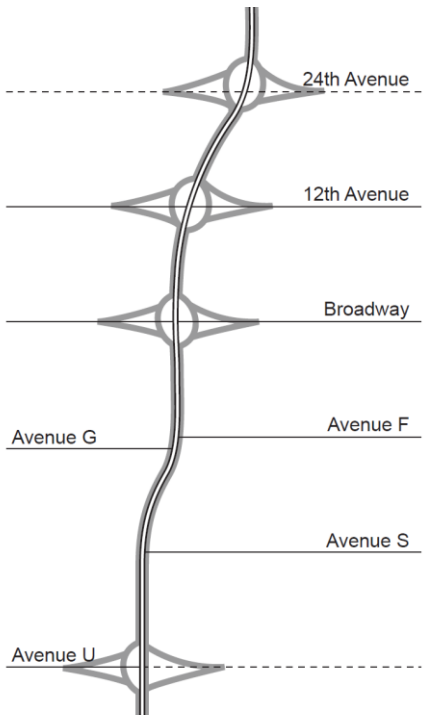
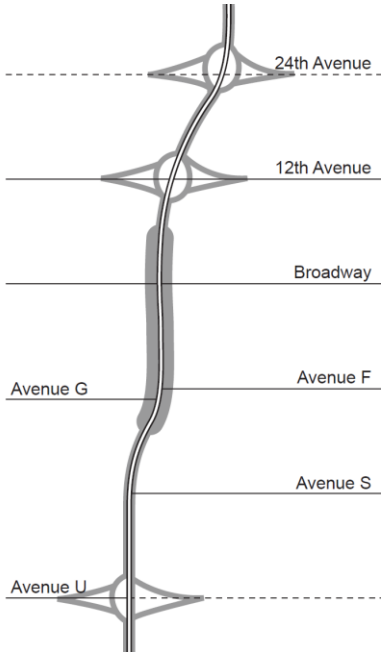


# Seaside Transportation System Plan

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

Alternative No.	Alternative Description	Conceptual Sketch	Pros	Cons
1	<p>Four through lanes (two lanes in each direction): 12<sup>th</sup> Avenue to Avenue G</p> <p>Two through lanes (one lane in each direction): north of 12<sup>th</sup> Avenue, south of Avenue G</p>		<ul style="list-style-type: none"> <li>Right of way is wider through this section than south of Avenue G</li> <li>Lower traffic queues at most key intersections</li> <li>If extended Wahanna Road to south, could show V/C under 1.0 for all intersections</li> </ul>	<ul style="list-style-type: none"> <li>Wider section through central Seaside could make it less friendly to pedestrians</li> <li>V/C &gt; 1.0 at Avenue U intersection without southerly extension of Wahanna Road</li> <li>Southbound queue &gt; 3,300' at 24<sup>th</sup></li> <li>Limited connectivity east of US 101 between Broadway and 12<sup>th</sup> and somewhat south of Broadway</li> </ul>
2	<p>Four through lanes (two lanes in each direction): north of 12<sup>th</sup> Avenue, south of Avenue S</p> <p>Two through lanes (one lane in each direction): between 12<sup>th</sup> Avenue and Avenue S</p>		<ul style="list-style-type: none"> <li>Retains narrower highway footprint through center of Seaside</li> <li>V/C at north and south are very good (all under 0.8)</li> <li>Widens where development is less dense, potentially meaning less impacts</li> </ul>	<ul style="list-style-type: none"> <li>Traffic queues are very bad, especially in southbound direction. At 24<sup>th</sup> they are still &gt; 3,000'</li> <li>V/C at 12<sup>th</sup> and Broadway are both over 1.0 (alternative gets cars to bottleneck areas quickly)</li> <li>Traffic queues on Broadway (only side street tested) back up to Holladay</li> <li>Limited connectivity east of US 101 between Broadway and 12<sup>th</sup> and to some extent south of Broadway</li> </ul>
3	<p>Two through lanes (one lane in each direction) throughout Seaside, turn pockets on US101 only (where appropriate)</p>		<ul style="list-style-type: none"> <li>V/C and traffic queues at 12<sup>th</sup> (both directions) and Broadway (queue northbound direction) moderately better than Alternative 2</li> <li>Retains smaller highway footprint through Seaside</li> </ul>	<ul style="list-style-type: none"> <li>Queues are still bad throughout Seaside</li> <li>V/C at Broadway still over 1.0</li> <li>Traffic queues on Broadway (only side street tested) back up to Holladay</li> <li>Limited connectivity east of US 101 between Broadway and 12<sup>th</sup> and to some extent south of Broadway</li> </ul>

Alternative No.	Alternative Description	Conceptual Sketch	Pros	Cons
4	Two through lanes (one lane in each direction) throughout Seaside, turn pockets on US 101 <i>and</i> side streets (where appropriate)	 <p>NOTE: illustration represents area, and does not indicate type of intersection modification.</p>	<ul style="list-style-type: none"> <li>• V/C under 1.0 for all key intersections</li> <li>• Retains smaller highway footprint through Seaside</li> <li>• Shorter queue in northbound direction at Broadway than Alts 2 and 3 (though still bad)</li> </ul>	<ul style="list-style-type: none"> <li>• Queues are still bad throughout Seaside</li> <li>• Traffic queues on Broadway (only side street tested) are also bad – back up to Holladay on west and almost to creek on east side (without Wahanna Extension only)</li> <li>• Limited connectivity east of US 101 between Broadway and 12<sup>th</sup> and to some extent south of Broadway</li> </ul>
5	<p>Hybrid of Alternatives 1 and 4: four through lanes (two lanes in each direction) between 4<sup>th</sup> Avenue and Avenue G</p> <p>Two through lanes (one lane in each direction): north of 4<sup>th</sup> Avenue, south of Avenue G</p> <p>Turn pockets on US 101 <i>and</i> side streets (where appropriate)</p>	 <p>NOTE: illustration represents area, and does not indicate type of intersection modification.</p>	<ul style="list-style-type: none"> <li>• Right of way is wider through this section than south of Avenue G</li> <li>• Retains smaller highway footprint through much of Seaside</li> <li>• V/C under 1.0 for all key intersections</li> <li>• Shorter queue in northbound direction at Broadway than Alts 2 and 3</li> </ul>	<ul style="list-style-type: none"> <li>• Wider section through central Seaside could make it less friendly to pedestrians</li> <li>• Southbound queue &gt; 3,300' at 24<sup>th</sup></li> <li>• Limited connectivity east of US 101 between Broadway and 12<sup>th</sup> and somewhat south of Broadway</li> </ul>

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 a new intersection at US 101 / 24<sup>th</sup> Avenue and a flyover of US 101 and Holladay Avenue (southern connection).

### 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?