

# SW 198<sup>th</sup> Avenue

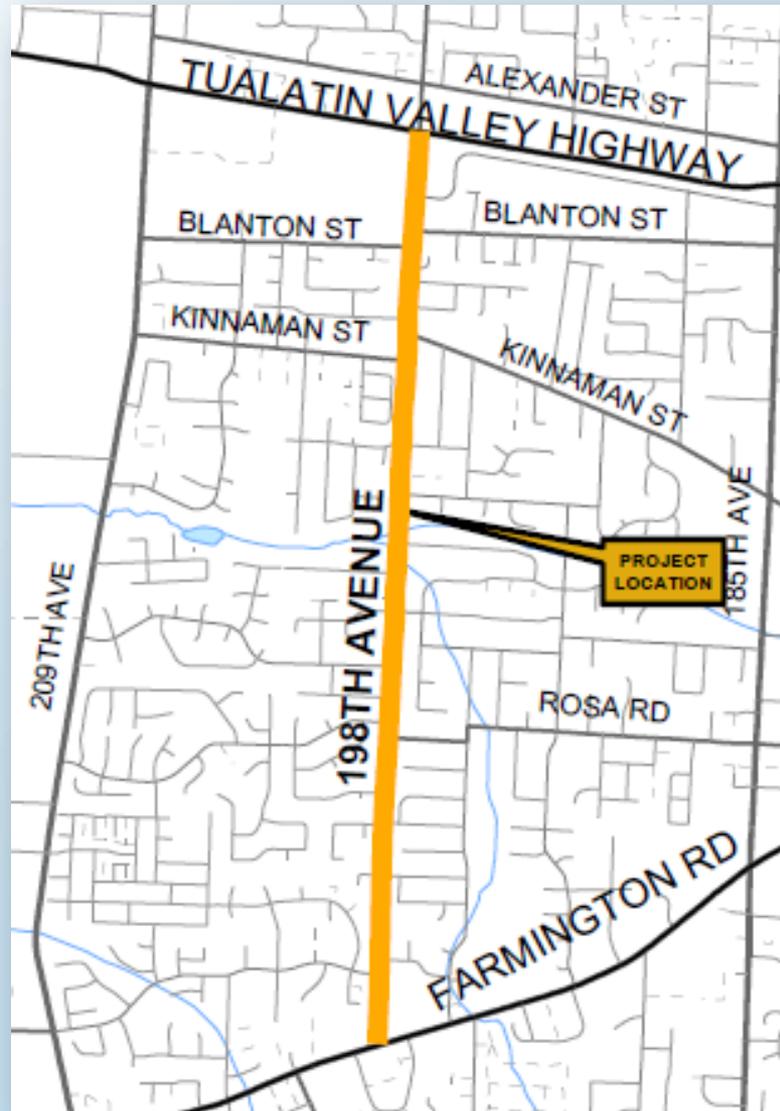
(Tualatin Valley Hwy to Farmington Road)

30% Design Concept



Board of County Commissioners  
October 18, 2016 Work Session

# Project Location



# Existing Land Use

## Aloha-Reedville-Cooper Mtn. Community Plan

### Land Use Districts

#### Urban Districts

-  Residential District - 5 units per acre
-  Residential District - 6 units per acre
-  Residential District - 9 units per acre
-  Residential District - 15 units per acre
-  Residential District - 24 units per acre
-  Community Business District
-  Neighborhood Commercial
-  Institutional
-  Industrial
-  Future Development - 20 acre minimum
-  R-5 / R-6 Border Line
-  Incorporated Area
-  Community Plan Boundary
-  Urban Growth Boundary

1 inch represents 1,000 feet  
0 500 1,000 Feet



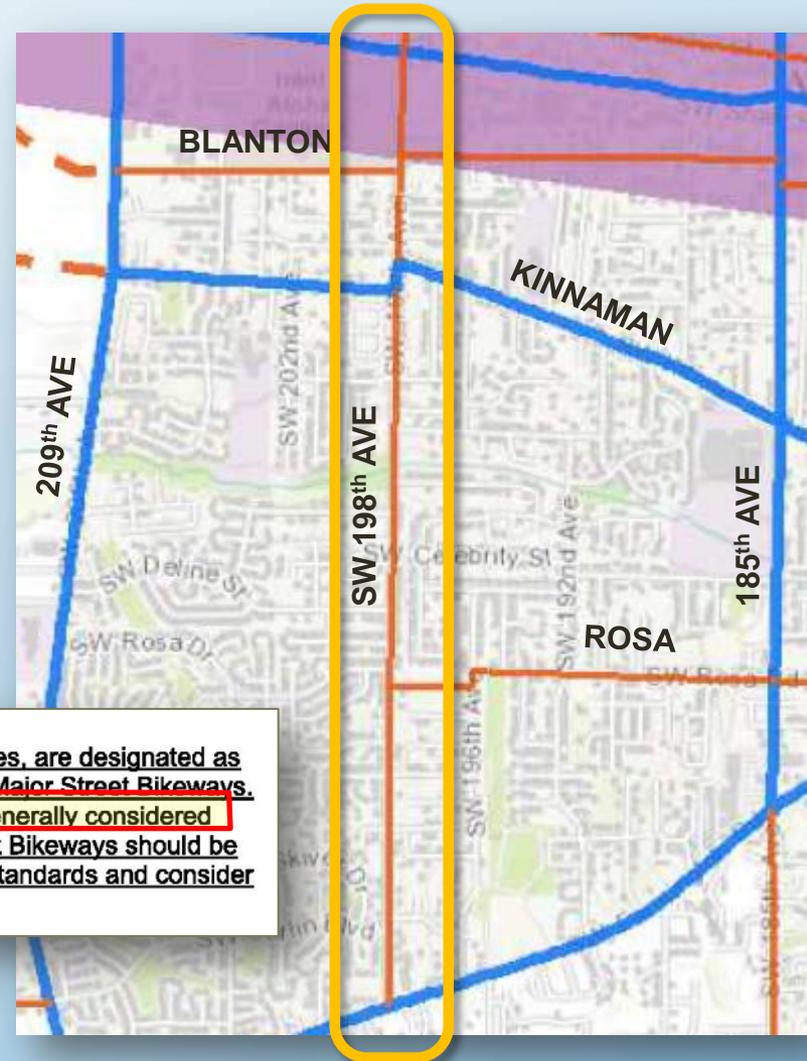
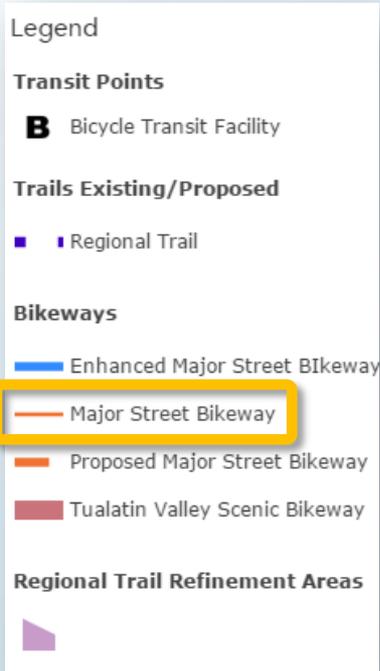
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# TSP Functional Classification



# TSP Bikeway System Designation

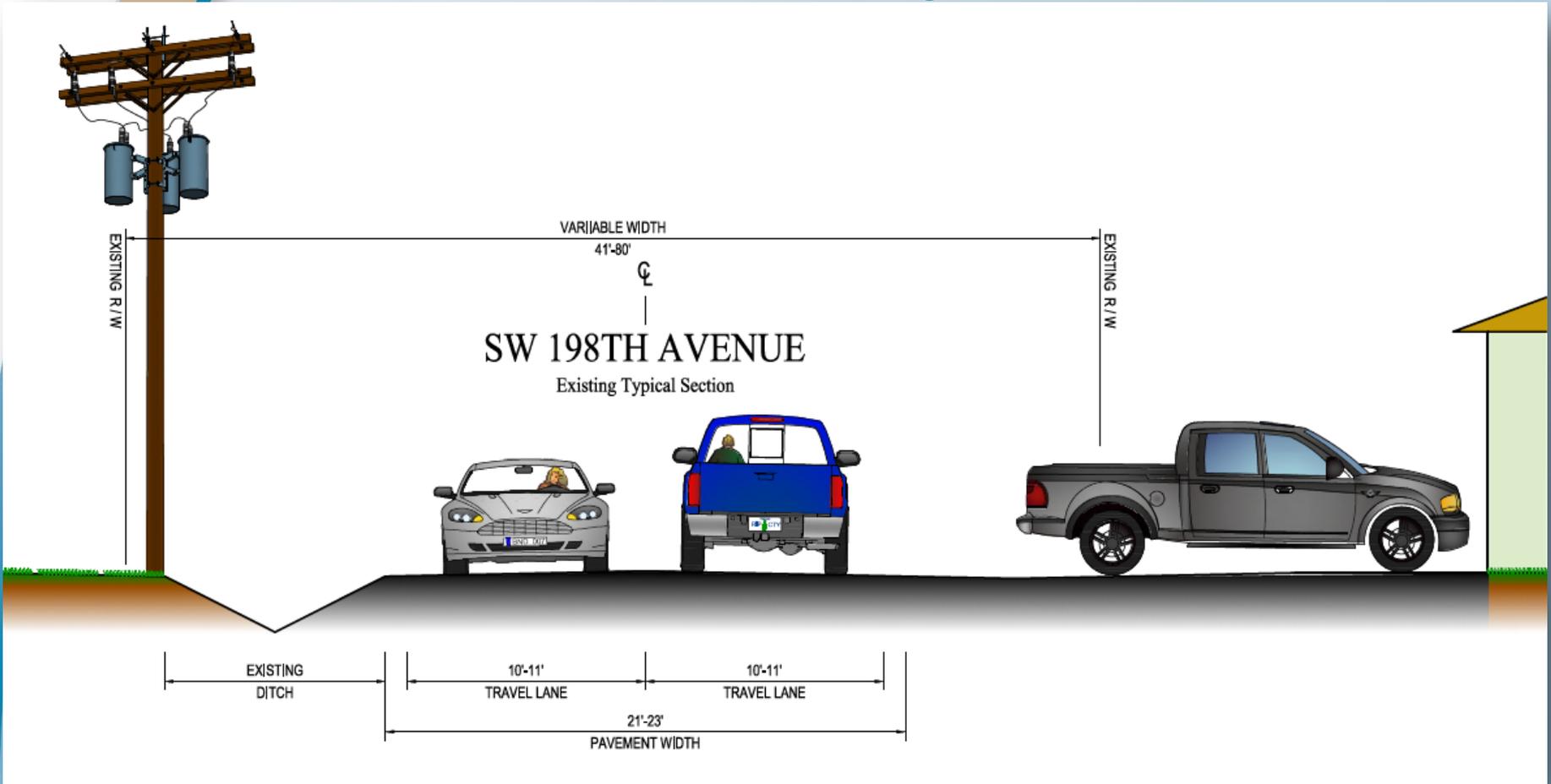


## **Major Street Bikeway**

**All Arterials and Collectors in the urban area, both inside and outside cities, are designated as Major Street Bikeways unless they are further designated as Enhanced Major Street Bikeways. On Major Street Bikeways, a six-foot bike lane or buffered bike lane is generally considered sufficient to accommodate cyclists. Bicycle improvements to Major Street Bikeways should be consistent with the Washington County Road Design and Construction Standards and consider the Washington County Bicycle Facility Design Toolkit.**

# Current Conditions

## Typical 2-lane cross-section (Blanton to Farmington)



# Current Conditions

Looking north toward  
Tualatin Valley Highway



Looking south toward  
Farmington Road



# Current Conditions

At SW Kinnaman Street  
(looking south)



At Butternut Creek  
(looking south)



# Current Conditions

## Constrained Right-of-Way



Approximate ROW  
boundaries

# Interested Parties Group (IPG)

- Phyllis Beber – resident (north segment)
- Rhonda Larson – resident (north segment)
- Susan Cole – resident (middle segment)
- Sheryl Macy – resident (middle segment)
- Cheryl Mayhew – resident (middle segment)
- Daniel Hauser – resident (south segment)
- Donnie Howard – resident (south segment)
- Jessica Leitner – business owner/Aloha Edwards Community Ctr.
- Ray Eck – CPO 6 representative
- Emily Hackett – Washington County Bicycle Transportation Coalition
- Grant O’Connell – TriMet
- Anthony Davies – Washington County LUT (ECS)



# Project Objectives\*

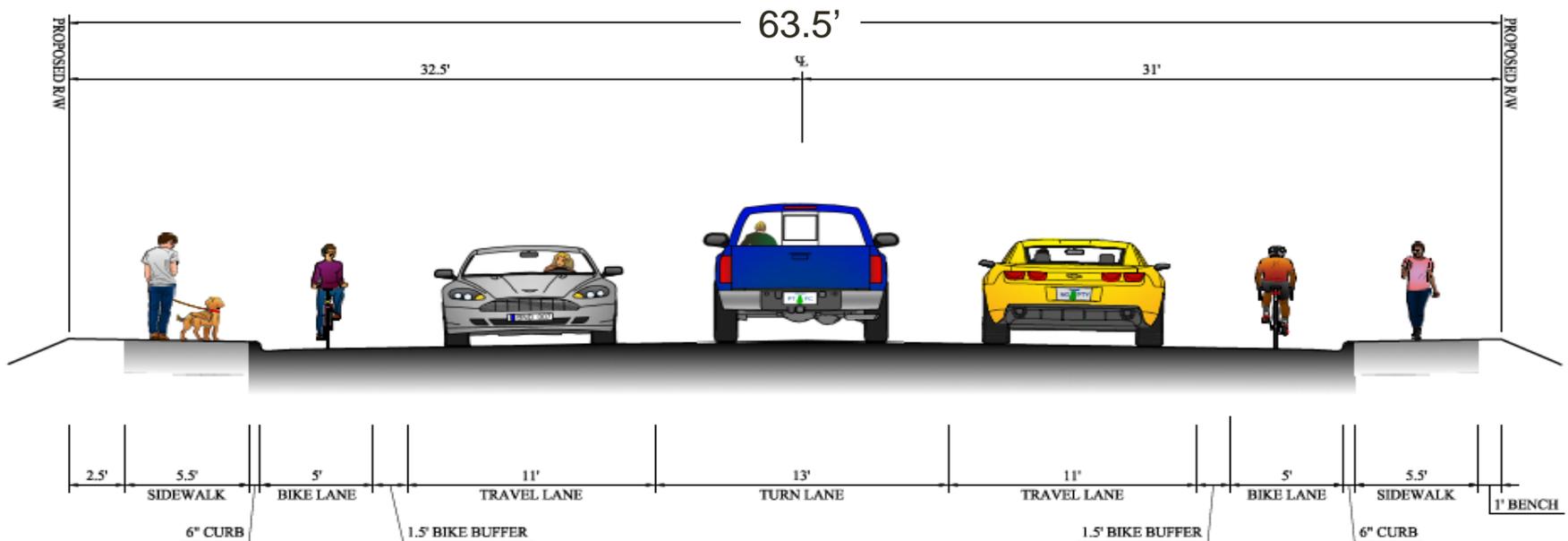
*Used for all alternatives analyses*

- Minimize impacts to adjacent properties
- Improve other transit opportunities (bike, ped, bus)
- Maximize safety for all modes of transit
- Be cost effective
- Meet county road standards
- Minimize environmental/landscaping impacts
- Minimize maintenance costs
- Mailboxes on same side of street as residence



*\* These objectives were identified from comments received at the Dec 2015 open house and from IPG members at their first meeting*

# Recommended Cross Section



SW 198TH AVENUE TYPICAL SECTION

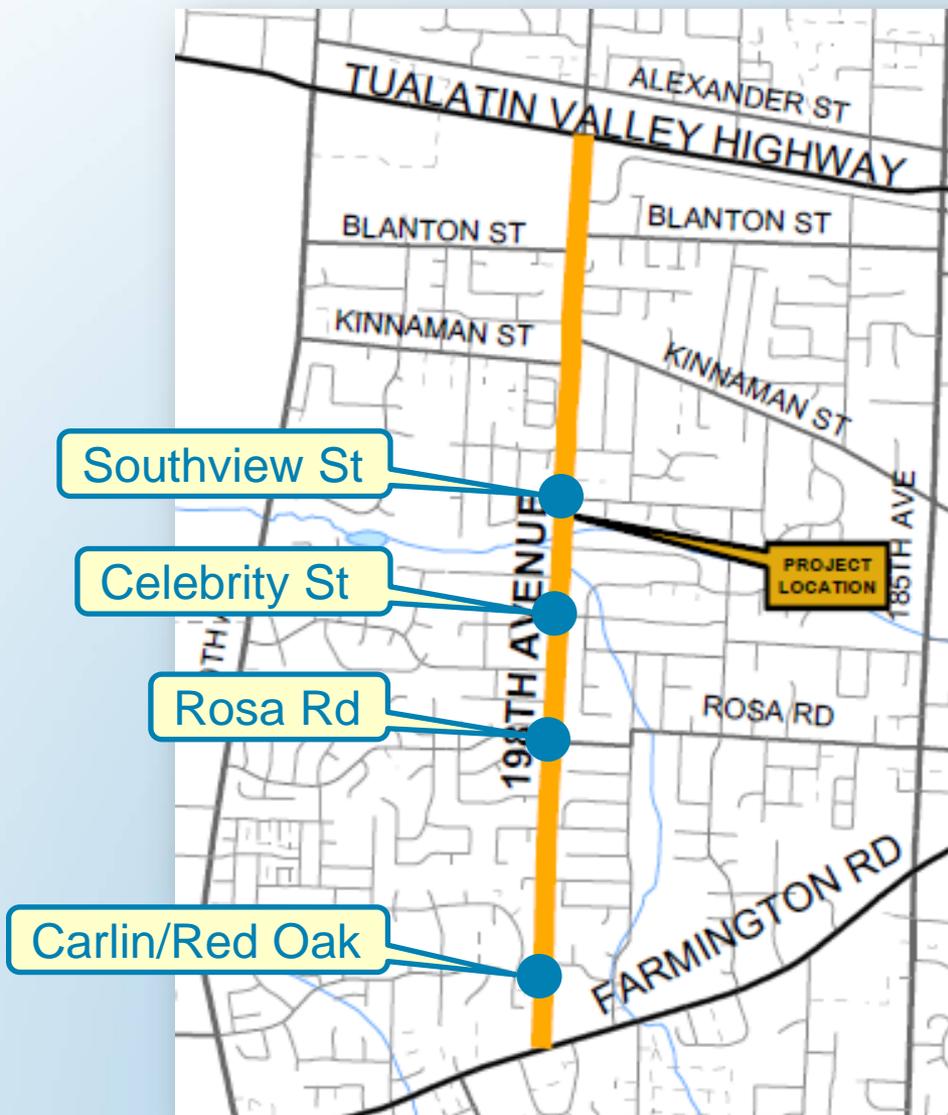
# Bicycle Facility Analysis

Criteria	Alt 1: 6' Bike Lane	Alt 2: 6.5' Buffered Bike Lane	Alt 3: Off-street 12' multi-use path
Cyclist Protection Level (4=Most protection)	2	3	4
Cost	Standard	3% increase	63% increase
Ease of Maintenance (4=Easiest to maintain)	4	3	1
Right-of-Way Impacts (4=Least impacts)	4	4	2
Safety at Conflict Points (4=Safest)	4	4	2*
Drainage Cost/Structures (4=Least cost/structures)	4	4	2
Bus Compatibility (4=Most compatible)	3	3	4
Conflicts with other items (mail, garbage, deliveries) (4=Least conflicts)	3	3	2

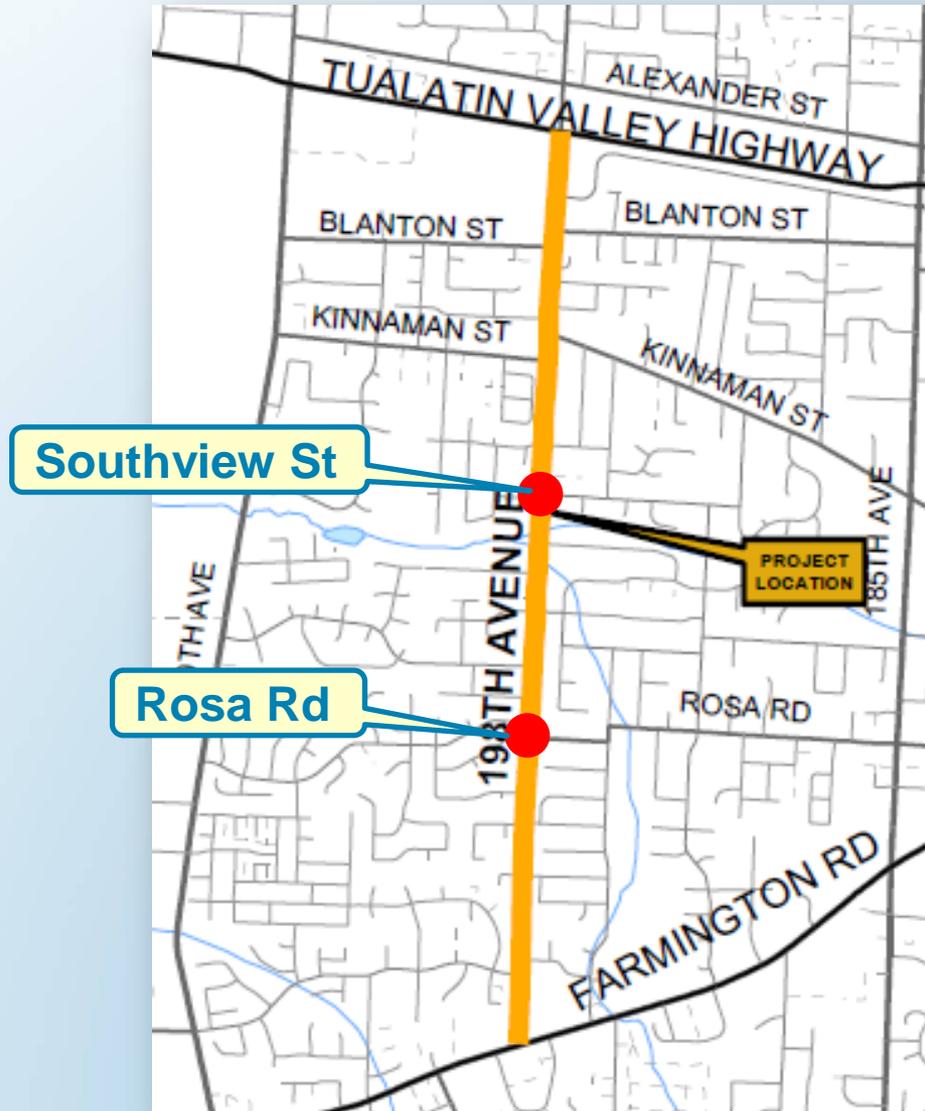
\* would require ramps at all driveways and intersecting side streets



# Pedestrian Crossings Considered

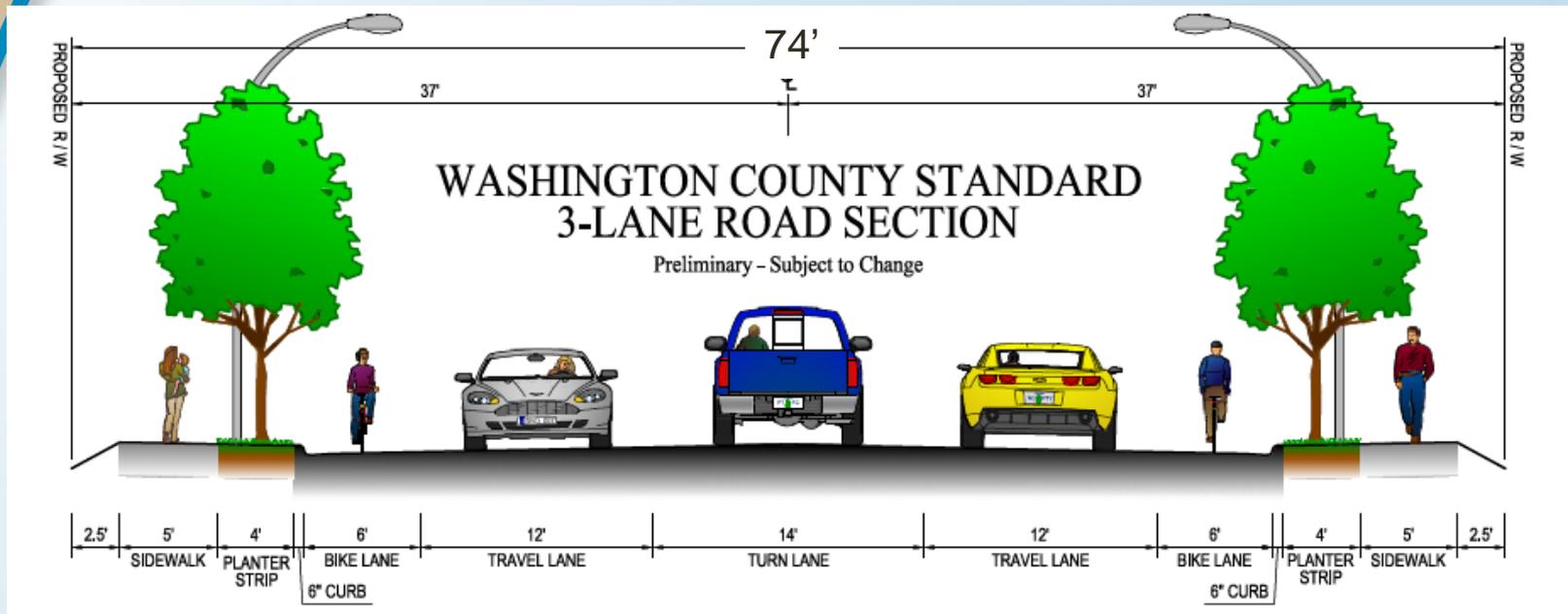


# Pedestrian Crossings to be Evaluated



# Cross-Section Alternative 1

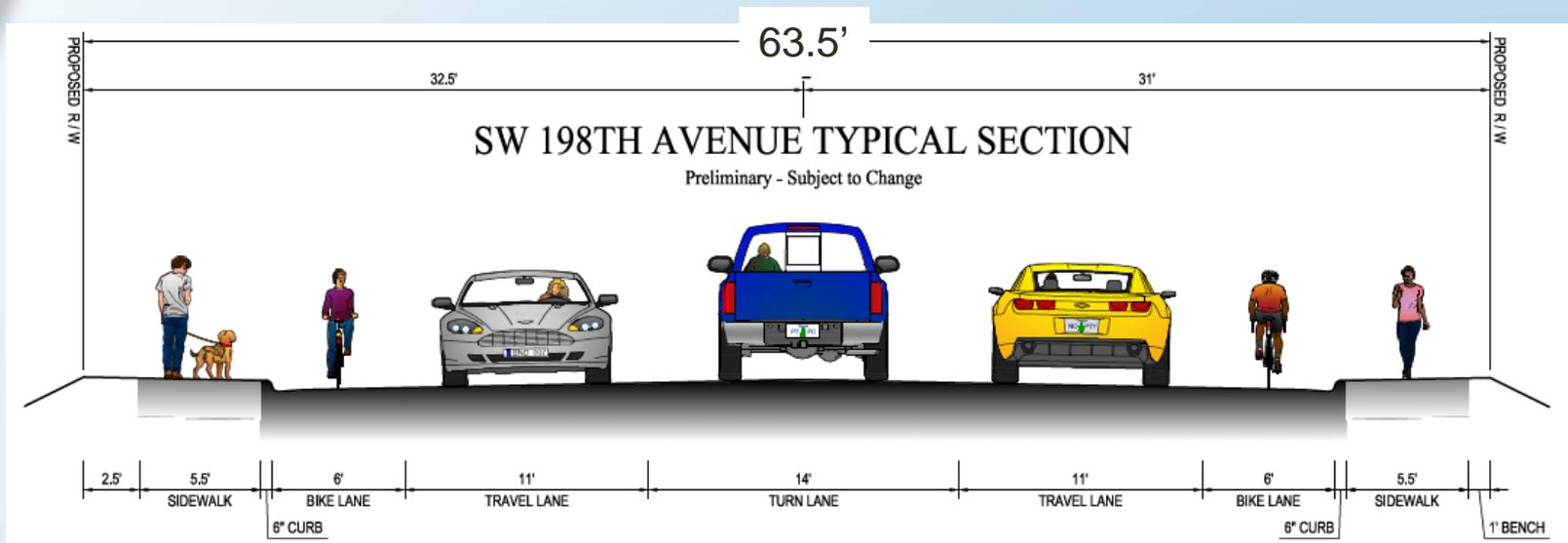
County standard 3-lane cross section  
centered on existing roadway centerline



- 74' ROW; follows existing roadway centerline
- Standard 12' travel lanes and 14' center turn lane
- 6' sidewalks with planter strips
- Most significant property impacts

# Cross-Section Alternative 3

Reduced 3-lane cross section  
shifted roadway centerline to minimize right-of-way impacts

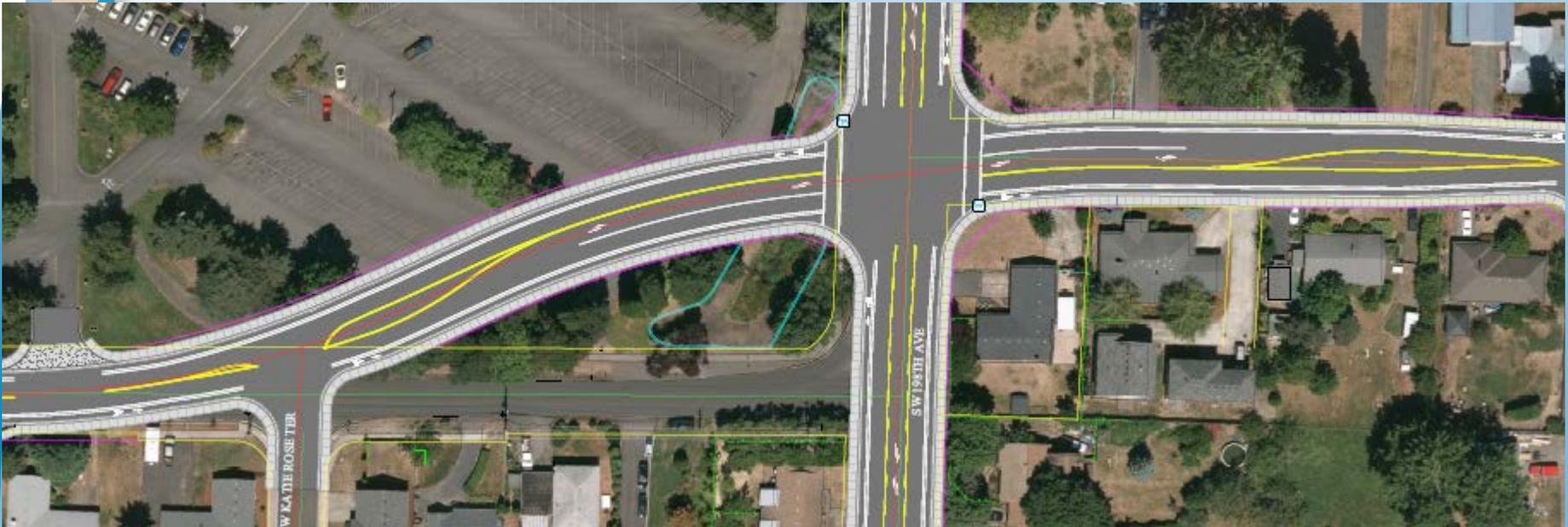


- 63.5' ROW; shift centerline to minimize additional ROW
- Reduced (11') travel lanes; 14' center turn lane
- 6' curb tight sidewalks (no planter strip)
- Least property impacts

# Blanton intersection

**Realign west leg of Blanton to eliminate offset:**

- No major residential property impacts
- Significant Intel parking, water quality facility impacts



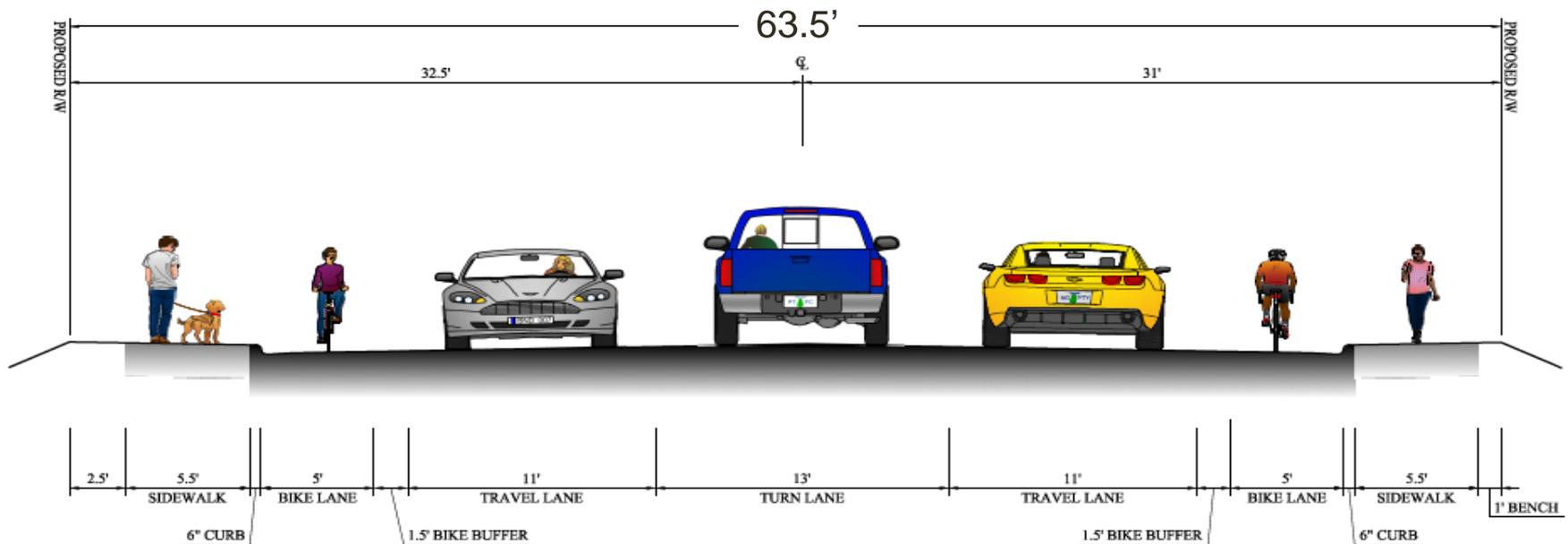
# Kinnaman intersection

Realign west leg of Kinnaman to eliminate offset:

- Major impact to 1 property
- Minor impacts to 10 properties



# Recommended Cross Section



SW 198TH AVENUE TYPICAL SECTION

# Project Funding

<b>Funding Source</b>	<b>Amount</b>
MSTIP 3d	\$14,000,000
MSTIP 3e	\$7,000,000
<b>Total</b>	<b>\$21,000,000</b>

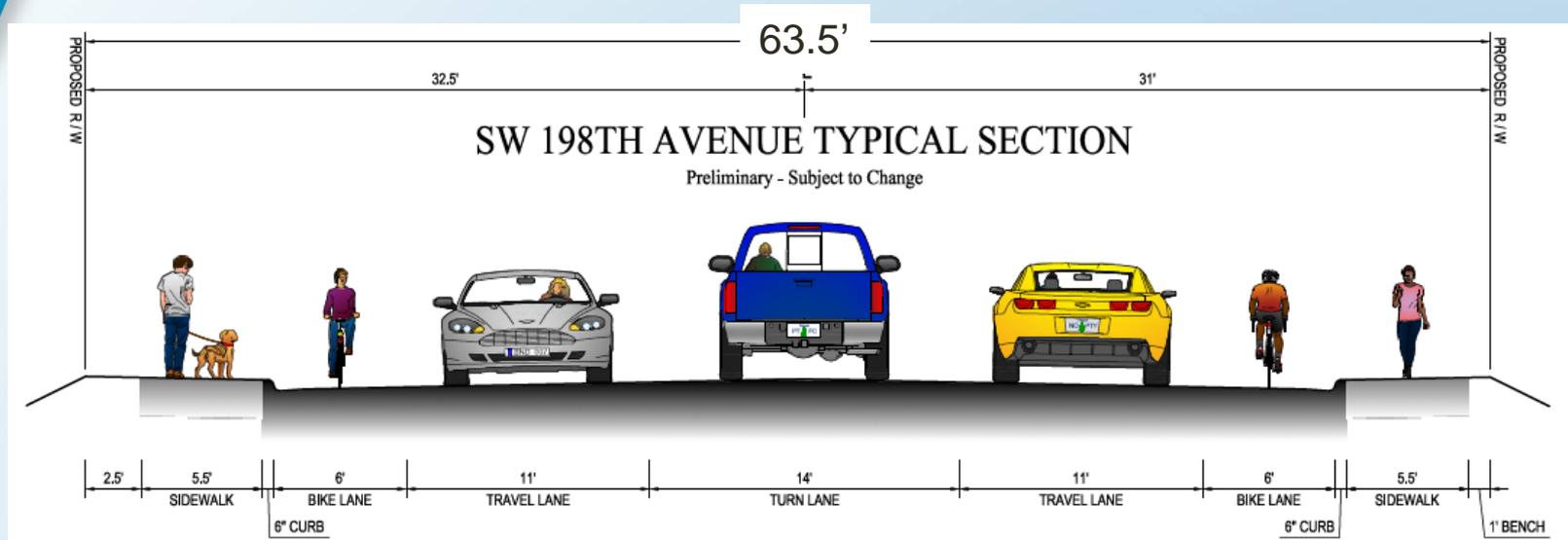


Questions?



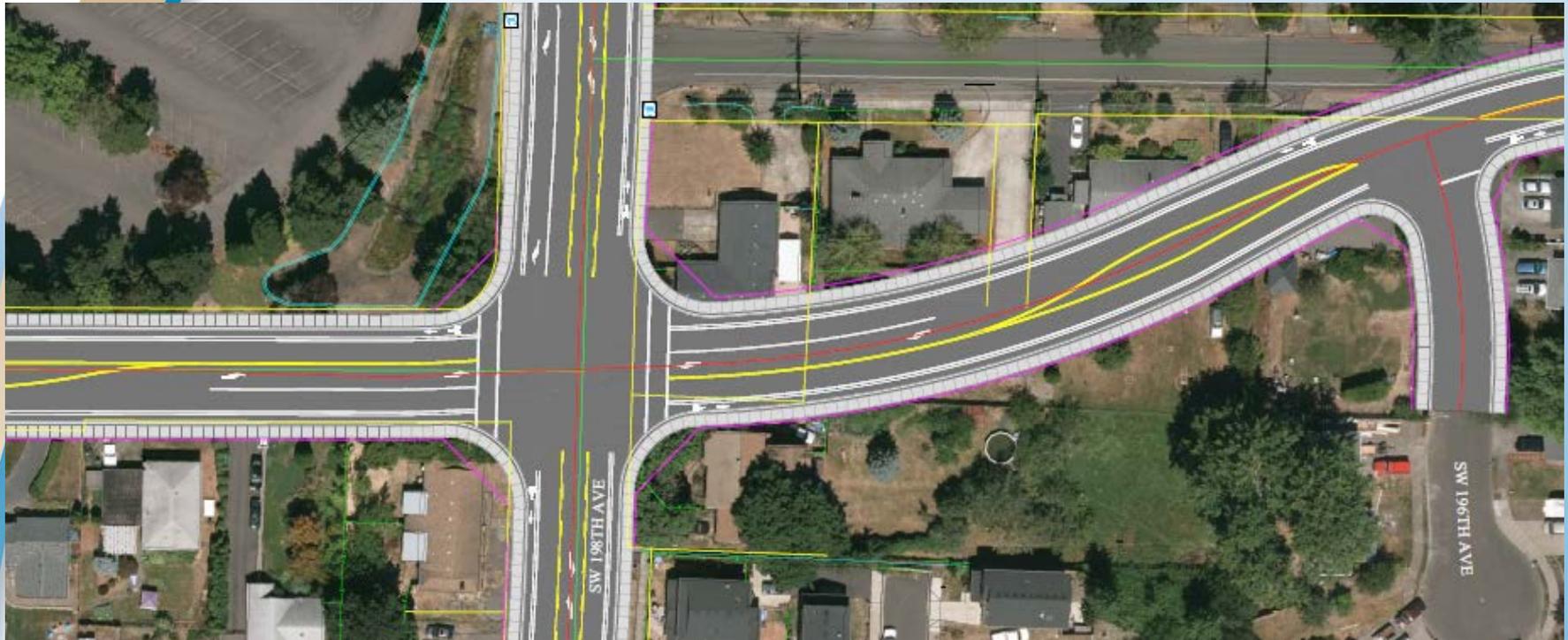
# Cross-Section Alternative 2

Reduced 3-lane cross section  
centered on existing roadway centerline



- 64' ROW; follows existing roadway centerline
- Reduced (11') travel lanes; 14' center turn lane
- 6' curb-tight sidewalks (no planter strip)

# Blanton intersection-Alternative 2



# Blanton intersection-Alternative 3



# Kinnaman intersection-Alternative 2



# Kinnaman intersection-Alternative 3

