the City of Seaside and ODOT, and does not document details of presentations made.

1. Website/Recommendations Update

Theresa reported that the site had received about 300 hits since May 29th (the first week of the recommendations rollout). The team has received 25 comments through the website.

Brandy Steffen (CH2M HILL) has placed the TSP website link onto Wikipedia, and has begun emailing the interested parties list each time the site has been updated.

2. ODOT, City of Seaside Update

Ingrid shared that ODOT was ready to send their letter to the City, and would have very few changes from the draft Jamie sent on June 24th.

Mark shared that he was meeting with City Councilors and the Mayor to review the draft letter Jamie sent, and would have an update by the middle of next week (week of July 13th).

3. Methodology for Alternate Mobility Standards

Theresa presented a workplan for developing alternate mobility standards between July and the end of 2009. The workplan has three tracks – technical, policy, and meetings/decision points. The group identified two critical times in the workplan:

1. **September** – timing for a technical review meeting with ODOT staff to discuss how various options are performing. Depending on how the agency responds to actual concepts that use alternate mobility standards, additional work may need to be done before moving forward with concepts.
2. **November** – timing for community workshop. As this is the first time some members of the community will see how the draft highway concepts perform, additional work may be needed following this meeting and before the next step (transportation summit).

To be sensitive to the schedule risks the team agreed to wait to schedule the City Council presentation until after the ODOT technical review meeting, and will wait to schedule the transportation summit until after the community workshop.

Theresa then presented the traffic findings (v/c, queuing) to date for the following scenarios:

- Future no build
- Highway 2 lane with improvements to local street network
- Highway 4 lane

- Highway 2 lane for typical weekday conditions

The group discussed the following:

- Support lower density land use adjacent to the highway i.e. the redevelopment of the High School if it is moved to higher ground.
- Support access control in combination with any future land use change that increases density.
- Explore alternative access to the High School now to reduce trips on the highway.
- Need commitment to local network from the city – critical to removing trips i.e. Holliday flyover. Seems a bit farfetched but is actually an important connection for the local system.
- Look at opportunities for dedicated turn pockets to help clean out intersections in combination with changes to the street grid.
- Explore a bicycle lending program at the hotels to encourage guests to bike rather than drive.

4. Next Steps

1. The group supports the “typical weekday” approach
2. Mark – has meetings scheduled with councilors regarding the letter
3. Theresa/Sumi - analyze a 4 lane section up to F & G; 2 – 3 lanes at 12th. Analyze in segments. Recognize that there is less of a need for a 4-5 lane section closer to 12th.
4. Kevin – identify more land use ideas to reduce traffic on highway
5. All – continue the creative thinking of how to remove local trips from the highway
6. Neil – coordinate with Theresa/Sumi regarding engineering analysis.
7. Theresa/Sumi – take another look at the US 101/24th intersection. Can’t be 1.72!

The next agency meeting was scheduled for August 4, 2009 from 2-4pm at the Seaside Public Library. Agenda items to include:

1. Outcome of analysis of ideas to date
2. Other ideas to analyze
3. Status of letters
4. Follow up on 24th numbers
5. How to address/respond to feedback received on recommendations.

Agency Team Meeting between ODOT and the City of Seaside

Tuesday August 4, 2009

2:00 – 4:00 p.m.

Seaside Public Library, Community Room

Participants

Kevin Cupples, City of Seaside

Neal Wallace, City of Seaside

Ingrid Weisenbach, ODOT

Mark Winstanley, City of Seaside

Theresa Carr, CH2M HILL

Jamie Damon, Portland State University

Summary

This document summarizes the key discussion and action items for the August 4, 2009 meeting, and is not intended to serve as a full description of items presented.

1. ODOT, City of Seaside Update

ODOT's TDD group has put together a white paper on use of alternate mobility standards which will be ready in draft form soon (this month). Ingrid met with Region 2 Planning and TDD about use of alternate mobility standards in Seaside. The group was comfortable with exploring typical weekday traffic volumes, and discussed a v/c of 1.0 as a potential threshold. The group requested that CH2M HILL calculate duration of delay (defined as number of hours where congestion is higher than a given threshold) for two scenarios:

- (a) Extension of Wahanna Road to the south
- (b) No extension of Wahanna Road

Theresa will explore this with CH2M HILL's traffic engineering group.

The City's letter of commitment is signed and ready to be mailed to ODOT. Mark will mail the letter to arrive by Tuesday August 11th. Ingrid will coordinate with ODOT Region 2 Planning to have a letter of commitment in response mailed by Friday, August 14th. CH2M HILL will post letters on the website as soon as they are available.

Jamie will draft a press release about where the project is heading, to be sent to the City and ODOT by Monday, August 17th. Mark will discuss both the press release and the ODOT letter with City Council members between August 20th and 24th. Jamie will coordinate with ODOT to send the press release the last week in August.

Theresa will call stakeholders prior to the press release to brief them and to schedule the next round of interviews for mid-September.

2. Review Methodology Write-up

Theresa presented the draft methodology write-up describing the potential use of alternate mobility standards. She walked the group through nine steps including consideration of local street improvements, alternate modes, land use decisions, and access management. The following comments were made:

- (a) Step 1 and throughout – the write-up describes the TSP but not the other deliverable package that will be needed through this process – the findings package that will be prepared for the Oregon Transportation Commission. The OTC will actually adopt the alternate mobility standards so this deliverable will be very important.
- (b) Step 3 – make sure to emphasize that the investment in alternate modes will actually make a difference (albeit small) in traffic operations.
- (c) Step 6 – the Seaside TSP will need to be slightly more specific than most in describing access management strategies. The TSP will need to discuss the function of the highway.
- (d) Step 7 – update the methodology to include a discussion of duration of delay, with and without an extension of Wahanna Road.
- (e) Step 8 – Ingrid emphasized the need for the write-up to be sufficiently detailed for a variety of audiences.

Theresa then walked the group through two outstanding questions.

Question 1 asked about a statement in Oregon Highway Plan (OHP) Policy 1F where it said that alternate mobility standards outside an urban area would need to be part of a larger corridor plan. Ingrid stated that the white paper being developed by TDD would address this.

Question 2 asked whether it would be needed to look at the ultimate preferred alternative (once identified) for the highway in the 30th highest hour in addition to typical weekday. The group decided that this would be necessary.

3. Review Initial Highway Options

Theresa presented four initial options for the US 101 corridor:

1. Two lane with turn lanes at key intersections (turn lanes on US 101 only)
2. Two lane with turn lanes at key intersections (turn lanes on US 101 and side streets)
3. Option 2 with an additional southbound through lane at 24th Avenue
4. Two lanes that widened to four lanes between Avenue G at the south and 12th Avenue at the north

All options were analyzed for typical weekday conditions, and showed v/c and queue lengths. With one exception (option 2, US 101/Broadway) v/c were under 1.0, however queue lengths varied between 125' (Option 4, 12th Avenue southbound) and 3,500' (Option 3, Broadway northbound). The group made the following suggestions:

- Bold the critical movement on the graphics to show what was causing the problem
- Consider an option that keeps the middle narrow and widens at the north and south
- ID the pros and cons of each option (including assessment of available right-of-way)
- Look at the length of the queues on the side streets
- Consider possible issues (example: connectivity for autos east of US 101 between Broadway and 12th Avenue) and potential mitigation
- Consider with and without the Wahanna Road extension

Theresa will work with the design team to explore these items and will return with responses at the next agency meeting.

The group set the next meeting tentatively for Tuesday September 1st, 1:00pm at Seaside Public Library, Community room.

PMT Meeting # 6

Wednesday September 9, 2009
9:00 a.m. - 12:00 p.m.
Seaside Public Library

Participants

Kevin Cupples, City of Seaside
Bill Holmstrom, DLCD
Neal Wallace, City of Seaside
Ingrid Weisenbach, ODOT
Mark Winstanley, City of Seaside
Theresa Carr, CH2M HILL
Terry Yuen, CH2M HILL

Summary

This document summarizes the key discussion and action items for the September 9, 2009 meeting, and is not intended to serve as meeting minutes.

1. Project Update

ODOT and the City of Seaside both reported that their letters of commitment had been mailed to each other's agencies in August. Theresa distributed a copy of both letters to meeting participants. The group noted that no new stories had been published, but that Theresa had spoken with several project stakeholders to make sure they were aware of the latest project status. Theresa and Jamie will be in Seaside meeting with key stakeholders on Tuesday, September 29.

Ingrid told the group that ODOT had a meeting set up in the near future to look at work completed to date on the highway options in Seaside. Mark noted that the work needs to be done in conjunction with City Council, Planning Commission, and the community to be sure to capture and address concerns that arise from these groups.

Kevin gave an update on the school district's considerations of new lands outside the UGB. The school is considering the feasibility of lands at higher elevations east of Seaside. Much work remains to be done before any relocation occurs - including identification of needs, modification of the Comprehensive Plan, UGB amendment, schools bond, and design.

2. Present Highway Concepts

Theresa and Terry presented a total of eight concepts to the group. These concepts were comprised of two vantages of four unique alternatives:

Alternative 1: Widen US 101 between 12th Avenue and Avenue F/G.

Alternative 2: Widen US 101 north of 12th Avenue and south of Avenue S

Alternative 3: Widen US 101 only at key intersections

Alternative 4: Widen US 101 and side streets at key intersections

The two vantages were that all alternatives were considered with a project to extend Wahanna Road to the south, and without. The group considered how this one improvement to the local street network affected highway operations.

This analysis also took into consideration a shift in modes due to the investment in the bicycle, pedestrian, and transit network - an approximate 6% shift in the future (2030) year operations.

Meeting handouts contain details on each of the four alternatives. Discussion from the group included:

Describing how we determined shift in modes will be important when presenting information to the community and elected officials

Traffic volumes crossing US 101 at Lewis and Clark and at Avenue U are very low, probably lower than they should be. Terry will check on this.

Also important is the fact that we looked at options with and without an extension of Wahanna Road as this project may be challenging to build as the land is outside the City Limits and outside the UGB.

Discussion about projects at 24th and Holladay being expensive items - how realistic is it that these will be built? Ingrid requested that the technical team analyze highway operations with and without these projects for at least one highway alternative.

Queues in the southbound direction at 24th are awful (in several alternatives, greater than ½ mile in length) yet widening to include a second southbound lane only pushes the bottleneck to the south (12th and Broadway). The group discussed the pros and cons of this and asked Ingrid to discuss what queue lengths were going to be considered acceptable within ODOT.

The City asked about the length of left turn pockets at 12th and at Broadway. Terry will look into this.

Mark asked about a hybrid of Alternatives 1 and 4 that widened the highway just between Avenue F/G at the south to north of the Broadway intersection (around 3rd). Terry will prepare this alternative and send to the group by Monday, September 14. The PMT agreed to review this alternative and provide feedback by Friday, September 18.

3. Discuss Zoning and Access

Theresa presented a memo on zoning along US 101 in Seaside and the group discussed what types of development and access are allowed in certain zones. The group agreed that some review and feedback would be appropriate by both the City and ODOT before certain traffic generators were permitted along the highway. A few options for how to address this in the TSP were discussed:

- Overlay zone along US 101
- Trip allowances along US 101
- Model code for developments that encourage walking and bicycling
- Allowed uses vs. conditional uses

The City asked that the technical team prepare some possible ordinance language that would relate to uses along the highway, and that this language is sent out in extra time in advance of the next meeting so as to allow the City to discuss before the PMT meeting. The group had similar feelings about access. There was general agreement that

the TSP would take access language a step beyond what is typical, but stop short of being a true Access Management Plan. The PMT asked that the technical team take a stab at an access management section and send it in advance of the next meeting for discussion.

4. Evaluate and narrow list of concepts

Theresa asked the team if they were comfortable not forwarding any of the four alternatives. The group responded that they were comfortable not conducting further analysis on Alternative 2 or 3 as they did not operate as well and/or had greater impacts as the others. Further, it was suggested that the team review the hybrid alternative and depending on how that operated consider just doing further analysis on that one alternative.

5. Map out next steps

Theresa and Ingrid discussed the timing of an ODOT technical review meeting and the City Council/Planning Commission Worksession. They tabled that conversation and suggested that an updated workplan be created offline and sent to the group. Action items from the meeting include:

1. Terry will prepare a hybrid alternative and send to the PMT by Monday September 14
2. The PMT will review the hybrid alternative and send feedback to Theresa by Friday September 18
3. Theresa and Ingrid will prepare an updated workplan and send to the PMT the week of Monday September 14
4. Terry will consider the number of trips crossing US 101 at Lewis and Clark and Avenue U, and will determine the length of the left-turn pocket at Broadway and at 12th Avenue
5. Once an updated workplan is ready, Ingrid will schedule the ODOT Technical Review Meeting
6. Once an updated workplan is ready, Kevin will schedule the project for a City Council and Planning Commission Worksession
7. Theresa and Jamie will meet with stakeholders in Seaside on Tuesday September 29
8. CH2M HILL will prepare draft ordinance and access language to discuss with the PMT at its next meeting

PMT Meeting # 7

Wednesday October 13, 2009

1:30 p.m. – 3:30 p.m.

Seaside City Hall

Participants

Kevin Cupples, City of Seaside

Mark Winstanley, City of Seaside

Bill Holmstrom, DLCD

Jamie Damon, Portland State University

Matt Spangler, DLCD

Theresa Carr, CH2M HILL

Neal Wallace, City of Seaside

Terra Lingley, CH2M HILL

Ingrid Weisenbach, ODOT

Summary

This document summarizes the key discussion and action items for the October 13, 2009 meeting, and is not intended to serve as meeting minutes.

Project Update

Theresa and Jamie provided an overview of the stakeholder meetings that were conducted recently. A variety of stakeholders were interviewed based on recommendations from the City, and one stakeholder contacted Theresa directly to ask for an opportunity to discuss the project. The purpose was to check in with community leaders to make sure they're aware of the process so far. Theresa and Jamie found that stakeholders were not as up-to-date on the recommendations. They spent most of the time with stakeholders informing them of the cprocess. It is important that everyone is aware of the process and understands that the recommendations are a package that works together to reach the goals of the project.

Ingrid reported on the ODOT internal coordination and is talking with Region 2 people within ODOT on the alternate mobility standards. She described it as a "trigger" or stairstep methodology, where if x happens, then y happens to achieve the alternate mobility standard. ODOT feels that Seaside is in a good starting place to move forward with the alternate mobility standards. They are comfortable with where the process is heading and are interested as the process moves forward.

City Council/Planning Commission Briefing

Mark noted that the Planning Commissioners are probably similarly informed on the project as the stakeholders that were interviewed. They are interested in the discussions about the highway.

In approaching next week's meeting, we don't want them to have the perception that "we've figured it all out" – they need to understand that they're part of the decisions moving forward, and that what is being presented is simply a concept and not the final decision.

The conversation should center around how they feel about the concepts and make sure that the process is open and nothing is decided in a back room somewhere. It should be clear how the process moves forward from here.

There are two big issues that need to be addressed, or they will gridlock the conversation:

1. Bypass – it should be explained that this is a longer term project outside of the 20 year time frame for the TSP. The discussion about a bypass does not belong in this first iteration of the TSP.
2. Flooding south of town – the next step should be clear – further study is needed to address this issue, and will happen outside of the TSP process.

Keep the presentation informal, help people feel comfortable to have the discussions, come up with ideas, they should not simply bless the concepts already presented.

The presentation should emphasize the concern about the character of the town.

Need to be clear that the project is looking for feedback from this meeting, to see if the plan is heading in the right direction.

Staff should have answers about what was looked at and why it was set aside, to show that the technical work was done, and if concepts already set aside come up again.

The presentation should clearly be requesting information and input, not dictating solutions at this point.

Materials

Theresa asked the group what was needed for next week's meeting.

- Pros and cons sheet of the concepts being looked at
- Graphic of the hybrid as it is now
- The 2 pager on the Oregon Highway Plan language
- Transit recommendations poster
- Detailed schedule – color the box “you are here”

Jamie noted that if you go in with the attitude of “we’re creating this together”, it will be more productive. Ask the Commission specifically what to ask the community, and what advice we need from the public. The project is not “running away” from this process.

It is important to remember that the alternative development standards are a test, a model, and could be an example for other communities on the coast and elsewhere.

Another important thing is that the TSP is not a static document. This effort is the beginning, there will be revisions and changes.

Draft Land Use Language

Terra then walked through the US 101 Overlay draft ordinance for the team to review, talked about how this language could be integrated into the Seaside Zoning code, and that it was based on the Model Development Code document produced by DLCD, and the details were changed to apply to Seaside.

Kevin suggested that the definitions be used throughout the code, and that some definitions were repeated within the language.

Mark asked about cap and trade language, and Theresa replied that it is very specific and based on detailed traffic analysis which was difficult to do on a corridor-wide basis. Most trip cap/budget examples happen within interchange areas. Mark suggested that the larger landowners generally have multiple parcels throughout town, so they could shift trips to other parcels they may own.

Kevin was concerned with changes to the zoning code possibly opening the City up to Measure 37/49 claims and suggested incorporating the draft language into a guidance document for implementing the already extant access and landscaping guidelines in the Zoning code. Developers and landowners are savvy enough to get around using new code, and the city would end up using the previous zoning.

Jamie asked what other tools could be used to achieve the same results. ODOT is interested in having assurance that the City would work to maintain congestion levels on US 101 within the agreed-upon levels, and the City is interested in minimizing risk of lawsuit due to zoning changes.

Ingrid noted that a lot of the pedestrian and bicycle way language in the draft ordinance should show up outside of an overlay zone, included in the overall zoning for the city, so the overlay zone could be less complicated. Pedestrian and bicycle ways and parking should be implemented City-wide, instead of just the overlay zone.

An alternative to the overlay zone could be a white paper for the process instead of an addition to the code.

The discussion was tabled and a list of action items was drawn up:

- Matt will look at Measures 37 and 49 to see if they would apply in the case of an overlay zone
- Terra will look at the current landscape and access requirements on US 101 in the zoning code
- Ingrid will think about what ODOT expects to maintain mobility on US 101
- The City will review the draft code and think about what they like and don't like, and how to get a commitment to maintain mobility and ensure continuity forward

Access Management

Theresa then provided an overview of the work done on Access management. She described the level of detail, as most access management pieces of TSPs are general. She walked through the North, Central and South maps for generalized access management, and specifically pointed out areas where various access management techniques were

suggested, including a raised median and frontage road. The way the access management language within the TSP will work is based on triggers for different access management guidelines.

There are two main categories for access management in the draft recommendations:

1. Reduce the number of accesses
 - Relocation of access to local streets
 - Driveway consolidation, shared parking, and/or frontage or backage roads
2. Restrict Accesses
 - To right-in, right-out only (no median or painted median)
 - Raised median

Theresa asked City staff to look at the draft access management recommendations and see if they are detailed enough or too detailed. Neal especially should weigh in on the medians and frontage roads as he has the most knowledge of the available right of way, and if the recommendations make sense.

US 101 near the Safeway is one of the areas where a raised median is highly recommended since there is a documented safety issue at that location.

Next Steps

Action items were discussed for the City Council/Planning Commission worksession:

- Questions or materials for the worksession to Theresa ASAP
- Theresa will compile materials by Friday October 16
- The City, ODOT and DLCD will review draft ordinance language details by Friday October 23
- The City, ODOT, and DLCD will review access management maps by Friday October 23

PMT Meeting # 8

Tuesday, November 17, 2009

1:00 p.m. – 3:00 p.m.

Seaside City Hall

Participants

Kevin Cupples, City of Seaside

Mark Winstanley, City of Seaside

Matt Spangler, DLCD

Theresa Carr, CH2M HILL

Neal Wallace, City of Seaside

Terra Lingley, CH2M HILL

Ingrid Weisenbach, ODOT

Summary

This document summarizes the key discussion and action items for the November 17, 2009 meeting, and is not intended to serve as meeting minutes.

Feedback from the October 20th Worksession

Theresa asked the group if there was feedback from the councilors/commissioners about the worksession on October 20th.

For the most part the councilors/commissioners seemed to understand the presentation. There were some concerns that for the TSP, accepting a higher alternate mobility standard is under building the highway and keeping the cross section to three lanes in some areas of Seaside, and will not solve the issues on the highway.

The next meeting is scheduled for 2 hours, and the process will be similar, making sure that everyone is on the same page, and then it is time for a conversation and a need to mull things over.

There was a discussion about changing the room/table set up so that everyone can sit at the table, and it would be more of a discussion than a presentation.

Access Management

Theresa walked through the memo, pointing out what has changed from the previous version.

Comments from the PMT included redefining when access management comes into play: upon development or redevelopment of parcels, or in the event of a major reconstruction of US 101. Another comment was to include additional text in section 2) Restrict Accesses, to provide some text about the possibility of access management around the signal to continue to protect mobility along US 101 and around signalized intersections.

The group then looked at the maps and made suggestions for refinements, starting with the North section, moving south.

North

The call-out box on the east side of the highway was suggested to delete the strikethrough sentence: “No other north-south streets between US 101 and Newanna Creek Exist. ~~Look for opportunities to consolidate access in the area.~~”

The next call-out box was changed from “possibility for minimal frontage road or access lane to achieve local access” to “Adequate space exists for possible frontage road or access lane to achieve local access.”

The coloring around US 101 on the east side of the highway starting at across from the high school south to 12th Ave was suggested to be changed to yellow to denote that there were opportunities to consolidate and/or relocate access to local street.

The legend for all the maps should be changed:

- “Frontage road” needs to be changed to “Frontage road/backage road, or cross-easement or shared parking lots”
- The blue line legend should read “Consolidate, relocate, or modify to right-in, right-out.”

The PMT noted that the bus barn already has an easement over City property and a consolidated access to the street, so they are in effect, already complying with access management suggestions.

The group talked about how Hood to Coast was suggesting a permanent pedestrian bridge over US 101, and there is a meeting scheduled with the City, ODOT and Hood to Coast representatives. The bridge would need to meet ADA requirements, which would increase the footprint and the price of construction. There was a discussion about the lack of funding to implement a pedestrian bridge up to standard, but if one were to be built, it should line up with the bridge over Newanna Creek. Theresa noted that the TSP considered a similar project, but it was shelved due to the high cost and amount of land associated with constructing it to ADA standards.

Kevin was concerned that the frontage/backage doesn't include consolidation and shared parking lots or crossover easements. The legend was amended to reflect this.

Mark was concerned that the lines on the map do not suggest flexibility, but clarification is needed that this is not a specific strategy, and is general guidance for where the City wants to be for the TSP before heading into an access management strategy, which will be done at a later date. The TSP is a framework, not the rule for access.

Kevin noted that reciprocal easements are common in Seaside development practices.

The group suggested adding a call-out box to the map for the signal areas and adding text about possible additional access restrictions near the signal areas.

For the worksession on the 30th, the group suggested that 1 set of large plots with the comments incorporated, along with handouts for the group (enough for the public and the members).

Additional comments and concerns will be emailed to Theresa by COB Friday.

Draft Zoning Language

Terra then went through the zoning language noting where changes have been made, and then there were comments and discussion.

Upcoming Worksession

It will be the same audience as the October 20th worksession.

Mark will provide a brief overview of the project

Ingrid will discuss the access management piece

Kevin will discuss the land use piece

Handouts will include:

- Access Management memo
- Access Management Maps
- Land Use ordinance memo, watermarked with "Draft"
- Kevin will take a stab at creating an example or step by step process on what exactly the overlay zone will entail.

What we are asking the group:

- What are they comfortable with sharing with the public? Is the group comfortable with what was presented.

The group decided to wait on scheduling the upcoming public workshop until after the worksession on the 30th. The public workshop will likely be mid-January.

Project Management Team Meeting #9

PMT MEETING # 9

Thursday, March 4, 2010

1:30 p.m. – 4:00 p.m.

Seaside City Hall, Council Chambers

Meeting Objective

Approve organization and format of draft TSP document (cover style, document style, graphics style); review Wahanna Road boardwalk and HtC concepts; and discuss draft cost estimates and funding options.

Agenda

No.	Item	Time
1.	Elements of draft TSP <ul style="list-style-type: none"> – Cover – Text – Graphics – Appendixes 	30 minutes
2.	Hood to Coast request <ul style="list-style-type: none"> – Possible locations for a pedestrian overcrossing – Pros, cons, and things to consider – Do any locations provide transportation benefit? 	30 minutes
3.	Wahanna Road <ul style="list-style-type: none"> – Follow up from last meeting – Revised cross sections and boardwalk concept 	30 minutes
4.	Cost estimates and funding options	45 minutes
5.	Map out next steps <ul style="list-style-type: none"> – Possible City Council/Planning Commission Worksession (March 29?) – Refine and package highway recommendations – Draft TSP (Volume 1 - TSP Recommendations and Volume 2 - Appendixes) – Targeted web outreach – Transportation Summit 	15 minutes

CITY OF SEASIDE MEMORANDUM

To: Mayor & City Council

From: Planning Director, Kevin Cupples

Date: April 11, 2011

Applicants: City of Seaside
989 Broadway
Seaside, OR 97138

Subject: 10-044ACP- Comprehensive Plan Amendment Adopting
a Transportation System Plan (TSP) for Seaside and
making specific amendments to the Comprehensive
Plan referenced in Ordinance 2011-02
AND
10-045ZCA- Zone Code Amendment making specific
amendments to the Seaside Zoning Ordinance
referenced in Ordinance 2011-03 necessary to
implement the provisions of the TSP

Request Summary:

The applicant is requesting a comprehensive plan amendment that will revise the transportation element of the City of Seaside Comprehensive Plan and adopt a Transportation System Plan consistent with the applicable provisions of OAR 660-12. In addition to changes in the Plan, the request also includes specific text changes to the Seaside Zoning Ordinance that are needed in order to implement the TSP.

The City of Seaside has been working on developing a Transportation System Plan (TSP) over the last two years in conjunction with a team of consultants, representatives from the Oregon Department of Transportation (ODOT), and Clatsop County. Throughout this process, the City has provided numerous opportunities for the public to review the work being done on the TSP and provide input on the information.

A Transportation System Plan (TSP) is essentially a twenty year planning document that helps guide development and improvements to our local transportation infrastructure. The plan is intended to be very conceptual so it does not address specific design details associated with a particular project. However, it does identify general improvements the City and ODOT will be striving to fund over the next twenty (20) years. The adoption of a TSP enhances the City's ability to attract funding for transportation improvements and it demonstrates how seemingly unrelated improvements will fit into a comprehensive system.

Even though the TSP is a broad-based planning document, it does include specific changes in our implementing ordinance that will impact certain types of future development. It establishes an overlay zone along Highway 101 that will require a more refined review process and additional development standards for uses that generate a certain level of vehicular trips per day. The plan also includes general design standards and required amenities (such as bike racks & pedestrian connectivity) for certain types of new development.

The proposed TSP includes a unique approach to design standards for Highway 101 that were worked out between Seaside and Oregon Department of Transportation. The Seaside residents previously objected to a proposed highway improvement plan through Seaside due to the expansive nature of the improvements necessary to address thirtieth (30th) highest hour traffic demands. Given the seasonal nature of Seaside's peak traffic, ODOT's "normal" design standards seemed unrealistic from a social, political, and economic standpoint. The local residents believed the improvements would adversely impact the fabric of the City, so the current design standards in the TSP reflect an alternative standard that uses average weekly peak hour traffic instead of the prior standard supported by ODOT. Utilizing this alternative standard has allowed the City to consider transportation improvements that are more appropriately scaled along US 101.

In accordance with the Comprehensive Plan and Zoning Ordinance, after the City Council concludes their public hearing, the Council will make a final decision on the proposed amendment to the plan and the zoning ordinance.

Public Hearing Testimony Summary:

The Planning Commission conducted an initial public hearing to obtain input concerning the proposed amendments on January 18th and February 1st, 2011. There were a number of oral and written concerns expressed by the public in addition to a few individuals that supported the new plan. After the last person testified, the Commission closed oral testimony and left the record open for an additional seven days to allow the submittal of any additional testimony in writing. The meeting was then continued for deliberation.

Planning Commission Deliberations & Recommendation:

The Commission began deliberations on February 15th and a number of questions and concerns were expressed by the Commissioners. After discussion, the Commissioners indicated they needed more time to review the comment and response matrix prepared by staff. They also asked staff to prepare a summary of the suggested changes to the TSP along with information that would clarify the "triggers" for an overlay review or a traffic impact analysis (TIA). The meeting was then continued to March 1, 2011. During that meeting, the Commissioners reviewed each proposed change to the TSP and they developed a number of additional TSP modifications. The Commissioners then recommended the City Council approve the request based on the adopted information in their final recommendation (attached).

Final Recommended City Council Action:

Review the TSP materials in light of the recommended changes supported in the Planning Commission's recommendation and carefully consider any public testimony that supports a reason to consider further modifications to the TSP. Based on the number of participants at the Planning Commission's public hearing, this could require a continuance.

The following recommendation is based on the assumption that the public hearing will not reveal any well substantiated reason to consider further modifications to the Seaside TSP or the text amendments necessary to implement to Plan.

Approve Comprehensive Plan Text Amendment 10-044ACP & 10-045ZCA based on the Planning Commission's recommendation and make a motion that Ordinance No. 2011-02 & 200-03 (attached) be read "*by title only*." This Ordinance is the document that will formally recognize the Council's approval of the request and authorize the change to the Comprehensive Plan and Zoning Ordinance. This decision is supported by the record and the Planning Commission's recommendation referenced in the Ordinances.

Following the first reading, a motion for a second reading "*by title only*" will be needed. The third and final reading "*by title only*" and final adoption will be scheduled for the next council meeting following the second reading.

Attachments below: Can be reviewed at City Hall, Planning Department, and Library.

- Planning Commission's Recommendation 3/1/11
- Public Comment & Response Matrix Attachment 2/15/11
- Example Trip Generation Triggers 2/15/11
- Comprehensive Plan Amendment Ordinance No. 2010-02
- Zoning Code Amendment Ordinance No. 2010-03
- PC Minutes 3/1/11
- Updated Staff Report With PC's Requested Changes 3/1/11
- PC Minutes 2/15/11
- PC Minutes 2/1/11
- Letters From: Phyllis Gray Hann; Bill Teeple; Adams, Duncan & Howard Inc. P.S., Wexler Prop. Group LLC; Theresa Sloan; Carolyn & Ken Smith; Gerald Thiers; Marcus Holling, United Finance; John Dunzer; Debra Oglesby; Marcus & Marilyn Simantel; Susan Edy; Beeb Ashcrof; Tom & Robbin Schill; Jon & Kristy Forrester; & Patricia Brown, Brownwood Rentals.
- PC Minutes 1/18/11
- Original Staff Report
- Transportation System Plan Binder – Plan Volume I and Plan Appendices A-I

**PLANNING COMMISSION RECOMMENDATION
CITY OF SEASIDE TRANSPORTATION SYSTEM PLAN
Comprehensive Plan Amendment 10-044ACP &
Zone Code Amendment 10-045ZCA**

After taking testimony during public hearings on January 18, 2011 & February 1, 2011; and deliberating during the hearings on February 15, 2011 and March 1, 2011, the Planning Commission recommended the following action:

Recommended Decision: Adopt the City of Seaside Transportation System Plan and the associated text amendments to the Comprehensive Plan and Zoning Ordinance subject to the additional amendments and corrections identified in Finding 5a. through 5j. and 6a. through 6i. This request is consistent with the provisions in the City's Comprehensive Plan and it will not undermine the Plan's compliance with state wide planning goals.

This recommendation is supported by the submitted Transportation System Plan, the staff report, public testimony, and the Commission's adopted findings, justification statements, and conclusions.

PLANNING COMMISSION REQUEST SUMMARY & JUSTIFICATION

Date: January 18, 2011

Applicants: City of Seaside
989 Broadway
Seaside, OR 97138

Subject: 10-044ACP- Comprehensive Plan Amendment Adopting
a Transportation System Plan (TSP) for Seaside and
making specific amendments to the Comprehensive
Plan

AND

10-045ZCA- Zone Code Amendment making specific
amendments to the Seaside Zoning Ordinance
necessary to implement the provisions of the TSP

REQUEST:

The applicant is requesting a comprehensive plan amendment that will revise the transportation element of the City of Seaside Comprehensive Plan and adopt a Transportation System Plan consistent with the applicable provisions of OAR 660-12. In addition to changes in the Plan, the request also includes specific text changes to the Seaside Zoning Ordinance that are needed in order to implement the TSP.

The City of Seaside has been working on developing a Transportation System Plan (TSP) over the last two years in conjunction with a team of consultants, representatives from the Oregon Department of Transportation (ODOT), and Clatsop County.

Throughout this process, the City has provided numerous opportunities for the public to review the work being done on the TSP and provide input on the information.

If you're unfamiliar with the Transportation System Plan (TSP), it is essentially a twenty year planning document that guides development and improvements to our local transportation infrastructure. The plan is intended to be very conceptual so it does not address specific design details associated with a particular improvement. However, it does identify general improvements the City and ODOT will be striving to fund over the next twenty (20) years. The adoption of a TSP enhances the City's ability to attract funding for transportation improvements and it demonstrates how seemingly unrelated improvements will fit into a comprehensive system.

Even though the TSP is a broad-based planning document, it does include specific changes in our implementing ordinance that will impact certain types of future development. It establishes an overlay zone along Highway 101 that will require a more refined review process and additional development standards for uses that generate a certain level of vehicular trips per day. The plan also includes general design standards and required amenities (such as bike racks & pedestrian connectivity) for certain types of new development.

The proposed TSP includes a unique approach to design standards for Highway 101 that were worked out between Seaside and Oregon Department of Transportation. The Seaside residents previously objected to a proposed highway improvement plan through Seaside due to the expansive nature of the improvements necessary to address thirtieth (30) highest hour traffic demands. Given the seasonal nature of Seaside's peak traffic, ODOT's "normal" design standards seemed unrealistic from a social, political, and economic standpoint. The local residents believed the improvements would adversely impact the City, so the current design standards in the TSP reflect an alternative standard that uses average weekly peak hour traffic instead of the prior standard supported by ODOT. Utilizing this alternative standard has allowed the City to consider transportation improvements that are more appropriately scaled along US 101.

In accordance with the Comprehensive Plan, after holding a public hearing on the proposed text amendment in the plan and the zoning ordinance, the Commission will make a recommendation to the City Council.

DECISION CRITERIA, JUSTIFICATION, FINDINGS, & CONCLUSIONS:

The following is a list of the decision criteria applicable to the request. The criterion is followed by findings or justification statements adopted by the Planning Commission to support their conclusions. The adopted information was then used as the basis for the Commission's final recommendation to the City Council.

The Commission's recommendation includes modifications to the proposed amendments they consider necessary and appropriate. Although each of the findings or justification statements may specifically apply to one of the decision criteria, any of the statements may be used to support the Commission's final recommendation:

DECISION CRITERIA # 1: The amendment must comply with applicable Statewide Planning Goals, Administrative Rules, & include findings of fact and justification for the requested Comprehensive Plan revisions that shall, at a minimum:

- a. Explain which plan goals, objectives, or policies are being furthered by the change.
- b. Present the facts used in making the decision; and
- c. Explain how the change will serve the public need.

FINDINGS & JUSTIFICATION STATEMENTS:

1. The Transportation System Plan and Appendices have been submitted as a justification document which supports the request based on information in the plan, statewide planning goals, and Oregon Administrative Rule. The applicant's information is adopted by reference.
2. Specific changes to the Comprehensive Plan are included in Ordinance 2011-02 based on reference to specific pages (Page G-44 through Page G-47) in TSP Appendix G. This document will amend City of Seaside Comprehensive Plan Section 7.3 STREET SYSTEM, 8.0 TRANSPORTATION, and 8.1 TRANSPORTATION POLICIES. See Attached.
3. Specific changes to the Seaside Zoning Ordinance are included in Ordinance 2011-03 based on reference to specific pages (Page G-8 through Page G-43) in TSP Appendix G. This document will make a number of amendments to the Seaside Zoning Ordinance in an effort to implement the TSP. See Attached.
4. During the public hearing, the public offered oral and written testimony during two consecutive meetings before the Planning Commission. The City Planning Commission has reviewed all the verbal and written comments in the record and a list of responses were developed (see the attached matrix) in order to direct individuals where their issues are addressed in the TSP. In some cases, the responses include potential amendments to the TSP document, the zoning ordinance, or the comprehensive plan. Although each of the issues raised by the public is important, out of the 52 responses, a number of issues were repeated numerous times. These repeated issues are summarized below:
 - Need to Address Flooding South of Town
 - Need to include a Bypass
 - Avenue F & G Impacts & Alternatives
 - Eminent Domain & Impacts to Adjacent Properties/Businesses
 - Extensive Impacts from Five Lane at Broadway to Avenue G
 - Relocate School and Hospitals
 - Provide Pedestrian Crossings
 - Limit Impacts to Small Businesses
 - Table the Plan and Take No Action

- Reduce Impacts from Bike & Pedestrian Facilities
 - Need Three Lanes Throughout Town
5. There are a number of specific changes to the TSP suggested in the response matrix. The following is a list of those supported by staff:
 - 5a. Flooding- Amend the flooding text in the TSP (Page 3-29) to include the Port of Astoria and Gearhart as contributing entities. The third to the last sentence would be revised to read, "In 2009, the Cities of Astoria, Cannon Beach, Gearhart, Seaside, and Warrenton, along with Clatsop County, the Port of Astoria, and ODOT, agreed to pool resources for a hydraulic study." The additional text suggested by the hydrologist is very specific and unnecessary.
 - 5b. Bypass- Amend the bypass text in the TSP (Page 3-29) to include regional nature of such a facility. The text preceding the steps would be revised to read, "A number of steps are required to forward a bypass. Based on the regional implications, the following steps should include the participation of stakeholders throughout Clatsop County."
 - 5c. F&G Realignment- Amend the F&G text in the TSP (Page 3-19) to include Option 4. The last sentence in the paragraph would be revised to read, "Four options are carried through the planning phase (shown as Figure 3.13): Option 1: Realign Avenue F only; Option 2: Realign Avenue G only; Option 3: Realign both Avenues F and G; and Option 4: Retain current alignment and signalize F. If necessary, establish coordinated signalization at Avenue F & G so they operate as one light." No additional amendments are necessary to support the forth option.
 - 5d. Three Lane from C to G- Amend widening project 8 in the TSP (Page 3-18) from G to Holladay by adding an additional three lane widening from C to G. The following text would be added below Table 3.9, **8a. US 101 Cross-section – Three Lanes between Avenue G and Avenue C** US 101 would be expanded to three lanes between Avenue G and Avenue C. This would create future continuity with the widening between G and Holladay and act as a preliminary phase to the F & G realignment (see project 9). This project would provide benefits similar to those previously discussed under the G to Holladay widening by providing a three lane cross section that will promote safer and smoother traffic flow along US 101 by eliminating the queues that currently develop when vehicles stop in the travel lane to turn left. Table 3.9.1 presents the cost estimate for the US 101 cross section between Avenue G and Avenue C.

Table 3.9.1 US 101 Cross-section Cost Estimate – Avenue G to Avenue C

Improvement	Estimated Cost (2010 \$)
8a. US 101 widening to three lanes between Avenue G and Avenue C	\$923,000.00

This project would also be added to Table 3.25 starting on TSP Page 3-50.

- 5e. Constrained Right of Way – Amend the available right of way in the TSP (Page 3-17) project 7 to reflect the available width. The last sentence in the second paragraph would be amended to read, "Available right-of-way through this section appears to be between 62 and 110'.

The initial response to the five lane included a timing component for this project so that it would not be considered until other projects were completed; however, due to the level of concerns expressed over the potential impacts from this project and the fact this project is considered outside the 20 year time frame, the following text should be added to the first paragraph explaining this project is outside the twenty year timeframe. *“Although this project received strong support during the development of the TSP, public concerns expressed over this project’s potential impacts to the surrounding uses has removed it from the list of projects in the Very long category. This project may be reclassified as one of the Considerations for the Next TSP Update identified later in this Chapter.”* The reference to this project will also need to be removed from Table 3.25 in TSP (Page 3-50). The consultants have been contacted to determine if there are any adverse impacts associated with this proposed amendment to the plan.

- 5f. Minimize Impacts & Notification of Project Design – Amend the Comprehensive Plan Policy 1 in TSP (Page G-46) to include impact reduction and design notification text. The following text would be added at the end of the policy, “and future designs must attempt to minimize impact to the abutting properties and their uses. The City and the Oregon Department of Transportation shall work cooperatively to notify property owners that abut TSP projects at the time design funding is approved so they can provide input at an appropriate time.”
- 5g. Minimize Impacts from Shared Use Pathways – Amend the Shared Use Pathway text in TSP (Page 3-41) to consider least impact option. The second sentence would be amended to read, “The US 101 Path should be extended north to the city limits and North Gateway Park, as well as south to the city limits unless it is shown that a more traditional sidewalk and bike lane would minimize the impacts to abutting properties due to right of way constraints.”
- 5h. Consideration of Modified Designs – Amend the Table 3.1 in TSP (Page 3-4) to recognize an additional footnote that will permit modifications subject to safety and operational constraints. Footnote 5 would be added to read, “5. When proposed improvements to existing roadways are constrained by limited right-of-way or existing improvements, these standards may be further modified; provided public safety and operational concerns can be adequately mitigated.” The number 5 would be noted at the Table heading.
- 5i. Reclassification of Street Segment – Amend Figure 3.2 in the TSP (Page 3-5) to reflect the Minor Collector designation for that portion of 12th Avenue between Necanicum Drive and Franklin.
- 5j. Modify Avenue S Cross-section – Amend the cross section description at the introduction of project 10 in TSP (Page 3-21) to reflect a 40’ wide design. The second sentence would be amended to read, “From US 101 east to the bridge crossing Neawanna Creek, Avenue S would have a 10’ wide shared pathway on the north side, two twelve foot travel lanes, and a 6’ sidewalk on the south side (Figure 3.15).” Figure 3.15 would be amended to reflect the 40’ wide cross-section.
6. In addition to the responses in the matrix, Planning Commissioners have suggested some additional modifications to the plan. The following is a modified list of those changes:

- 6a. Chamber of Commerce Reference – Amend the Chamber of Commerce reference in TSP (Page 3-16) so the second to the last sentence in project 6 will read, “The building in the northeast quadrant of this intersection is occupied by the Seaside Chamber of Commerce and the Seaside Visitor’s Bureau; and, it has adequate setback to accommodate this widening.”
- 6b. Include Missing Cost – Amend Table 5.1 in TSP (Page 5-2) for Project 8. This table will include the cost of “\$2,133,000”.
- 6c. Additional Bypass Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). The policy would read, “15. While it is recognized that a bypass of Highway 101 is outside of the Seaside TSP considerations, as a interested stakeholder, the City of Seaside will actively participate with Clatsop County’s efforts to consider the future development of a bypass highway that would extend from Highway 26 to Highway 30 along with other municipalities, the Oregon Department of Transportation (ODOT), and the Federal Highway Administration.” This text is supported by the written comments proposed by Commissioner Carpenter.
- 6d. Additional Flooding Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 16. The policy would read, “While it is recognized that the flooding of Highway 101 south of Seaside is outside of the Seaside city limits, as an interested stakeholder, the City of Seaside will support the County wide efforts to solve the flooding problem and seek funding to develop the solution.” This text is supported by the written comments proposed by Commissioner Carpenter.
- 6e. Additional Transportation Policy – This policy would be added to the Comprehensive Plan TSP Appendix G (Page G-47). 17. The City of Seaside shall establish a Transportation Advisory Commission that will conduct a public review of transportation projects identified in the Transportation System Plan (TSP) at the time project design funding is programmed or secured. This Commission is intended to provide affected parties a venue to provide early, open, continuous, and meaningful opportunity to influence decisions about proposed transportation activities within the urban growth boundary. It would also be the Commission’s responsibility to provide input concerning periodic updates and major revision to the adopted TSP. This text is supported by the written comments proposed by Commissioner Carpenter.
- 6f. Shorten Zoning Ordinance Amending Text – Pages G-9 through G-19 all include a reference to Section 3.022 6 for a General Transportation Facility Improvement and 3.023 13 for a Significant Transportation Facility Improvement. The original intent was to define these in the definitions Section 1.030 (Page G-8 and G-9) so it could simply be referenced in each zone. Each zone should include the text in Section 3.022 6 under the permitted uses and the text in Section 3.023 13 under the conditional uses in an effort to remove the redundant text being proposed in each zone.
- 6g. Correct the Removal of Needed Text – Page G-26 proposed the elimination of Zoning Ordinance Section 10.080. This entire section needs to be retained and should not be deleted from the Zoning Ordinance.
- 6h. Clarification of Significant Traffic Review Trigger – Amend the text in Section 3.404 (Page G-31) to clearly recognize prior demand by adding more text.

The last sentence in the third paragraph would be amended to read, "An evaluation of compliance with the standards of this Overlay Zone shall be conducted by ODOT and the Seaside Planning Commission, and shall comply or be brought into compliance prior to the issuance of any permits or approvals; if any of the following circumstances will generate a significant number of additional trips over the prior use."

- 6i. Recognize Public Input – Provide an additional Appendix that recognizes the amendments made to the draft TSP based on concerns expressed during public testimony and deliberation by the Planning Commission.

CONCLUSION TO CRITERIA #1:

Subject to the additional amendments and corrections identified in Finding 5a. through 5j. and 6a. through 6i., the proposed amendments to the Seaside Comprehensive Plan and Zoning Ordinance can be justified by the amended Transportation System Plan.

FINAL STAFF RECOMMENDATION:

Recommend the City Council approve the draft TSP, Comprehensive Plan Amendment 10-044ACP, and Zone Code Amendment 10-045ZCA with all of the previously identified amendments.

ORDINANCE NO. 2011-02

AN ORDINANCE OF THE CITY OF SEASIDE, OREGON, AMENDING THE COMPREHENSIVE PLAN REFERENCED IN CODE OF SEASIDE ORDINANCE CHAPTER 151 MODIFYING THE TRANSPORTATION ELEMENT AND ADOPTING THE TRANSPORTATION SYSTEM PLAN (TSP).

WHEREAS, the Planning Commission conducted a public hearing regarding a proposed Comprehensive Plan text amendment that will amend the transportation element in the City of Seaside Comprehensive Plan and adopt a Transportation System Plan (TSP) for the area within the Seaside Urban Growth Boundary (UGB); and

WHEREAS, the TSP will recognize the use of an alternative mobility standard for Seaside in an effort to promote transportation improvements that are appropriately scaled for the Seaside UGB over the next 20 years; and

WHEREAS, after careful consideration the Planning Commission recommended the City Council approve the text amendment based on the City's draft submittal, the staff report, public testimony, findings, justification, and conclusions that support the proposed amendment; and

WHEREAS, the City Council reviewed the Commission's recommendation on Comprehensive Plan text amendment 10-044ACP and conducted a public hearing on the proposed amendments; and

WHEREAS, after careful consideration the Council approved the final draft of the TSP based on a determination the proposed text amendment was justifiable, consistent with the provisions in the City's Comprehensive Plan, and maintained the Plan's compliance with Statewide Planning Goals and applicable Oregon Administrative Rules.

NOW, THEREFORE, THE CITY OF SEASIDE ORDAINS AS FOLLOWS:

SECTION 1. Amend City of Seaside Comprehensive Plan Section 7.3 STREET SYSTEM, 8.0 TRANSPORTATION, and 8.1 TRANSPORTATION POLICIES referenced in Code of Ordinance Chapter 151 by adopting the Seaside Transportation System Plan (TSP) by reference and make the specific changes identified in TSP APPENDIX G, Page G-44 through Page G-47.

See TSP APPENDIX G, Page G-44 through Page G-47, Attached.

SECTION 2. The Seaside Planning Commission did hold a public hearing on January 18, 2011 & February 1, 2011, during which the public was given an opportunity to testify in favor and in opposition to the proposed draft of the Comprehensive Plan text amendment. Following the close of the public hearing, the Commission recommended the Seaside City Council approve the final draft of the proposed Comprehensive Plan text amendment.

SECTION 3. The City Council hereby approves the Comprehensive Plan text amendment (file reference #10-044ACP) based on the adopted information in the Planning Commission's recommendation after consideration of the testimony offered during the Council's public hearing on April 11, 2011 _____.

ADOPTED by the City Council of the City of Seaside on this ____ day of _____, 2011, by the following roll call vote:

YEAS:
NAYS:
ABSTAIN:
ABSENT:

SUBMITTED to and **APPROVED** by the Mayor on this ____ day of _____, 2011.

DON LARSON, MAYOR

ATTEST:

Mark J. Winstanley, City Manager

ORDINANCE NO. 2011-03

AN ORDINANCE OF THE CITY OF SEASIDE, OREGON, AMENDING THE SEASIDE ZONING ORDINANCE REFERENCED IN CODE OF SEASIDE ORDINANCE CHAPTER 158, ADOPTING REGULATION THAT WILL IMPLEMENT THE TRANSPORTATION SYSTEM PLAN (TSP).

WHEREAS, the Planning Commission conducted a public hearing regarding proposed zone code amendment to the Seaside Zoning Ordinance that will adopt regulations in the Seaside Zoning Ordinance intended to implement the Transportation System Plan (TSP) for the area within the City of Seaside UGB.

WHEREAS, these amendments will create a new Highway 101 Overlay Zone, establish new transportation development standards, require a conditional use for significant transportation facility improvements, and promote pedestrian & bicycle improvements for certain uses; and

WHEREAS, the TSP will recognize the use of an alternative mobility standard for Seaside in an effort to promote transportation improvements that are appropriately scaled for the Seaside UGB over the next 20 years; and

WHEREAS, after careful consideration the Planning Commission recommended the City Council approve the zone code amendments based on the City's draft submittal, the staff report, public testimony, findings, justification, and conclusions that support the proposed amendments; and

WHEREAS, the City Council reviewed the Commission's recommendation on zone code amendment 10-045ZCA and conducted a public hearing on the proposed amendments; and

WHEREAS, after careful consideration the Council approved the final draft of the zone code amendments in the TSP based on a determination the proposed text amendments are justifiable, consistent with the provisions in the City's Comprehensive Plan, and maintain the Plan's compliance with Statewide Planning Goals and applicable Oregon Administrative Rules.

NOW, THEREFORE, THE CITY OF SEASIDE ORDAINS AS FOLLOWS:

SECTION 1. Amend City of Seaside Zoning Ordinance referenced in Code of Ordinance Chapter 158 by adopting the specific code changes identified in TSP APPENDIX G, Page G-8 through Page G-43.

See TSP APPENDIX G, Page G-8 through Page G-47, Attached.

SECTION 2. The Seaside Planning Commission did hold a public hearing on January 18, 2011, & February 1, 2011, during which the public was given an opportunity to testify in favor and in opposition to the proposed zoning code amendments in the draft TSP. Following the close of the public hearing, the Commission recommended the Seaside City Council approve the final draft of the proposed zone code amendments.

SECTION 3. The City Council hereby approves the zone code amendment (file reference #10-045ZCA) based on the adopted information in the Planning Commission's recommendation after consideration of the testimony offered during the Council's public hearing on April 11, 2011 _____.

ADOPTED by the City Council of the City of Seaside on this ____ day of _____, 2011, by the following roll call vote:

YEAS:
NAYS:
ABSTAIN:
ABSENT:

SUBMITTED to and **APPROVED** by the Mayor on this ____ day of _____, 2011.

DON LARSON, MAYOR

ATTEST:

Mark J. Winstanley, City Manager

Attachment D

Seaside Alternative Mobility Standards
Executive Summary and Recommendation

ODOT Region 2 Recommendation to the Oregon Transportation Commission August 12, 2011

Executive Summary

After more than two years of community dialogue and development, the Seaside Transportation System Plan (TSP) was adopted by the Seaside City Council on June 27, 2011. The adopted TSP recommends a variety of projects that improve access, safety, and connectivity throughout the city while maintaining the community fabric and minimizing congestion and impacts to the environment. **One central element of the TSP requires Oregon Transportation Commission (OTC) approval** – the highway recommendations depend on OTC adoption of alternate mobility standards along US 101 through Seaside (between Lewis and Clark Road and Avenue U).

With a year-round population of 6,200 residents, Seaside's residency swells on summer weekends. The City is deemed the official end of the Lewis and Clark Trail, has been a vacation resort on the Oregon Coast for over a century, and is host to several high profile events and attractions, including:

- Miss Oregon Scholarship Pageant
- Hood to Coast (location of race finale)
- Beach Volleyball Tournament
- Seaside Aquarium
- Pearl Harbor Memorial Bridge

In May 2005, residents of Seaside voted down a project to widen US 101 to five lanes throughout Seaside. Following this vote on the Pacific Way to Dooley Bridge (Pac-Dooley) project, ODOT funds to construct the project were used elsewhere in the state. Provisions were stated at that time that before a different project could be considered for funding, the community would need to develop a TSP in accordance with Oregon Administrative Rules (OAR) 660-012. Projects identified in the TSP would need to compete for funding. The adopted TSP meets those requirements.

In many ways, the Seaside TSP followed a typical TSP process – gather information, identify needs, brainstorm ideas, evaluate ideas, and develop recommendations. However, certain elements of the TSP have been unique:

- **Seaside is a coastal community with high seasonal traffic.** Seaside's traffic congestion is seasonal in nature, which results in a wide variance of traffic volumes between summer and winter months. Average daily traffic (ADT) is approximately 14,000 vehicles with July and August daily volumes around 18,000 vehicles and January and December ADT around 11,000 vehicles. The difference between summer and winter traffic volumes is 60 percent. Concerns exist about building a roadway to meet 30th highest hour conditions which occur only during the summer weekend peak. Building to meet the summer peak demand results in a bigger highway footprint than the community of Seaside is willing to support.
- **Early TSP efforts experienced high levels of community distrust.** Many individuals within the community of Seaside voiced a distrust of the state and the City as a result of the Pac-Dooley process. Through outreach efforts which focused on full disclosure and transparency, and featured a website updated at least once a week; regular meetings with community leaders; and earned trust through listening and responding to community concerns, community opinion of the TSP slowly became positive. Similarly, the City of Seaside also started with a strained working relationship with ODOT. Through the TSP process and ultimately through ODOT's willingness to consider smaller highway footprints and, as a result, lower alternate mobility standards, this relationship has grown into one of mutual respect and trust.
- **Focus on implementation.** Throughout the plan development, the City of Seaside and the state have agreed on the need for the TSP to be *reasonable and implementable*. Direct conversations were held with stakeholders and community members about the constraints surrounding larger capital projects such as a

highway bypass, major widening efforts, and grade-separated overcrossings. These conversations were well-received with the end result being a prioritized set of recommendations for each implementing agency.

The Seaside TSP team explored, evaluated, and is now recommending Alternative Oregon Highway Plan (OHP) Mobility Standards for US 101. The specifics of these standards are that (1) operational analysis would be for average annual weekday peak hour conditions instead of the 30th Highest Hour, and (2) the mobility standard for four intersections with US 101 would change to 1.0, for the durations shown in the table below.

Intersection	Current OHP Mobility Standard	Proposed Mobility Standard	Future (2030) Projected Average Annual Conditions*	Expected Duration of Delay
US 101 / Lewis and Clark Road	0.80	1.0	1.10	2 hours (3-5pm)
US 101 / 12th Avenue	0.85	1.0	1.05	1 hour (4-5pm)
US 101 / Broadway	0.85	1.0	1.10	3 hours (3-6pm)
US 101 / Avenue U	0.85	1.0	0.95	<1 hour (does not exceed 1.0)

*assumes the construction of several improvements on both the local and state system consistent with TSP recommendations.

These standards are predicated on the following four tenets:

1. **Investment in the local street network** – the City has committed to investing in improvements to alternate, parallel routes to US 101 (namely Wahanna Road) and major collectors that connect the highway to the local street network (namely 12th Avenue, Broadway, Avenue F/G, and Avenue U), to encourage local users to reduce their use of the highway.
2. **Investment in alternative modes** – the City of Seaside and the Sunset Empire Transportation District (SETD) have both committed to investing in infrastructure and service to support bicycling, walking, and transit use. In fact, the vast majority of the City- or SETD-led TSP projects focus on bicycle, pedestrian, or transit improvements.
3. **Strong access management measures** – a short-term recommendation of the Seaside TSP is to develop a detailed access management plan for US 101. In the meantime, the City of Seaside and ODOT have included access management measures in the Seaside TSP to improve safety and reduce congestion along US 101 by looking for opportunities through new development, redevelopment, or construction projects to: relocate driveways onto local streets; provide alternate access along the local street network to discourage left-turns onto the highway; consolidate multiple accesses; share accesses; and restrict side street access to right-in/right-out if dictated by safety or congestion problems.
4. **Strong consideration of land use / future development along the highway** – the fourth tenet of the alternate mobility standards material calls for a land use overlay for parcels directly adjacent to US 101. The purpose of the overlay zone is to promote walking and bicycling to uses along the highway. The overlay zone features review and check in with the Seaside Planning Commission for uses that attract more than 50 trips in the peak hour, and encourages development to the sidewalk with parking in the rear or side of the building. No Comprehensive Land Use Plan changes are contemplated with the adoption of the TSP and the TSP is based on implementation of the existing adopted Land Use Plan over the 20-year planning horizon.

ODOT staff recommends approval of the Alternate OHP Mobility Standard of 1.0 on US 101 in Seaside at the identified intersections using the average annual weekday peak hour traffic volumes instead of 30th highest hour conditions as the primary analysis period. This recommendation is backed by the project partners, including the City of Seaside City Council, Planning Commission, and staff; the Department of Land Conservation and Development, and Clatsop County.

Seaside Transportation System Plan: Recommendation to Implement Alternate Mobility Standards for US 101 through Seaside

PREPARED FOR: Jerri Bohard, ODOT

PREPARED BY: Erik Havig, ODOT
Terry Cole, ODOT

CC: Theresa Carr, CH2M HILL
Terra Lingley, CH2M HILL
Jamie Damon, Portland State University

DATE: July 15, 2010, revised August 18, 2010

This memorandum recommends the establishment of alternate mobility standards for US 101 through Seaside (from Lewis and Clark Road at the north to Avenue U at the south). These alternate mobility standards consist of analyzing average annual weekday instead of 30th Highest Hour conditions, and establishing a new mobility standard of 1.0 volume-to-capacity (v/c) ratio for four intersections along US 101 within Seaside. This recommendation is provided by staff of the Oregon Department of Transportation (ODOT) with the support of the City of Seaside's City Council, Planning Commission, and staff; the Oregon Department of Land Conservation and Development (DLCD); and Clatsop County.

This memorandum describes the background and context for the alternate mobility standards discussion, the subsequent agreement between the City of Seaside and ODOT to explore alternate mobility standards, and how the City and ODOT would address requirements needed to maintain and support the alternate mobility standards within the City.

Background

The alternate mobility standards recommendation comes from the development of the Seaside Transportation System Plan (TSP). Ten years ago, the City of Seaside drafted a TSP that addressed the local system but did not address the highway. ODOT's Pacific Way to Dooley Bridge (Pac-Dooley) project five years ago addressed highway needs, but did not have citizen support. Neither of these efforts were adopted or implemented. The TSP being developed now provides a new opportunity to address congestion on US 101.

The original traffic analysis developed for the TSP revealed that the future traffic conditions would not meet mobility standards along US 101 under any of the initial tested scenarios – widening to a consistent three-lane section throughout Seaside, or widening to a consistent five-lane section throughout the City. In May 2005, residents of Seaside voted down a project to widen US 101 to five lanes throughout Seaside, largely due to residents' concern over the impacts caused by the wide highway footprint. Therefore once initial future build scenarios were prepared; it became apparent that a dialogue was needed around flexibility on mobility standards.

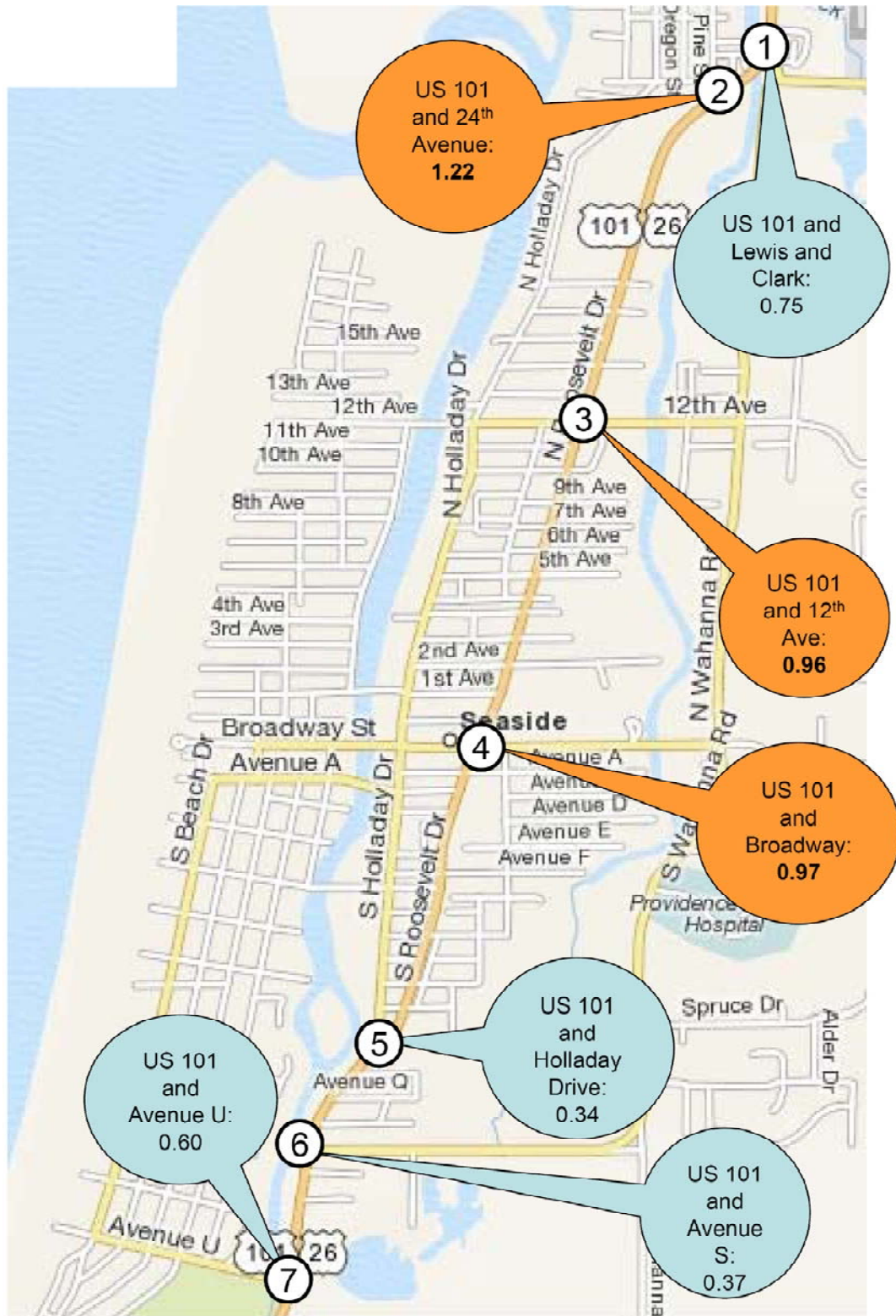
Current Standards and Existing and Future Conditions

The TSP team analyzed seven intersections along US 101 in Seaside. From north to south, these include:

1. US 101 and Lewis and Clark Road
2. US 101 and 24th Avenue
3. US 101 and 12th Avenue
4. US 101 and Broadway
5. US 101 and Holladay Drive
6. US 101 and Avenue S
7. US 101 and Avenue U

These intersections are illustrated in Figure 1 on the following page. This section of US 101 is classified as a Statewide Highway and a Non-Freight route. The study intersections are within the City of Seaside Urban Growth Boundary (UGB), where the speed limits are 40 MPH or less. The current mobility standard from 24th Avenue to the northern City limits is 0.80, and 0.85 south of 24th Avenue. Existing conditions (Year 2008) for study area intersections on US 101 show that three of the seven intersections do not meet existing mobility standards. These intersections are located at US 101 and 12th Avenue, Broadway, and 24th Avenue and have v/c ratios of 0.96, 0.97, and 1.22 respectively under 30th highest hour volume conditions. See Figure 1 for locations and v/c ratios for the existing conditions.

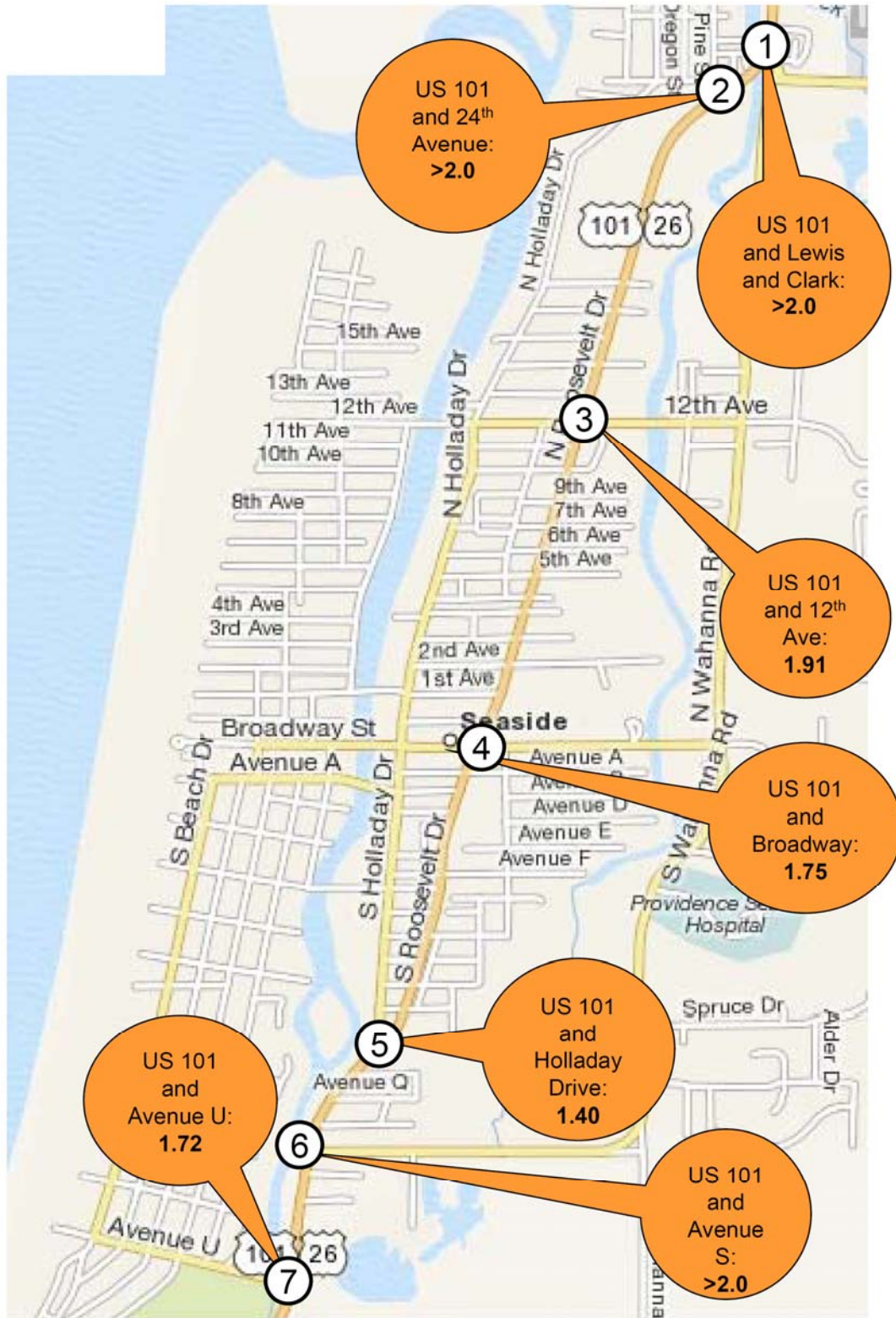
Figure 1 Existing Conditions (2008) Traffic Operations



NOTE: numbers (0.XX) represent v/c ratios at each of the highway study intersections. Numbers in **BOLD (0.XX)** represent v/c ratios which are greater than the standard.

For the future conditions (2030), the no build analysis showed that traffic conditions continue to deteriorate within Seaside, with all seven intersections failing to meet the established mobility standards, with v/c ratios close or over 2.0 for most intersections. See Figure 2 for future traffic operations. Table 1 provides a comparison between existing and future traffic operations.

Figure 2: No Build Future Conditions (2030) Traffic Operations



NOTE: numbers (0.XX) represent v/c ratios at each of the highway study intersections. Numbers in **BOLD (0.XX)** represent v/c ratios which are greater than the adopted mobility standard.

Agreement between City and ODOT

In August of 2009, the City of Seaside and ODOT exchanged letters pledging support for completing the TSP process and addressing congestion and connectivity issues throughout the City, including US 101. These are included as Attachment A to this memo. The City at that time made a commitment to the development of the local roadway, bicycle, and pedestrian network to help reduce future demand on US 101, in order to maintain a smaller cross section for the highway through town. The City pledged to work with ODOT to develop alternate mobility standards and work to reduce the volume of shorter trips on the highway through local improvements.

ODOT responded with a similar letter of support for the TSP process, committing to explore alternate mobility standards to retain a smaller highway footprint in Seaside, noting that other communities with similar issues will be looking to Seaside as an example of how to implement alternate mobility standards. The letter stated the importance of considering alternate mobility standards as part of a package of solutions (which also includes local roadway improvements, investments in alternate modes, access management, and land use strategies) to address congestion through the City.

Ultimately the City through this process has sought solutions to address congestion on US 101 with flexibility to the highway mobility standards, allowing a smaller cross section through Seaside. ODOT's interest in alternate mobility standards has been part of developing fundable solutions to address safety and congestion on US 101.

This exploration began with guidance provided in the Oregon Highway Plan (OHP). The OHP contains policies for highway mobility standards, which are outlined in Policy 1F. Policy 1F states that it is the policy of the State to use highway mobility standards to maintain acceptable and reliable levels of mobility on the state highway system. They are applicable to evaluating the impacts on state highways of transportation plans, including TSPs. Alternate mobility standards policies are included in the OHP, Policy 1F.3 where, "[i]f it would be infeasible to meet the standards in this [mobility standards] policy, consider adopting alternate highway mobility standards for:

- *Areas where severe environmental or land use constraints¹ make infeasible the transportation improvements necessary to accommodate reasonable use of properties in accordance with acknowledged comprehensive plans or to accommodate comprehensive plan changes that carry out the Land Use and Transportation Policy 1B.*
- *The alternative standards shall be clear and objective and shall be related to v/c (e.g. corridor-average v/c, network-average v/c, and the ratio of average daily traffic and hourly capacity (adt/c)). The standards shall be adopted as part of a regional and/or local TSP. The plan shall demonstrate that it would be infeasible to meet the highway mobility standards in this policy. In addition, the plan shall include all feasible actions for:
 - *Providing a network of local streets, collectors and arterials to relieve traffic demand on state highways and to provide convenient pedestrian and bicycle ways;**

¹ Examples of severe environmental and land use constraints include endangered species, sensitive wetlands, and historic districts (OHP, p. 80)

- *Managing access and traffic operations to minimize traffic accidents, avoid traffic backups on freeway ramps, and make the most efficient use of highway capacity;*
- *Providing alternative modes of transportation; and*
- *Managing land use to limit vehicular demand on state highways consistent with the Land use and Transportation Policy 1B."*

The OHP policies go on to state that the TSP shall include a financially feasible implementation program and shall demonstrate strong public and private commitment to carry out the identified improvements and other actions.

The Seaside TSP addresses these requirements, described below.

Methodology to Determine Alternate Standards

The methodology used in Seaside is consistent with the OHP guidelines to establish alternate mobility standards. The specific actions called for include improvements to the local network to provide congestion relief on the highway, managing access and traffic operations for safety and mobility, proving alternate modes, and managing land uses.

The TSP contains transportation system improvements and land use management to address OHP alternate mobility standards policies. The TSP also documents the understanding between the City and ODOT about how transportation improvements will be funded.

Following is the methodology used to establish alternate mobility standards for the TSP. Unless otherwise specified, the details associated with each of the steps below are included in the section of this memorandum titled "Aspects of the TSP that Support Alternate Mobility Standards."

- Step 1. Document the mutual understanding between the City and ODOT about the historical context of widening projects on US 101 (based on the past TSP, Pac-Dooley, and land use constraints), and why alternate mobility standards are a logical solution. Commitments of understanding between the City and ODOT provide a basis for this documentation. The letters between the City and ODOT are included as Attachment A to this memo.
- Step 2. Document how proposed TSP actions provide a local road network that relieves traffic demand on US 101. Calculate the number of local trips that would shift off of US 101 onto the local street network based on recommended local roadway improvements.
- Step 3. Document how proposed TSP actions provide convenient pedestrian and bicycle facilities and improved transit service to relieve traffic demand on US 101. Investment in alternate modes will make a real but modest improvement in overall traffic operations for US 101. Future mode share percentages estimated for transit, bicycle, and pedestrian modes are based on expected shifts to planned facilities and service. These mode shifts are applied to the 2030 average annual weekday peak analysis volumes.
- Step 4. The City of Seaside is not required to address transportation demand management (TDM) in the TSP because their population is below the threshold trigger defined in

- the Transportation Planning Rule (TPR). However, TDM plays an important role in the Seaside TSP, as TDM measures encourage alternatives to driving for local and commute trips. Important TDM measures to these alternate mobility standards include employer-encouraged use of park-and-ride lots connected via frequent transit service to central employment areas, and bicycles and route maps provided by hotels to guests to encourage more movement around Seaside via bicycle. The TSP documents Seaside's commitment to TDM measures.
- Step 5. Document qualitatively land use changes that would limit vehicle demand on US 101 consistent with the OHP Policy 1B, which calls for a coordinated approach to land use and transportation planning from both the state and local governments. The TSP implements actions that encourage redevelopment and new development in such ways that there is no net effect of additional development to future traffic volumes on US 101. This is accomplished through implementing access management, and land use policies including access to development via local streets instead of US 101 and building structures up to the highway to encourage greater walking and bicycling.
- Step 6. The TSP recommends the development of an Access Management Plan for US 101 in Seaside as a short-term (within 5 years) recommendation. The TSP discusses the function of US 101 and frames access management strategies. Access management strategies are included in the TSP for US 101 as well as their opportunities and constraints, and a list of policies and code amendments to inform new development and redevelopment along the highway.
- Step 7. Calculate the total amount of 2030 trips shifted off of US 101 using documentation and work from steps 1 through 6. These assumptions forecast v/c ratios for US 101 year 2030 under average annual weekday conditions.
- Step 8. Use v/c ratio data and analysis from step 7 to establish proposed alternate mobility standards.
- Step 9. ODOT and the City of Seaside engage in a discussion to reach a common understanding of how improvements to establish and meet alternate mobility standards will be funded. Cost estimates and implementation timeframe are included as Attachment B.

The alternate mobility standards along US 101 resulting from the analysis described above are shown in Figure 3 and described in the following section.

Alternate Mobility Standards

A number of scenarios were analyzed to determine what build alternative and mode shift assumptions would be used to calculate the alternate mobility standards, including looking at the 30th highest hour instead of the average annual weekday. Table 4 below shows the v/c calculations for 30th highest hour for the various potential alternatives, including the existing (2008) and future no-build (2030) scenarios, as well as the final alternate mobility standard using the average annual weekday.

TECHNICAL MEMORANDUM

TABLE 4
Seaside V/C Summary

Intersection	OHP Mobility Standard	2008 Existing	No Build (30th HH) ¹	Build 3-lane (30th HH) ²	Build 5-lane (30th HH) ³	Build Hybrid* (Average Annual Weekday) ⁴
US 101 & Lewis & Clark	0.80	0.75	> 2.0	1.77	1.04	1.10
US 101 & 24th Avenue	0.80	1.22	> 2.0	2.14	1.01	0.70
US 101 & 12th Avenue	0.85	0.96	1.91	1.40	0.97	1.05
US 101 & Broadway Street	0.85	0.97	1.75	1.26	1.01	1.10
US 101 & Holladay Drive	0.85	0.34	1.40	0.92	0.99	0.85
US 101 & Avenue S	0.85	0.37	> 2.0	> 2.0	1.06	0.70
US 101 & Avenue U	0.85	0.60	1.72	1.80	0.70	0.95

Highlighted cells indicate V/C exceeds mobility standard

1 – Assumes existing geometry along US 101

2 – Assumes existing geometry along US 101, plus channelization improvements on cross streets

3 – Assumes two travel lanes in each direction on US 101

4 – Assumes feasible capacity improvements along US 101

* These v/c ratios have been rounded to the nearest 0.05

TECHNICAL MEMORANDUM

Following this analysis, the five lane cross section between Broadway and Avenue G was selected for the alternate mobility standards through Seaside.

The alternate mobility standard developed for the Seaside TSP would be 1.0 for the following four intersections:

1. US 101 / Lewis and Clark Road
2. US 101 / 12th Avenue
3. US 101 / Broadway
4. US 101 / Avenue U

All other study area intersections with US 101 are below the 1.0 v/c capacity threshold with the improvements described below and in the methodology.

Figure 3: Future (Year 2030) Average Annual Weekday Conditions in Seaside (TSP Constrained Recommendations Scenario)



NOTE: numbers (0.XX) represent v/c ratios at each of the highway study intersections. Numbers in **BOLD (0.XX)** represent v/c ratios which are greater than the adopted mobility standard.

The following assumptions were made:

1. Analysis focuses on average annual weekday conditions only - not 30th highest hour.
2. The alternate mobility standards include a time element in addition to the required v/c component to capture congestion over multiple hours. This is done to capture duration of delay for any intersections reporting a v/c higher than 1.0.
3. Early analysis was conducted for all projects recommended by the TSP but subsequent analysis was done just for those projects considered most feasible to construct in the 20-year time period.

The average weekday peak hour volumes were developed from intersection turning movement counts taken in the field by ODOT. From the field counts, a system peak hour was defined for the study area. These peak hour counts represent the analysis volumes for the 'count month.'

Using average daily traffic (ADT) volumes collected at the Gearhart Automated Traffic Recorder (ATR) station, a factor to adjust the 'count month' volumes to average weekday volumes was developed. The annual ADT volume at the Gearhart ATR represents an average of the traffic trends throughout the year, and accounts for the higher traffic volumes in the summer seasons as well as the lower traffic volumes in the winter seasons typical of a coastal destination. The adjustment factor is calculated as the ratio of the annual ADT volume to the 'count month' ADT volume. This factor was applied to the 'count month' peak hour counts to achieve average weekday peak hour counts.

The operational analysis for US 101 in Seaside under average annual weekday conditions was conducted using Synchro, version 7, and SimTraffic. The v/c ratio was determined for each study intersection (from Synchro reports based on Highway Capacity Manual methodology).

Alternate Mobility Standards Assume the Following Projects on US 101:

- A. New signal at Lewis & Clark - A traffic signal at the existing intersection of US 101 and Lewis & Clark helps facilitate southbound left turns. Currently, these southbound left turns must wait for an acceptable gap in northbound traffic to make their movement. This causes queues that sometimes spill back and block southbound mainline traffic on US 101 entering the City. This is a medium term (5-10 year) recommendation.
- B. Restricting left turns at US 101 and 24th Avenue - Restricting left turns onto the highway from 24th Avenue would convert the intersection to right-in, right-out only. This is a medium term (5-10 year) recommendation.
- C. 12th Avenue Intersection modifications - Modifications include a separate eastbound left turn lane. This turn lane provides increased storage capacity for vehicles leaving the shoreline area, and it would allow eastbound through/right turns to make their movements without waiting behind left turning vehicles. On US 101, right turn pockets are added in both the northbound and southbound directions to allow turning vehicles to move out of the travel lane. This is a medium term (5-10 year) recommendation.
- D. Broadway intersection modifications - Modifications include signal timing, phasing adjustments, extending the southbound left turn pocket to increase vehicle storage, and adding turn pockets in both directions on Broadway. This is a short term (0-5 year) recommendation.

- E. Realignment of Avenues F/G – Realigning Avenue F and Avenue G so they meet at a single intersection with US 101. This modification provides a continuous east-west connection and removes the need for closely spaced left turns onto/off of US 101. This is a medium term (5-10 year) recommendation.
- F. New signal at Holladay Drive – A traffic signal helps facilitate turning movements from Holladay Drive, and decreases the delay experienced by vehicles waiting for an acceptable gap in traffic on US 101. Holladay would also be extended to the south along the former railroad right of way, eventually connecting back to US 101 at Avenue U. This is a long term (10-20 year) recommendation.
- G. Avenue U Intersection Modifications – Modifications include a new east-leg connection to Avenue S. This connection from US 101 would provide additional capacity for traffic to/from Wahanna Road since vehicles would not be forced to use Avenue S only. As a result, left turns onto US 101 from Avenue S are significantly decreased. This is a short term (0-5 year) recommendation.
- H. Add pedestrian crossings at select intersections between 15th Avenue and Avenue S. This is a medium term (5-10 year) recommendation.
- I. Fill Sidewalk gaps along US 101 between 24th and 1st Avenues (southbound) and between 12th and 24th Avenues (northbound). This is a short term (0-5 year) recommendation.

Additionally, the TSP recommends a three lane cross section between Avenue G and Holladay Drive. The cross section will promote safer and smoother traffic flow along US 101 by eliminating the queues that currently develop when vehicles stop in the travel lane to turn left. This cross section would consist of two 12' travel lanes (one in each direction), two 6' bicycle lanes, two 8' sidewalks, and one 16' center lane, however, it is not expected to change the operations of the study area intersections.

Figure 4: Roadway Improvements on US 101



Alternate Mobility Standards do not Assume the Following Projects:

- New intersection at 24th Avenue – The stop controlled approach from the west on 24th Avenue would remain as it does today. A project recommended in the TSP for the very-long term is to construct a new intersection at 24th Avenue that would connect with Holladay Drive on the west and Wahanna Road on the east. This project is not seen as feasible to construct in the 20-year time period due to cost, and would require reconstruction of the bridge on US 101. This larger project could be phased and implemented piece by piece; however, the bridge is still expensive to replace.
- Widening of US 101 between Broadway and Avenue G – the TSP recommends widening US 101 to five lines in this section, but this project was not seen as feasible to construct in the 20-year time period due to cost.
- Holladay Drive Flyover. A recommendation of the TSP is to construct a flyover ramp over US 101 with an extension of Holladay Drive to the south, tying back in to US 101 at Avenue U. This project was not seen as feasible to construct in the 20-year time period due to cost.

After conversations between ODOT and the City of Seaside regarding funding feasibility and priorities, these three projects were removed from the short-, medium-, and long-term project lists and moved into a very long term, or outside of the 20 year TSP time frame due to high cost or difficulty in obtaining funding. Therefore the project team did not include them in the alternate mobility standards analysis or development.

It should be noted that with the three projects above all US 101 intersections operated under a v/c of 1.0 in the future (Year 2030) average annual weekday conditions.

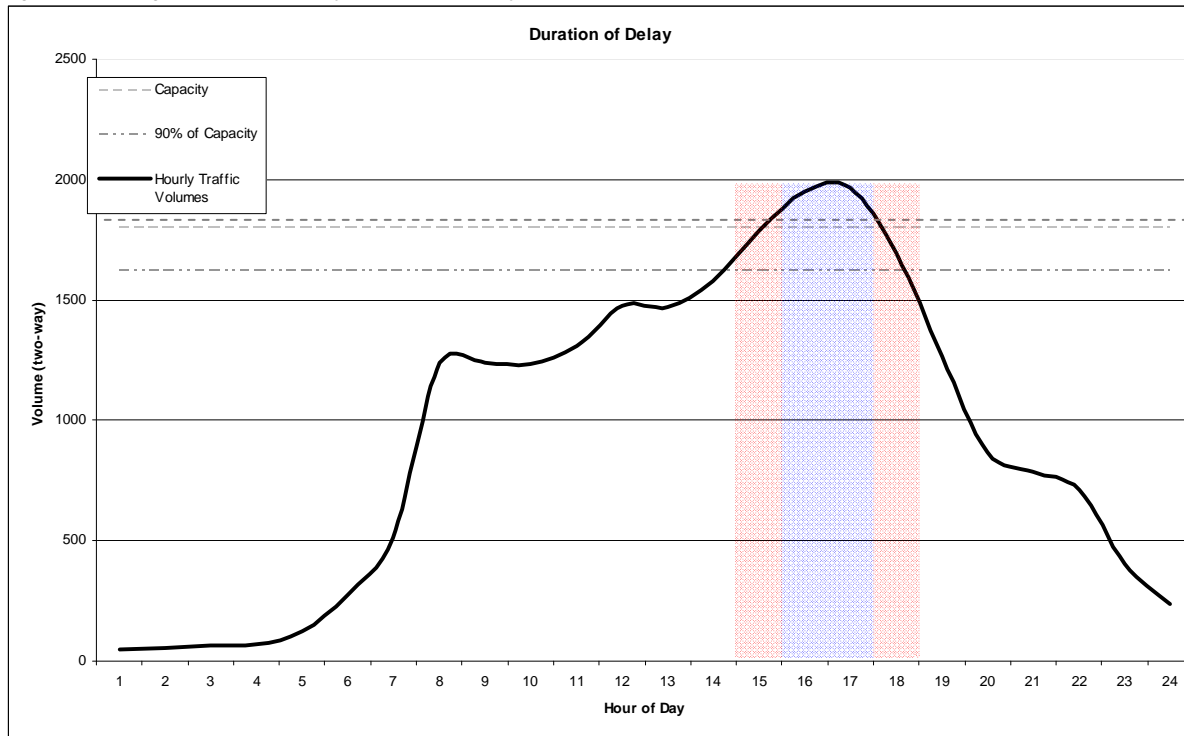
Duration of Delay

All intersections operating above the 1.0 threshold in the average annual weekday peak hour were analyzed for the duration of delay – the amount of time spent above this threshold. A v/c of 1.0 is reasonable to assume as a threshold for analyzing operations, since intersections operating at worse than a v/c of 1.0 are considered overcapacity. These intersections would likely have delays and/or queues that exist beyond the peak study hour. In order to determine how long these delays and/or queues exist, analysis of ‘shoulder hours’ were conducted.

To determine duration of delay for these ‘shoulder hours,’ the hourly volume on a average annual weekday (one that preferably matches the day that 16-hour field counts were taken) was plotted to determine volume trends over the day. The graph below is based on data from the Gearhart ATR for an average annual weekday.

Assuming the hourly saturation flow capacity of a single lane with signalized intersections is 900 vehicles per hour per lane, the capacity threshold of a two-lane roadway such as US 101 is 1,800 vehicles per hour.

Figure 5: Average Annual Weekday Duration of Delay in Seaside



Traffic volumes for the hours bracketing the average annual weekday peak hour were calculated using the most recent available 16-hour field counts for each study intersection. The ratio of the peak hour volume to the 'shoulder' hour volume was calculated, and this factor was applied to the average annual weekday peak hour study volumes to achieve 'shoulder' hour study volumes.

Traffic volumes for those 'shoulder' hours were then analyzed in Synchro to determine v/c. Three intersections along US 101 are expected to operate at a v/c above 1.0 under Alternate Mobility Standard geometry assumptions. The duration of time in which these intersections are expected to be affected is shown below. The dark gray highlights indicate potential for queuing and operational issues, since the expected v/c is above 1.0. The light gray highlights indicate shoulder hours (one hour adjacent on each side of the peak period) in which the v/c is below capacity and queuing begins to dissipate.

Queuing analysis would be included for all hours that result in an intersection v/c over the threshold v/c, as well as for one hour adjacent on each side of this period.

**TABLE 5:
DURATION OF DELAY**

Time	V/C on US 101 at:		
	Lewis and Clark	12 th Avenue	Broadway Ave
1-2pm	0.85	0.86	0.96
2-3pm	0.91	0.88	0.97
3-4pm	1.00	0.94	1.11
4-5pm	1.07	1.05	1.11
5-6pm	0.97	0.93	1.03
6-7pm	0.73	0.68	0.86

Average annual Weekday Peak Hour is highlighted in **bold**.
Gray highlights indicate hours that will be analyzed for queuing. Dark gray = hours over capacity, light gray = shoulder hours.

In addition, US 101 / Avenue U shows a peak hour v/c of 0.95 using future (Year 2030) average annual weekday conditions. This intersection is included in the alternate mobility standards but not studied for duration of delay as its peak hour is below the 1.0 threshold.

Travel Time Delay

As alternate mobility standards were first being considered in Seaside, the travel time delay was calculated for the no build and a variety of early build scenarios. This was an important discussion point between the City and ODOT in determining if alternate mobility standards were appropriate for Seaside. The constrained scenario recommended in the TSP was compared to the no build future to help understand how the projects in the TSP would reduce the travel time through the City.

Delay is often most easily understood when described in terms of overall travel time. The time for vehicles traveling through Seaside under the future no build scenario and for the future TSP constrained scenario is reported in Table 6 below. The change in travel time between the no build and the recommended scenario is dramatic – with more than 20 minutes saved in the northbound direction and 10 minutes saved in the southbound direction.

**Table 6:
Travel Times**

Segment	Travel Time (Seconds) No Build Scenario	Travel Time (Seconds) TSP Constrained Scenario
Northbound		
Avenue U to Broadway	1080	170
Broadway to 12 th Avenue	450	85
12 th Avenue to Lewis and Clark Road	45	30
Total Travel Time (Northbound Direction)	1,575 seconds (26 minutes)	285 seconds (5 minutes)
Southbound		
Lewis and Clark Road to 12 th Avenue	980	335
12 th Avenue to Broadway	265	345
Broadway to Avenue U	165	335
Total Travel Time (Southbound Direction)	1,410 seconds (24 minutes)	865 seconds (14 minutes)

However it does not mean that there is no delay. The TSP team observed the progression of traffic through the proposed US 101 and Lewis and Clark Road signal at the north end of Seaside, where traffic is most congested, in the future (2030) average annual traffic conditions to get a sense of how long that delay lasts. Findings vary based on timing and placement in the traffic queue. However, random observations in SimTraffic through traffic simulations for the peak average annual conditions showed traffic waiting between one and three signal cycles (140 seconds each) to pass through this intersection.

Truck Travel Time Delay The cost of truck delay due to congestion within Seaside was calculated for the no build and constrained TSP scenarios. These calculations helped inform the discussion between ODOT and the City of Seaside regarding tradeoffs of improving US 101.

Data Available

The following three data elements were used to calculate truck delay and the associated costs:

1. **Traffic Counts.** Full-classification 16-hour traffic counts collected for the TSP provided the number of trucks by axle at each intersection and their rough travel patterns.
2. **Travel Time Delay.** Travel time delay calculations reported above describe the seconds and minutes of delay for vehicles (including trucks) traveling along US 101 between Lewis & Clark Road and Avenue U.
3. **Value of Time.** In April 2006 ODOT’s Economics and Policy Analysis Unit published a report titled “The Value of Travel-Time: Estimates of the Hourly Time for Vehicles in Oregon 2005.” This document provides an approximate value of travel time for light trucks (\$20.35/hour) and for heavy trucks (\$29.50/hour).

Methodology

The following methodology was used:

- Step 1. Calculate the number of trucks traveling through Seaside in the given analysis period, and summarize by truck classification (light trucks, heavy trucks).

- Step 2. Project the growth in truck traffic through Seaside between the years 2008 and 2030 to identify the number of trucks traveling through Seaside in the given analysis period (30th highest hour and typical weekday peak hour) for the year 2030.
- Step 3. Identify the time delay per truck per scenario.
- Step 4. Apply the cost/hour (from Value of Time study) by truck classification.
- Step 5. Interpolate the cost/minute.
- Step 6. Multiply the cost/minute (or cost/second if preferred) by the number of future (2030) trucks to identify the total cost of delay to truck freight (2030).

Findings

Truck travel time delay was run for several scenarios during development of the TSP. The results most applicable to the TSP recommendations are summarized in Tables 7 and 8 below.

Table 7
Costs of Delay to Freight – No Build Alternative

Segment Name	Trucks by Segment (Hour, 2030)		Delay (Seconds/Hour)	Total Truck Delay (Seconds/Hour)		Truck Delay (Hours/Year)		Total Cost of Delay (2030 Volumes, 2030 Dollars)	
	Light	Heavy		Light	Heavy	Light	Heavy	Light	Heavy
Northbound									
Avenue U to Broadway	46	13	1082	49,772	14,066	18,582	5,251	\$811,172	\$332,320
Broadway to 12th	57	8	450	25,650	3,600	9,576	1,344	\$418,037	\$85,053
12th to Lewis/Clark	56	8	45	2,520	360	941	134	\$41,070	\$8,505
Southbound									
Avenue U to Broadway	38	13	167	6,346	2,171	2,369	811	\$103,426	\$51,291
Broadway to 12th	52	8	263	13,676	2,104	5,106	785	\$222,888	\$49,709
12th to Lewis/Clark	40	3	982	39,280	2,946	14,665	1,100	\$640,176	\$69,601
Total	No Build (Total Cost of Delay/Year (2030 Volumes, 2030 Dollars))							\$2,833,248	

Table 8
Costs of Delay to Freight – Constrained TSP Recommendations

Segment Name	Trucks by Segment (Hour, 2030)		Delay (Seconds/Hour)	Total Truck Delay (Seconds/Hour)		Truck Delay (Hours/Year)		Total Cost of Delay (2030 Volumes, 2030 Dollars)	
	Light	Heavy		Light	Heavy	Light	Heavy	Light	Heavy
Northbound									
Avenue U to Broadway	46	13	704	32,384	9,152	12,090	3,417	\$527,787	\$216,223
Broadway to 12th	57	8	255	14,535	2,040	5,426	762	\$236,888	\$48,197
12th to Lewis/Clark	56	8	169	9,464	1,352	3,533	505	\$54,242	\$31,942
Southbound									
Avenue U to Broadway	38	13	25	950	325	355	121	\$15,483	\$7,678
Broadway to 12th	52	8	195	10,140	1,560	3,786	582	\$165,259	\$36,856
12th to Lewis/Clark	40	3	285	11,400	855	4,256	319	\$185,794	\$20,200
Total	Constrained TSP (Total Cost of Delay/Year (2030 Volumes, 2030 Dollars))							\$1,646,549	

Aspects of the TSP that Support Alternate Mobility Standards

The TSP provides a complete package of interrelated solutions that make highway operations acceptable to the City and to ODOT staff. Without this group of upgrades and policies, it would be difficult to maintain the alternate mobility standards, and US 101 could experience v/c ratios higher than both the City and ODOT would be willing to accept. Alternate mobility standards for US 101 within Seaside are dependent upon the following four assumptions for the City: investment in the local street system, development and encouragement of alternate modes, access management, and land use planning. Each aspect is discussed in more detail below.

Investment in the Local Transportation Network

The first key aspect supporting alternate mobility standards within the City is the investment in the local street network off of US 101. Currently there are limited north-south and east-west local road connections within the City, so many local trips use US 101 due to the lack of alternates. When key north-south connections, along with a myriad of other local transportation connections are complete, local trips could remain on the local streets, potentially reducing traffic on US 101.

Improvements to the local roadway network have been explored within the City of Seaside, with an emphasis on making north-south parallel routes into and out of the city an attractive, viable option to using US 101. Parallel routes could improve north-south mobility within the City and would likely discourage local trips (beginning and ending within the city) from using US 101.

The projects that support local transportation network upgrades include:

Local Roadway Cross Section Upgrades

- **12th Avenue Cross Section.** This local street serves as a main east-west connection within the City, and the northernmost crossing of the Necanicum River in Seaside. It also provides an important crossing for the Neawanna Creek in eastern Seaside. Currently 12th Avenue is two unstriped lanes in each direction, with non-ADA compliant sidewalks between the Promenade and Necanicum Drive. There are no sidewalks east of Queen Street in Seaside, and there are no bicycle facilities on any stretch of 12th Avenue. The recommendation includes ADA compliant sidewalks, 12 foot wide lanes with painted arrows and a stencil of a bicycle (sharrows) in the lane to indicate that bicyclists share the lane with motorists. This is a medium-term (5-10 year) recommendation.
- **Wahanna Road Cross Section.** Wahanna Road is currently a narrow, two lane facility without roadway shoulders. It is a parallel route to US 101 on the east side of Seaside, and the right of way varies throughout. The recommendation seeks to balance mobility and create a cross section that fits within the existing right of way. The recommendation is to maintain a 10 foot wide multi-use path on the west side and including a variable and



Sharrow Example

flexible east side configuration to stay within existing right of way. This is a medium term (5-10 year) recommendation.

- **Broadway Cross Section.** Broadway currently is a main east-west connection in central Seaside. West of Holladay Drive, Broadway is one way westbound, with on-street parking. The recommendation for Broadway includes maintaining the on street parking, two travel lanes, and adding sharrows to indicate that bicycles are meant to share the travel lane. This is a medium term (5-10 year) recommendation.
- **Avenue S Cross Section (2 sections).** Avenue S connects US 101 with Wahanna Road. Currently it is two lanes in each direction with no shoulders. The right of way is dependent upon the section of roadway, so the recommendation is broken into two sections:
 1. US 101 east to Neawanna Creek – two 6 foot sidewalks, two 6 foot bike lanes, and two 12 foot travel lanes. This section has more right of way available, and so the full cross section is recommended, with facilities on both sides for bicyclists and pedestrians. This is a short term (0-5 year) recommendation.
 2. Between Neawanna and Wahanna Road – two 12 foot travel lanes, a 10 foot boardwalk on the north side of the street, and a shoulder on the south side. This section is narrower, and has some environmental constraints. The cross section was reduced to accommodate these considerations. This is a medium term (5-10 year) recommendation.

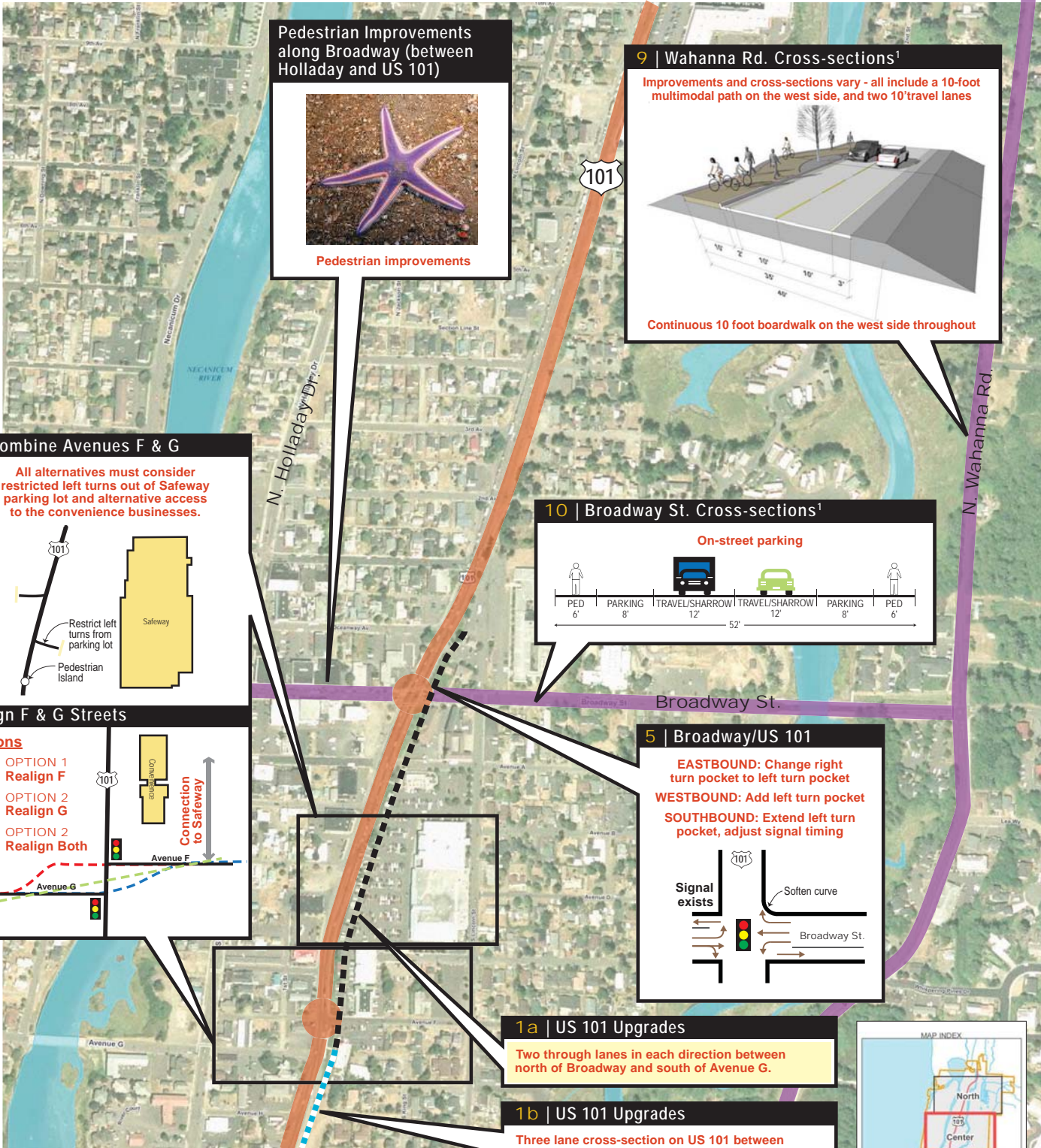
New Streets

- **Extend S Holladay Drive.** –Currently Holladay Drive ends at US 101 between Avenue M and Avenue P. Extending Holladay south to connect with US 101 near Avenue U provides an alternate local north-south route to US 101. This is a long term (10-20 year) recommendation.

Timing of Improvements and Funding

The projects included in the alternate mobility standards considerations and the Seaside TSP have been analyzed to determine the priority level, likely timeframe, and champion organization for each project. Attachment B shows the recommendations, time frame, planning level cost estimate, project champion and likely funding options to explore. Some of the larger projects would be implemented in phases due to the large cost or complex construction requirements. The TSP describes these phasing considerations.

Funding will likely come from a variety of sources, depending on the timing and type of improvement. The City and ODOT could provide funding for portions of many of the projects referenced above, and found in the implementation tables in Attachment B. The identified champion or responsible jurisdiction will not necessarily be the ultimate source of all of the funding needed.



Pedestrian Improvements along Broadway (between Holladay and US 101)

Pedestrian improvements

9 | Wahanna Rd. Cross-sections¹

Improvements and cross-sections vary - all include a 10-foot multimodal path on the west side, and two 10' travel lanes

Continuous 10 foot boardwalk on the west side throughout

10 | Broadway St. Cross-sections¹

On-street parking

6 | Combine Avenues F & G

All alternatives must consider restricted left turns out of Safeway parking lot and alternative access to the convenience businesses.

Realign F & G Streets

Options

- OPTION 1 Realign F
- OPTION 2 Realign G
- OPTION 2 Realign Both

5 | Broadway/US 101

EASTBOUND: Change right turn pocket to left turn pocket
WESTBOUND: Add left turn pocket
SOUTHBOUND: Extend left turn pocket, adjust signal timing

1a | US 101 Upgrades

Two through lanes in each direction between north of Broadway and south of Avenue G.

1b | US 101 Upgrades

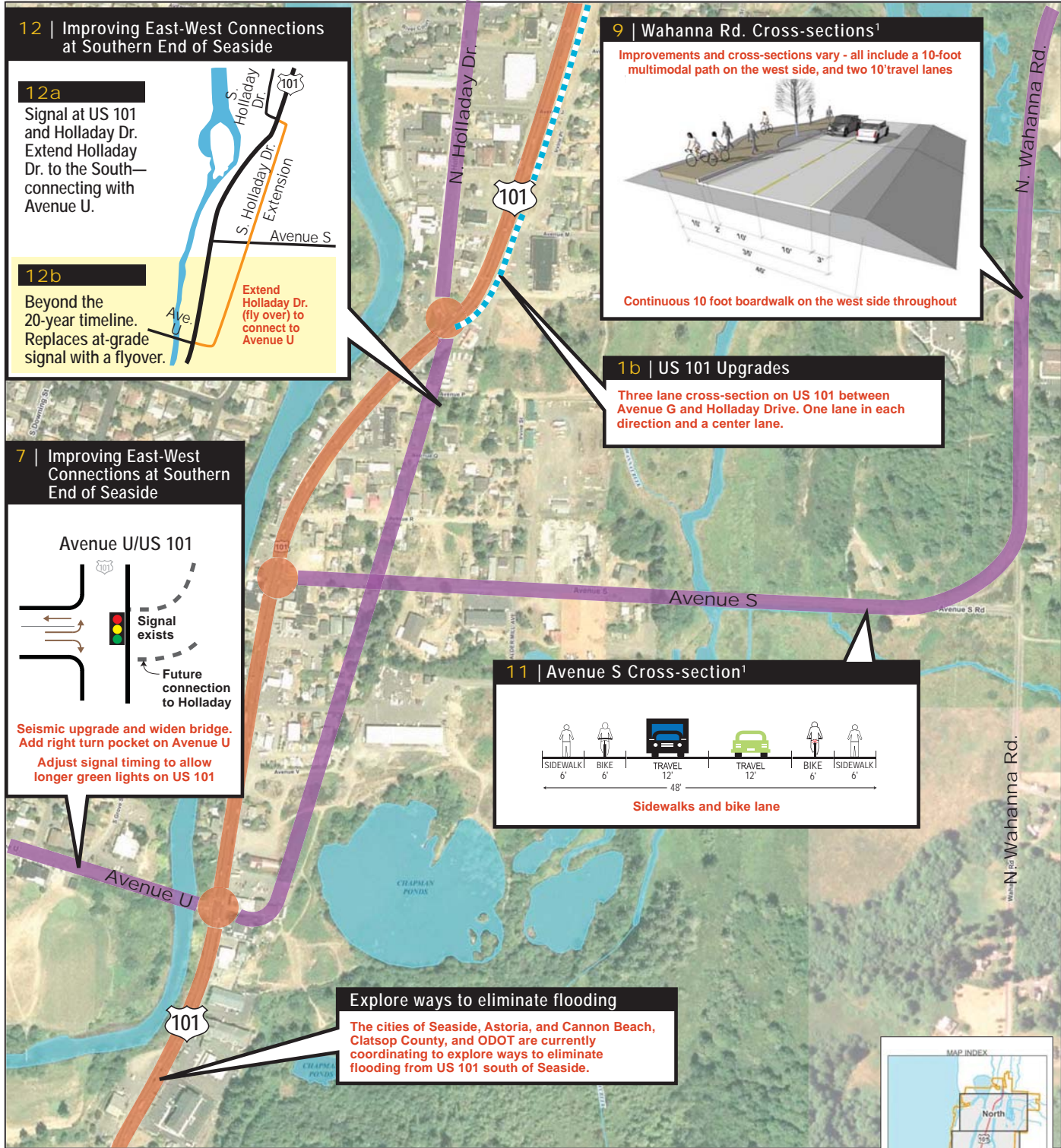
Three lane cross-section on US 101 between Avenue G and Holladay Drive. One lane in each direction and a center lane.



Aerial photo, City of Seaside, 2003
¹ Constraints such as bridges or limited roadway width could prevent the project idea cross-section from being implemented for the entire roadway length.

LEGEND

- Local Street
- US 101 Improvements
- This project is outside of the 20-year planning horizon.



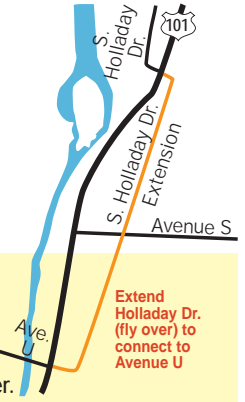
12 | Improving East-West Connections at Southern End of Seaside

12a

Signal at US 101 and Holladay Dr. Extend Holladay Dr. to the South—connecting with Avenue U.

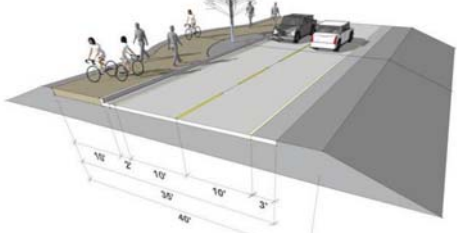
12b

Beyond the 20-year timeline. Replaces at-grade signal with a flyover.



9 | Wahanna Rd. Cross-sections¹

Improvements and cross-sections vary - all include a 10-foot multimodal path on the west side, and two 10' travel lanes

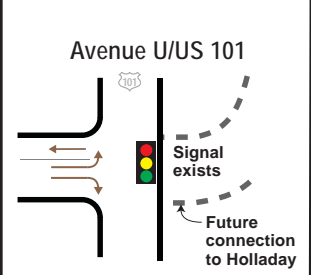


Continuous 10 foot boardwalk on the west side throughout

1b | US 101 Upgrades

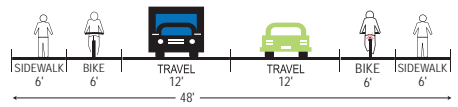
Three lane cross-section on US 101 between Avenue G and Holladay Drive. One lane in each direction and a center lane.

7 | Improving East-West Connections at Southern End of Seaside



Seismic upgrade and widen bridge. Add right turn pocket on Avenue U. Adjust signal timing to allow longer green lights on US 101

11 | Avenue S Cross-section¹



Sidewalks and bike lane

Explore ways to eliminate flooding

The cities of Seaside, Astoria, and Cannon Beach, Clatsop County, and ODOT are currently coordinating to explore ways to eliminate flooding from US 101 south of Seaside.

Aerial photo, City of Seaside, 2003

¹ Constraints such as bridges or limited roadway width could prevent the project idea cross-section from being implemented for the entire roadway length.

LEGEND

- Local Street
- US 101 Improvements
- This project is outside of the 20-year planning horizon.

MAP INDEX

0 50 100 200 400 Feet

Assumptions in Mode Shift

Because both Holladay Drive and Wahanna Road have been developed as parallel routes to US 101, SimTraffic was used to develop north-south travel times and/or travel speeds for US 101 and each of the parallel routes. Traffic volumes were shifted from US 101 until these times and speeds were comparable between the routes. Approximately 10% of average annual weekday traffic could be expected to shift from US 101 to Holladay Drive and Wahanna Road. This shift includes trips generated from or destined to future developments along Wahanna Road or Holladay Drive that would see these parallel routes as a more attractive way to reach the north or south end of the City, rather than accessing US 101 at its closest access (such as Broadway or 12th Avenue). These parallel routes would be more attractive due to the local roadway improvements (such as standard lane widths, adequate shoulders, and possibly access management treatments).

Investment in Alternate Modes of Transportation

In addition to the street upgrades and local connectivity projects, a number of bicycle, pedestrian, and transit improvements are proposed to provide viable alternate modes of travel in Seaside.

The City and ODOT agreed to assume a 25 percent increase in bicycling and walking, and the transit commute share would triple, effectively reducing vehicle demand on US 101. Overall, 6.5 percent of total vehicle trips would be reduced by these assumed increases in alternate modes. Investing in these alternate modes will increase usage by creating a comprehensive network that provides a variety of choices for those who do not use a personal automobile.

Pedestrian and Bicycle Facilities

Recommended pedestrian facilities include sidewalk upgrades along both sides of US 101 through Seaside, and upgrading crossing treatments to provide high-visibility crosswalks at unsignalized crossings. Existing crossings are recommended to be brought up to ADA compliance with curb ramps, tactile warning devices, and landings. Other sidewalks and crossing treatments off of US 101 are also recommended.

A number of off-street, shared use pathways are also recommended to provide an alternative to riding or walking along roadways. Currently a shared use pathway exists between 1st and 7th Avenues. The recommendation is to extend the path north to the city limits and North Gateway Park, and south to the city limits. Additional pathways include connections to the Promenade, along Wahanna Road, a high ground connector pathway east of the City, and extensions to higher ground from various points within Seaside.

To facilitate easy bicycle and pedestrian circulation throughout town, four bicycle and pedestrian bridges are recommended; two over the Necanicum River, and two over the Neawanna Creek. The bridges are located along recommended bicycle and pedestrian routes through the city.

Bikeways are also recommended along low and high traffic roadways throughout Seaside. These routes require signage and new pavement markings to identify them as bicycle routes or bicycle lanes.

Highlights of bicycle and pedestrian recommendations are listed below.

- Fill in sidewalk gaps along US 101 between Broadway and Seaside High School (Short term)
- Construct bicycle/pedestrian bridge over Neawanna Creek in vicinity of Avenue F (Short term)
- Construct bicycle/pedestrian bridge over Necanicum River in vicinity of Avenue S (Medium term)
- Construct bicycle/pedestrian paths to higher ground east of Wahanna Road (depending on location, these recommendations are short, medium, and long term)
- Add bicycle lanes or sharrows along Holladay Drive (Short term)



North/south connector routes

Scenic bikeway alternative route

Improve pedestrian and bike crossings on 101

New bike/ped bridge across creek

Improve pedestrian and bike accommodations at signalized crossings on 101

Improve east/west connections in the core

Coordinate Ave F/G improvements with Hwy 101 intersection

Improve sidewalks to multi-use path and complete gaps in 101 pathway.

Improve pedestrian and bike crossings on 101

New bike/ped bridge across river

Alt. A: Continue 101 trail to Avenue U

Alt. B: Extend trail along abandoned rail ROW to Avenue U

Extend the Prom to Cove area

Improve bicycle-pedestrian connection to Cove area

Extend 101 multi-use path to city limits & North Gateway Park

Bike/ped improvements to complex of interest intersections

High ground connector pathway

Extend 101 multi-use path

New bike/ped bridge across creek between 12th and Lewis & Clark

Crosswalk improvements

Pathway to high ground

High ground connector pathway. Alignment undetermined

Include bike lanes and multi-use path in Wahanna upgrade plans

Pathway to school and high ground

New bike/ped bridge across creek in vicinity of Avenue F

Pathway to school and high ground

Include bike lanes and multi-use path in Wahanna Road extension option

- Primary Bicycle & Pedestrian Destinations**
Schools, City Hall, Hospital, Retail
- Possible Bicycle & Pedestrian Bridge**
Type, size and location to be determined
- Improvements Bicycle & Pedestrian at Intersections**
Highway 101/Local Roads
- Bicycle & Pedestrian Improvements on Busier Roadway**
Existing/Recommended
- Bicycle & Pedestrian Improvements on Low Traffic Roadway**
Existing/Recommended
- Shared Use Pathway**
Existing/Recommended/Alignment not Determined
- Pathways to High Ground**
Recommended priorities for non-motorized evacuation routes



Bicycle and Pedestrian Improvement Recommendations



Seaside
Transportation
System Plan



P08-08 090601 Seaside alternatives, BikePed.pdf

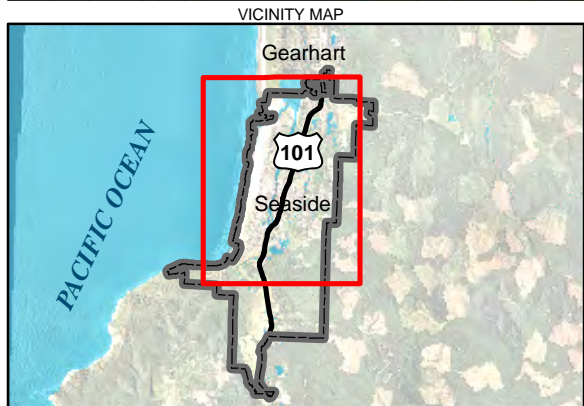
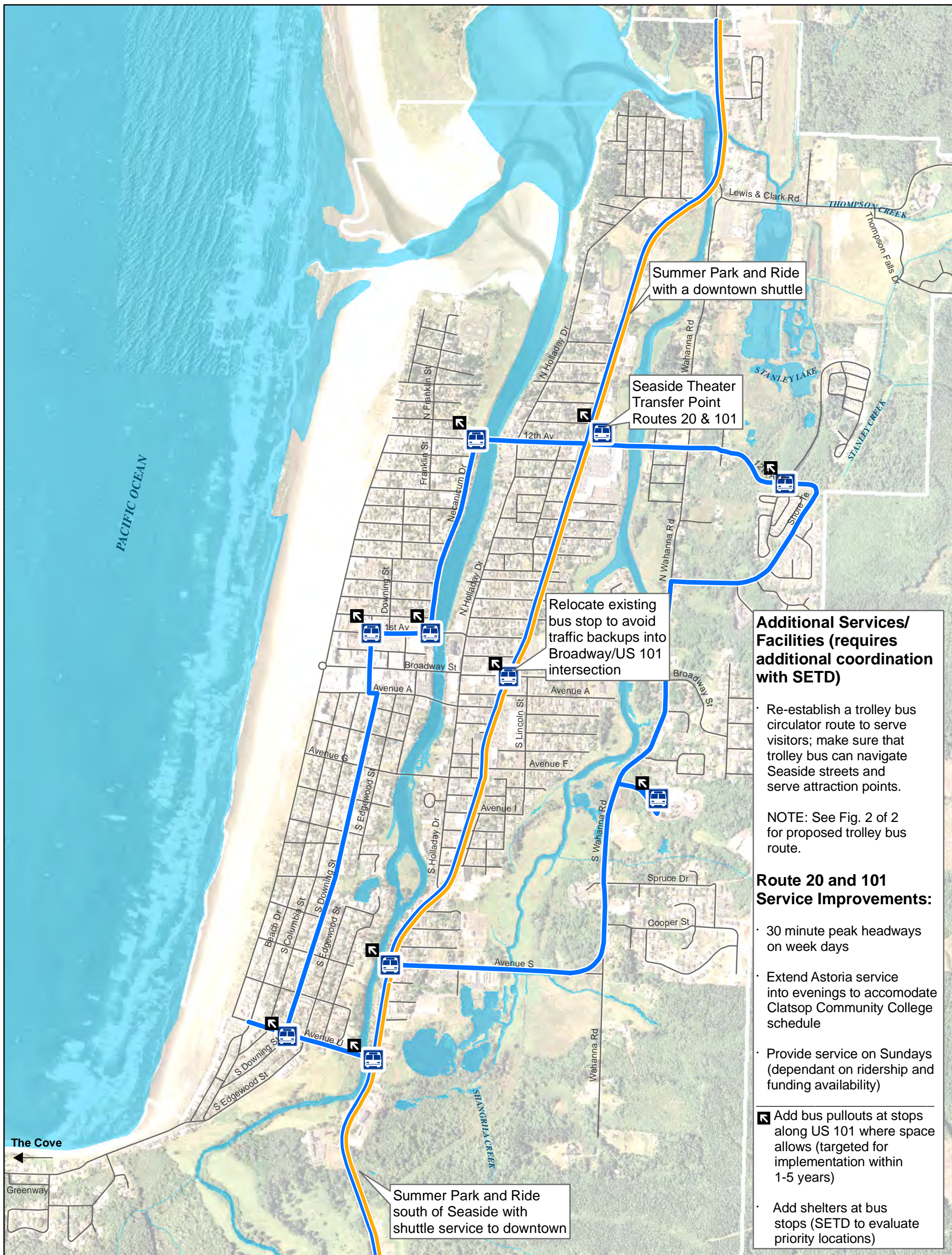
Transit Improvements

Transit recommendations include increased service frequency during the peak travel time and extended hours during the day and adding service on Sunday. The recommendations include reinstating the trolley circulator route, building a transit center, and park and rides north and south of the City with shuttles to downtown.

Highlights of transit recommendations are listed below.

- Extend transit service into evenings and on Sundays (Short term)
- Construct bus pullouts along US 101 at transit stops (Short term)
- Construct new transit center west of US 101 in vicinity of Avenue D (Short term)

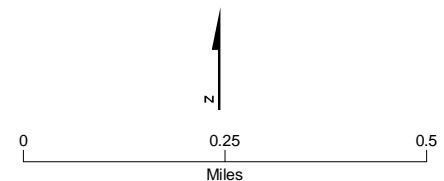
More than three dozen individual bicycle, pedestrian, and transit recommendations are listed in the Seaside TSP. A comprehensive list of upgrades to support alternate modes throughout Seaside is included in the Bicycle, Pedestrian and Transit Modal Plans of the Seaside TSP.



- LEGEND**
- Potential Bus Pullouts
 - Bus Stops
 - Route 20 Bus Line
 - Route 101 Express Line
 - Streets

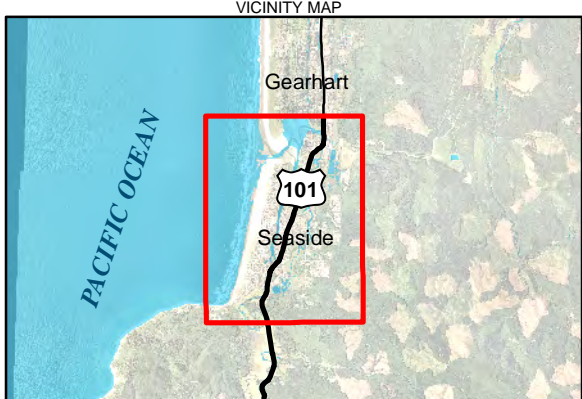
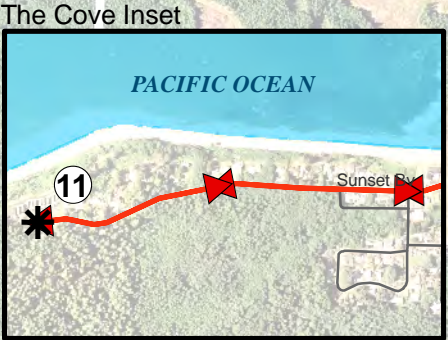
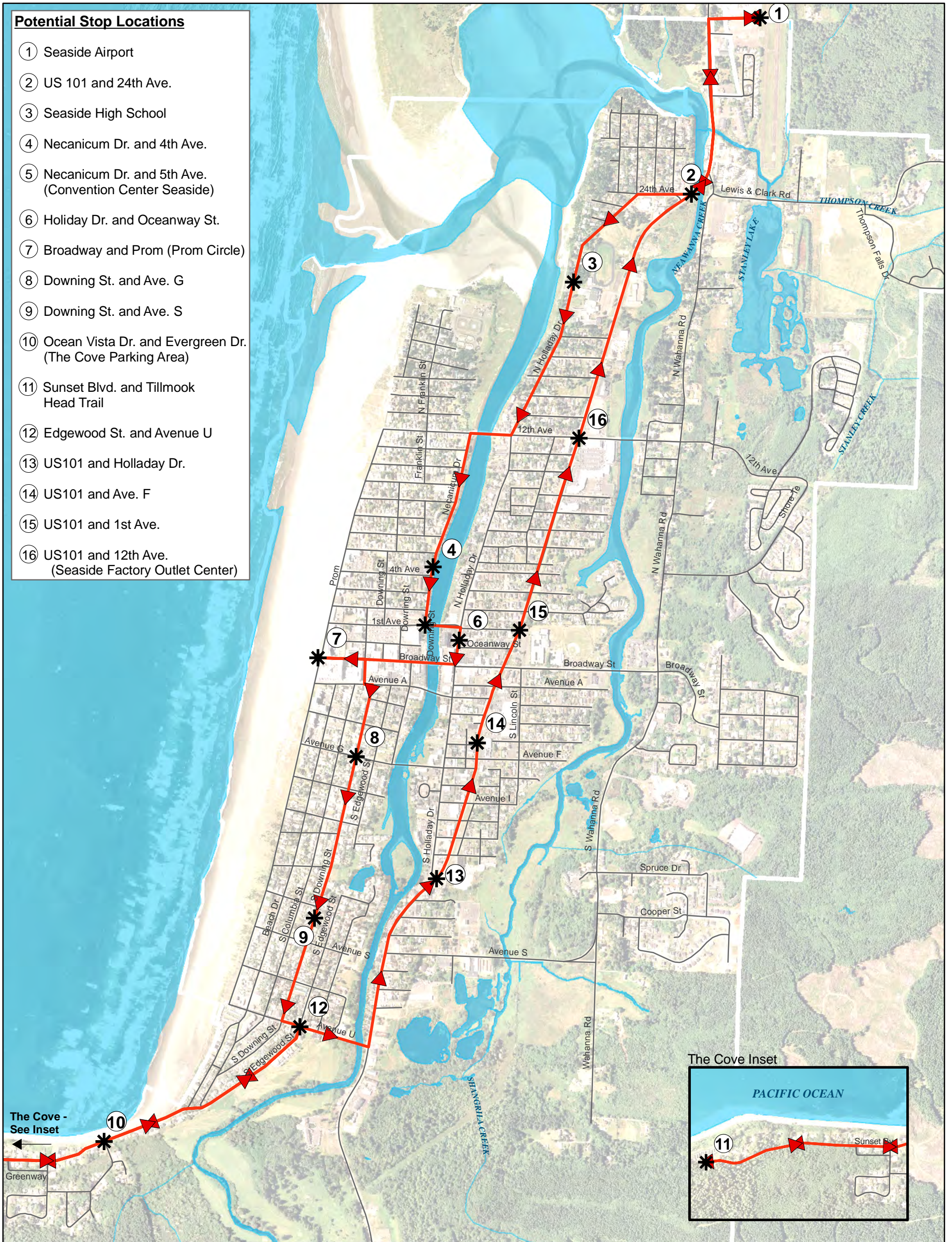
Notes:
1. Sunset Empire Transit District (SETD) - Transit Agency

FIGURE 3.23
TRANSIT RECOMMENDATIONS
City of Seaside



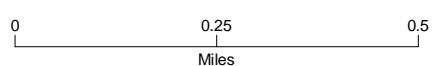
Potential Stop Locations

- ① Seaside Airport
- ② US 101 and 24th Ave.
- ③ Seaside High School
- ④ Necanicum Dr. and 4th Ave.
- ⑤ Necanicum Dr. and 5th Ave. (Convention Center Seaside)
- ⑥ Holiday Dr. and Oceanway St.
- ⑦ Broadway and Prom (Prom Circle)
- ⑧ Downing St. and Ave. G
- ⑨ Downing St. and Ave. S
- ⑩ Ocean Vista Dr. and Evergreen Dr. (The Cove Parking Area)
- ⑪ Sunset Blvd. and Tillmook Head Trail
- ⑫ Edgewood St. and Avenue U
- ⑬ US101 and Holladay Dr.
- ⑭ US101 and Ave. F
- ⑮ US101 and 1st Ave.
- ⑯ US101 and 12th Ave. (Seaside Factory Outlet Center)



LEGEND

- * Potential Trolley Bus Stops
- ➡➡➡ Potential Seaside Trolley Bus Route
- Streets



**FIGURE 3.24
TRANSIT
RECOMMENDATIONS
POTENTIAL SEASIDE
TROLLEY BUS ROUTE
City of Seaside**

Assumptions in Mode Shift

The Seaside TSP identifies improvements to infrastructure for alternate modes (for example, increased bike lanes and sidewalks). A method to reduce the forecasted average annual weekday peak hour volumes was developed to quantify a potential shift in vehicle trips from the highway to these alternate modes.

Census data from the year 2000 “Journey to Work” report for Seaside indicates that approximately 80% of all commutes were in a single occupant vehicle; while approximately 13% were completed by either bicycle/walking. These existing mode shares were assumed to also be the future mode share, if no improvements to alternate modes were developed.

Because Seaside is a relatively compact community, modest increases to future commute modes were assumed. Pedestrian/bicycle commutes were assumed to increase by approximately 25%, while the transit commute share would triple from an existing 1 percent of all commute modes to a modest 3 percent of all commute modes. The percent of telecommuters and other modes were assumed to remain the same. Assumptions for increases in the forecasted share for travel modes are outlined in Table 4 below.

TABLE 6- ALTERNATIVE MODE TRIP COMPARISON

Commuter Mode	Mode Share Without Improvements¹	Future Mode Share With Improvements	% change
SOV Car, truck, van	80.00%	74.75%	- 94%
Public Transportation	1.00%	3.00%	+ 200%
Bicycle	2.00%	2.50%	+ 25%
Pedestrian	11.00%	13.75%	+ 25%
Telecommute	4.00%	4.00%	0%
Other	2.00%	2.00%	0%

¹ Source: 2000 Census data “Journey to Work” for Seaside. Assumed to be the future mode share split without improvements to alternate modes.

The above assumptions would result in a reduction to the single occupant vehicle commute share (since it would only make up approximately 75% of all commute trip types). Comparing mode shares with and without alternate mode improvements, the overall percent change (reduction) in single occupant vehicles would be approximately 6.5 %.

This percent reduction was applied to future forecasted volumes in Synchro to account for single occupant vehicle trips shifting to alternate modes. Since the future forecasted volumes represent the peak hour trips on a average annual weekday afternoon, it was assumed the majority of trips on the system at this time were ‘work’ or ‘commute’-related.

It should be noted that the TSP recommends bicycle, pedestrian, and transit projects that will serve summertime visitors as well as weekday commuters. Some of the visitor improvements include areas for visitors to park and ride transit and/or walk to a variety of destinations, wayfinding/signage, a rubber-tired trolley bus that links attractions, and bicycle maps to be made available at area hotels.

Access Management

Oregon Administrative Rules (OAR) Chapter 660, known as the TPR, requires local governments to amend their land use regulations to implement their TSPs. In regard to protecting the functionality of transportation facilities by way of access management, the TPR requires that local governments adopt land use regulations that include:

Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities
(OAR 660-012-0045(2))

The TPR does not prescribe the explicit access management measures that a local government must incorporate into its local code for their local streets, only that related measures must be included. Consequently, local governments across Oregon have adopted a variety of access management-related requirements into their local codes and TSPs to address this section of the TPR. For highways, US 101 in the case of Seaside, OAR Chapter 734, "Division 51" Highway Approaches, Access Control, Spacing Standards, and Medians, provides guidance and standards for the management of accesses and approaches on highways.

Access Management Tools for Seaside

Specific access management techniques for a given location will be determined during a future Access Management Plan planning process. Until location specific access management techniques are determined, the following guidelines would be used to aid the permitting process and Planning Commission approvals.

Access management guidelines would be triggered by the following:

- 1) **Redevelopment² along US 101**, which is defined as a proposed new building or structure, or the reconstruction, rehabilitation or expansion of an existing site; proposed land division, subdivision or site project; proposed construction or expansion of a parking lot; and/or any other circumstances where a building permit, other construction permit, or zoning or occupancy certificate is sought for use, site upgrade, or change of use for any land³, buildings, or structures.
- 2) **Major improvement of US 101**, which is defined as a highway or intersection construction or modernization project or other roadway or intersection project determined by the Region Manager.

Access management techniques to be considered prior to issuance of any permits or approvals fall into one of the three following categories:

² Definition of redevelopment from OAR 734-051-0010 Division 51 is the act or process of changing an existing development including replacement, remodeling, or reuse of existing structures to accommodate new development that is consistent with current zoning. The definition of redevelopment in this document is narrower than the definition within OAR 734-051-0010.

³ OAR 734-051-0010 states that a "Change of Use of an Approach," which applies to private approaches existing under a valid permit and grandfathered approaches, occurs and an application must be submitted under the following circumstances: zoning or plan amendment designation changes; construction of new buildings; floor space of existing buildings increase; changes in the character of traffic using the approach; internal site design or inter-parcel circulation changes; or reestablishment of a property's use after discontinuance for two years or more.

- 1) Segments to consider consolidating approaches⁴,
- 2) Segments to consider relocation of approaches to local streets,
- 3) Segments to consider restriction of access to right-in, right-out only with median control. Left-turns in and left-turns out can be considered on a case-by-case basis. Median control could be continuous or could provide full access at key public streets.

Following are definitions of the access management categories and the conditions considered when designating segments of US 101 in one of these three categories.

1) Reduce number of approaches

a. Through relocation of approaches to local streets

On corner lots adjacent to local streets, it may be possible to relocate local approaches onto US 101 to the local street network because these parcels have at least one side that abuts the local street network (including alleys). Approaches directly onto US 101 could be modified or relocated to increase the use of local street network and limit access to the highway where possible to public street approaches. This concept may be most applicable along US 101 between 16th Avenue on the north (west of the highway only) to Holladay Drive to the south.

b. Through driveway consolidation, shared parking, and/or frontage or backage roads

This technique is applicable in areas where it is not possible to relocate approaches to local streets because there is no access to existing or planned local street alternatives to US 101. In these segments, consolidating approaches through consolidating driveways and/or shared driveways with adjacent businesses, or establishing crossover easements through parking lots and/or permissive designs that facilitate connections to local east-west streets could be considered (with or without shared parking areas). In some cases, existing right-of-way or existing building orientation may allow sufficient room for the development of crossover easements that could provide benefits similar to an access lane, frontage road, or backage road. These access management tools are described in detail in section 3.411 of the Seaside US 101 Overlay Zone. Approaches would remain full access, meaning right and left turns would be allowed.

2) Control turning movements

Medians (flexible traffic delineator post, raised median)

In areas operations and safety are compromised by high volumes and multiple turning conflicts, approaches onto US 101 could be restricted to right-in, right-out by adding median control in the roadway. Drivers could make left turns at signalized intersections which allow full access and U-turns at unsignalized intersections where sufficient room is or becomes available to do so. The following conditions should be present for this concept to be recommended:

- i. Alternate, north-south local streets exist AND

⁴ US 101 overlay zone ordinance language includes the ability to set up reciprocal easements that would allow future neighboring re-development to use a consolidated access.

- ii. US 101 congestion at nearest intersection is above a v/c of 1.0 OR
- iii. Highway segment crash rate is above the statewide average rate for a similar facility (urban, major arterial) OR
- iv. In the vicinity of traffic signals OR
- v. Where pedestrian islands are needed to provide safe crossings.

Conditions that would trigger consideration of median control and restricted access would be a history of safety conflicts or where traffic safety problems can be anticipated to result from traffic generation or operational characteristics of the affected segment of highway and/or from such characteristics of the proposed site development, such as vehicle and pedestrian conflicts or vehicle turning movement conflicts that could be made safer with a median treatment.

Upon further development of the local street network, additional opportunities for restricting access to the highway could be made. Drivers would use local, north-south streets, such as Holladay Drive on the west side of US 101 or Lincoln Street on the east side of US 101 to access signalized intersections where they could make left turns onto the US 101. The existence of or plans for parallel, north-south local streets and present or planned traffic signals would require little to no out-of-direction travel for drivers.

Specific Opportunities to Implement Access Management Tools

North of Broadway

In the north end of the City, few north south streets exist on the east side to allow alternate access and local connectivity, so the recommendation is to explore frontage roads, backage roads, of ways to consolidate accesses. Access consolidation could include combining driveways, creating shared parking. These approaches would remain full access, meaning right and left turns are allowed.

South of 17th Avenue, the recommendation is to consolidate access and relocate access to local streets. There are some areas where it is appropriate to explore crossover easements or access lanes either in front or in back of properties. These strategies are appropriate for corner lots adjacent to local streets, as these parcels have at least one side that abuts the local street network.

Between 1st and 7th Avenue, there are no alternate north-south streets between US 101 and Neawanna Creek, and so the recommendation is to consolidate accesses or relocate accesses to local streets. South of 1st Avenue, the recommendation is to modify accesses to right-in, right-out only with a central median along US 101. Access to streets that cross the Necanicum River would remain open, and the recommendation for the median would allow limited access and left turns off of US 101. Certain conditions are required for medians to be recommended including the presence of alternate north-south local streets, and high congestion areas. Additional consideration for high crash rate segments, traffic signals and where pedestrians islands are needed to provide safe crossings.




South of Broadway


There are alternate north-south options between Avenue I and Holladay on US 101: Holladay Drive and King Street are local north-south streets. Additionally, the opportunity to extend Jackson Street South would allow drivers to turn onto US 101 at new intersections at Avenue F/G or Broadway.

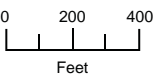
South of Holladay Drive on the west side, the recommendation is to consolidate accesses where possible. There are no other north-south streets between US 101 and the Necanicum River. It is appropriate to consolidate and/or relocate access to local streets on the east side, since connection options exist.



Legend








-  = existing traffic signal
-  = planned traffic signal
-  = streets





Access Management Tools

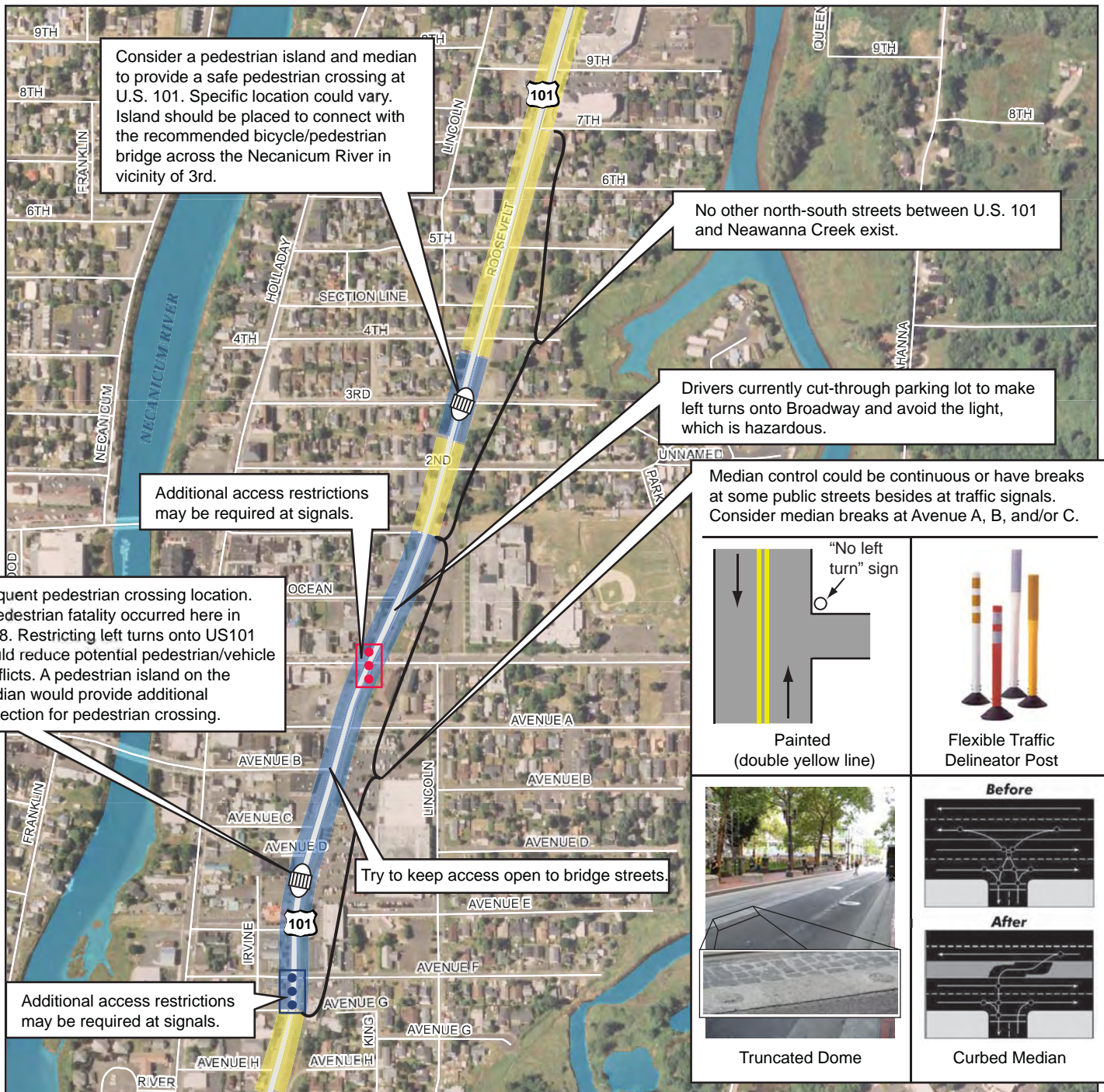
Consider the following access management tools in the event of redevelopment or major improvement of US 101.*

-  = consolidate access
-  = explore crossover easements or access lane (at front or rear of property)
-  = consolidate, and/or relocate access to local streets
-  = modify access to right-in, right-out with median
-  = potential local street extensions
-  = potential local street extensions in areas with public right of way available
-  = potential pedestrian island

* These tools do not preclude ODOT from considering other improvements.

NORTH

US 101 Access Management Tools
SEASIDE TRANSPORTATION SYSTEM PLAN



Consider a pedestrian island and median to provide a safe pedestrian crossing at U.S. 101. Specific location could vary. Island should be placed to connect with the recommended bicycle/pedestrian bridge across the Necanicum River in vicinity of 3rd.

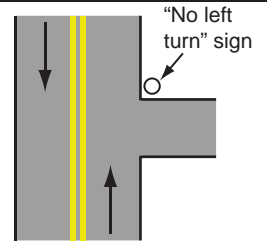
No other north-south streets between U.S. 101 and Neawanna Creek exist.

Drivers currently cut-through parking lot to make left turns onto Broadway and avoid the light, which is hazardous.

Additional access restrictions may be required at signals.

Median control could be continuous or have breaks at some public streets besides at traffic signals. Consider median breaks at Avenue A, B, and/or C.

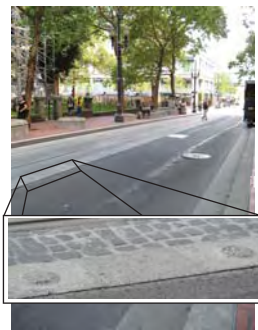
Frequent pedestrian crossing location. A pedestrian fatality occurred here in 2008. Restricting left turns onto US101 would reduce potential pedestrian/vehicle conflicts. A pedestrian island on the median would provide additional protection for pedestrian crossing.



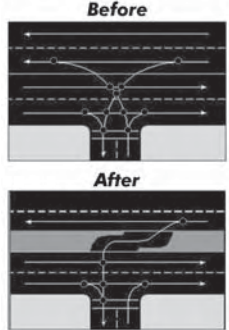
Painted (double yellow line)



Flexible Traffic Delineator Post



Truncated Dome



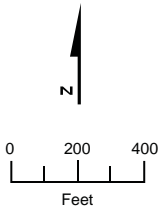
Curbed Median

Try to keep access open to bridge streets.

Additional access restrictions may be required at signals.

Legend

- = existing traffic signal
- = planned traffic signal
- = streets



Access Management Tools

Consider the following access management tools in the event of redevelopment or major improvement of US 101.*

- = consolidate access
- = explore crossover easements or access lane (at front or rear of property)
- = consolidate, and/or relocate access to local streets
- = modify access to right-in, right-out with median
- = potential local street extensions
- = potential local street extensions in areas with public right of way available
- = potential pedestrian island

* These tools do not preclude ODOT from considering other improvements.

Consider a pedestrian island and median to provide a safe pedestrian crossing at U.S. 101. Specific location could vary. Island should be placed to connect with the recommended extension of Holladay Drive as a local street to the south.

Consider a pedestrian island and median to provide a safe pedestrian crossing at U.S. 101. Specific location could vary. Island should be placed to connect with the recommended bicycle/pedestrian bridge across the Necanicum River in vicinity of Avenue S.

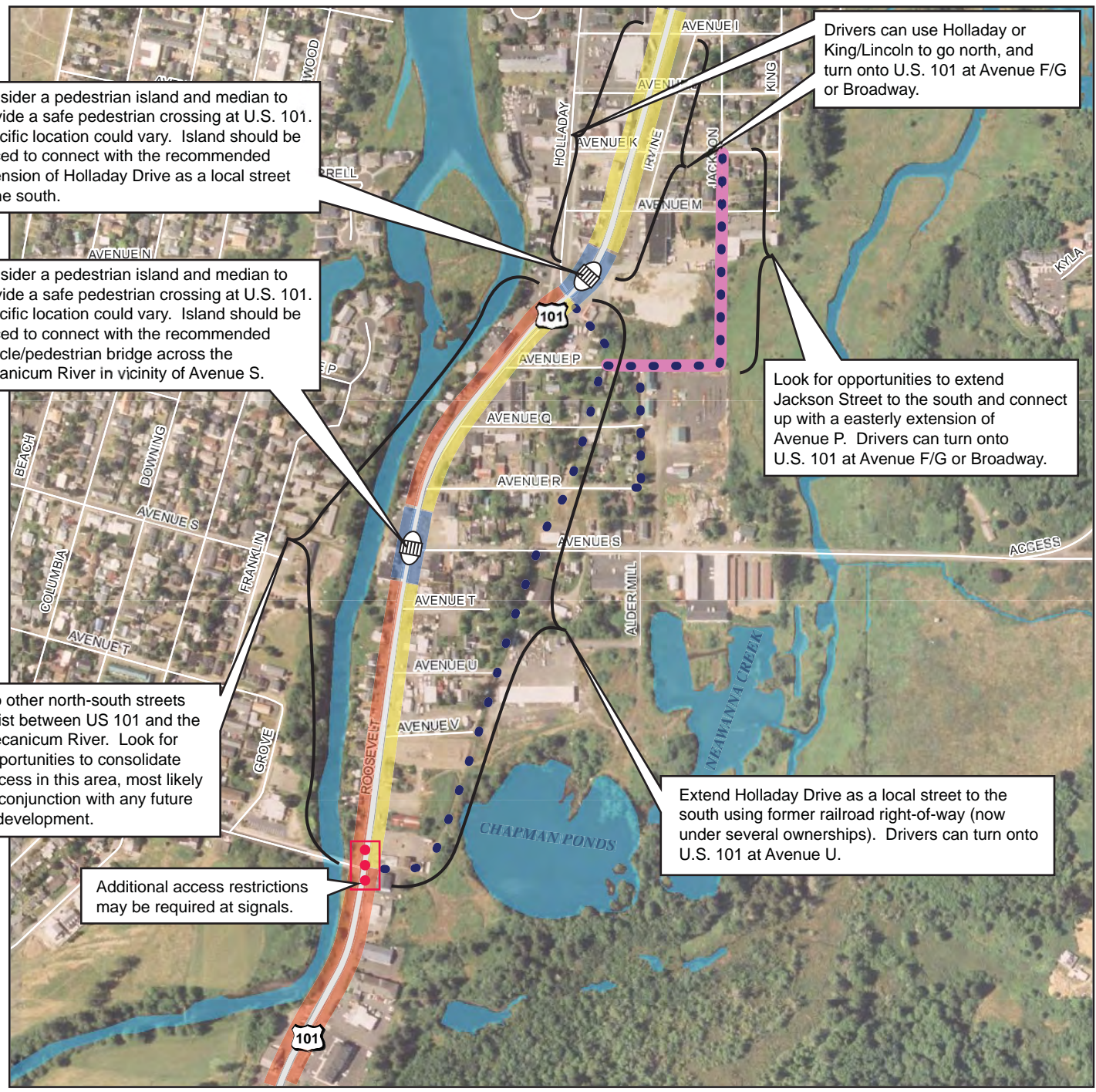
No other north-south streets exist between US 101 and the Necanicum River. Look for opportunities to consolidate access in this area, most likely in conjunction with any future redevelopment.

Additional access restrictions may be required at signals.




Drivers can use Holladay or King/Lincoln to go north, and turn onto U.S. 101 at Avenue F/G or Broadway.

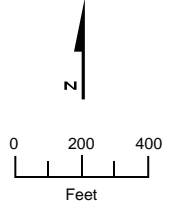
Look for opportunities to extend Jackson Street to the south and connect up with an easterly extension of Avenue P. Drivers can turn onto U.S. 101 at Avenue F/G or Broadway.

Extend Holladay Drive as a local street to the south using former railroad right-of-way (now under several ownerships). Drivers can turn onto U.S. 101 at Avenue U.










Legend

-  = existing traffic signal
-  = planned traffic signal
-  = streets



Access Management Tools

Consider the following access management tools in the event of redevelopment or major improvement of US 101.*

-  = consolidate access
-  = explore crossover easements or access lane (at front or rear of property)
-  = consolidate, and/or relocate access to local streets
-  = modify access to right-in, right-out with median
-  = potential local street extensions
-  = potential local street extensions in areas with public right of way available
-  = potential pedestrian island

* These tools do not preclude ODOT from considering other improvements.

Land Use Planning

Land Use changes are the fourth and final aspect of the Seaside TSP that supports alternate mobility standards. The TSP implements an overlay zone along US 101 and for the City as a whole. The land use amendments are meant to encourage walking and bicycling by providing a welcoming environment and amenities for these activities. There are two recommendations for code alterations: adding an overlay zone adjacent to the highway which works with the existing zoning and land use to help preserve mobility on the highway, and overall city-wide proposed code amendments.

US 101 Overlay Zone

The overlay zone extends 200 feet on either side of US 101 from north to south in the City. The overlay provides a flexible process to review proposed development or redevelopment of land that is compatible with the long-term highway capacity. Land use decisions in the Overlay zone will not authorize uses that create traffic flows exceeding alternate mobility standards. It also authorizes the Seaside Planning Commission and ODOT to evaluate new developments or redevelopment along US 101. Changes in Land Use along US 101 that are likely to significantly increase trips on the highway are required to conduct a TIA to determine the impact on the highway. Building size and setbacks are also regulated within the overlay zone, along with capacity preservation measures including TDM measures and parking lot location. There are requirements for vehicular access and circulation.

City-Wide Zoning Language

In addition to the overlay zone, city wide land use ordinance changes are included in the TSP. These recommendations include integrating bicycle parking throughout the City and to consider access and circulation for pedestrians in site layout and design. Language to regulate walkway design and construction is also included in the land use ordinance.

Additional detail on the land use overlay zone can be found in the Technical Memorandum *Potential Ordinance Language for US 101 Overlay Zone and Design Standards for Seaside*.

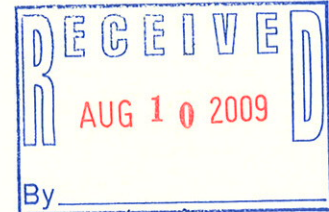
**Attachment A:
Letters of Support between ODOT
and the City of Seaside (August 2009)**

file

CITY of SEASIDE

OREGON'S
FAMOUS
ALL-YEAR
RESORT

989 BROADWAY
SEASIDE, OREGON 97138
(503) 738-5511



August 7, 2009

Ms. Jane Lee, Region 2 Manager
Oregon Department of Transportation
455 Airport Road SE
Salem, Oregon 97301

Dear Ms. Lee,

The City of Seaside is proud of the progress we have made together with ODOT in developing the City's Transportation System Plan (TSP). As you know, this is not the first time our two agencies have attempted to create a transportation plan in Seaside. The draft TSP we prepared ten years ago addressed the local system, at the expense of the highway. The Pacific Way to Dooley Bridge (Pac-Dooley) project led by ODOT five years ago addressed the highway, at the expense of the local community. Neither of these efforts were adopted or implemented, and our community is only now emerging from the shadow of the Pac-Dooley experience. We see the Seaside TSP as a way for both the community and the state to move forward to address the future of our transportation system.

Neighborhood, business and civic leaders along with local residents have been working together with the city, county, and state over this past year to understand the complex transportation issues facing Seaside, and to develop solutions that address them. As a result, we have a greater appreciation for an integrated approach to addressing transportation issues over time and the necessity of strong local, state and federal partnerships to move projects forward into implementation. We are pleased to extend our support to the emerging suite of solutions that improve bicycle and pedestrian access and safety; increase transit availability, and provide greater mobility and connectivity along our local street network. Our commitment to an adopted TSP is one of our top council goals for the year.

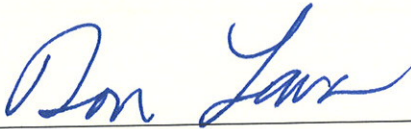
A comprehensive approach to addressing transportation issues in Seaside is far from complete without integrating Roosevelt Drive (Highway 101). Our demonstrated commitment to transportation planning combined with strong support for investing in our local street, bicycle, and pedestrian network will help create a new future for the highway - one we hope to implement together. This new future will require creative solutions guided in part by a more flexible approach to mobility standards for the highway.

We stand together as the elected leaders of Seaside to ask ODOT to work with us in pursuing alternate mobility standards for US 101 that would allow us to keep a smaller highway footprint through our city. Alternate mobility standards are appropriate in Seaside due to the seasonal nature of our traffic congestion, combined with our commitment to remove local trips from the highway by improving our local street network. This, we believe, provides us the foundation needed to work together and develop alternative mobility standards for Seaside.

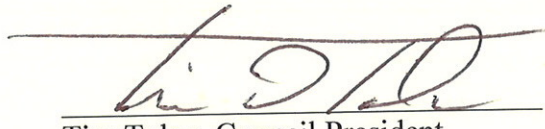
Please advise us on how we can move forward to develop mutually beneficial and timely highway solutions to be included in our TSP. We look forward to continuing to work together.

Sincerely,

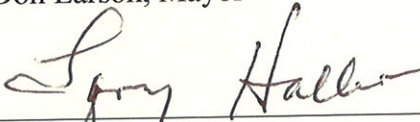
Seaside City Council:



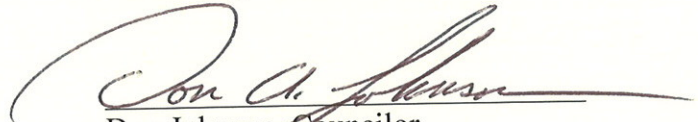
Don Larson, Mayor



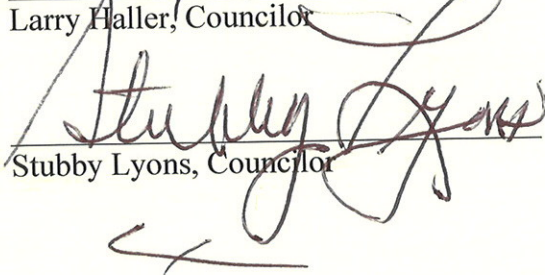
Tim Tolan, Council President



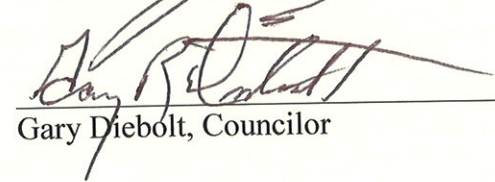
Larry Haller, Councilor




Don Johnson, Councilor



Stubby Lyons, Councilor



Gary Diebolt, Councilor


Dave Moore, Councilor



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 2 Headquarters

455 Airport Road SE Building B

Salem, Oregon 97301-5395

Telephone (503) 986-2600

Fax (503) 986-2630

August 14, 2009

Mayor Don Larson and Members of Seaside City Council
Seaside City Hall
989 Broadway
Seaside, Oregon 97138

Dear Mayor Larson,

Congratulations on the great progress you are making in the development of your Transportation System Plan as referenced in your recent letter. Your Council's commitment to supporting alternative modes, investing in your local street network, and increasing transit availability is integral to exploring creative approaches to address congestion.

We understand the seasonal nature of the highway congestion in Seaside and the community's desire to preserve the city's unique qualities that attract visitors from across the nation. As other destination communities in Oregon face similar challenges, it is in our interest to work together towards finding creative solutions for Highway 101 through Seaside. Other communities will be looking to our work in Seaside as a model for their communities.

Alternate mobility standards can be part of an approach to developing fundable solutions when it is combined with a local commitment of investing in the local transportation network, investing in alternate modes, access management techniques, and land use planning. We see through the TSP's draft recommendations that our two agencies are making progress in these areas. With limited transportation funding available, ODOT is supportive of exploring how alternative mobility standards together with land use changes and access management controls can lead to outcomes that are supported by local communities while maintaining safety and mobility on the highway.

ODOT is committed to continuing to work together with the City of Seaside through the Transportation System Plan process to explore how alternative mobility standards may be used as part of a package of solutions. I will ensure that the Region 2 Planning staff continues to represent ODOT in this work.

It is worthy of note that ODOT and the City of Seaside have the same goal of an adopted TSP at the local and state level. It is good to see us working toward this goal together.

Sincerely,

Jane Lee
ODOT Region 2 Manager

Attachment B: Order-of-Magnitude Cost Estimates and Implementation Plan for TSP Recommendations

Short Term Projects (0-5 years)

	Project	Order of Magnitude Costs	Champion	Funding Options to Explore
Auto	Intersection of Broadway & Hwy 101	\$792,000	ODOT	ODOT Statewide Transportation Improvement Program (STIP) - Modernization - Safety Operations City Road District Fund City Tax Street Fund (for local match)
	Intersection of Avenue U & Hwy 101	\$7,997,000	ODOT	ODOT STIP - Modernization - Safety Operations Highway Bridge Rehabilitation and Replacement Program (HBRR) City Road District Fund City Tax Street Fund (for local match)
	Avenue S Cross Section - Between US 101 and the bridge	\$3,459,000	City of Seaside	ODOT Bicycle & Pedestrian Program ODOT Transportation Enhancement (TE) Program City Road District Fund
Bicycle/Pedestrian	Sidewalk connectivity – along US 101	\$1,935,000	ODOT	ODOT Bicycle & Pedestrian Program ODOT TE Program Urban Renewal Area ODOT Sidewalk Improvement Program (SWIP)
	Bicycle/pedestrian bridge over Neawanna Creek in vicinity of Avenue F	\$645,000	City of Seaside	ODOT TE Program ODOT Bicycle & Pedestrian Program Local Improvement District Levy or Bond
	Connection to higher ground – east of Neawanna Creek in vicinity of Avenue F	\$110,000	City of Seaside	ODOT TE Program ODOT Bicycle & Pedestrian Program Local Improvement District Levy or Bond
	Bicycle lanes and shared roadway markings for Holladay Street	\$80,000	City of Seaside	ODOT Bicycle & Pedestrian Program ODOT TE Program City Road District Fund
	Extension of shared use path along US 101 from north city limits to 12 th Avenue	\$381,000	City of Seaside	ODOT Bicycle & Pedestrian Program ODOT TE Program City Urban Renewal Area
	Pedestrian crosswalks and curb ramps off US 101	\$5,000 and \$17,000 /intersection	City of Seaside	ODOT Bicycle & Pedestrian Program ODOT TE Program City Tax Street Fund
Transit	Extend Route 101 service in the evenings	Annual operating: \$75,500	Sunset Empire Transportation District (SETD)	ODOT Public Transportation Programs (Job Access Reverse Commute - JARC, New Freedom) Transit Center Space Lease
	Provide service on Sundays	Annual operating: \$92,600	SETD	ODOT Public Transportation Programs (JARC, New Freedom) Transit Center Space Lease
	Addition of Bus pullouts on US 101	\$152,000	SETD	ODOT STIP - Modernization ODOT TE Program
	Addition of Bus Shelters	\$69,900	SETD	ODOT Public Transportation Programs (Capital Investment) Livable Communities Grant Transit System Advertising
	Transit Center	\$4,000,000	SETD	ConnectOregon Program Livable Communities Grant Transportation Housing and Urban Development Grant

Medium Term Projects (5-10 years)

	Project	Order of Magnitude Costs	Champion	Funding Options to Explore
Auto	Intersection of 12th Ave. & Hwy 101	\$1,314,000	ODOT	ODOT STIP - Modernization - Safety Operations City Tax Street Fund (for local match) City Road District Fund
	Realign Avenue F & G with new signal	\$3,352,000	ODOT City of Seaside	ODOT STIP - Modernization - Safety Operations Developer Contribution City Tax Street Fund(for local match) City Road District Fund
	Avenue S Cross Section - Between the bridge and Wahanna Road	\$2,268,000	City of Seaside	City Road District Fund ODOT Bicycle and Pedestrian Program ODOT TE Program
Bicycle/Pedestrian	Bicycle/pedestrian bridge over Necanicum River in vicinity of Avenue S	\$390,000	City of Seaside	ODOT Bicycle and Pedestrian Program ODOT TE Program Local Improvement District Levy or Bond
	Wahanna Road Cross-sections	\$6,678,000	City of Seaside	ODOT Bicycle and Pedestrian Program ODOT TE Program City Road District Fund Systems Development Charge
	Connection to higher ground – east of Avenue S/Wahanna Road	\$296,000	City of Seaside	ODOT TE Program Local Improvement District Levy or Bond
	Shared use path extending the Prom from Avenue U to Ocean Vista	\$82,000	City of Seaside	Local Improvement District Levy or Bond Prom Improvement Fund
	Pedestrian crossing improvements at select intersections between 15 th Avenue and Avenue S	\$100,000	ODOT	ODOT Bicycle and Pedestrian Program ODOT TE Program Urban Renewal Area
Transit	Re-establish Trolley Bus Circulatory Route	\$785,760	SETD	ODOT Public Transportation Programs (JARC, Capital Investment) Transit System Advertising Local Improvement District
	Increase existing Bus service to 30 minute headways during the peak	\$1,680,000	SETD	ODOT Public Transportation Programs (JARC, New Freedom) Transit System Advertising Transit Center Space Lease
	Relocate existing bus stop at US 101 and Broadway	\$3,000	SETD	Transit System Advertising Transit Center Space Lease
	Satellite Parking Areas	Signage Only: \$2,100 Paving a lot: \$36,000	SETD	ODOT Public Transportation Programs (JARC) ODOT Transportation Options Program City Tax Street Fund

Long Term Projects (10-20 years)

	Project	Order of Magnitude Costs	Champion	Funding Options to Explore
Auto	Extension of S. Holladay Drive to the south (tie in with US 101 at Avenue U)	\$7,406,000	ODOT City of Seaside	ODOT Modernization Program Local Improvement District City Tax Street Fund (for local match) System Development Charges
Bicycle/Pedestrian	Bicycle/pedestrian bridge over Neawanna Creek in vicinity of 15 th Avenue	\$954,000	City of Seaside	ODOT TE Program Local Improvement District Levy or Bond
	Bicycle/pedestrian bridge over Necanicum River in vicinity of 3 rd Avenue	\$719,000	City of Seaside	ODOT TE Program Local Improvement District Levy or Bond
	High ground connector pathway (north/south between Lewis & Clark and Avenue S)	\$687,000	City of Seaside	Local Improvement District Levy or Bond

In addition to the above, we will explore potential new funding sources that may come from Federal Surface Transportation Reauthorization Bill and other Federal and State sources that focus on:

- Lifeline routes
- Safety
- Tsunami evacuation
- Operations
- Investments in transit, bicycle, and pedestrian facilities

Very Long Term Projects (20+ years)

	Project	Order of Magnitude Costs	Champion	Funding Options to Explore
Auto	24 th Avenue/US 101: Upgrade Bridge (Phase 1)	\$15,741,000	ODOT	ODOT Modernization Program
	24 th Avenue/US 101: Construct new 24 th Avenue Intersection (Phase 2)	\$6,663,000	ODOT	ODOT Modernization Program
	US 101 widening between north of Broadway and Avenue G	\$5,456,000	ODOT	ODOT Modernization Program
	Flyover of S. Holladay Drive at US 101	\$9,911,000	ODOT	ODOT Modernization Program

In addition to the above, we will explore potential new funding sources that may come from Federal Surface Transportation Reauthorization Bill and other Federal and State sources that focus on:

- Lifeline routes
- Safety
- Tsunami evacuation
- Operations
- Investments in transit, bicycle, and pedestrian facilities