

The Miles Crossing/ Jeffers Garden transportation plan (underway), will identify needed improvements to the Warrenton-Astoria Highway and local street improvements to serve expected growth in the Miles Crossing and Jeffers Garden communities.

Warrenton updated its Transportation System Plan in 2002 and plans another update in the near future.

Clatsop County updated its Transportation System Plan in 2002.

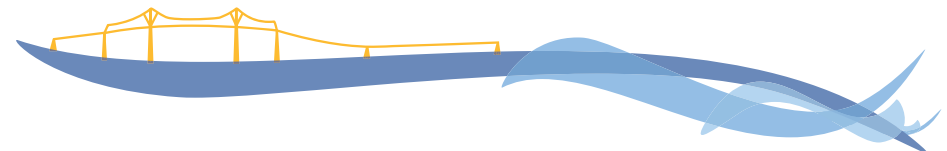
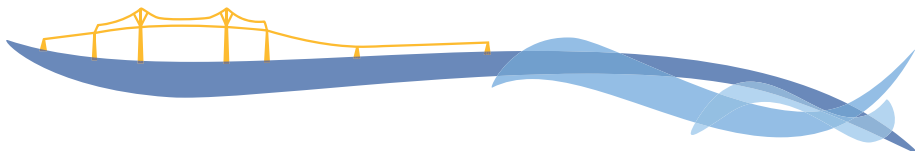
Planning Efforts outside Astoria

user's guide to Transportation Improvements in Astoria

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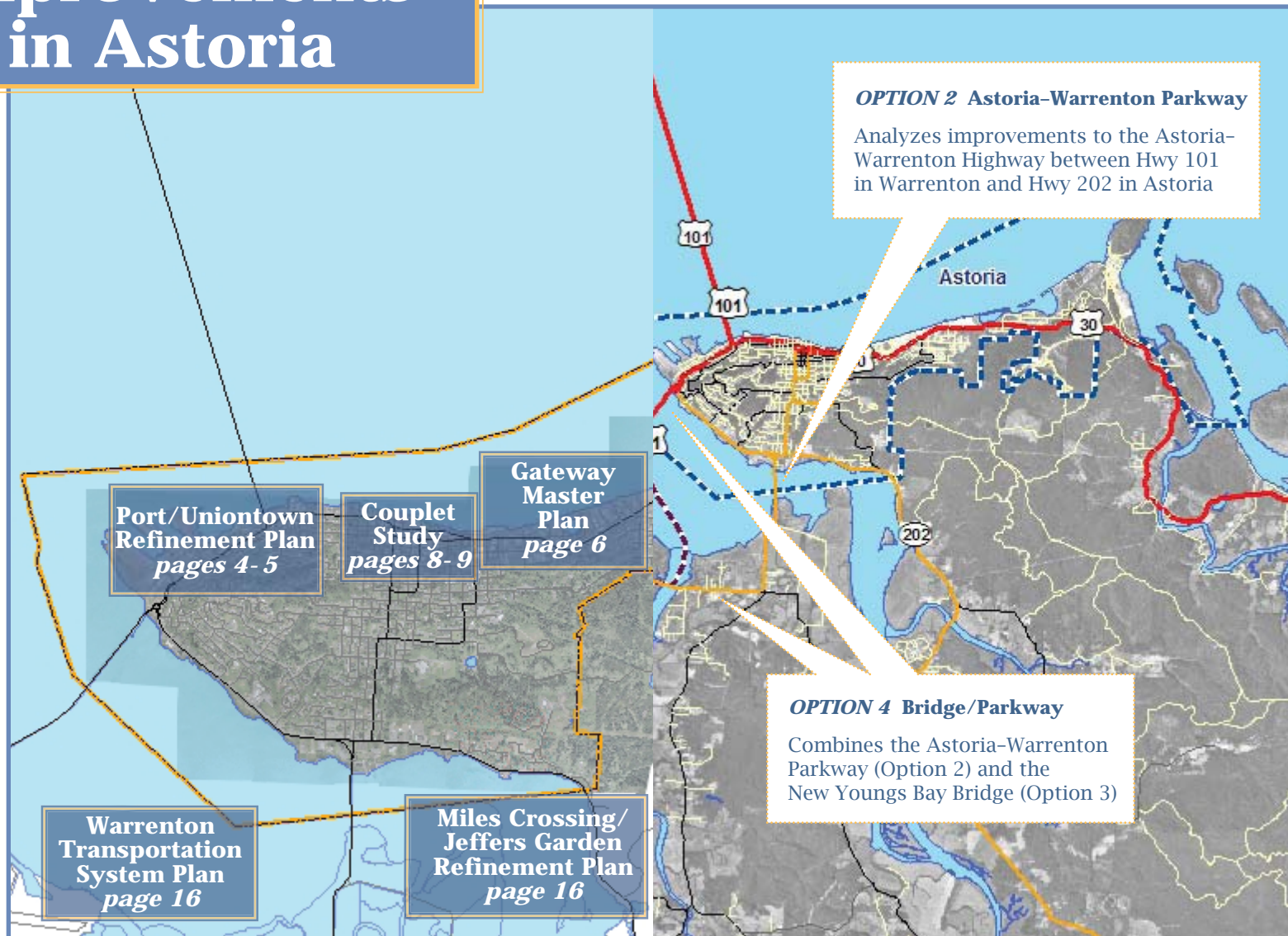
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user's guide to Transportation Improvements in Astoria

The Greater Astoria-Warrenton Regional Refinement Plan has been organized into two phases. Phase 1, completed in 2006, looked at current and future transportation needs for the area, including the needs of residents, businesses, and visitors (see pages 12 and 13).

Phase 2 of this effort (underway) will evaluate several potential regional transportation solutions illustrated below, and recommend a set of improvements that will meet the needs of Astoria and Warrenton while preserving the function of the regional transportation network.



Greater Astoria–Warrenton regional refinement plan phase 2

This Guide provides an overview of transportation improvement projects recommended from a variety of transportation planning efforts in Astoria, including efforts that were completed a few years ago and some that are currently underway. Each of these plans has been sponsored by the Oregon Department of Transportation (ODOT). The Guide shows where improvements are planned, allowing the reader to see how projects from different efforts work in concert with each other. This Guide is a comprehensive overview of Astoria's transportation vision, and charts a progress for future actions.

A lot is happening in Astoria, as we hope you will see.

OPTION 1 Small-Scale Improvements

Explores lower-cost improvements (such as improvements to existing roads and intersections)

OPTION 3 New Youngs Bay Bridge

Explores improvements to the New Youngs Bay Bridge along Hwy 101 between Warrenton and Astoria

What about the Astoria Bypass?

The Astoria Bypass was analyzed extensively during Phase 1. Data collected indicate the full Bypass did not attract large volumes of traffic or relieve congestion from bottleneck areas. This was because the large majority of highway traffic was traveling to or from Astoria or Warrenton. Phase 2 of the Refinement Plan will analyze short-term, medium-term, and long-term solutions to Astoria's bottleneck concerns. This will include small-scale projects such as Option 1 (improvements to existing intersections), as well as larger-scale improvements such as Options 2-4 (including the Astoria-Warrenton Parkway and a New Youngs Bay Bridge improvement). The Eastern Segment of the Astoria Bypass remains a consideration as part of a longer-term master plan.

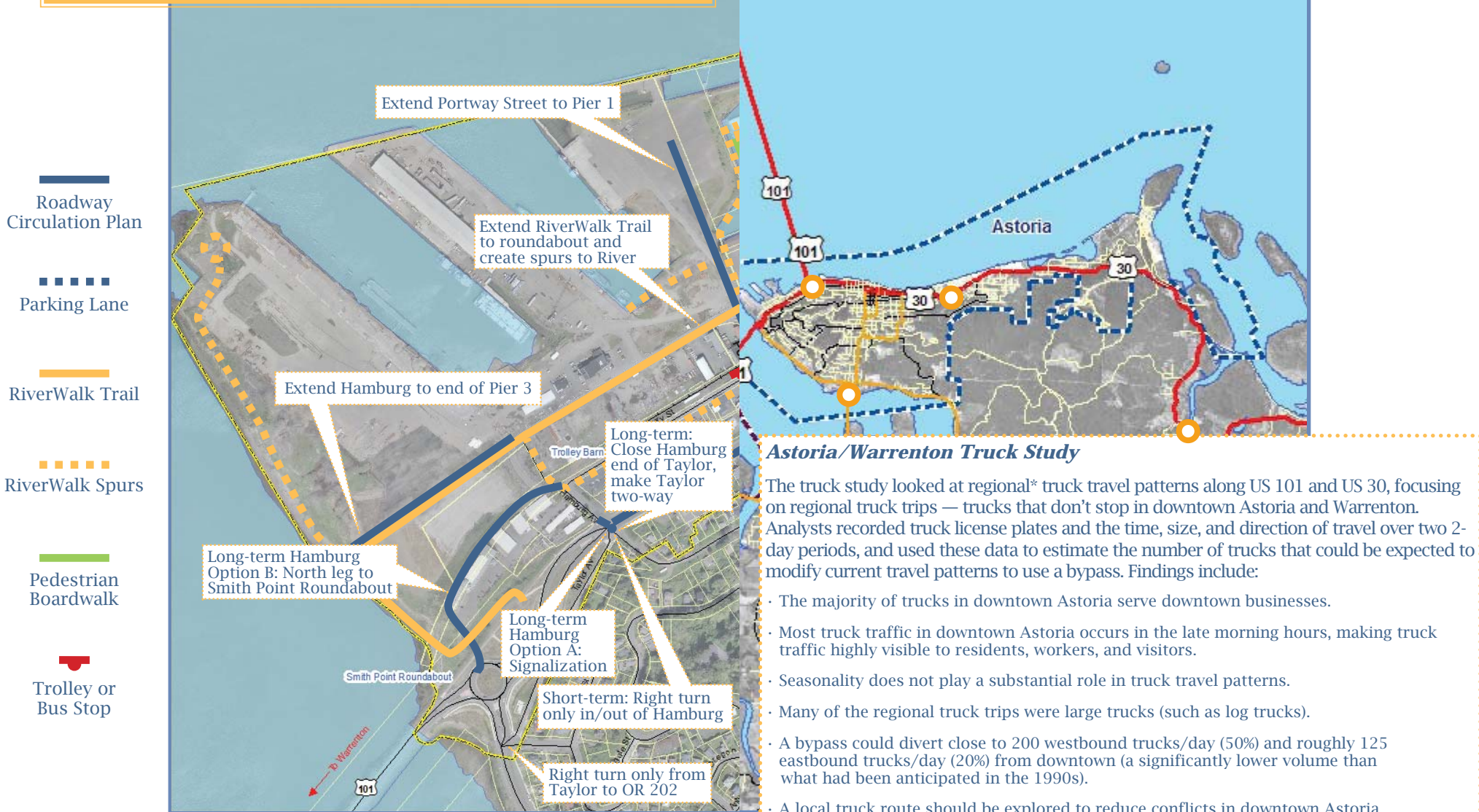
East Gateway Transportation Plan
page 7

Astoria Transportation System Plan
pages 10-11

Greater Astoria-Warrenton Regional Refinement Plan
pages 12-15

Astoria Port/Uniontown transportation refinement plan

The Greater Astoria-Warrenton Regional Refinement Plan has been organized into two phases, described over the next few pages. Phase 1, completed in 2006, looked at current and future transportation needs for the area, including the needs of residents, businesses, and visitors. Phase 1 also explored a series of improvements recommended in local and regional plans, including the Astoria Bypass. See pages 14 and 15 for what is happening under Phase 2 of this plan. Additional information from Phase 1 is available from ODOT.



Astoria/Warrenton Truck Study

The truck study looked at regional* truck travel patterns along US 101 and US 30, focusing on regional truck trips — trucks that don't stop in downtown Astoria and Warrenton. Analysts recorded truck license plates and the time, size, and direction of travel over two 2-day periods, and used these data to estimate the number of trucks that could be expected to modify current travel patterns to use a bypass. Findings include:

- The majority of trucks in downtown Astoria serve downtown businesses.
- Most truck traffic in downtown Astoria occurs in the late morning hours, making truck traffic highly visible to residents, workers, and visitors.
- Seasonality does not play a substantial role in truck travel patterns.
- Many of the regional truck trips were large trucks (such as log trucks).
- A bypass could divert close to 200 westbound trucks/day (50%) and roughly 125 eastbound trucks/day (20%) from downtown (a significantly lower volume than what had been anticipated in the 1990s).
- A local truck route should be explored to reduce conflicts in downtown Astoria.

Greater Astoria–Warrenton regional refinement plan phase 1

Phase 1 Findings

Phase 1 evaluated regional transportation projects recommended in the Astoria, Warrenton, and Clatsop County long-range plans, using a new, sophisticated set of traffic tools available for the area. An advisory group of more than three dozen local officials, business owners, and residents helped evaluate the findings from this study. Findings include:

- If no transportation improvements are made, bottlenecks would be seen by the year 2025 along Hwy 101 through and south of Warrenton, across the New Youngs Bay Bridge, and along Hwy 30 east of the downtown Astoria couplet.
- Many of the problems can be addressed through location-specific spot improvements. However, regional needs are also likely to require some larger, “regional” improvements.
- Because Astoria and Warrenton are growing destination areas, most travelers along Hwy 101 and Hwy 30 want or need to travel through these cities. Building a bypass around Astoria may not attract large numbers of vehicles (see page 13 for truck-specific findings).

Truck Study Locations

The Astoria Port/Uniontown Transportation Refinement Plan (2006) focused on needed improvements to West Marine Drive between the Smith Point Roundabout and the Doughboy Monument, and developed a local circulation system for the largely Port of Astoria-owned area between Marine Drive and the Columbia River. For more information on these recommendations, please refer to the Refinement Plan, beginning on page 6.



Highlights of the Astoria/Uniontown Refinement Plan include:

- A potential roundabout at the Astoria-Megler Bridge intersection
- Realignment and extension of the RiverWalk bicycle and pedestrian trail
- New local road network to reach restaurants, hotels, and theater at the east end of the project area
- Major improvements to Portway intersection to accommodate trucks











* Regional truck trips are those traveling through downtown Astoria or Warrenton without stopping.

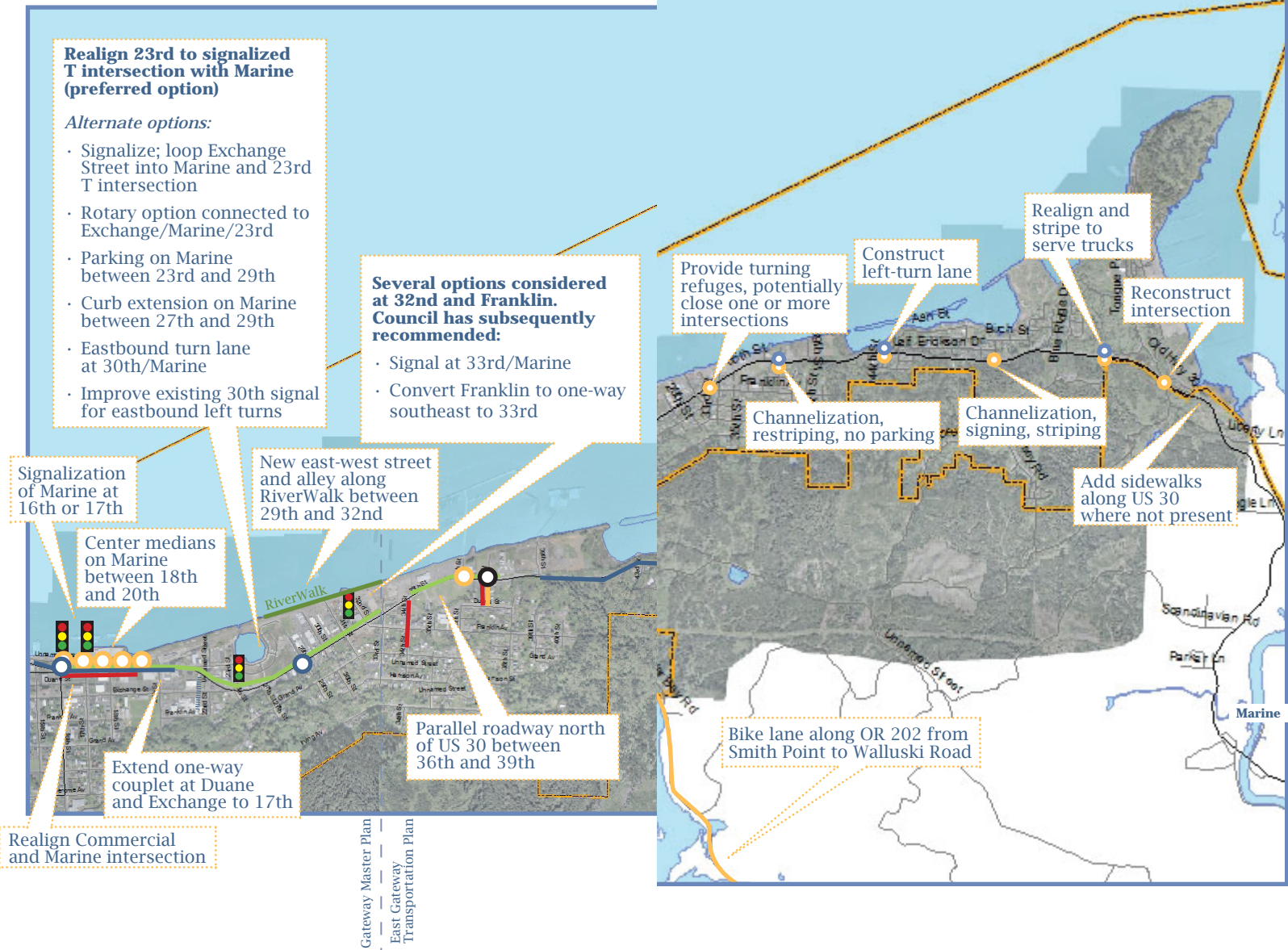
Gateway master plan

The Gateway Area Transportation and Growth Management Plan (1999) recommended circulation and safety improvements along Marine Drive between 16th Street and 33rd Street. Recommendations are described in Appendix G of the Plan.

The Astoria Transportation System Plan (TSP), completed in 1999, recommends a variety of transportation improvements and provides overall direction for transportation systems in the Astoria urban area over a 20-year timeframe. These improvements are described in Chapter 7 of the TSP.

TSP projects that have been changed through the Downtown Couplet Study (8th and Commercial) and the Greater Astoria-Warrenton Regional Refinement Plan are not shown here. Please refer to the other studies for information about these concepts. Astoria is planning an update to its TSP in the near future.

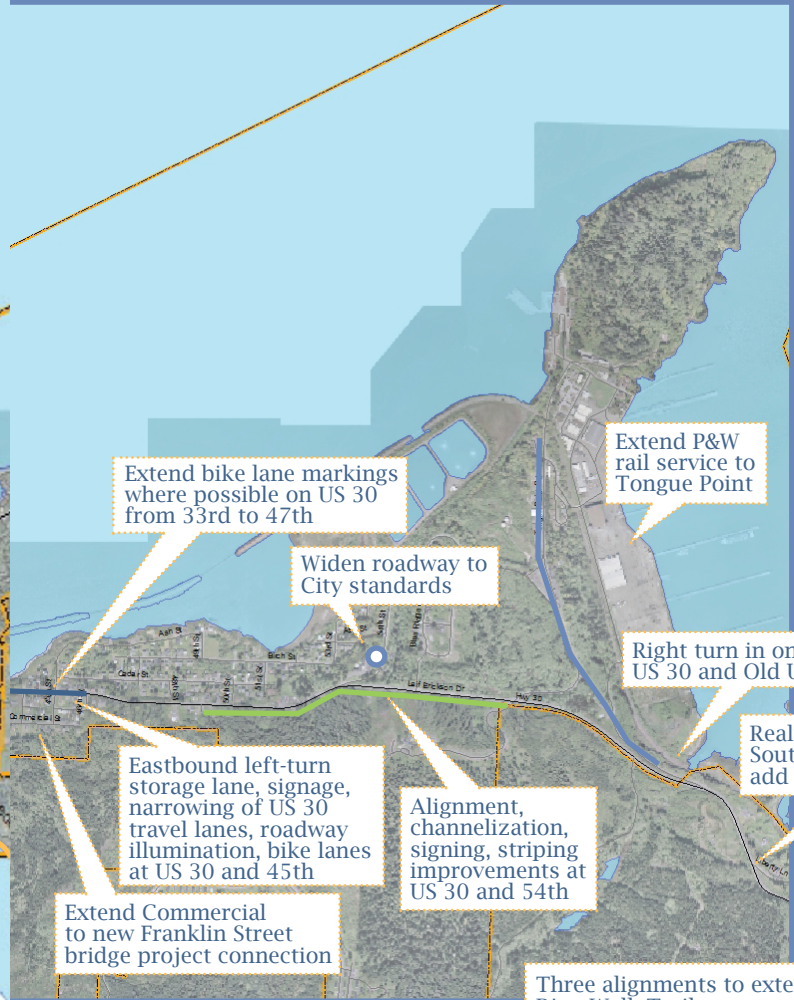
-  Signalization
-  Widen or Build Sidewalk
-  or  Curb Extensions
-  or  Turn Lane
-  Parking
-  Road Improvements
-  or  Pedestrian Safety Issues



Astoria transportation system plan

East Gateway transportation plan

○ or — Transportation Improvements
 ● Bus Shelter

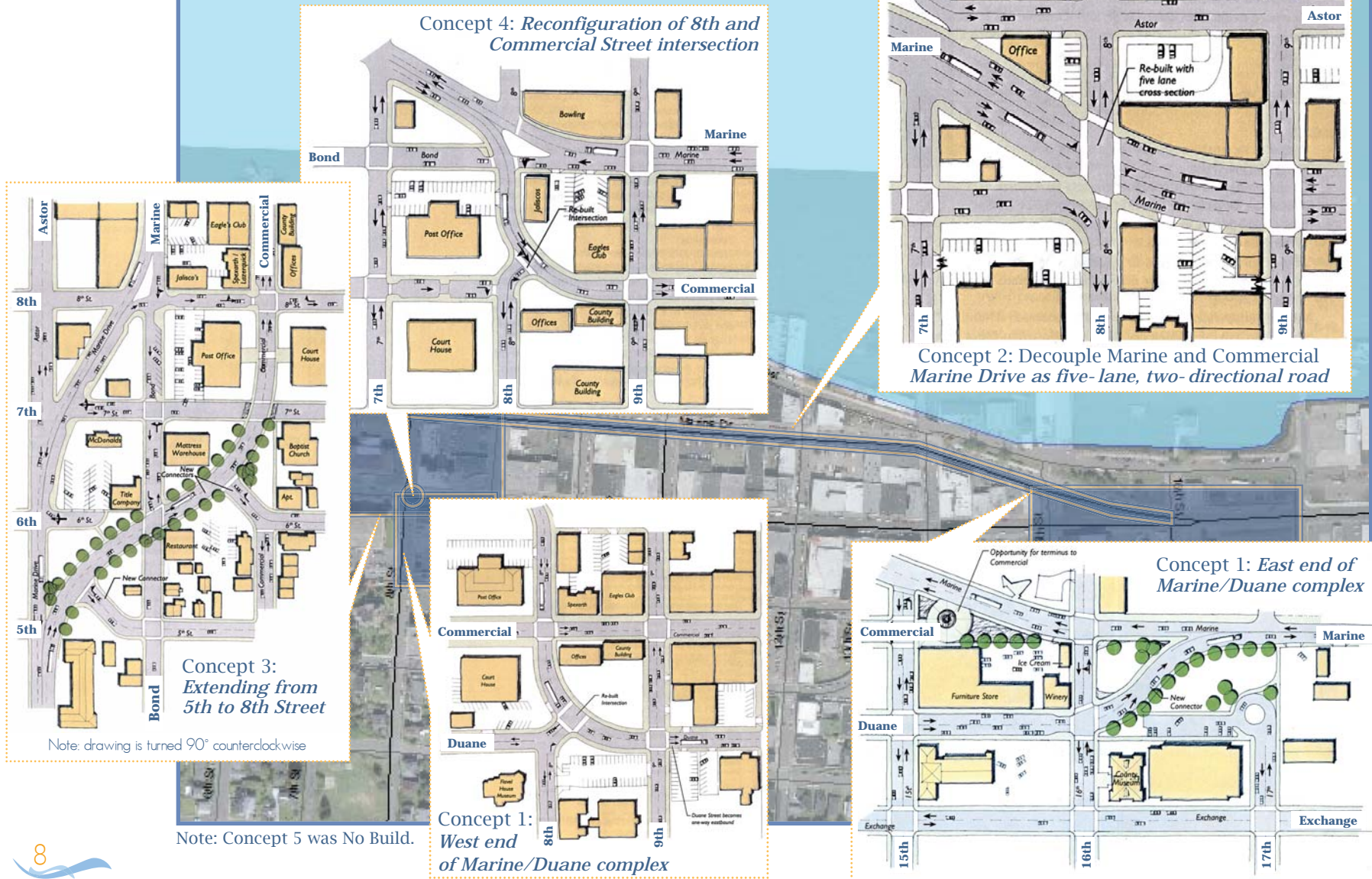


The East Gateway Transportation Plan, completed in 2005, identifies short- and long-term transportation improvements for the section of US 30 between 33rd Street and Tongue Point. Please refer to pages 6-12 of the Plan for more information.

West Astoria Couplet

development improvements

The Astoria downtown couplet study explored ideas to improve congestion and safety along US 30 at the intersection of 8th Street and Commercial Street—an area considered unsafe for vehicles, pedestrians, and bicyclists because of high traffic volumes, unclear directional movements, and insufficient room for large vehicles to turn eastbound onto Commercial Street. Five concepts were identified to be refined as part of the Regional Refinement Plan, Phase 2 (see pages 14 and 15). More information on these concepts is provided starting on page 15 of the Couplet Study Plan.



Note: drawing is turned 90° counterclockwise

Note: Concept 5 was No Build.