

FAQs for Website:

What are the next steps?

After finalizing recommendations, the city is looking to develop timeframes (short, mid, and long term) and opinions of cost. Those costs will be in a range and account for inflation for the coming years. The direct next steps are to conduct a detailed traffic study, including an examination of traffic patterns, behaviors, access management, in-depth crash data, etc. There will also be further conversations surrounding a landscape plan exploring all considerations while working within the city's allowed planting.

Why do the South State Road Concepts go down to three lanes?

South State Road operates at an average of 17,000 to 18,000 vehicles daily; those counts are from ODOT's counts, which they take twice a year. The US Department of Transportation Federal Highway Administration recommends that a 4-lane road operating under 25,000 vehicles daily capacity can be reduced to a 3-lane road (see FHWA handout). From the survey, respondents and corridor stakeholders were concerned about speeding, crashes, pedestrian safety, and access to businesses. A 3-lane concept allows for naturally slowing down traffic and making drivers and pedestrians more aware of their surroundings. Both city and consultant traffic engineers have agreed that existing intersection configurations will most likely remain.

Why are there two right-of-way widths for South State Road?

The South State Road corridor from Portage Trail to the bridge is just over 1.5 miles long, and the right-of-way along the entire corridor fluctuates from 65' to 100'. For this reason, we have to account for both the widest and the narrowest parts of the roadway.

What is the difference between "Proposed Concept A" and "Proposed Concept B"?

Proposed Concept A does not have on-street parking, while "Proposed Concept B" does include on-street parking.

What do the proposed sections represent?

The proposed section in Concepts A and B represents a "typical" section along the South State Road corridor, showing general conditions along the corridor edge.