



Bonny Slope West
Frequently Asked Questions
10/21/14

QUESTIONS ABOUT TRAFFIC AND ROADS

Q: Are traffic signals planned for roads in the vicinity of Bonny Slope West? If so, where?

A: No new traffic signals are anticipated to be necessary as part of Bonny Slope West development.

Q: Are safe sidewalks and bike lanes planned for roads in the vicinity of Bonny Slope West?

A: All Arterial and Collector road improvements are required to have pedestrian and bicycle facilities. Ultimately, both Thompson and Laidlaw Roads will be developed to urban standards for their road classification; Thompson Road is an Arterial and Laidlaw Road is a Collector. When improvements are made to these roads, pedestrian and bicycle facilities are expected to be a component of those projects.

Q: Who will pay for improvements to roads in the vicinity of Bonny Slope West?

A: An infrastructure finance strategy for Bonny Slope West will be developed in early 2015. It is expected that new development will pay its fair share of any needed roadway improvements. Some portion of the costs to upgrade both Laidlaw and Thompson Roads to urban standards, will be included in the infrastructure finance strategy. On-site street improvements will be assumed to be constructed as part of development on Bonny Slope West properties – similar to streets in Remington.

Potential funding sources for transportation improvements include:

- *developer construction of roadway improvements,*
- *county funding (e.g., MSTIP, Road Fund),*
- *Transportation Development Tax (TDT) revenue (assessed countywide on new development),*
- *a supplemental Transportation System Development Charge (SDC) on new development within a defined area, and*
- *potentially a County Service District (CSD) which would result in a tax assessment on all properties within the district.*

As an example, the Transportation Finance Strategy for North Bethany is relying on all of these mechanisms for funding.

Department of Land Use & Transportation · Planning and Development Services
Long Range Planning

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Q: Thompson Road has curves and bends that raise safety concerns for motorists and cyclists. Cars travel 45 mph, there are no bike lanes, and cars must travel into the oncoming lane to pass bicyclists. Additionally a bend near Hibbard Drive is dangerous. How will Washington County address current road safety issues and is a future intersection near this bend proposed?

A: Straightening part of Thompson Road near Hibbard Drive is planned at some point in the future. However, engineering of the roadway has not been done. Washington County requires proposed access to county roadways to comply with Sight Distance provisions of the Community Development Code (Section 501-8.5 F).

Q: Will Thompson Road be widened to accommodate more traffic? How wide will Thompson Road need to be to accommodate an increase in traffic?

A: Thompson Road is designated in the county's Transportation System Plan (TSP) as an Urban Arterial. The ultimate plan is for Thompson Road is to become a three-lane road requiring a center turn lane, with bike lanes, planter strips and sidewalks per the County Road Standards. The timing of these improvements is not known at this time, and is dependent in part on the timing of Bonny Slope West development, available funding, and other factors. Straightening the curve in Thompson Road may also be addressed separately or together with other future improvements to the road. These improvements will ultimately improve the operation of the roadway.

Q: What will an increase in traffic mean for the Thompson Road / Saltzman Road intersection and Findley Elementary?

A: There will be slightly more traffic at the intersection of Thompson Road and Saltzman Road as a result of the urban development of Bonny Slope West. Additional improvements to the intersection are not anticipated to be necessary. Unrelated to Bonny Slope West development, however, Thompson Road has long been expected to be realigned to Kenny Terrace west of Saltzman Road.

Q: What does increased traffic mean for safety of kids walking to and from school and activities after school?

A: As development occurs in Bonny Slope West, Thompson Road and Saltzman Road will experience a modest increase in traffic. Even once Bonny Slope West is completely built out to maximum allowable density, the increase in traffic is NOT expected to affect the safe operation of either roadway.

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Q: Will Saltzman and Laidlaw Roads be improved to accommodate extra traffic? Who will pay for these improvements?

A: Saltzman and Laidlaw Roads are expected to be built to urban standards for Collector roads. An Infrastructure Funding Plan will be developed in 2015. The Infrastructure Funding Plan will consider how to pay for infrastructure, including roads, to serve Bonny Slope West. This Plan, in part, will determine what proportion of the costs for these improvements would be funded by the new development and what proportion would need to be funded through other means.

Q: Will the urbanization of Bonny Slope West impact emergency vehicle responses?

A: Yes. TVF&R has calculated existing response times to Bonny Slope West. The response times are expected to remain within TVF&R standards.

Q: Are there plans to prevent cut-through traffic in adjoining neighborhoods? Residents are concerned about the safety of children if cut-through traffic on neighborhood streets increases.

*A: The local street patterns will be determined through the land development process. Development within Bonny Slope West will need to comply with Washington County connectivity standards. CDC Section 408-5.1 lays out standards for on-site streets. Among other things, this section requires that streets **shall** connect to all existing and approved stub streets. A development pattern similar to the existing Remington neighborhood could be anticipated.*

It is doubtful there would be a significant change to amount of traffic within the Thompson Highland Neighborhood (Hibbard Dr, Welsh Dr and/or Creekview Dr). If such cut-through traffic does occur, Washington County has a neighborhood streets program which could examine options to discourage drivers from using those routes, including street calming mechanisms.

Q: There are many other turns and bends in Thompson Road as one drives east to Portland. If traffic increases are anticipated, will these bends in the road be straightened for safety? Will the portion of Thompson Road traveling through Multnomah County be widened to handle an increase in traffic? If not, how will this impact traffic east and down the hill?

A: Minimal traffic increase is expected as a result of development in Bonny Slope West, and it is unlikely that improvements to this road to the east into Multnomah County will be necessary due to this development. Particular concerns about this roadway into Multnomah County should be directed to the City of Portland.

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