

# Seaside Transportation System Plan: Data Collection & Site Visit Summary

PREPARED FOR: Seaside TSP Project Management Team

PREPARED BY: Michael Hoffmann/CH2M HILL  
Sumi Malik/CH2M HILL  
Steve Durrant/Alta Planning + Design

COPIES: Theresa Carr/CH2MHILL

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This memorandum provides a brief summary of existing conditions data that was collected for the Seaside Transportation System Plan (TSP).

CH2M HILL staff compiled geographic information systems (GIS) data for the entire Seaside TSP study area and US 101 in particular (study area depicted on Figure 1). Data collected included the following components associated with Seaside's transportation system: existing roadway geometric conditions; safety conditions; bicyclist and pedestrian facilities; access points and spacing; parking; and land use conditions.

CH2M HILL and Alta Planning & Design conducted a site visit in Seaside on April 7, 2008 to verify data assembled in the office, perform field calculations and observational analysis at key intersections, provide observational descriptions of pre-determined land use focus areas, and compile a visual catalog of transportation and land uses through field photos.

## Summary of Findings

### US 101 Mainline Conditions

Roadway geometry data collected for mainline US 101 are summarized below.

- The posted speed limit along US 101/Roosevelt Street through Seaside is 35 mph, which begins at milepost 22.35 in the southbound direction, while the posted speed limit in the southbound direction is 40 mph beginning at milepost 19.58.
- Most of US 101 in Seaside contains 12-foot wide travel lanes, with only limited exceptions.
- Shoulder widths vary from 0' to 8' on US 101 inside Seaside.
- Approximately half of US 101 inside Seaside contains painted medians between 12 and 15 feet in width, with a short section of curbed median. The rest of US 101 contain no median.

- There are several short sections of guardrails/barriers along US 101 at points of steeply graded road embankments.
- In general, pedestrian facilities within Seaside are largely dependent upon the age of development. The sections of Seaside west of the river have a fairly complete sidewalk network, although ADA-accessible curb ramps are not always present. East of the river (and US 101) sidewalk development is much more scattered, with sidewalks occurring primarily in newer developments. Wahanna Road, the major north-south connector east of the slough, has an existing sidewalk between Spruce and just north of Broadway on the east side of the road.
- US 101 is designated and signed as the Oregon Coast Bike Route through the City of Seaside, and the highway generally has wide, well-maintained bike lanes or striped shoulders that are used for bicycle travel through the City, with a few exceptions.
  - Along most of US 101 through Seaside, bike lanes or striped shoulders meet or exceed 4 feet. There are two northbound and one southbound section with shoulder widths less than 4 feet. The high number of vehicle access points, both at intersections and at mid-block, may cause barriers and hazards for cyclists.
  - The northbound bike lane begins approximately at milepost 21.5, near Avenue K. The bike lane continues until reaching the bridge at milepost 19.79. The southbound bike lane exists for the same section of US 101 / Roosevelt Street. Signage and stencils are inconsistent and difficult to see at times.
- Other than the bike lanes on US 101 / Roosevelt Street, there are existing bike lanes on Lewis & Clark Road from Wahanna Road to Elk Lane. The bike lanes are generally of sufficient width; however residents along the roadway use the space for putting out their garbage cans, reducing the usefulness of the bike lane. Wahanna Road has a minimal striped shoulder of variable width (0-2 feet) that provides very little accommodation for bicyclists. All other roadways within Seaside are shared roadways.
- There is a high concentration of access points along both the east and west sides of US 101 in Seaside.

## Study Intersections

Operational diagrams and photos of the following intersections were taken during the site visit. The following key intersections were assessed in the field:

- Avenue U & Beach Road
- US 101 & Avenue U
- Columbia & Broadway Street
- Holladay & Broadway Street
- US 101 & Broadway Street
- US 101 & 12<sup>th</sup> Avenue

- Wahanna Road & 12<sup>th</sup> Avenue
- Holladay Drive & 12<sup>th</sup> Avenue
- US 101 & 24<sup>th</sup> Avenue
- US 101 & Lewis and Clark Road
- Wahanna Road & Broadway Street
- Wahanna Road & Cooper Street
- US 101 & Avenue S
- US 101 & Holladay Drive

## Land Uses

Existing land uses in the City of Seaside are generally in accordance with the city's zoning map. The City of Seaside zoning map is shown on Figure 2.

A cursory assessment of existing land uses for five focus areas was performed as part of the site visit. The five focus areas are shown on Figure 3 and described below. A detailed analysis of existing and forecasted land use will be presented in forthcoming technical memorandums to be performed as part of the Existing Conditions and Future Conditions Technical Memorandums.

### Focus Area #1 – US 101 Corridor: Avenue U north to Holladay Drive

This focus area contains a mix of small-scale retail and food establishments. South of Avenue U are several hotels fronting the east side of the highway and a large senior living facility on the west side of the highway.

### Focus Area #2 – Downtown Vicinity

Land uses in Seaside's downtown are heavily oriented toward the tourist business. Broadway Street contains the majority of these businesses, including hotels, restaurants, retail, and arcade venues. Avenue A also contains a light mix of retail and eating establishments.

Inside this focus area, the Promenade (a 1.80-mile pedestrian plaza which fronts the beach between Avenue U and 18<sup>th</sup> Avenue), contains large hotel and condominium uses.

There is on-street parking in the downtown area. There is also a large parking structure which serves the retail establishment located at the northwest corner of Avenue A and Columbia Street which may factor into the city's downtown parking supply plans.

Downtown's narrow streets and short blocks, coupled with the vibrant mix of land uses noted above, make the area quite pedestrian-friendly.

### Focus Area #3 – US 101 Corridor: Holladay Drive north to 1<sup>st</sup> Avenue

This focus area contains a mix of uses, including strip retail, larger box retail (including Safeway and Rite Aid), and institutional (including the Broadway Middle School, Seaside

City Hall, and the Seaside Chamber of Commerce). This focus area also contains a grouping of older one- and two-story buildings serving retail/commercial uses.

**Focus Area #4 – US 101 Corridor: 1<sup>st</sup> Avenue north to 7<sup>th</sup> Avenue**

This focus area contains many single-family residential homes along with retail – most notably the Seaside Factory Outlet Center, which occupies three blocks of highway frontage on the east side of US 101 between 9<sup>th</sup> and 12<sup>th</sup> Avenues. The majority of the outlet mall is served by a large surface parking lot which abuts the highway.

**Focus Area #5 – US 101 Corridor: 7<sup>th</sup> Avenue north to Lewis and Clark Road**

This focus area contains a mix of uses including strip retail (with large parking lots fronting the highway), light industrial, small-scale retail, and institutional uses (Seaside High School fronts the west side of the highway on this segment of US 101).