

# US 101/OR 6 Transportation Alternatives Study: Relationship to past work and process for moving forward

PREPARED FOR: Tony Snyder, ODOT  
PREPARED BY: Kristin Hull  
COPIES: Norm Rauscher, ODOT  
Ingrid Weisenbach, ODOT  
Larry McKinley, ODOT  
DATE: December 23, 2008 (updated)

Transportation issues in downtown Tillamook have been studied through the City's 2004 Tillamook Transportation System Plan (TSP) and the 2006 Tillamook Transportation Refinement Plan (TTRP). The US 101/OR 6 Transportation Alternatives Study (Alternatives Study) will build on policies established in the TSP and alternatives evaluated in the TTRP. The Alternatives Study will be an opportunity to identify any new ideas not included in the TTRP and to compare all alternatives - those advanced from the TTRP and new ideas - against an agreed-upon purpose and need statement and a set of screening criteria.

The goal of the Alternatives Study is to provide a process for identifying and screening all possible ideas to a manageable number of alternatives to study in a National Environmental Policy Act (NEPA) process (e.g. an environmental impact statement or environmental assessment). To ensure that work does not need to be repeated once the NEPA process begins, the Alternatives Study will be carried out in a way that resembles the NEPA process with an evaluation that is based on the ability of alternatives to meet the project's purpose and need statement while respecting key community values.

This memo lays out the results of the TTRP and the process that the Alternatives Study will follow.

## Tillamook Transportation Refinement Plan (2006)

In 2006, ODOT, in cooperation with the City of Tillamook and Tillamook County, completed the TTRP. The TTRP considered improvements to a variety of transportation issues in downtown Tillamook including changing the design of downtown parking, reducing truck traffic in downtown Tillamook by changing access to the Tillamook Lumber Mill and providing alternate truck routes, considering design alternatives on Main and Pacific avenues, and considering design alternatives for downtown traffic on US 101 and OR 6. The TTRP was prepared with the expectation that ODOT would advance this more detailed study of the intersection of US 101 and OR 6.

The set of alternatives from the TTRP that is most relevant to the Alternatives Study are the downtown traffic alternatives. The TTRP studied a range of alternatives that included intersection changes (signals and roundabouts) and changes to the transportation system. A full summary of the alternatives evaluated is attached to this memo.

Through the TTRP, two downtown traffic alternatives, Pacific Avenue Northward Extension and Extend the OR 6 Couplet (Main Avenue to the West), were set-aside primarily because they did not improve traffic operations. The TTRP recommended additional study of combinations of three system alternatives with signals or roundabouts at intersections. These system alternatives include:

- Two-way OR 6/1<sup>st</sup> Street and 3<sup>rd</sup> street
- Widen Hoquarten Slough Bridge
- Two-way OR 6/1<sup>st</sup> Street and 3<sup>rd</sup> Street and Pacific Avenue Northward Extension

The roundabout alternatives recommended for further study include both separate roundabouts at Main and Pacific avenues, combined roundabouts at Main and Pacific avenues, and a roundabout at OR 6 and Miller Street. The TTRP specified that traditional traffic signals also be studied at each of these locations.

## US 101/OR 6 Transportation Alternatives Study

The Alternatives Study could follow one of two processes depending on the results of the screening process. This approach allows the project team flexibility to move the project alternatives into a NEPA process as soon as the alternatives are sufficiently narrowed to make a NEPA-level evaluation feasible.

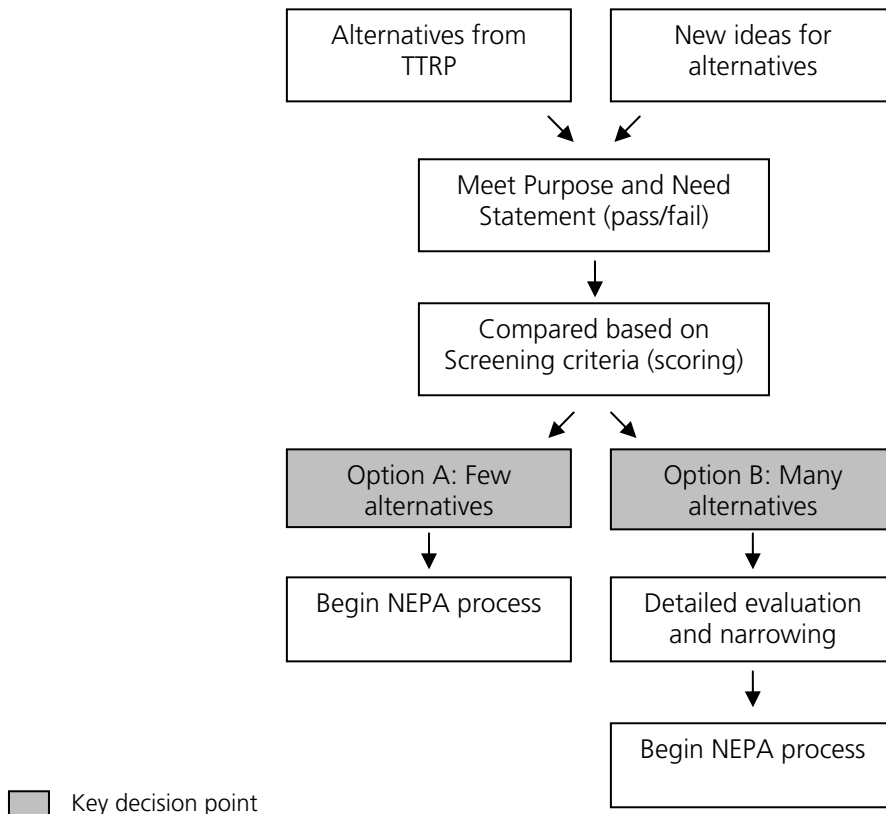
The project team, in consultation with local jurisdictions and community members, will develop a Purpose and Need Statement and screening criteria. Environmental resources in the project area will be inventoried for red-flag analysis and to help shape alternatives. Existing traffic operations data also will be gathered. The Alternatives Study will begin with the set of alternatives identified for further study in the TTRP. Additional alternatives will be developed by the project team, local jurisdictions and community members, as informed by traffic data and environmental information. All alternatives will be tested to see if they meet the Purpose and Need Statement and the screening criteria. If a small, manageable number of alternatives results from the screening process, ODOT will initiate a NEPA process at this point.

If a larger number of alternatives pass through the screening process, the Transportation Alternatives Study will continue with a more detailed evaluation of the remaining alternatives. This more detailed evaluation could include planning-level cost estimates and GIS-based evaluation of natural resource and community impacts. It could also include other qualitative evaluations as called for in the agreed-upon goals and objectives. If undertaken, the evaluation process would aim to further narrow the alternatives that would be studied within a NEPA process.

With either scenario, decisions about alternatives that are not pursued should be well documented with a full description of the reasons for not pursuing the alternative including environmental considerations. The documentation should include at least cursory

quantification of impacts. For instance, if an alternative is dropped because of wetland impacts, an order of magnitude estimate of the area avoided should be included. If the documentation is done well, the project may be able to avoid higher levels of NEPA documentation, such as an Environmental Assessment (EA). Even if an EA is required, the documentation will minimize the cost of completing the EA, and avoid repeating alternative development work.

### US 101/OR 6 Transportation Alternatives Study Process Options





**TILLAMOOK TRANSPORTATION REFINEMENT PLAN (2006) ALTERNATIVES EVALUATION SUMMARY**

	Weighted Score	TTRP recommendation	Meets problem statement	Reduces traffic congestion	Environmental Issues	Community Issues		Financial or implementation issues	
	TTRP Evaluation criteria			Mobility standard evaluation	Combined TTRP score	Supports downtown businesses and economy	Minimizes impacts to residential land uses	Cost effectiveness	Implementable within 20 year timeframe
<b>TTRP ALTERNATIVES ADVANCED</b>									
<b>System Alternatives with Traditional Intersection Treatments</b>									
T1. Two-way OR6/1st Street and 3rd Street	110	Yes		Neutral	Neutral	Low	High	High	High
T4. Widen Hoquarten Slough Bridge	110	Yes		Neutral	Neutral	Neutral	High	High	High
T5. Two-way OR6/1st Street and 3rd Street; Pacific Avenue northward extension	120	Yes		High	Neutral	Low	High	Neutral	High
<b>System Alternatives with Separate Roundabouts at Main and Pacific</b>									
S-R1. Two-way OR6/1st Street and 3rd Street	125	Yes		High	Neutral	Low	High	Neutral	High
S-R2. Two-way OR6/1st Street and 3rd Street; Widen Hoquarten Slough Bridge	170	Yes		High	Neutral	Low	High	Neutral	High
S-R3. Widen Hoquarten Slough Bridge	125	Yes		High	Neutral	Low	High	Neutral	High
S-R4. Two-way OR6/1st Street and 3rd Street; Pacific Avenue northward extension	125	Yes		High	Neutral	Low	High	Neutral	High
<b>System Alternatives with Combined Roundabouts</b>									
C-R1. Two-way OR6/1st Street and 3rd Street	120	Yes		N/A	Neutral	Low	High	Neutral	High
C-R2. Two-way OR6/1st Street and 3rd Street; Widen Hoquarten Slough Bridge	150	Yes		High	Neutral	Low	High	Neutral	High
C-R3. Widen Hoquarten Slough Bridge	100	Yes		Neutral	Neutral	Low	High	Neutral	High
C-R4. Two-way OR6/1st Street and 3rd Street; Pacific Avenue northward extension	150	Yes		High	Neutral	Low	High	Neutral	High
<b>System Alternative with Miller Street Roundabout</b>									
M-R1. Two-way OR6/1st Street and 3rd Street <sup>1</sup>	130	Yes		High	Neutral	Neutral	Neutral	High	High
M-R2. Two-way OR6/1st Street and 3rd Street, Pacific Avenue northward extension <sup>2</sup>	N/A	Yes		High <sup>1</sup>	N/A	N/A	N/A	N/A	N/A
M-R4. Two-way OR6/1st Street and 3rd Street, Widen Hoquarten Slough Bridge <sup>2</sup>	N/A	Yes		High <sup>1</sup>	N/A	N/A	N/A	N/A	N/A
<b>TTRP ALTERNATIVES SET ASIDE</b>									
T2. Pacific Avenue northward extension	35	No		Low	Neutral	Low	High	Low	High
T3. Extend OR 6 couplet west	55	No		Low	Neutral	Neutral	High	Low	High

**NOTES:**

TTRP: Tillamook Transportation Refinement Plan (2006)

The TTRP Advisory Committee only set-aside options #T2 and #T3. This was primarily due to lack of traffic operations benefits.

Scores on key criteria that were generally applicable to the downtown traffic alternatives are summarized here.

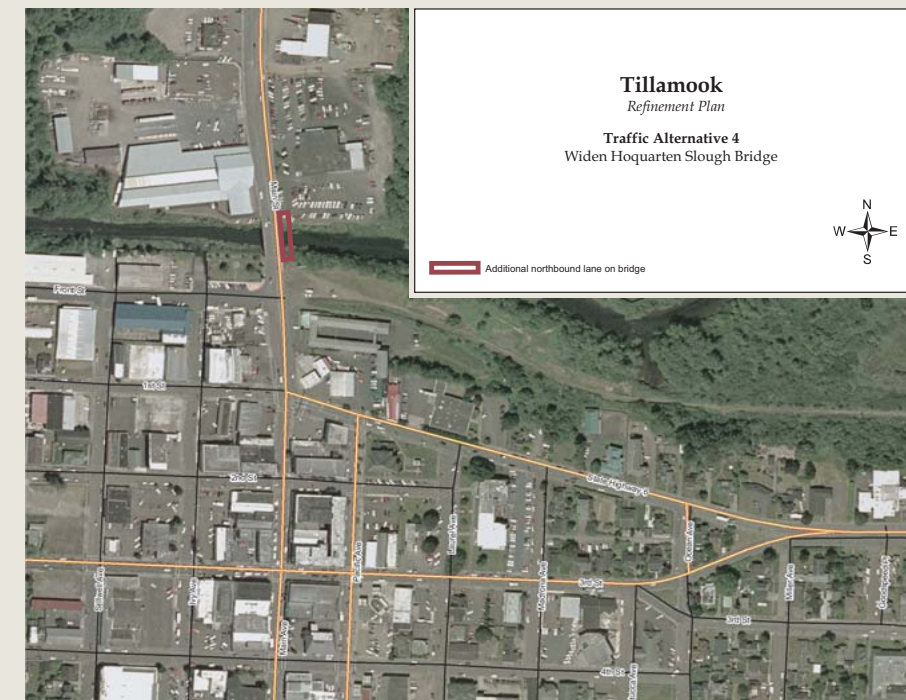
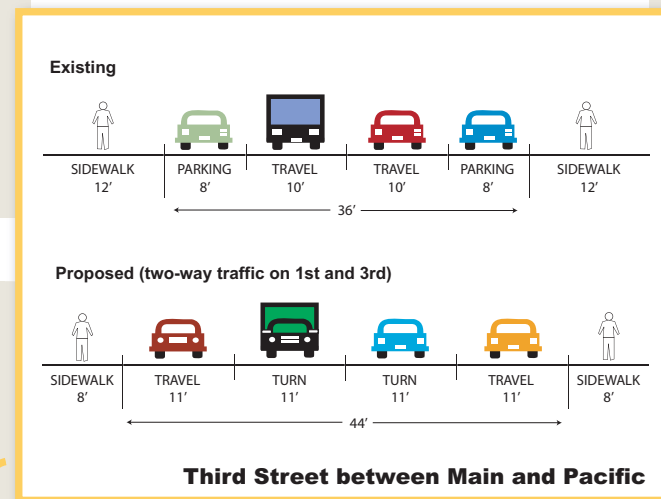
All alternatives received neutral scores on all environmental criteria including impacts to natural resources, impacts to flood plain and amount of new road outside UGB.

<sup>1</sup>M-R2 and M-R4 were not modeled separately but the roundabout was expected to perform similarly to M-R1.

<sup>2</sup>M-R2 and M-R4 were not separately evaluated in the TTRP, so total scores, environmental, financial and community considerations were not developed.

**TTRP Evaluation Criteria and Weight:**

1. Improve US 101 Downtown Safety and Comfort = 25
2. Address Downtown Parking Deficiencies = 15
3. Address Adverse Impacts of Trucks on US 101 Downtown = 20
4. Develop Alternative Truck Routes = 25
5. Address Other Identified Issues = 15



### RECOMMENDATIONS FOR FURTHER STUDY Downtown Traffic

- Implement two-way traffic on 1st and 3rd Streets to reduce congestion and reduce truck trips downtown (Alternative 1). This would require a new traffic signal or roundabout at OR 6 and Miller Street.
- Add an additional northbound travel lane over Hoquarten Slough (Alternative 4)
- Implement a combination of Alternative 1 and Alternative 4
- Construct a roundabout in the vicinity of 1st Street and Main/Pacific Avenues either alone or in combination with one of the options above

FIGURE 7  
**Downtown Traffic Recommendations for Further Study**  
 TILLAMOOK TRANSPORTATION REFINEMENT PLAN

