

Bypass #2 - Forest Grove Bypass - North, OR 47, Nehalem Highway, Highway 102 (MP 88.69-90.63)

Description: The northern part of the Forest Grove Bypass is 1.9 miles long with three-five lanes, with an eight-foot shoulder and a six-foot sidewalk on the south side. It is a Statewide Highway.

Draft Environmental Assessment: 1996

Construction completed 2000.

Purpose and need:

- Improve safety, including reducing conflicts between truck traffic and other modes.
- Improve traffic flows, including reducing through traffic in downtown Forest Grove.
- Develop a project that minimizes adverse social and environmental impacts in the project corridor, including impacts to agricultural land, air quality and natural resources.
- Design project to balance transportation modes, include
 - providing bike and pedestrian facilities,
 - enhancing goods movement, and
 - providing access to vacant industrial lands.
- Upgrade design standards including design speed and access management to those appropriate for state highway.

Land uses: According to the Environmental Assessment, the project was located outside of Forest Grove city limits, but mostly within the urban growth boundary (UGB). The UGB parallels the project to the north. North of the UGB is primarily agricultural.

The Quince Street portion is characterized by more intense residential uses, as well as commercial buildings. Most of the largely agricultural area is expected to transition to other uses with or without the project. Urban residential uses will occur in the northern parts, and industrial uses are most likely to continue in the southeastern portion of the community. New commercial development is likely to occur along the existing highways through the community. None of the three annexations to Forest Grove appear related to this bypass.

Traffic volumes: In 1996, volumes were over 8,500, at a Level of Service B.

Crash rates: Insufficient crash data are available since the bypass was just completed in 2000.

Analysis: The bypass provides an alternative so that traffic can move around the north side of Forest Grove without going through the downtown area. Development impacts most likely will be felt at the south end of the bypass where ODOT took over a local street and numerous accesses existed before the bypass was constructed. However, much of future land use changes would occur with or without the bypass.

Primary source: *Council Creek-Quince (Highway 47 Bypass) Project: Draft Environmental Assessment and 4(f) Evaluation, August 1996*