



**WELCOME**

**KINGSTON TERRACE EAST/WEST CIRCULATION STUDY**

**OPEN HOUSE**

**October 11, 2022**



# DRAFT MASTER PLAN IMPLEMENTATION STRATEGY

## TRANSPORTATION NETWORK ALTERNATIVES

## MASTER PLAN ADOPTION PROCESS

Winter 2022

Fall 2022

Winter 2023



Community Meeting  
TAC/SAC Meeting

Community Meeting  
TAC/SAC Meeting

Community Meeting  
TAC/SAC Meeting

Planning Commission and City Council Meetings



### KING CITY MASTER PLAN

- Identify key multimodal east/west corridors
- Quantitative and Qualitative evaluation based on data – focus on differences and consider order of magnitude effects
- Consider key factors from the following categories:
  - Land use and community design
  - Active Mobility
  - Vehicular Mobility
  - Public utilities and services
  - Natural resources
  - Cost and implementation considerations

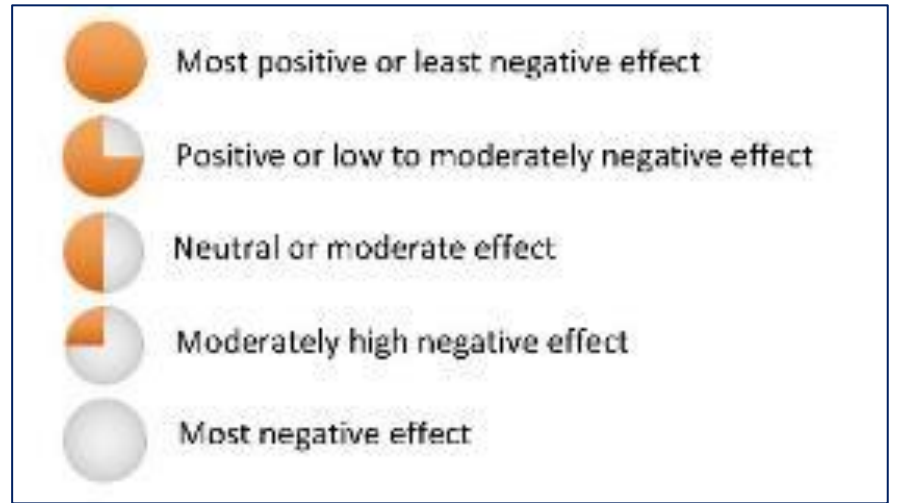
## What are we trying to achieve?

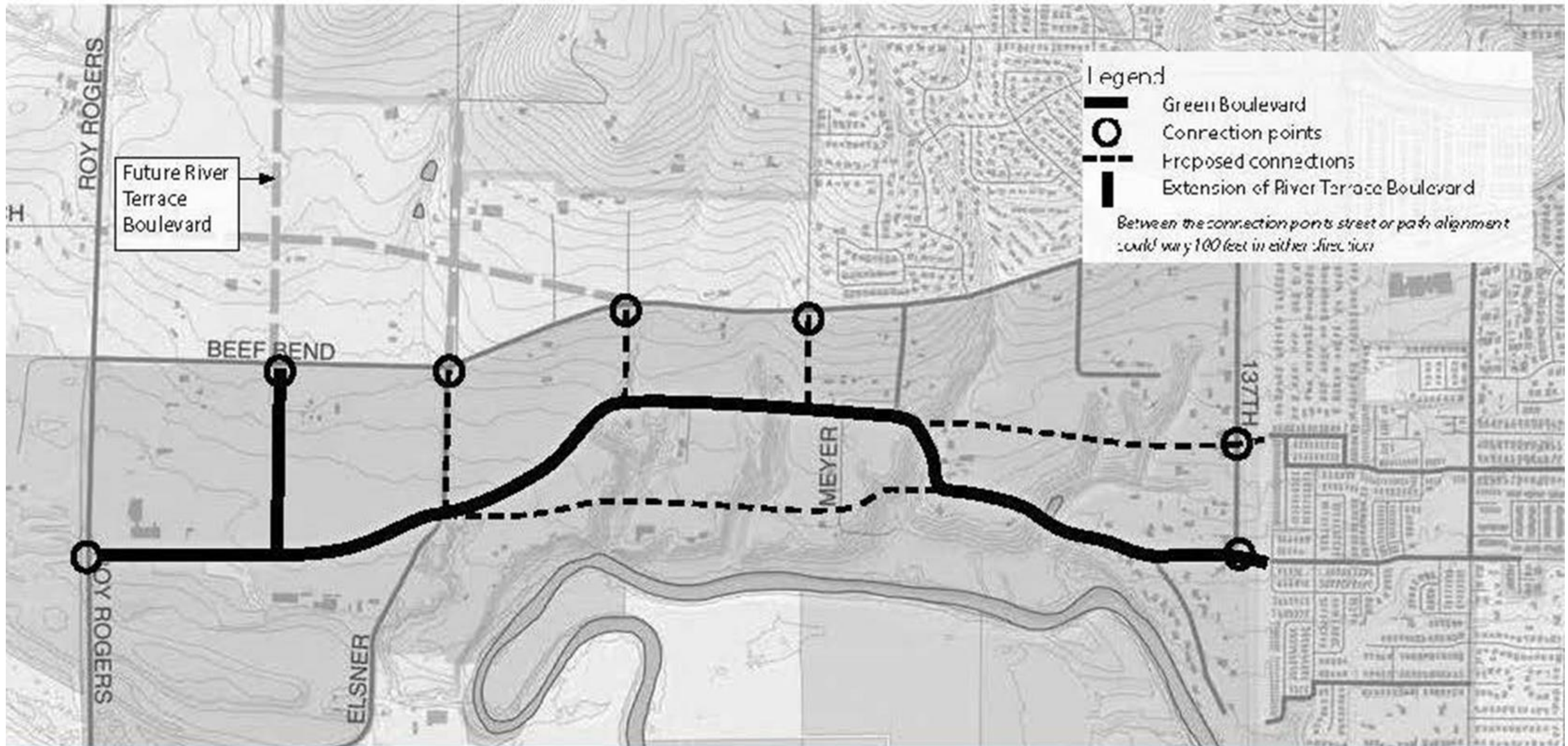
- Support Concept Plan land uses
  - Integrate King City
  - Provide connectivity and access (parks, transit, emergency services)
  - Avoid isolated development patterns
- Spread out traffic on multiple routes
- Encourage shorter travel times and reduce Vehicle Miles of Travel
- Work with topography and avoid high value natural resources
- Provide convenient walking and bicycling routes
- Accommodate public utilities

## Washington County

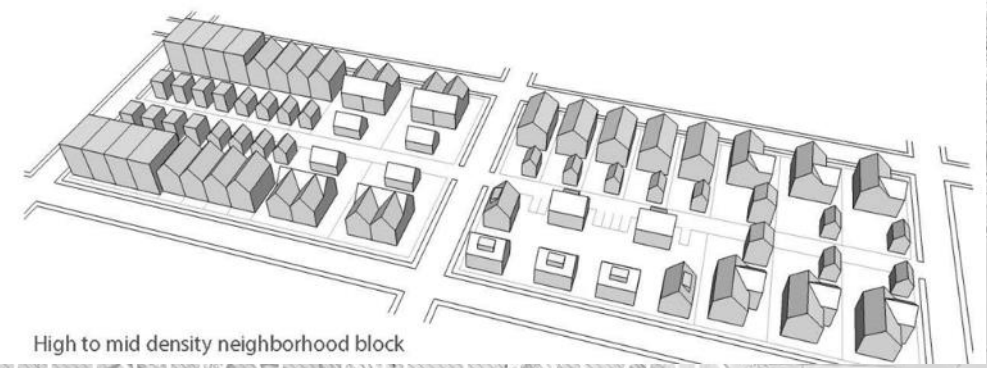
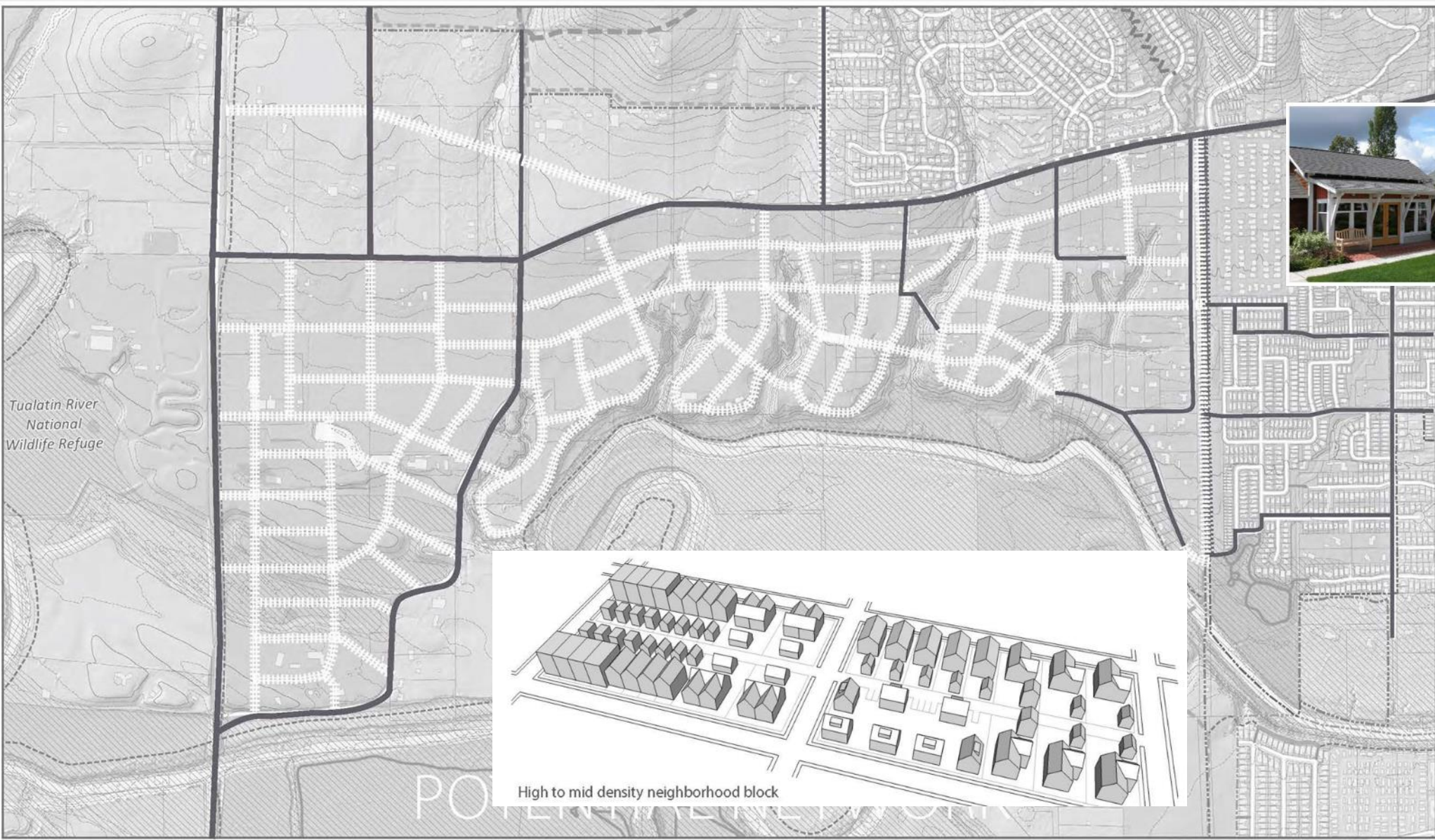
- A parallel collector roadway to Beef Bend Road is necessary for intracity connectivity and mitigation of additional congestion expected along the Beef Bend Road corridor.
- We acknowledge challenges with the increased traffic expected along Beef Bend Road, particularly in the existing urban area where the right-of-way is too constrained for roadway widening.
- As development occurs in the new Kingston Terrace area, having a parallel east-west collector roadway will be important to provide an alternative to using Beef Bend for local trips.

- Based on evaluation factors reviewed by SAC/TAC/public.
- Analysis conducted by subject matter experts in each discipline who have familiarity with the study area.
- Planning level analysis using largely readily available information as a starting point.
- Initial results revised to address some SAC/TAC/public comments.
- Evaluation results summarized in short text and with a bullet-based ranking system.
- Analysis results are relative and not absolute.



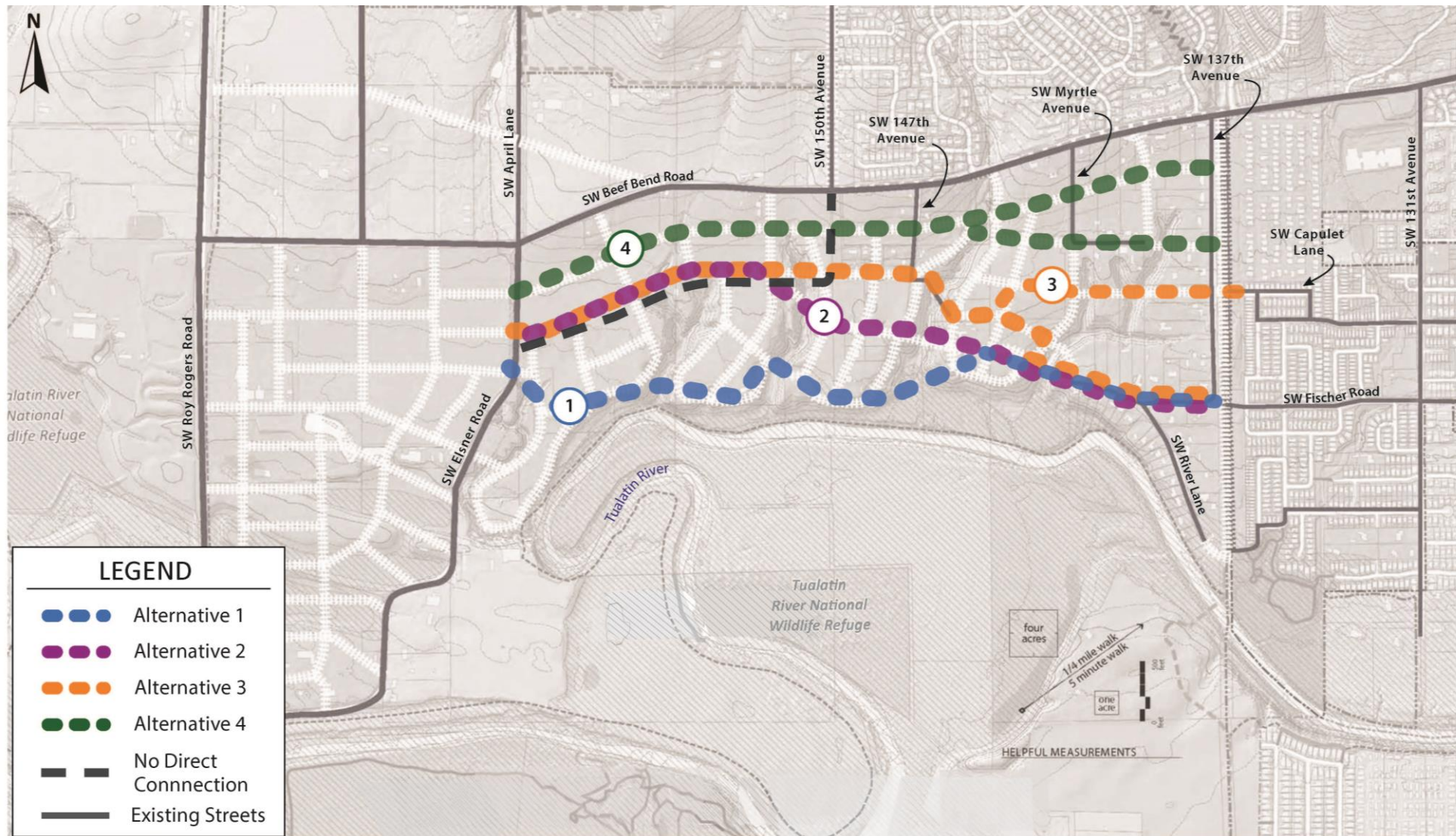


# CONCEPT PLAN – BACKBONE MOBILITY SYSTEM



**CONCEPT PLAN – STREET SYSTEM THAT SUPPORTS THE LAND USES**



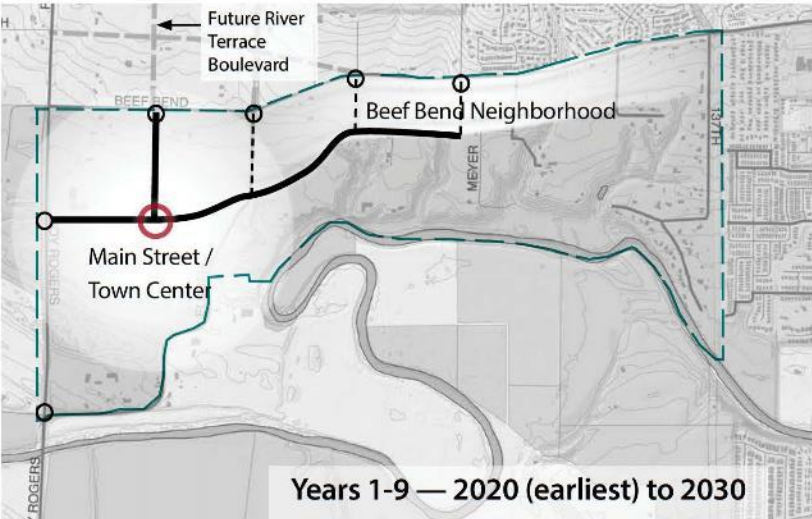
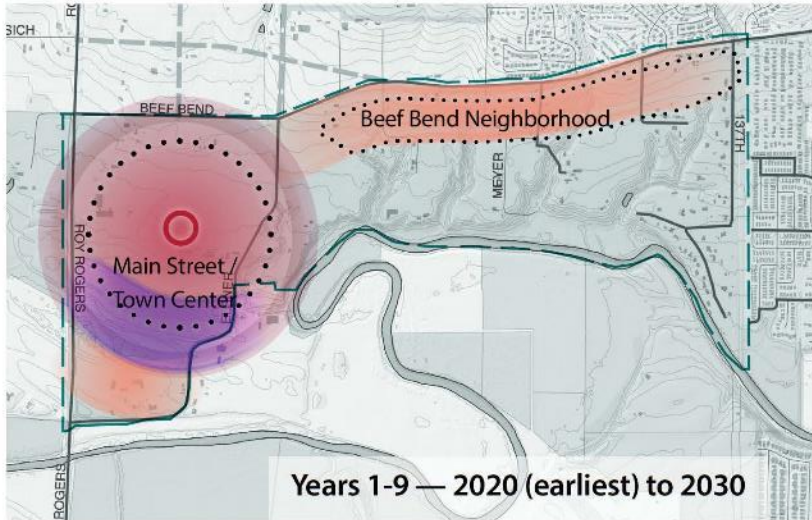


- Alignment of alternatives is not fixed. They show a broader “corridor of intention” that will be further refined in the master plan and design/development phases.
- A No Direct Connection (NDC) Scenario was also evaluated, which assumes Alternative 3 alignment to about 150<sup>th</sup> Avenue and then connects directly to Beef Bend Road. Only local streets would be provided east of 150<sup>th</sup> Avenue with no connection into the existing city.

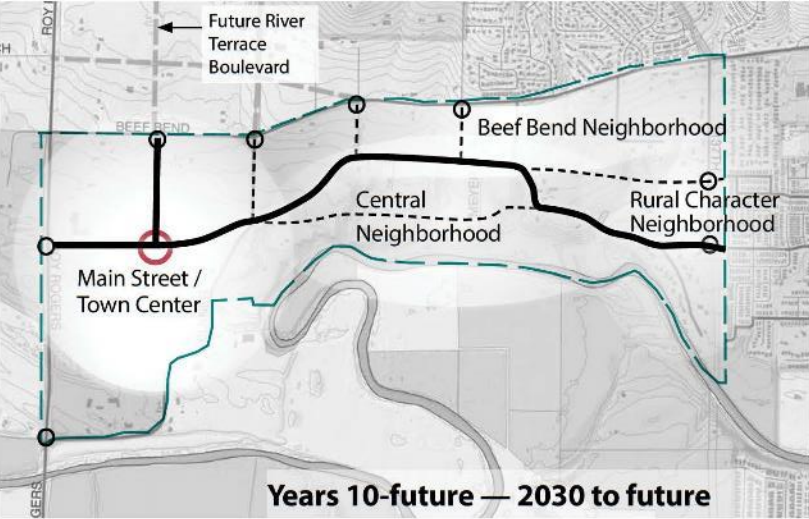
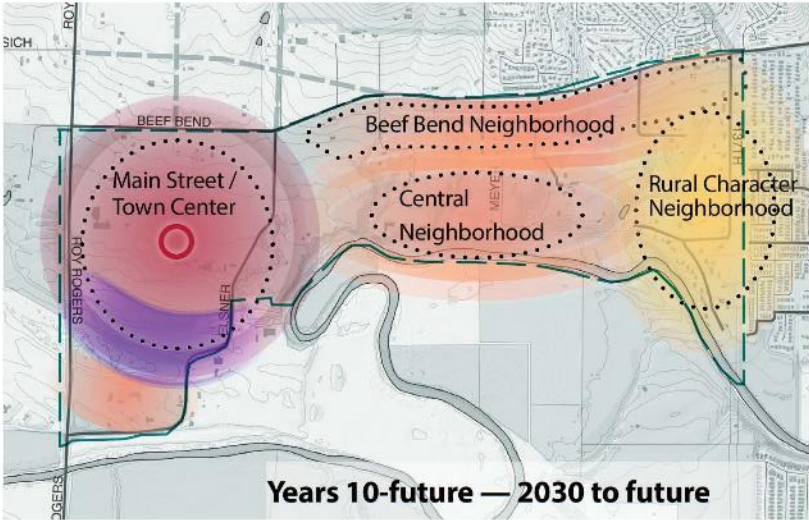
**RECOMMENDED ALTERNATIVES TO BE STUDIED**

- Western portion of the plan area has larger parcels and less ownership fragmentation.
- Western portion is likely to see larger scale development earlier than the central or eastern portions.
- Will happen as fast as property owners act.

**PHASE ONE DEVELOPMENT PROGRAM**



**PHASE TWO DEVELOPMENT POTENTIAL**



**TIMING AND PHASING (From the Concept Plan)**

# Land Use and Community Design

# Evaluation Factors

- Support planned land use patterns
- Existing and new neighborhood cohesion
- Serve those with greatest transportation needs and least resources
- Impacts to disadvantaged or marginalized population groups
- Historic/cultural importance
- Effects on quality of access to recreational sites
- Section 6f impacts to recreational sites
- Section 4f impacts to recreational sites

Evaluation Factors	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4
OVERALL RANKING					






- Alternatives 2 and 3 South score highest
- 2 and 3 support land use patterns established in the Concept Plan
- 2 and 3 are central to the study area with a direct easterly connection
- 3 North provides a connection to the north
- 2, 3 & 4 have least impacts to disadvantaged populations and serve future recreation sites
- All build alternatives have some negative impacts to existing communities; NDC scenario has more limited impact unless Beef Bend Road needs widening
- NDC does not support land use patterns or provide good access to recreation sites



# Active Transportation Mobility

# Evaluation Factors

- Accommodation of bicycle/ped system for health outcomes
- Safety for bicycle & pedestrian users
- Connectivity to key destinations
- Travel time comparisons for bikes
- Ability to meet spacing standards and limit length of cul-de-sacs/closed end loops
- Supports providing a seamless connection to existing/planned infrastructure in surrounding communities

Impact Categories/Criteria	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4
OVERALL RANKING					

- Alternatives 1 and 2 score highest
- All alternatives accommodate safe bicycle and pedestrian facilities, but NDC relies on local streets east of 150<sup>th</sup> and therefore may lack bikeways








- 1 and 2 provide more direct links to the town center, parks/trails, and schools – reducing travel time for bikes
- 1, 2 and 3 have designated bikeways and are most able to meet spacing standards and limit the length of cul-de-sacs/closed end loops



# **Vehicular Transportation Mobility**

# Evaluation Factors

- Connectivity & potential for out of direction travel
- Level of service/delays at key intersections
- Travel times/VMT effects
- Beef Bend Road spacing standards
- Transit supportive
- Ability to meet standards to limit long cul-de-sacs/closed end loops
- Provides at least one continuous connection through the study area for all travel modes

Evaluation Factors	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4
OVERALL RANKING					

- Alternatives 2 and 3 South score highest
- 1, 2, and 3 provide connectivity and reduce out-of-direction travel
- NDC provides poorest connections to the existing city; relies on Beef Bend and local streets built to lower standards
- NDC would see highest traffic volumes on Beef Bend, approaching 3-lane road capacity
- 2 and 3 are best opportunity for continuous connection through the study area for all travel modes, supporting future transit, and limiting long cul-de-sacs/closed end loops








## VEHICULAR TRANSPORTATION MOBILITY

# Public Utilities and Services

# Evaluation Factors

- Stormwater and water quality impacts
- Effect on steep slopes and erosion potential
- Accommodation of emergency services, transit, and school bus routing
- Effect on sanitary sewer including opportunities for co-location
- Effect on potable water including opportunities for co-location
- Effect on franchise utilities such as gas, electric, fiberoptic, etc. including opportunities for co-location

Evaluation Factors	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4
OVERALL RANKING					

- Alternative 2 scores highest
- Central location of 1, 2, and 3 accommodates emergency services and transit (local circulator and potential future TriMet)
- NDC would have least impact on steep slopes and erosion
- 1, 2, and 3 provide opportunities for infrastructure co-location
- NDC has least impacts on steep slopes and erosion, but is poorest in accommodating emergency services and transit, and does not provide opportunities to co-locate infrastructure








# Natural Resources

# Evaluation Factors

- Wetlands impacts
- Stream-crossings and riparian area impact
- Impacts to upland habitat
- Impacts to wildlife corridors
- Effects on Bankston Easement



Evaluation Factors	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4
OVERALL RANKING					

- No Direct Connection scenario scores highest
- NDC will have little to no impact on wetlands, stream crossings, riparian areas, upland habitat, wildlife corridors, and the Bankston Easement.
- 4 scores highest among alternatives as it is furthest away from most natural resources
- 3 North and 4 do not cross through the Bankston Conservation Easement.



# Cost and Implementation































# Evaluation Factors

- Order of magnitude construction costs – roadways and bridges/culverts
- Order of magnitude construction costs – pathways
- Order of magnitude costs for habitat restoration, stormwater management and erosion control
- Order of magnitude costs for sewer service extensions related to the range of roadway/pathway alternatives
- Potential for funding using TDT or other public resources vs developer financing
- Order of magnitude construction and operations/maintenance effects on public utilities
- Effect of transportation system phasing particularly related to public utilities

Evaluation Factors	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4 (S/N)
OVERALL RANKING (Excluding pathway)					

- Alternatives 2 and 3 South score highest, due to lower long-term operations costs and good opportunities to co-locate public utilities
- 2 crosses ravines at wider points so it is more expensive to build than NDC, 4 or 3 South
- 2 requires the least right-of-way acquisition and, with slight modifications, does not require the demolition of existing homes
- 4 crosses ravines at narrowest points, so it is the least expensive to build and has lowest costs for habitat restoration, stormwater management, and erosion control
- 4 is more expensive for sewer service due to the need for pump stations
- NDC has similar strengths and weaknesses to 4; May also require widening of Beef Bend

# Summary Results

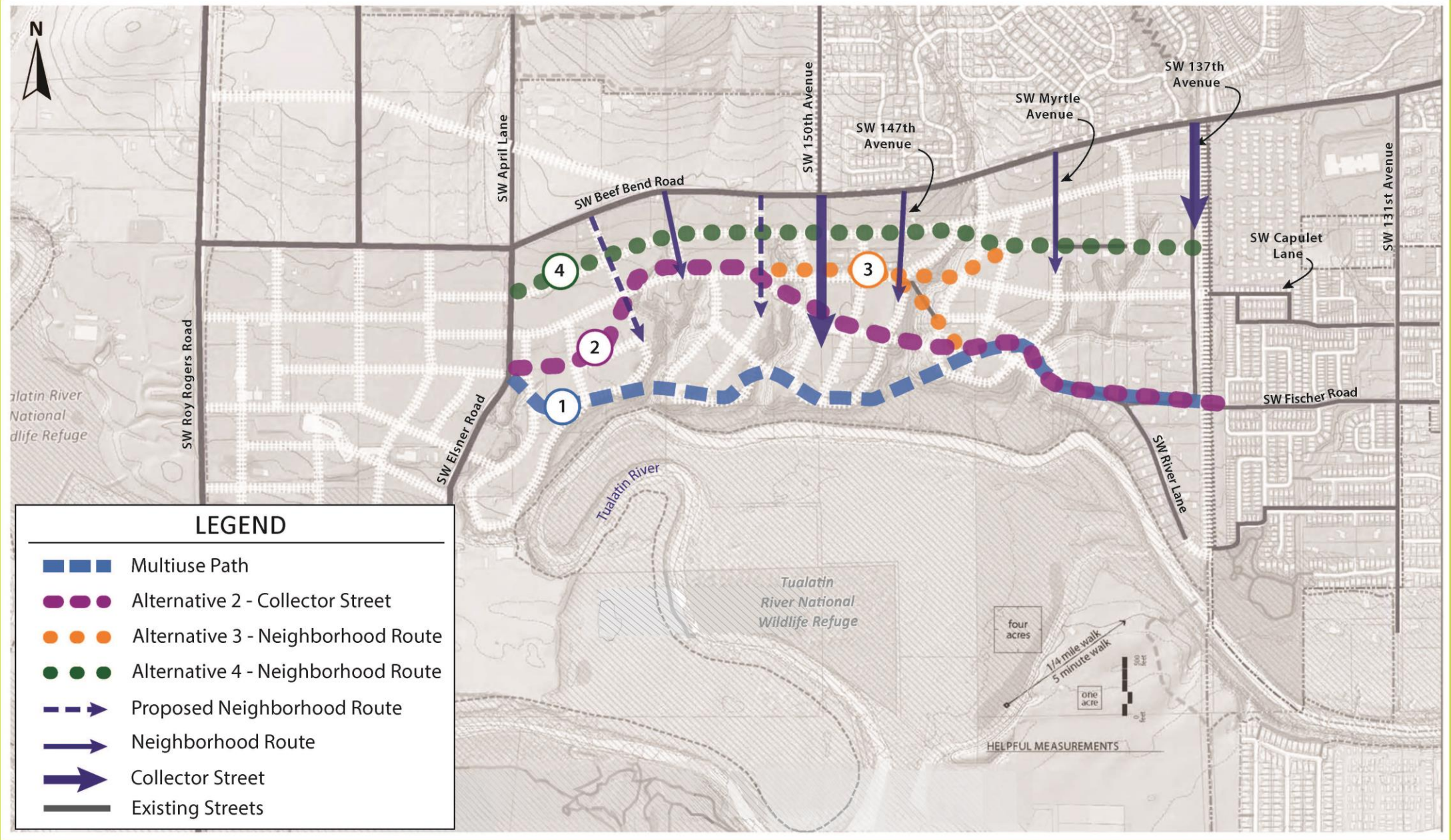
Impact Categories	No Direct Connection	Alternative 1	Alternative 2	Alternative 3 (S/N)	Alternative 4 (S/N)
Land Use and Community Design					
Bicycle, Pedestrian and Micro-mobility					
Vehicular Mobility and Accessibility					
Public Services and Utilities					
Natural Resources					
Costs and Implementation					

## SUMMARY OF RANKED FACTORS

- Does not require demolition of existing homes in the study area.
- Requires less linear feet of ROW acquisition due to use of existing roadway ROW.
- Likely to secure public funding from state, regional, county or local sources that would reduce the need for developer funding.
- Maximizes the effectiveness of gravity sewer through co-location of utilities along an optimal elevation for sewage flow.
- Offers a central backbone roadway through the development linking it with the Kingston Terrace Town Center and the existing city.
- Good access to many neighborhoods and new public parks.
- Potential for future local or regional transit service.
- Good connectivity and minimized travel times.
- Minimizes potential for long cul-de-sacs or closed end roadways

- Alternatives 2 and 3 South rank highest overall.
- Alternative 2 will be carried forward into the master plan.
- Portions of Alternatives 3 & 4 carried forward as neighborhood routes, Alternative 1 as multi-use path.
- Alternatives may be adjusted to accommodate land use, environmental, and other factors during the master plan process.
- Final east/west circulation will be submitted to Planning Commission and City Council for adoption with the Kingston Terrace Master Plan and Transportation System Plan.





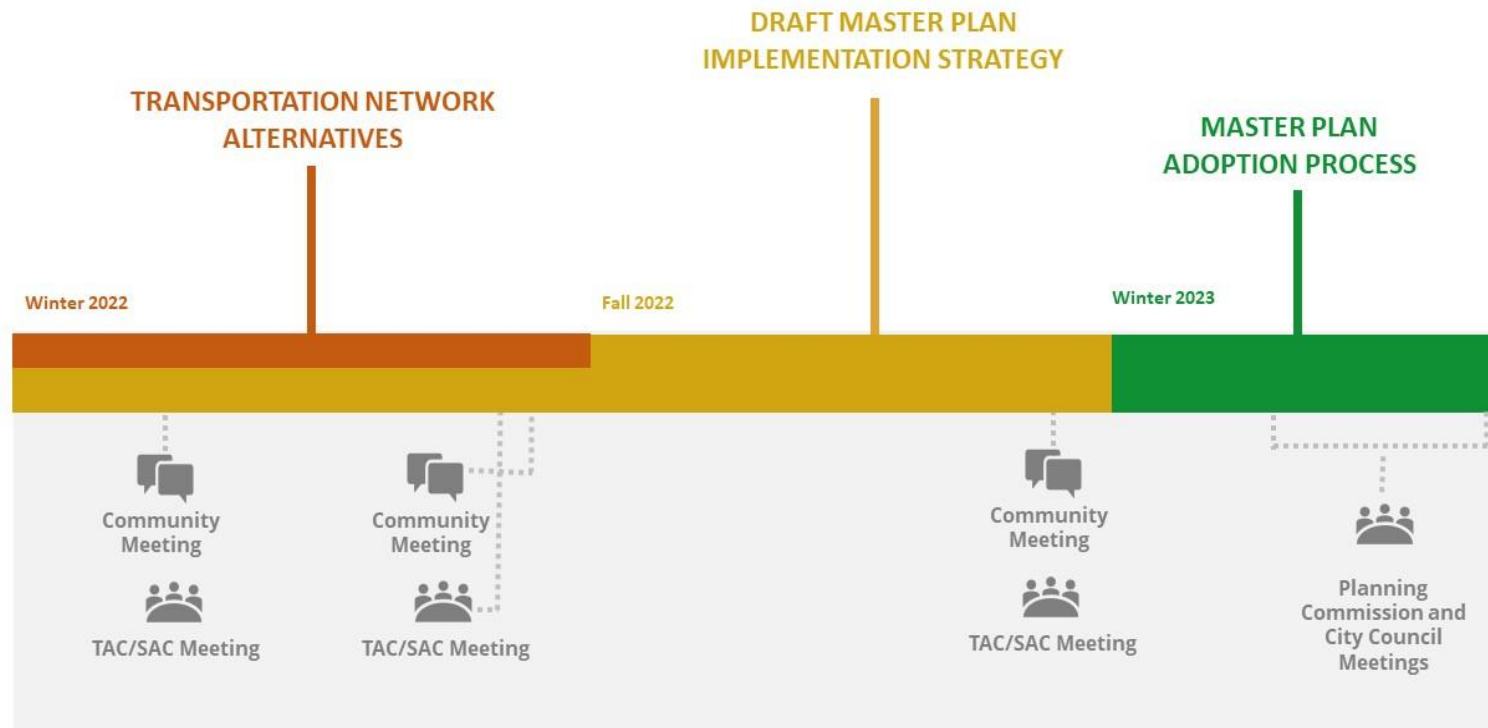
**LEGEND**

- Multiuse Path
- Alternative 2 - Collector Street
- Alternative 3 - Neighborhood Route
- Alternative 4 - Neighborhood Route
- Proposed Neighborhood Route
- Neighborhood Route
- Collector Street
- Existing Streets

# Next Steps

## Next Steps:

- October 19: joint Planning Commission/City Council work session
- Mid-November: Draft KTMP anticipated
- December/January: Next round of community engagement





# QUESTIONS AND COMMENTS

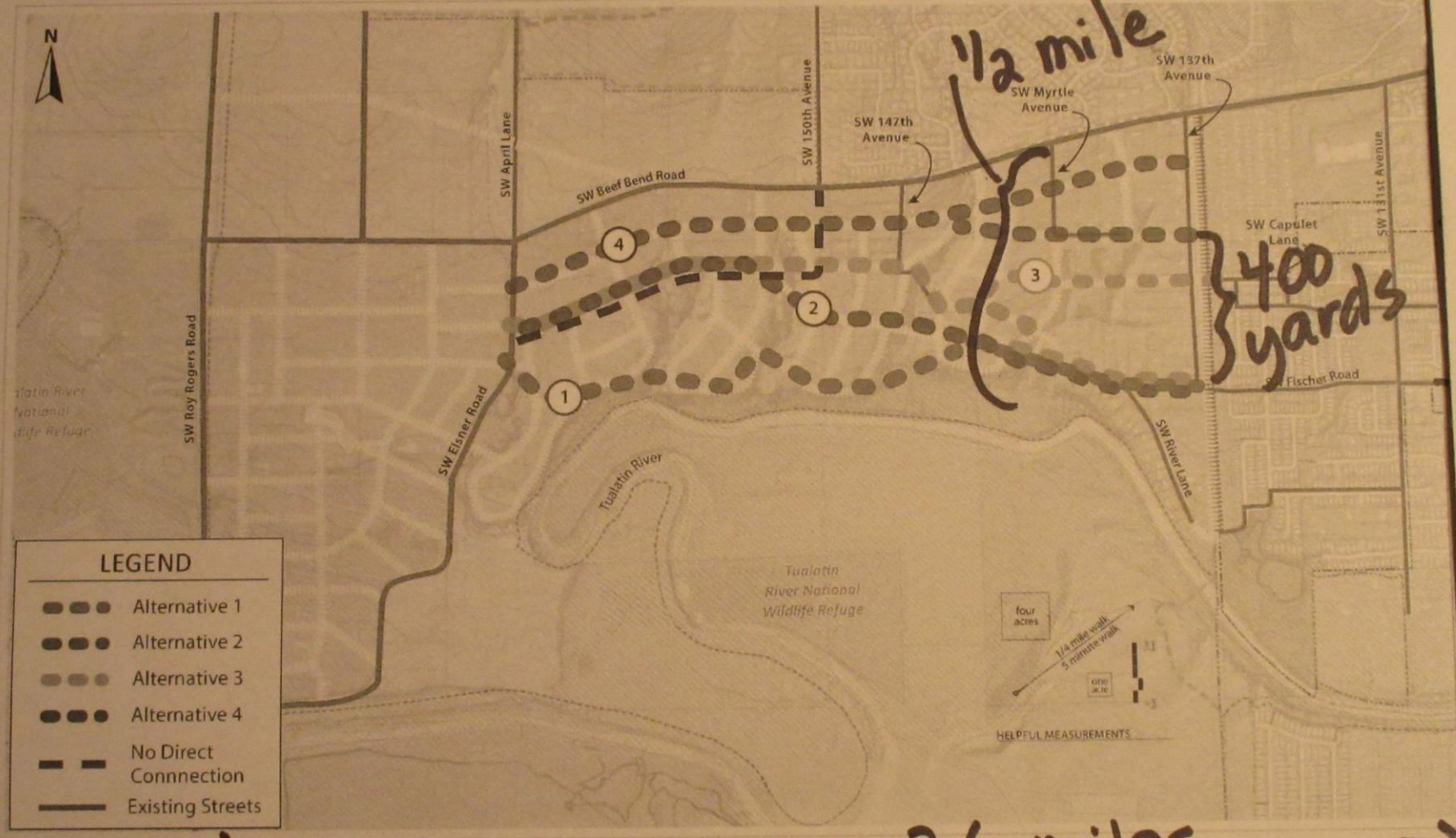
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East/West Circulation Alternatives Analysis



1/2 mile

400 yards

2.6 miles

→  
99w  
at Fischer