

Stakeholder Committee Meeting #2



Presentation Overview

- **Project Status Updates**
- **Refined Goals & Objectives**
- **Update of TM#4**
 - Key updates and findings
- **Refined Concepts**
 - Costs
 - Feedback (Pros/Cons)
- **Stakeholder Exercises**
 - Concept Evaluation
- **Next Steps**



Project Status Updates

Key Dates

- **April 30th** - Stakeholder Committee Meeting #2
- **May 3rd** – Completion of Traffic Analysis (Final Tech Memo #4)
- **May 16th** – Project development kickoff meeting
- **TBD** - Stakeholder Meeting #3 (contingent)
- **May 29th** – Public Open House #2



Refined Project Goals

Overall Goal: *Develop the long-term solution to address safety and congestion in the vicinity of the US20/O.B. Riley Road-Cook Ave intersection*

Project Goals:

- **Livability:** provide for a high quality of life by providing options for all modes of transportation and considering community values and interests.
- **Mobility:** provide a safe and efficient transportation system for all modes of travel, including local trips, through trips on the highway, emergency services, and freight.
- **Safety and Health:** enable people to safely and comfortably drive, walk, run or cycle in and through the community, including along and across US 20.
- **Accessibility:** provide infrastructure that supports accessible transit, bicycle, and pedestrian accommodations for all users to nearby businesses and facilities.
- **Financial Responsibility:** use resources efficiently and invest in infrastructure that will serve the community and statewide highway for years to come.
- **Economic Vitality:** encourage visitors and investment in the recreational, agricultural, business areas nearby and served by US 20.
- **Timeframe:** develop, fund and construct a forward compatible solution within a reasonable timeframe to prevent further degradation of existing safety and congestion issues.

Red Text = significant update or new goal



Refined Project Objectives

- **Balance the near-term (5 year) and long-term (5-20 year) corridor “solutions”** for safety, freight mobility, pedestrian & bicycle safety/operations, community impacts and financial responsibility.
- **Identify and evaluate all potential at-grade and grade separated solutions** for the US20/O.B. Riley Road-Cook Avenue intersection.
- **Provide a transportation network that accommodates local, commuter, and region traffic**, including freight movements along US 20.
- **Use transitional and traffic calming techniques** to slow traffic to posted speeds.
- **Link regional and local routes to key attractors along US 20**, such as shopping, schools, residential areas, and other community destinations.
- **Provide connections to natural areas and resources** within and near the Tumalo community.
- **Increase transportation choices along US 20** by adding or improving bicycle and pedestrian routes, crossing, and connections to transit, including a crossing between 7th St and 5th St, to serve as a school crossing and scenic bike route crossing.
- **Solicit and consider broad community input** through a robust public involvement process, including stakeholders and interested parties from Tumalo and other nearby areas, the freight industry and emergency services providers.
- **Provide well-designed, visible, and safe access points** and street/highway crossings.
- **Address safety, comfort, and security of people walking and biking.**

Red Text = significant update or new objective



Update of Tech Memo #4

• Key Updates & Findings

• Roundabout

- Phasing of northbound right-turn slip lane
- Design speed of 35mph
- Updated costs

• SPI / SPI Hybrid

- Free-flow right turn lane needed, proposed to be phased
- Design speed of 45mph

• Local Street Intersection Analysis

• 5 intersections studied:

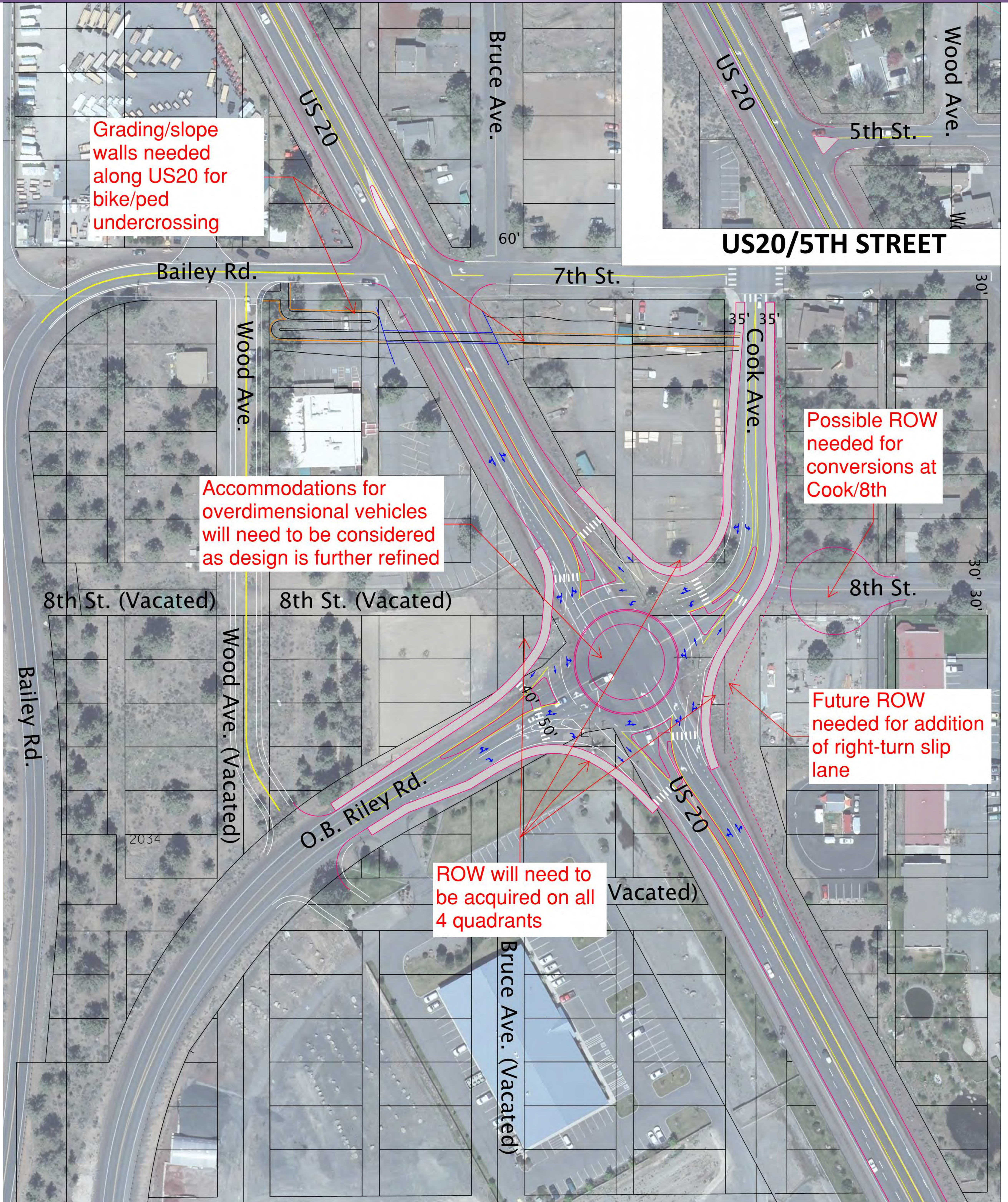
- Cook Avenue/5th Street
- Cook Avenue/7th Street
- Cook Avenue/8th Street
- Future Intersection: O.B. Riley Road/Wood Avenue
- Future Intersection: Bailey Road/Wood Avenue

• Under both 2040 concepts (RAB & SPI):

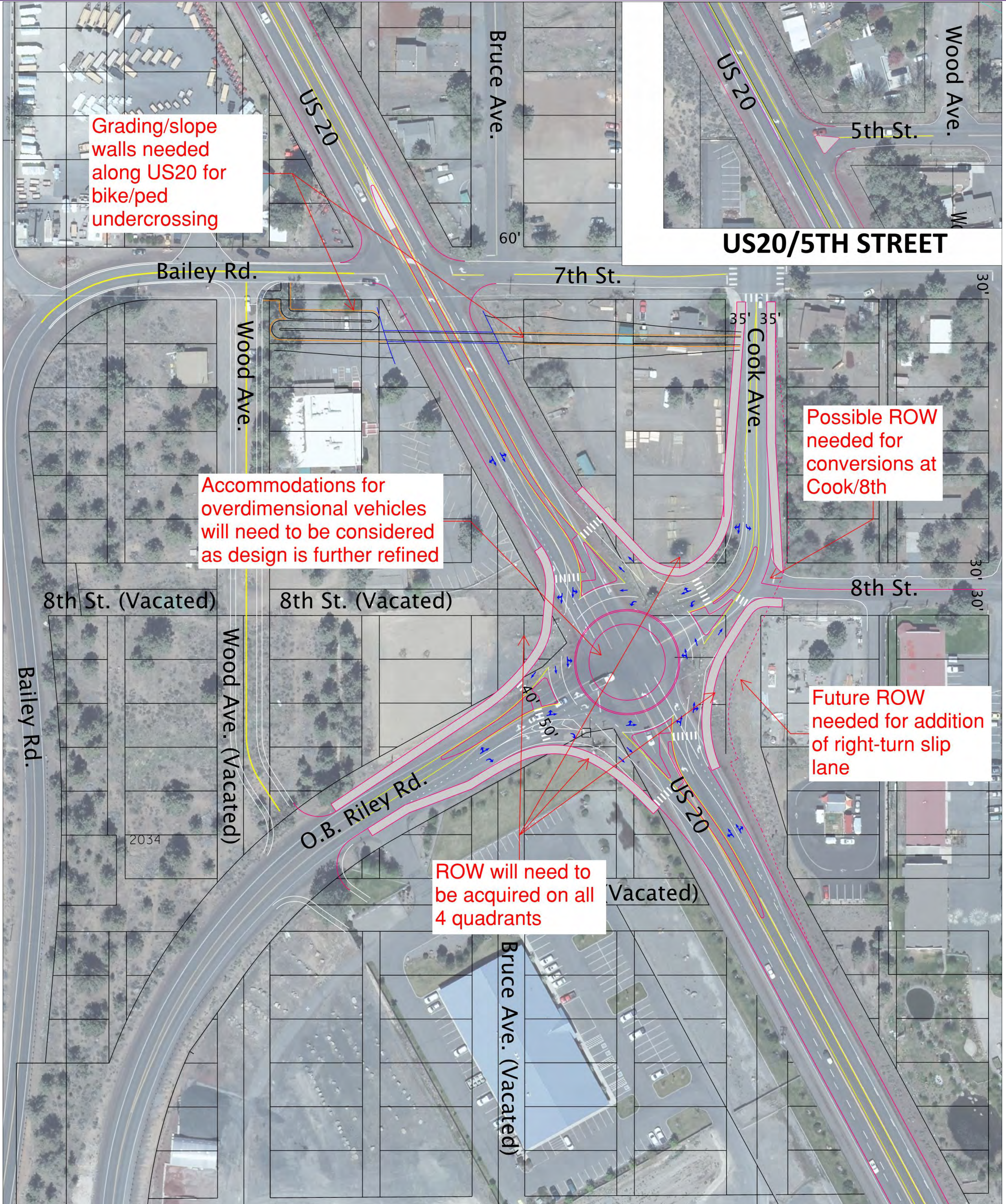
- Cook Avenue/5th Street and Cook Avenue/7th Street experience high side street (EB and WB) delays during the PM peak hour
- The volume-to-capacity ratios at these two intersections show that the intersections are not at capacity
- Intersections do not meet signal warrants under either scenario



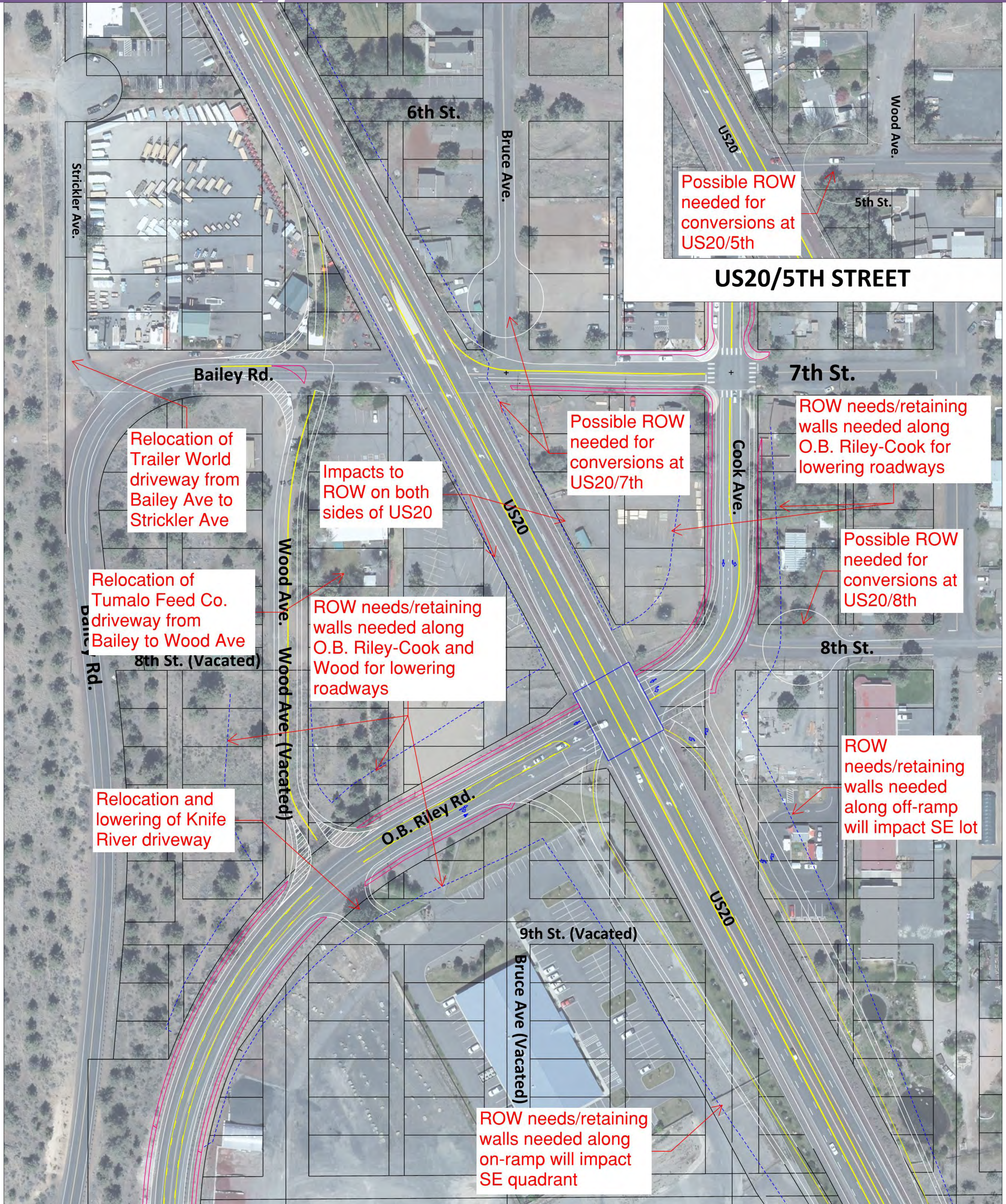
US20/O.B. Riley – Cook Roundabout Alternative 1



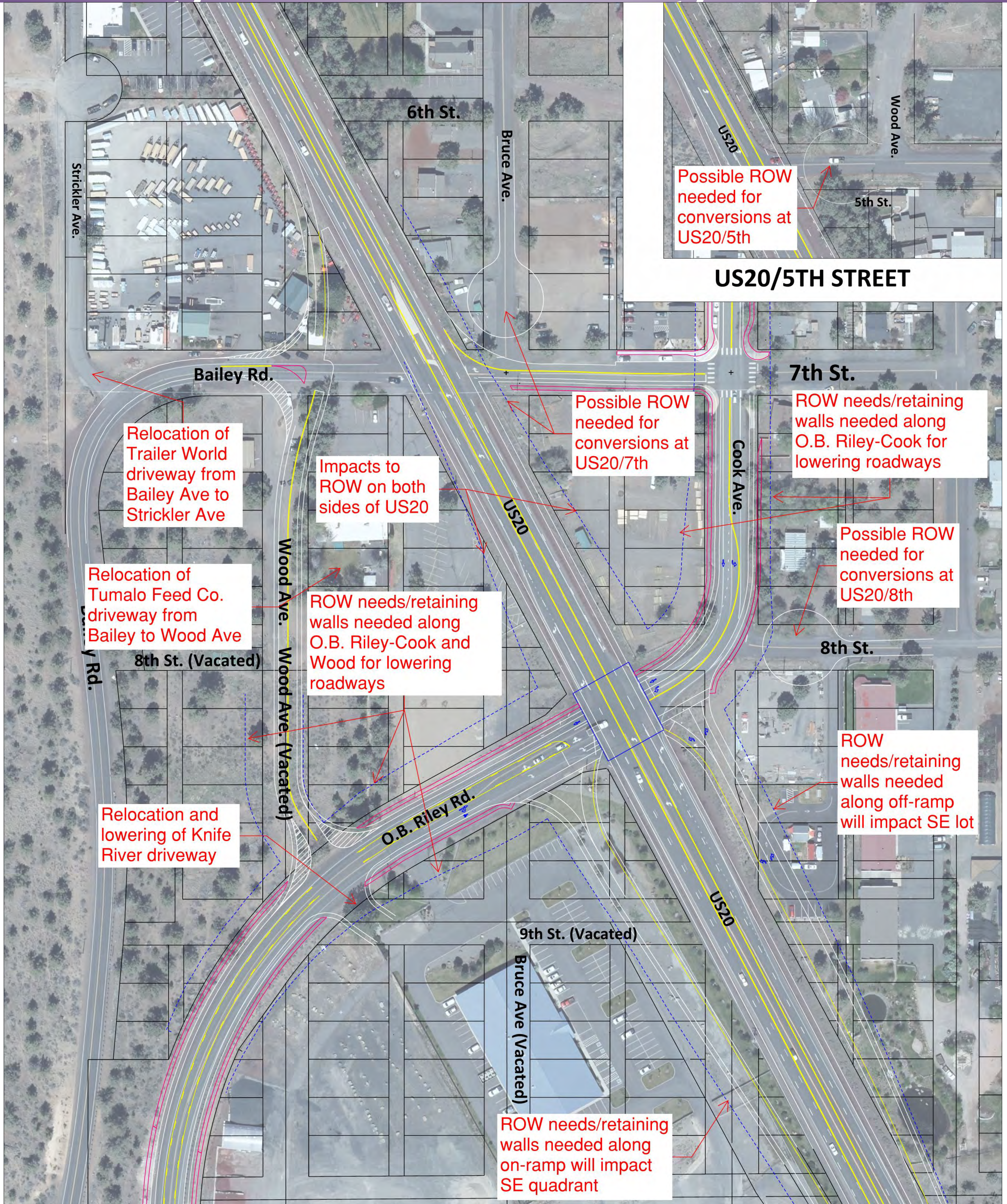
US20/O.B. Riley – Cook Roundabout Alternative 2



US20/O.B. Riley-Cook Half Diamond Single Point Interchange



US20/O.B. Riley-Cook Half Diamond Single Point Interchange Hybrid



Preliminary Construction Cost Estimates

Alternative	Construction Cost Only	Right-of-Way Costs	Total Costs
Roundabout	\$12,200,000*	\$1,000,000	\$13,200,000
SPI (Fully Lowered O.B. Riley Road-Cook Avenue)	\$24,100,000	\$6,000,000	\$30,100,000
SPI Hybrid (Raise US20 & Partially lower O.B. Riley-Cook)	\$22,800,000	\$6,000,000	\$28,800,000

*Note: The cost estimate includes the pedestrian underpass. It is \$9,600,000 without the pedestrian underpass.



US20/O.B. Riley – Cook Roundabout Pros/Cons*

	Roundabout
Pros	<ul style="list-style-type: none">• 5th remains open to right turns• Less impact to the community (ROW)• Cheaper• Connects east-west Tumalo and slows traffic entering the community• Less traffic on local streets• Convenient during off peak hours• Potential to keep 8th Street open
Cons	<ul style="list-style-type: none">• Mixed users in multilane RAB (bike/ped/trucks/vehicles)• Slowing highway traffic before climbing out of grades• Side street access during peak hours• Potential for reaching capacity due to increased growth• Emergency response times are slower during peak hours• Ped signals may cause rear-end collisions• Noise impacts due to accelerating and decelerating



*Based on feedback received from Stakeholders following SC Meeting #1

US20/O.B. Riley – Cook Half Diamond Single Point Interchanges Pros/Cons*

Both SPI and SPI Hybrid operationally are identical

	SPI/SPI Hybrid	SPI Hybrid (differences)
Pros	<ul style="list-style-type: none"> • Free-flow highway traffic • Safer egress/ingress and crossing of highway • Better emergency response times • Separation of local street traffic (including bike/ped) with highway traffic • Less noise (vs. RAB due to accelerating/decelerating) 	<ul style="list-style-type: none"> • Grades are less steep with SPI Hybrid • Drainage less of a concern • Cost is less than full SPI • More noise due to raised highway grade
Cons	<ul style="list-style-type: none"> • Steep grades (canyon effect) • Splits east and west Tumalo • Concerns with closing of 5th Street • Drainage concerns • High Cost • ROW impacts • Increased volume on local streets (including large trucks) • Out of direction travel for bike/peds • Time needed to secure funding 	<ul style="list-style-type: none"> • More noise due to raised highway grade • Vertical barrier between East-West Tumalo



*Based on feedback received from Stakeholders following SC Meeting #1

Stakeholder Committee Exercises

- **Exercise: Review and analyze concept alternatives vs. project goals and objectives (40 mins)**
 - General thoughts on each alternative
 - Does each concept meet or not meet the desired goals and objectives?



Next Steps

Thank you for attending!

Visit the project website to keep up-to-date on project events and deliverables

<https://www.US20atTumalo.com>

