

TGM 2019 Grant Application

Transportation and Growth Management Program grant application for the year 2019.

Be sure to download and review the [2019 application packet](#) before filling out this grant application. Additional resources and examples of successful applications can be found on the [TGM planning grants page](#).

You can save your progress by clicking the "Save" button at the bottom of the form.

Type of grant

Category 1: Transportation System Planning

ODOT region (1-5):

2

Primary applicant jurisdiction:

City of Cannon Beach

Project title:

Cannon Beach Transportation System Plan

Mailing address:

City of Cannon Beach, PO Box 368, Cannon Beach, Oregon 97110

Contact person name:

Jeff Adams

Contact person title:

Community Development Director

Contact phone:

(503) 436-8040

Contact email:

adams@ci.cannon-beach.or.us

List other local jurisdictions providing match:

Summary description of project:

The City of Cannon Beach, birthplace of Oregon's public coast and one of the state's top ten tourist attractions, remains without a Transportation System Plan (TSP).

Adoption of a TSP will provide City leaders objective and cutting-edge scenarios and solutions, as the City strives to maintain its reputation as one of America's most beautiful and unique coastal destinations, while providing its citizens a safe and resilient framework for growth and development. Cannon Beach is unique in that it sits at the nexus of three major forces, a growing global and regional tourist economy, fueled by metropolitan growth; a sensitive and precipitous geologic, geographic and topographically limited footprint; as well as, an increasing threat of climate change, which, when coupled with the looming presence and preparation for an impending Cascadian event, produces one of the most challenging long-range planning horizons for any community.

Project cost table

TGM funds requested

Consultant:

\$ Consultant
140,000

Local reimbursement:

\$ Local Reimbursement

20,000

Total TGM funds requested

\$ Total TGM Funds Requested
160,000

Local match

12% minimum (calculated)

\$ 12% Minimum
21,818

Match to be provided

Labor, supplies and services during project:

\$ Labor, supplies and services during project
22,000

Payment when Intergovernmental Agreement is signed:

\$ Check at time of IGA signing

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

Consultant name (if applicable):

Untitled

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date

6/4/2019

Eligibility requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

1. Clear Transportation Relationship

The project will create an adoption-ready Transportation System Plan, which includes necessary updating of the Cannon Beach Comprehensive Plan's Transportation Policy Goals, Land Use Zoning and Subdivision policy suggestions, Parking and Mobility measures, as well as, industry leading Complete-Street standards and Capital Improvement Planning scenarios for the full-spectrum of financial and planning constraints.

The City's TSP begins by building resiliency. Without a current understanding of how the various systems relate and respond to the seasonal and market fluctuations, from parking and traffic, to mobility and transit, the City isn't able to leverage its resources, partnerships and create policies to adequately respond to changing needs. This TSP will provide local leaders with objective data to build a functional Capital Improvements Plan, provide regional partners in planning, housing and transportation data to build more appropriate regional solutions and create policies that

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

2. Adoption of Products to Meet Project Objectives

Objectives: The Cannon Beach TSP will be built along a spectrum of planning scenarios, while the project's objectives serve a continuum of inter-related purposes:

1. Identify, Map and Assess existing transportation, transit, mobility and parking facilities;
2. Prepare the City for emergent events, and their potential impacts;
3. Encourage innovative solutions to the unique challenges of a tourist-dependent community;
4. Create channels for continued community engagement in transportation planning;
5. Build resilient systems that can better cope and respond to the fluctuations of global and regional markets for emergent and impending events.

Deliverables:

1. Parking Study
2. Traffic Study
3. Comprehensive Plan update language
4. Subdivision and Zoning policy suggestions
5. Mobility and Tra

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

CB City Mgr Support Letter.pdf

res18-07.pdf

Award criteria

Applications will be scored on the following criteria. Instructions for responding to these criteria can be found in the [application packet](#).

TGM may award up to 10 bonus points for innovation.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

Although the City of Cannon Beach is not expected to grow in population, according to state forecasts, the seasonal tourist influx and operational resident population transforms this sleepy coastal community of 1,749 residents to over 10,000 holiday seekers in an ever-expanding seasonal timeframe. In fact, according to ODOT, pass-by traffic on Highway 101 has increased by over 50% in just the past five years, with many of those travelers finding increasing queuing and gridlock, approaching and while attempting to maneuver within Cannon Beach, endangering pedestrians and motorists alike.

A brief and preliminary study of the parking issues was initiated in 2017 through Lancaster Engineering, which identified that public parking, even at Spring Break, was reaching capacity. The study was limited to the downtown district and didn't consider the peak season, and more importantly, was not connected with any other component of the transportation system. The proposed TSP would go beyond simply parking and address the transportation continuum of Cannon Beach from parking and traffic, to mobility and transit, helping every individual, from citizen to tourist, from infant to the elderly, get from point A to point Z. Cannon Beach, like most resort communities is faced with larger seasonal populations and ever-extending shoulders, and with this growing gridlock, the City must look to innovative solutions to convert single-occupancy automobile traffic to other, lower-impact forms of transportation. Whether that's walking or biking, transit or shuttle, the City must incorporate these multi-modal approaches into building a more resilient system in face of these increased fluctuations.

It should be said that any Transportation System Plan for Cannon Beach would serve not only local and regional transportation needs, but such a plan will also serve the state's Transportation Growth and Management objectives. Cannon Beach is a globally renowned tourist destination, servicing the expanding Portland and Seattle Metropolitan areas and attracts visitors from national and international markets. In the recent 2018 Oregon Tourism Engagement Survey, a report summarizing findings from industry stakeholders, when asked, 'given limited resources, what three priority areas do you believe are most important for tourism planning,' the highest priority for North Coast stakeholders was 'infrastructure and transportation.'

The City of Cannon Beach is the only remaining jurisdiction within Clatsop County which does not have a TSP in place. Since the TGM program began over twenty-five years ago, the State of Oregon has dispersed funds for eleven different transportation planning projects to our surrounding Clatsop neighbors,

and yet, Cannon Beach is still without a transportation system plan. The City of Cannon Beach has worked with Clatsop County, Sunset Empire and its regional partners to update their Transportation and corridor plans but has yet to institute a plan of its own. The City will continue to strive to take a regional approach to transportation planning and this TSP project will form an essential component of that approach.

One of the City's and the State's most pressing needs is affordable and workforce housing, with the continuing confounding pressures of short-term vacation rentals and their dormant second-home cousins, forcing communities to develop regional solutions that more efficiently connect land-use and transportation and housing systems. Clatsop County's Annual Average Daily Traffic counts continue to climb along its state and local surface systems, while commute times have increased from around a mean travel-time of 17.5 minutes in 2010 to over 19 minutes in 2017, according to the Census Bureau. Cannon Beach's workforce, due to housing market pressures, is forced to commute daily from further distances, forcing more pressure on the state roadway system and on our regional transit partners. With the pressures on the growing short-term rental market, Cannon Beach and other resort communities must find innovative solutions to alleviate these parking intensive uses. Innovative solutions abound across the country, from flexible and dynamic parking systems in metropolitan and resort areas, to 'leave the car at home' incentive schemes in efforts to divert traffic streams to lower impact measures. This TSP will be an important platform supporting Cannon Beach's work with SETD, Chamber of Commerce, North Coast Tourism Network, Clatsop County and other regional partners as we continue to develop innovative measures that coordinate land-use, housing and a full-spectrum of transportation solutions.

The Cannon Beach Short-Term Rental Working Group has discussed solutions ranging from off-site parking locations with shuttle-service during season to various paid-parking programs, incorporating incentives to encourage trip conversions away from an over-reliance on single-occupancy vehicles that continue to transform the city's residential districts into weekend parking lots. On the other end of the spectrum the Cannon Beach Chamber of Commerce is faced with growing complaints that it can't attract, keep and house a qualified workforce and must find regional solutions that address the housing and transportation needs to continue to provide world-class restaurants and hospitality options and compete in the increasingly competitive tourism market. Transportation is at the heart of these housing, land-use and economic pressures. Just as commute times are rising, so are housing costs and the competitive wages for employees. The recently completed Clatsop County Housing Strategies Report (2018), by APG and Johnson Economics, emphasized the housing, employment and transportation connections in the various 'strategies' suggested for more efficiently using the remaining lands in Clatsop County. The Strategies Report outlines many transportation related measures, from increasing the efficiency of off-street parking and incentivizing mixed-use development, to incorporating transportation improvement costs in System Development Charges. Cannon Beach's TSP would provide a platform for building local and regional solutions for these increasing challenges.

'Love it like a local' is the marketing refrain heard along the Oregon Coast, yet many of the world's great treasures and destinations are increasingly faced with such an influx of traffic and guests that many of these destinations are at the risk of being 'loved to death.' From Venice and Athens to our more local destinations, from our coastal communities to Key West to our National Parks, growing swarms of tourists are jeopardizing the essential character and quality of life of these treasured places and in many cases putting at risk the very infrastructure and locations they are so drawn to. Many of these communities and the organizations that are entrusted to manage and protect them are being forced to increase standards and pass legislation to protect such treasured places.

2. Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding
- build on, complement, or take a necessary step toward completing or implementing other high-priority community initiatives, including supporting a Governor's Regional Solutions team priority
- resolve transportation or land-use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future.

2. Proposed project is timely and urgent (up to 25 points)

This will be the fourth year in a row the City of Cannon Beach has submitted and supported a TGM for their initial TSP. Once again, we appreciate this opportunity and your consideration.

Recently, the City of Cannon Beach met with the Governor's Regional Solutions team to discuss a range of projects that will have state implications, from the immediate need of replacing or retro-fitting the Fir St. Bridge for life-line support, to future upgrades at Ecola State Park and Tolovona Beach State Park access improvements, as well as, access and system improvements to alleviate Highway 101 safety concerns. Of most pressing concern, if a 'moderate' earthquake event were to strike the City, the current Fir St. bridge and the Hwy. 101 bridge at Ecola Creek, have both been assessed to fail. In the event of a Fir St. bridge failure, the entire downtown district would be isolated from its most immediate tsunami escape routes to the north. With regards to an Ecola Creek bridge failure, at Highway 101, in the aftermath of such an event, the entire Cannon Beach community would be left isolated from its primary and secondary ground serviced life-lines. Any long-range planning activity must keep the urgency of these improvements in mind when building a resilient system for citizens and guests.

In a recent land-use study researching relocation opportunities for a new Cannon Beach City Hall/Police Department facility, which would also house the City's Emergency Operations Center, Cannon Beach Community Development Department showed that of the 48 coastal communities impacted by the DOGAMI 'Large T-shirt' Tsunami affected areas mapping, only Seaside and Cannon Beach have no vacant property remaining within their city limits, free of floodplain, landslide or other constraints, for relocation of essential services, as directed by Oregon Statutes. And even more urgent, only Cannon Beach can claim to not have any annexable buildable areas surrounding its current city limits for such essential services. Transportation is at the heart of all of these coordinated systems, from Natural Hazard Mitigation and Emergency Management to Land Use and Economic Development.

Just as there is urgency for completing a TSP, the timeliness could not be better. The City has recently concluded its budget for the coming 2019/20 fiscal year, providing over \$150,000, over a three-year timeframe for a Community Visioning and Comprehensive Planning Update project, setting the course for public policy and land-use planning for the next ten years, while giving over \$150,000 to Road Improvement projects, in an updated Capital Improvement Plan for 2019/20. Cannon Beach and its partners are dedicated and prepared to build the plans and projects for the next generation of Cannon Beach citizens and visitors with the Cannon Beach Transportation System Plan.

These plans will work hand-in-hand with some of the other recently completed regional plans, from the Clatsop County Housing Strategies Report (2018) to the Sunset Empire Transportation District's (2016) and the Oregon Tourism's 2018 Engagement Study.

3. Proposed project approach is reasonable (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

3. Proposed project approach is reasonable (up to 20 points)

Thanks to ODOT's TSP Guideline's Toolkit the City of Cannon Beach will have the opportunity to craft a scope of work for the TSP that brings out some of the best components of recent plans from across the state. Gearhart's excellent 2017 TSP follow's DKS Associates' Cottage Grove 2015 TSP, where a scenario modeling approach is taken to reflect a spectrum of financial constraints and help inform transportation decisions. The City of Cannon Beach would use this same financial constraint scenario spectrum to define one plane of planning, yet will take an innovative second plane approach across an events horizon, calculating which project packages would mitigate various event scenarios, from the day-to-day fluctuations of the seasonal tourism industry, which impact the City's transportation system, to the natural hazard and cultural hazards that have varying emergent probabilities of impacting the Cannon Beach community, whether its joy of a Sandcastle weekend or the fear of a Cascadian tsunami event.

To complete the TSP update efficiently and within the planned timeframe, the City anticipates coordinating and working closely with a selected Consultant, local, state and regional partners, as well as City personnel--providing local knowledge, available data, and priorities. The City will provide \$22,000 of match as a mix of cash and in-kind labor to support data collection, attend public involvement events, to review the TSP document, to share information with the City Council and to otherwise coordinate with the Consultant.

Budget:

The total project cost is anticipated to be \$182,000. The City's intent is that the Consultant perform the work to update the TSP and be compensated the entire amount requested through this grant (\$160,000) plus the \$22,000 match.

Estimated Tasks, Deliverables, and Schedule:

The primary deliverable for the project will be a TSP, with components that can be incorporated to update aging Comprehensive Plan language, inform land-use language by providing industry leading standards and transportation improvement projects, on-going and future programming and shape policy. The project is expected to take approximately 12 months, once the consultant is selected. To do so requires significant coordination between the selected Consultant, the City, and the public. Public involvement will occur at decision making points during the update and will incorporate a regionally selected Technical Working Group. The Consultant will participate in and support the public involvement activities as needed to facilitate incorporating results from public involvement as appropriate into the TSP.

Task 1: Project Kickoff (Cost: \$10,000; Duration: 1 month)

- Technical Working Group formed of City Staff, Area and Technical Experts and Consultant Team
- Kickoff meeting
- Review Project Plan and Schedule

Task 2: Review Existing Plans, Inventory, Research and Map Existing Systems (Cost: \$40,000; Duration: 2 months)

- Review existing transportation policies, programs and processes
- Review and incorporate projects recently completed or in the pipeline
- Inventory, research and map existing transportation, parking, mobility and transit systems
- Provide benchmarks

- Incorporate other Affective Plans
- Evaluation and incorporation of parking & traffic studies
- Establishment of priorities

Task 3: Potential Solutions (Cost: \$50,000; Duration: 3 months)

- Incorporate findings in alternative scenarios
- Development of draft solutions
- Staff review
- Public comments
- Review and evaluation of comments
- Establishment of priorities
- Integration of comments into Draft TSP

Task 4: Draft TSP (Cost: \$57,000; Duration: 4 months)

- Comment on Draft TSP
- Public Comment
- Recommended TSP, Comprehensive Plan language, Zoning and Subdivision measures, Parking and Mobility scenarios, Complete Streets standards, etc.

Task 5: Adoption (Cost: \$25,000; Duration: 2 months)

- City Council, project team, Community Development work session
- Staff report and findings
- City Council meeting

Total Cost: \$182,000 Total Duration: 12 months

4. Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

4. Proposed project has community support (up to 5 points)

Cannon Beach is fortunate to have great partners invested in supporting its natural and cultural heritage, from the Cannon Beach Chamber of Commerce and Sunset Empire Transportation District, to the Cannon Beach Rural Fire District. Yet, without objective measures of the current transportation system, these partnerships are hampered in making long term planning and capital improvement decisions that will protect the character of the City.

Just as the Cannon Beach Transportation System Plan will be built along the spectrum of transportation needs, using a financial constrained to aspirational packaging approach, it will also be taking an innovative approach in considering the very nature of long-term planning in the face of our event horizon, from the improbable yet impending Cascadian tsunami events to the seasonal tides of tourists that impact the transportation systems on a more probable and eventual basis.

Upload letters of support from stakeholders here:

CBPWC Letter of Support.pdf

CBRFD Letter.pdf

SETD Cannon Beach TSP Letter.pdf

TGM grant letter of support from Chamber.pdf

TGMSupportCBPC.pdf

5. Proposed project sponsor readiness and capacity (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

5. Proposed project sponsor readiness and capacity (up to 10 points)

Cannon Beach is more poised than ever to respond to an ODOT TGM award. The City has recently hired a new Community Development Director who has a rich history of project management for large-scale multi-million dollar planning grants. The Community Development Director has also had the opportunity to work on two transportation planning technical advisory boards for two separate Metropolitan Planning Organizations during his career, managing many transportation grants, comprehensive plans and system plans over the years. To aid the Community Development Director on the project, Cannon Beach has a fourteen-member Public Works Department, headed by a Public Works Director with over twenty-five years of project management experience in the private and public utilities sector. Most recently, the City has shown its commitment to building resiliency and long-range planning by being the first city in Clatsop County to hire a full-time Emergency Manager, who will support the planning spectrum of the TSP. Each of these directors and their staff are dedicated to building a more resilient future for Cannon Beach through a coordinated TSP.

In just the past three years, on limited resources and limited budgets, the City of Cannon Beach has produced an updated Water and Wastewater Facilities Plan (2017), Ecola Creek Forest Reserve Stewardship Plan & Plan Update (2013 & 1018), Foregone Management Plan (2018), Parks and Trails Master Plan (2017), while continuing to commit over \$150,000 yearly for maintenance and improvements for its over 23 miles of roads and trails.

Upload supplemental application materials

Project area map (optional):

City_Cannon_Beach.pdf

Title VI: Racial & Ethnic Impact Statement form
190604.Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement here](#)

If you encounter any issues with the submittal process, please contact:

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us

BEFORE THE CITY OF CANNON BEACH

FOR THE PURPOSE OF AUTHORIZING THE CITY OF) RESOLUTION NO. 18-07
CANNON BEACH TO APPLY FOR A TRANSPORTATION)
GROWTH MANAGEMENT GRANT FROM THE OREGON)
DEPARTMENT OF TRANSPORTATION FOR THE)
DEVELOPMENT OF A TRANSPORTATION SYSTEM)
PLAN AND DELEGATING AUTHORITY TO THE CITY)
MANAGER TO SIGN THE APPLICATION)

WHEREAS, the Oregon Department of Transportation is accepting applications for the Transportation Growth Management Program; and

WHEREAS, the City of Cannon Beach desires to participate in this grant program to the greatest extent possible, as a means of developing a local comprehensive transportation system management plan; and

WHEREAS, the Cannon Beach City Council desires to develop a balanced and interconnected transportation network necessary to support mobility, equity, environmental stewardship, long term growth and economic vitality of the community; and

WHEREAS, for the purposes of this grant, the project consists of preparation and adoption of an integrated transportation plan; and

WHEREAS, the City of Cannon Beach has available, local matching funds to fulfill its share of obligation related to this grant application should the grant funds be awarded;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of Cannon Beach as follows:

The Common Council of the City of Cannon Beach demonstrates its support for the submittal of a grant application to the Oregon Department of Transportation for a Transportation Growth Management grant for preparation and adoption of a transportation system plan.

Passed by the Common Council of the City of Cannon Beach this 5th day of June, 2018, by the following roll call vote:

YEAS: Councilors Benefield, McCarthy, Ogilvie, Vetter and Mayor Steidel
NAYS: None
EXCUSED: None



Sam Steidel, Mayor

Attest: 

Bruce St Denis, City Manager



CITY OF CANNON BEACH

May 30, 2019

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

RE: Cannon Beach TSP Application

To whom it may concern:

I am the City Manager of the City of Cannon Beach and ask the evaluation committee to give strong consideration for the Cannon Beach Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP) submitted by our Community Development & Public Works departments.

The City of Cannon Beach strives to be a leader in land use, environmental and transportation planning. The birthplace to Oregon's public coast, Cannon Beach has one of the state's first short-term rental program and the only short-term rental program that limits properties to the frequency of use. The City has bought and incorporated surrounding lands to preserve its watershed through the Ecola Creek Forest Reserve and promotes environmental education through its nationally recognized Haystack Rock Awareness Program. The City has served as an important partner to two State Parks and is unique as a community in incorporating language within its Comprehensive Plan for preserving the Oregon Coastal Highway as a scenic corridor, much loved by many citizens and guests:

The City recognizes that the Highway 101 corridor has significant scenic attributes. These attributes include: two travel lanes; a forested corridor that creates a sense of enclosure and continuity; the lack of adjacent commercial development; and a limited number of access points onto the highway. The City will cooperate with the Oregon Department of Transportation in protecting these elements of the Highway 101 corridor through Cannon Beach. (Cannon Beach Comprehensive Plan, Transportation Policy #4; Ord. 94-07)

This TSP would allow the City to plan for continuing growth of seasonal guests, while keeping it a vibrant and livable community for its residents. We appreciate this opportunity to apply for this important grant and remain ready to answer any questions that you might have.

Thank you and be well.

Bruce St. Denis, City Manager

Cannon Beach, OR 97110

capnav41@aol.com

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

RE: Cannon Beach TSP Application

To whom it may concern:

The Cannon Beach Public Works Committee supports the City of Cannon Beach Community Development & Public Works Cannon Beach Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP). The City of Cannon Beach is one of the few remaining communities without a TSP; our community continues to have a growing influx of seasonal population pressures and is facing ever growing demands on our transportation system.

Since the TGM program began over twenty-five years ago, the State of Oregon has dispersed funds for eleven different transportation planning projects to our Clatsop County neighbors, and yet, Cannon Beach is still without a transportation system plan. The City of Cannon Beach is one of the Oregon Coast's most visited and most nationally recognized locations. The city is home to Haystack Rock, an Oregon Marine Garden and a National Wildlife Refuge. It is the home to two Oregon State Parks. Tolovana Beach State Recreation Site which, according to Oregon State Parks and Recreation, had 854,992 visitors in 2018. Cannon Beach is also the gateway to the iconic Ecola State Park on Tillamook Head. The historic 'home' of Oregon's public coast, Cannon Beach faces a growing demand to coordinate its transportation, transit and parking systems to develop solutions to mitigate seasonal gridlock. Parking, transportation and transit solutions are vital for our small rural community which is facing challenges typical of large urban areas; solutions that will meet the needs of the tourism industry and the workforce that services our visitors while honoring the livability for the residents of Cannon Beach. In recent years gridlock has pushed its way to backups onto Highway 101 at Cannon Beach off-ramps, impacting State roads and facilities.

In a time of climate change and with a need to coordinate emergency and resiliency planning in all planning efforts, the City of Cannon Beach, along with State and regional partners must utilize every available opportunity to develop creative solutions for emergency response while alleviating daily needs. If awarded, this application gives the City and State greater return on investment by providing residents, employers, employees and guests of Cannon Beach with a comprehensive, integrated and resilient transportation system that will handle fluctuating seasonal needs, service the residential population and safely respond to emergency demands.

Respectfully,



Carolyn Propst
Chair, City of Cannon Beach Public Works Committee





CANNON BEACH RURAL FIRE PROTECTION DISTRICT

P.O. Box 24
Cannon Beach, OR 97110
(503) 436-2949
Fax: (503) 436-9639

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

To whom it may concern:

The Cannon Beach Rural Fire District supports the City of Cannon Beach Community Development & Public Works Cannon Beach Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP). The City of Cannon Beach is facing growing traffic congestion due to increased seasonal tourism traffic, which is a concern for emergency service providers.

The Cannon Beach Rural Fire Protection District's main station sits at the junction of Sunset and Spruce, where services are mobilized to support Cannon Beach and the surrounding area. The growing gridlock and queuing of traffic will continue to present challenges to our ability to provide the best service to our community. There are times when the traffic is backed up Sunset Boulevard all the way onto US Hwy 101; blocking emergency response out of the station. We work with the City of Cannon Beach to provide plan review of its land use and development applications and appreciate any effort to partner with their planning and public works teams in developing coordinated future plans. We fully support the City's efforts in this application and will work hand in hand with them through this Transportation System Plan to ensure that we provide Cannon Beach's citizens and guests with the highest level of emergency services that can be provided.

Respectfully,

Marc Reckmann
Division Chief - Training
Cannon Beach Fire & Rescue
188 Sunset Blvd
PO Box 24
Cannon Beach, Oregon 97110
Office - 503-436-2949
Mobile - 503-380-1594





SUNSET EMPIRE TRANSPORTATION DISTRICT
900 Marine Drive Astoria, Oregon 97103

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

RE: Cannon Beach TSP Application

To whom it may concern:

The Sunset Empire Transportation District (SETD) supports the City of Cannon Beach Community Development & Public Works Cannon Beach Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP). SETD and the City of Cannon Beach have a great partnership through our Intergovernmental Agreement to operate additional public transportation services in the City during peak periods.

The City of Cannon Beach is one of the few remaining communities without a TSP and with the growing influx of seasonal population pressures, the area is facing growing demands on its transportation system. It is the only remaining jurisdiction within Clatsop County that does not have a TSP in place. Since the TGM program began over twenty-five years ago, the State of Oregon has dispersed funds for eleven different transportation planning projects to our Clatsop neighbors, and yet, Cannon Beach is still without a transportation system plan. The City of Cannon Beach is one of the Oregon Coast's most visited and most nationally recognized locations. The historic 'home' of Oregon's public coast, Cannon Beach faces a growing demand to coordinate its transportation, transit and parking systems in reaching creative solutions to mitigate seasonal gridlock.

The TGM Program's stated goals are to:

1. Provide transportation choices – our growing seasonal gridlock and our increased parking challenges encourages us to seek innovative solutions ;
2. Create communities – parking, multi-modal transportation and transit solutions are essential to building more vibrant communities, as we face urban challenges, in rural spaces;
3. Support economic vitality – transportation and land use planning coordination will be vital in servicing the tourism industry as our workforce is commuting further with each year;

4. Save public and private costs – Cannon Beach as ‘birthplace’ of Oregon’s public coast is a place of unique state and even national import, with many state assets and local resources partnerships that need planning and support;
5. Promote environmental stewardship – Cannon Beach has always been on the cutting edge of environmental stewardship and yet, with climate change and the Cascadian threat, we face unprecedented challenges in building a more knowledgeable citizen and guest to fuel a more resilient future, this plan can serve as a cornerstone in promoting sustainable systems.

In recent years gridlock has pushed its way to queuing on Highway 101, impacting State roads and facilities, from beach access points at Tolovona to Ecola Park. In a time of climate change and with a need to coordinate emergency and resiliency planning in all planning efforts, the City of Cannon Beach, along with State and regional partners must utilize every available opportunity to develop creative solutions for emergency response while alleviating daily needs. If awarded, this application gives the City and State greater return on investment by providing residents, employers, employees and guests of Cannon Beach with a comprehensive, integrated and resilient transportation system that will handle fluctuating seasonal needs and safely respond to emergency demands.

As with other TSP updates in our boundaries, we look forward to working with the City of Cannon Beach on their TSP and providing solutions that public transportation can be an important part of.

Sincerely,



Jeff Hazen
Executive Director

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

RE: Cannon Beach TSP Application

To whom it may concern:

The Cannon Beach Chamber of Commerce supports the City of Cannon Beach Community Development & Public Works Cannon Beach Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP). The City of Cannon Beach is one of the few remaining communities without a TSP and with the growing influx of seasonal population pressures, the area is facing growing demands on its transportation system.

The City of Cannon Beach is the only remaining jurisdiction within Clatsop County that does not have a TSP in place. Since the TGM program began over twenty-five years ago, the State of Oregon has dispersed funds for eleven different transportation planning projects to our Clatsop neighbors, and yet, Cannon Beach is still without a transportation system plan. The City of Cannon Beach is one of the Oregon Coast's most visited and most nationally recognized locations. The historic 'home' of Oregon's public coast, Cannon Beach faces a growing demand to coordinate its transportation, transit and parking systems in reaching creative solutions to mitigate seasonal gridlock.

The TGM Program's stated goals are to:

1. Provide transportation choices – our growing seasonal gridlock and our increased parking challenges encourages us to seek innovative solutions ;
2. Create communities – parking, multi-modal transportation and transit solutions are essential to building more vibrant communities, as we face urban challenges, in rural spaces;

3. Support economic vitality – transportation and land use planning coordination will be vital in servicing the tourism industry as our workforce is commuting further with each year;
4. Save public and private costs – Cannon Beach as 'birthplace' of Oregon's public coast is a place of unique state and even national import, with many state assets and local resources partnerships that need planning and support;
5. Promote environmental stewardship – Cannon Beach has always been on the cutting edge of environmental stewardship and yet, with climate change and the Cascadian threat, we face unprecedented challenges in building a more knowledgeable citizen and guest to fuel a more resilient future, this plan can serve as a cornerstone in promoting sustainable systems.

In recent years gridlock has pushed its way to queuing on Highway 101, impacting State roads and facilities, from beach access points at Tolovana Wayside to Ecola Park. In a time of climate change and with a need to coordinate emergency and resiliency planning in all planning efforts, the City of Cannon Beach, along with State and regional partners must utilize every available opportunity to develop creative solutions for emergency response while alleviating daily needs. If awarded, this application gives the City and State greater return on investment by providing residents, employers, employees and guests of Cannon Beach with a comprehensive, integrated and resilient transportation system that will handle fluctuating seasonal needs and safely respond to emergency demands.

Thank you for your support,



Jim Paino

Executive Director

Cannon Beach Chamber of Commerce

jim@cannonbeach.org



CANNON BEACH PLANNING COMMISSION

163 E. GOWER ST.

PO Box 368

CANNON BEACH, OR 97110

May 28, 2019

Oregon Department of Transportation
Transportation and Growth Management Program
555 13th St., NE
Salem, OR 97301

RE: Cannon Beach TSP Application

To whom it may concern:

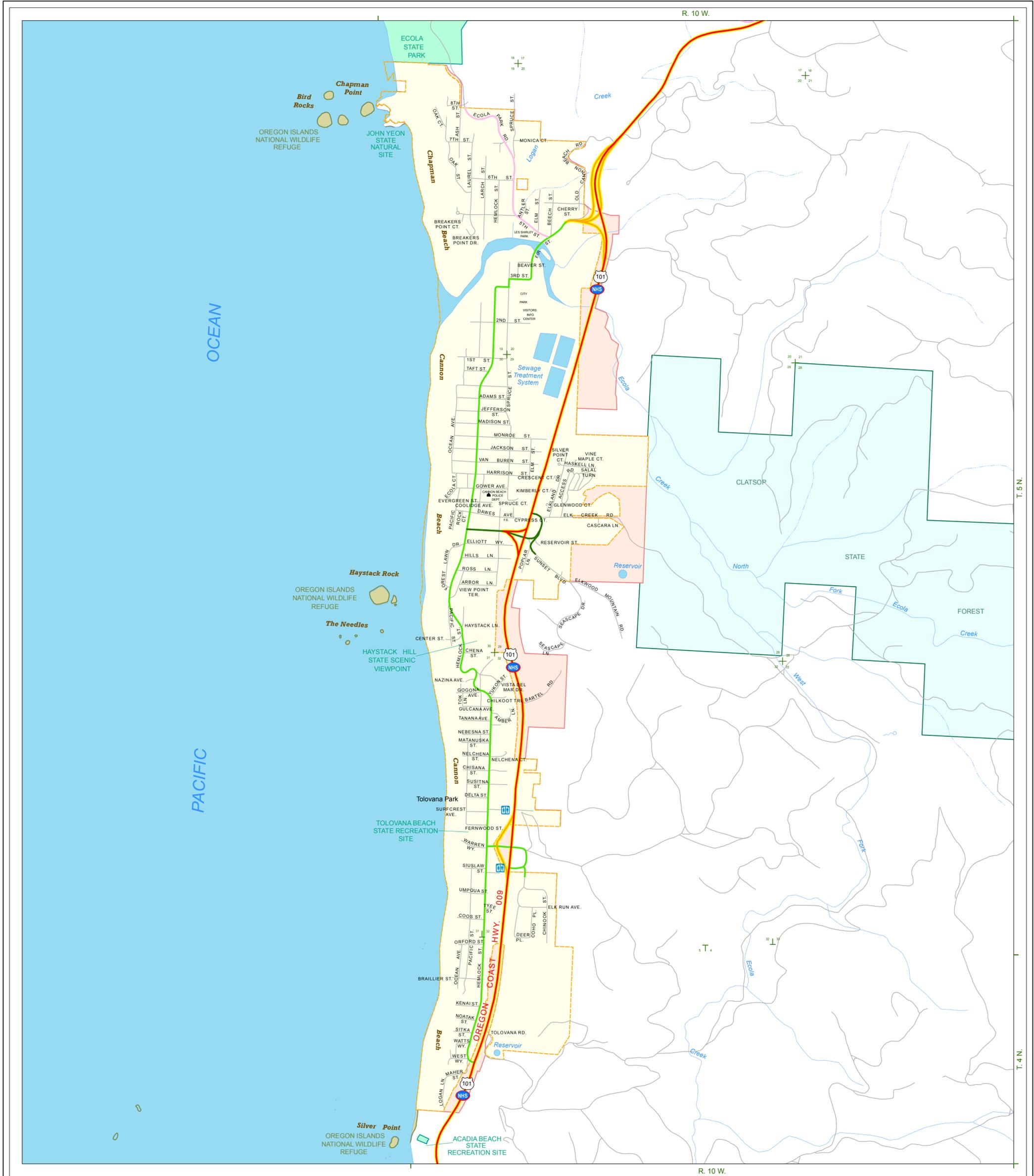
The City of Cannon Beach Planning Commission supports the City of Cannon Beach Community Development & Public Works Cannon Beach Transportation and Growth Management (TGM) grant application for a long overdue Transportation System Plan (TSP). The City of Cannon Beach is one of the few remaining communities without a TSP and with the growing influx of seasonal population pressures, the area is facing growing demands on its transportation system.

The City of Cannon Beach is the only remaining jurisdiction within Clatsop County that does not have a TSP in place or have received awards under the TGM program for transportation planning. The City of Cannon Beach is one of the Oregon Coast's most visited attractions. The historic 'home' of Oregon's public beaches, Cannon Beach faces a growing demand to coordinate its transportation and parking systems in reaching creative solutions to mitigate seasonal gridlock.

In recent years gridlock has pushed its way to queuing on Highway 101, impacting State roads and facilities, from beach access points at Tolovona to Ecola Park. In a time of climate change and with a need to coordinate emergency and resiliency planning in all planning efforts, the City of Cannon Beach, along with State and regional partners must utilize every available opportunity to develop creative solutions for emergency response while alleviating daily needs. If awarded, this application gives the City and State greater return on investment by providing residents, employers, employees and guests of Cannon Beach with a comprehensive, integrated and resilient transportation system that will handle fluctuating seasonal needs and safely respond to emergency demands.

Sincerely,

Daryl Johnson
Cannon Beach Planning Commission Chairperson



<p>FUNCTIONAL CLASSIFICATION</p> <p>STATE HWY: INTERSTATE PRINCIPAL ARTERIAL MINOR ARTERIAL MAJOR COLLECTOR MINOR COLLECTOR LOCAL ROAD</p> <p>OTHER JURISDICTION: INTERSTATE - US. ROUTE - ORE. ROUTE NATIONAL HIGHWAY SYSTEM ROUTE CITY LIMIT URBAN GROWTH BOUNDARY</p> <p>RAILROAD - AMTRAK PASSENGER STATION GRAVEL PIT - QUARRY - ODOT STOCKPILE ODOT MAINTENANCE STATION</p>	<p>LEGEND</p> <p>FOR FURTHER FUNCTIONAL CLASSIFICATION INFORMATION, CONTACT ODOT REGION OFFICE</p> <p> PUBLIC BUILDING COURTHOUSE HOSPITAL CITY HALL ARMORY POST OFFICE SCHOOL LIBRARY</p> <p> SAFETY REST AREA WEIGH STATION PARK & RIDE LOCATION INTERCITY - CITY TRANSIT COMMERCIAL - GENERAL AVIATION PORT FACILITY</p>	<p>Published by</p> <p> GEOGRAPHIC INFORMATION SERVICES UNIT U.S. DEPARTMENT OF TRANSPORTATION</p> <p> NORTH</p> <p>PREPARED DIGITALLY BY THE OREGON DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION</p>	<p>"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."</p> <p>SCALE</p> <p>0 700 1,400 2,800 Feet 0 210 420 840 Meters</p>	<p>CANNON BEACH POPULATION 1,710</p> <p> T. 4-5 N. R. 10 W. W.M.</p>	<p>OREGON TRANSPORTATION MAP Showing Federal Functional Classification of Roads City of</p> <p>CANNON BEACH</p> <p>CLATSOP COUNTY 2017 Edition</p> <p> PARK & RIDE INTERBUS AMTRAK AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND</p> <p> PORT AIRPORT COMM. AIR AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND</p>
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RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.