



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: October 24, 2011

SUBJECT: Work Session for October 24, 2011

- 1) **6:00 p.m. (30 min) Boones Ferry Road Improvements** Attached is a memo from Colin Cortes with information on Boones Ferry Road Improvement project that will be discussed at this time.
- 2) **6:30 p. m. (15 min) Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the October 24, 2011 City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Colin Cortes, Assistant Planner
Alice Rouyer, Community Development Director

DATE: 10/24/2011

SUBJECT: Boones Ferry Road Improvements Update

ISSUE BEFORE THE COUNCIL:

This memo is an update on the Washington County SW Boones Ferry Road improvement project within the Basalt Creek Concept Plan Area.

EXECUTIVE SUMMARY:

Staff last updated the Council on the Basalt Creek Concept Plan on September 26, 2011 through a briefing on two Washington County projects: the Basalt Creek Transportation Refinement Plan, and SW Boones Ferry Road improvements.

The County held an evening open house on September 29, 2011 at Tualatin Elementary School for which 62 attendees signed in. Most attendees expressed support for the project; most concerns came from property owners affected by right-of-way (ROW) acquisition. 27 attendees completed comment forms, the majority of which supported alignment Alternatives C and D. Attachment E is a summary of comments received at the open house.

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

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

County staff met with Tualatin and Wilsonville staff on October 4, 2011 to discuss public comments at the open house and choose a preferred alignment alternative for recommendation. Based on the pros and cons of each alternative and the evaluation criteria in Attachments F and G, the group settled on a hybrid of Alternatives C and D that would combine the best aspects of both. A hybrid would affect a minimal number of properties and reduce the amount of the leftover sliver of land that would remain between the realigned road and the portion of the road

that would become a frontage road. County staff and consultants are preparing a hybrid alternative that is not yet complete at the time of this writing though will likely be ready and available by the time of the work session.

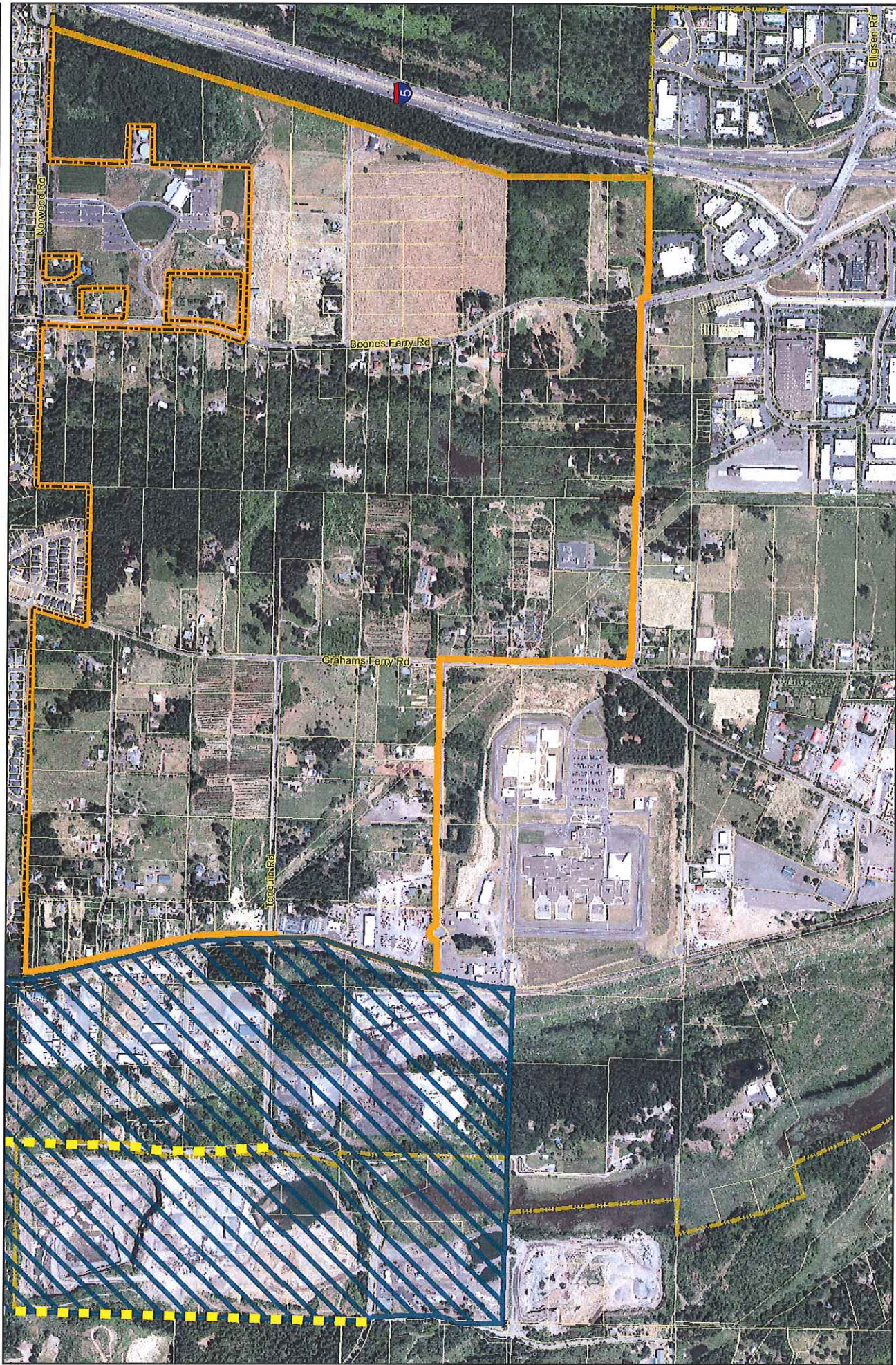
The SW Boones Ferry Road project webpage is:

<http://www.co.washington.or.us/LUT/TransportationProjects/boonesferrynorwoodday.cfm>

RECOMMENDATION:

Staff is seeking Council direction to staff.

Attachments: A - Map from Basalt Creek IGA
 B - Map: Basalt Creek Aerial
 C - Boones Ferry Alternative C
 D - Boones Ferry Alternative D
 E - Boones Ferry Open House Summary
 F - Boones Ferry Alternative Pros & Cons
 G - Boones Ferry Open Evaluation Criteria



Urban Growth Boundary
Tualatin City Boundary

124th Avenue
Alignment Options
SW Concept Plan Area

Basalt Creek Planning
Area Concept

Attachment B

Map: Basalt Creek Aerial

RF 1:14,500



This map is derived from various digital database sources. The information was made to provide an accurate map for any areas or commissions in the information. This map is printed on 8.5 x 11 inch paper. Engineering and Building Dept. Printed 8/7/2011



SW Day St

SW Greenhill Ln

SW Norwood Rd

Attachment C
Boones Ferry Alternative C



SW Day St

SW Greenhill Ln

SW Norwood Rd

Attachment D
Boones Ferry Alternative D

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 29th 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 and click on the project under "Construction Projects."

Attachment E

Boones Ferry Open House Summary

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]

SW Boones Ferry Rd Project

(SW Day to SW Norwood)



Alternative Pros & Cons

The following is a list of pros and cons for each alignment for the SW Boones Ferry Rd Project. These will be used to help select an alternative to forward into final design for the project.

Alternative "A"

Pros:

- Least cost
- Least impact to neighboring properties

Cons:

- Only resolves the short term issue of horizontal and vertical curve corrections
- No pedestrian improvements
- No bicycle improvements

Alternative "B"

Pros:

- Alignment is close to the existing centerline of Boones Ferry Rd
- Equal impacts to properties on the east and west sides of Boones Ferry Rd
- Bicycle and pedestrian improvements

Cons:

- Moves Boones Ferry Rd closer to residences on west side of road
- More property impacts, walls, etc., on west side of Boones Ferry Rd

Alternative "C"

Pros:

- Reduces impact to properties on west side of Boones Ferry Rd
- Less walls on west side of Boones Ferry Rd
- Bicycle and pedestrian improvements

Cons:

- Increases impact to properties on east side of Boones Ferry Rd

Alternative "D"

Pros:

- Reduces impacts to properties on west side of Boones Ferry Rd
- Less walls on west side of Boones Ferry Rd
- Bicycle and pedestrian improvements
- Less disruption to traveling public during construction
- Centralizes access from the west to reduce number of driveways accessing Boones Ferry

Cons:

- Increases impact to properties on east side of Boones Ferry Rd
- More property acquisition cost

SW Boones Ferry Rd Project

(SW Day to SW Norwood)



Evaluation Criteria

The following are draft criteria that will be used to help select an alternative to forward into final design for this project. The project team will review technical data and community input to select an alternative that best meets these criteria.

Improves safety for all modes

- Additional bike lanes
- Additional sidewalks
- Improves safety for left turns
- Improves horizontal geometry
- Improves vertical geometry

Community impacts

- Minimizes number of properties affected
- Minimizes impacts to neighbors

Environmental impacts

- Minimizes stormwater impacts
- Minimizes wetland impacts

Cost-effectiveness

- Right-of-way costs
- Overall project costs
- Reduces future utility relocations

Construction impacts

- Minimizes disruption during construction
- Minimizes schedule/cost risks

Adaptability, implementation over time

- Cities able to adapt project for compatibility with future land uses
- Expandable for future needs
- Alignment consistency with Boones Ferry Rd/Day intersection