

YAQUINA HEAD Traffic Study

INTRODUCTION & PURPOSE

The Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM) have conducted a study to evaluate the transportation system at the Yaquina Head Outstanding Natural Area (ONA). **Increasing visitation to the Yaquina Head ONA has resulted in growing traffic congestion and risk of user conflicts.** The purpose of the *Yaquina Head Traffic Study* is to identify transportation improvements to address operational, safety, and connectivity needs and other areas of transportation concern.

STUDY AREA

Yaquina Head ONA is a 100-acre protected area managed by the BLM and officially designated by the United States as an Outstanding Natural Area. The ONA is accessible via Lighthouse Drive which begins at the intersection with the Oregon Coast Highway (US Highway 101). The Yaquina Head ONA boundary begins about 0.2 mile west of the intersection. **The ONA site serves as the primary focus area for this study.**

RECREATION OPPORTUNITIES

The ONA provides numerous recreation opportunities including:

- Seal, sea bird, falcon, and other wildlife viewing
- Whale watching
- ADA accessible beach access at Quarry Cove
- Tide pooling at Cobble Beach
- Interpretive Center exhibits
- Biking Lighthouse Drive
- Hiking the many trails on site
- Touring Oregon's tallest lighthouse (as weather & staffing conditions permit)



The Yaquina Head Outstanding Natural Area was established by Congress to provide for the conservation and development of the scenic, natural, and historic values of the area; the continued use of the area for education, scientific study, and public recreation; and protection of the wildlife habitat of the area.

YAQUINA HEAD Traffic Study

WHAT IS A TRAFFIC STUDY?

The *Yaquina Head Traffic Study* provides an **in-depth analysis of operational and safety conditions** and identifies areas of transportation concern. The study identifies **four site-specific improvements and several sitewide strategies to address transportation needs**. All improvements have been evaluated for sensitivity to environmental constraints, constructability challenges, financial feasibility, and public and stakeholder comments. The following topics were evaluated and considered in the study:



Site Circulation



Existing and Future Traffic Operations



User Safety



Multimodal Accommodations (Pedestrians, Bicyclists, Transit)



Parking

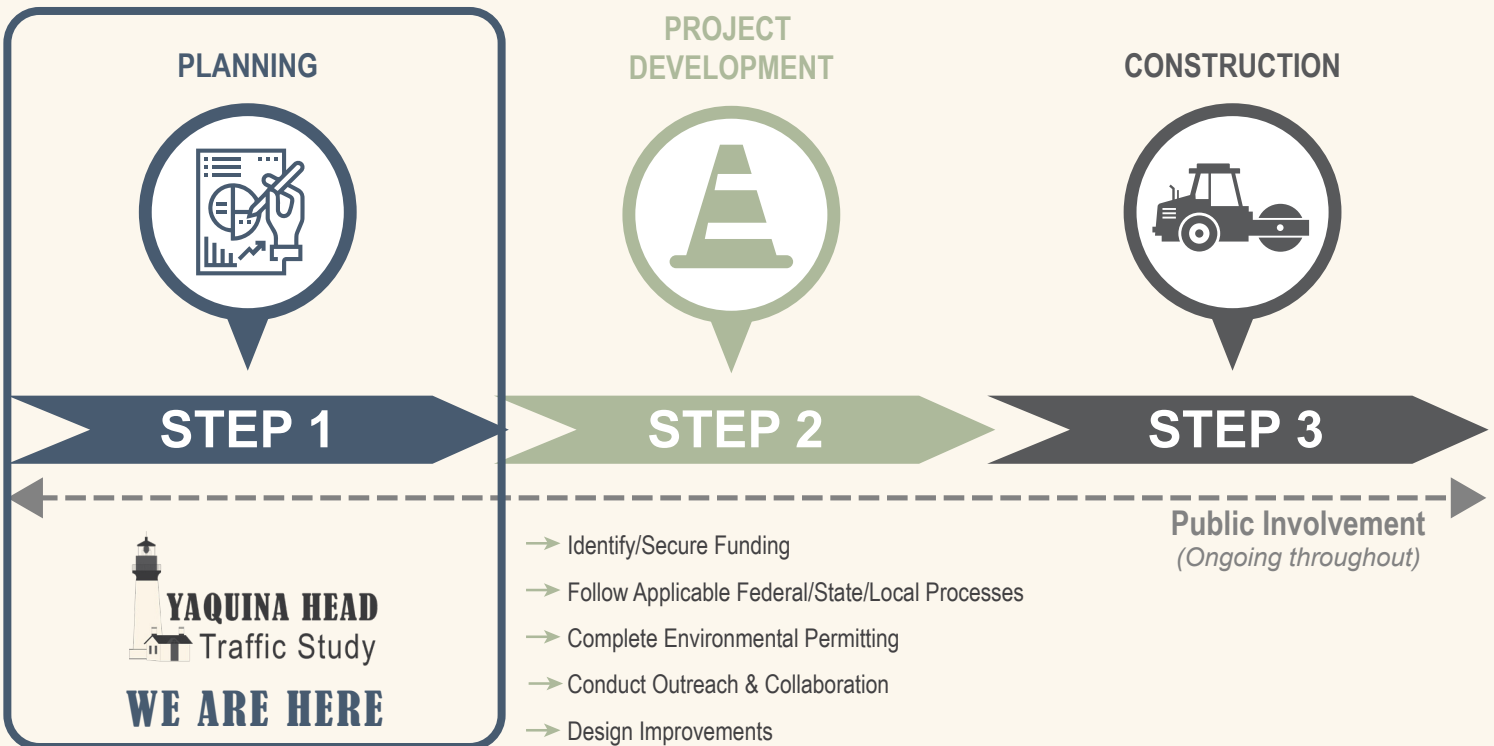


Past Planning Efforts and Applicable Regulations



WHAT HAPPENS AFTER THE TRAFFIC STUDY?

The intent of the traffic study is to provide an efficient transition from transportation analysis to future project development and environmental review, if any, based on identified need and funding availability. **This is an initial planning study to help inform a future design or construction project.** The implementation timeline for a project varies based on funding availability and project complexity. The general project development process is shown in the following graphic.

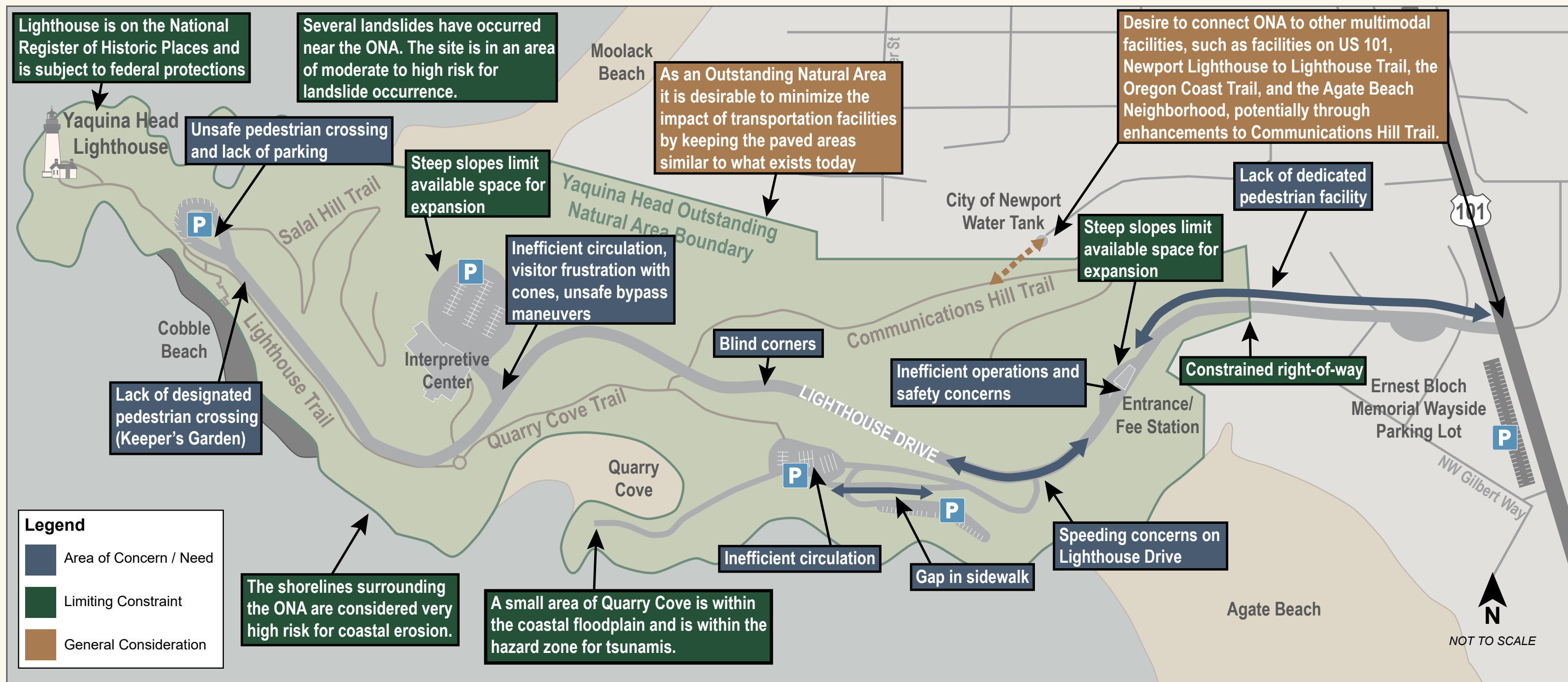


YAQUINA HEAD

Traffic Study

KEY FINDINGS

The following map summarizes observed trends and areas for further consideration. These conditions were identified through review of past studies, site review, various public databases and field collected data, and input from BLM staff, stakeholders, and the public. Improvements identified for this study are intended to address these findings.





YAQUINA HEAD Traffic Study

GOALS, OBJECTIVES, & OTHER CONSIDERATIONS

Goals and objectives are important in explaining **why a potential improvement may be necessary**. Other considerations serve as **constraints that may limit potential improvements**. The following goals, objectives, and other considerations **reflect the existing social, environmental, and engineering conditions** and recognize the local and regional use of Lighthouse Drive and the adjoining transportation system.

Goal 1: Improve operation of the roadway corridor, entrance station, and parking lots.



Objectives:

- Reconfigure the entrance station to improve efficiency.
- Reconfigure parking lots to improve circulation and provide adequate ADA and RV parking opportunities.

Goal 2: Improve the safety of the transportation system for all roadway users.



Objectives:

- Reduce potential for vehicle/non-motorist conflicts.
- Construct facilities that lower vehicle speeds.

Goal 3: Provide multimodal transportation facilities that connect to destinations within the site and to the regional transportation system.



Objectives:

- Facilitate multimodal transportation access to recreational opportunities within the Yaquina Head ONA and the broader region.
- Provide multimodal facilities consistent with local planning efforts and recreational needs.
- Integrate with regional public transportation travel options.

Goal 4: Extend the useful life of transportation facilities.



Objectives:

- Conduct appropriate preventive maintenance activities to extend the life of existing facilities.

Other Considerations

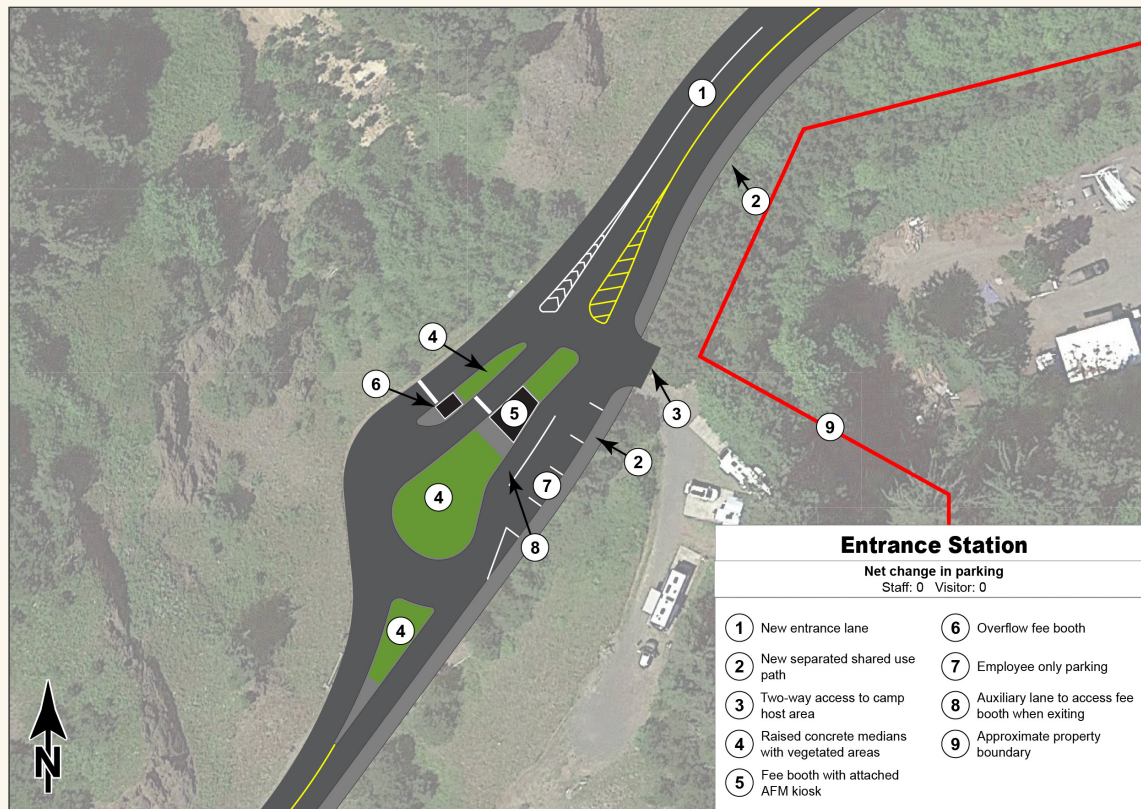


- Context, function, and use of the ONA
- Impacts to environmental resources
- Temporary construction impacts
- Construction feasibility and physical constraints
- Maintenance cost and responsibility
- Alignment with local and regional planning efforts
- Existing right-of-way
- Funding availability

YAQUINA HEAD

Traffic Study

ENTRANCE STATION



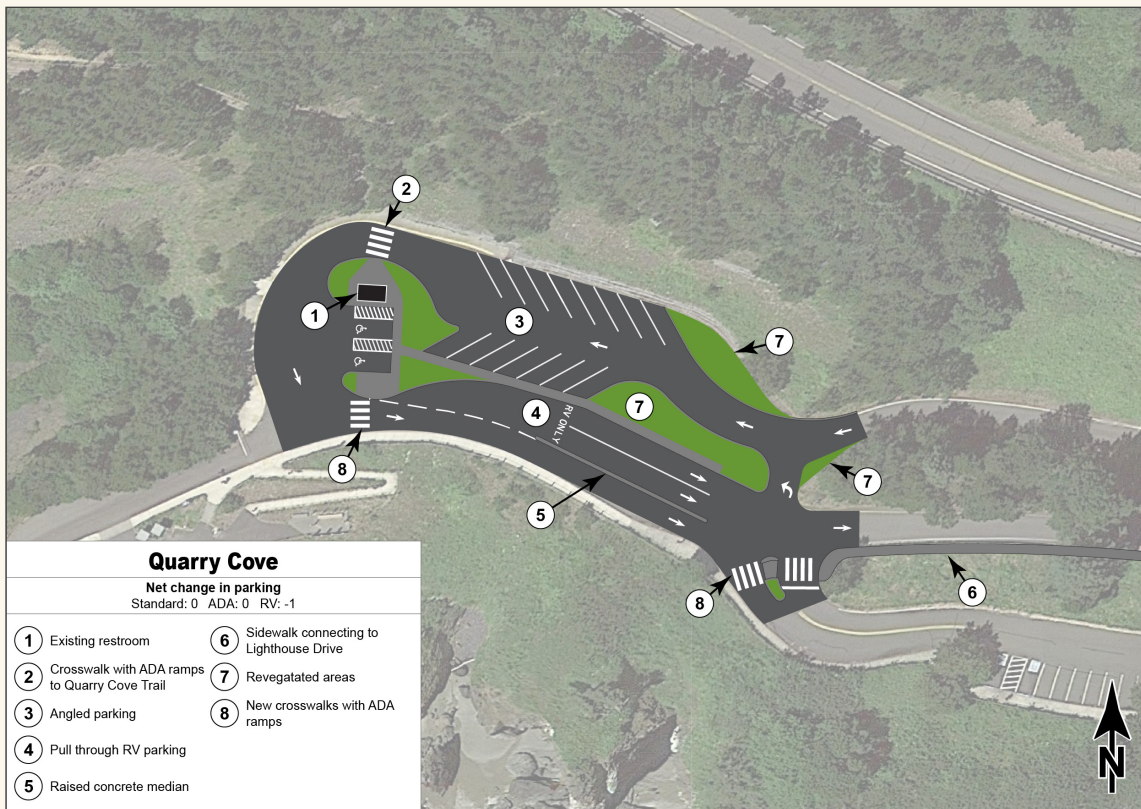
FEATURES & BENEFITS:

- Dual entry lanes with credit card kiosks and barrier gates with automatic arms would expedite entrance times and reduce queuing.
- Entrance to the camp host area is intended to allow easy access by RVs and easy turnarounds by staff with large vehicles.
- Auxiliary exit lane would allow visitors to stop at the fee booth to talk to the ranger or return an ADA clicker.
- Shared use path would provide protection for non-motorists and physical separation from vehicles, reducing the potential for conflicts.
- Configuration is intended to generally fit within the existing roadway footprint, however, some expansion would be required to accommodate a second entry lane and shared use path.

This preferred configuration is conceptual in nature and is intended to be used for discussion purposes only. The final configuration, design, and cost will be dependent on public and stakeholder input and future environmental and engineering analyses.

ESTIMATED COST: \$1.9M - \$2.3M

QUARRY COVE



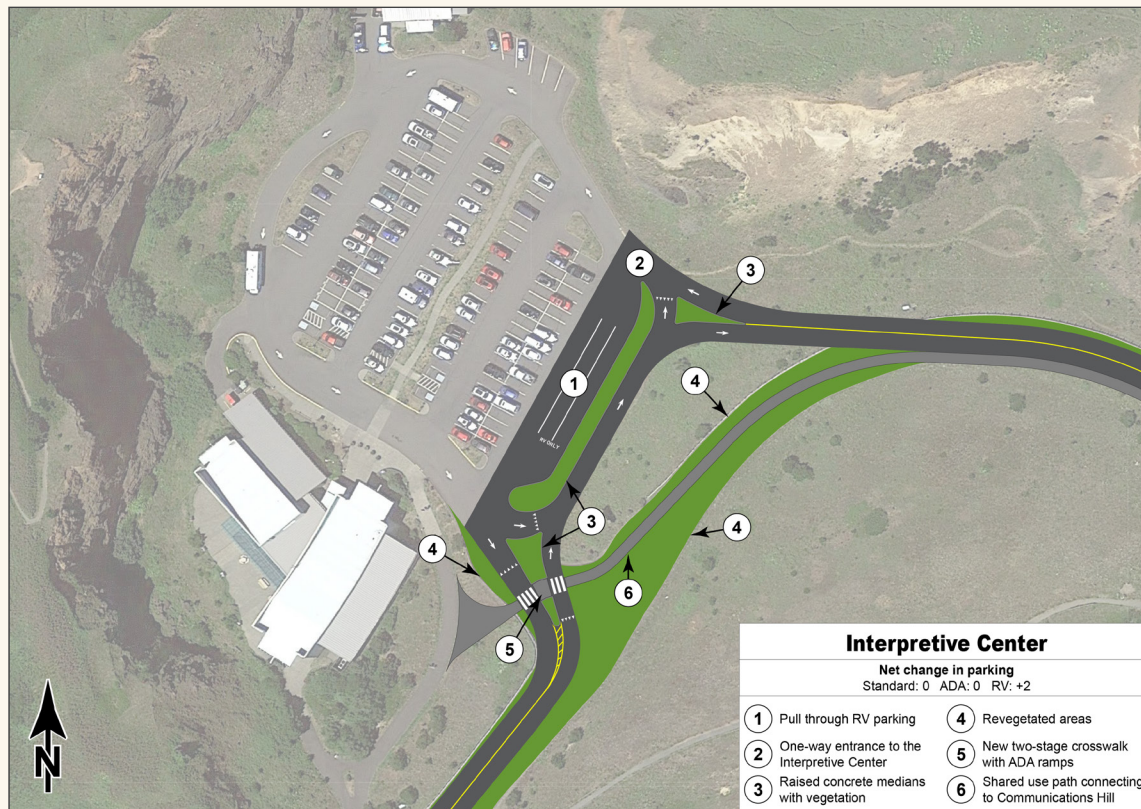
This preferred configuration is conceptual in nature and is intended to be used for discussion purposes only. The final configuration, design, and cost will be dependent on public and stakeholder input and future environmental and engineering analyses.

FEATURES & BENEFITS:

- Reconfigured lot would improve circulation and provides more logical traffic flow within the existing parking lot footprint.
- All entering traffic would circulate through a single parking aisle with angled parking stalls on both sides.
- The total number of standard and ADA parking spaces would remain the same compared to existing. There would be a loss of one RV/bus parking stall.
- The revised circulation pattern is more logical and would likely reduce the potential for conflict due to driver confusion and unintentional wrong-way driving.
- Construction of the sidewalk on the exit road would enhance connectivity and provide protection for non-motorists.

ESTIMATED COST: \$600K - \$900K

INTERPRETIVE CENTER



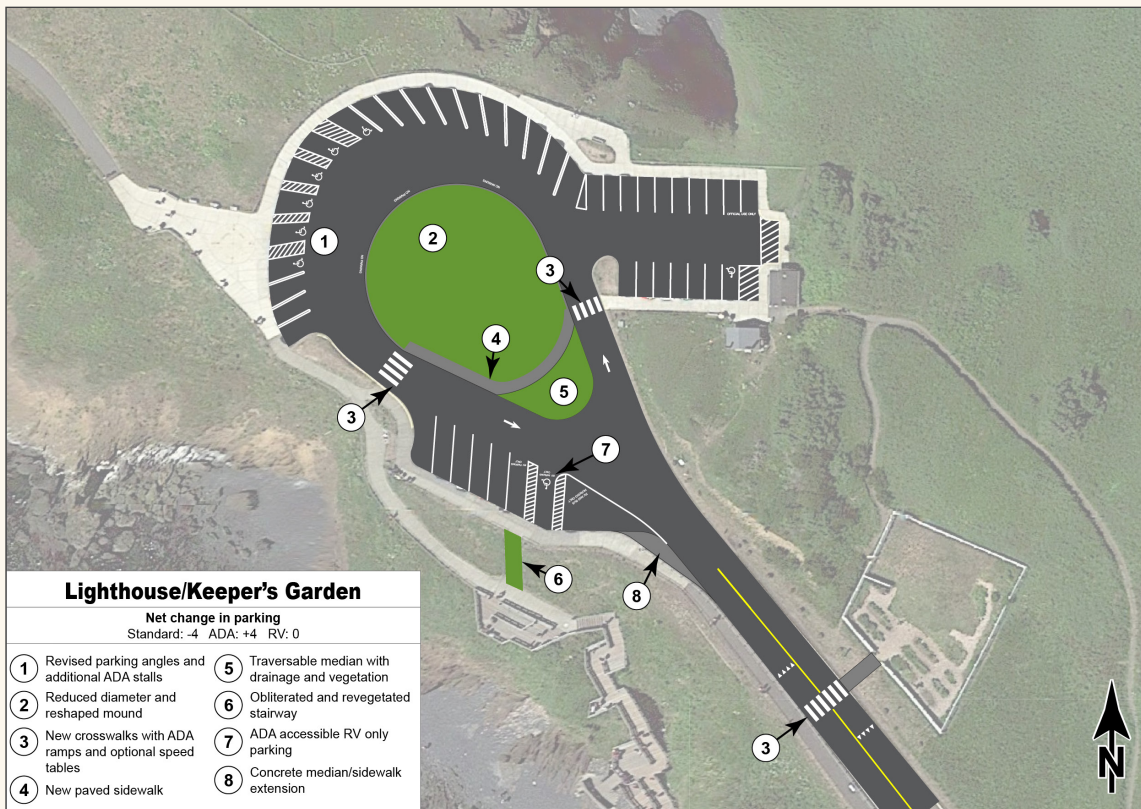
This preferred configuration is conceptual in nature and is intended to be used for discussion purposes only. The final configuration, design, and cost will be dependent on public and stakeholder input and future environmental and engineering analyses.

FEATURES & BENEFITS:

- All traffic would circulate through the Interpretive Center parking lot via a new approach road and around the outside perimeter of the lot in a counterclockwise motion.
- A shared use path constructed in the existing roadbed between the new approach and the existing entrance/exit intersection would enhance pedestrian safety and connectivity.
- Increased number of RV/bus parking stalls.
- Configuration directs all traffic into the Interpretive Center parking lot to encourage visitation/parking and reduce parking demand at the lighthouse.
- Although two intersections would be provided in the new configuration, only yielding maneuvers are required.

ESTIMATED COST: \$1.1M - \$1.9M

LIGHTHOUSE / KEEPER'S GARDEN



FEATURES & BENEFITS:

- Reconfigured parking stalls would allow more efficient and functional parking.
- Increased number of ADA-accessible parking stalls.
- Reduced diameter and reshaped center mound for easier circulation and better visibility of available parking and pedestrians.
- Streamlined pedestrian movements with safe crossings at Keeper's Garden and across parking lot.
- Removal of stairs to Cobble Beach would promote use of sidewalk and crossings.
- Optional speed tables at crossings would help slow traffic and enhance visibility for pedestrians.
- Minimal impacts; new configuration would fit within existing roadway footprint.

This preferred configuration is conceptual in nature and is intended to be used for discussion purposes only. The final configuration, design, and cost will be dependent on public and stakeholder input and future environmental and engineering analyses.

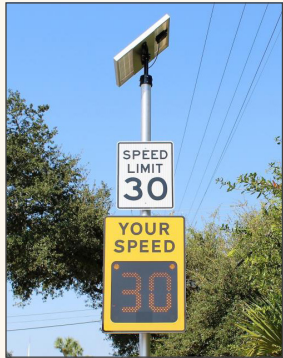
ESTIMATED COST: \$300K - \$700K



YAQUINA HEAD

Traffic Study

SITEWIDE STRATEGIES



TRAFFIC CALMING

- Lower Posted Speed Limit
- Speed Feedback Signs
- Warning Signs
- Speed Bumps, Humps, and Tables
- Narrow Travel Lanes
- Lateral Shifts and Chicanes



PEDESTRIAN ACCOMMODATIONS

- Lighthouse Drive Shared Use Path
 - North or South Side
- Separation Types
 - Guardrail, Cable Rail, Bollards, Jersey Barrier, Grade Separation/Curbing



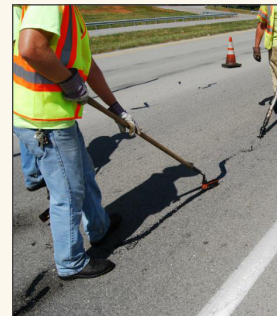
ALTERNATIVE TRANSPORTATION

- Regular Transit Service
- Bicycle Accommodations
- Bike Share Program/Onsite Bike Rentals
- Onsite Shuttle Bus
- Guided Tour Bus
- Electric Vehicle Accommodations



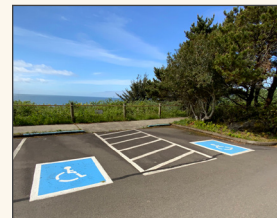
WAYFINDING

- Identification, Directional, Informational, and Regulatory Signs
- Dynamic Display Signs



PRESERVATION & MAINTENANCE

- Optimal Timing
- Preventive Asphalt Maintenance Activities
- Drainage Improvements
- Routine Maintenance Activities
- Emergency Maintenance Activities



OVERSIZE & ACCESSIBLE PARKING

- ADA Parking
- RV/Bus Parking



MANAGEMENT

- Entrance Station Management
- Emergency Management



YAQUINA HEAD Traffic Study

GET INVOLVED!

FHWA and BLM are conducting a formal public review period to gather feedback before the study is finalized. The public is encouraged to review the traffic study and accompanying conceptual illustrations and share any questions, comments, or concerns with the study team. The public review period extends from **May 16, 2022, to June 17, 2022.**

The public is encouraged to submit comments at any time to one of the study representatives listed below. All feedback received will be considered by the study team.

Please submit all comments by **June 17, 2022.**

TO REVIEW MATERIALS & PROVIDE YOUR INPUT:



VISIT
The study website

www.yaquinalights.org/yaquina-head-traffic-study



CALL OR EMAIL
One of the study representatives



CARRIE WARREN
FHWA Project Manager
carrie.warren@dot.gov
360-619-7658



MATT BETENSON
Yaquina Head Site Manager
blm_or_no_yhona_comments@blm.gov
541-574-3142



SARAH NICOLAI
Consultant Project Manager
snicolai@rpa-hln.com
406-447-5038

SCHEDULE

The *Yaquina Head Traffic Study* kicked off in April 2021. The first public outreach effort was conducted during the summer of 2021 to help inform development of the study. A second public outreach effort occurred in February 2022 in coordination with release of the *Existing and Projected Conditions Memorandum*. A third outreach effort is being held now in coordination with release of the draft *Yaquina Head Traffic Study* and a formal public and stakeholder review period. All comments received during this period will be considered. The final *Yaquina Head Traffic Study* is anticipated to be complete in June 2022.

