



Public Workshop #2 Summary

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 - Highway. This station described concepts under consideration for Highway 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. 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 101 at G Street and Holladay/101.
- 2) Do not believe we need medians – just build or make ped-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 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 U and at Broadway.
- 7) Make pathway to high ground a road [evacuation route]. New bike/pedestrian bridge is a bridge to no where.
- 8) Better business owner up keep of bus transit area (cinema/outlet mall) trim landscaping, remove trash and glass. Improve bus transit sites.
- 9) Where is the data to support driveways may be responsible for rear end accidents on Hwy 101? Inattention is more likely.
- 10) Make transit schedule easier to understand – too confusing

- 11) 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.
- 12) Consider pedestrian bridge near 24th/Lewis & Clark and Wahanna.
- 13) Consider another pedestrian bridge across the Necanicum River at 4th (where the old bridge was prior to the 1964 Tsunami).
- 14) A park-and-ride lot outside of town would not be effective. The team should consider helping to build the downtown garage and people will walk.

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 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.

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.

North

- 1.A** - 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 Hwy 101; pet clinic is on 24th Avenue).
- 1.B** - 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.
- 1.C** - Best alternative, traffic on/off 24th would not be restricted (although I'm not in favor of more lights on 101).
- 1.D** - No
 - Can't wait for schools.

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.A - No it would dump all 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 Fellows (NCFE) land and parking lot?

2.B - Better option than 2A.

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.C - 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.A - No Bike lanes; keep Wahanna Road in its 30 foot right of way, also wet land issues

4.B - Necessary for future - 2030

4.C - 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 101 without trucks, and thought that a truck route could help with many of the discussed problems.

5.A - No

- Makes no sense for traffic east flow

5.B - 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 - Yes

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

- [check mark for this alternative]

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.

Central

- 6.A** - We definitely need for cars and pedestrians [additional traffic queues at signal]
 - Good for east/west emergency exit, C Avenue and bridge. Replace the bridge also.
 - Concern for the signal impacts.
- 6.B** - Hard for me to cross highway 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.

Avenues F and G 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 at Avenues F and G is difficult for bicycles and pedestrians.

Very important to get a left turn lane at Kentucky Fried Chicken corner!

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.A** - Make Broadway (west of 101) pedestrian only (at least during summer).
- 7.B** - looks good

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

- 8** - Really great
 - Need left turn lanes at Avenue U, Broadway, 12th Avenue, Wahanna, Lewis & Clark, and Hwy 101.
 - Why not soften all curves? Right turn from Broadway to 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.

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

- 9.A** - 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.

South

10.A

- *Option 1* - This might be ok
- *Option 2* - 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* - Residents have a major problem getting onto Highway 101

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

10.B - Preference for a traffic light for left turns

- Concern about all of the traffic lights

10.D - 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]

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.

- 12** - Lighting on Wahanna South end (very dark).
- Extend Wahanna Road to connect US 101/26 junction (however 2 large elk herds)

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 26/101 junction.

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: Highway

- 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?

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 the highway 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 the highway safely.

Another participant commented that flooding on the southern end of the highway 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 the highway.

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 a highway 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 highway construction, that businesses would not survive a long construction period.