

U.S. 30: Columbia to 8th Street (Astoria) Phase 1 NW Transportation Conference

- Presenters:
 - Ken Shonkwiler, ODOT Planning
 - Christina LaFleur, P.E., ODOT Region 2 Traffic Design Engineer





AGENDA

Topics:

- Schedule
- Location & Background
- Corridor Issues
- Project Elements and Design
- Lessoned Learned

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Project Information & Background

Type: Road Reconfiguration Project

- Improved Pedestrian Crossings
- Adding Bicycle lanes
- Center Turn Lane

Schedule:

- Design 1 year
- CON Sept 2023

Funding:

- State Funded SWIP Program
- Cost: \$800,000



City of Astoria | U.S. 30: Milepoint 98.4 to 99

Location – Roadway Characteristics

- Traditional downtown/urban fringe
- Urban Principal Arterial
- ADT – 19,300
 - Higher westbound volumes
- Posted Speed: 25 – 30 MPH
- Transit Stops
- Equity score – Medium/High census populations

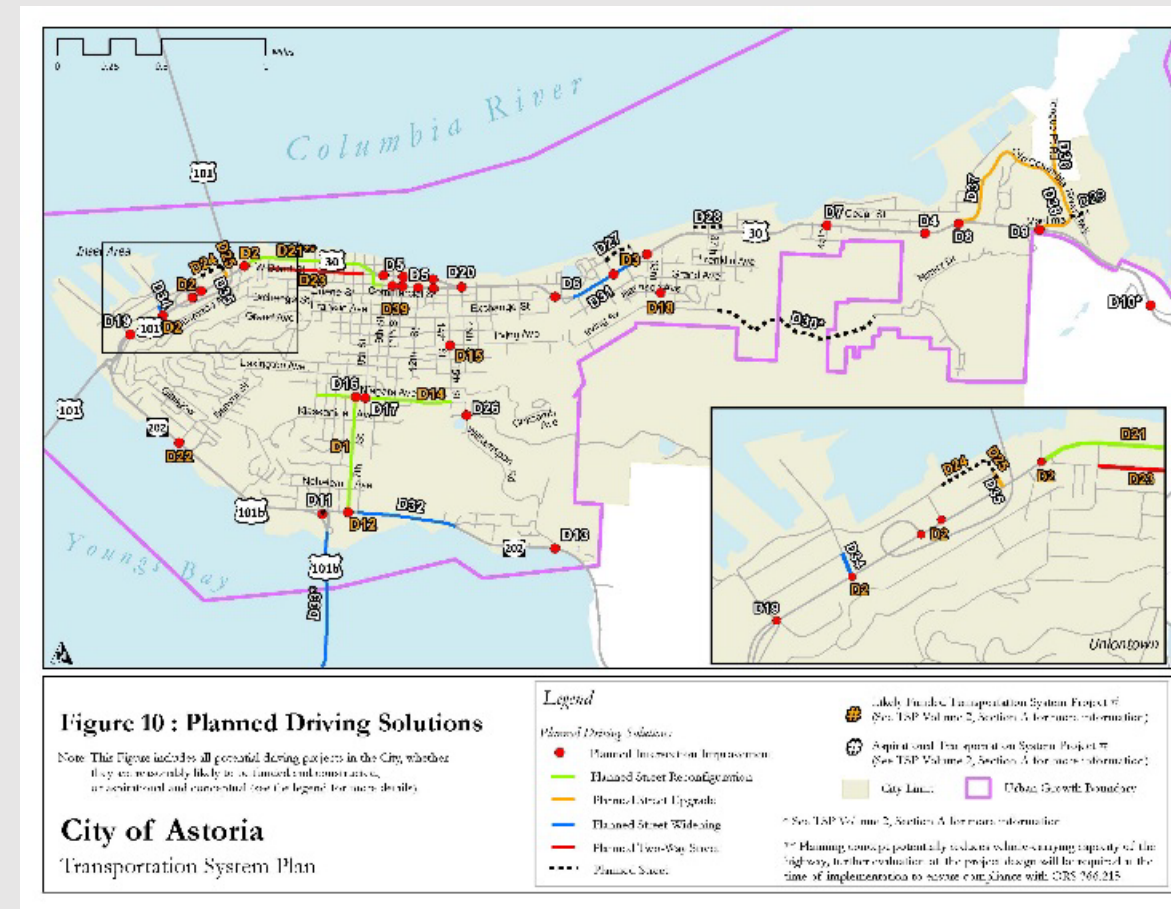


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Location and Background

Project identified in City of Astoria TSP

- Road reconfiguration on US 30
- Improved pedestrian crossings
- Bicycle lanes
- Uniontown Reborn plan (2019) analyzed traffic volumes to support project



Impact to Capacity?



Evaluation in Uniontown Reborn plan showed compliance with ORS 366.215, addressing vehicle carrying capacity.

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Corridor Issues

Safety

Asset Condition

Multimodal Access



Corridor Issues - Safety

2016-2021* Crash History – Total Crashes

- <1 mi, 67 reported crashes; 75% of the reported crashes mitigated by the proposed pilot project
 - One fatal, one serious injury crash - both ped crashes
 - 3 bicycle crashes, 3 ped crashes, 8 rear-end crashes indirectly involving pedestrians
 - No reported semi-tow (truck tractor w/ trailer) involved crashes
- 5th St. - 7th St. Top 10% SPIS site (2019-2021 SPIS)
- Active Transportation Needs Inventory – Top 5% in Region 2

*6 years of data including 2020 pandemic quarantine crash data



Corridor Issues - Safety

Lane Widths to fit a 4-lane section

- Narrowed Lanes with No Fog Line
- Overrepresentation of Fixed Object Crashes
- Anticipate Decrease in Fixed Object Crashes Due to New Fog Line (Bike Lane stripe)



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Project elements and design

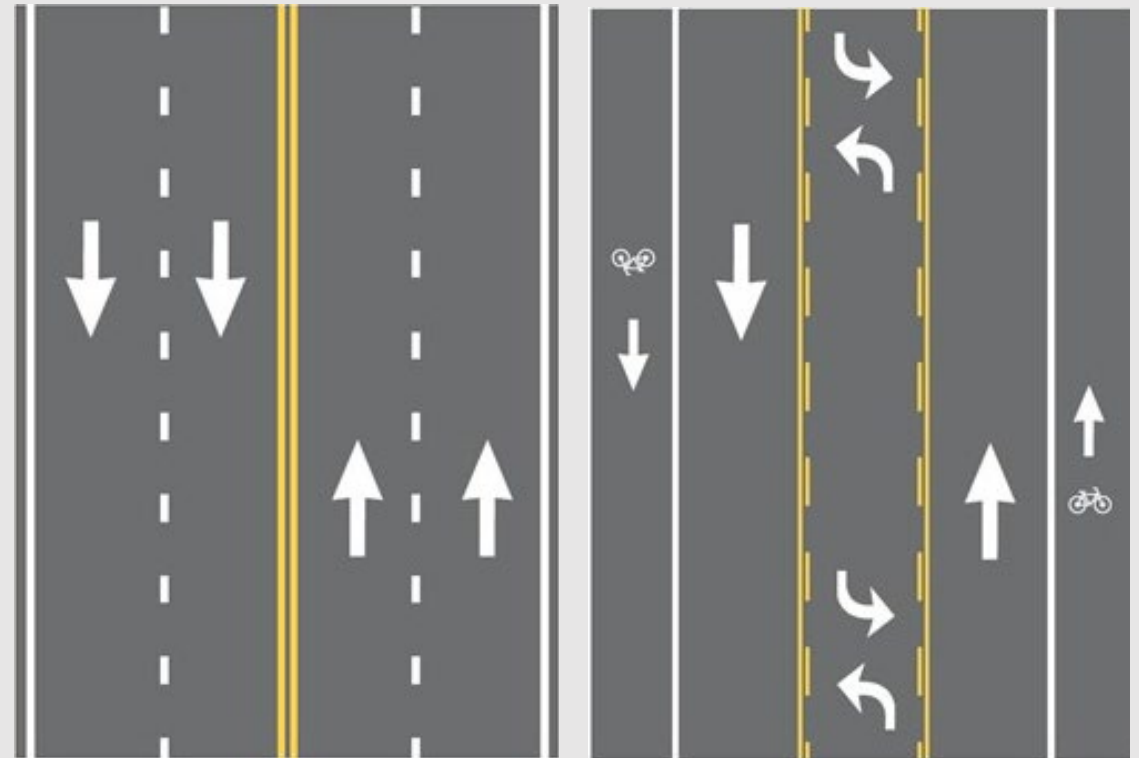
Proposed Safety Improvements:

Pedestrian Islands

Signing & Striping

Illumination




Before & After



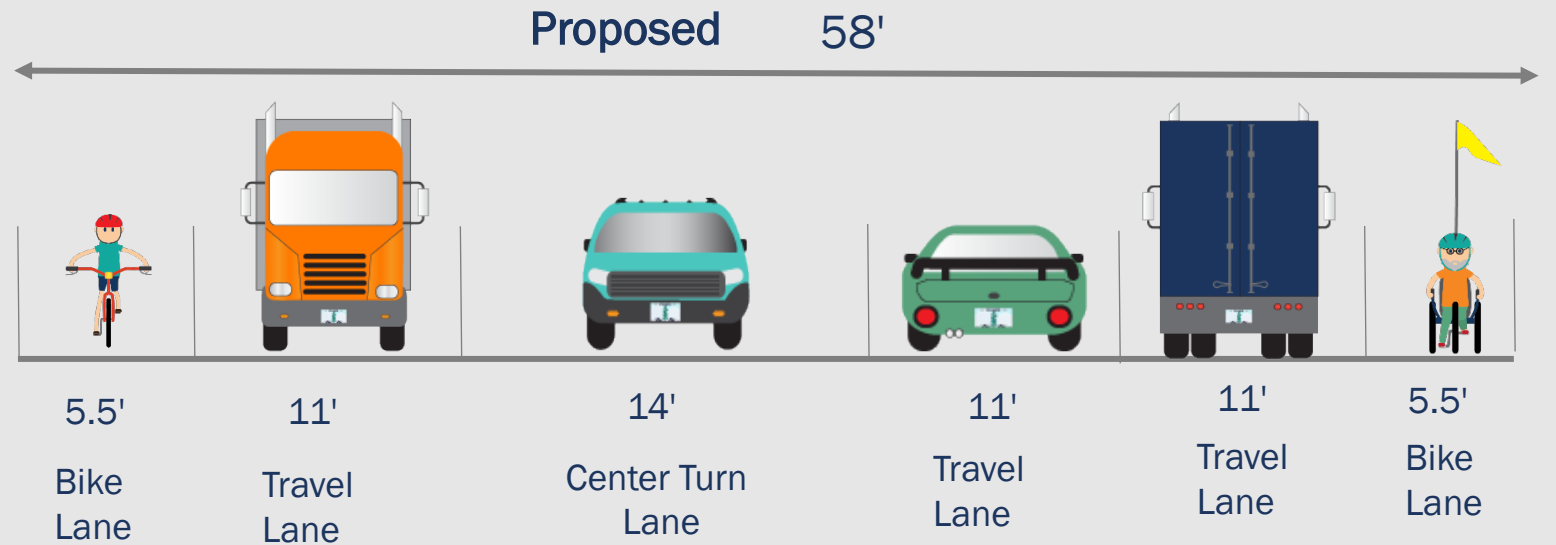
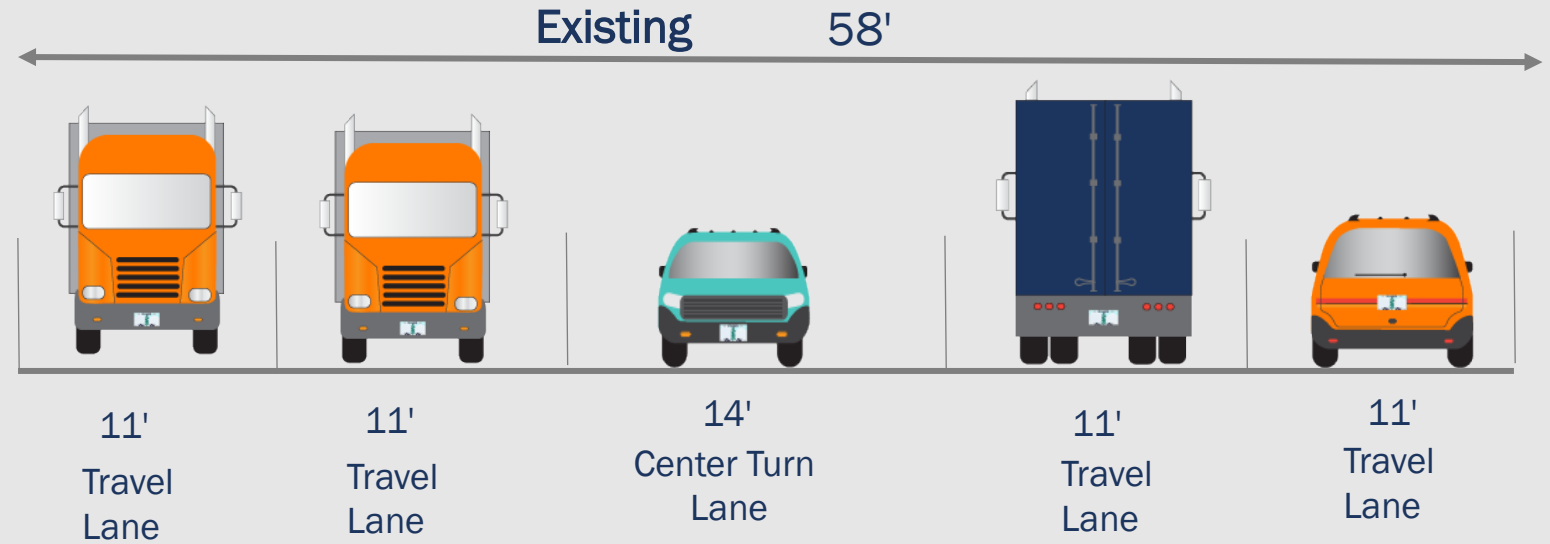
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Corridor Overview

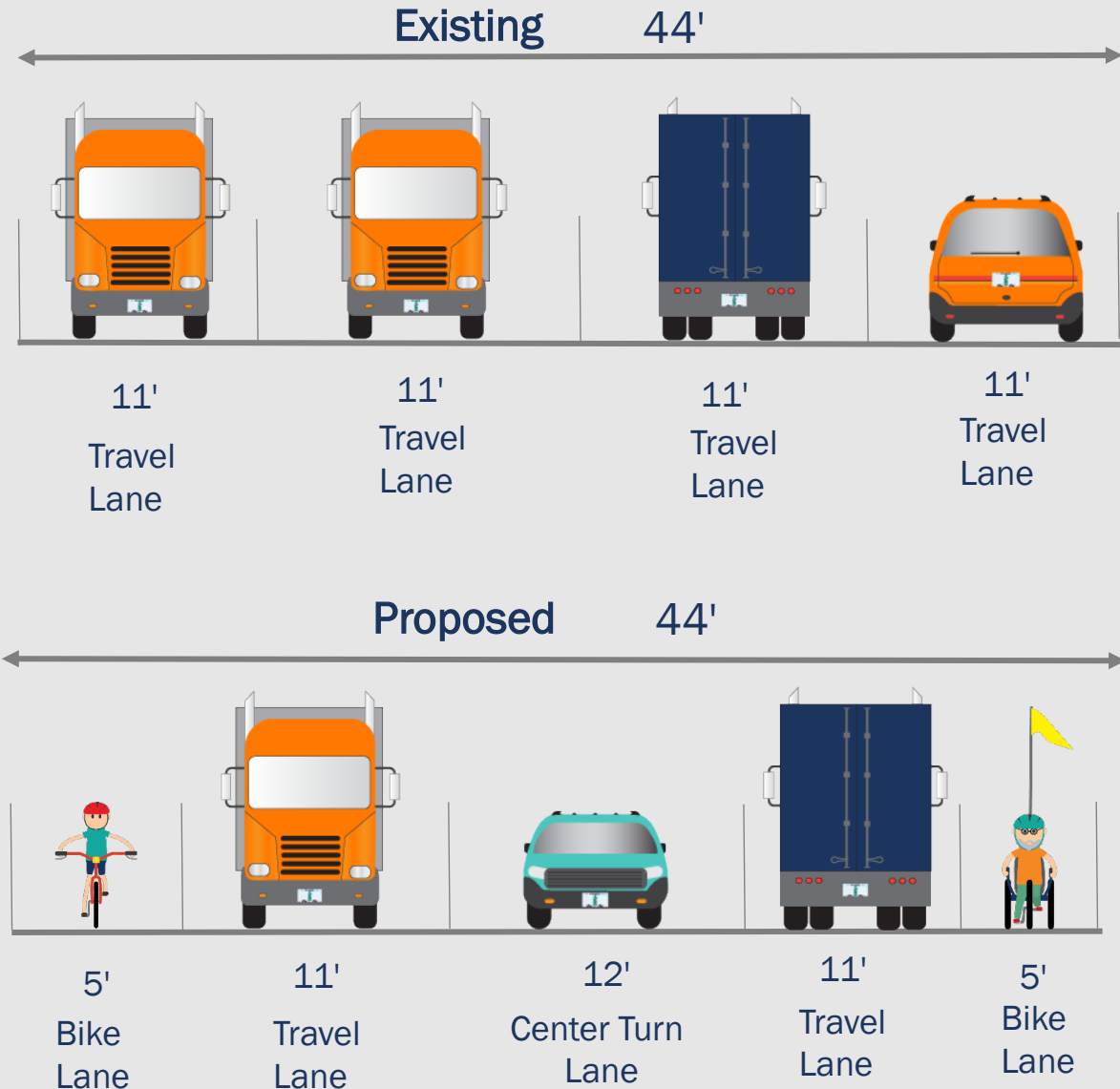


-  Columbia to 2nd
-  2nd to Bond Street
-  Pedestrian Islands

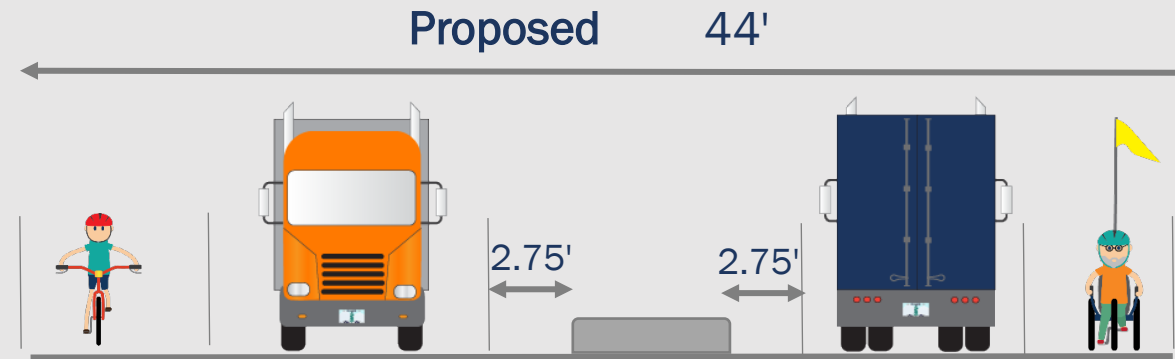
U.S. 30: Columbia to Second Typical Cross Section



U.S. 30: 2nd to Bond Street Typical Cross Section



U.S. 30: 2nd Street and 6th Street Intersection Typical Cross Section Pedestrian Island



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Temporary Pedestrian Island

- Height: 4.92”
- Width: 6’ 5”



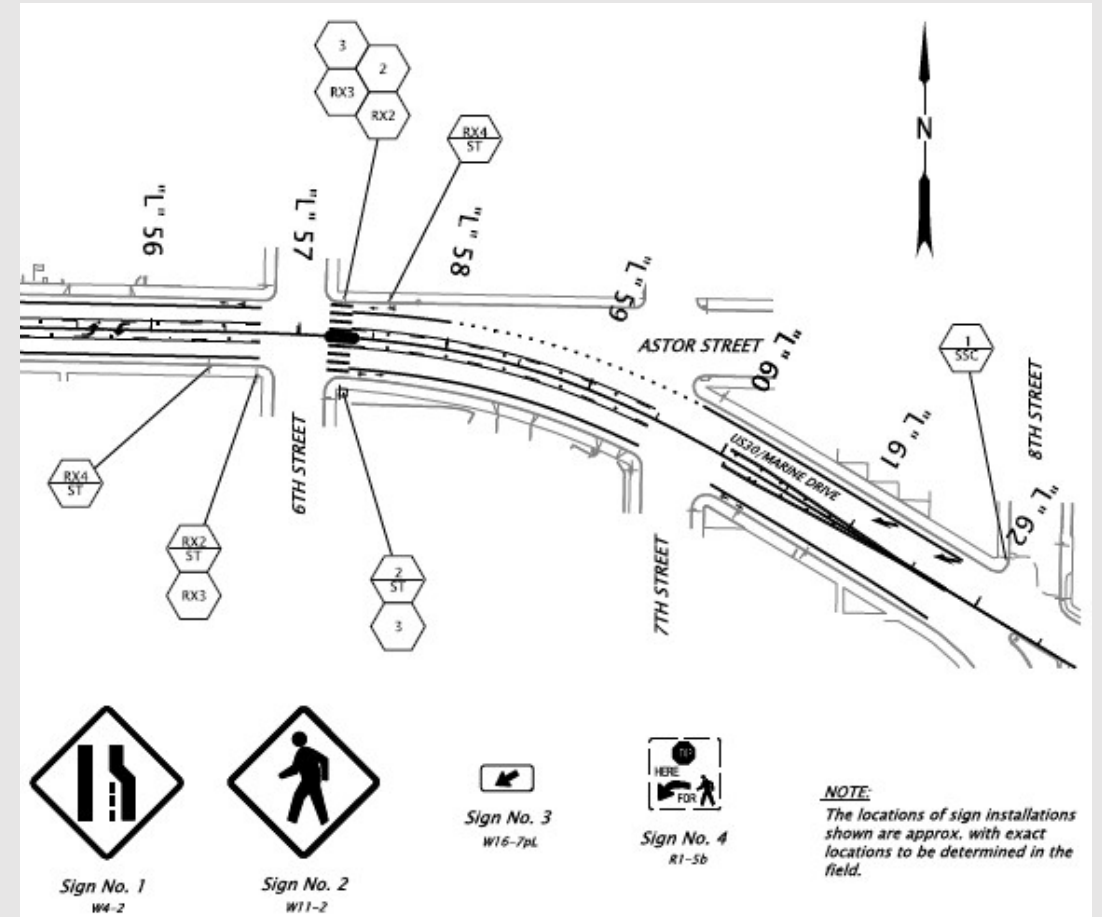
Lessons Learned

- Slurry Seal application on Oregon Coast
 - Included to minimize “ghost striping”
 - Difficult to set in cool, damp conditions



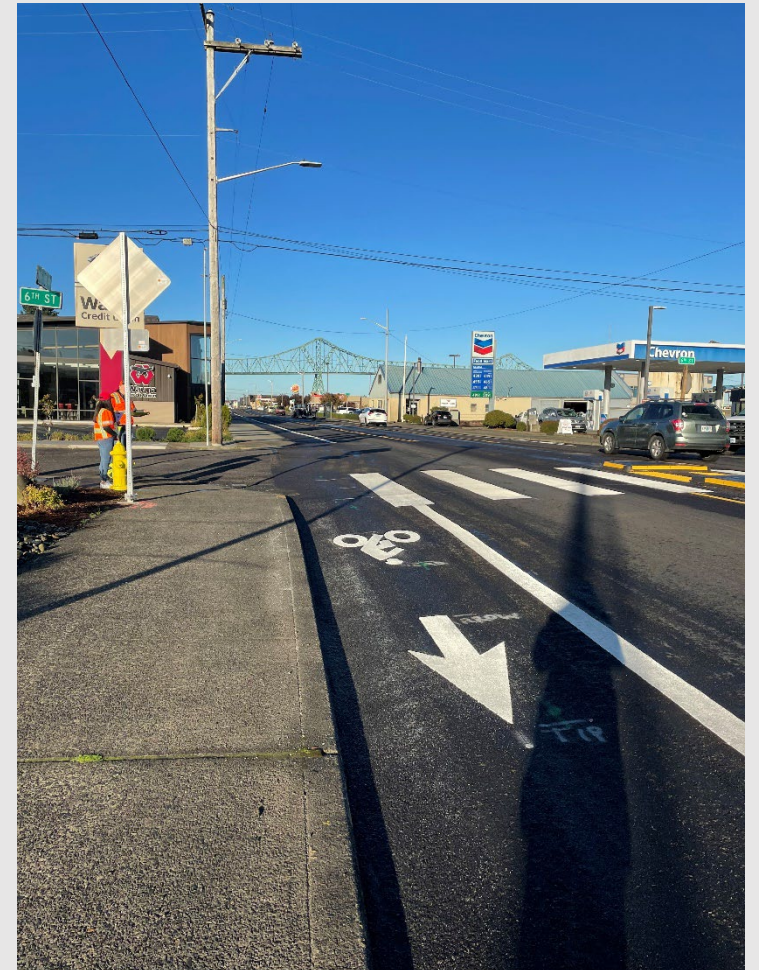
Lessons Learned

- Takes time for people to adjust
 - Astoria Police Department comments
 - Merge lanes
 - City feedback has been positive.



Lessons Learned

- Continued Monitoring for Seasonal Impacts



NEXT STEPS

- Questions?

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THANK YOU