

Comment Form

Cornelius Pass Road Safety Improvements Project

Fill in this form and drop it in a comment box or return by mail to:

Sandra Prock, Multnomah County, 1620 SE 190th Avenue, Portland, OR 97233

All forms must be received by Tuesday, February 25.

Materials from the meeting tonight, including display boards and the comment form, are available on the project website:

<https://web.multco.us/roads/cornelius-pass-road-safety-improvements>

Please give us your name and contact details if you would like to receive project updates.

Name: _____

Affiliation (if any): _____

Email: _____

Address: _____

Phone: _____

Evaluation Framework

The safety improvements presented tonight are being evaluated using the quantitative and qualitative criteria summarized below. The criteria are not listed in any priority order.

1. Please circle the letter of your top three most important evaluation criteria.
 - A. What is the safety benefit-to-cost ratio of the suggested improvements?
 - B. Do suggested improvements fit within the project budget?
 - C. Do the suggested improvements fit the crash data?
 - D. Do suggested improvements address existing substandard elements?
 - E. Do the suggested improvements fit within the context of the corridor?
 - F. Do suggested improvements have the potential for adverse effects to safety, property owners (including right-of-way impacts), the environment or other factors?
 - G. Do the suggested improvements reflect the priorities expressed by the public and CAC?
 - H. Are there additional benefits associated with the suggested improvements?

2. Are there any other evaluation items you wish to suggest? _____

Hot Spots

The project team has identified six “hot spots” and suggested a range of safety improvements for each, as well as a number of corridor-wide improvements. As you visit each of the stations, please take the time to write down your thoughts or ideas.

The CAC has ranked the hot spots in the following priority groups.

High Priority

S-curves

8th Avenue

Skyline Boulevard

Lower Priority

Sheltered Nook Road

Curves South of Plainview Road

Kaiser Road

4. Do you agree with these prioritizations?

Yes

No

If not, why? _____

Hot Spot 1: Sheltered Nook Road (SN)

5. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best?

No change

SN1: Left Turn Lane Installation (\$1.8 million)

SN2: Sight Distance and Vertical Curve Improvement (\$560,000)

6. Do you have other ideas for improvement options?

7. Do you have anything else to say about this spot?

Hot Spot 2: 8th Avenue (8THAVE)

8. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best?

No change

8THAVE1: Signing improvements and clearing for sight distance, within right-of-way (\$30,000)

8THAVE2: Signing, additional clearing, beyond right-of-way, and shoulder widening (\$120,000)

8THAVE3: Minor curve realignment, to 30 MPH, with shoulder widening (\$490,000)

8THAVE4: Major curve realignment, to 35 MPH, with shoulder widening (\$800,000 to \$1.38 million)

9. Do you have other ideas for improvement options?

10. Do you have anything else to say about this spot?

Hot Spot 3: S-curves (SC)

11. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best? (Select one for each area.)

Upper S-curves

- No change
- SC1:** Overhead signing (\$170,000)
- SC2:** Overhead signing, striping for truck off-tracking, drainage, transverse rumble strips, and minor shoulder widening (\$250,000)
- SC3:** Overhead signing, striping for truck off-tracking, drainage, cross slope correction and minor realignment between "S" curves (\$770,000)

Boyd's Lower Driveway

- No change
- SC4:** Improved curve signing, roadside barrier and shoulder widening on outside of curve (\$340,000)
- SC5:** Improved curve signing, excavation to improve sight distance and shoulder widening on inside of curve (\$550,000 to \$960,000)

12. Do you have other ideas for improvement options?

13. Do you have anything else to say about this spot?

Hot Spot 4: Skyline Blvd Intersection (SB)

14. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best?

- No change
- SBR:** 2-Lane Roundabout (\$4.6–5.3 million, depending on orientation)
- SBS:** Signalized Intersection (\$3.7–5.4 million, depending on Skyline design speed)

15. Do you have other ideas for improvement options?

16. Do you have anything else to say about the Skyline Boulevard hot spot?

Hot Spot 5: Curves South of Plainview Road (PR)

17. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best?

- No change
- PR1:** Improved curve signing and clearing for sight distance (\$30,000)
- PR2:** Improved curve signing, shoulder widening and guardrail upgrades (\$400,000)
- PR3:** Curve realignment to 40 MPH and shoulder widening (\$1.3 million)

18. Do you have other ideas for improvement options?

19. Do you have anything else to say about this spot?

Hot Spot 6: Kaiser Road (KR)

20. Considering the \$8m construction budget, which one of the presented improvement options do you think would be best?

- No change
- KR1:** Improved signing and clearing for sight distance (\$10,000)
- KR2:** Vehicle-activated flashing beacon, similar to Sheltered Nook (\$40,000)
- KR3:** Right turn lane installation (\$200,000)

21. Do you have other ideas for improvement options?

22. Do you have anything else to say about this spot?

Overall Corridor Safety Treatments (OCST)

23. Considering the \$8m construction budget, which *three* of the presented improvement options do you think would be best?

OCST1: Corridor wide signing upgrades (\$270,000)

OCST2: Vehicle pullouts (speed enforcement) – pave 10 existing wide gravel areas; assumes no earthwork, wall or guardrail (\$100,000 – \$10K/each)

OCST3: Slow moving vehicle turnouts – northbound and southbound directions; 500 foot length, assumes significant cut/fill, widening and right-of-way impacts (up to \$1 million – \$500K/each)

OCST4: Corridor wide roadway delineation, including:
 Reflective pavement markers (\$5,000)
 Delineators (\$10,000)
 Durable striping (\$300,000)

OCST5: Improve pavement friction at 8th Ave curves, S-curves, and curves south of Plainview Road (\$260,000)

OCST6: Corridor wide clear zone upgrades (\$300,000+)

OCST7: Illumination at key cluster locations (\$460,000)

OCST8: Mailbox service turnouts (Cost TBD – need input from USPS)

OCST9: Wildlife crossings (Cost TBD – site specific)

21. Do you have other ideas for improvement options?

22. Do you have anything else to say about the corridor-wide improvements?

Other input

24. Do you have anything else you would like to say about the project? _____

Please rate this open house

25. Did you find this open house useful?

Yes

No

Do you have any suggestions for improvements? _____