Summary 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.

- **Need** *(highlights only – see Chapter 1 of AA Report)*
  - 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

• Wider travel lanes on Main and Pacific Avenues

• Extend Pacific Avenue north of 1st Street

• Replace existing bridge with new four-lane bridge

• Reconstruct US 101 north of slough

• Intersection and turn lane changes

See page 2-9 of AA Report for figure
Preferred Alternative Selection Process

Public input

Project Management Team (PMT) recommendation
City, County, ODOT, and consultant staff

Stakeholder Advisory Committee (SAC) recommendation

ODOT selection
Combined Public Hearing and Open House (June 20)

• Purpose of the event is to provide:
  – Information on the proposed project and the findings of the Alternatives Analysis Report
  – Opportunity for public comment on Alternatives Analysis Report and proposed Section 4(f) impact finding

• No decisions will be made at the meeting
• Written comments will be accepted through July 6
• Public comments and SAC recommendation will inform the PMT recommendation and the ODOT selection of a preferred alternative
Findings of Alternatives Analysis Report

Key Tradeoff Topics

• Mobility
• Vehicle travel times
• Vehicle safety
• Clarity of travel routes
• Bicyclist safety
• Pedestrian safety
• Right-of-way
• Hydrology
• Parks
• Visual resources
• Local economy

• Capital costs
• Construction activities
Mobility

**Measure:** Year 2036 intersection volume-to-capacity ratios at the peak hour.

**Build Alternative** would operate better than the **No-Build Alternative** at 4 intersections and the same as the **No-Build Alternative** at two intersections.
Vehicle Travel Times

**Measure:** Percent change in 2036 peak hour travel times.

<table>
<thead>
<tr>
<th>Route</th>
<th>Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southbound US 101 (1st St to 4th St)</td>
<td>31% shorter than No-Build</td>
</tr>
<tr>
<td>Northbound US 101 (4th St to 1st St)</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Northbound US 101 at 4th St to Eastbound OR 6 at Miller Ave</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Southbound US 101 at 3rd St to Eastbound OR 6 at Miller Ave</td>
<td>29% shorter than No-Build</td>
</tr>
<tr>
<td>Westbound OR 6 at Miller Ave to Southbound US 101 at 4th St</td>
<td>40% shorter than No-Build</td>
</tr>
</tbody>
</table>
**Vehicle Safety**

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

<table>
<thead>
<tr>
<th>Build Alternative</th>
<th>SIDE WALK</th>
<th>PARKING</th>
<th>TRAVEL LANE</th>
<th>TRAVEL LANE</th>
<th>PARKING</th>
<th>SIDE WALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>10’</td>
<td>8’</td>
<td>12’</td>
<td>12’</td>
<td>8’</td>
<td>10’</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No-Build Alternative</th>
<th>SIDE WALK</th>
<th>PARKING</th>
<th>TRAVEL LANE</th>
<th>TRAVEL LANE</th>
<th>PARKING</th>
<th>SIDE WALK</th>
</tr>
</thead>
<tbody>
<tr>
<td>12’</td>
<td>8’</td>
<td>10’</td>
<td>10’</td>
<td>8’</td>
<td>12’</td>
<td></td>
</tr>
</tbody>
</table>
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 the downtown couplet.

- **Build Alternative** would widen travel lanes on downtown couplet from 10 to 12 feet, provide combined shoulder/bicycle lane on new Hoquarten Slough bridge, and 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 two new crosswalks (north and east sides of the Main Avenue/1st Street intersection) and narrows sidewalks to 10 feet.
<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; 0.28 acre permanent easements</td>
</tr>
</tbody>
</table>
Right-of-Way North of the Hoquarten Slough

See page 3-15 of AA Report for figure
Right-of-Way South of the Hoquarten Slough

See page 3-15 of AA Report for figure
## Hydrology: New Impervious Surface and Change in 100-Year Flood Elevation

<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</td>
<td>No change</td>
<td>0.1-foot decrease from existing elevation</td>
</tr>
</tbody>
</table>
**Parks**

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

- **No-Build Alternative** would not acquire any park land.
- **Build Alternative** would permanently acquire 95 square feet; net addition of park land with mitigation.
Measure: Square feet of park land used.

- No-Build Alternative would not acquire any park land

- Build Alternative would permanently acquire 95 square feet; net addition of park land with mitigation
Visual Resources

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

Looking west from Hoquarten Trail Interpretive Park

See page 3-43 of AA Report for photos
Visual Resources

Looking south from west side of US 101

See page 3-42 of AA Report for photos
Local Economy

**Measure:** Total number of on-street parking spaces provided.

- **No-Build** provides Alternative
  Approximately 340 spaces (no spaces removed)

- **Build Alternative** provides between 305 and 310 spaces (up to approximately 35 on-street parking spaces removed)
Construction Activities

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

- **Build Alternative:**
  - Construction would last up to approximately three years
  - Some lane closures and detours
  - US 101 would remain open
  - Business access would be maintained
  - Some temporary loss of on-street parking
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.
Public Outreach Update

- Comment period from June 4 through July 6, 2012
- Newspaper ad in the *Tillamook Headlight-Herald* on June 6, project stakeholder mailings, newsletter to all Tillamook addresses
- AA Report on the project website (www.tillamooktraffic.org), Tillamook City Hall, and Tillamook City Library
- Next SAC meeting: Monday, July 16, 5-7 p.m. at the Oregon Department of Forestry building
- PMT recommendation and ODOT selection in late July
June 20 open house

- June 20th at the Swiss Hall (4605 Brookfield Avenue, Tillamook) from 4:30 to 7:30 p.m.
- Interpreters and TTY services are available on request
- Community members can drop in anytime during the event to review information, talk to staff and complete a comment form
- Anyone who would like to provide verbal comments can sign up to do that beginning at 5 p.m.
  - Comments will be limited to 3 minutes
  - Larry and Bill will listen to the comments and they will be recorded by a court reporter
  - ODOT will not respond to comments