1 OREGON COAST HIGHWAY US 101

WINDSWEPT ROAD (MP 12.4) TO W ANDERSON RD (MP 14)

ODOT LOCATION

ROAD CHARACTERISTICS

SEGMENT LENGTH: 2.3 MILES
ADT: 15,000-20,000
 # OF LANES: 2
POSTED SPEED: 55 MPH

CRASH TRENDS

98	3	9
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

30%	24%	21%
REAR-END	FIXED OBJECT	TURNING

TOP CONTRIBUTING FACTORS:

15%	13%	13%
OTHER	FOLLOWED TOO CLOSELY	INATTENTION

POTENTIAL PROJECTS >>

US 101 / SUNSET BEACH RD INTERSECTION

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
–	Perform intersection control evaluation	N/A	$	Short-term
I17	Improve intersection sight distance	48% (of all crash types at all injury severities, not including PDO crashes)	$-$$	Short-term
H65	In the southbound direction, install offset or buffer between the through and right turn lane	69% (of angle and turning crashes at all severities)	$-$$	Short-term
H1	Install J-turn at intersection (TSP D20) – J-turn south of the intersection only eastbound left turn will be eliminated	30% (of all crash types at all injury severities, not including PDO crashes)	$$	Mid-term
H18	Convert minor road stop-controlled intersection into roundabout	82% (of all crash types at all severities)	$$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

1 OREGON COAST HIGHWAY US 101

WINDSWEPT ROAD (MP 12.4) TO W ANDERSON RD (MP 14)

ODOT LOCATION

CURVE AT CULLABY LAKE LANE

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
RD6	Install recommended chevron signs	16% (of all crash types at all injury severities, not including PDO crashes)	$	Short-term
RD14	Install post-mounted delineators	30% (of all crash types at all severities)	$	Short-term
RD24	Install wider edgelines (4 inches to 6 inches)	18% (of all crash types at all severities)	$	Short-term
RD19	Install profiled edge line pavement markings or rumble strips	9% (of night and wet-road crashes at all severities)	$$	Short-term
H48	Increase pavement friction on curve segment by installing high friction surface treatment	52% (of all wet-road crashes at all severities)	$	Short-term
RD11	Install dynamic speed feedback sign for curves	5% (of all crash types at all severities)	$$	Short-term
–	Evaluate superelevation along the curves	N/A	$	Short-term
H45	Improve superelevation variance on curve	Dependent on the existing and proposed ratio of superelevation. Refer to ODOT CRF Manual for formula.	$$$$	Long-term

THROUGHOUT THE CORRIDOR

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
H32	Install new guardrail next to curves and fixed objects	47% (of run-off road crashes at all injury severities, not including PDO crashes)	$$$	Short-term
RD19	Install profiled edge line pavement markings or rumble strips	9% (of night and wet-road crashes at all severities)	$$	Short-term
H9	Add dedicated left turn lane at Glenwood Village Rd (TSP D 19)	44% (of all crash types at all severities)	$$$$	Long-term
RD20-22	Widen narrow shoulders along the corridor by one to three feet (TSP W 07)	6% to 18% (of all crash types at all severities)	$$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

1 OREGON COAST HIGHWAY US 101

WINDSWEPT ROAD (MP 12.4) TO W ANDERSON RD (MP 14)

ODOT LOCATION

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
B14	US 101/ Sunset Beach Rd	Improve bike shoulder striping through the intersection, placing the through bike movement to the left of the dedicated right turn lane.	Financially Constrained – Long Term	$100,000	State	Clatsop County TSP (2015)
D19	US 101/Turley Lane-Glenwood Village Rd	Combine Turley Lane and Glenwood Village Lane into a single access to US 101. Add southbound left turn lane to US 101.	Financially Constrained – Short Term	Funded	State	Clatsop County TSP (2015)
D20	US 101/ Sunset Beach Rd	Add J-turn on US 101 south of the intersection to facilitate movements from Sunset Beach Rd. to US 101 northbound.	Financially Constrained – Short Term	Funded	State	Clatsop County TSP (2015)
D21	Patriot Way to Sunset Beach Rd	Widen to include a center median and standard shoulders.	Aspirational – Long Term Ph2	$10,000,000	State	Clatsop County TSP (2015)
W07	Patriot Way to Surf Pines Rd	Widen narrow shoulders along the corridor.	Aspirational – Long Term Ph2	$3,000,000	State	Clatsop County TSP (2015)
W08	Sunset Beach Rd between US 101 and the coast	Pedestrian improvements following road alignment.	Financially Constrained – Short Term	$630,000 Funded for Pre-Design ($3,350,000 total cost)	County	Clatsop County TSP (2015)

2 SUNSET HIGHWAY US 26

US HWY 103 RAMP (MP 21.78) TO BAKER GENERAL STORE (MP 22.3)

ODOT LOCATION

ROAD CHARACTERISTICS

SEGMENT LENGTH: 0.62 MILES
ADT: 5,000-10,000
 # OF LANES: 2
POSTED SPEED: 55 MPH

CRASH TRENDS

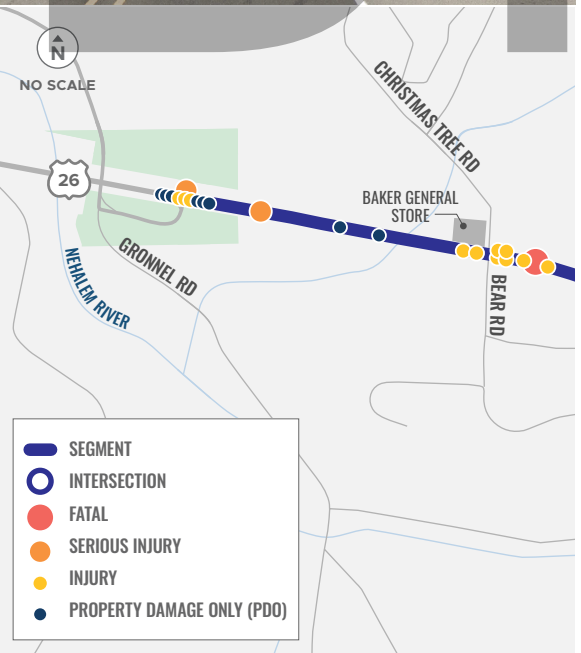
23	1	2
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

35%	26%
REAR-END	TURNING

TOP CONTRIBUTING FACTORS:

22%	22%
FOLLOWED TOO CLOSELY	SPEEDING



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
H55	Install guide sign at the OR 103 ramp in westbound direction	15% (of all crash types at all severities)	$	Short-term
I15	Install flashing beacons as advance warning at the store and/or at OR 103 ramp	13% (of all crash types at all severities)	$$	Short-term
RD14	Install post-mounted delineators 100ft to 200ft before intersection approaching shopping store and/or OR 103 ramp	30% (of all crash types at all severities)	$	Short-term
RD23	Upgrade existing markings to wet or reflective pavement markings	28% (of wet-road crashes at all severities)	$	Short-term
H48	Increase pavement friction on curve segment by installing high friction surface treatment	52% (of all wet-road crashes at all severities)	$	Short-term
–	Install gateway signs before shopping complex	N/A	$	Short-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

2 SUNSET HIGHWAY US 26

US HWY 103 RAMP (MP 21.78) TO BAKER GENERAL STORE (MP 22.3)

ODOT LOCATION

POTENTIALS PROJECTS (CONTINUED) >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
–	Install transverse speed reduction markings before shopping complex	N/A	$	Short-term
RD12	Install speed feedback signs before shopping complex	10% (of all crash types at all severities)	$$	Short-term
I21	Improve driveway warning: "Driveway Ahead" signs and "Entering Traffic" signs	20% (of all crash types at all severities)	$	Short-term
RD19	Install profiled edge line pavement markings or rumble strips	9% (of night and wet-road crashes at all severities)	$	Short-term
H9	Add a westbound left turn lane at the OR 103 ramp and extend a center turn lane up to the bakery and restaurant	44% (of all crash types at all severities)	$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
B19	US 26, at all locations where paved shoulder width is less than four feet	Improve paved shoulders to a minimum of four feet width.	Aspirational – Long Term Ph2	$5,250,000	State	Clatsop County TSP (2015)
D36	US 26, westbound between M.P. 20.4 and 21.6	Construct climbing lane.	Aspirational – Long Term Ph4	$9,500,000	State	Clatsop County TSP (2015)
D37	US 26/Christmas Tree Rd, just east of OR 103	Consolidate access points at highway adjacent businesses and add a left turn lane for access from US 26.	Financially Constrained – Short Term	$500,000	State	Clatsop County TSP (2015)

3 SUNSET HIGHWAY US 26

INTERCHANGE (MP 0.7) TO DAVID DOUGLAS COUNTY PARK (MP 13.4)

ODOT LOCATION

ROAD CHARACTERISTICS

SEGMENT LENGTH: 17.6 MILES
ADT: 5,000-10,000
 # OF LANES: 2-4
POSTED SPEED: 55 MPH

CRASH TRENDS

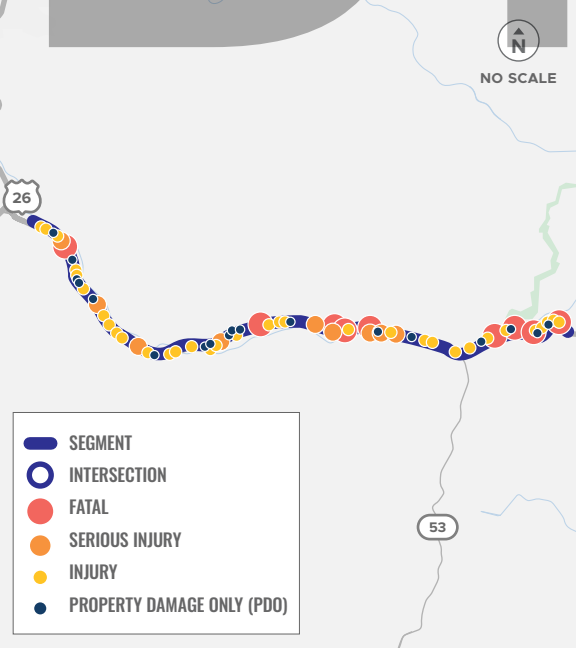
137	9	13
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

53% FIXED OBJECT

TOP CONTRIBUTING FACTORS:

25% SPEEDING
18% OTHER



POTENTIAL PROJECTS >> CORRIDOR WIDE IMPROVEMENT ALONG CURVES

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
RD6	Install recommended chevron signs on rural horizontal curves	16% (of all crash types at all injury severities, not including PDO crashes)	$	Short-term
RD14	Install post-mounted delineators on curves and at driveways, a few feet on either side	30% (of all crash types at all severities)	$	Short-term
RD24	Install wider edgelines (4 inches to 6 inches)	18% (of all crash types at all severities)	$$$	Short-term
RD19	Install profiled edge line pavement markings or rumble strips	9% (of night and wet-road crashes at all severities)	$	Short-term
H48	Increase pavement friction on curve segment by installing high friction surface treatment	52% (of all wet-road crashes at all severities)	$	Short-term
RD11	Install dynamic speed feedback sign for curves	5% (of all crash types at all severities)	$$	Short-term
–	Evaluate superelevation along the curves	N/A	$	Short-term
H45	Improve superelevation variance on curve	Dependent on the existing and proposed ratio of superelevation. Refer to ODOT CRF Manual for formula.	$$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

3 SUNSET HIGHWAY US 26

INTERCHANGE (MP 0.7) TO DAVID DOUGLAS COUNTY PARK (MP13.4)

ODOT LOCATION

ALONG CORRIDORS

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
RD23	Upgrade existing markings to wet or reflective pavement parking	28% (of wet-road crashes at all severities)	$$	Short-term
H55	Install highway mile markers	15% (of all crash types at all severities)	$	Short-term
RD3	Flatten rural side slopes	Dependent on side slope conditions. Refer to Table 6-1. of the ODOT CRF Manual.	$$$$	Long-term
RD5	Provide safety edge for rural pavement edge drop-off	6% (of all crash types at all severities)	$$	Long-term
RD20-22	Widen narrow shoulders along the corridor by one to three feet	6% to 18% (of all crash types at all severities)	$$$$	Mid-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
D33	US 26, between M.P. 5.0 and 6.0	Construct passing lanes.	Aspirational – Long Term Ph4	$10,650,000	State	Clatsop County TSP (2015)
D35	US 26 throughout the County, as the opportunity arises	Add rumble strips to highway shoulders and to centerline in do-not-pass zones. Avoid installing adjacent to residential areas and include gaps for bicyclist use.	Aspirational – Long Term Ph4	$200,000	State	Clatsop County TSP (2015)

4 WAHANNA ROAD

DONNERBERG ROAD THROUGH LEWIS AND CLARK ROAD TO US 101

CLATSOP COUNTY LOCATION

ROAD CHARACTERISTICS

SEGMENT LENGTH: 0.24 MILES
ADT: 15,000-20,0000
 # OF LANES: 2
POSTED SPEED: 30 MPH

CRASH TRENDS

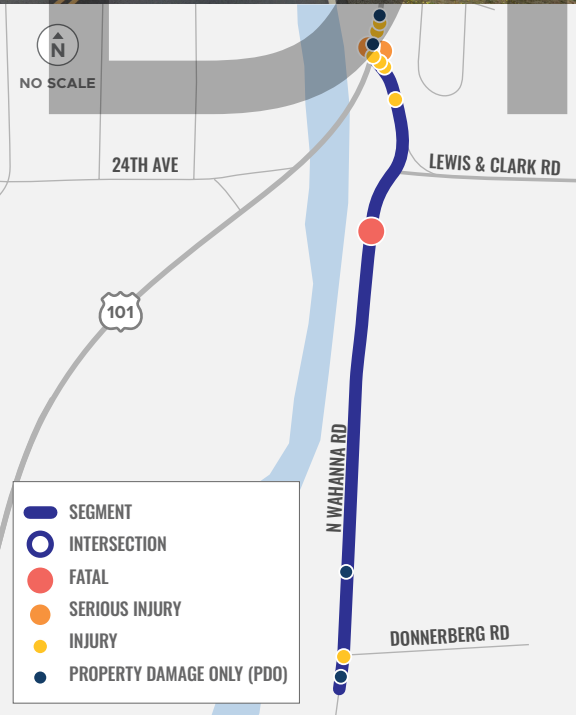
14	1	2
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

36%	29%
FIXED OBJECT	TURNING

TOP CONTRIBUTING FACTORS:

43%
DID NOT YIELD RIGHT-OF-WAY



POTENTIAL PROJECTS >>

INTERSECTION OF LEWIS CLARK RD AND HWY 101

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
I21	Improve intersection warning – oversized stop signs, doubled up stop signs, advanced warning signs, double wide stop bars, stop ahead pavement markings	20%–30% (of all crash types at all severities)	$	Short-term
I25	Provide flashing beacons at Minor-road Stop-controlled intersections	13% (of angle crashes at all severities)	$	Short-term
H60	Modify striping to improve approach angle at the south leg (Lewis and Clark Rd)	Dependent on the existing and proposed skew angle. Refer to ODOT CRF Manual for formula.	$	Mid-term
H22	Install traffic signal	67% (of angle crashes at all severities) Note: can increase rear-end crashes by 143% at all severities	$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

4 WAHANNA ROAD

DONNERBERG ROAD THROUGH LEWIS AND CLARK ROAD TO US 101

CLATSOP COUNTY LOCATION

THROUGHOUT THE CORRIDOR

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
I21	Install two direction large arrow sign (W1-7) at the west side of the Lewis and Clark Road and Wahanna Road intersection	20% (of all crash types at all severities)	$	Short-term
RD6	Install recommended chevron signs at the curve south of Lewis and Clark Road and Wahanna Road intersection	16% (of all crash types at all injury severities, not including PDO crashes)	$	Short-term
RD14	Install post-mounted delineators at the curve south of Lewis and Clark Road and Wahanna Road intersection	30% (of all crash types at all severities)	$	Short-term
H30	Install lighting at the intersections and along the corridor	28% (of night crashes at all injury severities, not including fatal or PDO crashes)	$$	Short-term
RD3	Flatten ditch along the west side of Wahanna Road	Dependent on side slope conditions. Refer to Table 6-1. of the ODOT CRF Manual.	$	Long-term
H32	Install new guardrail along the west side of Wahanna Road	47% (of run-off road crashes at all injury severities, not including PDO crashes)	$$$$	Long-term
RD22	Widen narrow shoulders along the corridor to at least three feet for pedestrians and bicyclists	18% (of all crash types at all severities)	$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

4 WAHANNA ROAD

DONNERBERG ROAD THROUGH LEWIS AND CLARK ROAD TO US 101

CLATSOP COUNTY LOCATION

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
W10	Wahanna Rd from Lewis and Clark Rd south to the end of county facility	Change road cross section to include a multi-modal path on the west side and two 10 ft. travel lanes, as detailed in the Seaside TSP[1].	Financially Constrained – Medium Term	$2,250,000	State/ County/ Seaside	Clatsop County TSP (2015)
–	–	Build a signal at the intersection of US 101 and Lewis and Clark Road and modify US 101 and 24th Avenue intersection	–	$848,000	–	Seaside TSP (2010)
–	–	Two 10' travel lanes and the construction of a continuous 10' multi-use path on the west side of Wahanna Road	–	$6,678,000	–	Seaside TSP (2010)
–	–	Install bike lanes at 24th Ave/Lewis & Clark Rd to Avenue S	–	$233,000	–	Seaside TSP (2010)
–	–	Install a shared use path from Lewis & Clark Rd to Avenue S	–	$687,000	–	Seaside TSP (2010)

5 DELAURA BEACH LANE

SW JUNIPER AVENUE TO RIDGE ROAD

CLATSOP COUNTY LOCATION

ROAD CHARACTERISTICS

SEGMENT LENGTH: 0.07 MILES

 # OF LANES: 2

POSTED SPEED: 45 MPH

CRASH TRENDS

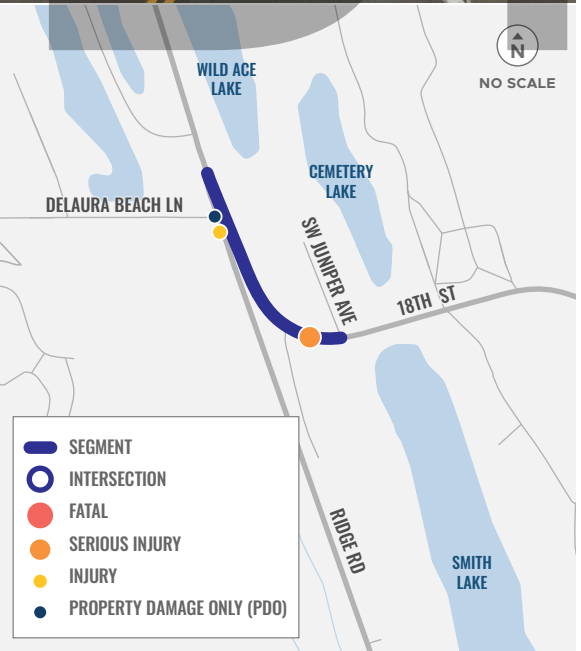
5	0	0
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

40%
FIXED OBJECT

TOP CONTRIBUTING FACTORS:

20%	20%	20%	20%
CARELESS DRIVING	IMPROPER OVERTAKING	DID NOT YIELD RIGHT-OF-WAY	FOLLOWED TOO CLOSELY



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
RD6	Install recommended chevron signs	16% (of all crash types at all injury severities, not including PDO crashes)	$	Short-term
RD9	Provide static combination horizontal alignment and advisory speed sign for curve segment	13% (of all crash types at all injury severities, not including PDO crashes)	$	Short-term
RD14	Install post-mounted delineators	30% (of all crash types at all severities)	$	Short-term
RD11	Install dynamic speed feedback signs for curve	5% (of all crash types at all severities)	$$	Short-term
RD24	Install wider edgelines (4 inches to 6 inches)	18% (of all crash types at all severities)	$	Short-term
RD19	Install profiled edge line pavement markings or rumble strips	9% (of night and wet-road crashes at all severities)	$	Short-term
H32	Install new guardrail along the north side of Delaura Beach Lane curve	47% (of run-off road crashes at all injury severities, not including PDO crashes)	$$$	Long-term
RD3	Flatten ditch where possible	Dependent on side slope conditions. Refer to Table 6-1 of the ODOT CRF Manual.	$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

5 DELAURA BEACH LANE

SW JUNIPER AVENUE TO RIDGE ROAD

CLATSOP COUNTY LOCATION

DELAURA BEACH LANE AT RIDGE ROAD INTERSECTION

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
I21	Improve intersection warning – oversized stop signs, doubled up stop signs, advanced warning signs, double wide stop bars, stop ahead pavement markings	20%–30% (of all crash types at all severities)	N/A	Short-term
H17	Signing, striping, and channelization with vertical elements on all approaches	27% (of all crash types at all severities)	N/A	Mid-term
–	Evaluate installation of low-cost roundabout	N/A	$$	Short-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
W06	Ridge Rd between Delaura Beach Ln and the Fort to Sea Trail	Add an additional three feet of gravel pathway along the west shoulder. Add a pedestrian pathway following the right-of-way of Columbia Beach Lane, Highway 104 and US 101, connecting to the Fort to Sea Trail just south of Camp Rilea.	Aspirational – Long Term Ph3	$2,500,000	County	Clatsop County TSP (2015)

6 PRIORITY INTERSECTION OF MARINE DRIVE AND 17TH STREET

ASTORIA LOCATION

ROAD CHARACTERISTICS

 # OF LANES: 2

POSTED SPEED: 30 MPH

CRASH TRENDS

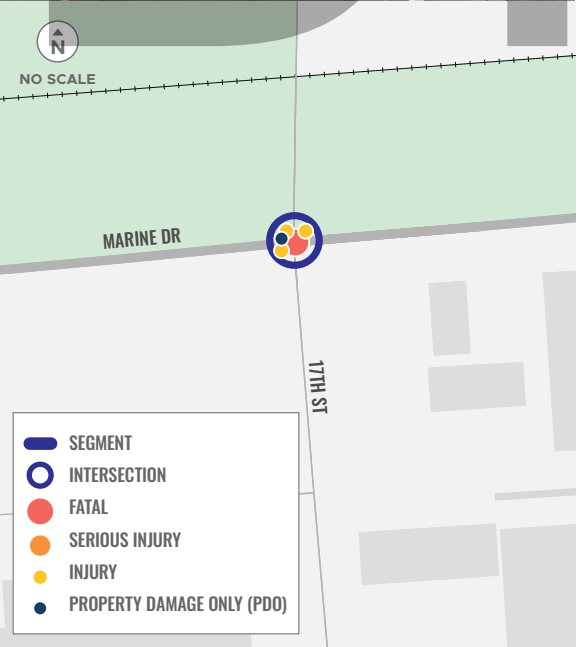
9	1	0
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

44%	33%
REAR-END	TURNING

TOP CONTRIBUTING FACTORS:

22%	22%	22%	22%
IMPROPER TURN	INATTENTION	DID NOT YIELD RIGHT-OF-WAY	FOLLOWED TOO CLOSELY



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
BP11	Install rectangular rapid flashing beacon on 3-lane or more roadway with median	56% (of pedestrian crashes at all severities)	$$	Short-term
	OPTION 2			
BP8	Install pedestrian refuge island (Astoria TSP CR-12) – would require restricting left-turn movements	32% (of pedestrian crashes at all severities)	$	Short-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
CR-12	US 30 and 17th St Crossing Enhancements	Enhance existing crosswalk with high visibility zebra striping. Consider restricting left turns onto 17th to allow for a pedestrian refuge island.	Long-Term Phase 1 Likely Funded Plan	$2,500,000	County	City of Astoria TSP (2016)

7 PRIORITY INTERSECTION OF MARINE DRIVE AND PORTWAY STREET

ASTORIA LOCATION

ROAD CHARACTERISTICS

 # OF LANES: 4

POSTED SPEED: 30 MPH

CRASH TRENDS

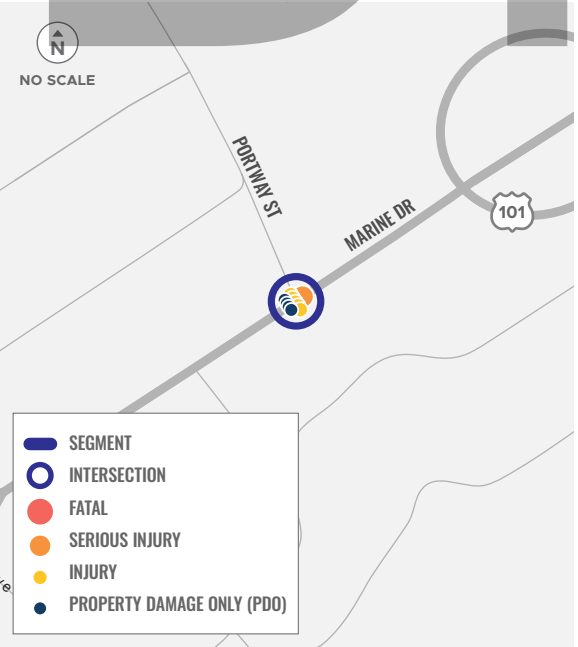
10	0	1
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

30%	20%	20%
TURNING	REAR-END	PEDESTRIAN

TOP CONTRIBUTING FACTORS:

50%
DID NOT YIELD RIGHT-OF-WAY



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
BP26	Advanced "yield to pedestrian" sign on signal mast arm for northbound traffic	25% (of pedestrian and bicycle crashes at all severities)	$	Short-term
BP6	Install Green Bike Lanes at Conflict Points in Urban Area	39% (of bicycle crashes at all severities)	$	Mid-term
BP3	Install Leading Pedestrian Interval at Urban Signalized Intersections	37% (of pedestrian and bicycle crashes at all severities)	$	Mid-term
I2	Improve Signal Hardware: Lenses, Reflectorized Back plates, Size, and Number	20%-30% (of all crash types at all severities)	$	Long-term
I33	Curb extensions on north leg during curb ramps update	30% (of all crash types at all severities)	$	Mid-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

7 PRIORITY INTERSECTION OF MARINE DRIVE AND PORTWAY STREET

ASTORIA LOCATION

POTENTIALS PROJECTS (CONTINUED) >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
	OPTION 1			
	Right Turn Lane on Portway Avenue and signal modifications	4% (of all crash types at all severities)	$$$	Long-term
H4	**OPTION 2**			
	Close the northbound left turn movement and move the pedestrian crosswalk on the south leg	–	$$	Mid-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	PROJECT ELEMENTS	SOURCE
D34	Portway St Capacity Enhancement	Portway St from US 101 to Industry St	Improve to a major local street cross-section. Move Portway Street centerline to the west to accommodate trucks making westbound right turns; requires right-of-way acquisition from parcel at northwest corner of intersection. Modify the approach to US 101 to include separate left and right turn lanes.	City of Astoria TSP (2016)
P27A	W Marine Drive Sidewalk Infill	Florence Avenue to 4th Street	Complete Sidewalk gaps on north side of street.	City of Astoria CIP (2024)
P27B	W Marine Drive Sidewalk Infill	Florence Avenue to 4th Street	Complete sidewalks on south side of street	City of Astoria CIP (2024)
–	Portway intersection improvements	Portway and Marine Drive	Enhanced Pedestrian Crossing and Provide Right Turn Lane on Portway	Uniontown Reborn Master Plan (2019)
–	Marine Drive improvements	Marine Drive from the Smith Point Roundabout to the Columbia Ave/Bond St intersection	A four-lane cross-section with two westbound lanes, one eastbound lane, and a center two-way left turn lane	Uniontown Reborn Master Plan (2019)

8 PRIORITY INTERSECTION OF DISCOVERY LANE AND ENSIGN LANE

WARRENTON LOCATION

ROAD CHARACTERISTICS

 # OF LANES: 4

POSTED SPEED: 25/35 MPH

CRASH TRENDS

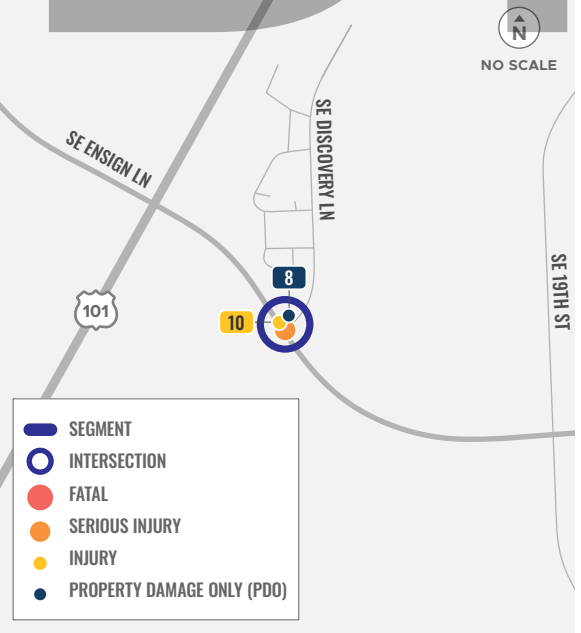
19	0	1
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

63% TURNING

TOP CONTRIBUTING FACTORS:

53% DID NOT YIELD RIGHT-OF-WAY



POTENTIAL PROJECTS >>

LONG TERM: PROVIDE PARTIAL SIGNAL

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
H55	Install guide sign at the intersection of shopping complex	15% (of all crash types at all severities)	$	Short-term
RD11	Install dynamic speed feedback signs along major approaches	5% (of all crash types at all severities)	$$	Short-term
H22/ H23	Install three phase signal	13% (of angle crashes at all severities)	$$$	Short-term
I19	Install concrete dividing strip with post delineators extending east and west from island on south side of middle lane	27% (of all crash types at all severities)	$$	Short-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

8 PRIORITY INTERSECTION OF DISCOVERY LANE AND ENSIGN LANE

WARRENTON LOCATION

PLANNED PROJECTS >>

	PROJECT NAME	DESCRIPTION	PRIORITY	ESTIMATED COST	PRIMARY FUNDING	SOURCE
W04	SE 19th St from SE Ensign Ln to Animal Shelter Near SE Willow Dr	Extends shared-use path to connect with SE Ensign Ln. The animal shelter is a popular destination to walk to that is just off the pedestrian network.	Aspirational – Long Term Ph2	$1,250,000	County/ Warrenton	Clatsop County TSP (2015)

9 PRIORITY INTERSECTION OF ROOSEVELT (US 101) AND AVENUE S

SEASIDE LOCATION

ROAD CHARACTERISTICS

ADT: 15,000-20,000
 # OF LANES: 2
POSTED SPEED: 35 MPH

CRASH TRENDS

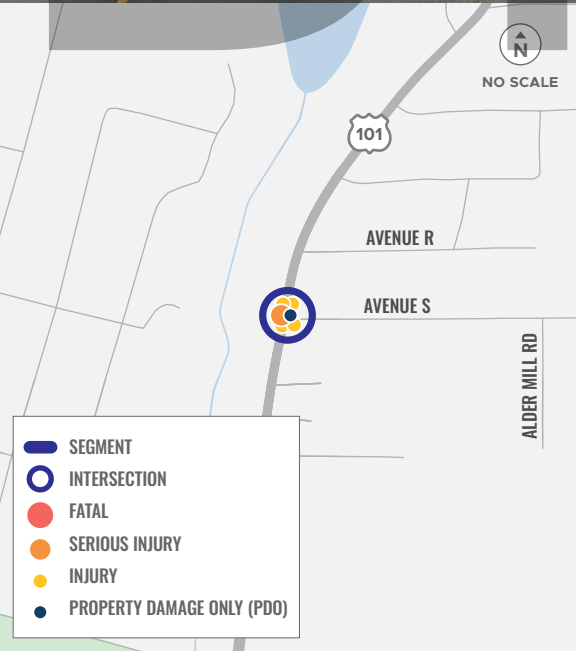
6	0	1
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

50%
BICYCLE

TOP CONTRIBUTING FACTORS:

33%	33%
PHYSICAL ILLNESS	DID NOT YIELD RIGHT-OF-WAY



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
BP15	Install crosswalk markings and advance pedestrian warning sign at uncontrolled locations	15% (of pedestrian crashes at all severities)	$	Short-term
I1	Install lighting at intersection	38% (of night crashes at all injury severities, not including PDO crashes)	$	Short-term
-	Conduct Traffic Study to determine the impacts of closing the left turn at Avenue S	–	$	Short-term
BP29	Install sidewalk or multi-use path along US 101	20% (of pedestrian crashes at all severities)	$$$$	Long-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual

PLANNED PROJECTS >>

PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 $)	SOURCE
10	Avenue S cross section: between US 101 and the bridge	$3,459,000	City of Seaside TSP (2010)
Avenue S at US 101	High-visibility crosswalks	$8,000	City of Seaside TSP (2010)
Sidewalk	Avenue S, US 101 to Wahanna Rd, Both sides	$826,000	City of Seaside TSP (2010)

10 PRIORITY INTERSECTION OF US 101 AND SUNSET BLVD

CANNON BEACH LOCATION

ROAD CHARACTERISTICS

ADT: 1,000-2,000
 # OF LANES: 2
POSTED SPEED: 55 MPH

CRASH TRENDS

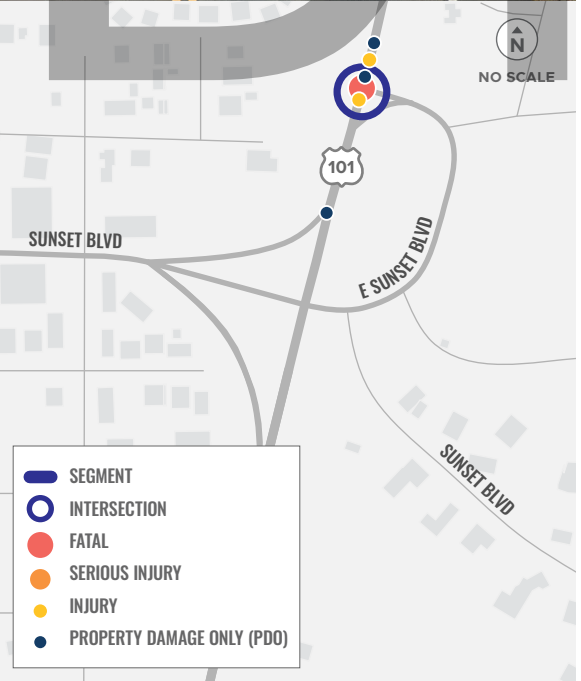
7	1	0
CRASHES	FATAL	SERIOUS

TOP CRASH TYPES:

30%	24%	21%
REAR-END	FIXED OBJECT	TURNING

TOP CONTRIBUTING FACTORS:

15%	13%	13%
OTHER	FOLLOWED TOO CLOSELY	INATTENTION



POTENTIAL PROJECTS >>

ID#[A]	COUNTERMEASURE	CRASH REDUCTION FACTOR[A]	2026 COST RANGE	TIMELINE
I21	Improve intersection warning – oversized stop signs, doubled up stop signs, advanced warning signs, double wide stop bars, stop ahead pavement markings	20% -30% (of all crash types at all severities)	$	Short-term
I25	Provide flashing beacons at minor-road stop-controlled intersections	13% (of angle crashes at all severities)	$	Short-term
I26	Install actuated flashing beacons triggered by approaching vehicles	27% (of all crash types at all severities)	$$$	Mid-term

$ = less than $100,000 $$ = $100,000 – $500,000 $$$ = $500,000 - $1,000,000 $$$$ = more than $1,000,000

[A] Source: ODOT Crash Reduction Factor Manual