

# 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](http://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

- 12<sup>th</sup> Ave too narrow
- 12<sup>th</sup> & Franklin – directions confusing
- 12<sup>th</sup> 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”
- 24<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> too narrow
- Right turn at 12<sup>th</sup> 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, 12<sup>th</sup> 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 sidestreet shuttle that can fit down 12<sup>th</sup> to the prom, down 4<sup>th</sup> to the hotels, down the corner of 2<sup>nd</sup> 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 1<sup>st</sup> 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.