FARMINGTON ROAD CONCEPT PLAN

AUGUST 2025

WASHINGTON COUNTY
OREGON

ACKNOWLEDGEMENTS

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WHY FARMINGTON ROAD?

1. The road is uncomfortable for all users and requires safety improvements.

2. Farmington Road is an important asset for the Aloha community and should be a high-quality facility that helps the community thrive.

PROJECT PURPOSE

The Aloha community has long desired an improved SW Farmington Road. The 2014 Aloha-Reedville Livable Community Study identified broad community support to improve the section of SW Farmington Road between 198th Avenue and Kinnaman Road as it is critical for accessing neighborhoods, schools, places of worship, parks, employment, community retail and other essential destinations.

Farmington Road between 198th Avenue and Kinnaman Road, about 1.5 miles in length, is currently a state-managed roadway under the jurisdiction of Oregon Department of Transportation (ODOT). Washington County and ODOT agreed in 1998 that all of Farmington Road west of Murray Boulevard to OR 219 would eventually be transferred from ODOT to the County. This is the final remaining segment of Farmington Road under ODOT jurisdiction. Farmington Road east of Murray is managed by the City of Beaverton.

The purpose of the Farmington Road Concept Plan is to convey a planning-level context-sensitive street design concept that meets the community's needs along with the associated project cost estimate to advance funding conversations and inform a future agreement to transfer jurisdiction of this segment of Farmington Road from ODOT to Washington County.

PLANNING PROCESS

ADVISORY COMMITTEES

The project was supported by technical advisory (TAC) and project advisory (PAC) committees. The TAC was comprised of staff representatives from the county, the cities of Beaverton and Hillsboro, ODOT, TriMet, Clean Water Services, Beaverton School District, Tualatin Hills Park and Recreation District and Tualatin Valley Fire & Rescue. The PAC included community, business and modal advocacy representatives.

GOAL SETTING

With the guidance of the TAC and PAC, the project team created a set of goals to be used as design principles for the Farmington Road Concept Plan.

OPERATING CONDITIONS ANALYSIS

The project team conducted the initial phase of analysis, which involved collecting traffic data, performing field observations, public outreach, inventorying past and future projects on the corridor, and performing detailed traffic analysis. This effort culminated in developing a list of needs, opportunities, and constraints for the Farmington Road concept.

CONCEPT DEVELOPMENT

The project team developed initial corridor concepts for consideration and shared with the TAC and PAC.

CONCEPT WORKSHOP

Washington County hosted a concept workshop with the public to solicit feedback and concerns with initial concepts.

CONCEPT REFINEMENT

The project team compiled feedback from the concept workshop and refined the initial corridor concepts.

ONLINE OPEN HOUSE

Washington County hosted an online open house to share the refined concept with the public and solicit feedback.

PREFERRED CONCEPT AND IMPLEMENTATION PLAN

The concept was finalized and the project focus shifted to the feasibility and needs for implementation.

FINAL FARMINGTON ROAD CONCEPT PLAN

The final concept plan for the corridor will be carried forward and refined based on additional stakeholder feedback in the design phase of the project.

PROJECT GOALS AND DESIGN PRINCIPLES

Plans adopted by Washington County and partners established the groundwork for project goals the Farmington Road Concept Plan. The graphic below provides a summary of the key documents that informed the corridor's planning goals used as design principles.

WASHINGTON COUNTY TSP

1. Provide a safe transportation System for all users.
2. Provide a reliable transportation system that enhances the economic health of Washington County.
3. Preserve and enhance Washington Counties quality of life for all residents, workers, and visitors.
4. Create and maintain a transportation system the first avoids, then minimizes then mitigates impacts to the natural environment.
5. Promote the efficient and cost-effective movement of people, goods, and services by all modes.
6. Provide safe and efficient access to destinations within Washington County.
7. Provide improved and new transportation connections within and between developed and developing areas.
8. Create a built environment and provide services that encourage safe, comfortable and convenient active transportation options for all users.

ALOHA-REEDVILLE STUDY AND LIVABLE COMMUNITY PLAN

1. Safer and more attractive pedestrian and bicycle environments.
2. Improved transportation conditions and options for all forms of transportation.
3. Identification of strategies and funding tools that can leverage infrastructure improvements and other property investment incentives.
4. Identification of strategies and funding tools to help maintain housing affordability.

OREGON TRANSPORTATION PLAN

1. Address fatalities and serious injuries.
2. Maintain and preserve critical assets, key corridors and critical lifeline routes.
3. Add critical bikeway and walkway connections in "high need locations" (e.g. transportation-disadvantaged areas and surrounding schools, shopping, employment centers, medical services, connections to transit, and downtowns).
4. Preserve current public transportation service levels and maintain a state of good repair for vehicles and facilities.

Other documents considered in the planning process included Washington County's Bicycle Facility Design Toolkit, ODOT's Blueprint for Urban Design, and Metro's Designing Livable Streets and Trails Guide.

Several common themes emerged from a review of applicable plans, which included goals for: safety (especially traffic-related fatality and serious injury prevention), quality and comfort for all modes of travel, system reliability and preserving quality of life. These themes influenced the development of project goals and design principles for the development of the corridor concept plan.

Project Goals

Safety

Create a system that reduces and aims for zero crashes, especially fatal, serious injury and bicycle/pedestrian-related crashes.

Environment

Improve environmental and climate resiliency and minimize long-term impacts.

Economic Vitality

Improve reliability for all travelers and prioritize access to opportunities along Farmington Road. Minimize impacts to freight and existing land uses.

Livability

Include design elements that increase the prevalence of active transportation and increase access to community destinations for all users in the community.

Feasibility

Formulate a plan that is feasible to fund, construct, and that can be well-maintained by Washington County staff.

EXISTING CONDITIONS

Farmington Road is classified as an arterial in the Washington County Transportation System Plan (TSP) and connects the Aloha Reedville community to important resources like schools (Mountain View Middle School, Hazeldale Elementary School), parks (Hazeldale Park), grocery stores, banks, daycares, and more.

MOTOR VEHICLE

Farmington Road serves as a vital east-west corridor in an area with limited roadway connectivity and provides an important regional connection to OR 217 east of the study area. Average daily traffic on Farmington Road exceeds 18,000 vehicles on some segments of the corridor. Daily traffic volumes are summarized in the table to the right.

LOCATION ON FARMINGTON RD	24-HOUR DAILY VOLUME		
	WESTBOUND	EASTBOUND	TOTAL
JUST WEST OF 198TH AVE	6,700	6,600	13,300
BETWEEN 198TH AVE AND 185TH AVE	8,950	9,250	18,200
JUST EAST OF 185TH AVENUE	8,000	9,400	17,350

The existing roadway is primarily a two-lane bidirectional road with left-turn lanes west of 198th Avenue and east of Rosa Road, as well as at 185th Avenue. The posted speed throughout the study area is 40 miles per hour, and drivers typically drive at or near that speed limit. Travel lanes are generally 12 feet wide throughout the corridor. The public right-of-way (ROW) generally ranges from 80 to 105 feet in width west of 198th Avenue, from 60 to 90 feet between 198th Avenue and 185th Avenue and from 80 to 110 feet between 185th Avenue and Kinnaman Road. However, there are some segments where ROW is narrower, around 55 feet near 189th Avenue. Drivers on the corridor regularly experience vehicle queuing during weekday peak periods and at school start and release times, especially near 185th Avenue, near the signalized crosswalk near Mountain View Middle school (pictured below), and near Kinnaman Road.

Shorter queues also often occur at minor intersections where cars stop in the travel lane to turn left onto side streets (pictured below).

TRANSIT

Farmington Road serves as an important roadway for transit. TriMet operates two bus lines: Line 88 (service between 198th Avenue and Kinnaman Road) and Line 52 (service between 185th Avenue and Kinnaman Road). Line 88 is regular service (buses arrive approximately every 30-40 minutes). Line 52 is currently near-frequent service (buses arrive less than every 30 minutes) and is identified as a Tier 1 priority High-Capacity Transit corridor in the Regional Transit Strategy. These bus lines provide connections to places of employment and important regional destinations, such as downtown Beaverton, MAX light rail, and the Portland Community College's (PCC) Willow Creek and Rock Creek campuses. Transit stop amenities are limited, and pedestrian connections to those transit stops are lacking. Despite this, some bus stops on Farmington Road experience a high number of riders.

The bus stops at Remington Drive (near a shopping center with multiple shopping destinations and a middle school) and near 185th Avenue are highly utilized on the corridor. In particular, 185th Avenue sees nearly 300 riders board and disembark a bus each day.

BICYCLE AND PEDESTRIAN

This stretch of Farmington Road was identified as a significant gap in the pedestrian and bicycle system in ODOT's Active Transportation Needs Inventory, which ranked Farmington Road in the

95th percentile of pedestrian and bicycle deficiencies within the ODOT network based on multiple evaluation criteria[1].

Existing bicycle facilities are often low quality, like shared paved shoulders, or missing entirely, though buffered bike lanes were recently added west of 198th Avenue. East of Marlin Drive (east leg), available bike facilities are substandard and typically only on one side of the roadway, except for a short eastbound bike lane from 176th Avenue to Kinnaman. Sidewalks are also lacking and disconnected. Approximately 47% of the corridor has sidewalk gaps on one or both sides of the roadway. Where sidewalks do exist, they are typically 5 feet wide, while some are 6 or 8 feet, typically on the west end of the corridor between 209th Avenue and 198th Avenue or adjacent to newer development. This creates an uncomfortable environment for pedestrians and cyclists, despite the facilities being regularly used, especially between 185th Avenue and Kinnaman Road.

30

PM Peak Hour Pedestrians at Farmington Rd/179th Ave

8

PM Peak Hour Cyclists at Farmington Rd/179th Ave

52

PM Peak Hour Pedestrians at Farmington Rd/185th Ave

14

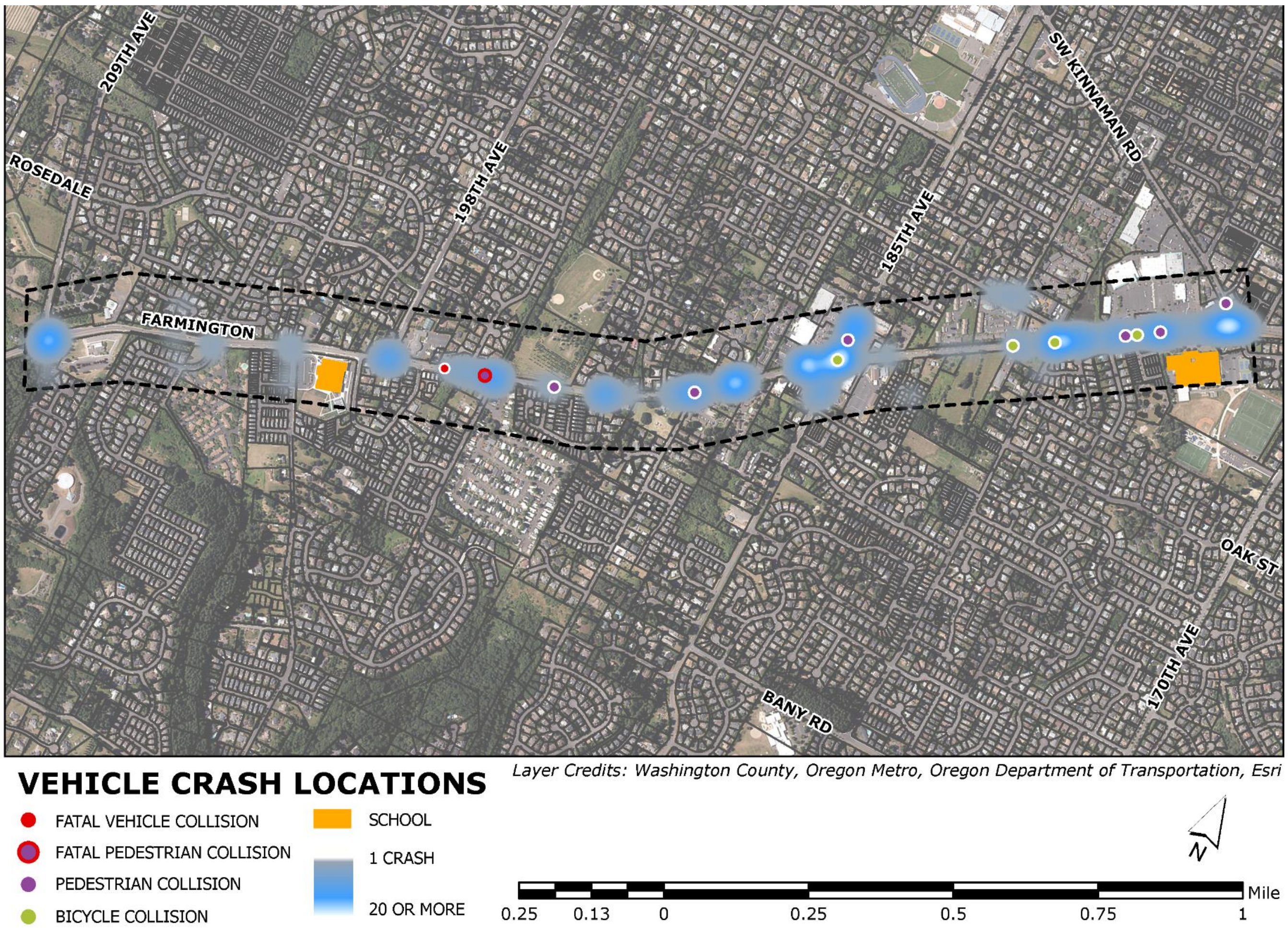
PM Peak Hour Cyclists at Farmington Rd/185th Ave

The existing pedestrian and bicycle facilities are highly stressful for those who use them today. High vehicle speeds and little separation between traffic and pedestrians/cyclists create an environment with a high level of traffic stress.

[1] https://kai.maps.arcgis.com/apps/MapSeries/index.html?appid=fd738594718a403aa58d5faa033fc044

SAFETY

Farmington Road is designated as a regional high-injury corridor with numerous fatalities and serious injuries to road users reported since 2008, including two fatalities in 2017 (one involving a pedestrian), and one in 2025. Crash locations and severity from 2017 to 2021 are shown below.



NEEDS, OPPORTUNITIES, AND CONSTRAINTS

After cataloguing the existing conditions, the project team assessed the needs and opportunities for each mode of travel on Farmington Road:

	Needs	Opportunities
Pedestrians and Bicyclists	• Address lack of adequate and often high-stress pedestrian and bicycle facilities. • Address infrequent roadway lighting conditions.	• Provide continuous low-stress pedestrian and bicycle facilities. • Construct pedestrian crossings at high use transit stops. • Provide frequent roadway lighting.
Transit	• Address inadequate pedestrian and bicycle connections at transit stops, and poor roadway lighting conditions. • Address inadequate stop amenities • Address transit delay, especially between 185th Avenue and Kinnaman Road.	• Improve pedestrian and bicycle connections at transit stops, including enhanced pedestrian crossings and roadway lighting. • TriMet plans for increased service on the bus lines that serve this corridor. • TriMet identification of potential near-term Better Bus project at Kinnaman Road on Farmington Road, including a "right-turn except bus" lane westbound. • Identification of Farmington Road as a corridor for high-capacity transit (HCT) between eastern extent of study area and 185th Avenue. • Improve stop amenities, in coordination with TriMet. Needed enhanced stop amenities were also identified in the 2023-2024 Washington County Transit Study.
Vehicles	• Address high-frequency crash locations. Primary crash causes include failing to avoid a vehicle ahead (27%) and not yielding (23%). • Address long vehicle queues and congestion during peak travel times.	• Addition of center-turn lane or other turn lanes to improve traffic flow. • Access management strategies like medians to improve safety and decrease the number of left turns. • Implementation of transportation system management and operations. (TSMO) strategies to maximize capacity. • Inclusion of Farmington Road as an eligible project for MSTIP 3f major project match program.

Some common constraints shared by all modes of travel were considered during the development of the concept plan.

- **Right-of-way** varies widely along the corridor, offering constraints in some areas but surpluses in others.
- **Access points** are frequent, especially west of 185th Avenue where the land use context shifts to a higher density of single-family homes. These accesses required special consideration to ensure that important functions such as mail delivery and trash pickup are accommodated with an alternate roadway design in these areas.
- **Speeds** are high on the corridor (40 miles per hour), which makes it difficult to prevent serious crashes from occurring and from ensuring that users of all modes of travel can be comfortable when using their designated facilities.

FROM SYSTEM PLANNING TO CONCEPT PLAN

Washington County's TSP classifies this section of Farmington Road as:

- A future five-lane arterial with two travel lanes in each direction and a center two-way left turn lane
- A truck toute
- A Pedestrian Parkway with Streetscape Overlay from SW Kinnaman Road to SW 185th Avenue
- An Enhanced Major Street Bikeway
- On the Long-term Washington County Jurisdiction map

PATH TO THE PLANNING-LEVEL DESIGN CONCEPT

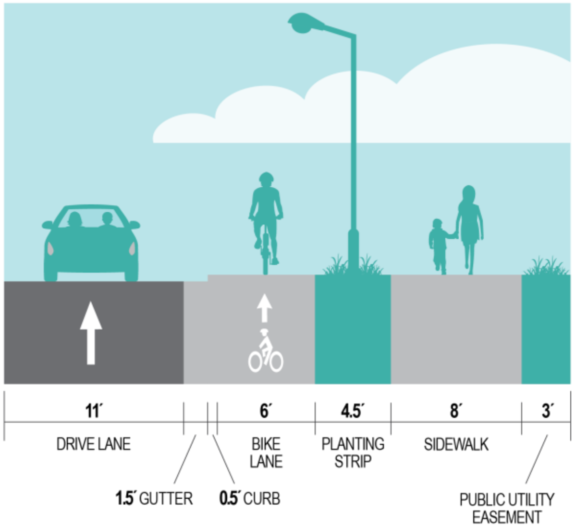
The project team evaluated three roadway alternatives using a set of scoring criteria derived from the project goals and objectives. The alternatives considered were:

- A three-lane cross-section (one travel lane in each direction with a center left-turn lane)
- Three lanes now with the ability to widen to five lanes in the future (ultimately two travel lanes in each direction with a center left-turn lane)
- A five-lane cross section

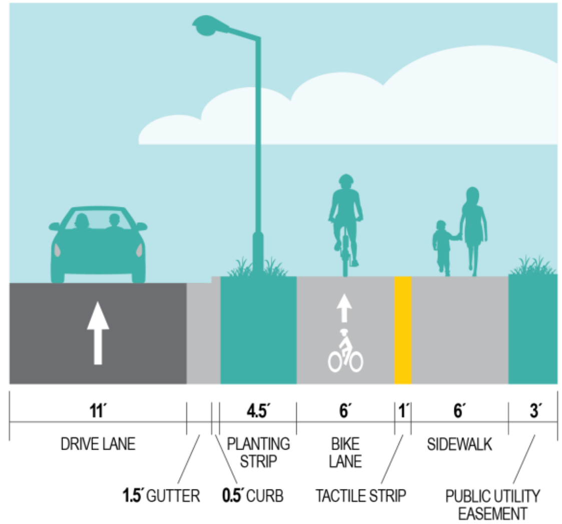
Separately from the roadway considerations, the project team evaluated three alternatives for the bicycle and pedestrian facilities. The alternatives considered were:

- **Raised bike lane with sidewalk** that creates vertical separation between the vehicle traffic and bikes, and separated the bikes from the pedestrians with a planting strip
- **Multiuse path** which includes a wide 13-foot path, separating the bicycle area (6-feet) from the pedestrian walkway (6-feet) with a 1-foot tactile strip

- **On-street buffered bike lane with multiuse path**, which gives cyclists an option between sharing a 10-foot multiuse path with pedestrians or using an on-street bike lane separated from vehicle traffic, but without a physical barrier (curb)



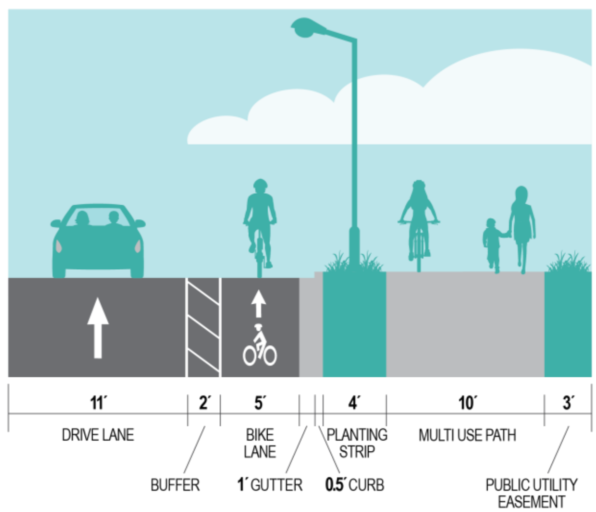
RAISED BIKE LANE



MULTIUSE PATH

These three alternatives were presented to members of the public via an online open house and presented to the Beaverton Bicycle Advisory Committee (BBAC). Both groups supported the multiuse path alternative. These groups shared the preference for cyclists to be as separated from vehicle traffic as possible.

The PAC and TAC members supported the multiuse path option as well, and ultimately this option was advanced for inclusion in the planning-level design concept.



ON-STREET BUFFERED BIKE LANE W/ MULTIUSE PATH

EVALUATING TRADEOFFS

While additional lanes can provide greater capacity for motor vehicle traffic, there are numerous trade-offs to consider, such as impacts to the overall safety, comfort of pedestrians and cyclists, the impacts to neighboring properties, and overall project cost.

There are numerous safety benefits[2] to limiting the corridor to a 3-lane section such as:

- Reduced vehicle speed differential – On a multilane roadway, vehicle speeds can vary between travel lanes, and drivers frequently slow or change lanes due to slower vehicles. On three-lane roads, the vehicle speed differential is limited by the speed of the lead vehicle in the through lane. Reducing speeds can decrease crash severity.
- Reduced vehicle conflicts – Additional lanes create more potential conflicts and contribute to rear-end, left-turn, and sideswipe crashes.
- Reduced pedestrian conflicts – Additional lanes make crossing the roadway harder for pedestrians, as they have two more travel lanes to cross, and are exposed to moving traffic for a longer period of time.
- Reduced bicycle conflicts – Even with a buffered bicycle lane, a driver on a three-lane roadway is able to move over closer to the center lane when approaching a bicycle. A driver on a five-lane roadway will have less opportunity to move over to the left as it is an active vehicle travel lane.
- Reduced side-street traffic crossing delays – Side-street traffic can more comfortably enter the mainline roadway or center two-way left turn lane because there are fewer lanes to cross, resulting in shorter wait times.

Widening to a five-lane cross section, which would include two travel lanes in each direction and a center two-way left-turn lane, comes with notable challenges, from impacts to non-drivers to the feasibility of implementation. During the concept development process, the project team found that widening Farmington Road to five lanes would be highly impactful to the existing land uses along the corridor while carrying a much higher cost to complete.

Detailed traffic analysis on the corridor revealed that existing and future congestion and vehicle delay is worst at 185th Avenue and Kinnaman Road. By the planning horizon of 2045 the 185th Avenue intersection is anticipated to exceed Washington County and ODOT mobility targets by 14 percent while the Kinnaman Road intersection is anticipated to exceed the targets by about three percent. The mobility targets can be met by widening to five-lanes at these intersections while maintaining a three-lane cross section elsewhere.

After evaluating the three roadway alternatives, the three-lane cross-section, with additional widening at 185th Avenue and Kinnaman Road, was preferred by project partners and determined to be the most feasible alternative that could bring safety improvements to the community most

[2] Federal Highway Administration, Road Diet Informational Guide, October 2022.

quickly with minimal right-of-way impact, environmental impact, and without significant delays due to funding. Table 1 illustrates the evaluation results for each alternative.

TABLE 1: EVALUATION OF ALTERNATIVES

	Safety	Environment	Economic	Livability	Feasibility
3-Lane	●	●	◒	◒	●
3-Lane +	●	◒	●	●	◒
5-Lane	◒	○	◒	◒	○
	Key	SUBSTANTIAL ALIGNMENT WITH CRITERIA: ●	NEUTRAL OR MODERATE ALIGNMENT WITH CRITERIA: ◒	MINIMAL/NO ALIGNMENT WITH CRITERIA: ○	

PUBLIC ENGAGEMENT KEY TAKEAWAYS

The project team held an in-person workshop on December 11, 2024, at the Butternut Creek Elementary School to share the project with the community, including project location details. The event provided an opportunity for community members to ask questions, share comments or concerns about the corridor, and view and provide input on four design alternatives. The workshop was attended by 72 community members, and 60 surveys were completed during the event.

Key takeaways from the in-person workshop include:

- A majority (74%) of respondents favored a three-lane design for Farmington Road. 43% preferred prioritizing additional lanes at major intersections. 31% preferred a three–lane design with the potential for future expansion to five lanes.
- Community members identified safety concerns along Farmington Road and suggested improving safety for people driving, walking, and biking. Several repeated safety concerns, included:
    - Heavy traffic congestion, particularly during peak hours.
    - Poor lighting conditions, especially at night.
    - The difficulty of making left turns, especially with no turning lane.
    - The lack of consistent sidewalks, bike lanes, and crosswalks throughout.

Washington County held an online open house for the project from May 2 to June 1, 2025. The open house shared background information, current progress, and the project timeline. It also presented proposed improvements for pedestrian and bicycle facilities, as well as potential enhancements to the Rosa Road intersection. Community members were invited to review the materials, share their feedback, and sign up for future project updates.

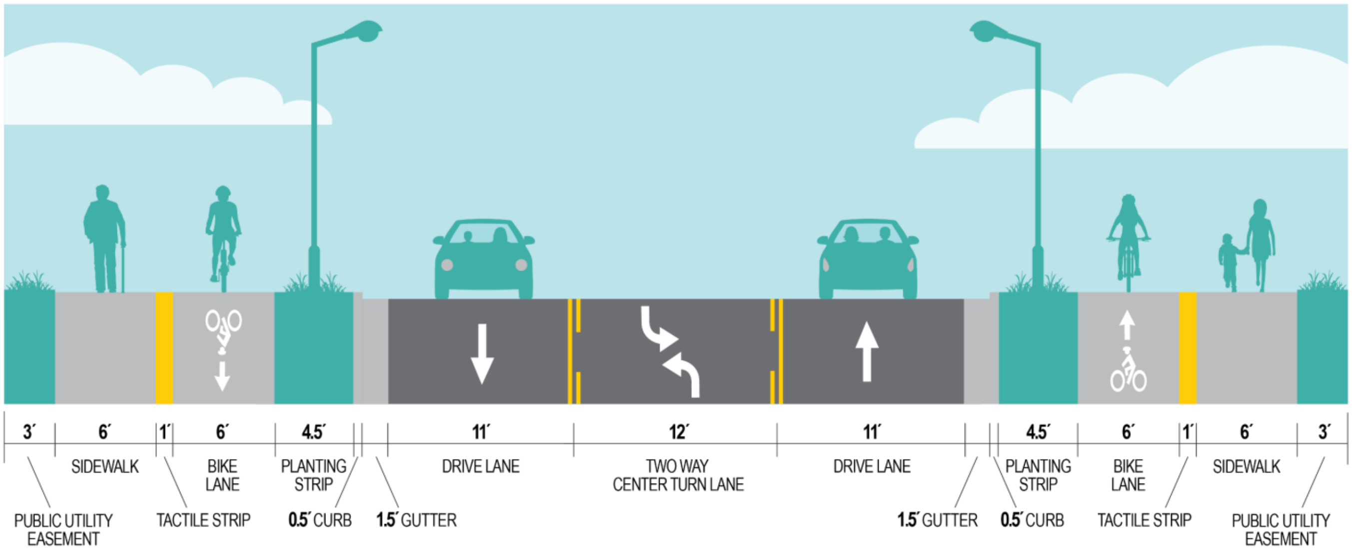
A total of 173 people provided feedback. Of these, 144 people completed the online survey. An additional 29 people completed paper surveys at the Aloha Farmer's Market on May 8 and the Beaverton Farmer's Market on May 17.

Key takeaways from the online open house include:

- **Preferred facility option:** The "Multiuse Path" concept received the highest level of support among the three pedestrian and bicycle facility concepts.
- **Mixed support for other options:** Feedback was more divided on the "Raised Bike Lane" and the "On-Street Buffered Bike Lanes with Multiuse Path" with a slightly higher preference for the "Raised Bike Lane."
- **Rosa Road intersection:** The "Right-in, Right-out Only" alternative at Rosa Road received slightly more support, with 55% of respondents favoring this option.

Feedback from the in-person workshop and online open house was considered in the development and refinement of the corridor design concepts.

THE FARMINGTON ROAD PLANNING-LEVEL DESIGN CONCEPT



The planning-level design concept includes the following elements:

- **Farmington Road widening** – The roadway will be widened to a three-lane cross section with one travel lane in each direction and a center two-way left-turn lane.
- **Intersection improvements** – Farmington Road will be widened to five lanes at 185th Avenue and Kinnaman Road to meet future capacity needs. Rosa Road will be restricted to right-in/right-out movements to address safety concerns. Enhanced pedestrian crossings will be installed at key intersections to improve connectivity.
- **Low stress pedestrian and bicycle facilities** – For the majority of the corridor, a continuous 13-foot-wide shared use path with landscaped buffer will be constructed along Farmington Road with bike transitions to roadway grade where necessary due to site constraints. Along some segments of Farmington Road where the land use is primarily single family residential, the bicycle and pedestrian facility design will shift to the "On-Street Buffered Bike Lane with Multiuse Path" design, described previously in this plan, for about 20% of the corridor. The alternative design will allow curbside access for delivery vehicles and/or trash collection trucks, which will reduce the need to stop in the travel lane for deliveries. Both improvements to bicycle and pedestrian facilities will significantly benefit the safety of existing cyclists and pedestrians and encourage more to use Farmington Road.
- **Street lighting improvements** – Continuous street lighting will be provided along Farmington Road.
- **Improved stormwater management** – Drainage improvements will be constructed along with new pavement and sidewalks.

The Farmington Road concept includes the addition of improvements at key locations; new enhanced pedestrian crossings to decrease the distance between available crossings, enhanced bus stops, access management, and other modification of existing infrastructure to fit within the context of the new corridor improvements.


No Scale
RECOMMENDED INTERSECTION IMPROVEMENTS
Farmington Road
SW 209th Avenue to SW Kinnaman Road
STUDY CORRIDOR
PROJECT ID
EXISTING BUS STOP
SW Farmington Rd/SW Kinnaman Rd
Widen Farmington Rd approaches to five lanes.
SW Farmington Rd/Mountain View Middle School Driveway
Modify existing pedestrian signal to support cross section changes. Optional: access management upgrades.
SW Farmington Rd/SW Rosa Rd/ SW 179th Ave
Realign SW Rosa Rd to be perpendicular to Farmington Rd, and restrict left turns in/out of SW Rosa Rd. Install enhanced pedestrian crossing at or near intersection.
SW Farmington Rd/SW 185th Ave
Widen Farmington Rd approaches to 5 lanes. Coordinate design with future plans to widen SW 185th Ave.
SW Farmington Rd/ SW 188th Court
Install enhanced crossing at bus stop pair.
SW Farmington Rd/SW 192nd Ave
Install enhanced crossing at bus stop pair.
SW Farmington Rd/SW 195th Ave
Modify existing enhanced crossing to support cross section changes.
SW Farmington Rd/ SW 198th Ave
Modify/replace existing signal to support change in cross section and improve bicycle treatments.
SW Farmington Rd/Hazeldale Elementary School
Modify existing enhanced crossing to support cross section changes.
SW Farmington Rd/SW 209th Ave/ SW Grabhorn Rd
Modify existing signal to support change in cross section and improve bicycle treatments. Coordinate design with City of Hillsboro plan to add SB right and left turn lanes.
SW KINNAMAN RD
SW DIVISION ST
Shopping Center
Mountain View Middle School
Bales Wetlands Park
SW REMINGTON DR
SW 176TH AVE
SW ROSA RD
SW 179TH AVE
Farmington KinderCare
SW FARMINGTON RD
Shopping Center
Shopping Center
SW 185TH AVE
SW 188TH CT
SW 190TH AVE
apartments driveway
SW 192ND AVE
SW 189TH AVE
Hazeldale Park / Dog Park
SW 196TH AVE
SW 198TH AVE
SW 195TH AVE
SW MARLIN DR
SW 202ND TER
SW 204TH AVE
Hazeldale Elementary School
SW MILLER HILL RD
SW 209TH AVE
SW GRABHORN RD
1
2
3
4
5
6
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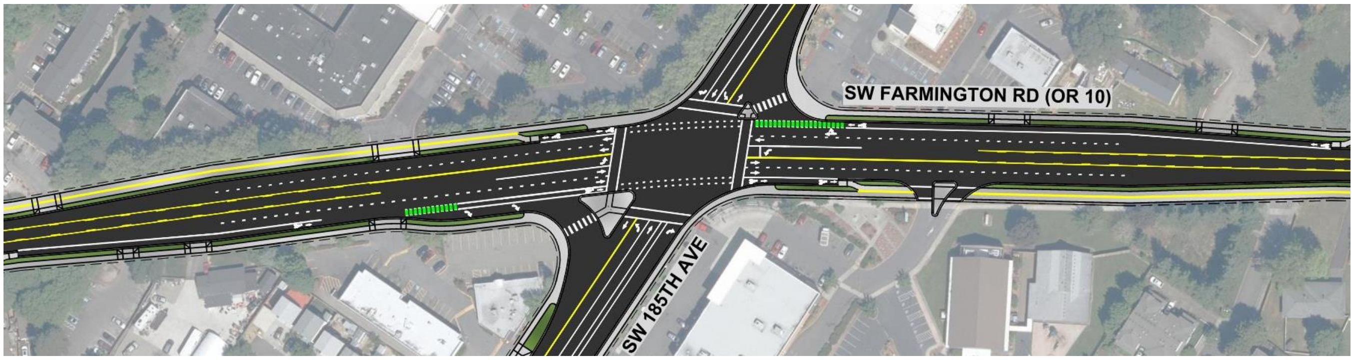
8
9
10

KEY INTERSECTIONS

The Farmington Road concept includes additional improvements at three key intersections.

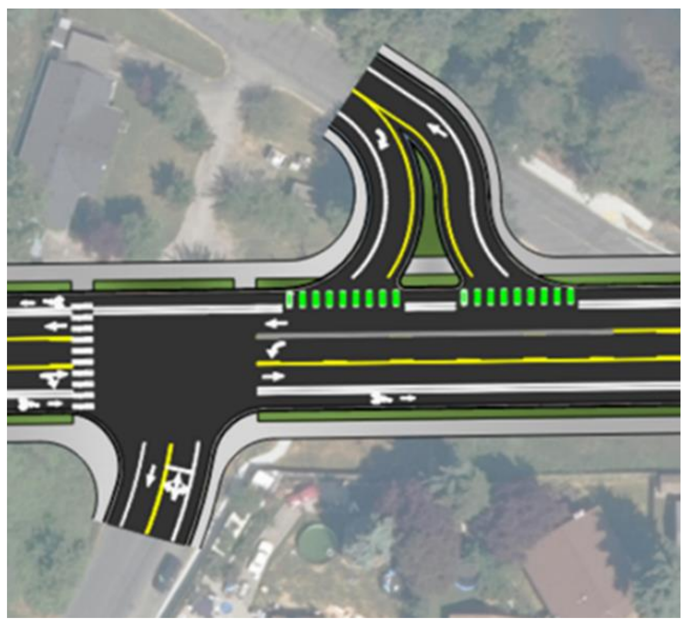
Farmington Road at 185th Avenue



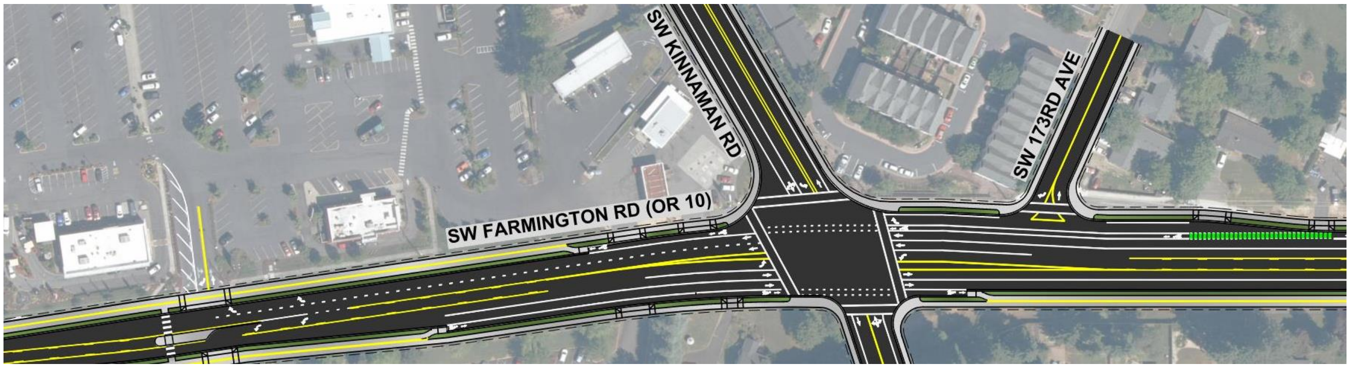
Project volumes in the future will lead to levels of motor vehicle traffic that exceed the County's mobility target at 185th Avenue. Maintaining an acceptable level of vehicle congestion on Farmington Road is important to meet the needs of all users. As such, the Farmington Road concept includes added westbound and eastbound through lanes. This will help manage vehicular congestion but will also lengthen the crossing distances for people walking. Cyclists on the multi-use path will transition to the roadway level through the intersection. This strategy allows the project to maintain a tighter footprint and minimizes the impact to properties on the corners of intersections like 185th Avenue.

Farmington Road at Rosa Road/179th Avenue

Today, the Rosa Road intersection encourages high-speed turning movements, especially for motorists making a westbound right from Farmington Road to Rosa Road. The intersection geometry also limits sight distance. The Farmington Road concept includes realignment of Rosa Road to mitigate these issues and create a safer configuration. The concept also includes the addition of a pedestrian crossing west of 179th Avenue, addressing an existing gap for comfortable crossings.



Farmington Road at Kinnaman Road



Similar to the 185th Avenue intersection, projections indicate that vehicle congestion will exceed the County's mobility targets at the Kinnaman Road intersection. The concept includes widening Farmington Road to five-lanes through this intersection and lowering cyclists to roadway level through the intersection. Improvements to this intersection may include other elements, such as closure of 173rd Avenue at Farmington Road (not shown in the conceptual design). This movement restriction may reduce demand for the westbound right turn lane at Kinnaman Road, resulting in fewer vehicles crossing the bike lane. Moreover, this change would have a positive impact on safety, as drivers will not unexpectedly slow down to enter 173rd Avenue instead of continuing west to Kinnaman Road.

EXECUTING THE PLAN

COST ESTIMATE

This section summarizes the cost estimate for the planning-level design concept, including all of the elements discussed in the previous section.

TABLE 2: PLANNING LEVEL COST ESTIMATE BY LOCATION

LOCATION	JURISDICTION	COST ESTIMATE (MILLIONS OF DOLLARS)
170TH AVENUE - KINNAMAN ROAD	Washington County	$14.8 M
KINNAMAN ROAD – 198TH AVENUE	ODOT[A]	$57.5 M
198TH AVENUE – 209TH AVENUE	Washington County	$13.5 M
TOTAL		$85.8 M

[A] The segment between Kinnaman Road and 198th Avenue is the only segment under ODOT jurisdiction.

SEGMENT PHASING

The transformation of Farmington Road will require significant investment from the state and county to ensure that a quality project can be delivered. To improve the cost effective or feasible competitiveness for funding and the speed to implement key safety improvements, the project may require construction in phases. Potential segment phases are shown in Table 3. Prioritization may be determined in the future based on funding, adjacent projects, or other factors that make implementation in one area more cost effective or feasible.

Phase 1: Central Area Improvements

Farmington Road from 198th Avenue to 185th Avenue

This phase would include widening Farmington Road to a 3-lane cross section, construction of low-stress pedestrian and bicycle pedestrian facilities, construction of additional safe and comfortable street crossings, street lighting improvements, improved stormwater management, and widening to 5-lanes at the 185th Avenue intersection.

Phase 2: Eastern Extent Improvements

Farmington Road from 185th Avenue to 170th Avenue

This phase would include the same improvements described in Phase 1 but extended to the area east of 185th Avenue and would include widening to 5-lanes at the Kinnaman Road intersection.

Phase 3: Western Extent Improvements

Farmington Road from 209th Avenue to 198th Avenue

This phase would extend the improvements from Phase 1 west of 198th Avenue to the 209th Avenue intersection.

TABLE 3: PROJECT COST BY PHASE

CONSTRUCTION PHASE	ESTIMATED COST FOR THE ODOT SEGMENT (MILLIONS OF DOLLARS)	ESTIMATED COST FOR THE WASHINGTON COUNTY SEGMENTS (MILLIONS OF DOLLARS)
PHASE 1	$37.4 M	-
PHASE 2	$20.1 M	$14.8 M
PHASE 3	-	$13.5 M
TOTAL	**$57.5 M**	**$28.3 M**

OTHER CONSIDERATIONS

As the Farmington Road project advances into the future design phases, several items should be addressed that are not yet determined as a part of this concept plan, such as:

- **Access management changes** – Some locations along the corridor may benefit from raised medians or other access management strategies to enhance safety, slow vehicle speeds, and manage congestion.
- **Bus stop locations and amenities** – The design team should coordinate with TriMet on bus stop locations to determine if stops should be relocated, consolidated, accommodate enhanced stop improvements, etc. to best meet the needs of transit riders.
- **Pedestrian crossing locations and treatments** – While some pedestrian crossing locations are shown as proposed spot improvements in this plan, the crossing locations should be reviewed with updated bus stop locations and land use in mind to determine the ideal crossing locations. The type of pedestrian crossing treatment will also need to be determined as a part of the design phase (e.g. marked crossing only, rectangular rapid flashing beacon, etc.).
- **Design vehicle needs** – Conceptual layouts in this plan make initial assumptions about the footprint of lanes/curbs based on a representative design vehicle. During the design phase, the necessary design vehicle should be coordinated with Washington County and other partners to determine what design vehicle intersections should be designed for and/or accommodate.
- **Enhanced intersection treatments** – The bicycle and pedestrian facilities at intersections should be reviewed during the design phase to gauge the feasibility of adding enhanced design elements (e.g. protected intersections).

JURISDICTIONAL TRANSFER

Jurisdictional transfer is the process of transferring the management authority and maintenance responsibility for a highway, road or street from one agency to another. Farmington Road was historically known as OR 10, an ODOT-managed state highway. Washington County and ODOT agreed in 1998 that jurisdiction of all of Farmington Road between Murray Boulevard and OR 219 would eventually be transferred from ODOT to the County. Today, the only section of Farmington Road that remains under ODOT jurisdiction is between Kinnaman Road and 198th Avenue. A joint project among Metro and ODOT identified this section of Farmington Road as a priority need for jurisdictional transfer with a high readiness score.[3]

Transferring lower-level state highways such as Farmington Road to the county provides the opportunity for it to be reconstructed and operated consistent with a locally preferred design to better serve the desired land use and development patterns and community needs. The jurisdictional transfer process for ODOT-managed facilities now often includes an application for review and a recommendation by the statewide Jurisdictional Transfer Advisory Committee (JTAC).

House Bill 2793 (2023) established JTAC to review local agency jurisdictional transfer request applications and develop a list of three jurisdictional transfers to recommend for state funding. The JTAC solicits input from the governor-appointed Oregon Transportation Commission (OTC) and submits a biennial report to the legislative Joint Committee on Transportation. Elements of the transfer application are scored and include considerations such as costs of transfer; appropriate

[3] Metro. Regional Framework for Highway Jurisdictional Transfer Study, November 2020.

jurisdictional ownership for the function of the roadway; and community support for the project. As the committee evaluates applications, they also seek to advance the state's goals related to safety, equity, climate, and economic vitality.

The Farmington Road Concept Plan address these considerations and will inform an application that Washington County and ODOT will jointly prepare and submit to JTAC. Participation in the JTAC process does not guarantee state funding, however, funding is the key to ensuring a successful transfer of Farmington Road. With sufficient funding allocated to Farmington Road, Washington County would work with ODOT to develop a draft Intergovernmental Agreement (IGA) outlining the terms of a transfer that would be brought to the Oregon Transportation Commission, which is ultimately responsible for approving transfers of state highways to local jurisdictions.

The jurisdictional transfer process will culminate in negotiating and executing a final IGA between the state and county. The IGA will address the process and timing for transfer and identify the financial contributions and other responsibilities of the state and county. The terms of the transfer would ensure that Washington County has identified sufficient funding to improve the transferred segment to its urban standards, inclusive of roadway improvements, bike lanes, curbs, sidewalks, lighting, stormwater drainage and sewer facilities. Funding for design and construction will likely consist of a combination of state, federal, county and/or other funds.

APPENDIX

All appendices are available upon request

CONTENTS

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