



Transportation Summit #2 Summary

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.