

Site 8:

SW 185th Avenue at SW Pheasant Lane

SITE #8: SW 185TH AVE AT SW PHEASANT LN

The proposed crossing site is located along SW 185th Avenue within the vicinity of SW Pheasant Lane.



Source: Google Earth

ROADWAY DESIGNATION

Roadway Functional Classification: SW 185th Avenue is classified as an Arterial and SW Pheasant Lane is classified as a local street.

Truck Route Designation: SW 185th Avenue is designated as a Truck Route.

Other Designations: SW 185th Avenue is designated as a Pedestrian Parkway and an Enhanced Major Street Bikeway.

ROADWAY CONFIGURATION

Current Configuration

SW 185th Avenue has a five-lane cross section within the site vicinity, including four 12-foot travel lanes, a 14-foot two-way left-turn lane/median, and two 6-foot bike lanes. North of SW Pheasant Lane, it also features two 6-foot bus pullouts. The overall crossing distance, including bus pullouts, is approximately 86 feet. Sidewalks are on both sides of SW 185th Avenue in the site vicinity.



Facing north along SW 185th Avenue



Facing south along SW 185th Avenue

Planned Improvements

There are no planned improvements along SW 185th Avenue or SW Pheasant Lane within the site vicinity.

TRANSIT SERVICE

Service Routes: Line 52 provides weekday service along SW 185th Avenue on approximately 15-minute headways during peak time periods and on 30-minute headways during all other times of the day.

Stop Locations: Stop 6993 is located north of SW Pheasant Lane on the east side of SW 185th Avenue and Stop 6994 is located west of SW Pheasant Lane on SW 185th Avenue.

Weekday Ridership: An average of 4 passengers (2 ons, 2 offs) use Stop 6993 and 4 passengers (2 ons, 2 offs) use Stop 6994.

LAND USE

Existing Zoning/Land Use

Zoning: Zoning within the site vicinity includes Residential (R-5).

Land Use: Land uses within the site vicinity include single-family residential on both sides of the roadway.

Pedestrian/Bicycle Generators: The primary generators within the site vicinity include the residential uses and transit stops.

Proposed/Planned Land Use

There are no proposed or planned land uses along SW 185th Avenue or SW Pheasant Lane within the site vicinity.

DEMOGRAPHICS

Low Income: Approximately 10-20% of households in the site vicinity are under the poverty line.

Minority: Approximately 30-40% of the population in the site vicinity is non-white.

Age: Approximately 20-30% of the population in the site vicinity is under 18 and 10-20% is over 64.

ROADWAY FEATURES

Illumination

Location: Street lights are located on both sides of SW 185th Avenue at regular intervals. Street lights are located on the west side of the roadway across from Pheasant Lane and in the southeast corner of the SW 185th Avenue/SW Pheasant Lane intersection.

Topography

Horizontal/Vertical Curvature: SW 185th Avenue is relatively flat and straight within the site vicinity.

Vegetation

Landscaping: Street trees and other landscaping are located behind the sidewalk on both sides of SW 185th Avenue. The landscaping appears to be well maintained and does not obstruct sight distance.

Sight Distance

Stopping Sight Distance Requirements: 500 feet at the northbound approach and 490 feet at the southbound approach.

Available Sight Distance: Greater than 500 feet in both directions.



Facing south from SW Pheasant Lane



Facing north from SW Pheasant Lane

Traffic Control and Signage

Nearest Controlled Intersection/Crossing: A signalized pedestrian crossing is located at the SW 185th Avenue/SW Johnson Street intersection approximately ½ mile to the south.

OTHER CONSIDERATIONS

The bridgehead located on the west side of SW 185th Avenue may limit the potential for a crossing on the south leg of the intersection. The bus pullouts and transit stops on both sides of the roadway may limit the types of enhanced crossing treatments that can be applied or may need to be relocated to accommodate a crossing.

CRASH HISTORY

Total Crashes: A total of ten crashes occurred within the site vicinity, including one that resulted in a fatality, five that resulted in a minor injury, and four that resulted in property damage only. One of the injury crashes involved a bicyclist.

PEDESTRIAN/BICYCLE VOLUME

Existing Pedestrian/Bicycle Volumes

Study Period: 0 pedestrians, 0 bicyclists

Morning Peak Hour: 0 pedestrians, 0 bicyclists

Evening Peak Hour: 0 pedestrian, 0 bicyclists

Future Pedestrian/Bicycle Volumes

Potential future pedestrian/bicycle generators include increases in population and household density, increases in public transit ridership on the corridor, and more effective local street connectivity, leading to more accessible walking and biking routes. There is also potential for a Tualatin Valley Fire and Rescue station in the site vicinity.

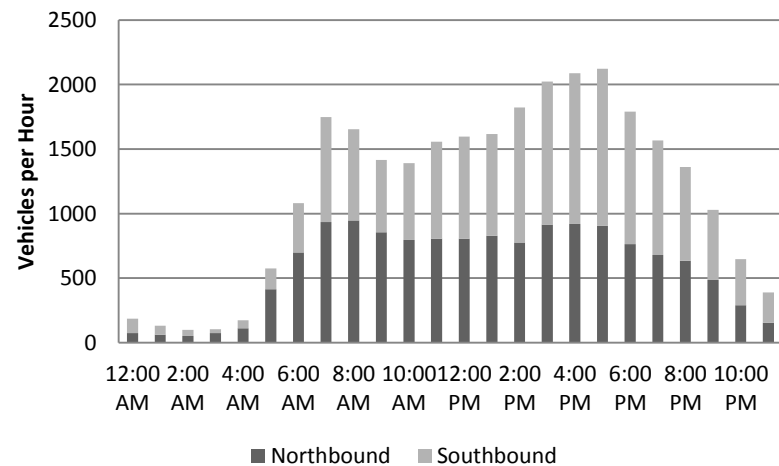
EXISTING VEHICULAR VOLUMES, HEAVY VEHICLE PRESENT, AND TRAVEL SPEEDS

Vehicle Volumes

Daily: 28,168 (13,981 Northbound, 14,187 Southbound)

Morning Peak Hour: 1,786 (983 Northbound, 803 Southbound)

Evening Peak Hour: 2,234 (935 Northbound, 1,299 Southbound)



Heavy Vehicles Present

Heavy Vehicle Percentage: Approximately 8.1% of all vehicles on SW 185th Avenue are heavy vehicles.

Travel Speeds

Posted Speed Limit: The posted speed limit is 45 mph.

85th Percentile Speed: The 85th percentile speed is 49 mph (50 mph Northbound, 49 mph Southbound).

GAP ANALYSIS

The NCHRP Report 562 methodology was applied to the potential crossing under existing traffic conditions. The following table summarizes the existing morning and evening peak hour traffic volumes at the crossing site.

Time period	Morning Peak Hour		Evening Peak Hour	
	Peds	Vehs	Peds	Veh
Pedestrian/Vehicle Peak	0	1,786	0	2,234

Assessment of the traffic volumes shown above indicates that an enhanced crossing is **NOT** supported by the methodology under existing conditions. *Attachment “G” contains the analysis worksheets.*

However, based on the potential increase in pedestrian/bicycle generators within the site vicinity, the crossing will likely attract and exceed the minimum number of pedestrians needed to justify an enhanced crossing at this location (14 pedestrians) during the peak time period.

Sensitivity Analysis (Future Conditions): The results of the sensitivity analysis indicate that an enhanced crossing with “Red” crossing treatments can accommodate up to 92 pedestrians/bicyclists and more than 2,681 vehicles (or 20% growth) during the peak time period before justifying a higher level of treatment.

RECOMMENDATIONS

Near-term: Monitor traffic conditions within the site vicinity to determine if/when pedestrian/bicycle activity justifies installation of an enhanced crossing.

Long-Term: Install an enhanced crossing on the south leg of the SW 185th Avenue/SW Pheasant Lane Intersection. The types of crossing treatments include:

- High visibility pavement markings and signs per the MUTCD.

- Rectangular Rapid Flashing Beacons (RRFB) at both ends of the crosswalk and at both approaches.
- A raised median island with pedestrian/bicycle pathway.
- ADA compliant pedestrian ramps at both ends of the crosswalk per County standards.
- Evaluate light levels at the crossing. Relocate or install new street lighting at the crossing as appropriate.

Figure 8-1 illustrates an enhanced crossing at the SW 185th Avenue/Pheasant Lane intersection with the long-term recommendations.

SCREENING AND PRIORITIZATION

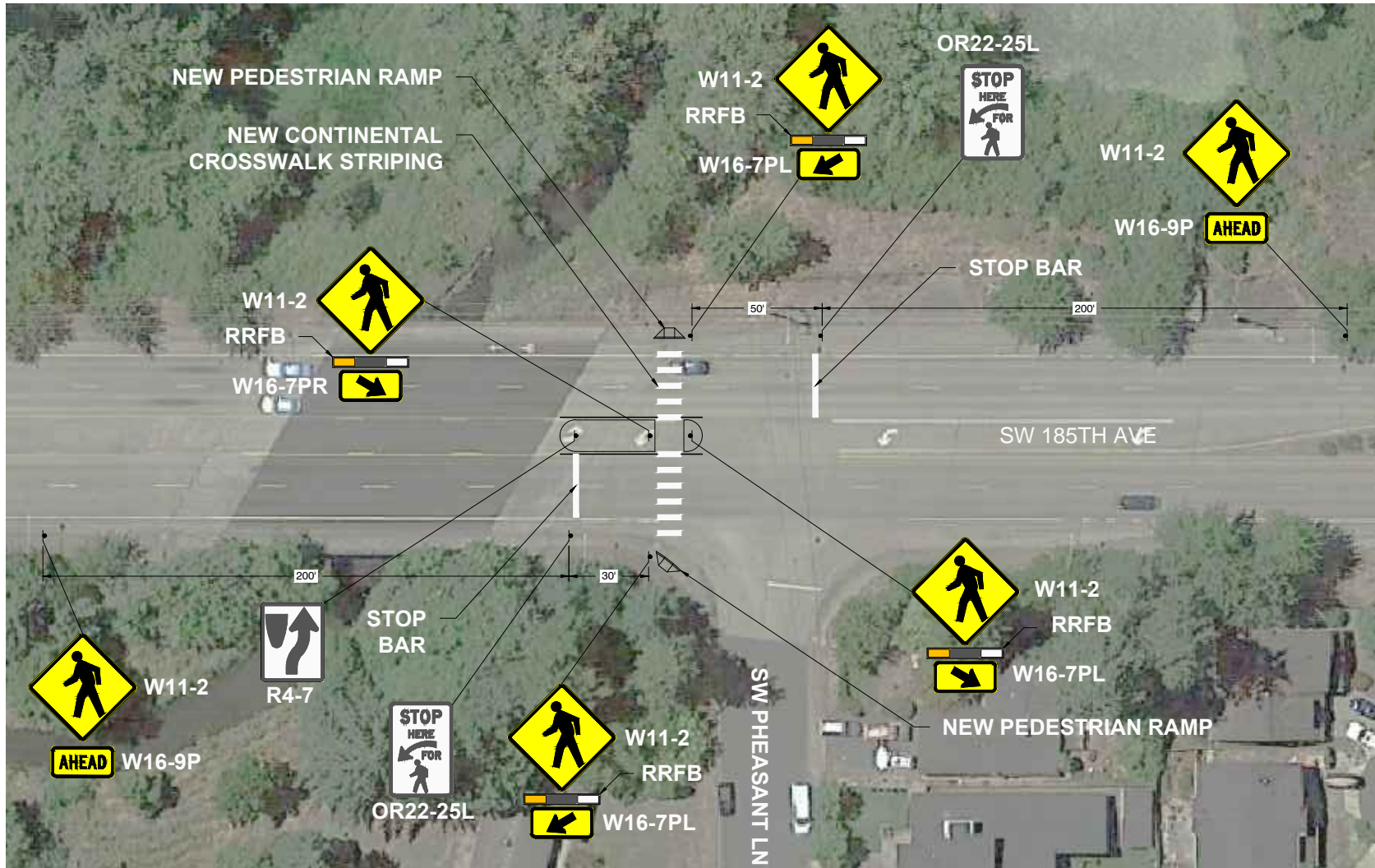
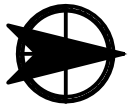
Land Use: The combination of residential land uses and transit stops on both sides of the roadway indicates that an enhanced crossing would moderately support adjacent land uses.

Safety: SW 185th Avenue is a five-lane street with relatively high traffic volumes and travel speeds. The roadway configuration, topography, classification, and speed suggest that an enhanced crossing would improve safety for pedestrians/bicyclists.

Social Equity: A relatively low percent of residents in the site vicinity are under the poverty line while a relatively high percent of residents are minorities; therefore an enhanced crossing would moderately promote social equity.

Connectivity: The nearest controlled intersection/pedestrian crossing is located 2,600 feet to the north. Therefore, an enhanced crossing would improve connectivity.

Proposed Crossing	Land Use	Safety	Social Equity	Connectivity
SW Pheasant Lane	●	●	○	●



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Figure 8-1

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