



SW Boones Ferry Road (SW Day Street to SW Norwood Road)

## Open House Summary

September 29, 2011

Tualatin Elementary School

An open house for the SW Boones Ferry Road Project was held on Thursday, September 29<sup>th</sup> at Tualatin Elementary School. Sixty-two people signed in at the meeting. Attendees were able to learn more about proposed improvements to SW Boones Ferry Road from SW Day Street to SW Norwood Road. The project is funded through the County's Major Streets Transportation Improvement Program (MSTIP) and State Oregon Transportation Investment Act (OTIA).

Displays at the open house presented information on the project purpose, schedule, funding, evaluation criteria, and the four alternatives being considered. There was no formal presentation. Attendees were able to discuss the project with County and consultant staff and share their thoughts about the alternatives. Representatives from the cities of Tualatin and Wilsonville also attended to listen to community concerns.

In conversations with project team members, most public attendees expressed support for the project for the reasons of general safety. Many were pleased that the project was funded and being designed, especially the addition of bicycle lanes and sidewalks. Although generally supportive, many property owners discussed the right-of-way acquisition process with County staff and had individual concerns and questions about compensation for partial property impacts.

Attendees were asked to document their comments on forms provided at the meeting. Twenty-seven comment forms were collected. Attendees were asked to share their preference among the four alternatives presented at the open house, including their reasons for such a preference. **Alternatives C and D received the most support at the meeting.** (Tally of comment forms on next page).

Comments about the alternatives and the project, in general, were related to the following topics:

- Differences in right-of-way impacts
- Straightening of the curves in the road; some believed the straightest alignment would be best while others believed some curve helped to reduce speeds
- Drainage
- Safety and emergency vehicle access
- Construction impacts
- Support for bicycle lanes and sidewalks

All the comments from the 27 forms have been sorted and can be found on the next pages. The project team will have this information as they select a preferred alternative and move forward on final design of the project.

The displays from the open house and maps of the four alternatives can be found at [www.wc-roads.com](http://www.wc-roads.com) and click on the project under "Construction Projects."

## Comment Forms (sorted, without contact info)

The following are the comments submitted on the 27 forms submitted at the open house. Contact information has been omitted, but project staff may access the forms to address individual issues during design.

Tally of alternatives preference:

Alternative A	2 attendees preferred
Alternative B	6 attendees preferred
Alternative C	9 attendees preferred
Alternative D	11 attendees preferred
No preference indicated on submitted form	2 attendees preferred

*Note: 2 comment forms indicated more than one preference.*

Attendees were asked to share why they had a preference for an alternative, as well as document any other comments they had about the project. The following are the verbatim comments (personal info omitted) from the comment forms:

### Comments about Alternative A:

- Least Impact – all others waste.
- It cuts the least amount out of property and the other options include a drain system that will interfere with my septic tank and pastures for animals.

### Comments about Alternative B:

- It seems like it's the least impact overall.
- To me it seems to have the least impact on the property owners along the road. I am not a property owner along the road but do live in Tualatin and travel the road twice every day. Whichever plan you choose we appreciate the changes this project will bring to our communities.
- I would lose less land and I wouldn't have an un-valuable strip of land on the opposite side of the highway (PLAN D).

### Comments about Alternative C:

- Seems like the best compromise.
- Preferred over [my] second choice (D) because of concern for speeding on straight-line road. Prefer to utilize the open/un-built space over encroaching on homes. Regardless, bike lanes are a must and very welcome.
- I'm for the road, badly needed. Straight line promotes 45 to 60 mph, straight line promotes division of east and west, strongly impacts my property (2 houses) I think unnecessarily, 45 mph + in front of my two front doors.
- Keep the speed limits down, less loss of property to the east side of the road (our property is on the east side).

- It makes most sense from a couple of perspectives; 1. Requires less land acquisition; 2. Doesn't create a "Drag Strip" in front of our property; 3. Is further to the east than the existing alignment and would minimize the number and cost of retaining walls on the west side?
- I like keeping some curves in the road. The feel of the road now is wonderful – but I recognize the need for improvements, bike lanes, etc. I also like that alternative C has less impact on family homes than B. I drive this road almost daily; alternative C would be a great improvement.
- Adding bike lanes is great (so A is not a good option). Acquiring land on the east is better than impacting homes on the west (so C is preferable to B). The change in D is regressive.

**Comments about Alternative D:**

- This alternative is least disruptive to the majority of residences impacted by this improvement to Boones Ferry Road. Also, this option provides the best of the safety concerns for residences involved.
- Because it straightens the road and has less impact on my home. Also, best route for safety.
- The shortest distance between two points is a straight line.
- Impacts fewer homes. Doesn't remove half of my front yard. Creates a safer byway (fewer curves). Every winter snowfall there are accidents at the current curves – maintaining the curves would not improve this wintertime hazard.
- For the long-term this seems like the best alternative even though it will dramatically affect certain property owners in the short term.
- It reduces (eliminates) the curves and would make Boones Ferry Road safer to travel. We live near Greenhill Lane and there have been 3 accidents we know of within 100 yards of Greenhill in the past year.
- It meets the need for future use.
- Better for future cost savings and use.
- Least intrusive on most homeowners.
- Taking the curves out will make the stretch much safer – I like the existing Boones Ferry becoming a frontage road for land owners on the west side.
- There are approximately 15 existing homes on the west side of vs. one mobile home and 1-2 existing homes and unimproved land on the east side of the road. Alternative D would have the least affect on the access and livability on the vastly greater number of existing home owners.
- Impact to existing homeowners is significantly reduced during the year long construction phase-since the construction for the improved road would take place away from the immediate access to each homeowner's driveway. Construction time and costs should be reduced as the construction company would not have to constantly provide for daily access to these 15 driveways during construction.
- Alternative D provides greater safety for access onto SW Boones Ferry Road should the current road become a neighborhood frontage road. Where there are now more than 10 private driveways with direct access to SW Boones Ferry Road - with the adoption of a neighborhood frontage road - these multiple private driveway accesses would be reduced to one access road. This improves the compliance for making SW Boones Ferry Road into a collector or arterial road as there would be fewer direct access driveways.
- Safety would also be improved by Alternative D, as moving this portion of SW Boones Ferry Road to the east will remove the significant vertical curve which currently exists -as the topography to the east is more level.

- Administratively, there are fewer property owners who will have to be approached to acquire right of way for Alternative D as compared to Alternatives B or C.
- Should Alternative D be enacted and a frontage road created out of the current road- items which should be addressed:
  - The frontage road should be a dead end to avoid "cut through" when traffic backs up at the Day Road intersection lights
  - The end of the frontage road should allow for garbage trucks and fire equipment to easily turn around.
  - Ongoing maintenance and jurisdiction of the frontage road will need to be established.
  - For emergency vehicle access- parking of commercial tractor trailers should be prohibited on the frontage road.
  - How will "residual" pieces of property on the west side of the New Alternative D road be maintained (i.e. free of weeds/fire hazards)? These would be pieces of property being bisected by the new road right of way.
- Very opposed to plan D because I think it would encourage people to speed.

**No Preference/Multiple Preference Comments:**

- Improvements with the least change (B or C).
- I do not have a preference for alternatives A, B, C, or D without more carefully reviewing them and understanding the difference.
- Whichever is cheaper (B or C). I don't believe plan A does enough to improve the current situation.

**General Comments about this project:**

**Support for bicycle lanes and sidewalks**

- I support the project whole heartedly because it is very important to have the bike lanes and sidewalk that will be constructed – especially considering future plans for the area – but also to provide safe access for bikes and pedestrians. Thank you for developing this project and selecting it for funding!
- In reality, I just want the bike lanes.
- I do not like alternative D. A straight road encourages speed and would cause the road to lose its country feel. Also, it is most disruptive to many properties. However, bike lanes and sidewalks will be a wonderful addition to the road.
- If all that is proposed, then use the money to upgrade facilities and improve or add bike lanes for safety and leave existing road.
- As a Tualatin resident that lives very close to Norwood, the most important thing for me is pedestrian and bicycle access to Wilsonville. I work near Costco and can't walk or bike to work due to unsafe road. Long overdue project! Thanks!
- Presently we have nowhere to walk or ride bikes along our stretch of Boones Ferry so we are excited. We wish it were to begin tomorrow.

**Property/right-of-way concerns:**

- Very concerned about straight line composition of road, should consider stubbing sewer and water as far as possible, why tear up again? I think both east and west side should share burden.
- Concerns about the fair and equitable purchase of property, the process and how it is determined.

- I own three of the properties that would be/are most significantly impacted by any of the proposed alignments and I do not favor proposal D. I am supportive of the roadway and feel that the amount of right of way acquisition cost with plan D would blow the budget.

#### **Speed and safety concerns**

- If the posted speed limit is 35mph or less then I believe the road could accommodate neighborhood electric vehicles (NEV) between two growing communities. A special thank you to Robert and Kim who were very helpful in explaining the options.
- Great project, however, I would be quite opposed to option D. We don't need a thoroughfare. Much cost I'm sure, much impact to neighbors.
- Turning radius from Boones Ferry onto our frontage road and driveway cannot be diminished because of fire apparatus not being able to make the turn into four different properties to enter the secondary road. (2)

#### **Other:**

- This improvement is sorely needed and should be started ASAP.
- Whatever alternative is chosen-I request that this drainage issue be addressed: Currently there is a culvert which drains the fields on the east side of SW Boones Ferry Road, runs under the current road and discharges into the road right of way in front of my home. The only current method of drainage for this run off is to a culvert which runs onto my property and down my driveway. The current culvert under SW Boones Ferry Road which discharges onto my property needs to be removed and other methods addressed as to how to handle the runoff from the fields on the east side of the road---this needs to be addressed in addition to the runoff from the road itself.
- I am a leader in Tualatin's CIO – Citizen Involvement Organization. We do a monthly newsletter and would like to include this project in our next issue. Can you please email me the poster "Alternatives Pros and Cons." [done]