

Legend

- Highway 101
- Major Collectors
- Local Streets
- Study Area
- Safety Issue
- Mobility & Connectivity Issue

Study Intersections:

- Congested Intersection
- Operates fine now and in the future

Connectivity (Existing and Future)

Throughout—limited east-west connectivity. Existing east-west roadways are near capacity and will be worse in the future. This poses a problem in the event of an emergency.



Safety

Challenging intersection due to curve, limited sight distance, wide width of turn lane, and angle of intersection.

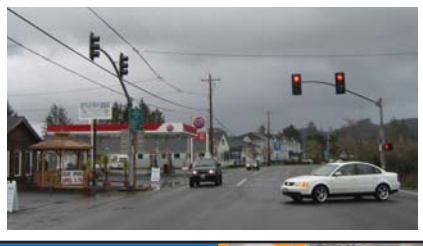
Mobility (Existing & Future)

Congested Intersections (V/C ratios ¹)			
Intersection	Existing (2008)	Future (2031)	Traffic queues too long for this movement ² (2031)
Hwy 101 @ 24th Avenue	Congested (1.22)	Congested (<2.0)	Left turn from 24th Ave onto Hwy 101
Hwy 101 @ 12th Avenue	Congested (0.96)	Congested (1.91)	—
Hwy 101 @ Broadway	Congested (0.97)	Congested (1.75)	Southbound on Hwy 101 and left turn onto Broadway
Hwy 101 @ Holladay Dr	Operates Fine	Congested (1.40)	Left off of Holladay Dr onto Hwy 101
Hwy 101 @ Avenue S	Operates Fine	Congested (<2.0)	—
Hwy 101 @ Avenue U	Operates Fine	Congested (1.72)	—

1. Volume-to-Capacity (V/C) ratio—intersection is considered congested if the V/C ratio is greater than the applicable standard or greater than 1, meaning that traffic volumes exceed the capacity of the intersection
 2. Traffic queues for the movement listed are expected to extend beyond the length of the turning lane in the future (2031) 40% of the time or more.

Safety

US 101 in the vicinity of Avenue U is a Safety Priority Index System (SPIS) site (score is within top 10% of the entire state)



Safety

2/3 of accidents (2001-2006) at US 101 intersections were rear-end; may be due to the close distance between driveways.

Connectivity (Existing and Future)

1. Transportation system needs to serve needs of different traffic: regional versus local versus truck traffic
2. Up to 400 cars leave North Coast Family Fellowship on Sunday mornings, and the nearest intersection on Hwy 101 at Lewis and Clark Road is too challenging for this many cars
3. 12th Avenue is a busy street, but it is not designed to handle as much traffic as it does; directions at Franklin and 12th Avenue can be confusing
4. Difficult to maneuver around traffic on Hwy 101; shoulder is narrow if cars need to pull over for emergency vehicles or for a broken-down car to pull over
5. Wahanna Road and Holladay Drive are good alternative north-south routes, but are not built to handle additional car traffic; sometimes speeds are too fast on these roads
6. Seaside's best asset is its beach; Seaside needs to remain a desirable and affordable location for family vacations. There is a need for better signage to point people to the beach
7. On-street parking is often full; however, free public parking at Trend West is often under utilized
8. Traffic signals at Hwy 101 intersections are not coordinated (signals are at 12th Avenue, Broadway, and Avenue U)
9. Flooding on Hwy 101

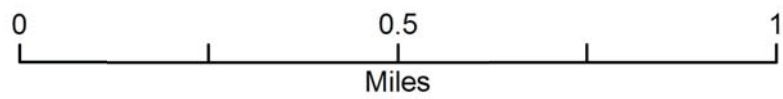
Safety

10. Holladay Drive north of Broadway has maintenance needs—cracked pavement and potholes
11. Visibility at Hwy 101 intersections from side streets is often difficult



Seaside Transportation System Plan

**Project Needs Map No. 1
Connectivity and Mobility**



US 101 Turn Lane/Median Elements for Consideration

PEDESTRIAN ISLAND

What is it?

A pedestrian island provides pedestrians crossing the street a refuge between opposing directions of traffic. Pedestrians can cross one direction of traffic, stop on the island and wait for a clearing in traffic in the opposite direction, and cross again. Pedestrian refuge islands also alert drivers to the potential of pedestrians crossing, making them more visible, and provide a curbed separation between pedestrians and traffic.

What is the benefit?

Pedestrians only need to cross one direction of traffic at a time. They have a curbed buffer from traffic and are more visible to drivers.

What is the tradeoff?

Vehicles would not be able to make left turns at the specific place where a pedestrian island is because it is a curbed facility. Placement of pedestrian islands must be made very carefully so pedestrians are not put in conflict with turning vehicles. Travel lanes may need to be realigned to accommodate pedestrian islands.



MEDIANS

What is it?

Medians are usually concrete and they restrict left turns and cross-road traffic. Medians can be landscaped, concrete alone, or simply striped on the pavement. Concrete medians can be mountable in select places or overall. Medians can also have special pavers to draw drivers' attention or to indicate a place for pedestrians.

What is the benefit?

Since medians restrict left turns and cross-road traffic, they reduce the number of potential conflicts points and turn-related crashes. With fewer vehicles backed up behind left-turning vehicles, the potential for rear-end crashes is reduced. Medians enhance safety and the flow of traffic. Medians channel left turns to specific locations, reducing lines of traffic that build up behind left turning vehicles and improving the overall traffic flow for through vehicles.

What is the tradeoff?

Depending on the location of the desired turn and the placement of left turn lanes, left turning vehicles may have to travel slightly out of direction. Vehicles would not be able to turn left from any point into a driveway of a business making business access less convenient. Depending on the availability of Right of Way (ROW), the road may need to be widened to accommodate medians.



LEFT TURN BAY

What is it?

Left turn bays allow drivers to leave the through lane to make left turns using a left turn pocket.

What is the benefit?

Vehicles turning left would have a safe refuge for left turns. Periodic left turn bays would consolidate left turns to predictable points at safer locations. Left turn bays also benefit vehicle operations, by reducing or eliminating traffic back-ups behind left turning vehicles while improving overall traffic circulation.

What is the tradeoff?

In order to redirect left turns to safer locations using left turn bays, medians are placed elsewhere to restrict left turns. Depending on the location of the desired turn and the placement of left turn lanes, left turning vehicles may have to travel slightly out of direction. Depending on the availability of Right of Way (ROW), the road may need to be widened to accommodate medians.

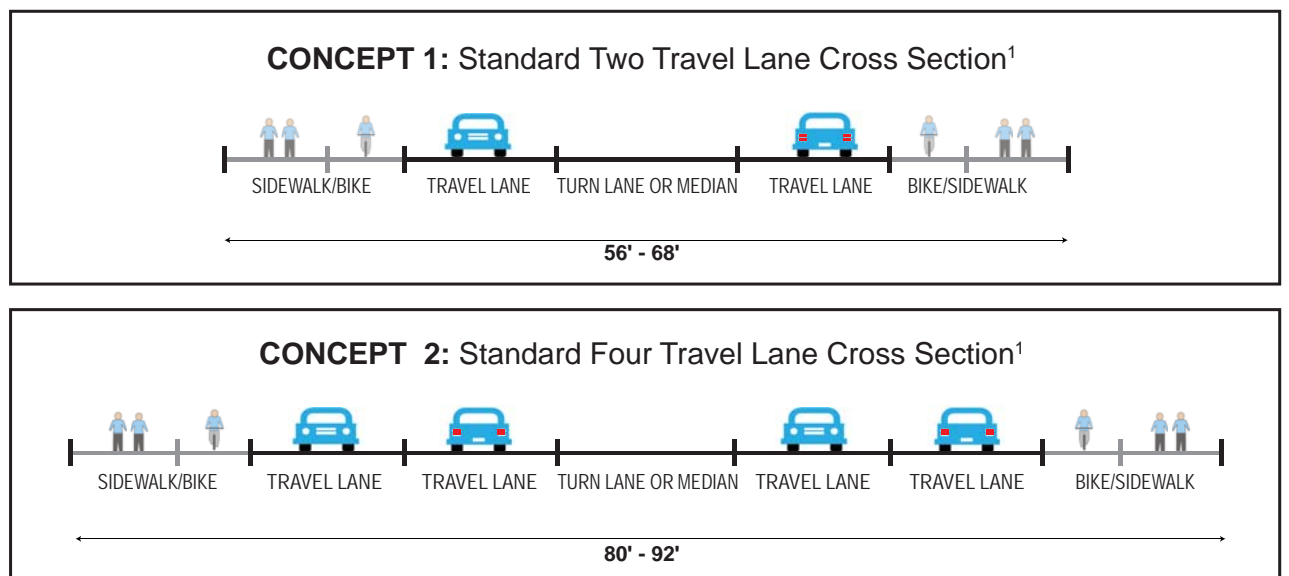
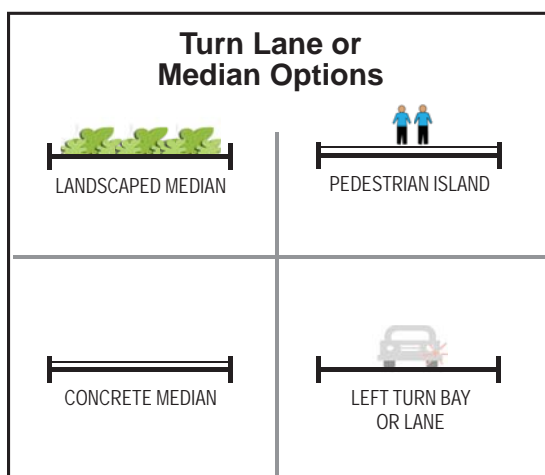


FIGURE 1
US-101 Cross Section Concepts Under Consideration
Seaside TSP

¹ Constraints such as bridges, topography, or limited roadway width could require modification or prevent the project idea cross-section from being implemented for the entire roadway length.



FIGURE 1
US-101 Right-of-Way (ROW) Widths
at Select Points (approximate)
 Seaside TSP