

CPO 7 Springville Road Phase 4 Presentation on Dec 13, 2021: Responses to Questions

185th/West Union crash information, requested by Susan Nolte

Crash report records are created and stored by the Washington County Sheriff's Office. Constituents need to [file a public records request](#). Records are also available through the [Oregon Department of Transportation](#), but it is about three years behind.

Has a sound analysis been conducted?

No. Per Michael Minor & Associates (noise consultant), tree removals needed for this project will have very limited impact on noise conditions. The proposed improvements do not include a major alignment change or the addition of vehicular travel lanes (adding a turn lane does not increase capacity), therefore a traffic noise analysis is not warranted.

Do the existing/future traffic counts shown to CPO 7 include/exclude a constructed Shackelford Road for future projects?

The current and 2035 traffic count slides shown to the CPO do not consider the constructed Shackelford Road extension to 185th Avenue. In the most recent traffic study, the County provided travel demand estimates for 2010 and 2035 for the NW Springville Road corridor. This project is not increasing vehicle capacity. The improvements will provide safer multi-modal alternatives (walk, bike & auto) for all users by lowering the speed, along with adding a center turn lane, street lighting, a traffic signal at Joss Avenue, buffered bicycle lanes and continuous sidewalks/paths. Even without the construction of the Shackelford Road extension, this three-lane Springville Road improvement project will meet projected vehicle capacity needs for the area.

Can we consider an additional mid-block crossing at Samuel Drive?

An additional mid-block crossing will be considered but is unlikely to be included as there are already marked pedestrian crossings to the east (trail east of Sickie Terrace) and another to the west (173rd Avenue). The project will also include a traffic signal at the Joss Avenue-165th Avenue/Springville Road intersection. These are primary locations with significant pedestrian generators along the corridor.

Can the lanes be narrowed any further?

The proposed design already utilizes lanes that are narrower than County standards. Narrowing the lanes requires a Design Exception request and County Engineer approval. The Design Exception will require justification for the lane-width reduction. Reducing the center turn lane from 13 to 12 feet is a possibility and will be reviewed with the project design engineer.

How is a Design Exception requested and what is the process?

A request for a Design Exception is prepared by the Professional Engineer responsible for the design of the project. The Design Exception request states the reasons for the proposed exception and must include a comparison of how the proposed exception may affect safety and other roadway design criteria. If all relevant criteria are satisfied, the County Engineer may approve the Design Exception.

Will the driveways on the south side still have access?

At this time in the preliminary design process, it appears the driveways on the south side of Springville Road will be retained unless there are safety concerns. This will be confirmed as part of the final design process. If/when these properties are redeveloped, access to Springville is likely to be reduced or eliminated through the land development process. Recent developments in this area have been required to provide future road connections in anticipation of future redevelopment.

Is the sidewalk/multiuse path width a critical design decision?

Bicycle facilities are an important element of the improvement project. In October 2021, we mailed postcards to about 3,400 property owners, making them aware of the Springville Road Phase 4 Online Open House. The purpose of that Open House was to share potential bicycle and pedestrian treatments and provide the public an opportunity to submit comments and ask questions.

Two bicycle facility alternatives (on-street bike lane and multiuse path) were presented to CPO 7 on Dec. 13, 2021. Public input from the open house and CPO 7 will be included in a project briefing to the Board of County Commissioners, anticipated in March 2022.