



U.S. 26 Springwater Intersection Improvement Project Fact Sheet

Winter 2012-13

Timeline

Summer 2012

Preliminary planning & design started

Summer 2013

Planning & design completed

Fall 2013

Construction contract awarded

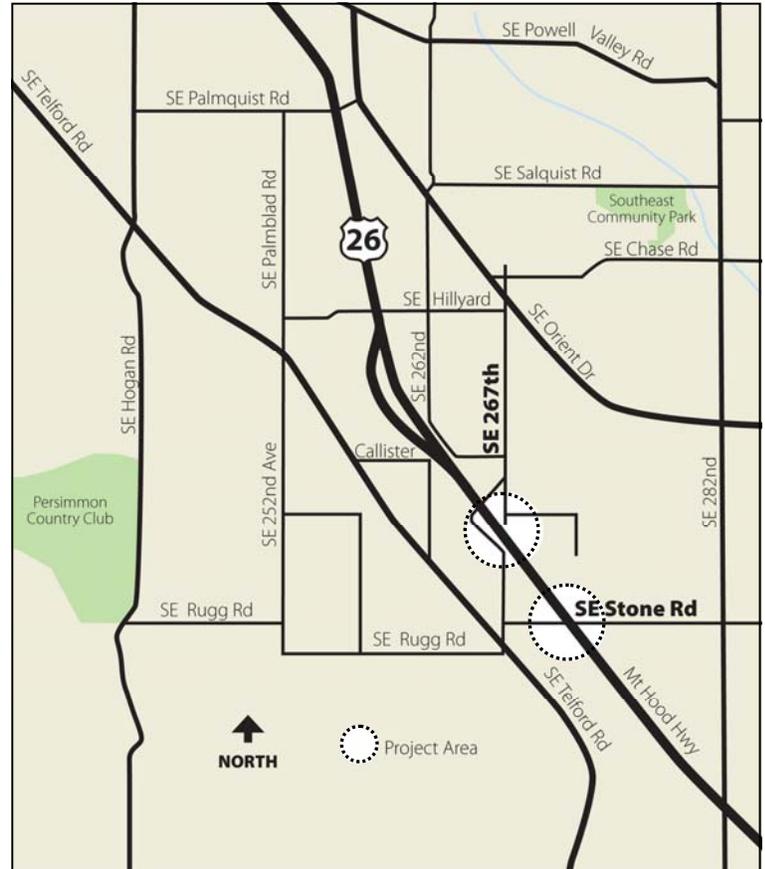
Late 2013/Early 2014

Construction starts

Summer/Fall 2014

Construction completed

The Oregon Department of Transportation (ODOT), Multnomah County and the City of Gresham are partnering to develop a project that will improve capacity and safety on U.S. 26 (Mt. Hood Highway) at the intersections of SE 267th Avenue and SE Stone Road. This project is scheduled to start construction in late 2013 or early 2014.



This project will improve safety and capacity at the two intersections by installing a median curb that will:

- Restrict left turns from SE 267th Avenue and Stone Road onto U.S. 26
- Prevent motorists on SE 267th Avenue and Stone Road from crossing U.S. 26

Left turns from U.S. 26 onto SE 267th Avenue and Stone Road would still be allowed, as would right turns from the local roads onto the highway. This project also will:

- Add dedicated right turn lanes from U.S. 26 eastbound and westbound onto SE 267th Avenue
- Install a one-way turnaround between the two directions of U.S. 26, north-west of the SE 267th Avenue intersection, that will allow westbound motorists to access U.S. 26 eastbound without going up to Palmquist Road

The total budget for this project, including planning, design, right-of-way acquisition and construction is approximately \$2.2 million. Funding is coming from combination of federal and state gas tax revenue.

Project Contacts

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Answers to Frequently Asked Questions

Why is this project necessary?

Improvements need to be made at these intersections in order to accommodate future development of the Springwater Industrial Area, which will increase the amount of traffic using the SE 267th Avenue intersection.

The U.S. 26 intersection at SE 267th Avenue is currently operating at capacity, in terms of traffic volumes. This means the intersection cannot handle more traffic than currently uses it today without creating significant backups and delays. This is primarily due to the lack of acceptable gaps in traffic on U.S. 26. This, in turn, results in extended wait times and delays for motorists trying to cross or turn left onto the highway from SE 267th Avenue, and potentially causes motorists to turn or cross the highway in an unsafe manner because they become impatient or feel pressured by other motorists waiting behind them.

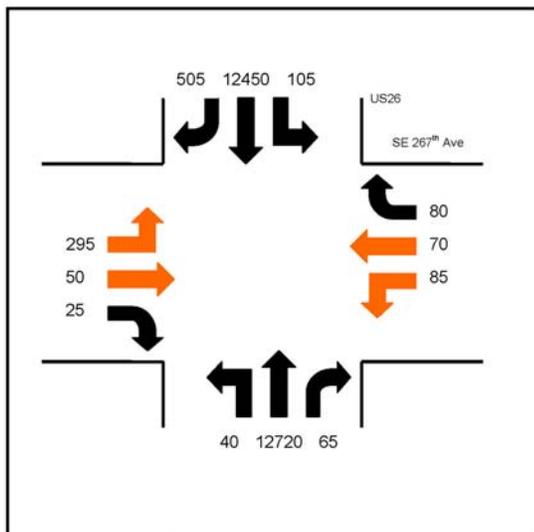
Safety at these intersections was also a major concern voiced by residents and commuters during the development of the Interchange Area Management Plan. The changes made by this project will also improve safety at the intersections with SE 267th Avenue and Stone Road by eliminating crashes that occur when people try to turn left onto the highway or try to cross from one side of the highway to the other. These crashes, especially at higher speeds seen on this segment of U.S. 26, often result in serious injuries or fatalities.

Why do these changes also have to be made at SE Stone Road?

We cannot make traffic changes at SE 267th Avenue without impacting SE Stone Road because of how close these two intersections are to each other. Traffic counts show that 345 motorists per day either turn left onto U.S. 26 or cross the highway at SE 267th Avenue. Currently, 105 motorists per day make these same movements at the SE Stone Road intersection. If changes were made only to the SE 267th Avenue intersection, most, if not all, of the motorists who used to turn left onto or cross U.S. 26 there would use SE Stone Road instead. This would triple the amount of vehicles using this part of the SE Stone Road intersection per day. This intersection cannot accommodate this much additional traffic every day without significantly degrading safety and efficiency.

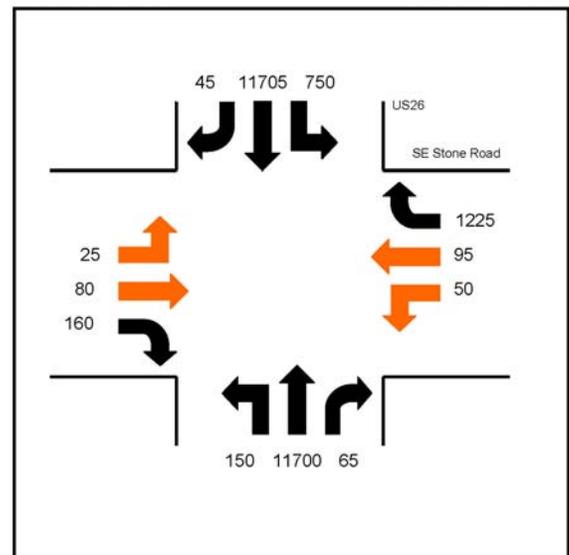
US26 @ SE 267th Avenue
2012 Traffic Counts
Estimated Average Weekday Volumes

← Restricted/Diverted movements
From East Approach: 155
From West Approach: 345



US26 @ SE Stone Road
2012 Traffic Counts
Estimated Average Weekday Volumes

← Restricted/Diverted movements
From East Approach: 145
From West Approach: 105



Are you building an interchange?

Not at this time. In 2009-11, ODOT partnered with the city of Gresham and Multnomah County to develop an Interchange Area Management Plan for the Springwater area that calls for the eventual construction of a new interchange at SE 267th Avenue and the closure of the SE Stone Road and SE Haley Road intersections. However, funding to build the interchange as planned is not available at this time.

Will the intersections at Stone Road and/or Haley Road be closed?

Not at this time. The project currently being proposed would restrict some turn movements and through movements at the U.S. 26 intersections at SE 267th Avenue and SE Stone Road, but would not close either intersection. Nothing would change at the Haley Road intersection as part of this project.

What is the crash history in this area?

From 2007-2011, there were 25 crashes recorded on U.S. 26 between milepost 15.6 (southeast of SE Hillyard Road) and milepost 17 (southeast of SE Stone Road). Of these 25 crashes, 68% (17) occurred within the influence area of the intersections at SE 267th Avenue (12, including 1 fatality) and Stone Road (5, including 1 severe injury). The proposed improvements at these intersections would have prevented 41% of these crashes (7 of the 17).

Why can't traffic signals be installed at these intersections instead?

ODOT uses nationally accepted minimum requirements, called "warrants," to determine whether or not traffic signals are needed at an intersection. Currently, the traffic volumes and crash history at U.S. 26 intersections at SE 267th Avenue and Stone Road do not meet these traffic signal warrants.

It's also important to note that traffic signals can frequently increase the number of crashes and the severity of injuries after they're installed, especially on high-speed, rural highways where the distance between traffic signals is greater. A recent study conducted at a rural intersection on OR 213 at Leland showed that the number of crashes, especially rear-end type crashes, increased after a traffic signal was installed. Similarly, ODOT is currently designing a safety improvement project at the intersection on U.S. 26 at SE Jarl Road/SE Orient Drive to try and address the increased number of rear-end crashes that have occurred there since the traffic signal was installed (e.g. improve signal visibility and add dedicated turn lanes).

What are the nearest alternate routes for motorists wishing to make the movements that would be restricted?

Passenger vehicles may still turn right onto the highway and make a legal U-turn at the next intersection. In addition, trucks and passenger vehicles on westbound U.S. 26 will be able to use a new one-way turnaround northwest of SE 267th Avenue to access U.S. 26 eastbound.

Motorists traveling from areas west of U.S. 26, like Damascus and south Gresham, may also use local collector roads like SE Telford Road, SE Palmblad Road and SE Hogan Road to access the signalized U.S. 26 intersections at SE Palmquist Road, SE Burnside Street and E. Powell Boulevard.

Motorists traveling from Boring may use local collector roads like SE 282nd Avenue, OR 212 (SE Clackamas-Boring Road) and SE Richey Road to access the U.S. 26 intersection at SE Haley Road or the interchange at SE Clackamas-Boring Road (OR 212).

Motorists traveling from areas east/northeast of U.S. 26 may use the intersection at SE Haley Road, the interchange at SE Clackamas-Boring Road (OR 212) or the signalized intersection at SE Orient Drive to access both directions of U.S. 26., in addition to the one-way turnaround mentioned in the first paragraph. They may also use SE 282nd Avenue to cross over the highway to access Boring or Damascus.

Alternate route maps are available on the project Web page (see address on back page).

Project History & Background

2002

As part of a public process, Metro approves a measure bringing approximately 1,200-acres in the Springwater area into its **Urban Growth Boundary** for future urbanization. This area is currently under Multnomah County jurisdiction and is planned to eventually be annexed into and urbanized by the City of Gresham.

The intent of the Springwater expansion was to bring high-value, family-wage jobs to the City of Gresham by developing industrial/high-tech campuses and attracting businesses that would bring an infusion of thousands of new jobs.

2003-05

As required by state planning laws, the City of Gresham develops the **Springwater Community Plan**. This plan recommends a new interchange on US 26 and enhancements to the local streets to provide safe and efficient access to the planned Springwater Industrial Area.

2008

US 26: Springwater At-Grade Intersection project added to Oregon's **Statewide Transportation Improvement Plan (STIP)** as part of a region wide public process. Funding for design is programmed for 2012, with construction in 2013.

2009-11

ODOT, Multnomah County and the City of Gresham develop an **Interchange Area Management Plan** to determine the location of a new interchange recommended by the Springwater Community Plan. With state and federal transportation funding dwindling, the concept of developing a less-expensive "interim" improvement project was discussed as part of the planning process.

2012

ODOT and the City of Gresham develop a **Memorandum of Understanding** for the development of an at-grade intersection improvement project designed to improve operations and safety at the SE 267th Avenue and SE Stone Road intersections with US 26.

ODOT staff begin preliminary planning work on the at-grade intersection project included in the STIP.

Get Involved

There will be several opportunities for the public to review and provide input on the project plans before construction begins. Additional open houses and community presentations will occur in 2013.

If you would like to be added to an email list to receive updates and information about this project, including invitations to provide input, or if you would like to schedule a presentation to your group or organization, please contact ODOT Community Affairs Coordinator Jilayne Jordan at (503) 731-8237, or Jilayne.Jordan@odot.state.or.us.

¿Habla usted español?

Podemos proveer la información en esta publicación en español. Para recibir la información en español, por favor llámé al (503) 731-8231.

Project Web page:

www.oregon.gov/ODOT/HWY/REGION1/pages/US26Springwater.aspx