

FEBRUARY 2015

CAPE KIWANDA ROADWAY STUDY

PREPARED FOR
**TILLAMOOK COUNTY
& PACIFIC CITY**



PROJECT STUDY OVERVIEW

PROJECT CATALYST

- Cape Kiwanda Drive between Circle Drive and Alder Street is subject to fluctuations in use between peak (summer) and off-peak (winter) seasons.
- Varying users and travel modes create conflicts and present risks to non-motorized users.
- Major capital investment may be several years in the future.
- County wants to explore cost-effective, short-term solutions to improve the pedestrian crossings.

STUDY OBJECTIVES

- Identify long-term framework while considering near-term projects.
- Consider network and localized project elements.
- Improve pedestrian connectivity between main activity areas.
- Minimize intra- and inter-modal conflicts and interactions.



STUDY AREA CONSIDERATIONS

PRIMARY ACTIVITY ZONES

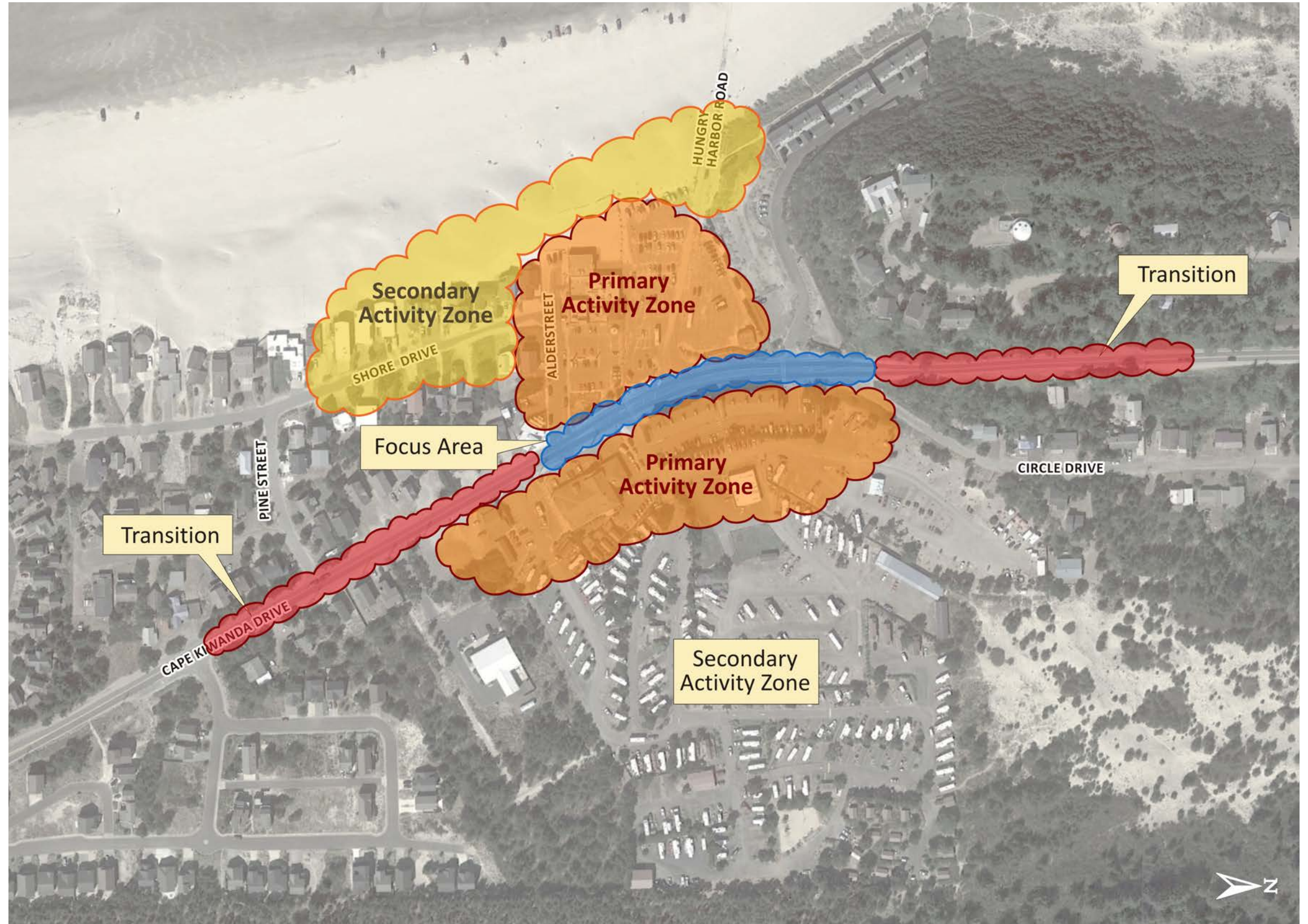
- Commercial, retail, lodging on east side of roadway.
- Beach access, parking, restrooms, and restaurant/pub on west side of roadway.

SECONDARY ACTIVITY ZONES

- Private RV and County Park facilities.
- Beach and dune areas.

CAPE KIWANDA DRIVE

- Transition southbound from rural highway character.
- Transition northbound from suburban arterial character.
- Urban arterial function and character in focus area.



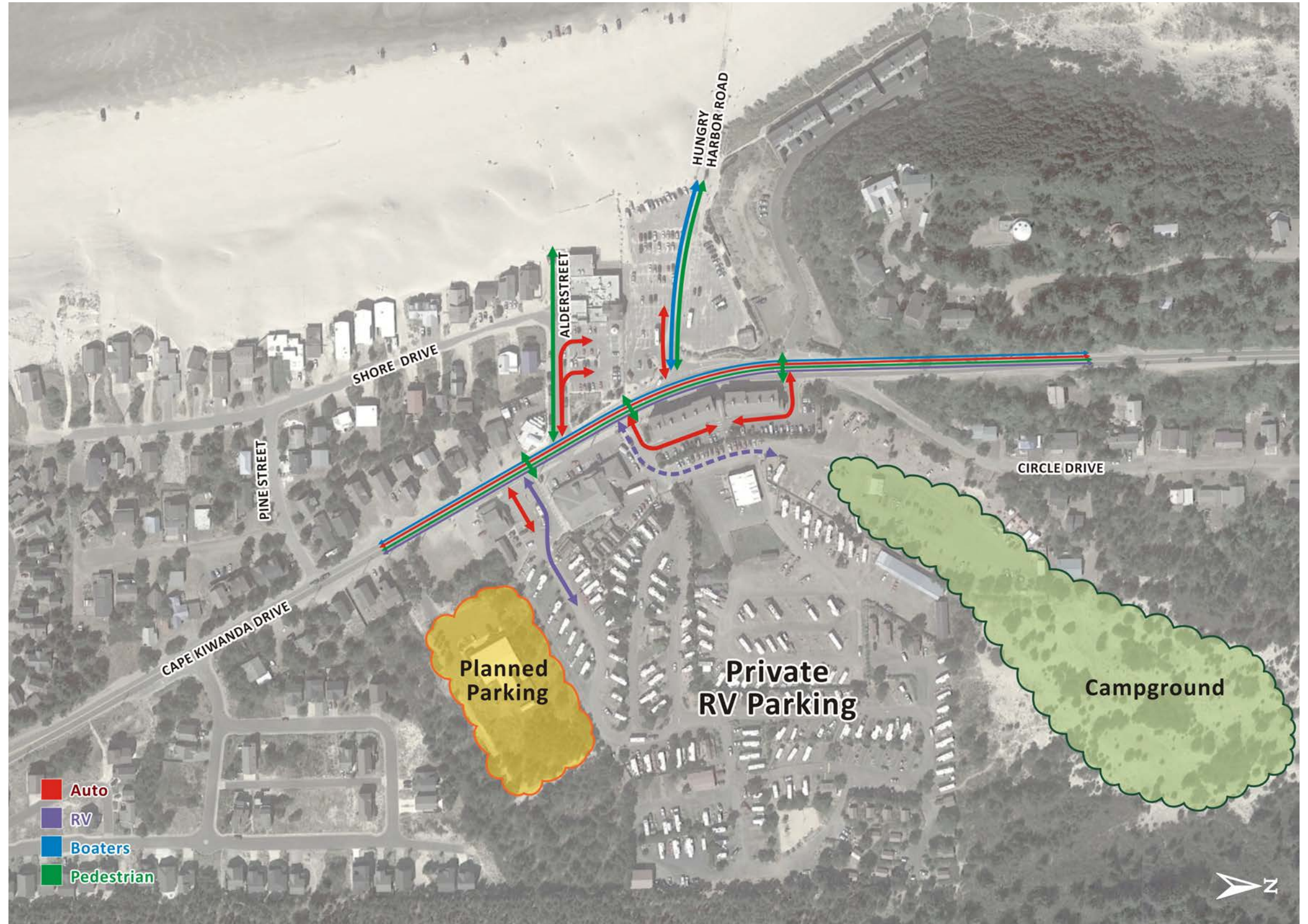
LAND USE & TRANSPORTATION CONTEXT

LAND USE CONTEXT

- Campgrounds and beach access generate special vehicle traffic, including RVs and boat trailers, as well as pedestrian traffic.
- Retail and hospitality land uses located at the heart generate high pedestrian activity.
- Residential land uses located on the peripheries require access and on-street parking.

TRANSPORTATION CONTEXT

- Traveler Conflicts
- Access Control
 - Concentrated access along the main activity area
 - Front-loaded access for land uses abutting Cape Kiwanda Drive
- Downgrade entering from the north limits increases speeds, horizontal curve decreases sight distance.
- Sand deposits affect parking supply and lane widths.



CONCEPTUAL ROADWAY & ACCESS FRAMEWORK

CAPE KIWANDA DRIVE

- Backage road access for parking and secondary circulation.
- Alder Street seasonally only serving restaurant/pub.
- Pine Street seasonally only serving residential access.
- Gateway transition treatments at each entry point.
- Maximize the number of marked pedestrian crossings.

BEACH ACCESS

- Emphasize Hungry Harbor Road as public street versus parking lot driveway.
- Enhance pedestrian space along Hungry Harbor Road.
- Emphasize Alder Street as major pedestrian beach access.

USER INFORMATION

- Clear signage to designated parking areas; clear no-parking zones.
- Pedestrian wayfinding to beach



STAKEHOLDER IDEAS & SUGGESTIONS

BEACH ZONE DESIGNATION

- Cape Kiwanda gateway signage at north and south end of study area.
- Safety zone designation to enhance driver awareness.

BEACH ACCESS

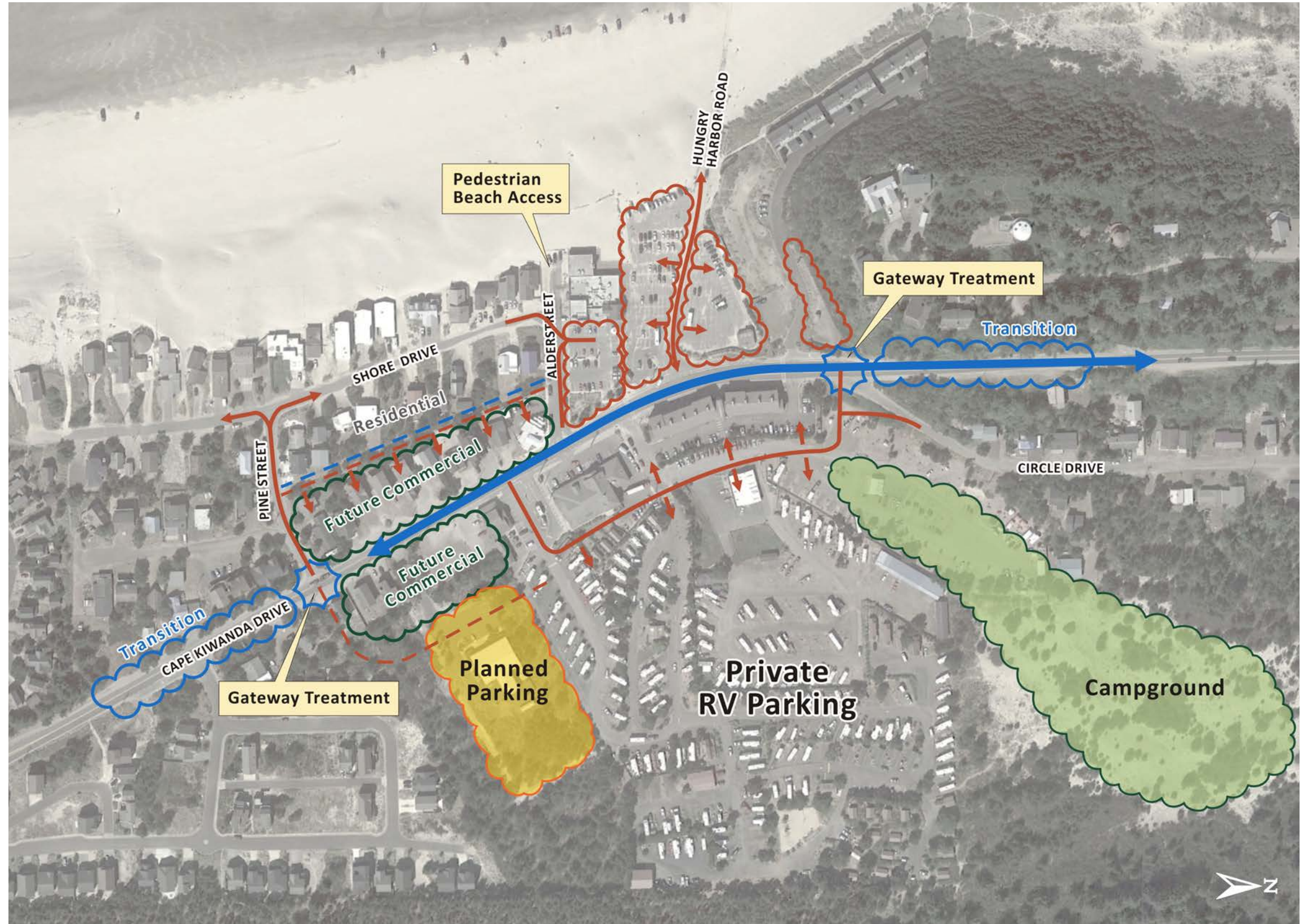
- Maximize beach access locations and routes.
- Provide pedestrian orientation poles to guide pedestrians to safe access
- Maximize marked pedestrian crossings and consider supplemental beacons.

SIGNING

- Inventory signing to remove extraneous signs and provide consistent desired signage.

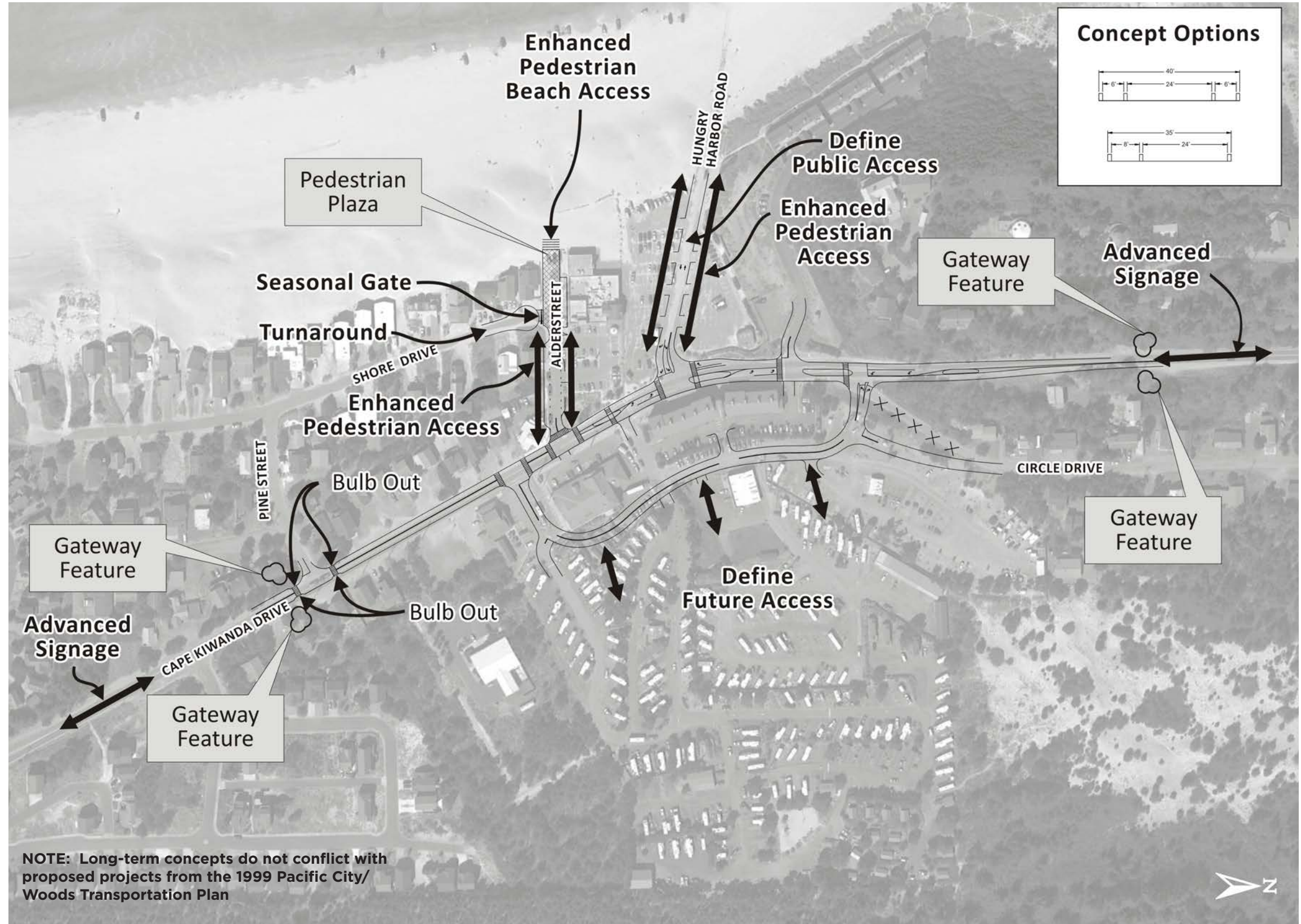
PARKING

- Manage parking inventory.
- Consider seasonal supplements.
- Actively manage sand accumulation



CONCEPTUAL LONG-TERM SCHEMATIC PLAN

- Widen north end to develop channelized turn-lanes, raised medians, and urban cross section.
- Create gateway at south end and introduce urban cross section.
- Create secondary access parallel to Cape Kiwanda Drive.
- Consolidate access points to Cape Kiwanda Drive.
- Emphasize Alder street as key pedestrian linkage to beach; investigate pedestrian plaza.
- Provide visible and enhanced pedestrian crossings via medians, bulb outs, illumination, or other elements.
- Configure Hungry Harbor Road as public street with separated pedestrian walkways.
- Create drive aisles in main parking lot.
- Add turn around on Shore Drive and a seasonally operated gate.
- Preserve and maintain emergency vehicle access.



CONCEPTUAL TIERED IMPLEMENTATION APPROACH

TIER 1

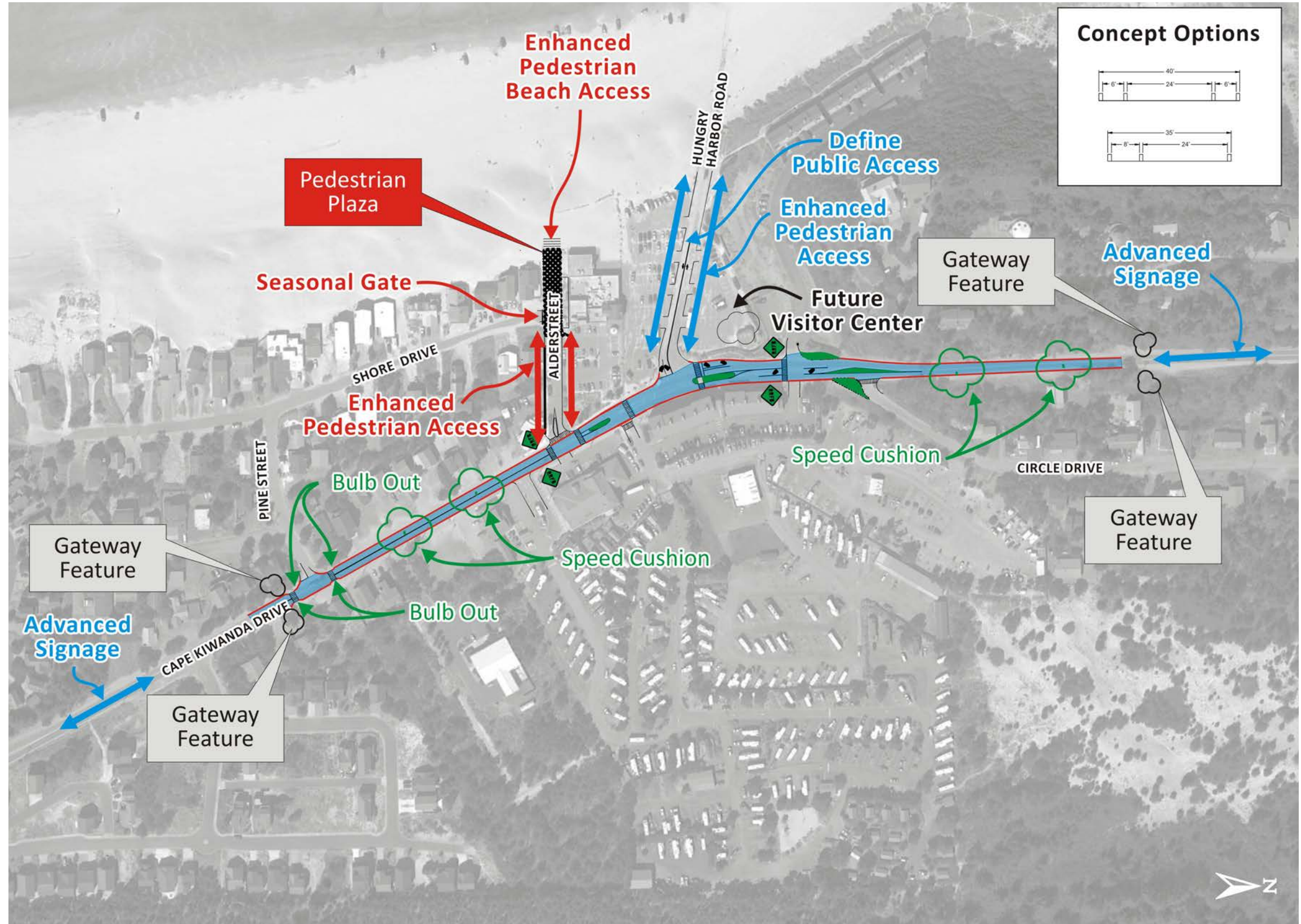
- Stripe recommended lane configuration
- Inventory, remove, and replace signage
- Designate and sign safety zone at the north and south gateways
- Delineate Hungry Harbor Road access

TIER 2

- Install Rectangular Rapid Flash Beacon (RRFB)
- Install raised median
- Remove right-turn lanes along Cape Kiwanda Drive; restripe Circle Drive intersection.

TIER 3

- Install seasonal gate on Shore Drive
- Designate and delineate pedestrian plaza
- Install curbs along Cape Kiwanda Drive



POTENTIAL NEXT STEPS

- Engage business community and tourism groups for concurrence and support of concepts and early implementation opportunities.
- Designate and sign safety zone at the north and south gateways. Establish messaging and themes to be used consistently by all parties.
- Investigate design phasing/sequencing for road and crosswalk striping, raised median, right-lane closure, public street, and intersection treatments.
- Initiate discussions with area stakeholders to assess parking issues; identify potential new areas and define restricted locations. Investigate parking enforcement options.
- Initiate pedestrian circulation evaluation that includes overall plan and corresponding wayfinding. Investigate plaza coordination and implementation feasibility. Document Restaurant/Pub delivery needs and integrate accordingly.
- Investigate coordination options of Visitor Center project activities to possibly amend current program to include elements that address defining Hungry Harbor Road as a public street with separate pedestrian access.
- Inventory existing signage and remove extraneous elements. Replace signs for consistency and effectiveness.
- Investigate evaluation and design process for funding and installing Rectangular Rapid Flash Beacon (RRFB).

