Welcome to the Open House

The goal of the US101/OR6 project is to improve the mobility and safety of US 101 and OR 6 at intersections in downtown Tillamook and across Hoquarten Slough.
Welcome!

• While you’re here, please review displays and talk to staff about the project. We’re here to answer your questions!

• Please comment on the project by:
  – Completing a comment form
  – Emailing comments or sending a letter to the project team
  – Providing verbal comments that are recorded by a court reporter tonight in the public hearing room

• If you would like to provide verbal comments, please complete a comment card so that we can call you when it’s your turn to speak.

• No decisions will be made tonight.
Summary of the Project’s Purpose and Need

- **Purpose:** Improve the design, traffic performance, and safety of US 101 and OR 6 intersections in downtown Tillamook and across Hoquarten Slough, while supporting local and land use and economic development goals and objectives; ensuring a fiscally-responsible design; and being sensitive to important adjacent parks and natural resources.

- **Summary of needs:**
  - Future vehicular demand on US 101 and OR 6 in downtown Tillamook will exceed capacity during peak periods by 2036.
  - Narrow travel lanes on the US 101 couplet do not adequately accommodate current and projected vehicle traffic while maintaining on-street parking.
  - Travel patterns can be confusing to infrequent users and likely contributes to a relatively high number of low-speed crashes.
  - Topographic, natural environment, and built environment constraints limit the ability to improve highway infrastructure in the study area.
Build Alternative

Key Features

- Widens travel lanes on Main and Pacific Avenues
- Extends Pacific Avenue north of 1st Street
- Replaces existing bridge with new four-lane bridge
- Reconstructs US 101 north of slough
- Makes intersection and turn lane improvements
Preferred Alternative Selection Process

Public input: Through July 6

Project Management Team (PMT) recommendation
City, County, ODOT, and consultant staff
Mid-July 2012

Stakeholder Advisory Committee (SAC) recommendation
July 16, 2012

ODOT selection
Late July 2012
Mobility: 2036 intersection congestion

The Build Alternative would:

- Operate better than the **No-Build Alternative** at four intersections
- Operate the same as the **No-Build Alternative** at two intersections.

**Measure:** Year 2036 intersection volume-to-capacity ratios at the peak hour at signalized intersections.
## Vehicle Travel Times in 2036 (peak hour)

<table>
<thead>
<tr>
<th>Route</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st Street to 4th Street (southbound US 101)</td>
<td>31% shorter than No-Build</td>
</tr>
<tr>
<td>4th Street to 1st Street (northbound US 101)</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Pacific Avenue at 4th Street to Eastbound OR 6 at Miller Avenue</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Main Avenue at 3rd Street to Eastbound OR 6 at Miller Avenue</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Westbound OR 6 at Miller Avenue to Southbound US 101 at 4th Street</td>
<td>40% shorter than No-Build</td>
</tr>
</tbody>
</table>

**Measure:** Percent change in 2036 peak hour travel times
Vehicle Safety in Downtown Tillamook

**Measure:** Lane width of the US 101 couplet (between 1st and 4th Streets)
Clarity of Travel Routes

**Measure:** Qualitative assessment of route continuity of US 101

- **No-Build Alternative**
  northbound US 101 route remains confusing

- **Build Alternative**
  would improve northbound US 101 route clarity (no turns)
Bicyclist Safety

**Measure:** Qualitative assessment of bike accommodations

- **No-Build Alternative** would maintain existing conditions, including 10-foot wide travel lanes on Main and Pacific avenues.

- **Build Alternative** would:
  - Widen travel lanes on Main and Pacific avenues from 10 to 12 feet.
  - Provide combined shoulder/bicycle lane on new Hoquarten Slough bridge.
  - Provide new facilities (sidewalks and combined shoulder/bicycle lane) north of Hoquarten Slough.
**Pedestrian Safety**

**Measure:** Total number of crosswalks at signalized intersections

- **No-Build Alternative** maintains existing conditions.

- **Build Alternative** includes 2 new crosswalks (north and east sides of the Main Avenue/1st Street intersection) and narrows sidewalks to 10 feet.
### Right-of-Way

<table>
<thead>
<tr>
<th>Measure</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of business units displaced</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Number private property acquisitions</td>
<td>0</td>
<td>1 full 10 partial</td>
</tr>
<tr>
<td>Area of private property acquired</td>
<td>0</td>
<td>1.72 acres fee simple (outright purchase) 0.28 acre permanent easements</td>
</tr>
</tbody>
</table>
# Hydrology: Changes to flood conditions

<table>
<thead>
<tr>
<th>Measure</th>
<th>No-Build Alternative</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in impervious surface area</td>
<td>No change</td>
<td>-1.0 acre</td>
</tr>
<tr>
<td>Change in 100-year water surface elevation (floodplain)</td>
<td>No change</td>
<td>0.1-foot decrease from existing elevation</td>
</tr>
</tbody>
</table>
Parks: Changes to Hoquarten Interpretive Trail Park

**Measure:** Square feet of park land used

- **No-Build Alternative** would not acquire any park land
- **Build Alternative** would:
  - Permanently acquire 95 square feet
  - Permanently acquire 950 square feet for a maintenance easement
  - Result in net addition of park land with parking lot relocation
  - Add 1 parking space in the park parking lot and 3 nearby on-street spaces
  - Provide the opportunity for the city to build a pedestrian walkway under the bridge connecting the parks

[Diagram showing new parking lot outside current park boundary, new concrete path connecting new parking lot to existing trail, and 95 square feet of park land acquired.]
Visual Resources

**Measure:** Qualitative assessment of effects on the visual environment

Looking northwest from Hoquarten Trail Interpretive Park

**Note:** Utility pole locations and lines (if applicable), bridge railing design, and luminaires (if applicable) would be determined during final design.
Looking south from the west side of US 101

Note: Utility pole locations and lines (if applicable), bridge railing design, and luminaires (if applicable) would be determined during final design.
Measure: Total number of on-street parking spaces provided

- No-Build Alternative provides approximately 340 spaces\(^1\) (no spaces removed)

- Build Alternative provides between 305 and 310 spaces\(^1\) (up to approximately 35 on-street parking spaces removed)

\(^1\) Between Ivy Ave and Madrona Ave (west-east) and 1st St and 4th St (north-south)
Construction Activities

• **No-Build Alternative** would not have any construction activities.

• **Build Alternative:**
  – Business access would be maintained
  – US 101 would remain open
  – Impacts to business access would be shorter than the total construction period
  – Some lane closures and detours
  – Some temporary loss of on-street parking
  – Together, all construction phases could span up to three years
Construction Costs and Funding

- The Build Alternative would cost an estimated $21.7 million (year of expenditure dollars) to construct.
- The Oregon Jobs and Transportation Act of 2009 allocated $27 million for planning, engineering design and construction of this project.
Proposed Section 4(f) de minimis Impact Finding

- **Section 4(f):** Federal law that protects publicly-owned parks from use by a transportation project

- **De minimis impact:** an allowed use of park property that would not adversely affect the park’s activities, features and attributes

- **The Build Alternative effects on Hoquarten Interpretive Trail Park:**
  1. Acquire 95 square feet for extension of Pacific Avenue
  2. Acquire 950 square feet for a permanent maintenance easement
  3. Construct new park parking lot (1 additional space) and connecting path
  4. Replace existing parking lot with landscaping
  5. Increase park size by 0.24 to 0.40 acre

- **FHWA’s proposed finding:** the Build Alternative would have a *de minimis* impact on Hoquarten Interpretive Trail Park

- **FHWA will finalize the finding:** after public comment and agreement from the City of Tillamook