



Springville Road Ph. 4 Improvement Project

PCC Entrance to Joss Avenue

BICYCLE FACILITY ALTERNATIVES

| March 8, 2022

Land Use & Transportation

www.co.washington.or.us



Purpose and desired outcomes

Review bicycle facility alternatives

Obtain Board direction regarding bicycle facility selection

→ Purpose and agenda

Review project location and planning context

Review current conditions

Consider potential bicycle facility alternatives

Review public input to date (online open house and CPO 7 meeting)

Consider bicycle facility recommendation

Provide direction on bicycle facility selection

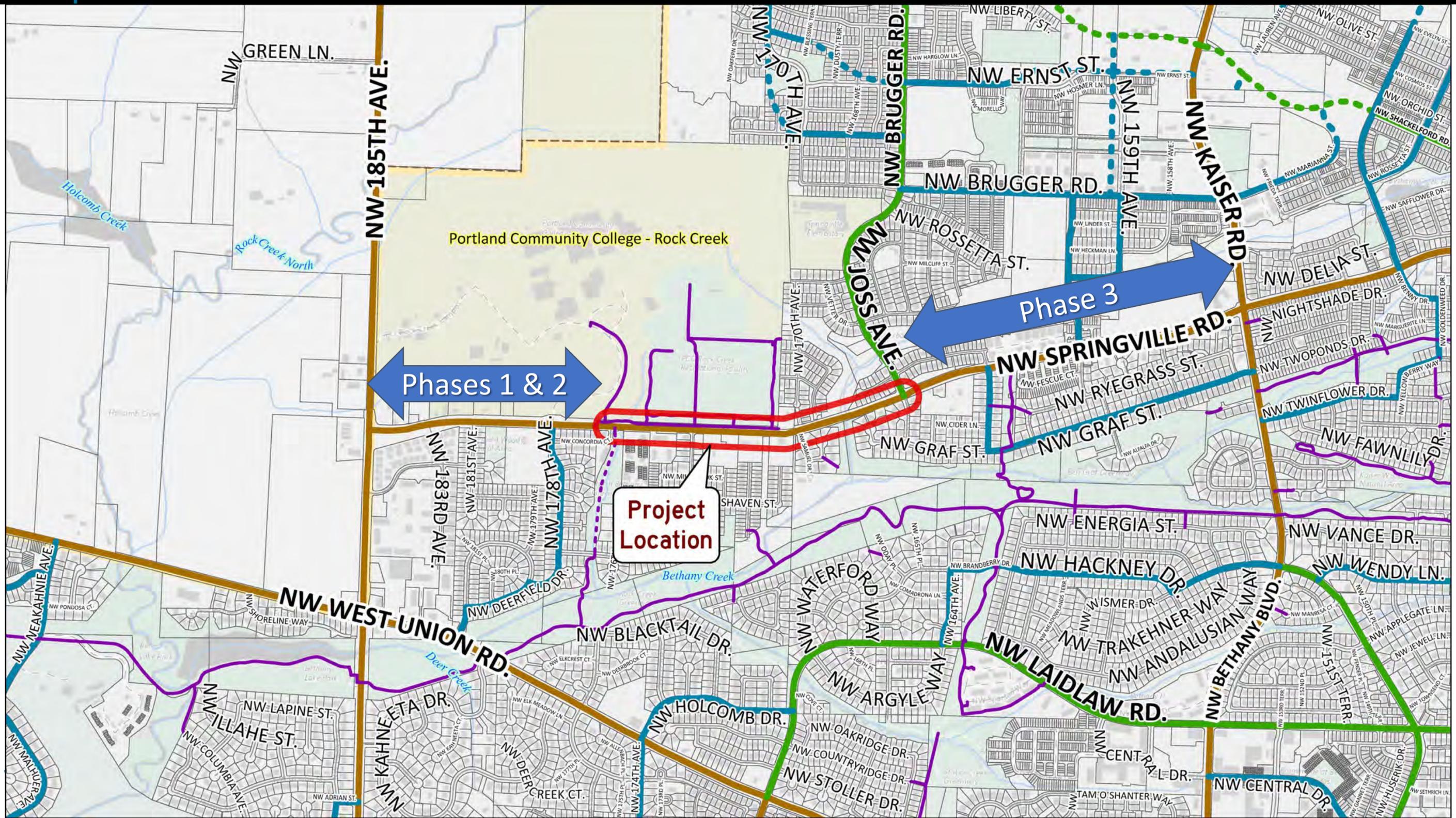
→ Discussion questions

Does the Board concur with the bicycle facility recommendation?

Is additional information needed to help inform your deliberations?

Project location and planning context

→ Project area overview

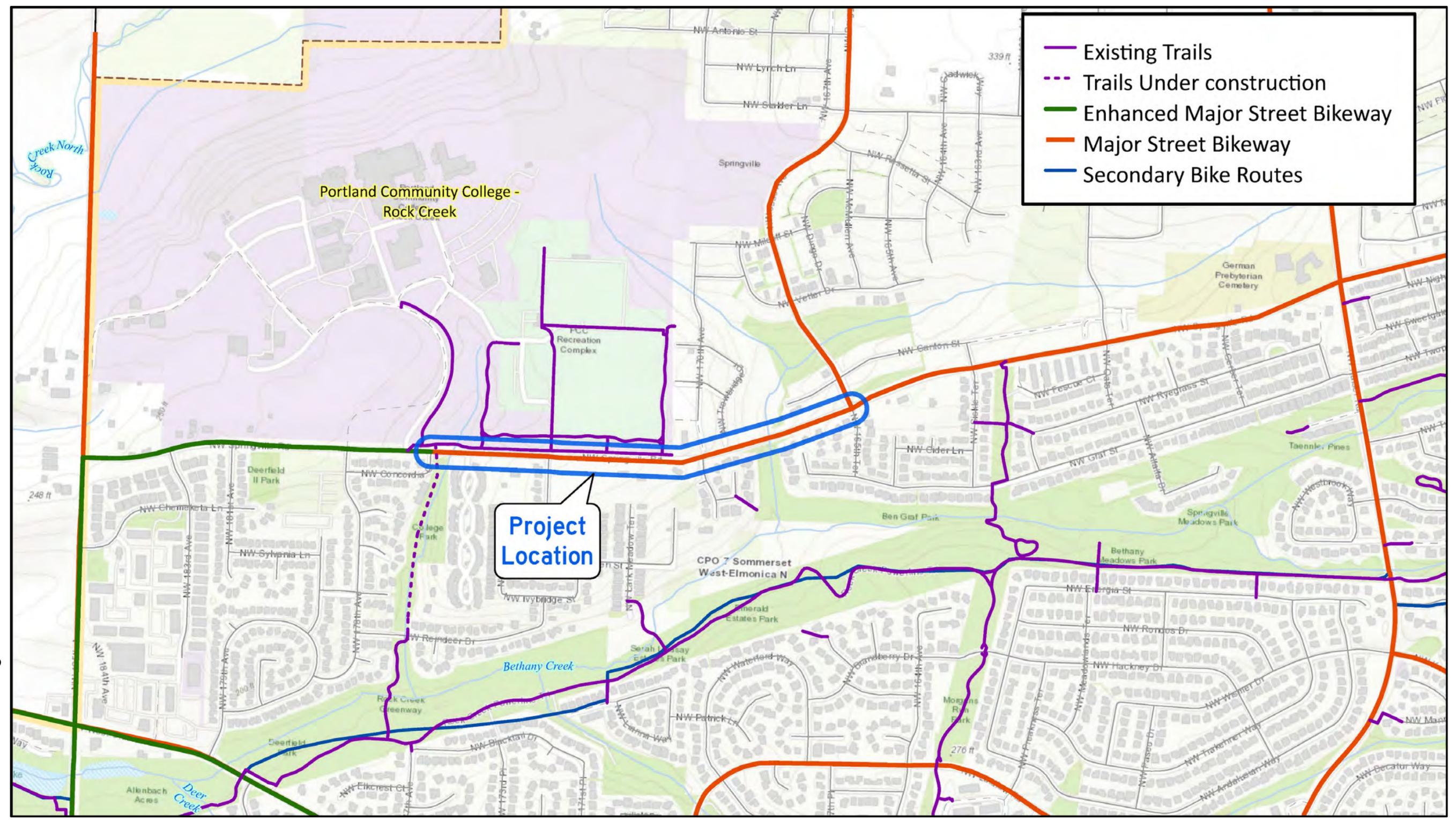




Transportation System Plan bikeway designation

Major Street Bikeway

On Major Street Bikeways, a six-foot bike lane or buffered bike lane is generally considered sufficient to accommodate cyclists.





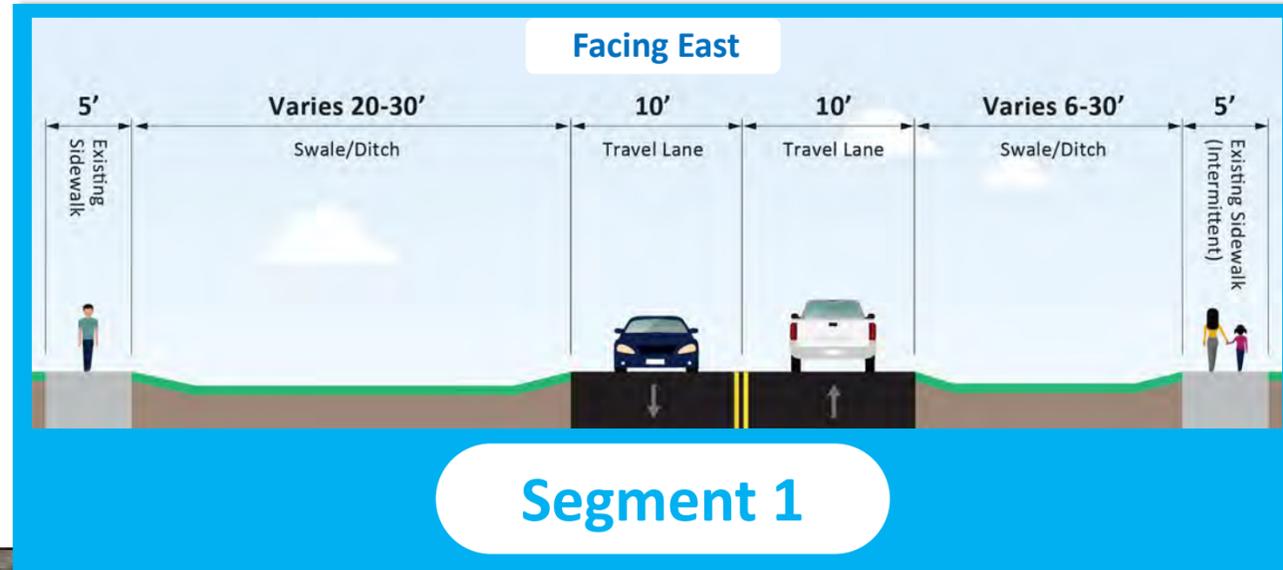
Traffic data

	Current	Future (2035)
Traffic Volume (AADT)	7,320	10,250
% Truck Traffic	6.6%	6.6%
Bus Service	Every 30 Minutes	Subject to change by TriMet

AADT: Annual Average Daily Traffic

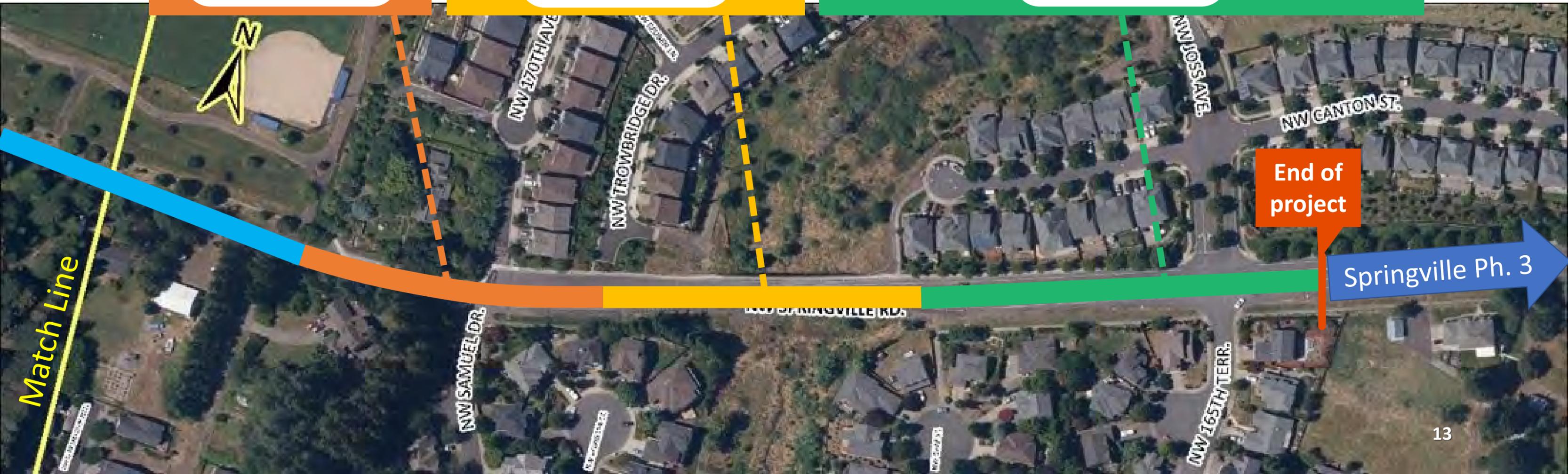
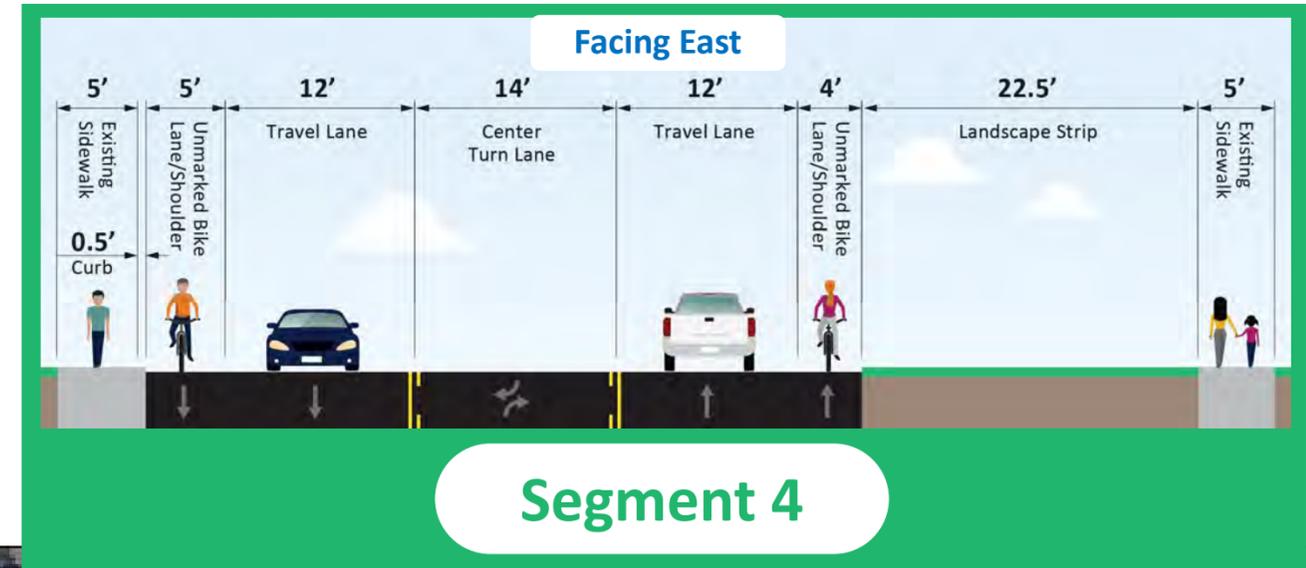
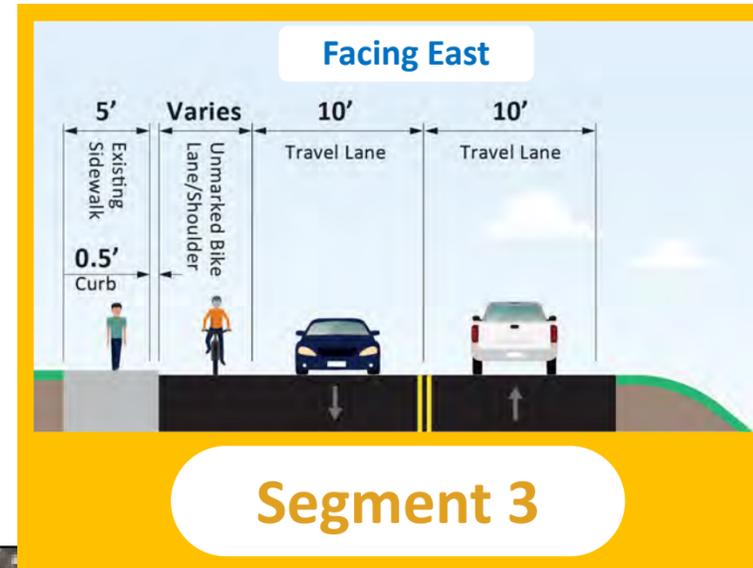
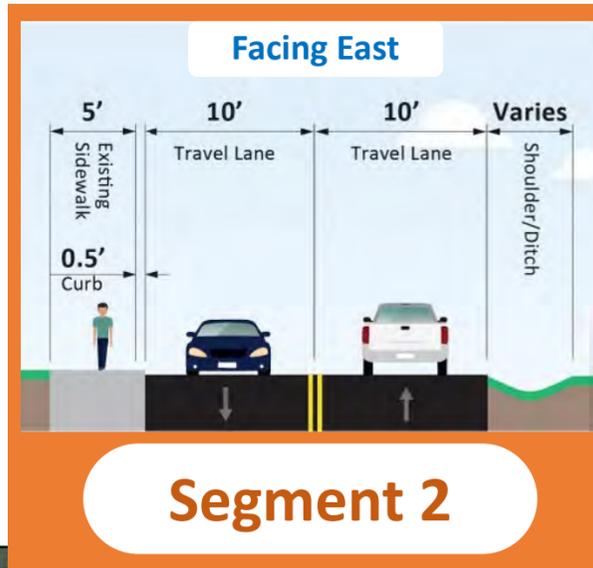
Current conditions

→ Current conditions map: Western portion





Current conditions map: Eastern portion





Current conditions: Phase 2 improvements



- Looking east toward 178th Avenue-PCC entrance intersection
- 10-foot multiuse path and seven-foot buffered bike lane on north side
- Five-foot separated sidewalk and seven-foot buffered bike lane on south side



Current conditions: Phase 4, Segment 1



- East of PCC entrance looking east toward 173rd Avenue (top of hill)
- Multiuse path and buffered bike lane on north side; transitions to sidewalk with no shoulder at Concordia Court
- Sidewalk and buffered bike lane on south side; bike lane transitions into a narrow shoulder; sidewalk is intermittent



Current conditions: Phase 4, Segment 2



- East of 173rd Avenue looking east toward Samuel Drive
- Interim sidewalk on north side; no shoulder
- No sidewalk or shoulder on south side



Current conditions: Phase 4, Segment 3



- At culvert crossing between Samuel Drive and Joss/165th avenues; looking east toward Joss Avenue
- Sidewalk and shoulder on north side
- Shoulder on south side; no sidewalk



Current conditions: Phase 4, Segment 4



- East of culvert looking east toward Joss/165th avenues (at top of hill)
- Curb-tight sidewalk and unbuffered bike lane on north side
- Separated sidewalk, shoulder and no bike lane on south side



Current conditions: Phase 3 improvements



- East of Joss/165th avenues looking east (recently completed Phase 3 improvement)
- Five-foot curb-tight sidewalk and seven-foot buffered bike lane on north side
- Separated five-foot sidewalk and seven-foot buffered bike lane on south side

→ Conflict points: Western portion

Segment 1



- 1** Major intersection
Existing signal
- 2** Side streets
- 4** Existing driveways
- 4** Bus stops
- 1** Pedestrian Crossing with RRFB

→ Conflict points: Eastern portion

Segment 1

Segment 2

Segment 3

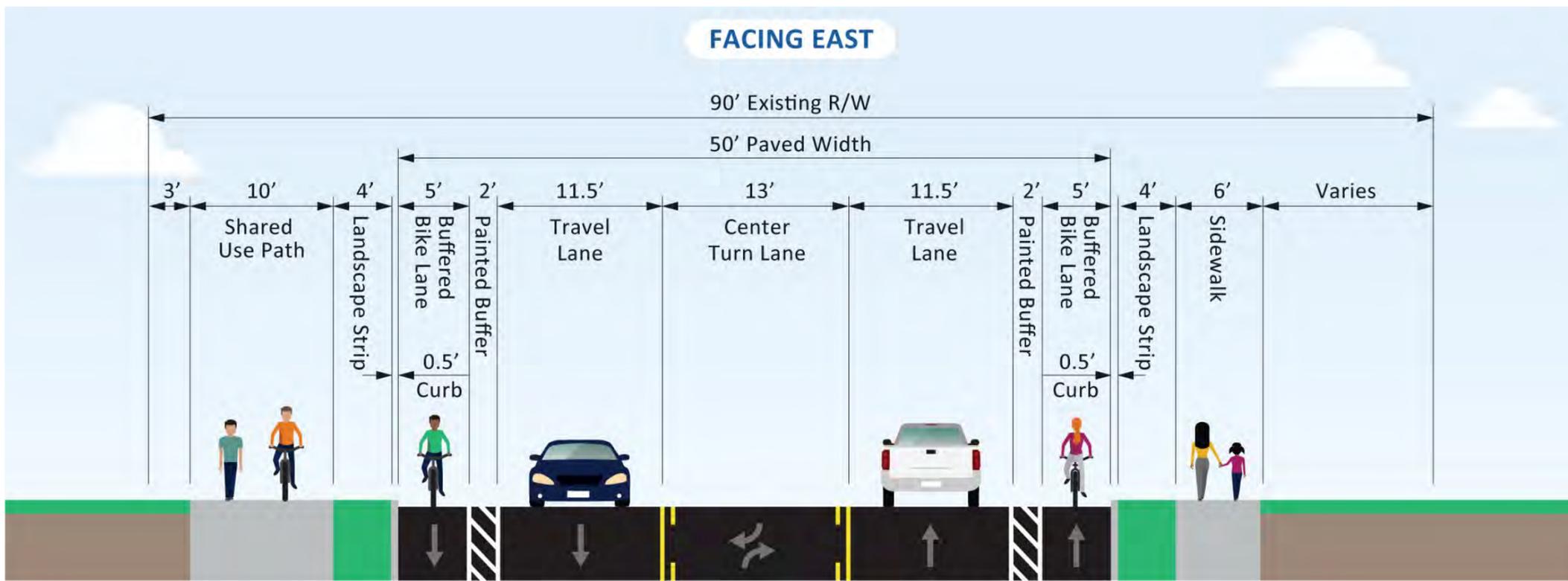
Segment 4



- 1
 Major intersection
Proposed signal
- 1
 Side street
- 5
 Existing driveways
- 4
 Bus stops
- 1
 Emergency fire access

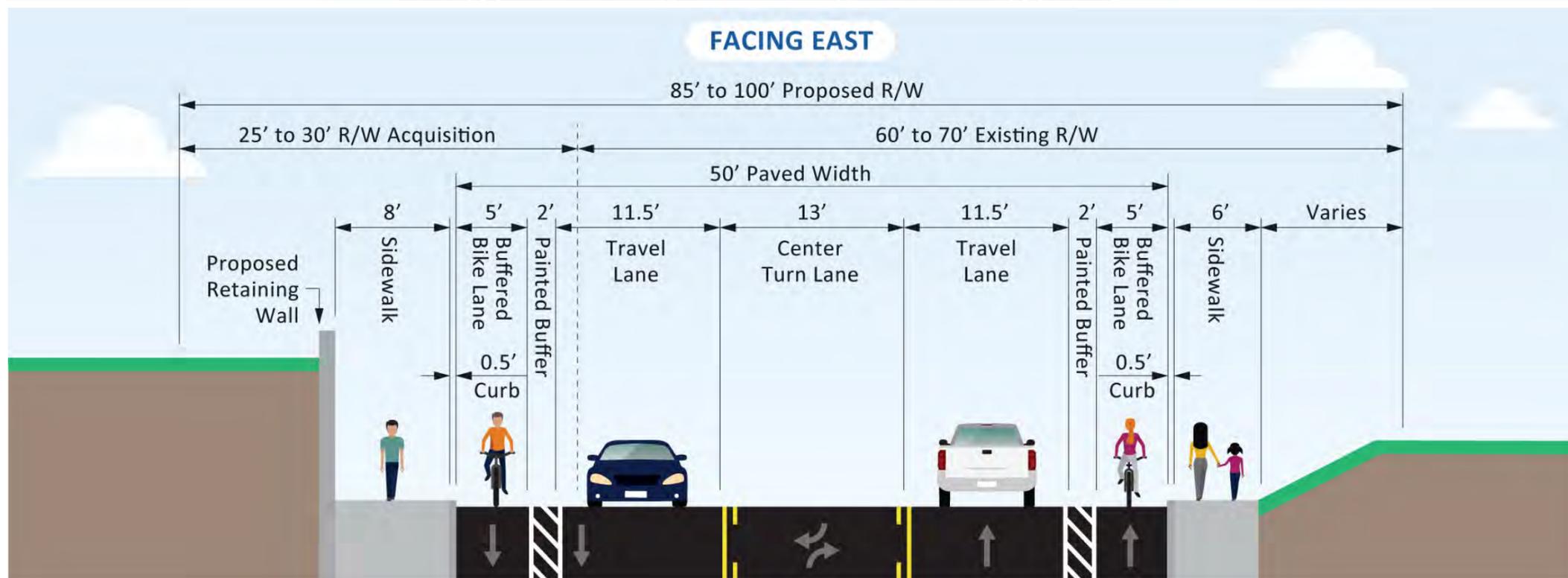
Bicycle facility alternative 1

→ Alternative #1: Buffered bike lanes



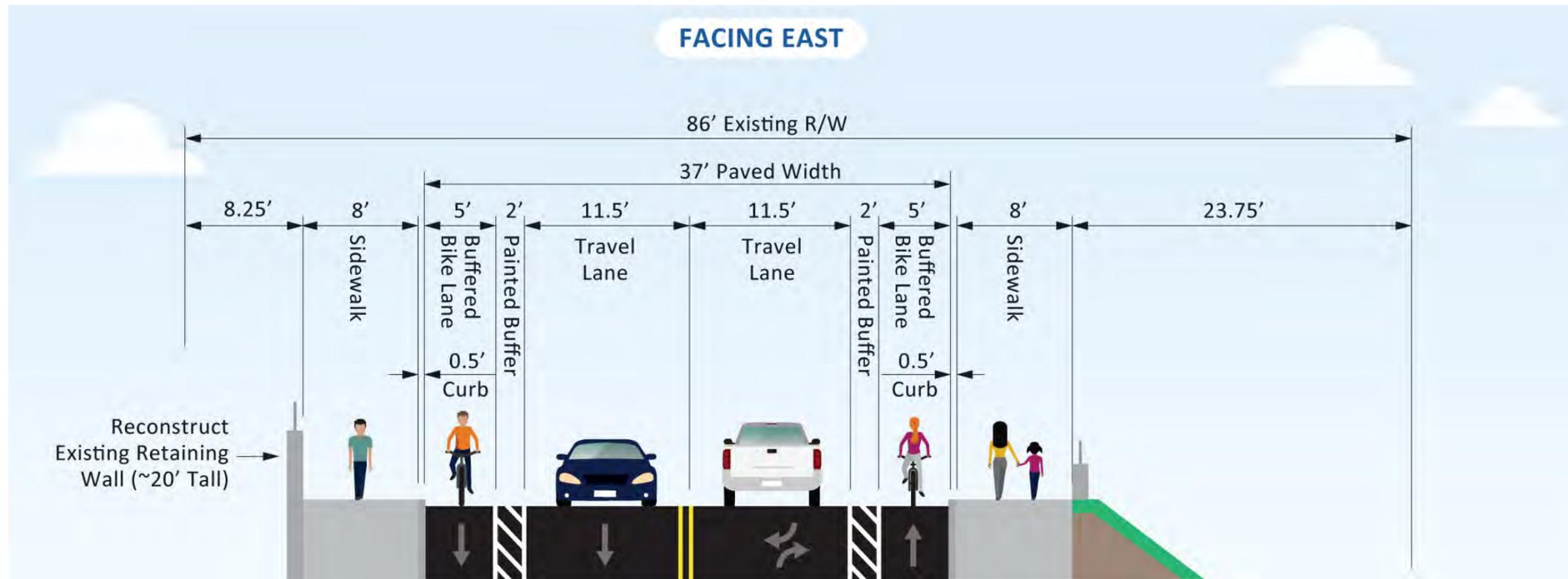
Segment 1:
Concordia Court
to east PCC property
line

*(matches existing Phase 2
improvements to the
west)*

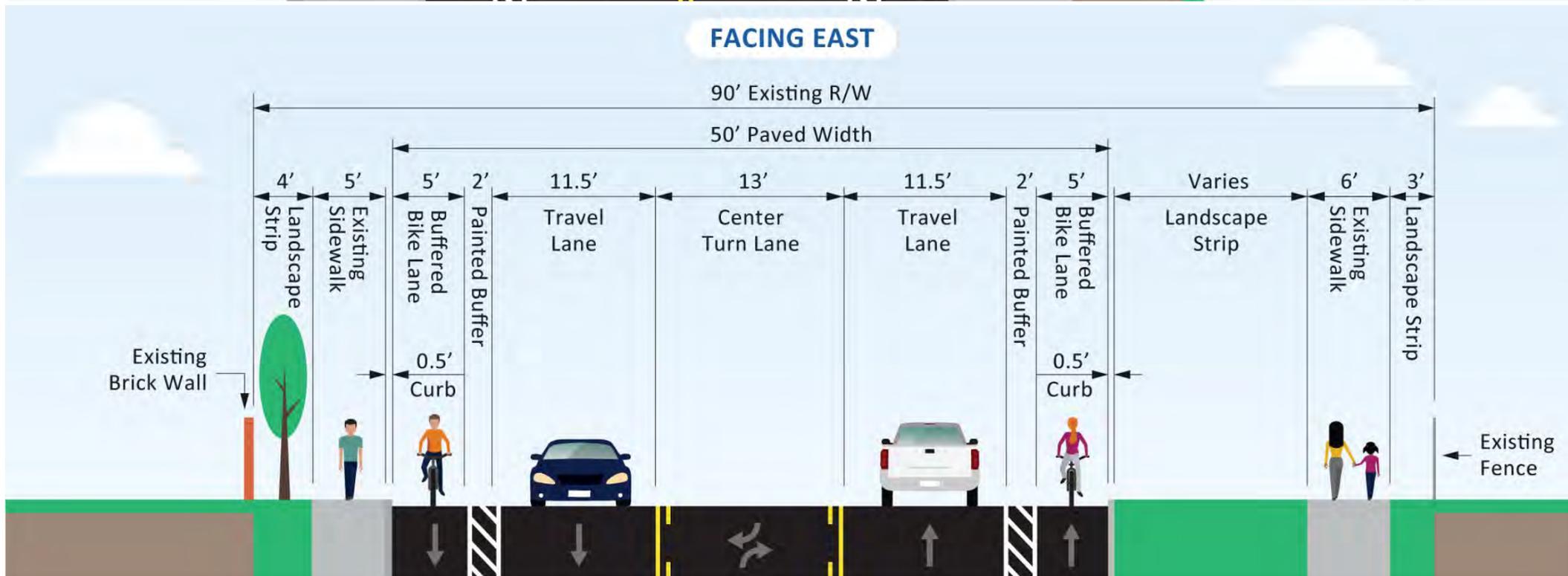


Segment 2:
Near Samuel Drive

→ Alternative #1: Buffered bike lanes



Segment 3:
East culvert crossing



Segment 4:
East of culvert crossing to Joss/165th avenues
(matches existing Phase 3 improvements to the east)

→ Alternative 1: Western portion

Segment 1



Buffered bike lane & 10-ft multiuse path

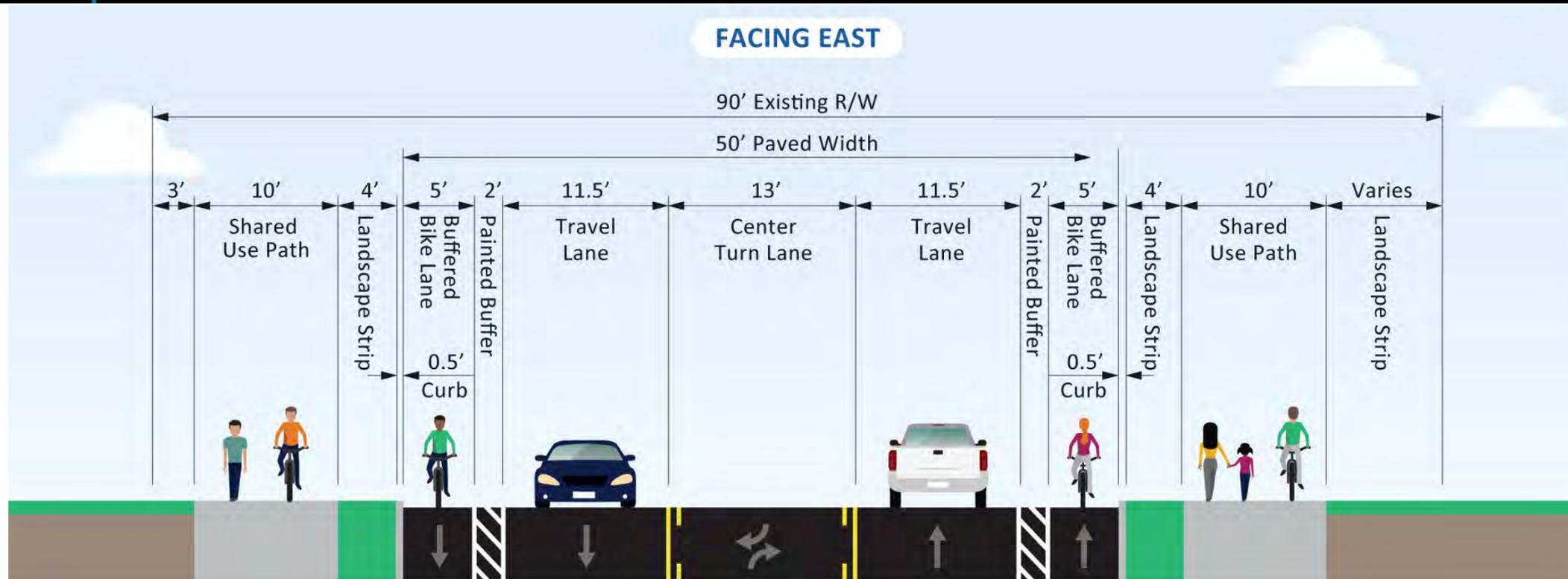
(consistent with Phase 1 & 2 improvements)

Buffered bike lane & 6-ft sidewalk

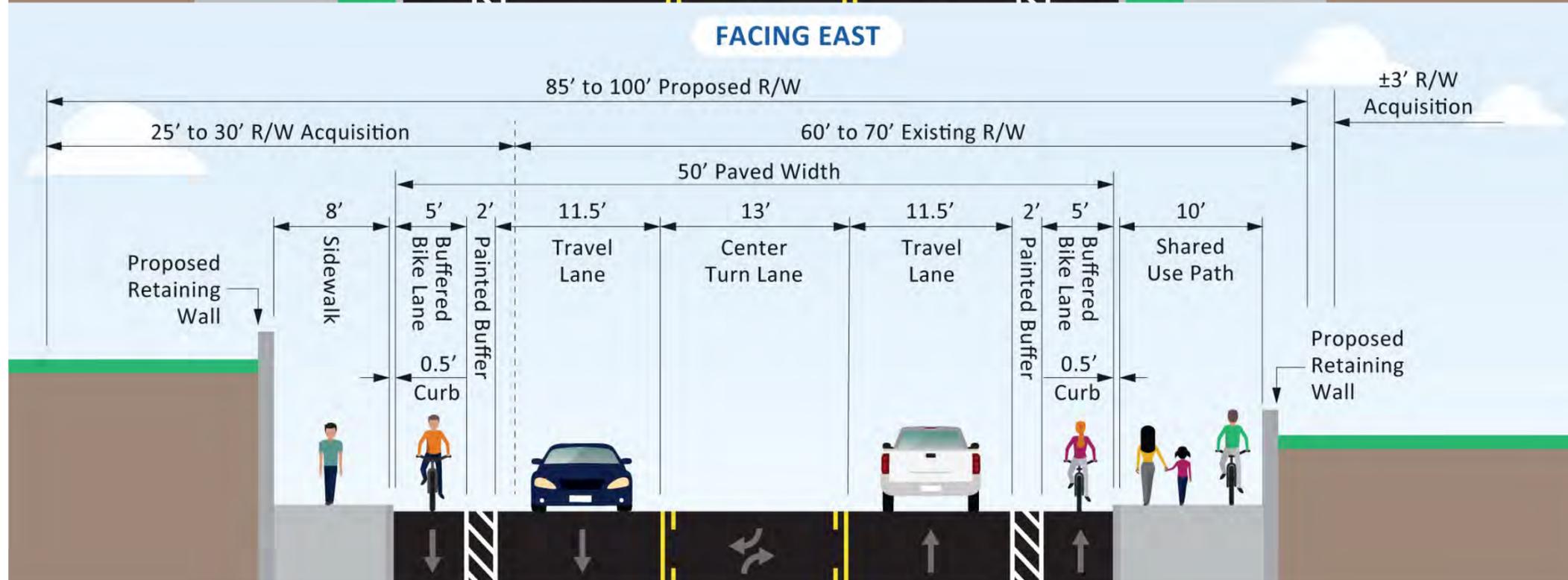
(consistent with Phase 1 & 2 improvements)

Bicycle facility alternative 2

→ Alternative #2: Buffered bike lanes & multiuse path

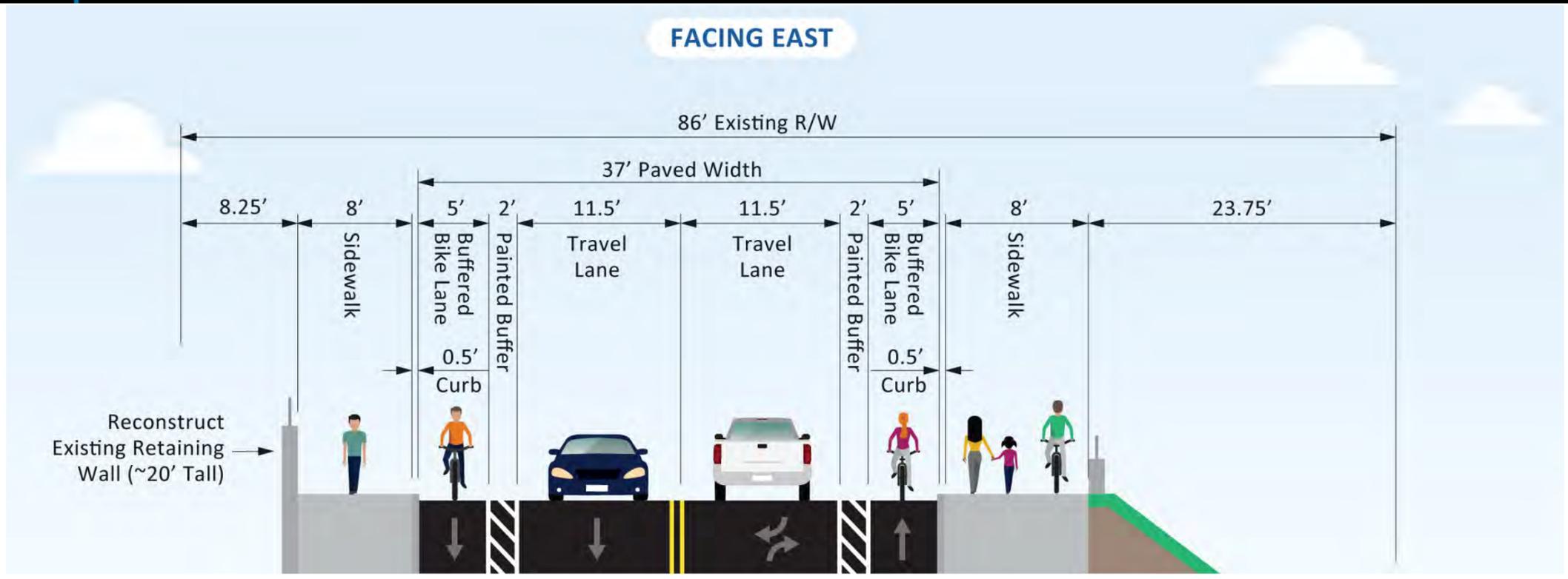


Segment 1:
Concordia Court
to 173rd Avenue
*(multiuse path would
cross from north to south
side at existing pedestrian
crossing at 173rd Avenue)*

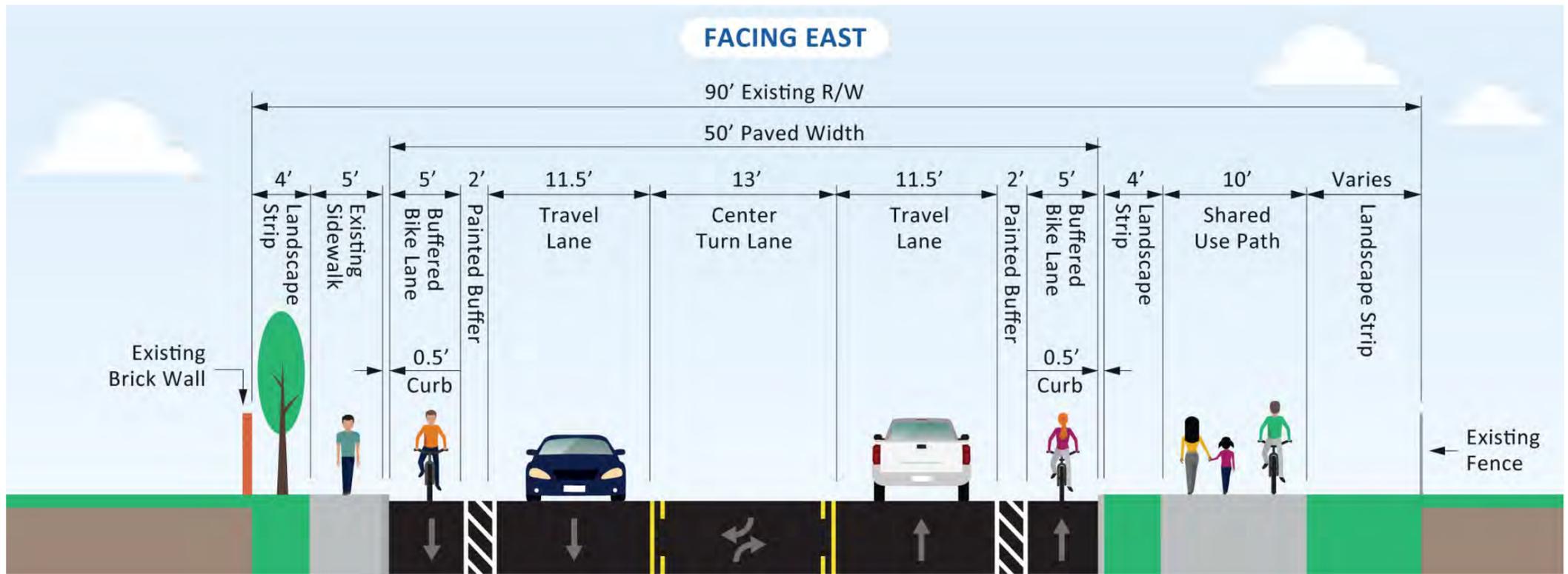


Segment 2:
Near Samuel Drive

→ Alternative #2: Buffered bike lanes & multiuse path



Segment 3:
East Culvert Crossing



Segment 4:
East of east culvert crossing to Joss/165th avenues
(multiuse path would end at Joss-165th avenues)



Alternative 2: Western portion

Segment 1



Buffered bike lane & 10-ft multiuse path
 (consistent with Phase 1 & 2 improvements)

Buffered bike lane & 8-ft sidewalk
 (at culvert crossing
 and retaining walls)

Buffered bike lane & 6-ft sidewalk
 (consistent with Phase 1 & 2 improvements)



Alternative 2: Eastern portion

Segment 1

Segment 2

Segment 3

Segment 4



Buffered bike lane & 10-ft multiuse path
 (consistent with Phase 1 & 2 improvements)

Buffered bike lane & 8-ft sidewalk
 (at culvert crossing and retaining walls)

Buffered bike lane & 6-ft sidewalk
 (consistent with Phase 3 improvement)

Bicycle facility alternative comparison



Alternative comparison

Criteria	Alt 1: Multiuse path at PCC; buffered bike lanes; sidewalk	Alt 2: Multiuse path & buffered bike lanes
Cyclist Separation Level <i>(4=Most protection)</i>	3	3
Stormwater Management Facilities <i>(4= fewest square feet)</i>	4	3
Drainage <i>(4= Fewest inlet structures)</i>	4	4
Right-of-Way Files and Acquisition <i>(4= Fewest files/square feet to acquire)</i>	3	2
Ease of Maintenance <i>(4= Easiest to maintain)</i>	3	3
Bus Loading Compatibility <i>(4=Most compatible)</i>	3	3
Design Cost Estimate	\$1.5M	\$1.6M
Construction Cost Estimate	\$10.5M	\$11.3M
Right-of-Way Cost Estimate	\$0.7M	\$1.0M
Total Project Costs	\$12.7M	\$13.9M

Public input to date

→ Open house comment summary (1 of 2)

Springville Road Phase 4 online open house: Oct. 8-24, 2021

320 visitors; 49 responses received

17 comments expressed a bicycle facility preference:

- Six comments preferred buffered bike lanes and 6- to 8-ft sidewalks
- Two comments preferred buffered bike lanes and 10-ft sidewalks
- Two comments preferred buffered bike lane and 6-ft sidewalk on north side; cycle track on south side
- Six comments preferred buffered bike lane and 10-ft sidewalk on north side; cycle track on the south side
- One comment preferred raised cycle tracks on both sides



Open house comment summary (2 of 2)

The remaining 32 responses expressed no bicycle facility preference and/or addressed other issues, including:

- No bicycle lanes
- Narrower motor vehicle lanes
- Larger landscaped area
- No landscaped area
- No build



CPO 7 discussion summary

Dec. 13, 2021 meeting

Project presentation by staff; Commissioner Treece attended

Community questions included:

- Was a sound analysis conducted?
- Do future traffic counts consider the future Shackelford Road extension to 185th Avenue?
- Can project footprint (vehicle lanes and pedestrian and bicycle facilities) be narrowed to minimize tree removal?
- Will driveway access be maintained on south side?

Responses have been posted on the project website

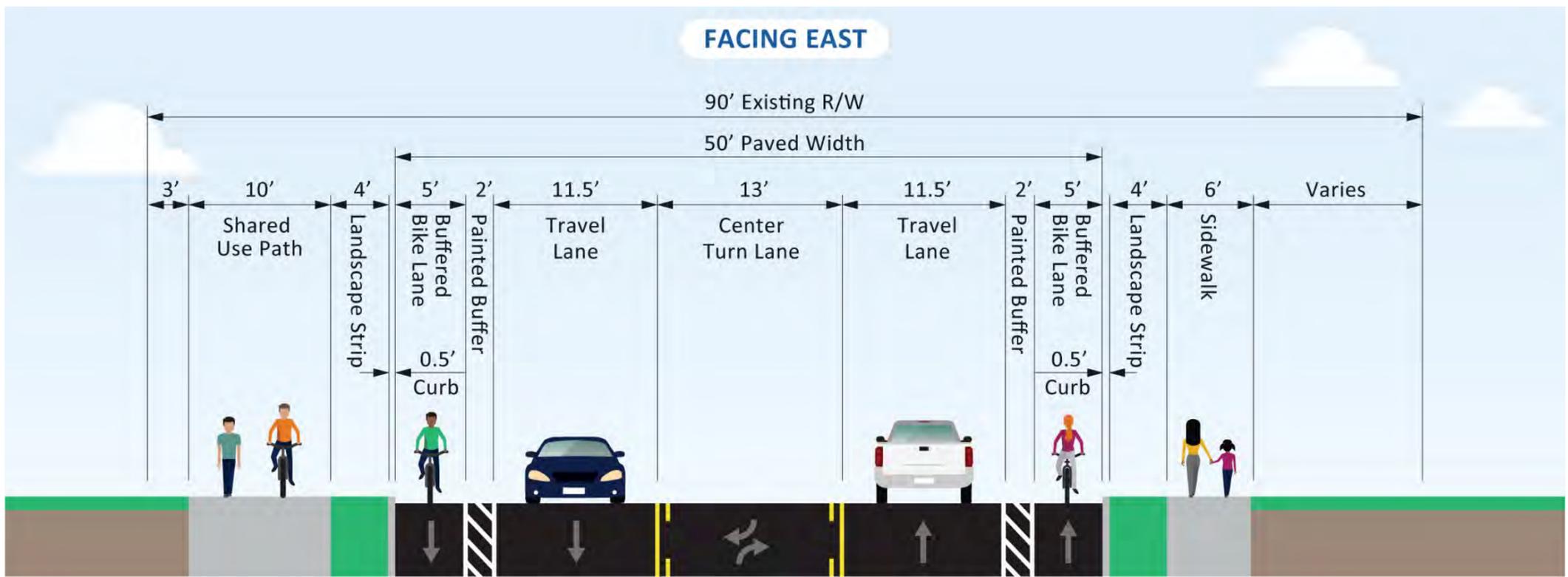
Recommendation



Recommendation

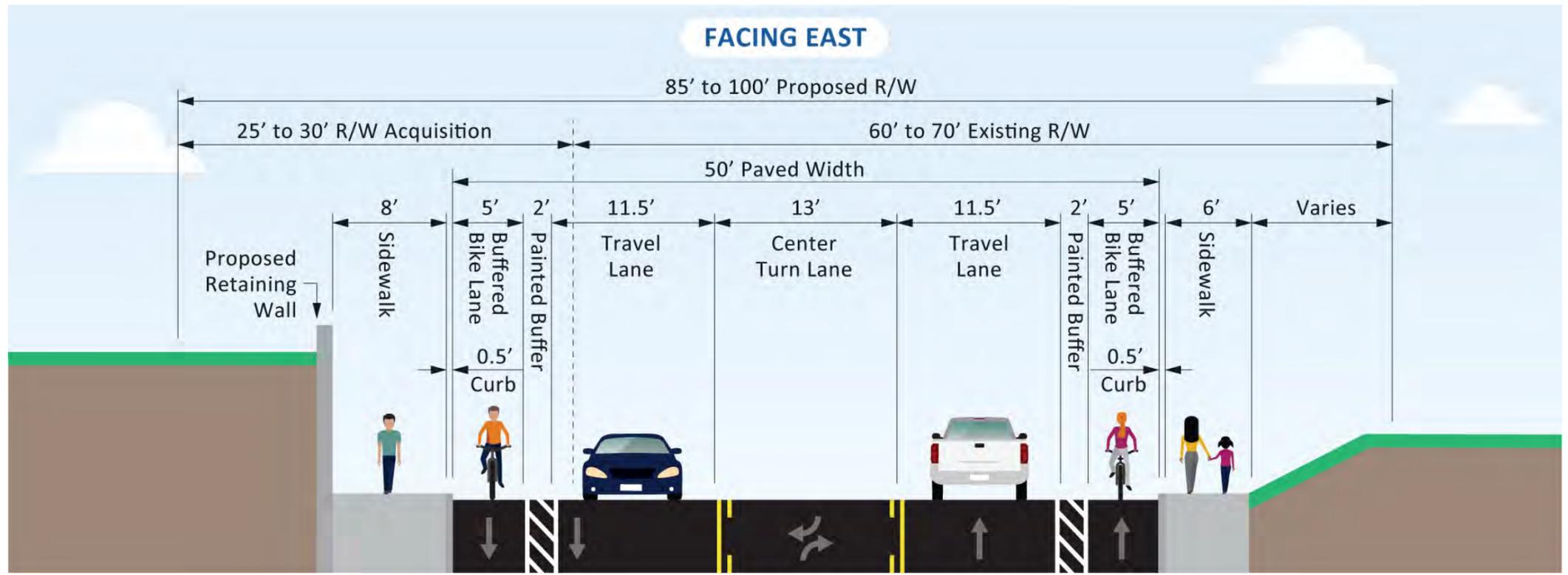
Criteria	Recommendation	
	Alt 1: Multiuse path at PCC; buffered bike lanes; sidewalk	Alt 2: Multiuse path & buffered bike lanes
Cyclist Separation Level <i>(4=Most protection)</i>	3	3
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→ Recommendation



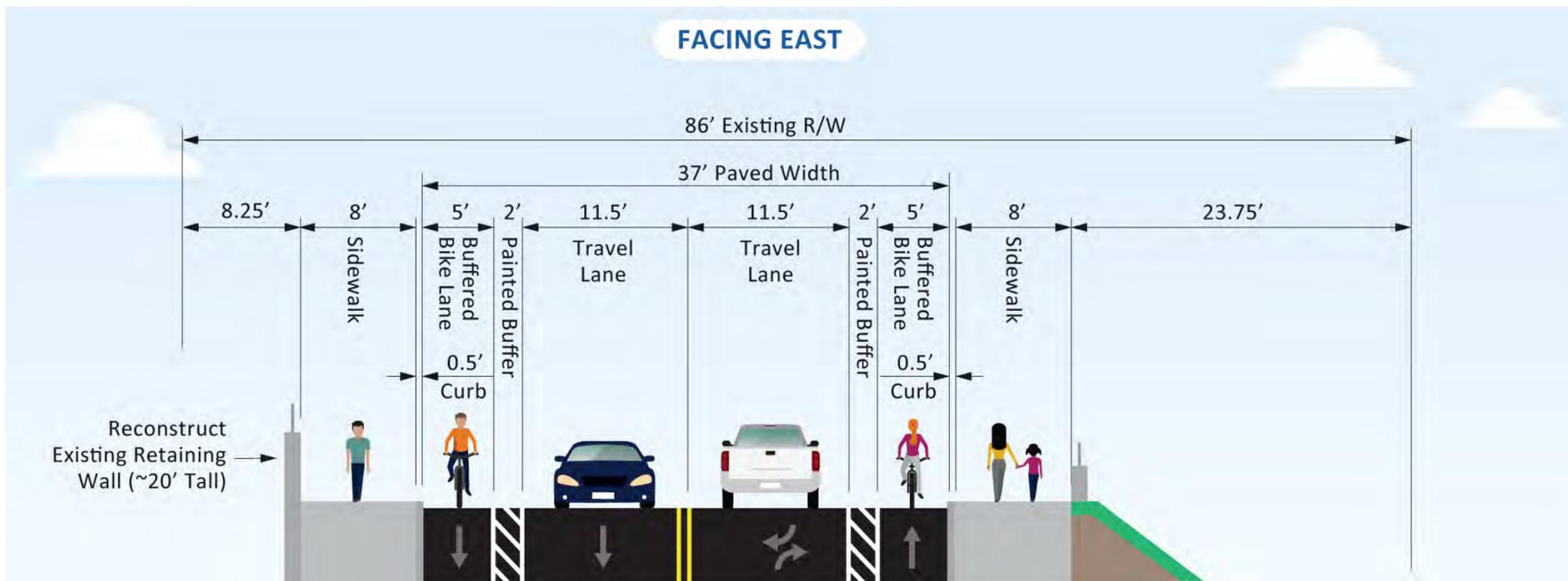
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*(matches existing Phase 2
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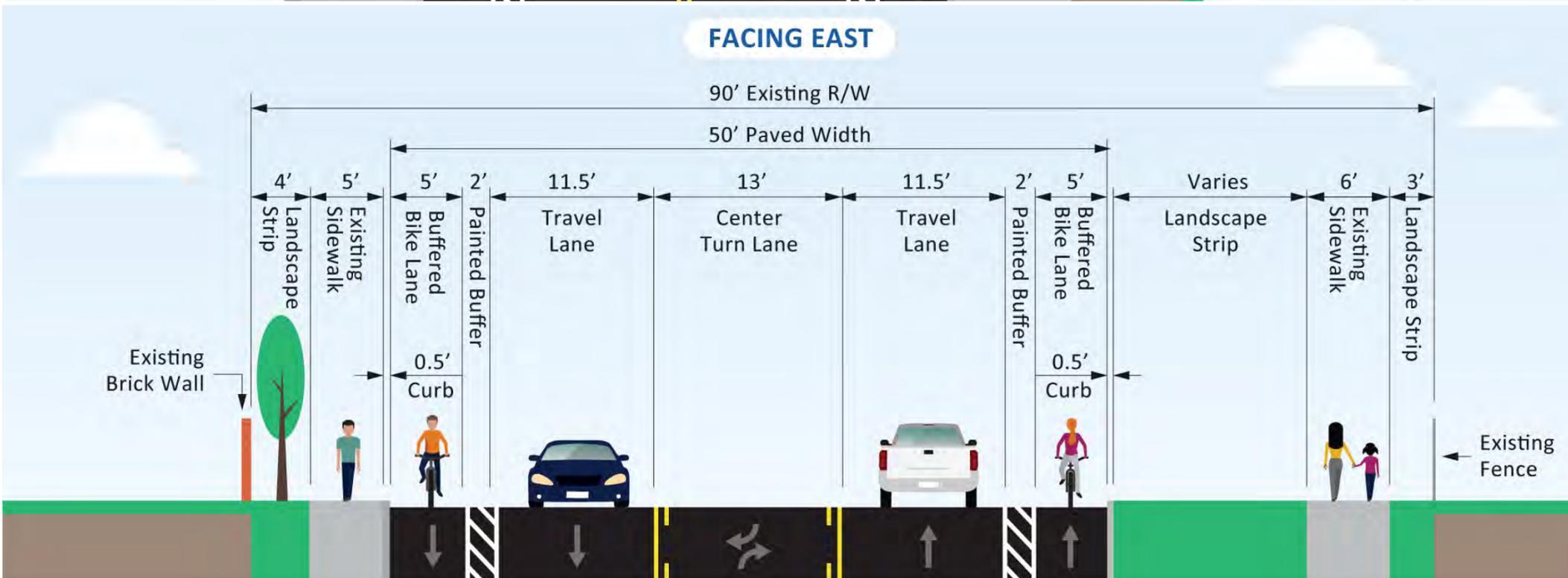


Segment 2:
Near Samuel Drive

→ Recommendation



Segment 3:
East culvert crossing



Segment 4:
East of culvert crossing to Joss/165th avenues
(matches existing Phase 3 improvements to the east)



Recommendation: western portion

Segment 1



Buffered bike lane & 10-ft multiuse path

 (consistent with Phase 1 & 2 improvements)

Buffered bike lane & 6-ft sidewalk

 (consistent with Phase 1 & 2 improvements)



Recommendation: eastern portion

Segment 1

Segment 2

Segment 3

Segment 4



Buffered bike lane & 10-ft multiuse path
 (consistent with Phase 1 & 2 improvements)

Buffered bike lane & 8-ft sidewalk
 (at culvert crossing and retaining walls)

Buffered bike lane & 6-ft sidewalk
 (consistent with Phase 3 improvement)



Discussion questions

Does the Board concur with the recommendation?

Is additional information needed to help inform your deliberations?

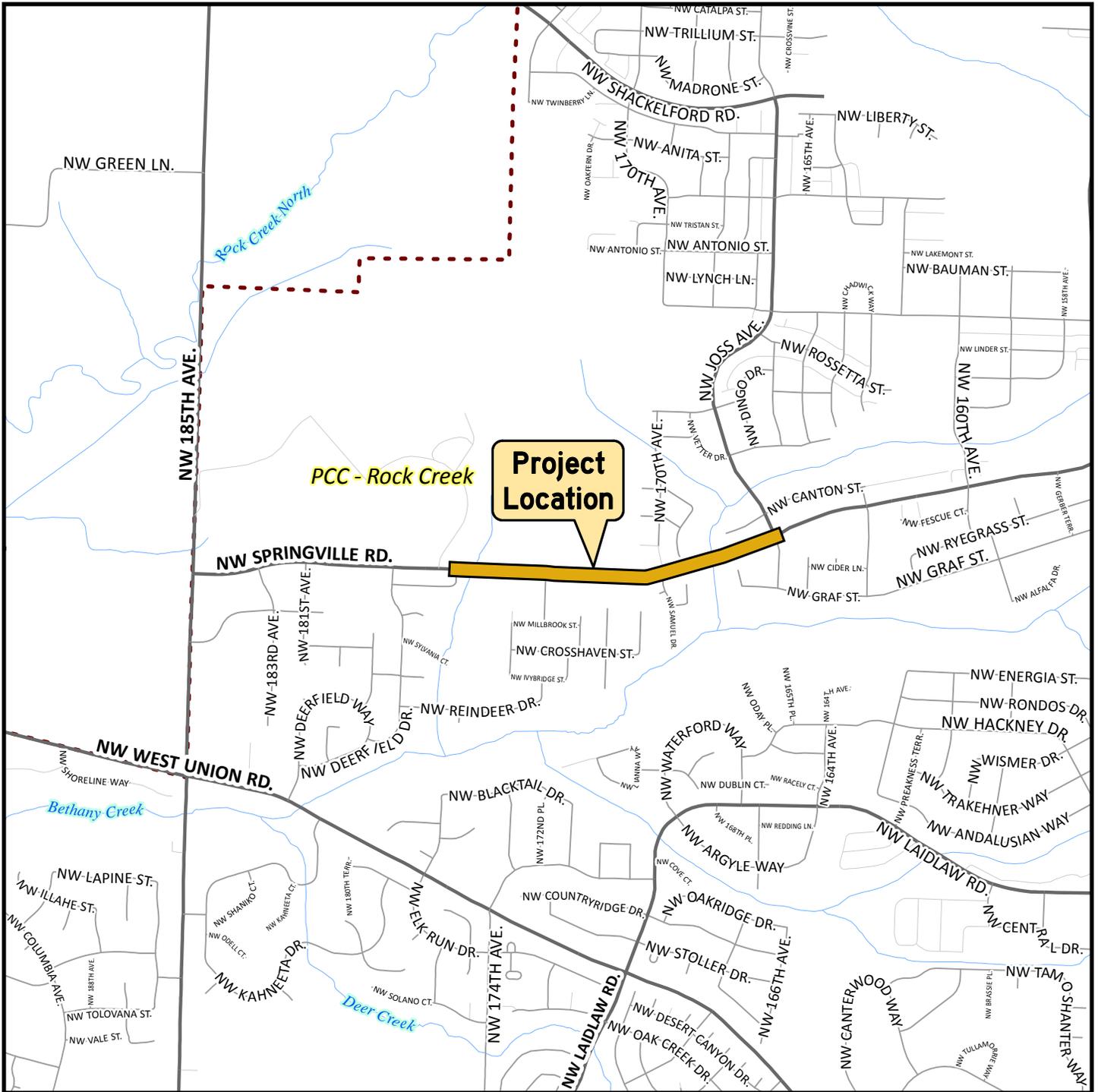
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andrew_morris@co.washington.or.us



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WASHINGTON COUNTY
OREGON

Dept. of Land Use & Transportation
Capital Project Services

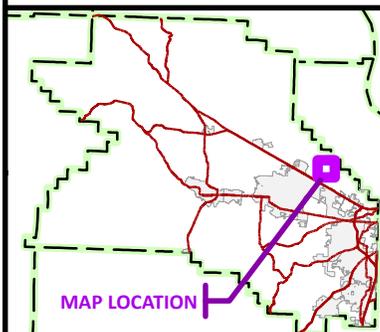
**Springville Rd. Phase 4
Joss Ave. to PCC Rock Creek**

For more information, contact:
Capital Project Services
Main: 503-846-7800
FAX: 503-846-7810
lutproj@co.washington.or.us
www.wc-roads.com

KLF | September 11, 2019
Not to Scale

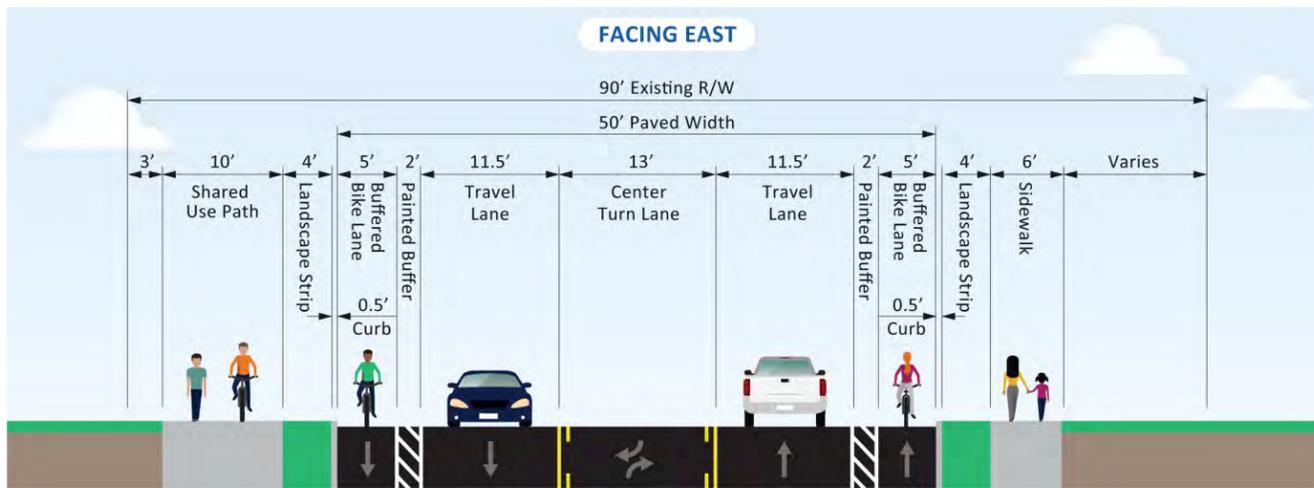
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- Project Location
- Major Roads
- Minor Roads
- Private Roads
- MAX Light Rail
- Railroads
- Rivers / Lakes
- Streams
- Urban Growth Bdy.
- Cities
- County Boundary



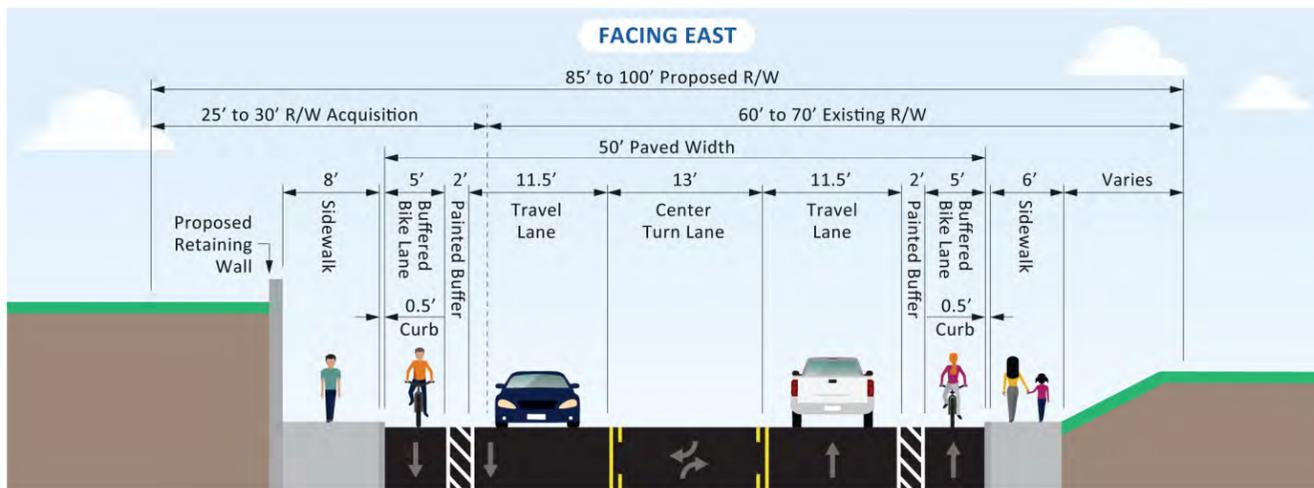


Alternative #1: Buffered Bike Lanes

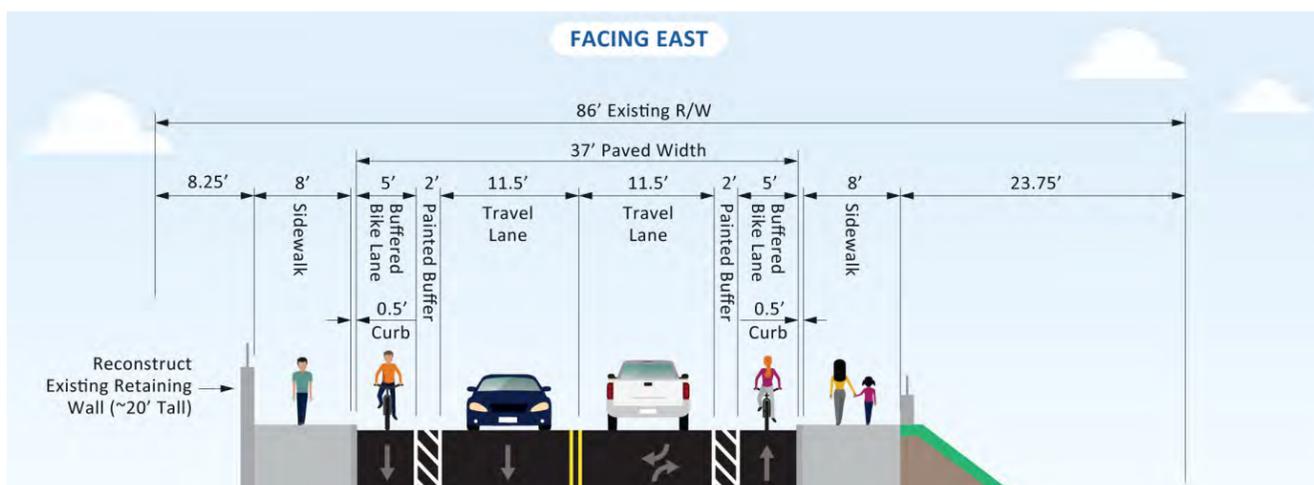


Segment 1:
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to east PCC
property line

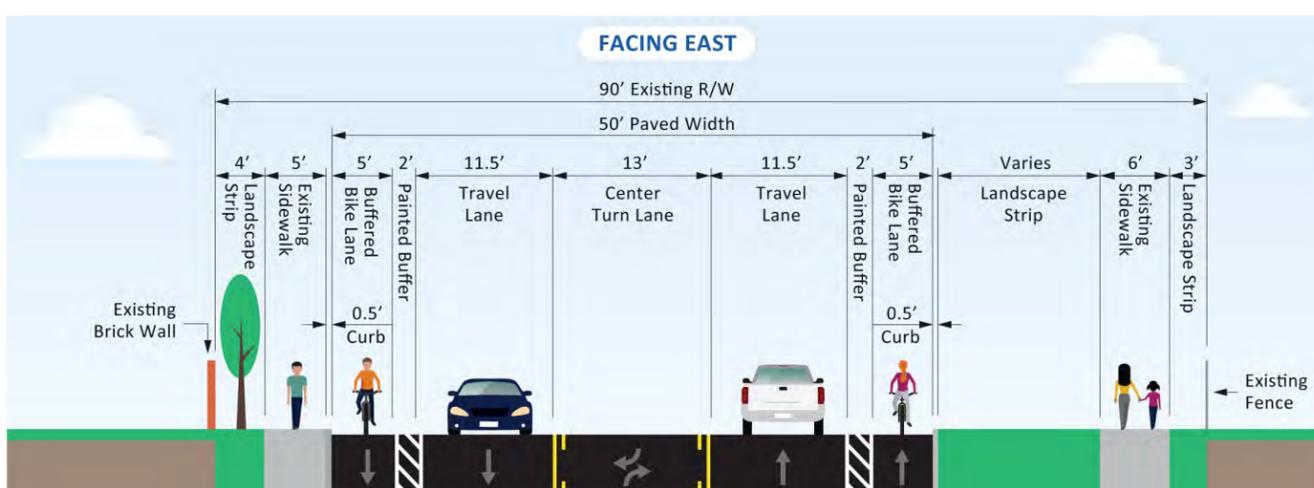
*(matches existing
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Segment 2:
Near Samuel Drive



Segment 3:
East culvert
crossing

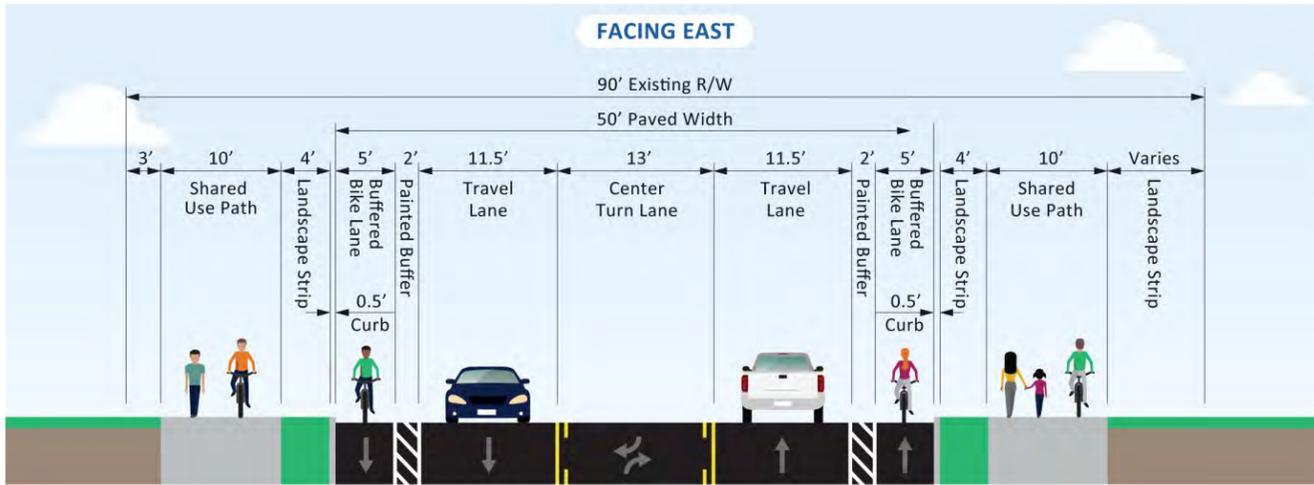


Segment 4:
East of culvert
crossing to
Joss/165th
avenues

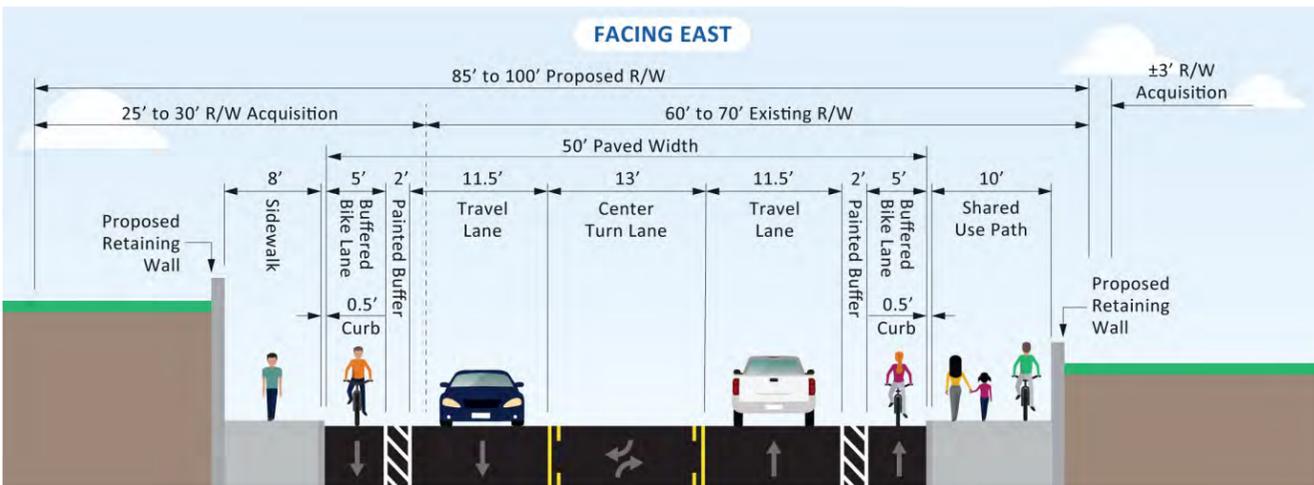
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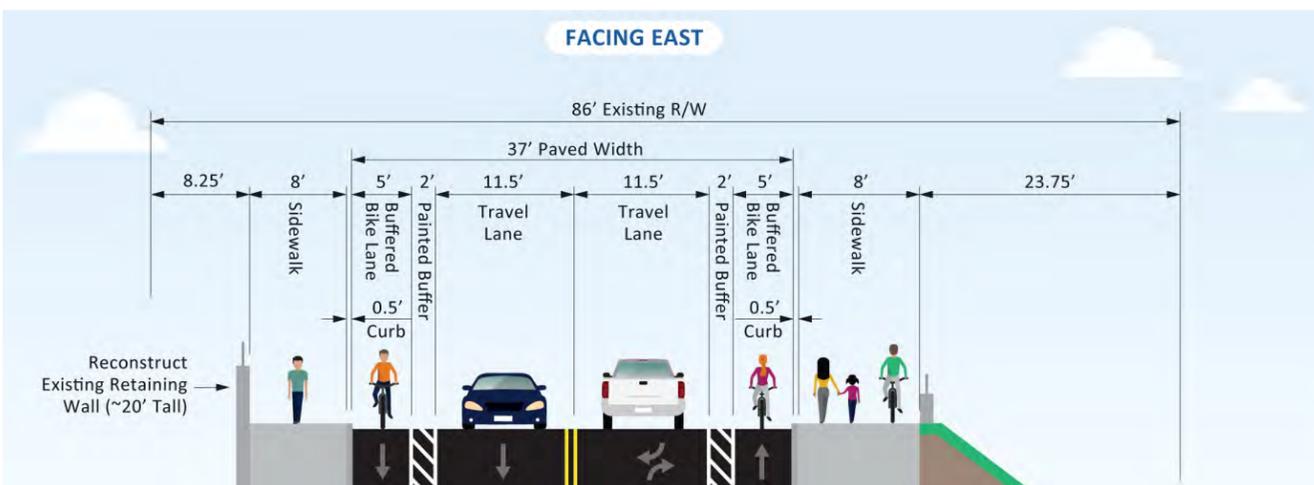
Alternative #2: Buffered Bike Lanes & Multiuse Path



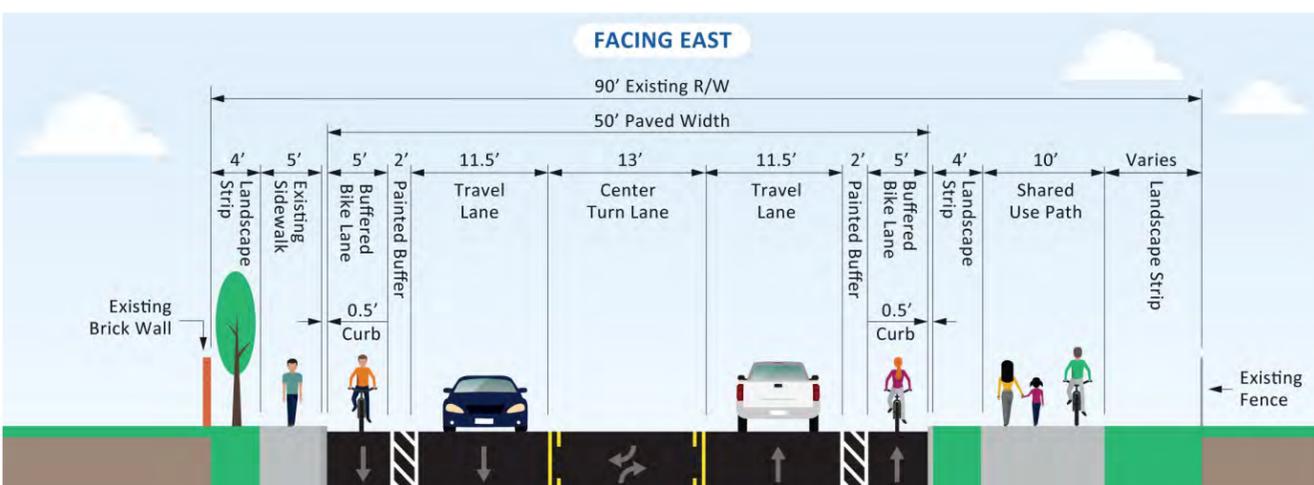
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Segment 2:
Near Samuel Drive



Segment 3:
East Culvert
Crossing



Segment 4:
East of East
Culvert Crossing to
Joss/165th
avenues