

Exploration of Alternate Mobility Standards for U.S.101 in Seaside, OR

WHO: In summer 2009, the City of Seaside (City) and the Oregon Department of Transportation (ODOT) agreed to explore alternate mobility standards for U.S. 101 in Seaside.

WHY: The City seeks solutions to address congestion on U.S. 101 with flexibility to the highway mobility standards, allowing a narrower cross-section through Seaside. ODOT's interest in alternate mobility standards is part of developing fundable solutions inline with State policy to address safety and congestion on U.S. 101.

WHAT: Currently the mobility standard for U.S. 101 is based on the 30th highest hour volume-to-capacity (V/C) ratio. Translated, this means that ODOT evaluates congestion by comparing how much traffic uses the roadway to how much space is available on the road during the busy peak summer hours when there are many visitors to Seaside. What is being proposed to ODOT and the City is to use Average Weekday Peak Hour V/C whereby ODOT would evaluate congestion for the busiest hour in a typical weekday during the shoulder months (likely April, May or October).

HOW: The alternate mobility standard process is outlined in Policy 1F.3 in the Oregon Highway Plan. When proposing a different mobility standard, the policy identifies that there are five areas that must be addressed:

- ◆ Investments in local streets to relieve traffic on the highway
- ◆ Investments in alternate modes (bicycling, walking and transit) to relieve traffic on the highway
- ◆ Managing land use to limit vehicular demand on the highway
- ◆ Managing access and transportation operations to minimize traffic accidents and make the most effective use of highway capacity
- ◆ Adopt a Transportation System Plan that includes a financially feasible implementation program that shows strong public and private commitment to carry out the identified improvements and actions.

WHEN: The alternate mobility standard would only become effective once the Oregon Transportation Commission (OTC) amended the proposed standard in the Oregon Highway Plan. Before considering amending the Oregon Highway Plan, the OTC requires local support of the standards through the adoption of a Transportation System Plan, outlining how Seaside will support and protect the level of mobility through identified improvements and actions.

TRADE-OFFS: By seeking an alternate mobility standard, the community will likely experience more congestion throughout the year but especially during the summer season. In addition to more congestion on the highway, there would likely be increased traffic on local roads when trying to cross the highway. The benefit to seeking an alternate mobility standard is that the highway would keep a narrower cross-section, therefore requiring fewer encroachments on neighboring properties and businesses. However, it should be noted that estimates show long lines (queues) are expected at signalized intersections which may make access to some businesses and properties along the highway problematic.

FOR MORE INFORMATION, PLEASE VISIT www.SeasideTSP.org .

Seaside Transportation System Plan

The Seaside TSP project is exploring alternate mobility standards for US 101 in Seaside. This work responds to a request made by the Seaside City Council in August 2009, and following guidelines established by the Oregon Department of Transportation in Oregon Highway Plan Mobility Standard Guidelines¹. Although a variety of potential standards are available to Seaside, the most appropriate identified by the Project Management Team (PMT) is to look at “typical weekday” traffic volumes instead of the more traditional “30th Highest Hour” volumes. “Typical weekday” volumes are the highest traffic hour from the “average” or “shoulder season” for US 101 in Seaside.

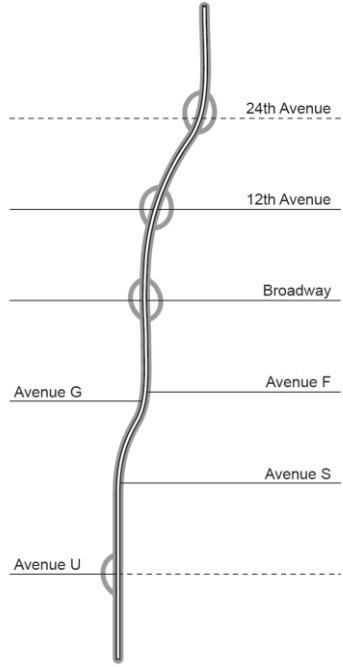
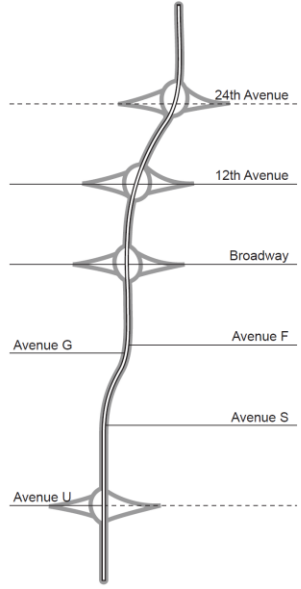
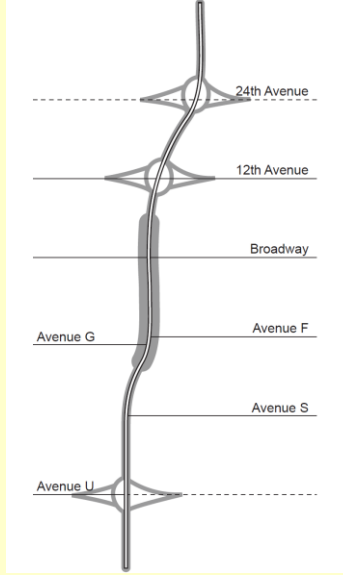
To date the Seaside TSP project has developed five alternatives for US 101 between Lewis and Clark Road to the north and Avenue U to the south. Each of the alternatives was analyzed using “typical weekday” traffic volumes. This sheet describes each of the alternatives in general terms, as well as their overall benefits and challenges.

Highway Alternatives 1-5 using Typical Weekday Traffic Volumes: Pros/Cons

Alternative No.	Alternative Description	Conceptual Sketch	Evaluation Score ²	Pros	Cons
1	<p>Four through lanes (two lanes in each direction): 12th Avenue to Avenue G</p> <p>Two through lanes (one lane in each direction): north of 12th Avenue, south of Avenue G</p>		o	<ul style="list-style-type: none"> Highway right of way is wider through this section than south of Avenue G Lower traffic delay at most key intersections than other alternatives Traffic congestion at key intersections is below ODOT-established threshold (only if Wahanna Road is extended to the south) 	<ul style="list-style-type: none"> Wider section through central Seaside (vicinity of Broadway) which could make it less friendly to pedestrians Traffic congestion at Avenue U intersection is problematic without southerly extension of Wahanna Road Traffic delay in SB direction at US 101/24th is very bad. Limited alternate routes for businesses and residences between highway and creek, Broadway and 12th and somewhat south of Broadway
2	<p>Four through lanes (two lanes in each direction): north of 12th Avenue, south of Avenue S</p> <p>Two through lanes (one lane in each direction): between 12th Avenue and Avenue S</p>		-	<ul style="list-style-type: none"> Keeps a narrower highway footprint through middle section of Seaside (vicinity of Broadway) which could make it easier for pedestrians to cross US 101 Traffic congestion at north and south ends of town is low Highway is wider outside of Seaside's core where development is less dense. This could potentially mean fewer impacts 	<ul style="list-style-type: none"> Traffic delay through Seaside core is very bad, especially in SB direction. Delay is still bad at the north end of town as well, even though this section has more capacity than Alternative 1. Traffic congestion at 12th and Broadway are both over capacity Traffic delay on Broadway (only side street tested) is not good, with EB traffic backed up to Holladay Limited alternate routes for businesses and residences between highway and creek, Broadway and 12th and to some extent south of Broadway

¹ Oregon Department of Transportation, *Oregon Highway Plan, Mobility Standard Guidelines*, August 7, 2009.

² Alternatives were evaluated by the Project Management Team. A score of (+) indicates that the concept rated well in relation to criteria. A score of (o) indicates that the concepts rated relatively well in relation to criteria with some issues. A score of (-) indicates that the concept did not rate well in relation to criteria.

Alternative No.	Alternative Description	Conceptual Sketch	Evaluation Score ²	Pros	Cons
3	Two through lanes (one lane in each direction) throughout Seaside, turn pockets on US101 only (where appropriate)		-	<ul style="list-style-type: none"> Traffic congestion and delay at 12th (both directions) and Broadway (NB direction) moderately better than Alternative 2 Retains smaller highway footprint through Seaside 	<ul style="list-style-type: none"> Delay is still bad throughout Seaside Congestion at Broadway still over capacity Traffic delay on Broadway (only side street tested) is not good, with EB traffic backed up to Holladay Limited alternate routes for businesses and residences between highway and creek, Broadway and 12th and to some extent south of Broadway
4	Two through lanes (one lane in each direction) throughout Seaside, turn pockets on US 101 and side streets (where appropriate)	 <i>NOTE: illustration represents area and not type of intersection modification.</i>	o	<ul style="list-style-type: none"> Traffic congestion beneath threshold for all key intersections Retains smaller highway footprint through Seaside Less traffic delay in NB direction at Broadway than Alts 2 and 3 (though still bad) 	<ul style="list-style-type: none"> Traffic delay is still bad throughout Seaside Traffic delay on Broadway (only side street tested) is also bad – back up to Holladay on west and almost to creek on east side (without Wahanna Extension only) Limited alternate routes for businesses and residences between highway and creek, Broadway and 12th and to some extent south of Broadway
5	Hybrid of Alternatives 1 and 4: four through lanes (two lanes in each direction) between 4 th Avenue and Avenue G Two through lanes (one lane in each direction): north of 4 th Avenue, south of Avenue G Turn pockets on US 101 and side streets (where appropriate)	 <i>NOTE: illustration represents area and not type of intersection modification.</i>	+	<ul style="list-style-type: none"> Highway right of way is wider through this section than south of Avenue G Retains smaller highway footprint through much of Seaside Traffic congestion beneath ODOT-established threshold for all key intersections Less traffic delay in northbound direction at Broadway than Alts 2 and 3 	<ul style="list-style-type: none"> Wider section through central Seaside (vicinity of Broadway) which could make it less friendly to pedestrians Traffic delay in SB direction at US 101 / 24th Avenue is still bad. Limited alternate routes for businesses and residences between highway and creek, Broadway and 12th and to some extent south of Broadway

NOTE: Illustrations are not to scale.

All alternatives were tested with and without a southerly extension of Wahanna Road.

Hybrid alternative (Alternative 5) was also tested with and without two large projects recommended by the TSP: (1) a new intersection at US 101 / 24th Avenue and (2) a flyover of US 101 at Holladay Avenue and extension of Holladay Avenue southward to reconnect with US 101 at Avenue U.

Hybrid alternative is shaded in yellow to indicate that this alternative performs better than the other four alternatives tested.

Factors to be Considered

- Assessment of alternative widths vs. available right-of-way.
- What encroachments exist on existing right-of-way?
- How long of traffic queues are acceptable?
- Balance between highway travel and local (cross-highway) trips
- Potential for extension of local streets where connectivity would be limited?

Comment Form

Name:	
Address:	
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Would you like to be added to the project mailing list? <input type="checkbox"/> Yes <input type="checkbox"/> No	

How did you hear about this workshop?

Newspaper Ad
 News Article
 Word of Mouth
 TV/Radio
 Other _____

BICYCLE/PEDESTRIAN RECOMMENDATIONS

In general, do you agree with these recommended projects?	Strongly Agree	Somewhat Agree	Unsure	Somewhat Disagree	Strongly Disagree
Bike/Pedestrian					

What do you like or dislike about the Bike/Pedestrian recommendations?

TRANSIT RECOMMENDATIONS

In general, do you agree with these recommended projects?	Strongly Agree	Somewhat Agree	Unsure	Somewhat Disagree	Strongly Disagree
Transit					

What do you like or dislike about the Transit recommendations?

ROADWAY RECOMMENDATIONS

In general, do you agree with these recommended projects?	Strongly Agree	Somewhat Agree	Unsure	Somewhat Disagree	Strongly Disagree
Roadway					

What do you like or dislike about the Roadway recommendations?

WAHANNA ROAD CONCEPTS

In general, do you agree with the concepts along Wahanna Road?	Strongly Agree	Somewhat Agree	Unsure	Somewhat Disagree	Strongly Disagree
Wahanna Road					

What do you like or dislike about the Wahanna Road concepts?

ALTERNATE MOBILITY STANDARDS STATION

In general, do you agree with the use of alternate mobility standards for the highway in Seaside?	Strongly Agree	Somewhat Agree	Unsure	Somewhat Disagree	Strongly Disagree
Highway					

What do you like or dislike about the Highway concepts under consideration?

Are there other concepts you want the project team to consider?

Do you want to tell the project team anything else?
