

Victoria Saager

From: Victoria Saager
Sent: Wednesday, October 12, 2011 2:27 PM
To: 'Martha Moyer'
Cc: Andrew Singelakis; Andy Duyck; Greg Malinowski; County Administrative Office; Dick Schouten; Bob Terry; LUT MINOR BETTERMENT PROGRAM SELECTION COMMITTEE
Subject: RE: MBP Springville Rd and Joss
Attachments: 0844_001.pdf

Hi, Marty. Thank you for your e-mail on behalf of the CPO 7 Steering Committee related to the Minor Betterment candidate on Springville Road at Joss Avenue. Your input will be shared with the Minor Betterment Selection Committee.

This morning Operations staff checked with Engineering and Construction Services staff again to confirm the improvement plans for Springville Road. In those conversations, we learned that crossing improvements at this location were recently reviewed and denied by the County Engineer (see attached). Because the Springville at Joss Avenue intersection was previously reviewed by the County Engineer and changes to the existing configuration was denied, further consideration of this project does not seem prudent. Improvements constructed in the county's right of way, including Minor Betterments, must be consistent with adopted standards and requirements and this proposal would not be consistent with those guidelines.

We appreciate the interest and involvement of the CPO 7 Steering Committee and your interest in making our roads safer for pedestrians and motorists.

Victoria Saager

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From: Martha Moyer [mailto:mhmoyer@yahoo.com]
Sent: Tuesday, October 11, 2011 9:07 PM
To: LUT MINOR BETTERMENT PROGRAM SELECTION COMMITTEE
Cc: Andrew Singelakis; Andy Duyck; Greg Malinowski; County Administrative Office; Dick Schouten; Bob Terry
Subject: MBP Springville Rd and Joss

Minor Betterment Review and Selection Committee:

Recently the 2012 list of Minor Betterments was collected, evaluated, and prioritized. One of the critical areas within CPO7 is the crossing of Springville Road at Joss Avenue by school children and parents heading for the new Springville School. This item was near the top of the MBP list

before review by transportation staff. Upon review by staff, the Springville Road Crossing was removed from the list as Springville Road is anticipated to be an upcoming MSTIP project. We agree MSTIP dollars are needed to improve Springville Road from NW 185th to Kaiser Road. However, the removal of this project from the MBP list causes us some concern:

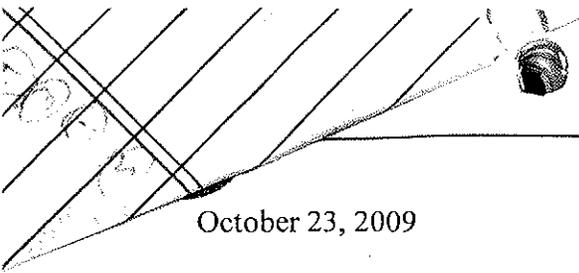
- A Minor Betterment safe crossing would be completed next year.
- A MSTIP will take at least three years of engineering studies, reviews, and hearings and another year to build. That makes four more years of living with a dangerous intersection.
- MSTIP funding has been allocated to 2013. Springville Road has not officially been approved as a MSTIP project in the next round of MSTIP funding. Earliest MSTIP funding for Springville Road will be 2013—adding yet another year or two to the wait for pedestrian improvement to the intersection.

Furthermore, we are concerned that the transportation plan has been updated to indicate five lanes from the PCC entrance to east of Joss Avenue. We believe this is not necessary for traffic volumes and will create an unsafe roadway for pedestrians even with traffic controls. The federal government publication on Oregon roads entitled, “Dangerous by Design,” states, “Most pedestrians are killed on the wider, higher capacity and high speed arterials.” The section of Springville Road from the PCC entrance east to Kaiser Road needs to be a standard three-lane road with sidewalks and bike lanes.

We believe that the crossing of Springville Road at Joss should remain on the MBP list. The need for this crossing exists today and is needed by current residents of Bethany.

Sincerely,

CPO7 Steering Committee



October 23, 2009

Beaverton School District
Dick Steinbrugge, P.E.
Executive Administrator for Facilities
16550 S.W. Merlo Road
Beaverton, OR 97006

**RE: NW SPRINGVILLE ROAD AT NW JOSS AVENUE/NW 165TH AVENUE
TRAFFIC INVESTIGATION SUMMARY**

SPEED ZONE

At this time, NW Springville Road does not qualify for a speed zone reduction.

Recognizing that most motorists are generally safe drivers, the speed at or below which 85 percent of the drivers travel is one nationally recognized factor proven by repeated studies as a fair and objective indication of safe and reasonable speeds. The current posted speed on NW Springville Road is 45 MPH; the 85th percentile speed near this intersection is 45.9 MPH confirming that the 45 MPH speed is appropriate. A reduction in the posted speed could result in lower driver compliance and an increased crash rate.

Extensive studies from around the US show that traffic moving at a speed that is reasonable for the road and weather conditions results in fewer accidents. Drivers are more patient with a reasonably posted speed because it allows progress with less passing, less delay and fewer rear-end collisions.

CROSSWALK

This intersection does not qualify for a marked crosswalk at this time.

National and international studies have found that marked crosswalks on roadways with a posted speed of 40 MPH or above will not increase the number of motorists that will stop or yield to pedestrians. Washington County's engineering practice is to install marked crosswalks only at intersections controlled by traffic signals, Stop signs or on approved walk routes to school with a crossing guard on duty for each crossing. The Beaverton School District policy is to provide busing to all elementary students that would need to cross a roadway that is posted 45 MPH or higher. Therefore, this intersection does not qualify for a marked crosswalk. Young students have not yet developed the sense of distance and speed needed to judge approaching vehicles. The Oregon, "A Guide to School Area Safety" also discourages school crossings on roadways with a posted speed of 45 MPH and above.

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TRAFFIC INVESTIGATION SUMMARY**

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During several observation periods, the average number of students crossing was about 10 per day for both AM and PM crossings. Adults accompanied most students.

On rural or suburban roads, such as NW Springville Road where pedestrian volumes are low, drivers seldom observe pedestrians and see no reason to slow down or stop. National research and experience has shown that marked crosswalks do not always improve pedestrian safety. There is evidence that many pedestrians feel overly secure when using a marked crosswalk, especially young pedestrians. Their view of the crosswalk is very clear and they assume that the motorist can also see it clearly. Meanwhile, the drivers often cannot see the crosswalk at a safe stopping distance. Their line of sight may be hindered by road alignment, distance, irregularities in the pavement, weather (most pavement markings become dim if covered by rainwater), glare or other adverse light condition, or even a dirty windshield.

Pedestrians may aggressively enter a crosswalk without consideration of the approaching traffic in the mistaken belief that the motor vehicle can -- and will stop-- for them. By contrast, a pedestrian using an unmarked crosswalk generally feels less secure and exercises more caution in waiting for a safe gap in the traffic flow before trying to cross.

Marked crosswalks are effective for moving pedestrians through complex and confusing intersections; they should not be seen as safety devices on their own. Crosswalks are most effective in conjunction with signals and other traffic control devices such as Stop signs.

STOP SIGNS

This intersection does not meet the Federal warrants/conditions for the installation of All Way Stop control (stop signs on all legs of an intersection). The current two way Stop control conditions will remain in place with Stop signs on NW Joss Avenue and NW 165th Avenue. Stop signs will not be installed on NW Springville Road based upon the current conditions (?).

According to the Federal Manual on Uniform Traffic Control Devices, the following conditions must be met before installing All Way Stop control:

- * If a traffic signal is justified an All Way Stop may be installed as an interim measure until a traffic signal can be installed.
- * Five or more reported vehicle crashes in a 12- month period that are susceptible to correction by the installation of All Way Stop control.
- * Volume on the major street, NW Springville Road, is equal to or above 210 vehicles per hour for any 8 consecutive hours and the volume on the minor street, NW Joss

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Avenue/NW 165th Avenue, is at least 140 vehicles, bikes and pedestrians per hour in the same 8 hour period.

*Average delay time for vehicles entering the major street, from the minor street is at least 30 seconds per vehicle during the highest volume hour on the major street.

None of the above conditions have been met.

TRAFFIC VOLUME

Average daily traffic volume for east and westbound traffic on NW Springville Road is 5895 vehicle in a 24-hour period. This volume is considered low for this type of roadway but it is expected to increase significantly with the planned development of North Bethany.

TRAFFIC CRASHES

There were only three reported crashes at or near this intersection in the last eight years.

Washington County and the Beaverton School District are both extremely concerned with the safety of all students. We have reviewed all of the data collected and agree that the safest possible transportation option to school for students living south of NW Springville Road is to utilize the bus service that is currently provided by the District.

As development increases on the north side of NW Springville Road, conditions will change and a full traffic signal will eventually be warranted. A signal is included in the North Bethany Plan, but until traffic volumes and delay times increase, a traffic signal will not be installed.

Sincerely,



Greg Miller, P.E.
County Engineer

GM:TT:da

c: Tom Tushner
c/file

s:shared/admin/wpshare/traffic/gregm/Springville/bvtn sch dist