

## Seaside TSP Annotated Outline

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This brief memorandum provides an annotated outline for the Seaside Transportation System Plan (TSP). It is organized by chapter and is composed of three main items: (1) a description of chapter content; (2) an assessment of where content would be derived; (3) an indication of whether the chapter can be completed at this time.

Direction is requested by the PMT related to layout, content, source material, and direction to move forward.

### Layout:

The project team makes the following layout assumptions:

- The TSP will be produced using largely 8 ½ x 11 paper, portrait
- The document will be produced in a three-ring binder format with a front cover and side label
- A clear delineation will be provided between TSP chapters
- With the exception of 11 x 17 figures, the TSP will be printed on double-sided paper
- Figures will be either 8 ½ x 11 portrait or 11 x 17 landscape
- Photos will be imbedded in the document as appropriate to illustrate issues or opportunities
- The document will be reproducible in black and white, though figures may be more easily understood when printed in color

### Preface:

Table of Contents

Acronyms and Abbreviations

## Chapter 1: Introduction

This section sets the context for the TSP, who was involved, what the TSP is, the purpose, the regulatory requirements, the public involvement process, and the goals and policies.

*Based on the scope of work, goals listed in the evaluation framework, public involvement plan and state policy guidance, this section can be written now.*

## Chapter 2: Modal Plans

This section outlines the preferred transportation system for Seaside including the following subsections:

### Street System Plan

#### Functional Classification Plan

Classifying streets helps create a balanced system to facilitate mobility for vehicles, transit, pedestrian, and cyclists. The plan will identify the intended purpose, the amount and character of traffic, the degree of which non-auto traffic is emphasized, and the design standards.

*This section can be written now based on the draft functional classification plan with minor changes.*

#### Street Design Standards

Street design standards are based on the desired functional and operational characteristics, such as vehicular volume, capacity, operating speed, safety, and level of pedestrian and bicycle use. Standards address street characteristics including travel lanes, sidewalks, bicycle lanes, and on-street parking for each street classification.

*This section exists in memo and figure form, and with minor changes will fit here.*

#### Needed Street Upgrades

Street upgrades will improve roadway segments and intersections to meet the project goals including connectivity, mobility, and safety. There are also streets included in the preferred alternative project list that require improvement to serve their intended/ designated function. This section will describe the recommended improvements and assign a priority ranking (low, medium and high).

*This section exists in figure form and with minor changes and descriptive text will fit here.*

#### New Streets

This segment will include new streets and street extensions with a priority ranking. New streets are recommended to improve local connectivity and reduce reliance on US 101, and this section will describe the new streets recommended in Seaside.

*This section is not yet ready to be written.*

## **Access Management**

Access Management techniques reduce conflicts, improve safety and traffic flow, and preserve the capacity of the roadway network. This section will describe access control measures recommended in the TSP.

*This section is not yet ready to be written, though work is underway.*

## **Traffic Operations Standards**

This section includes a discussion of standards included in the Oregon Highway Plan (OHP), ODOT's Highway Design Manual (HDM), and city documents for local roadways. If alternate mobility standards are established, (based on the agreement between ODOT and the City) they will be included here.

*This section is not yet ready to be written, though work is underway.*

## **Transit Plan (must be consistent with Public Transportation Plan)**

This section describes public transportation services for transportation disadvantaged and identifies service inadequacies. The transit plan will include intercity bus and appropriate bus terminals, existing and planned transit trunk routes, terminal and major transfer stations, stops, and park-and-rides.

*This section exists in figure form. Minor descriptive text will need to be added. This section is ready to be written.*

## **Pedestrian Plan**

This section will include a list of recommended pedestrian improvement projects with a priority ranking, along with a figure of the improvements to show where the projects are recommended.

*This section exists in figure form. Minor descriptive text will need to be added. This section is ready to be written.*

## **Bicycle Plan**

This section will include a list of recommended bicycle improvement projects with a priority ranking.

*This section exists in figure form. Minor descriptive text will need to be added. This section is ready to be written.*

## **Transportation Demand Management (TDM)**

Seaside is not required by the TPR to develop a TDM plan, but it is a critical element of the alternate mobility standards that are being explored. The TSP includes several TDM measures.

*This section can be written now. There are TDM measures embedded in the various recommendations including the transit and bicycle/pedestrian plans. The recommendations with TDM aspects will need to be gathered from all of the other areas where they currently exist and inserted into this section.*

In addition to the sections above the Modal Plans chapter must include a Capital Improvements Plan and a project readiness matrix. This work has begun with cost estimates and funding strategies efforts underway, though its completion would be deferred until highway recommendations are finalized.

### **Chapter 3: Plan and Policy Review**

This section includes a list of the documents reviewed, the relevant sections, and their relevance to the TSP. This section provides a policy framework for the TSP process, and serves as a basis for identifying policies that may be out-of-date or inconsistent with other policies and can serve as the basis for updating policies to reflect current conditions and to achieve consistency with other local, regional, state, and federal plans.

*This work was completed as a technical memorandum in April 2008, and with minor changes could be inserted into the TSP.*

### **Chapter 4: Existing Conditions and Deficiencies**

This section documents the current roadway and land use conditions and identifies deficiencies. This section also describes the study area, a brief inventory of current land uses, a description of existing transportation facilities within the UGB, and a traffic operations and safety analysis. Existing conditions are compared to the relevant mobility and operations standards.

This section will include discussion of the project study area, land use, bicycle and pedestrian facilities, transit analysis, roadway geometry and conditions, traffic analysis, safety analysis, water, pipeline, and transmission lines, rail, and Seaside Municipal Airport.

*This documentation was completed as Technical Memorandum #4, and with minor changes could be inserted into the TSP.*

### **Chapter 5: Future Transportation Conditions, Deficiencies, and Needs**

This section provides an analysis of future year 2030 to determine the No Build transportation deficiencies. The no build analysis assumes existing roadway geometry and traffic control with future volumes. Population Growth, Cumulative analysis description, expected future development, future conditions traffic analysis, bicycle, pedestrian, and transit modes, and future transportation system deficiencies are included in this section.

*This analysis was completed as a technical memorandum #5: Future Transportation Conditions, Deficiencies, and Needs finalized in September 2008 and with minor changes could be inserted into the TSP. In addition, work completed for the future truck travel time delay can be added to this Chapter.*

## Chapter 6: Alternative Analysis

This section documents the transportation improvement concepts, the Evaluation Framework and the alternatives evaluation process. Standards used to evaluate and select transportation alternatives are identified in OAR 660-012-0035. The process for decision-making will be described in this section including documentation of discussions and meetings where decisions were made. The subsections for the alternatives analysis will include: bicycle and pedestrian concepts, transit concepts, local roadway concepts, and highway concepts.

*The range of alternatives, the Evaluation framework and Alternatives Evaluation process are documented in Technical memorandums 6 and 7, respectively. The Alternative evaluation Process is documented in a technical memorandum from December 2008. Minor edits and combining the assorted memos would be needed to complete this section.*

*The alternative analysis process for the highway concepts is not yet complete, and will need to be written once an agreement on the concept is reached.*

## Chapter 7: Access Management

The purpose of Access Management is to improve safety along state highways.

Subsections include:

### State Policies

### Summary of Existing Spacing

### Access Management Techniques

### Implementation Guidelines – Local Access Management Requirements and Procedures

*Previous work done on Access Management includes an inventory of existing public approaches (Technical Memorandum 8), an Access Management Toolkit (Technical Memorandum 10), and Local Access Management Requirements and Procedures (Technical Memorandum 11). Additional work is currently being done on Access Management. This section can be started but cannot be completed until further discussion with the PMT.*

## Chapter 8: Transportation Funding and Improvement Costs

There is a regulatory mandate for areas within a UGB with more than 2,500 people. This section summarizes available existing and possible future funding sources. Policies and land use regulations for implementing the TSP are provided in OAR 660-012-0045

Subsections include:

### Transportation Funding Programs

Describe existing federal, state, and city funding sources.

### Outlook for Existing Transportation Funding Sources

## **Planning-Level Cost Estimates**

Estimates for the recommended alternatives including roadway, transit, bicycle, and pedestrian improvements

## **Potential Funding Strategies**

### **Implementation**

*Work on this section is underway. This section will be finalized once the recommended alternatives are finalized.*

## **Chapter 9: Implementing Ordinances**

This section recommends changes to the Seaside Development Code in order to comply with the implementation provisions in the TPR. Ordinances should: Enable plan implementation, protect facility/corridor function, and encourage alternate modes.

Recommendations should include both additions and deletions from the Seaside Development Code.

*Work on this section is underway. This section will be finalized once the recommended alternatives are finalized.*

## **Appendix A: 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.

*This section can largely be written now with some updates following additional public meetings.*

Additional appendices are likely, to provide complete documentation for technical analysis.