1

Seaside Transportation System Plan: Universe of Possible Transportation Improvement Concepts

PREPARED FOR: Seaside Transportation System Plan Project Management Team

PREPARED BY: Theresa Carr, CH2M HILL

COPIES: Sumi Malik, CH2M HILL

Steve Durrant, Alta Planning + Design Jamie Damon, JLA Public Involvement

DATE: November 14, 2008

This memorandum documents the transportation improvement concepts that will be considered by the Seaside Transportation System Plan (TSP) technical team. The basis for these concepts came from three sources:

- 1. A design charrette involving the technical team held at CH2M HILL on October 15, 2008
- 2. Suggestions from the Project Management Team (PMT) provided during the last two weeks of October, 2008
- 3. Suggestions from the Seaside community as collected at and following a public workshop held November 7, 2008

The concepts will be evaluated against the set of evaluation criteria described in *Technical Memorandum 6 Seaside TSP Evaluation Framework*, and discussed with the Oregon Department of Transportation (ODOT), the PMT, and the community over the months of December 2008-February 2009.

The evaluation criteria established for the Seaside TSP are:

- Safety for all modes
- Access for all modes
- Mobility
- Connectivity
- Cost effectiveness
- Livability
- Environmental resources

Those concepts found to be most effective and with the least amount of impacts by the PMT and the community will become the set of recommendations listed in the Seaside TSP.

The concepts described in this memo are organized into several sections: bicycle/pedestrian; transit; local roadway; highway; and other/policy.

A set of improvement ideas submitted by John Dunzer is attached as an appendix to this memorandum. These concepts will also be considered by the project team.

Bicycle/Pedestrian Concepts

This section is organized into four types of treatments – on-street improvements, off-street paths, crossings, and bicycle parking.

On-Street Improvements

- 1) Continuous bicycle lanes and sidewalks along US 101 between Avenue U and Lewis & Clark Road
- 2) Bicycle lanes, and/or sidewalks as room allows to improve north-south and east-west connectivity, on some or all of the following:
 - a) Holladay
 - b) Wahanna
 - c) Lewis & Clark
 - d) 15th
 - e) 12th
 - f) Broadway
 - g) Avenue A/B
 - h) Avenue F
 - i) Avenue G
 - i) Avenue S
 - k) Avenue U
 - 1) Others (including Franklin, Downing, Columbia, Spruce)
- 3) Slow street or pedestrian only street, even if during the day only on Broadway west of Holladay
- 4) Boardwalk on Wahanna. If you can not do it on the street, go off street with an elevated board walk

Off-Street Paths

- 5) Extend multi-use path parallel to US 101
- 6) Bike ped loop connecting park areas in Seaside
- 7) High ground path along eastern edge of UGB
- 8) Connection to bike paths to north (Gearhart) and south (Cannon Beach)

Crossings

- 9) Consider crosswalks at:
 - a) US 101 at Lewis & Clark
 - b) US 101 at 12th
 - c) US 101 at 6th
 - d) US 101 at Safeway
 - e) US 101 at Broadway
 - f) US 101 at A
 - g) US 101 at Holladay
 - h) US 101 at Avenue S
 - i) US 101 at Avenue U
 - j) The new library (on Broadway)
- 10) Consider bike/ped bridges at:
 - a) Necanicum River
 - i) North end of town, corresponding to new creek crossing south of 24th
 - ii) 4th
 - iii) 6th
 - iv) Avenue L
 - v) Avenue P
 - vi) Avenue S
 - b) US 101
 - i) Between Broadway and the Safeway
 - ii) At high school
 - iii) Avenue U
 - iv) Avenue S
 - c) Neawanna Creek
 - i) South of 24th
 - ii) 15th
 - iii) Avenue F

Bicycle Parking

- 11) Identify locations for additional bicycle parking
- 12) Consider metered bike parking

Transit Concepts

This section is organized into four types of improvements – routing, stop locations, service frequency, and new service.

Transit Routing

- 1) SETD Extended express route S. to Broadway. NET to 12th via Wahanna
- 2) Route bus down Downing instead
- Run bus line to North Gateway Park

Transit Stop Locations

- 4) US 101 express, add a stop at Broadway instead or in addition to current stop locations
- 5) The US 101/Broadway stop is too close to the intersection and blocks up traffic
- 6) Park-and-rides on north and south ends of town with shuttle bus service in summertime

Service Frequency

- 7) Weekday peak
- 8) Weekday off-peak
- 9) Weekend service

Additional Service

- 10) Shuttle buses
- 11) Trolley loop
- 12) Park-and-rides on north and south ends of town with shuttle bus service in summertime

Local Roadway Concepts

Local roadway concepts are organized into three sections – intersection concepts, cross section concepts, and other/policy.

Intersections

- 1) US 101 / Lewis & Clark Road
 - a) Signal and right turn pocket
 - b) Combine intersection with 24th Avenue
 - i) Roundabout
 - ii) Signal
- 2) Lewis & Clark Road / Wahanna Road

- a) Roundabout
- b) T-intersection (three-way stop)

3) <u>US 101 / 24th Street</u>

- a) Restrict left turns out
- b) Signal
- c) Combine intersection with Lewis and Clark
 - i) Roundabout
 - ii) Signal
- 4) New intersection south of 24th Street
 - i) Roundabout
 - ii) Signal

5) <u>US 101 / 12th Street</u>

- a) EB right turn pocket
- b) EB left turn pocket
- c) Both left and right turn lanes
- d) WB right turn pocket

6) US 101 / Broadway

- a) Eastbound change right turn pocket to left turn pocket, and westbound add left turn pocket
- b) Extend southbound left turn pocket (on US 101)
- c) Adjust signal timing to flush out highway traffic

7) <u>US 101 / Safeway Parking Lot</u>

- a) Restrict left turns from Safeway
- b) Signal at Safeway
- c) Channelized left turns and sheltered pedestrian movement
- d) Remove highway access at Safeway and have U turns at Broadway and Ave F and G

8) US 101 / Avenue F / Avenue G

- a) Combine Avenues F and G by realigning Avenue G to meet US 101 at Avenue F
- b) Combine Avenues F and G by realigning Avenue F to meet US 101 at Avenue G
- c) Combine Avenues F and G by realigning both

d) Add traffic signal at both Avenue F and Avenue G (do not realign either) and operate as one signal

9) US 101 / Holladay Drive

- a) Extend northbound left turn lane pocket on US 101
- b) Roundabout (or landscape island)
- c) Realign intersection and add a signal
- d) Restrict left turns from Holladay

10) Avenue S/US 101:

- a) Separate the right- and left-turn lanes (no signal)
- b) Separate the right- and left-turn lanes and add a signal

11) Avenue U/US 101:

- a) Add a southbound right turn pocket on US 101
- b) Adjust signal timing to allow more time for cars on US 101

Street Cross Sections

12) 12th Street Cross Section

- a) On-street parking and bike/ped
- b) On-street parking one side with bike lane one side and sidewalk both sides
- c) Analyze extent of wider cross section both east and west of highway (east to Wahanna, beyond? West to Holladay, Prom?)

13) Wahanna Rd Cross-Sections

- a) Bicycle lanes both sides, sidewalk east side
- b) Shared use shoulder both sides
- c) Shared use shoulder west side
- d) Shared use shoulder east side
- e) Analyze extent of cross section (Lewis & Clark to Avenue S), does it need to be consistent for entire extension? Identify phasing.
- f) Extend Wahanna Road to Beerman to Highway 26 and on US 101

14) Broadway Cross Section

- a) On-street parking and bike/ped
- b) On-street parking one side with bike lane one side and sidewalk both sides

15) Broadway/Downtown

a) Consider circulation issues with Broadway as a slow-street or as a pedestrian-only street

16) Avenue S Cross-section:

- a) Bicycle lanes and sidewalks
- b) Bicycle lanes, sidewalks, and parking on one side

Other

- 17) Improved school zone signage
- 18) Consistency in placement of school zones
- 19) Motorcycle parking
- 20) Make Avenue B a one-way street

Highway Concepts

Three alternatives will be explored along US 101 – a three-lane section; a five-lane section; and a modified five-lane section. Each alternative will consider variations between concrete median, landscape median, and pedestrian islands in the center lane.

1) Alternative 1: Three Lane Section

- a) Three-lane section with concrete median and left turns at intersections, u-turns allowed at certain intersections
- a) Three-lane section with landscaped median and left turns at intersections, u-turns allowed at certain intersections
- b) Three-lane section with pedestrian islands at regular intersections, u-turns allowed at certain intersections

2) Alternative 2: Five Lane Section

- a) Five-lane section with concrete median and left turns at intersections, u-turns allowed at certain intersections
- c) Five-lane section with landscaped median and left turns at intersections, u-turns allowed at certain intersections
- d) Five-lane section with pedestrian islands at regular intersections, u-turns allowed at certain intersections

3) Alternative 3: Modified Five Lane Section

- a) Modified five-lane section with narrower travel lanes, narrower median, and consideration of available ROW for on-street parking, bicycle lanes, and sidewalks. This alternative consists of a concrete median and left turns at intersections, u-turns allowed at certain intersections
- e) Modified five-lane section with narrower travel lanes, narrower median, and consideration of available ROW for bicycle lanes and sidewalks. This alternative consists of a landscaped median and left turns at intersections, u-turns allowed at certain intersections
- f) Modified five-lane section with narrower travel lanes, narrower median, and consideration of available ROW for on-street parking, bicycle lanes, and sidewalks. This alternative consists of pedestrian islands at regular intersections, u-turns allowed at certain intersections

Other

- 1) Look at a bypass for long-long-range plan what steps to consider in TSP within 20-year timeframe
- 2) Look at elevating US 101 south of Seaside and putting in culverts
- 3) Interconnect signals along the highway to minimize slowdowns for traffic moving through town.

Appendix: Project Ideas from John Lunzer

TRANSPORTATION IMPROVEMENT SUGGESTIONS JOHN DUNZER 2964 KEEPSAKE SEASIDE, 503-738-6885

PEDESTRIAN MODE

- COMPLETE SIDEWALKS ON HWY 101 THROUGH ENTIRE CITY
- COMPLETE SIDEWALK ALONG SUNSET ON INLAND SIDE FROM HIGHLAND
- IN CONJUNTION WITH STATE ON THE OCEAN SIDE OF SUNSET CREATE NEW SIDEWALK AND ACCESS STEPS TO THE BEACH IN THE PUBLIC USE
- EXTEND PROM SOUTH FROM AVE U TO PUUBLIC USE AREA OF THE COVE

BICYCLE MODE

- CREATE TWO NEW BIKEWAYS THROUGH THE CITY, ONE ALONG THE RIVER AND ONE ALONG THE CREEK
- COMPLETE BIKEWAY ALONG HWY 101 THROUH THE ENTIRE CITY
- IN CONJUNCTION WITH THE STATE, CREATE NEW BIKEWAY FROM THE THE SOUTH END OF SUNSET TO CANNON BEACH
- IDENTIFY EXISTING BIKEWAY ALONG SUNSET AND COMPLETE BETWEEN AVE U AND THE END OF SUNSET

MOPEDS/ELECTRIC CARTS

- CREATE CAPABILITY FOR RESIDENTS TO USE THESE ON PUBLIC STREETS
- CREATE PARKING AND ACCESS FOR RESIDENTS TO USE THESE VEHICLES FOR SHOPPING AT SAFEWAY/RITE AIDE SITE

AUTO MODE

- IMPROVE SIGNALIZED INTERSECTIONS ON 101 TO DESIGN IDENTIFIED BY ODOT PLAN TO INCREASE TRAFFIC FLOW
- COMPLETE 101 TURNING LANE THROUGH CITY
- ELIMINATE LEFT TURNS TO AND FROM SAFEWAY/RITE AIDE AND 101 AND REPLACE WITH NEW STREET BEHIND STRIP COMMERCIAL ON 101 SOUTH TO AVE F. ELIMINATE LEFT TURN AND ACROSS ACCESS TO 101 FROM 1ST AVE, AVE A, AVE B, AND AVE C BUT CONTINUE TO ALLOW RIGHT TURN ACCESS FROM 101 TO THOSE TO/FROM THOSE STREETS. CONSTRUCT LANDSCAPED MEDIAN ON 101 TO PREVENT LEFT TURNS AND ACROSS TRAFFIC IN THIS AREA.
- REBUILD NORTH END OF 101 BRIDGE OVER CREEK TO IMPROVE SAFETY BY INCREASING WIDTH
- APPLY PRESSURE TO POST OFFICE TO RELOCATE TO WEST SIDE OF HWY 101 BETWEEN AVE B AND BROADWAY USING OLD LIBRARY /BANK SITES

AUTO MODE (CONTINUED)

- IMPROVE LINE OF SIGHT BETWEEN EDGEWOOD AND OCEAN VISTA, BEACH, AND COLUMBIA BY EXPANDING EDGEWOOD TO ITS FULL RIGHT-OF-WAY WIDTH AND RESTRIPING IN THAT AREA
- CREATE EMERGENCY EGRESS FOR SOUTH PART OF CITY BY EXTENDING HIGHLAND (GRAVEL)TO RIPPERT WITH A BREAKAWAY BARRIER TO ALLOW USE ONLY IN EMERGENCY
- INSTALL A REFUELING SYSTEM FOR ELECTRIC/ HYDROGEN VEHICLES

TRUCK MODE

- MAKE SEASIDE TRAFFIC BYPASS SHOWN IN CITY AND COUNTY MASTER PLAN MANDATORY ONLY FOR TRUCKS AND ROUTE ALONG WAHANNA ROAD, LIMIT SPEED TO 30 MPH.
- INSTALL A COMPRESSED NATURAL GAS TRUCK REFUELING STATION ALONG TRUCK ROUTE.

BUS MODE

- PROVIDE CONNECTION TO HILLSBOROUGH MAX STATION AND 185TH ST SHOPPING CENTER THREE ROUND TRIPS A DAY
- PROVIDE CONNECTION TO ASTORIA AIRPORT FOR SEATTLE AND PORTLAND SERVICE

WATER MODE

- RESTORE OCEAN PIER AT AVE U TO ALLOW FISHING/PLEASURE AND CRUISE BOAT ACCESS TO VISITORS AND RESIDENTS. USE AS LOCATION FOR OCEAN VIEW DINING ESTABLISHMENTS AND BOAT TOURS TO ASTORIA OVER THE BAR.
- PROMOTE KAYAK RENTALS AND PLEASURE BOAT MOORING AT RIVER/CREEK/ OCEAN ESTUARY
- PROMOTE BOAT LAUNCH AND UPRIVER ACCESS TO AVE U

AIR MODE

- CENTRALIZE HELICOPTER AND FIXED WING SIGHTSEEING FLIGHTS AT SEASIDE AIRPORT
- ESTABLISH A FLY-IN RESTAURANT, HOTEL SHUTTLE, AND CAR RENTAL AT AIRPORT