

Region 2
2010-2013 Construction STIP
Modernization Project Criteria Summary Report

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Project Name: US-101: SE 16th Street to SW 36th Street (Lincoln City)

Key Number: 14862

Project Location: US-101 in the City of Lincoln City (MP 115.76 to MP 116.98).

Total Estimated Project Cost: \$12,574,000

PE: \$ 1,000,000

ROW: \$ 1,986,000

Construction: \$ 9,588,000

Project Description: US-101 is the principal north-south arterial road on the Oregon Coast. It is the only road extending through all of Lincoln City. During the summer tourist season, and on many weekends throughout the rest of the year, traffic volumes result in high congestion levels. North of the project, US-101 consists of two travel lanes and a two-way center left-turn lane. Within the project section, US-101 is a two-lane highway with 6-foot shoulders and turn lanes at certain intersecting streets; with no sidewalks. Access to area businesses is not well defined. This project constructs additional travel lanes, a raised median with left-turn lanes at selected intersections, sidewalks, and bike lanes on US-101 between SE 16th Street and SW 36th Street in Lincoln City. The project includes the following components to benefit highway operations and safety: additional travel lanes, shoulders and sidewalks, alignment of SW 32nd Street and SE 32nd Street (opposite each other), installation of a traffic signal at the aligned intersection if warranted, and access changes to local businesses.

Project Eligibility

Consistency with existing plans: This is a Construction Section, Statewide Transportation Improvement Program modernization project. The Lincoln City's comprehensive plan calls for additional capacity and improved safety on US-101 throughout the city. The project would improve safety by aligning the intersection to correct conflicting left-turns, improve access to businesses in the Nelscott area, and provide sidewalks and bike lanes where no such facilities exist. There is no acknowledged Transportation System Plan (TSP) for Lincoln City. The city's draft TSP calls for additional travel lanes, shoulders and sidewalks to resolve traffic congestion conditions on US-101.

Consistency with OHP Policy 1G, Action 1G.1: The proposed project is consistent with the Oregon Highway Plan (OHP) Major Improvements Policy. It is an OHP Policy 1G.1 Priority #3 project because it includes additional general purpose travel lanes, and no higher-priority action

will resolve the transportation need. Traffic volumes on the existing highway exceed highway capacity during the current design hour. Additional general purpose travel lanes are called for in the Lincoln City Draft TSP. Actions called for as higher priorities will be incorporated into the project, but cannot, by themselves, respond to the transportation needs (OHP Policy 1G). The project includes components identified as Priority #1 and Priority #2 measures, including changes to city access standards, access management, improvements to traffic operations, the provision of facilities for alternative modes and off-system improvements. The Oregon Coast Bike Route is part of this section of US-101.

Project Prioritization

Project readiness and milestones completed: The project is ready for construction. A 2008-2011 Development Section, Statewide Transportation Improvement Program project created the project design and acquired a portion of the needed right of way. This project is classified as a Class 2, categorical exclusion project for National Environmental Policy Act (NEPA) purposes—no additional NEPA milestone is necessary. Construction for this project can be completed during the 2010-2013 STIP.

Support of OHP policies: US-101 is a statewide highway and part of the National Highway System. Through Lincoln City, US-101 is not an expressway or a freight route (OHP Policy 1A). The 2008-2011 STIP completed the project design and acquired right of way needed for the construction project between SE 19th Street and SW 29th Street. Lincoln City's draft TSP identifies the need for two travel lanes in each direction and a center turn lane, and ODOT analysis demonstrates that additional travel lanes are needed to meet the OHP mobility standard (Policy 1F). The project design has considered the future transportation need and incorporates additional travel lanes, turn lanes at selected intersections, bike lanes and sidewalks (OHP Policy 1F, 1G).

The project has been developed in coordination with a Nelscott Urban Renewal District project affecting the Nelscott commercial area. Lincoln City considers this area to be a future pedestrian nodal area (OHP Policy 1B). The highway project design phase included opportunities for the public to review and propose components for inclusion in the project (OHP Policies 2A and 2D). Traffic safety concerns have been incorporated as paramount components of the project design. The project includes several features to improve traffic safety on a statewide highway, including sidewalks, bike lanes, improved intersection geometry, and access management. A traffic signal may be installed if warranted and authorized by the State Traffic Engineer (OHP Policies 2F, and 3A). ODOT traffic projections show that this section of US-101 is expected to reach 31,500 vehicles in 2024. Medians have been incorporated to improve traffic safety and focus turning movements (OHP Policy 3B). Baldy Creek is west of US-101 through the project area. Sensitive habitat issues are addressed in the highway design by incorporating appropriate mitigation for the impact of the project (OHP Policy 5A).

Support of freight mobility: US-101 in Lincoln City is not an OHP designated freight route but is routinely used to transport and deliver freight through Lincoln City and Lincoln County. The project addresses freight mobility by providing additional highway capacity, and by improving access and vehicle circulation for businesses on US-101 and within the general project area. Aligning SE 32nd Street and SW 32nd Street eliminates turn conflicts for vehicles entering and

exiting the highway. Existing access and vehicle circulation conditions for the Nelscott commercial area located west of US-101 that contribute to the safety problems at SW 32nd Street will be corrected. Access to the stores requires vehicles to exit US-101 and cross SW 32nd Street in order to enter the existing parking area (OHP Policy 4A).

Leverage of other funds and benefits: The project leverages other funds and public benefits. The Nelscott Urban Renewal Plan (NURP) calls for improvement to enhance the appearance of the area and to coordinate locally-identified needs with this highway construction project. The project design has been coordinated with the NURP so that the highway project will address access needs to the neighborhood businesses. Right of way needed for the highway project may include land owned by Lincoln City or land purchased by the Lincoln City Urban Renewal District as part of the urban renewal project. The right of way acquisition process and the improvements that will result from the urban renewal project leverage funding and action by Lincoln City in support of the highway project.

Support of additional ACT criteria: One factor unrelated to the Oregon Transportation Commission (OTC) criteria was used by the Cascades West Area Commission on Transportation (CWACT) to develop its recommendation for the 2010-2013 STIP. The factor evaluates whether the project has been one of CWACT's high priorities during recent STIP updates. Work on this project began as an OTIA-1 project and continued to be included in the 2006-2009 STIP and the 2008-2011 STIP. This project was CWACT's highest priority C-STIP project for the 2010-2013 STIP.

Conditions of Approval: An intergovernmental agreement authorizing conversion of land owned by Lincoln City or land purchased as part of the NURP to road right of way must be completed. The agreement also must establish Lincoln City's share of the total project construction cost.