



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 |

| Criteria | Explanation | How important is this criteria to you? | | |
|--------------------------------|--|--|--------------------|------------------------------------|
| | | Very Important | Somewhat Important | Not Important |
| 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)

TRANSPORTATION IMPROVEMENT SUGGESTIONS
JOHN DUNZER 2964 KEEPSAKE SEASIDE, 503-738-6885

PEDESTRIAN MODE

- COMPLETE SIDEWALKS ON HWY 101 THROUGH ENTIRE CITY
- COMPLETE SIDEWALK ALONG SUNSET ON INLAND SIDE FROM HIGHLAND TO AVE U
- 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
- EXTEND FROM SOUTH FROM AVE U TO PUBLIC USE AREA OF THE COVE

BICYCLE MODE

- CREATE TWO NEW BIKEWAYS THROUGH THE CITY, ONE ALONG THE RIVER AND ONE ALONG THE CREEK
- COMPLETE BIKEWAY ALONG HWY 101 THROUGH THE ENTIRE CITY
- IN CONJUNCTION WITH THE STATE, CREATE NEW BIKEWAY FROM THE SOUTH END OF SUNSET TO CANNON BEACH
- IDENTIFY EXISTING BIKEWAY ALONG SUNSET AND COMPLETE BETWEEN AVE U AND THE END OF SUNSET

MOPEDS/ELECTRIC CARTS

- CREATE CAPABILITY FOR RESIDENTS TO USE THESE ON PUBLIC STREETS
- CREATE PARKING AND ACCESS FOR RESIDENTS TO USE THESE VEHICLES FOR SHOPPING AT SAFEWAY/RITE AIDE SITE

AUTO MODE

- IMPROVE SIGNALIZED INTERSECTIONS ON 101 TO DESIGN IDENTIFIED BY ODOT PLAN TO INCREASE TRAFFIC FLOW
- COMPLETE 101 TURNING LANE THROUGH CITY
- 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.
- REBUILD NORTH END OF 101 BRIDGE OVER CREEK TO IMPROVE SAFETY BY INCREASING WIDTH
- 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)

- 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
- CREATE EMERGENCY EGRESS FOR SOUTH PART OF CITY BY EXTENDING HIGHLAND (GRAVEL) TO RIPPERT WITH A BREAKAWAY BARRIER TO ALLOW USE ONLY IN EMERGENCY
- INSTALL A REFUELING SYSTEM FOR ELECTRIC/ HYDROGEN VEHICLES

TRUCK MODE

- 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

- 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

- 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 UPRIVER ACCESS TO AVE U

AIR MODE

- CENTRALIZE HELICOPTER AND FIXED WING SIGHTSEEING FLIGHTS AT SEASIDE AIRPORT
- ESTABLISH A FLY-IN RESTAURANT, HOTEL SHUTTLE, AND CAR RENTAL AT AIRPORT