



Public Workshop #2 Summary (updated 3/09)

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 – US 101. This station described elements under consideration for US 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. In some cases, the project team has clarified some written comments, in which case the author's note is bracketed and italicized, [*authors note*]. Mainly, comments below are written as direct quotes. 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 US 101 at G Street and Holladay/US 101.
- 2) Do not believe we need medians – just build or make pedestrian-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 of US 101, 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 Avenue U/US 101 and at Broadway/US 101.
- 7) Make pathway to high ground a road [evacuation route]. [Do not create any bike/pedestrian bridge to no where.]
- 8) Better business owner upkeep of bus transit area needed (cinema/outlet mall); trim landscaping, remove trash and glass. Improve bus transit sites.
- 9) Make transit schedule easier to understand – too confusing

- 10) 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.
- 11) Consider pedestrian bridge near 24th/Lewis & Clark and Wahanna. [Project team is considering a bridge at this location that would be open to all users (autos, bicyclists, pedestrians).]
- 12) Consider another pedestrian bridge across the Necanicum River at 4th (where the old bridge was prior to the 1964 tsunami).
- 13) A park-and-ride lot outside of town would not be effective. The [project] team should consider helping to build the downtown garage and people will walk.
- 14) Consider bikeways for:
 - Seaside to Cannon Beach over Tillamook Head
 - Prom extension to Seltzer Park
 - Along length of river through Seaside 4) along river south of Seaside.
- 15) Consider connecting bus to Hillsboro MAX and 185th shopping, and bus to Astoria Airport for flights to Portland.
- 16) Really look at prom extension south to Seltzer Park and bikeway along river and highland to Rippert for emergencies and high water.

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 [*a flashing beacon*] 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.
- 4) Consider elevating US 101 through the most congested part of town and provide overcrossings at appropriate street crossings.

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.

1. North – North Seaside between High School and Lewis & Clark Road

1.A. Add signal and right turn pocket at Lewis & Clark/US 101. Restrict turns on 24th Ave. to right and left turns in, right turns out only.

- 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 US 101; pet clinic is on 24th Avenue).

1.B. Combine 24th Ave. and Lewis & Clark Rd. intersection as a roundabout

- 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.
- Preferred alternative, no signal

1.C. Combine 24th Ave. and Lewis & Clark Rd. intersection with a signal

- Best alternative, traffic on/off 24th would not be restricted (although I'm not in favor of more lights on US 101).

1.D. Connect Holladay Drive and Wahanna Rd with a new connection through the high school property

- No
- [Improvements are needed now.] Can't wait for schools [*to relocate*].

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. Lewis & Clark Rd./Wahanna Rd.**2.A. Roundabout**

- No it would dump all [*traffic*] 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 Fellowship (NCFE) land and parking lot?

2.B. T-intersection

- Better option than 2A.
- This is best.

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. 12th St. Cross Sections**3.B. Bicycle Lanes**

- This is best one

3.C. No on-street Parking

- 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. Wahanna Rd. Cross Sections

4.A. Bike lanes and sidewalk one side

- No bike lanes; keep Wahanna Road in its 30 foot right of way, also [*be aware of*] wet land issues

4.B. Shared use shoulder both sides

- Necessary for future – 2030
- This is best

4.C. Bike lanes and sidewalks on both sides

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

A letter submitted following the meeting stated the following:

I do not like the proposal to widen Wahanna Road. Wahanna Rd. currently has a 30' right of way where I am at. Two alternatives widen to 46' and one to 40'. This would wipe out many houses on Wahanna. Any of your proposals would put Wahanna so close to my house it would not be livable. And due to wetlands, houses could not be placed further back.

Wahanna Rd. has transformed into a residential street. There are many families with children and pets living on and near Wahanna. To turn Wahanna into an arterial would be disastrous. The speed limit should be lowered to 25 and we need enforcement. There are way too many speeders on Wahanna. I rarely see a cop patrolling between Broadway and 12th. There is currently enough right of way on Wahanna to put in a sidewalk between 12th and Shore Terrace, which is badly needed.

I think that Holladay should be the arterial through town as well as improvements on 101. Holladay already had enough right of way and sidewalks on both sides, so street improvements and traffic control devices would be all that would be needed. No property acquisitions would be needed.

5. 12th Ave./US 101

5.A. Right Turn Pocket

- No
- Makes no sense for traffic east flow

5.B. Left Turn Pocket

- 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. Right and Left Turn Pocket

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

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.

6. Combine Avenues F & G – Specific alternative to be chosen as part of a future study or design process**6.A. Realign Local Streets (all options)**

- We definitely need for cars and pedestrians [additional traffic queues at signal]
- Good for east/west emergency exit, Avenue C and bridge. Replace the bridge also.
- Concern for the signal impacts.
- Consider elevating 101 with a set of on/off ramps.

6.B. Operate as one intersection

- Hard for me to cross US 101 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.
- No signal on 101 at all in this area.

Other comments:

- Avenues F and G at US 101 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 US 101 at Avenues F and G is difficult for bicycles and pedestrians.
- Very important to get a left turn lane at Kentucky Fried Chicken corner! [Corner of US 101 and Avenue F.]

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. Pedestrian Improvements along Broadway

7.A. Broadway as a Slow Street

- Make Broadway (west of US 101) pedestrian only (at least during summer).
- Consider a pedestrian-only street. Route Shilo guests in using 1st Street. Provide prom widening for events to get cars from 1st Street to A Street (1 way)

7.B. Other Pedestrian Improvements

- looks good

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

8. Broadway/US 101

- Really great
- Need left turn lanes at Avenue U, Broadway, 12th Avenue, Wahanna, Lewis & Clark, and US 101.
- Why not soften all curves? Right turn from Broadway to US 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.
- Elevate 101, use on/off ramps

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

9. Broadway St. Cross sections

9.A. On-street parking and sharrows

- 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.

9.B. Bicycle lanes

- Consider bicycle lanes on Broadway between Holladay and Wahanna, and a pedestrian street between Holladay and Prom, no cars, shared bike/ped.

10. Improving East-West Connections at the Southern End of Seaside

10.A Improving Existing Conditions

- Option 1 - Extend left turn pockets on US 101

- This might be ok
- Option 2 - Roundabout
 - 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 - T-intersection and signal
 - Residents have a major problem getting onto US 101

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

10.B. Combine Avenue S and Holladay Drive Intersection and add signal

- Preference for a traffic light for left turns
- Concern about all of the traffic lights

10.D. Extend Holladay Drive with a flyover connecting to Avenue U

- 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]
- Yes.

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.

11. Avenue S Cross section

- Ok.

12. Extend Wahanna Rd. to South of Dooley Bridge with a connection to US 101

- Lighting on Wahanna South end (very dark).
- Extend Wahanna Road to connect US 101/US 26 junction (however 2 large elk herds)
- Doesn't bypass flood area.

13. 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 US 26/US 101 junction.
- Look for ways to get over high water when flooded while looking for the long-term fix, such as a temporary bridge or ramps that can be dropped into place when flooded.
- Consider extending Highland to Rippert. Gravel shared path but with breakway barrier.

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: US 101

- 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?
- 4) Where is the data to support that driveways may be responsible for rear end accidents on Hwy 101? Inattention is more likely.
- 5) Community hung up against 4-5 lane solution. Do 3 lanes with 5 lanes at intersections or make Wahanna a truck bypass to get more capacity.

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 US 101 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 US 101 safely.

Another participant commented that flooding on the southern end of US 101 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 US 101. Another questioned that ODOT has said that must have two lanes each way; can this be accomplished by just widening intersections?

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 US 101 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 US 101 construction, that businesses would not survive a long construction period.