

## Main Street and Banks- Cedar Canyon Road Intersection open house summary



The open house (May 14-31, 2021) was visited by 369 people and received 35 responses (seven without comment).

### **Why not a Roundabout, instead of Signal?**

Washington County and the City of Banks analyzed both a roundabout and a traffic signal. The results were sent to the Oregon Department of Transportation (ODOT) to complete their own analysis. All three jurisdictions determined that a traffic signal is the best alternative for the safety of bicyclists and pedestrians. A scoring matrix was used, following ODOT guidelines. Traffic calming and least impact to businesses at the intersection was also considered.

### **Will the lights be triggered to recognize bicyclists?**

The traffic signals will have laser detection that we can set to recognize bicycles, instead of signal loops in the pavement.

### **Can a right turn only be placed on the Cedar Canyon leg of the intersection?**

The intersection will be designed according to ODOT's Blueprint for Urban Design. One design requirement is to place a left-turn-only traffic control on Cedar Canyon Road. A right-turn-only traffic control would require the acquisition of additional right-of-way on the south side of the intersection. The design calls for eastbound approach to be thru and right turn.

### **Any consideration in moving speed sign farther north on Highway 47?**

Washington County is coordinating with ODOT for all proposed design. Main Street (Nehalem Highway OR-47) is an ODOT facility. We will consider moving the speed sign, in coordination with ODOT.

### **Can left turn length turn on Banks Rd be reduced to allow a left turn onto Sellers Rd?**

The left-turn lane on Banks is required for future queuing on Banks Road. Reducing the westbound left-turn lane to allow for a short eastbound left-turn lane to Sellers Road may cause more safety and traffic congestion concerns. The eastbound left-turn lane from Banks Road to Sellers Road will be unrestricted and should not back up unless westbound traffic illegally blocks the intersection.

**Will a barrier be placed on the north side of the intersection?**

A concrete traffic separator is only proposed south of the intersection.

**Why not wait to improve intersection if projected growth is shown to double in 2040?**

Our traffic analysis determined that the intersection will meet warrants for a traffic signal by the year 2023.