

Bypass #3 - Cannon Beach Bypass, US 101, Oregon Coast Highway, Cannon Beach Section, Highway 9 (MP 28.08-MP 31.37)

Description: US 101 is both a Statewide Highway on the National Highway System and a National Scenic Byway. The US 101 bypass of Cannon Beach is a two lane highway, generally 200 feet wide with six-foot shoulders on both sides. It skirts the city which follows the ocean shoreline. About one-third of the eastern side of US 101 is outside the UGB. The city was incorporated after the construction of the bypass. The former US 101 is now a pedestrian/tourist-oriented main street through the city.

Construction in 1952. No Environmental Impact Statement.

Purpose: To relocate the highway away from the development in Cannon Beach.

Land uses: The City of Cannon Beach hugs the coastline with the terrain limiting outward expansion of growth. The Clatsop state forest is on the east side of the city. Annexations have occurred along the highway since the construction of the bypass in 1952. Since the city is limited by a state park on the north and the ocean on the west, expansion has had to occur on the eastern boundaries. It is difficult to say whether the presence of the bypass influenced the annexations.

The *Oregon Coast Highway Corridor Master Plan* emphasizes accommodating through traffic and the needs of the adjacent communities on US 101 north of the Cannon Beach junction with US 26, but emphasizes preservation of the natural and scenic resources of the corridor south of the junction in the area of the bypass. The plan calls for developing access management plans in the Cannon Beach area of US 101. The *City of Cannon Beach Transportation System Plan* supports limited access and restriction of commercial uses along the highway to existing commercial zones. The city plan is opposed to any highway widening within the urban growth boundary.

Population of Cannon Beach:

1956- 516

2002- 1600

Traffic volumes: In 1949, before the bypass was constructed, traffic volumes were about 1,200. In 2000 volumes were about 4,100-4,800.

Crash rate: The crash rate of 0.79 per million vehicle miles traveled is significantly lower than the state average for rural and urban highways. The most frequent collision types are turning movements, and fixed or other object.

Analysis: The presence of the bypass appears to have had limited effect on development in the area of the bypass. However, it has enabled the City of Cannon Beach to have a downtown that depends on tourists and residents being able to easily walk to various destinations and cross the main street.

Primary sources:

- *Oregon Coast Highway Corridor Master Plan, 1995*
- *Cannon Beach TSP, Comprehensive Plan Background Report, December 1998*