

Potential for a Three Lane Cross Section on US 101 between Avenue G and Holladay within Seaside

TO: Seaside TSP Project Management Team

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This memorandum describes the possibility of widening the US 101 cross section between Avenue G and Holladay Drive in Seaside to three lanes. A site visit was conducted on July 8th, to review available right of way and potential business and frontage impacts of widening the highway in this location. Distance measurements were taken by the project team, and are approximate.

Existing Right of Way



US 101 near Avenue M looking northbound



*US 101 at Avenue K looking eastbound.
Note available space between the highway
and the garden.*

The existing roadway width from edge of pavement to edge of pavement is 44 feet. This was measured at two points, slightly north of the Holladay Drive/US 101 intersection, and at the intersection of US 101 and Avenue M.

North of Avenue N, there is a drainage ditch on the east side and a flat grassy area between the ditch and uses (either the community gardens or the newly constructed pedestrian path depending on location). See photos on page 2.



Grassy area between path and US 101



Looking towards US 101 from Community Garden at Avenue K

South of Avenue N and almost directly opposite from Holladay Drive, there is one business on the east side of the street that could lose some of the parking between the business and the highway. This parcel would likely be impacted – either through partial or full displacement – with the ultimate extension of Holladay Drive to the south as well (a separate recommendation of the TSP).

The distance between the western edge of US 101 to the fence of the community garden (Measured at Avenue K) was measured at approximately 86 feet. This is adequate to accommodate a center lane to US 101.

At Avenue H, the highway width is approximately 44 feet, and the distance from the western edge of the pedestrian and bicycle path to the eastern edge of US 101 is 58 feet, for a total of 102 feet. This is adequate to accommodate a center lane to US 101.



Restaurant Located Opposite of Holladay Street on US 101

The west side of US 101 in this area is developed, with businesses and buildings close to the highway. A widening to three lanes would have the least impact if constructed to the east and not on centerline (expanding the highway out from its current location equally on both sides).

Other sections of US 101, outside of the section recommended for the five-lane cross-section, are already three lanes through Seaside until just north of 24th Avenue where it reduces back down to two lanes in each direction.

12th Avenue

A comment was received at the June 8, 2010 Transportation Summit requesting that the project team reconsider the classification of 12th Avenue west of the Necanicum River. Currently, the draft TSP has 12th Avenue classified as a major collector through to the Promenade. However, the street turns into a one-way and narrows west of Franklin Street. The roadway is approximately 30-35 feet wide in this section. See pictures below.



12th Avenue between Franklin Street and the Prom



Between Franklin Street and the Necanicum River, 12th Avenue is wider and there are multiple local road connections. The wider section is approximately 40 feet across, between the outer edges of the sidewalk.



The wider section of 12th Avenue east of Franklin Street (Looking East)



Based on this site visit, the demotion of 12th Avenue west of Franklin Street to a minor collector appears reasonable.

Recommended Language to be Added to the TSP

US 101 Widening to Three Lanes

This section would be added to “Project 1. US 101 Cross-section”:

It is recommended that US 101 be expanded to three lanes between Avenue G and Holladay Drive. The purpose of this improvement is to better match this highway segment with the highway cross-section north and south. The proposed improvement will promote safer and smoother traffic flow along US 101 by eliminating the queues that currently develop when vehicles stop in the travel lane to turn left. This cross section would consist of two 12’ travel lanes (one in each direction), two 6’ bicycle lanes, two 8’ sidewalks, and one 16’ center lane. With possible exceptions, this center lane will likely be developed as a continuous two-way center turn-lane.

While this type of turn lane is not generally favored by ODOT, the very short block lengths (235’ +/-) and limited opportunities for access to adjacent properties likely make developing discrete back-to-back left-turn pockets impractical. It is expected that the benefits of removing left turning vehicles from the main traffic stream on US 101 would outweigh the potential negatives commonly associated with a

continuous left-turn lane. The specific configuration of the center lane will be determined during the development of an access management plan subsequent to this TSP (the access management plan will be a separate refinement plan to this TSP as provided for by OAR 660-0012-0025).

It is recommended that the highway expansion be focused to the east as possible to avoid or minimize impacts to businesses and buildings. It is also recommended that ODOT and Seaside collaborate to develop a public information campaign to explain how to properly use a continuous turn lane (i.e., it is not a travel lane or acceleration lane – it is a place to stop and wait for a gap in traffic whether you are entering or exiting the highway).

If the PMT approves of this addition, cost estimates would be prepared and recommendations graphics and the implementation plan would also be updated.