



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 9, 2016
6:00 PM**

AGENDA

I. 6:00 PM CALL TO ORDER - ROLL CALL

Jerry Greenfield, Chair Eric Postma, Vice Chair Peter Hurley
Al Levit Kamran Mesbah Phyllis Millan
Simon Springall City Council Liaison Charlotte Lehan

II. 6:05 PM PLEDGE OF ALLEGIANCE

III. 6:10 PM CITIZEN'S INPUT

This is the time that citizens have the opportunity to address the Planning Commission regarding any item that is not already scheduled for a formal Public Hearing tonight. Therefore, if any member of the audience would like to speak about any Work Session item or any other matter of concern, please raise your hand so that we may hear from you now.

IV. 6:20 PM CITY COUNCIL LIAISON REPORT

V. 6:25 PM CONSIDERATION OF THE MINUTES

V.A. Consideration Of The October 12, 2016 Planning Commission Minutes

Documents:

[V. A. Consideration Of The Minutes.pdf](#)

VI. 6:30 PM WORK SESSION

VI. A. Boones Ferry To Brown Road Connector (Adams/Kraushaar)

Documents:

[VI. A. Boones Ferry To Brown Road Connector \(Adams-Kraushaar\).Pdf](#)

VI. A. Boones Ferry To Brown Road Connector Handouts Attach. R-S-T

Documents:

[VI. A. Boones Ferry To Brown Road Connector Handouts Attach R-S-T.pdf](#)

VI. A. Boones Ferry To Brown Road Connector PowerPoint

Documents:

[BFR2BR Presentation PC Meeting 11.09.2016.Pdf](#)

VII. 8:00 PM OTHER BUSINESS

VII. A. 2016 Planning Commission Work Program

Documents:

[VII. A. 2016 Planning Commission Work Program.pdf](#)

VIII. 8:15 PM ADJOURNMENT

Time frames for agenda items are not time certain.

Public Testimony

The Commission places great value on testimony from the public. People who want to testify are encouraged to:

- *Provide written summaries of their testimony*
- *Recognize that substance, not length, determines the value of testimony*
- *Endorse rather than repeat testimony of others*

Thank you for taking the time to present your views.

For further information on Agenda items, call Tami Bergeron, Planning Administrative Assistant, at (503) 570-1571 or e-mail her at bergeron@ci.wilsonville.or.us.

Assistive Listening Devices (ALD) are available for persons with impaired hearing and can be scheduled for this meeting.

The City will also endeavor to provide the following services, without cost, if requested at least 48 hours prior to the meeting:

- *Qualified sign language interpreters for persons with speech or hearing impairments
- *Qualified bilingual interpreters.

To obtain services, please call the Planning Administrative Assistant at (503) 682-4960



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 9, 2016**

V. CONSIDERATION OF THE MINUTES

A. Consideration of the October 12, 2016 Planning Commission Minutes

**PLANNING COMMISSION
WEDNESDAY, OCTOBER 12, 2016
6:00 P.M.**

**Wilsonville City Hall
29799 SW Town Center Loop East
Wilsonville, Oregon**

**DRAFT
For review
November 9, 2016**

Minutes

I. CALL TO ORDER - ROLL CALL

Chair Greenfield called the meeting to order at 6:04 pm. Those present:

Planning Commission: Jerry Greenfield, Al Levit, Peter Hurley, Simon Springall, and Kamran Mesbah. Eric Postma, Phyllis Millan, and City Councilor Charlotte Lehan were absent.

City Staff: Miranda Bateschell, Michael Kohlhoff, and Amanda Guile-Hinman

II. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

III. CITIZEN'S INPUT - This is an opportunity for visitors to address the Planning Commission on items not on the agenda. There was none.

IV. CITY COUNCIL LIAISON REPORT

No Council Liaison Report was provided due to Councilor Lehan's absence.

Michael Kohlhoff, Project City Attorney, introduced Amanda Guile-Hinman as the City's new Assistant City Attorney. He briefly reviewed her professional background and community service.

Commissioner Hurley noted the Commission had not seen the Council liaison for about one year. As done in the past, he suggested that someone forward a memo to the city manager on the Planning Commission's behalf requesting regular receipt of the required City Council updates.

Mr. Kohlhoff agreed to discuss the matter with the city manager, confirming that was the direction of the Commission.

V. CONSIDERATION OF THE MINUTES

A. Consideration of the September 14, 2016 Planning Commission minutes
The September 14, 2016 Planning Commission minutes were accepted as distributed.

VI. WORK SESSION

A. Frog Pond Master Plan (Neamtzu)

Miranda Bateschell, Long-Range Planning Manager, standing in for Planning Director Chris Neamtzu, reminded the Commissioners of the work sessions already held on the Master Plan, noting that this work session would focus specifically on the Infrastructure Funding Plan for the Frog Pond Master Plan to discuss the options available to finance the key infrastructure projects for Frog Pond. This information had been presented to City Council on October 3rd.

Joe Dills, Angelo Planning Group (APG), stated this was an informational item, as the project team was midstream in studying the Infrastructure Funding Plan. The larger strategy was that the Master Plan and the land use and transportation/natural resource side of the master planning process was coupled with an

infrastructure funding strategy. The Master Plan and Funding Plan would be adopted together to guide future annexation and development.

Mr. Dills and Andy Parks presented the Infrastructure Funding Plan via PowerPoint, which was also included in the meeting packet, reviewing key Master Plan projects, the goals and key considerations of the Funding Plan and strategy, and potential financing options.

Discussion and comments regarding the Infrastructure Funding Plan were as follows with responses from the project team as noted.

- Mr. Dills noted the cost estimates did not represent any final cost estimates as the team was still double checking costs, particularly the Stafford/Boeckman/Wilsonville Rd Intersection that would be partially improved by the school district project. All these updates would be included in the final cost numbers.
- The Boeckman Trail encircled the entire West Neighborhood and was not restricted to the southwest corner as shown on Slide 4.
- Commissioner Springall asked for clarification about Boeckman Bridge as an off-site, not a Master Plan, project.
- The Boeckman Bridge was not currently a defined Master Plan type project within the system development charge (SDC) methodology, but was a newly identified project in the Transportation System Plan (TSP). The dip was unsafe, did not meet a number of standards, and the bridge provided an important connection into the city.
- It was not yet clear whether the City would include the project in the Frog Pond Master Plan; however, only about 10 percent of the traffic volumes there could be attributed to the Frog Pond West Neighborhood. The question was whether a proportional share of the cost should be included in the Frog Pond West Funding Strategy for a project conceived for other reasons.
 - No fixed timeline existed for replacement of the Boeckman Bridge, which would involve a combination of grant funds and larger City decisions about the project funding. If Frog Pond West were to contribute to the bridge project, it would be a relatively small proportion since the project was driven by other factors.
 - Frog Pond West would begin development before the Boeckman Bridge project, which would not likely be funded or be underway in less than five years.
 - By then, the need for the bridge would be more apparent and be factored into the City's funding allocation decisions.
- The City would not allow Frog Pond properties located outside of the city limits to develop without annexation. Constructing infrastructure would become a relevant issue if some property owners want to annex that were not contiguous to the city, which lead to additional complexity, risk and timing. The annexation process was very involved and took a lot of time.
- Mr. Kohlhoff explained that for the Frog Pond annexations, the infrastructure financing would be worked into a formal development agreement so everyone knew what to expect when annexing their properties. There would have to be enough properties in the initial annexation to support the City getting involved and moving forward. A reasonable financing plan and construction phasing plan were also needed to make it happen financially.
 - Having a lot of different property owners created uncertainty and increased risks and costs. So far, there appeared to be enough property owners interested in annexation for the City to proceed.
 - Referencing Slide 2, which indicated the owners interested in developing, he noted the school district had shown interest in cooperating with the development plan. The three school district properties (shown without highlighting) were identified on Slide 2, which included the large rectangular parcel along Boeckman Rd and the adjoining parcel, all of which formed an L. The third parcel was the lower right rectangular parcel in the center third of the West Neighborhood bordering Stafford Rd.
 - An agreement with the school district might increase the likelihood of more property owners becoming interested in annexation.

- Properties in the middle of the West Neighborhood (Slide 2) would have access to Frog Pond Ln, a public road that would not have any infrastructure until other properties developed. Infrastructure located in the Boeckman Rd area, so those adjacent parcels would have access. The initial developments would set the stage for improvements to Boeckman Rd and for infrastructure to be extended to properties without access to Stafford or Boeckman Rds. Infrastructure improvements would be completed in several phases.
 - Property owners wanting to develop that need to extend infrastructure through areas not yet annexed have the option of negotiating easements to place lines in adjacent properties.
- The City's public works requirements would impact the phasing of development as well as the related financing arrangements. At this point, the subject presentation was a general overview of the Infrastructure Funding Plan and not meant to provide specific details about individual properties.
- Opportunity costs occurred when the City missed out on a project where developers were ready to go because City Staff and funding was dedicated to another project that did not come to fruition. The risk would decrease if the City facilitated a less-piecemeal, more holistic and timely development process. Staff time could be increased 3 to 10 times dealing with a number of different property owners versus one large group or two to four larger developments. Opportunity costs involved efficiency and could be hard or soft dollar costs.
- Any references to 'square foot' meant a square foot of land.
- In a Local Improvement District (LID), the City would issue the debt secured by the property owners in assessments against those owners who pay the debt off over a period of years, depending on the vehicle selected. All the cash needed for building the projects would be available at that point in time. Often, the bonds were sold after all the various costs were known.
 - With an Advance Reimbursement Financing District, only those property owners moving forward with development would make payments, while the other property owners would not need to provide any money until each was ready to develop their property. Property owners within an LID would begin making debt payments as soon as the assessment was made.
 - An LID would not be created until the properties were annexed to the city.
 - Creating LID that had pockets or islands of properties that were not annexed would be a mess and was not an alternative being considered.
 - Instead, an LID could be imposed on either all of Frog Pond West, or on a large cross-section of several properties that were ready to develop so the LID could do everything, including parks. The property owners might want to take advantage of, and the City might be willing to offer, tax-exempt type financing with lower rates and payment spread overtime as opposed to Advanced Financing District payments that were required up front. In initial meetings, developers seemed less than lukewarm to LIDs.
- As far as educating property owners about these funding options, most of the outreach so far had been with property owners who have shown interest in selling or redeveloping their properties. Additionally, property owners frequently call the City in between meetings to get updates from Staff about Frog Pond West with the Concept Plan, Master Plan, Infrastructure Financing, etc.
 - The work session presentations at City Council and the Planning Commission served as a first step in providing information to the public about the funding alternatives, but also enabled Council and the Commission to give input about the City's role in relationship to the development community and property owners.
 - Because the City had no indication which alternatives would be seriously considered, it had not engaged in public outreach on all the various options. Once the funding alternatives were narrowed down, City Staff would welcome the Commission's input on how to best reach out to the public. If an LID was being considered, for example, further engagement with the property owners would be required.
- An LID would be great if all the property owners were interested in developing. It was not surprising that the landowners' Staff met with were less than lukewarm about an LID, because they did not know if one property owner could delay everyone else from being annexed. Knowing all the property owners' positions would help in determining which funding options to pursue.

- An LID could incentivize faster development because property owners would be paying on the assessed value of the land when developed. An LID could also be perceived negatively by those who preferred a slower development pace. If everyone was ready to develop within the next five years, it might not make a difference.
- Mr. Kohlhoff clarified two-thirds of the owners of the properties involved would need to petition for an LID. He briefly described the cash flow challenges related to LIDs, which the City had not considered in 15 years.
 - He clarified that not any one of the financing approaches in the Funding Plan would be the actual approach used, but likely, a combination of some of the approaches. He noted some approaches involved amendments to the Code, such as amending the SDC ordinance so the Frog Pond neighborhood park, which was not typical, was subject to SDCs. All these ideas needed refined to have something more solid for developers, initially, and then to present to the property owners for their input and buy in as well.
- With LID debt, the City was in the first position, so the debt was typically paid off when the property was sold. The developer and builder typically found ways where they did not necessarily own the lot until it was ultimately sold, so they would not have to pay any of the debt until the property changed hands at the close of a home sale. Any one of the funding alternatives would result in the debt being incorporated into the cost of the home, which would be paid over time by the new homeowner. Generally, none of the alternatives resulted in the City carrying the debt on its books for a second owner.
 - With an LID, the City would act like a banker and different approaches could be used to ensure a significant enough loan to equity ratio so that the citizens' money would be protected should there be a foreclosure.
- If certain financing districts were used, such as an LID, it seemed feasible to break up the West Neighborhood into three geographic bands of properties north to south (Slide 2), rather than having innumerable districts.
 - The southern band along Boeckman Rd was the most ready for development, so having a reimbursement district that would go to the entire West Neighborhood could be an option. That southern district would likely involve a mix of existing tools along with a financing district that might be appropriate for improvements in the northern section that might not occur for many years. Developers installing those improvements would want to be able to get reimbursed from those along the Boeckman Rd district.
 - The team was working through a number of different scenarios, but ultimately, the actual alternatives would be determined based on feedback from the developers regarding where they were in the process, timing, and what might want to see happen.
- Mr. Kohlhoff believed the school district had not provided any real feedback yet, because it did not really have any specifics. However, the City had a good working relationship with the school district, and the district was open to discussion about possible areas of collaboration, such as the green space discussed previously, and the location of the collector. He agreed the location of the three school district's parcels made the school district an important player at an early stage of the process.

Chair Greenfield called for public comment on the Infrastructure Funding Plan.

Dan Grimberg, West Hills Development, 3330 NW, Portland, OR, explained that West Hills Development was very interested in Frog Pond and currently under contract to purchase four properties in Frog Pond. The company had been involved in urban growth boundary (UGB) expansion areas since 2002 in order to acquire larger parcels for development. West Hills had been very instrumental in working with experts to develop financial plans that work for both developers and bankers. Many of the funding ideas were great, but it came down to what made sense on a project by project basis because the funding typically came from banks, even though the developers had to put up a lot of equity. Financially, a certain project could only carry a certain burden.

- Many UGB infrastructure funding plans were modeled after North Bethany where West Hills was instrumental in developing a realistic financing plan and had developed the first 600 homes. He explained that in North Bethany's and West Hills' other projects, development occurred incrementally. The roads and utilities were built project by project because they could be funded and West Hills knew how to manage that.
- West Hills purchases properties that already have water and sewer services. The property is developed and the infrastructure is extended to adjacent properties and then to other neighboring properties. This approach was more prudent because the money was spent as it was needed with development. If West Hills owned all of Frog Pond, the company would not install the entire infrastructure at one time, but construct it in small increments as houses were developed and sold, thus extending the utilities and services to other areas.
- He described the four realistic funding options used in North Bethany, which included a supplemental SDC, a County Service District, and negotiations with Washington County on the use of Transportation Development Tax (TDT) and Major System Transportation Improvement Project (MSTIP) funds. Similar approaches were also used in River Terrace in Tigard, South Cooper Mountain, and Bonnie Slope in Washington County.
- He clarified West Hills did own a small piece of property in Frog Pond with access off Frog Pond Ln and was working under contract with four other parcels located along Boeckman Rd. The property of Frog Pond Ln had existing utilities nearby.

Amy Thurmond, Property Owner, 7070 Frog Pond Ln, stated her property was adjacent to the property owned by West Hills Development. She clarified that the property owners on the other side of her property were interested in selling the property for development, even though it was not currently shown on Slide 2. This left only one remaining property owner that was not interested in developing in the two southernmost geographic bands as described during the discussion.

Chair Greenfield confirmed there were no further comments from the audience and concluded the work session.

VII. INFORMATIONAL

A. Basalt Creek Concept Plan (Bateschell)

Miranda Bateschell, Long-Range Planning Manager, updated the Planning Commission on the progress of the Basalt Creek Planning Project, noting City Council would also receive an update at Council's October 17, 2016 meeting. Her key comments were as follows:

- The land uses had been finalized and the Land Use Concept Map had been updated accordingly (Page 4 of 10 of the Staff report). The minor changes made were based on final comments from the Tualatin and Wilsonville City Councils during the summer work sessions.
 - In Wilsonville, the High Tech Employment District was extended along Day Rd to Grahams Ferry Rd, having been primarily just on the east side of Boones Ferry Rd. She briefly reviewed the history leading to Craft Industrial, noting further details about how Craft Industrial would work with the zoning would be discussed further once the Concept Plan was completed.
- Progress had also been made on the Ten Considerations, which were adopted when a preferred jurisdictional boundary was determined. The updated Ten Considerations were in the packet (Attachment B) and now included the current status and next steps related to each of the considerations, as of September, as well as the specific team assigned to work on each consideration. She discussed the updates noted within Attachment B.
- In addition to updating City Council on October 17th, next steps include having an agency review team meeting in November or December where various agencies would review and provide feedback on the first draft of the Concept Plan. These agencies would include the transit agencies, Washington County, Metro, TVF&R and any agency the City coordinated with on such plans.
 - The full Basalt Creek Concept Plan would come before the Planning Commission and City Council for input during work sessions in early in 2017. A Joint Council meeting with the City of Tualatin would

follow, hopefully in March 2017, for tentative approval of the Concept Plan with public hearings following at each City for final adoption. Afterward, ordinances would be adopted to amend the Comprehensive Plan to reflect the Basalt Creek Concept Plan, and the City's Urban Plan Area Agreement with Washington County would be updated.

Ms. Bateschell addressed comments and questions from the Commission as follows:

- Referencing the Land Use Concept Plan Map, she identified the canyon as the cross-hatched area running north to south just west of Boones Ferry Rd. Land use designations followed parcel lines to ensure the entire parcel had only one land use, however, the cross-hatched areas indicated all the restricted areas, including Title 3/Title 13 Slope and the powerlines, that would have serious constraints on development for both cities.
- She did not know how many specific parcels would be on the Wilsonville side, but every parcel in Wilsonville was buildable to some extent, some were just more constrained than others. Some owners with existing building or uses might not want to build or develop in the future, such as those with property along the canyon. Some lots with frontage along Boones Ferry Rd, where most of the homes exist today, had lots with 200 ft to 300 ft of buildable area. She would provide the buildable acreage to the Commission at a later date.
- She confirmed that Kinsman Rd had been removed from Coffee Creek between Day and Ridder Rds, which was why the Kinsman Rd designation was changed on the map. The Future Basalt Creek Parkway had limited access, so the only at-grade intersections in the future would be at Tonquin, Grahams Ferry, and Boones Ferry Rds. If Kinsman Rd were to be developed, it would have to be either a local road for both Tualatin and Wilsonville that was not connected, or have some type of under-grade connection.
 - Kinsman Rd remained on the map in case it was later found to be an important connection point and so that could be communicated to Washington County. As master planning or development occurred in Basalt Creek, having Kinsman Rd on the map as a local road would allow the City to decide not to actually build it if that section of Kinsman Rd was determined to be not necessary. Developers might prefer other internal connections that would work better for the layouts of their developments.

B. UGB Task Force (Neamtzu)

Miranda Bateschell, Long-Range Planning Manager, said she had not attended last month's UGB Task Force meeting. Several city mayors, including Mayor Knapp, provided comment letters with input to Metro. Several comment letters and information about the meeting were provided in the packet. Based on input from the mayors, an additional Task Force meeting might be held, but she was uncertain. She confirmed the Commission would receive an update at the next Planning Commission meeting and encouraged the Commission to ask any questions via email.

VIII. OTHER BUSINESS

A. 2016 Planning Commission Work Program

Miranda Bateschell, Long-Range Planning Manager, stated the final work session for the Frog Pond Master Plan would be held next month in preparation for the public hearing in December.

Commissioner Levit noted the French Prairie Bridge presentation expected this month had been postponed at least three months.

Ms. Bateschell explained a big French Prairie Bridge event was scheduled for this fall, but the project had fallen behind schedule after waiting for the final approval from ODOT and hiring the consultant. The updates showing the project in the schedule for 2017 had been recently confirmed by the project manager. While the project had formally kicked off, the team was not ready to bring forward the public involvement plan or the design alternatives at this point in time. She would email the Commissioners which month the project was expected to come before the Commission in early 2017.

IX. ADJOURNMENT

Chair Greenfield adjourned the regular meeting of the Wilsonville Planning Commission at 7:37 pm.

Respectfully submitted,

By Paula Pinyerd of ABC Transcription Services, Inc. for
Tami Bergeron, Administrative Assistant - Planning



**PLANNING COMMISSION
WEDNESDAY, NOVEMBER 9, 2016**

VI. WORK SESSION

A. Boones Ferry to Brown Road Connector (Adams/Kraushaar)



**PLANNING COMMISSION
STAFF REPORT**

Meeting Date: November 9, 2016		Subject: UPDATE – Boones Ferry Road to Brown Road East-West Corridor Plan	
		Staff Member: Steve Adams, PE, Development Engineering Manager	
		Department: Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
		Comments:	
Staff Recommendation: Staff will update City Planning Commission on the Boones Ferry Road to Brown Road East-West Connector Corridor Plan.			
Recommended Language for Motion: n/a			
Project / Issue Relates To:			
<input checked="" type="checkbox"/> Commission Goals/Priorities Project RE-04A	<input checked="" type="checkbox"/> Adopted Master Plan(s) 2016 TSP Update	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE PLANNING COMMISSION:

To become informed about the progress of the project and what the project team has learned to date.

EXECUTIVE SUMMARY:

In response to Council Goals and historic and current Wilsonville Transportation System Plans, Community Development staff has progressed on the Boones Ferry Road to Brown Road East-West Connector Corridor Plan. This update will provide the Planning Commission with information from technical analysis and public involvement to consider in selecting a preferred alignment for the new roadway and its terminus at Boones Ferry Road (Bailey Street or 5th Street). The City Council will be asked to decide on the preferred alignment and terminus at their December 5, 2016 meeting.

Based on information and feedback from stakeholders, including ODOT Rail, Portland & Western Railroad, citizens and businesses, the consulting team and City staff eliminated four of the preliminary alignment alternatives, leaving one alignment with two terminus options – one connecting to Bailey Street and one connecting to 5th Street. See Attachment B.

This update is meant to provide current project information to the City Planning Commission – attached to this staff report. Included is an evaluation matrix that was developed to summarize technical analysis of the two terminus options.

TIMELINE:

Staff plans to return to Council on December 5th with our final presentation and recommendations for the corridor alignment and terminus at Boones Ferry Road. Upon receiving Council approval, staff will proceed with hiring a consultant to lead the design and permitting of the project. Preliminary design is expected to be completed in spring 2017. Upon reaching 50% design plans, federal and state environmental permitting applications will be prepared and submitted for crossings over Coffee Lake Creek. Permit approvals could likely stretch into 2018. Right-of-way acquisition is anticipated to occur in 2018. Final roadway design and construction is expected to occur in 2018-19.

CURRENT YEAR BUDGET IMPACTS:

The City's current consulting contract with Otak, Inc. is for \$237,540 and was approved by Council on May 16, 2016. The adopted City of Wilsonville 2016-17 Budget includes \$550,000 for CIP project #4196 for design and overhead. Budget estimates for roadway construction are provided in Attachment C; presently the City plan is to only fund and construct Phase 1.

COMMUNITY INVOLVEMENT PROCESS:

Multiple stakeholder meetings have been held with the landowners whose property the roadway alignment could impact and serve, residents of the Old Town Neighborhood, owners of the apartments located on Brown Road (south of Wilsonville Road) and on Bailey Street, and business owners and managers in the Old Town area (basically all businesses along or that access via Boones Ferry Road south of Wilsonville Road and north of 4th Street).

The project is posted on the City of Wilsonville's Capital Projects webpage with a link for more information to a webpage the Consultant has set up: <http://www.boonesferrytobrownroad.org/>.

A public workshop was held on Wednesday, September 21, 2016 with at least 23 citizens in

attendance. Over 600 mailers were sent out to properties, residents and businesses within 300 feet of the Arrowhead Creek Planning Area; additional information publicizing the workshop was posted on line, and emails sent out to all stakeholders we had met with (72 on the list). In addition to the workshop a public survey was posted on line for over two weeks in late September to gather additional feedback from the community.

A public open house was held on Wednesday, October 26, 2016 with at least 39 citizens in attendance. The same methods for public notification as for the workshop were used with the open house, with the addition of notification being posted in the October Boones Ferry Messenger.

In addition several emails and/or letters from citizens and businesses commenting on the project have been received. Public feedback and attendance at the workshop and open house are presented in Attachments D and E.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

The project will provide additional connectivity in south Wilsonville and will reduce traffic on Wilsonville Road, including the intersection with Boones Ferry Road. Parcels of land will be impacted by right-of-way acquisition and construction of the new roadway, once the alignment has been determined. This project will also open up much of this land for potential industrial and residential development. The project team has chosen to call this block of land the Arrowhead Creek Planning Area – approximately bordered by Moreys Landing, Wilsonville Road and the railroad.

Along with constructing the roadway, both water and sanitary sewer will be extended within the road right-of-way. The project will extend the Tonquin Ice Age Trail providing bicycle and pedestrian connectivity between the residential neighborhoods in southwest Wilsonville to commercial businesses along Boones Ferry Road, to Boones Ferry Park and Memorial Park, and to the neighborhoods east of I-5 and south of Wilsonville Road. The corridor study recognizes the need to preserve freight access to existing industrial properties and create a safe environment for all travel modes.

ALTERNATIVES:

For 25+ years the biggest question and unsolved issue with this project has been whether the roadway extension from Brown Road should connect to Boones Ferry Road at 5th Street or Bailey Street. The consulting team and City staff looked at six possible alternative routes across the Arrowhead Creek Planning Area, narrowed these down to two final routes with a terminus at either 5th Street or Bailey Street.

CITY MANAGER COMMENT:

ATTACHMENTS:

- A. Arrowhead Creek Planning Area Map
- B. Project Area Map with Route Options
- C. Engineer's Estimate

- D. Workshop and Survey Summary Report
- E. Public Sign-In Sheets
- F. Four Options Presented in September
- G. Comp Plan and Existing Land Use
- H. Old Town Neighborhood Plan - Comp Plan exhibits (not formally adopted)
- I. Connectivity (Intersection) Diagrams for Bailey and 5th Street
- J. Traffic Study Existing Conditions
- K. Traffic Study Alternatives Analysis
- L. Geotechnical Memo
- M. Natural Resources Memo
- N. Cultural Resources Memo
- O. Wilsonville Evaluation Criteria Open House Handout
- P. Railroad Memo
- Q. Key findings list
- R. Open House Summary Report (**To be distributed to Planning Commission separately**)
- S. Active Transportation Existing Conditions (**To be distributed to Planning Commission separately**)

ATTACHMENT A



ARROWHEAD CREEK
PLANNING AREA

Willamette River



PROJECT TRAFFIC CONSIDERATIONS

- PROJECT AREA OF STUDY INCLUDES 8 INTERSECTIONS
- INTERSECTION OF BOONES FERRY RD AND WILSONVILLE RD EXPERIENCES HEAVY DELAYS DUE TO CONGESTION RELATED TO I-5 INTERCHANGE
- FUTURE AVERAGE DAILY TRAFFIC ON WILSONVILLE RD: 18,300
- FUTURE AVERAGE DAILY TRAFFIC ON PROPOSED NEW CONNECTOR: 4,000
- NEW CONNECTOR WILL OPERATE MORE EFFICIENTLY WITH 5TH ST CONNECTION
- IMPROVE RESPONSE TIMES FOR EMERGENCY RESPONDERS

STAKEHOLDER FEEDBACK

- POSITIVE SUPPORT FOR PROJECT AND OVERALL UNDERSTANDING OF NEED
- RELIEVES CONGESTION AND PROVIDES AN ALTERNATIVE TO WILSONVILLE ROAD
- NEED TO PROVIDE SAFE, RELIABLE, AND EFFICIENT ROUTES FOR ALL MODES OF TRAVEL
- PRESERVE LAND FOR FUTURE INDUSTRIAL AND RESIDENTIAL DEVELOPMENT
- MINIMIZE IMPACTS TO LOCAL BUSINESSES
- MAINTAIN SAFE AND EFFICIENT FREIGHT ACCESS

CREEK CROSSINGS

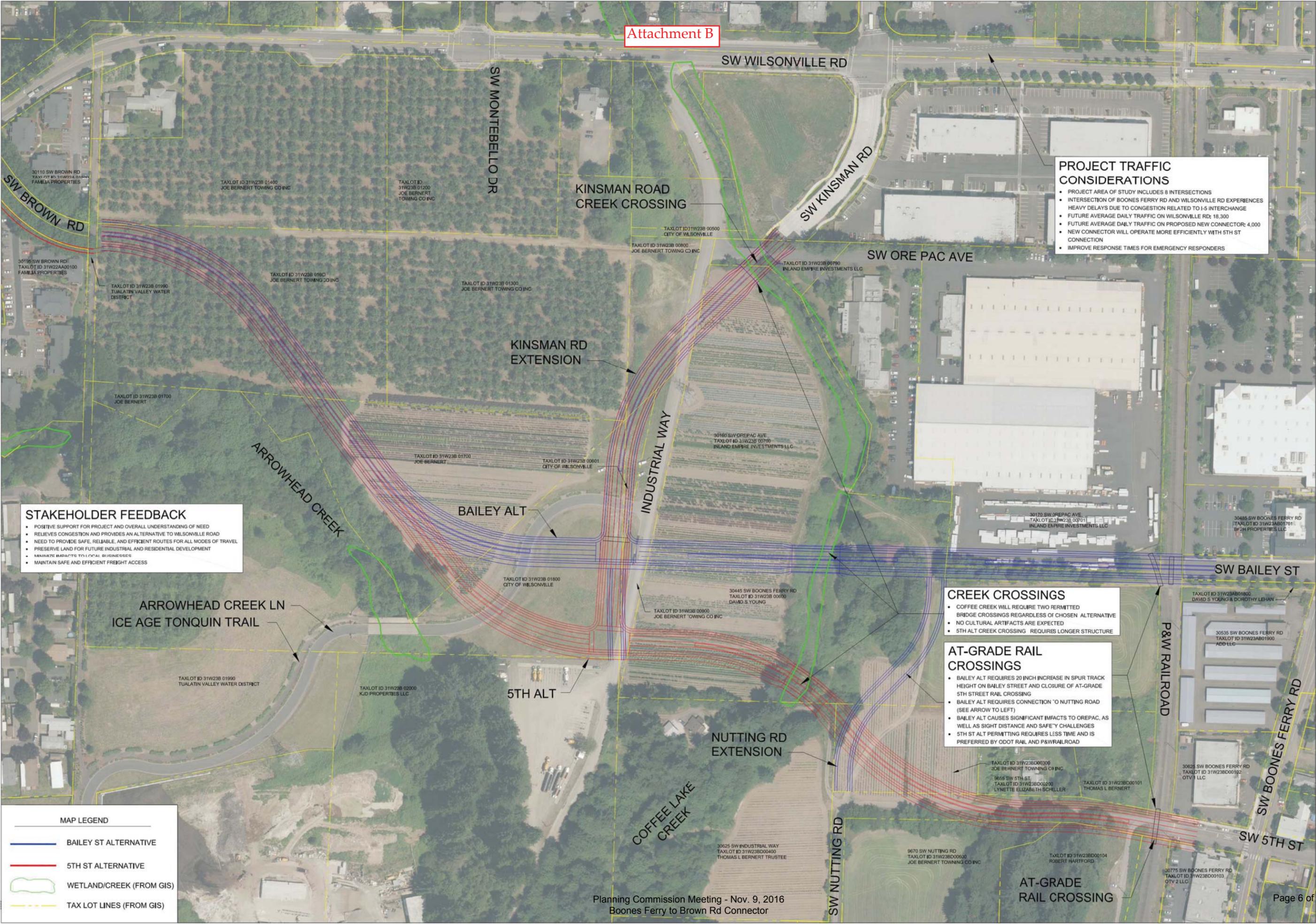
- COFFEE CREEK WILL REQUIRE TWO PERMITTED BRIDGE CROSSINGS REGARDLESS OF CHOSEN ALTERNATIVE
- NO CULTURAL ARTIFACTS ARE EXPECTED
- 5TH ALT CREEK CROSSING REQUIRES LONGER STRUCTURE

AT-GRADE RAIL CROSSINGS

- BAILEY ALT REQUIRES 20 INCH INCREASE IN SPUR TRACK HEIGHT ON BAILEY STREET AND CLOSURE OF AT-GRADE 5TH STREET RAIL CROSSING
- BAILEY ALT REQUIRES CONNECTION TO NUTTING ROAD (SEE ARROW TO LEFT)
- BAILEY ALT CAUSES SIGNIFICANT IMPACTS TO OREPAC, AS WELL AS SIGHT DISTANCE AND SAFETY CHALLENGES
- 5TH ST ALT PERMITTING REQUIRES LESS TIME AND IS PREFERRED BY ODOT RAIL AND P&W RAILROAD

MAP LEGEND

- BAILEY ST ALTERNATIVE
- 5TH ST ALTERNATIVE
- WETLAND/CREEK (FROM GIS)
- TAX LOT LINES (FROM GIS)



ATTACHMENT C



Boones Ferry Road to Brown Road Connector Corridor Plan

Oct. 13, 2016

Project	Roadway	Stormwater	Railroad	Bridge	Utilities	Traffic	Landscaping	Construction (Subtotal)	Contingency (30%)	ROW	Preliminary Engineering (10%)	Construction Administration (7.5%)	Total
Bailey Alternative, Phase 1	\$ 2,513,000	\$ 761,000	\$ 853,000	\$ 2,185,000	\$ 187,600	\$ 766,100	\$ 110,500	\$ 7,375,400	\$ 2,212,700	\$ 1,395,580	\$ 959,000	\$ 720,000	\$ 12,664,000
Bailey Alternative, Phase 2	\$ 1,017,000	\$ 407,500	\$ -	\$ -	\$ 198,800	\$ 171,500	\$ 84,000	\$ 1,879,000	\$ 563,700	\$ 527,180	\$ 245,000	\$ 184,000	\$ 3,399,000
TOTAL	\$ 3,530,000	\$ 1,168,500	\$ 853,000	\$ 2,185,000	\$ 386,400	\$ 937,600	\$ 194,500	\$ 9,254,400	\$ 2,776,400	\$ 1,922,760	\$ 1,204,000	\$ 904,000	\$ 16,063,000
5th Alternative, Phase 1	\$ 2,434,000	\$ 693,750	\$ 516,200	\$ 2,330,000	\$ 198,800	\$ 538,850	\$ 108,400	\$ 6,820,400	\$ 2,046,120	\$ 1,163,300	\$ 887,000	\$ 666,000	\$ 11,583,000
5th Alternative, Phase 2	\$ 1,062,000	\$ 431,500	\$ -	\$ -	\$ 210,000	\$ 172,000	\$ 89,200	\$ 1,964,900	\$ 589,470	\$ 434,000	\$ 256,000	\$ 192,000	\$ 3,437,000
TOTAL	\$ 3,496,000	\$ 1,125,250	\$ 516,200	\$ 2,330,000	\$ 408,800	\$ 710,850	\$ 197,600	\$ 8,785,300	\$ 2,635,590	\$ 1,597,300	\$ 1,143,000	\$ 858,000	\$ 15,020,000

Development Summary

Bailey St. Alternative

Study area (gross ac.)	Connector Road R/W (ac.)	Right of way (ac.)	Net Development Area (ac.)	Open Space	% open space
28.12	2.15	5.91	20.06	5.28	26.3%
Alley Load SF Detached Lots 60	Front Load SF Detached Lots 80		Total SF Lots 140	du/gross ac. 5.0	Usable open space (ac.) 0.91

Development Summary

5th St. Alternative

Study area (gross ac.)	Connector Road R/W (ac.)	Right of way (ac.)	Net Development Area (ac.)	Open Space	% open space
28.12	2.17	5.91	20.04	5.28	26.3%
Alley Load SF Detached Lots 60	Front Load SF Detached Lots 80		Total SF Lots 140	du/gross ac. 5.0	Usable open space (ac.) 0.91



Boones Ferry Road to Brown Road Connector Corridor Plan



Community Workshop and Survey Summary Report

Public Outreach Overview

In September, 2016, the City of Wilsonville hosted a public workshop and online survey to share information with the community about the Boones Ferry to Brown Road Corridor Connector Plan, evaluation process, and the alignment alternatives being considered. Input was gathered from the participants about the project goals and alternatives. Community feedback generated from the workshop and survey was intended to help develop and refine the evaluation criteria that will be used to establish a preferred alignment for the Boones Ferry Road to Brown Road Corridor Connection.

Outreach Methods

Community members were invited to attend the public workshop or participate in the online survey in a number of ways, including:

- E-mail distributed to the project stakeholders list (53 people) on September 14.
- Announcement posted on the City's website on September 9.
- Postcard mailing sent to approximately 800 area residents and businesses on September 9.
- Press release distributed to local media on September 9.

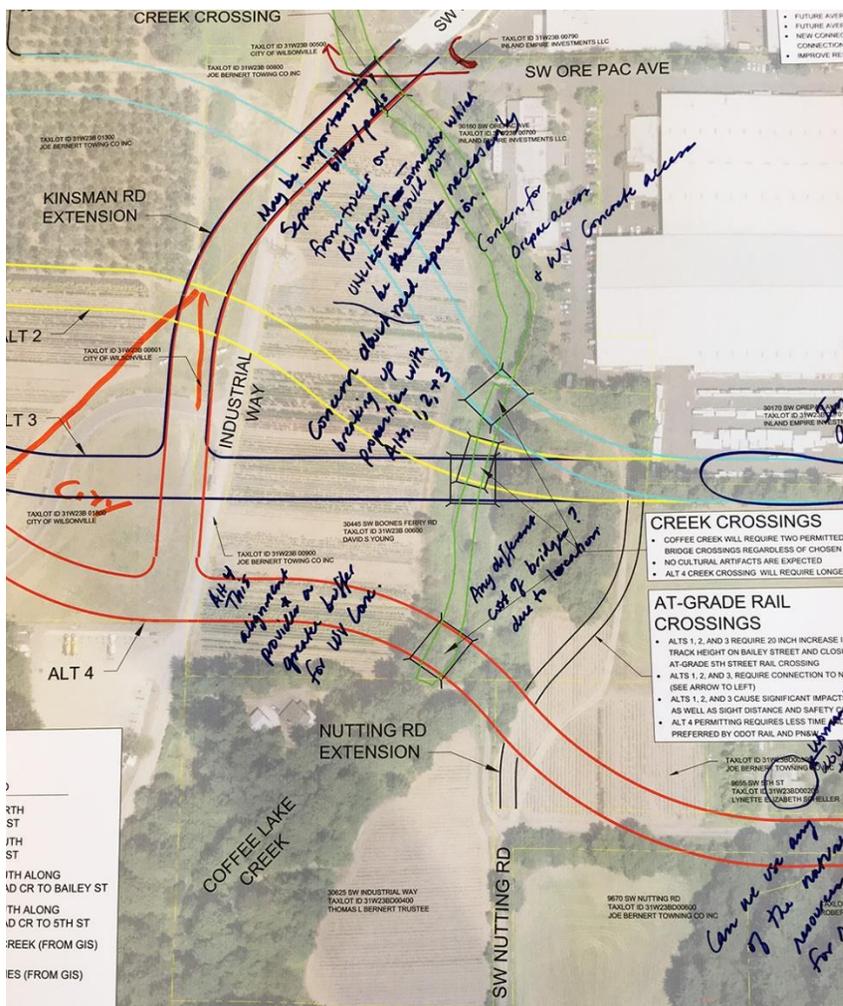
Public Workshop

The City of Wilsonville held a public workshop for the Boones Ferry Road to Brown Road Corridor Connector on Wednesday, September 21, 2016 from 5:00 to 6:30 p.m. at City Hall, located at 29799 Town Center Loop E, Wilsonville, OR. Approximately 30 people attended, as well as staff from the City and the consultant team.

The meeting was a workshop format with a presentation beginning at approximately 5:15 p.m. The presentation provided an overview of the project purpose and need, preliminary findings from planning and engineering analysis, and an estimated timeline for completion. Prior to the presentation, members of the public had the opportunity to visit informational displays, review project handouts, and chat with the project team. Following the presentation, participants were asked to join small group discussions around three separate tables. Discussions were facilitated by members of the project team.

ATTACHMENT D

Participants provided feedback on the Alignment Alternatives with comments that were recorded by meeting facilitators on the project area map



Prior to and after the presentation and discussion session, attendees were encouraged to participate in a “dot” exercise indicating their priority preference for the project goals and evaluation criteria categories. Comment forms were also provided for other written comments, but none were completed.

Online Survey

An online survey was made available to the public from September 9 through September 25.

The survey provided information about the project goals and explained that these goals would inform the development of the evaluation criteria that would be used to establish a preferred alignment for the Boones Ferry Road to Brown Road Corridor Connection. For each of the six goals, the public was asked to weigh in on the level of importance for that goal. Respondents were also asked to rank all six goals in priority order. There was also an opportunity to provide additional open-ended comments and to sign up for the email list. Respondents were asked if they lived or worked in the project area or if they would use the future roadway when built.

Fifty-three (53) people responded to the online survey. Following are the response summaries, including feedback that was collected at the open house during the workshop and the dot exercise.

Summary of Public Input

Overall

Overall, most respondents seemed to favor improved travel options and increased connectivity to the area as the most important goal for the project. At the public workshop, this goal received 20 dots and 34

out of 48 people ranked it as their top priority in the online survey. Traffic congestion in Wilsonville was one of the most-often cited concerns among workshop participants and survey responders.

In terms of the alignment alternatives, opinions were divided. Many of the reasons for supporting the alternatives connecting to Bailey Street centered on concerns about increased traffic in and around the Old Town neighborhood and providing direct access to retail services. For those that supported 5th Street as a connection point to Boones Ferry Road, preservation of developable land, maintaining access to residential property, and providing safe freight access were some of the reasons given.

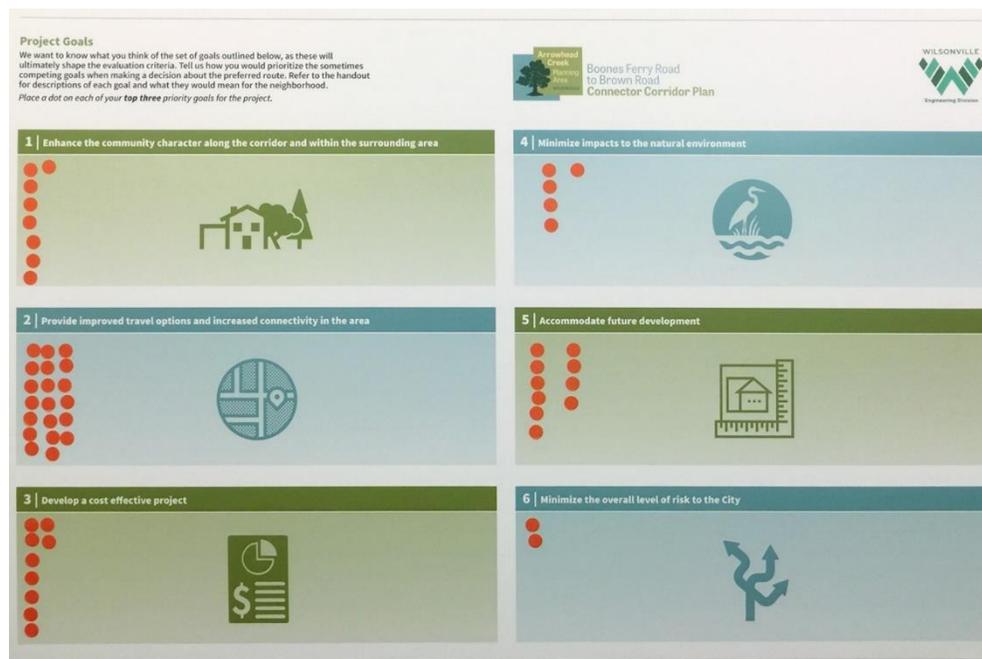
Other concerns raised were related to providing safe pedestrian and bike connections, and consideration of emergency access and the loss of on-street parking at Brown Road. Current issues with traffic congestion in Wilsonville were a commonly heard theme of the workshop discussions and survey responses. A few people did not feel that the project would do enough to alleviate traffic concerns.

Most online survey respondents indicated that they live or work near the project area, or travel through it frequently. Many expressed hope that a new road would improve their commute or access to the shopping area near Fred Meyer; others were concerned that it would bring more traffic to their neighborhood.

Full Workshop Response Summary

Project Goals Prioritization

Prior to and after the workshop presentation and discussion session, attendees were encouraged to participate in a “dot” exercise indicating their priority preference on the project goals/evaluation criteria categories.



Participants were asked how they would prioritize the sometimes competing goals when making a decision about the preferred route by placing a dot on the poster board for each of their top three priority goals for the project. The following are the results of their responses:

Project Goals	# of dots (responses) received
Provide improved travel options and increased connectivity to the area	20

Accommodate future development	10
Develop a cost effective project	9
Enhance the community character along the corridor and within the surrounding area	8
Minimize impacts to the natural environment	5
Minimize overall level of risk to the City	2

Small Group Discussions

Participants were asked to join small group discussions around three separate tables. Discussions were facilitated by members of the project team. Participants were asked to share their concerns and ideas for the corridor connector project. Their input was documented on large project area maps and is summarized below in three main areas:

Preferred options

- Bailey is preferred because it provides direct access to retail services.
- Bailey is preferred because the 5th Street connection will adversely impact the character of the Old Town neighborhood.
- 5th Street is preferred to allow for development of industrial land and to keep parcels contiguous.
- Prefer option D; concerned about breaking up property parcels with alternatives A, B and C.
- Prefer 5th Street connection due to safety concerns at OrePac. It's important to have more space (breathing room) between Wilsonville Road and the new corridor connector.
- Alternative D provides a greater buffer for Wilsonville Concrete.
- Prefer 5th Street connection option for improved residential access.
- Northern alignment is better for bike and pedestrian path.

Key concerns

- Need to consider emergency access to apartments on Brown Road.
- Need to consider loss of on-street parking at apartments on Brown Road.
- Do not put in street trees. They require too much maintenance and cause damage.
- Bike paths should be separate from roadway.
- Need a bigger easement than 69'.
- Consider the local economy and providing connections to jobs.
- Need to alleviate congestion on Boones Ferry to Old Town. Don't want to exacerbate the issue.
- Uncertain that the Boones Ferry to Brown Road Corridor will provide any relief for gridlock in the area.
- Consider impacts to the Grange (Historic Property).
- Concerned with increased traffic to the Old Town neighborhood.
- Concerned about the increase in freight traffic.
- May be important to separate bikes and pedestrians from trucks on Kinsman – unlike the east-west connector which would not necessarily need separation.
- Currently experiencing gridlock at intersection of Wilsonville Road and Boones Ferry Road.
- Cars and trucks currently turn around in neighborhood on 5th.
- Need to address turn-arounds.

- Concerned about increased traffic in the area near 5th Street; daycare and dance studio at that location. Need to address safety concerns.
- Concerned about freight access for Wilsonville Concrete and OrePac.
- Important to have attractive route for bikes to get to Fred Meyer and Walgreens. Desire comfortable, low risk routes where there is less competition with cars.
- Can the curb (barrier) be removed for bike entry to Fred Meyer?
- Make better connection to Boones Ferry Park.
- Concerned about families and children at apartment complex on Brown Road. Need to address potential safety issues.
- Check legal agreement regarding bike/ped conflicts with industrial uses.
- Need to allow left turn lanes and truck turning radius.
- Kinsman changes from private to public road.
- Private vs public crossing at railroad.

Other input and questions

- Traffic going eastbound on Wilsonville Road is a concern that this project will not resolve.
- Go under freeway to alleviate traffic congestion.
- Bridge is a bottle neck.
- Is there a difference in cost for the creek crossings between the two locations?
- What is the cost difference with the two different rail crossings?
- What are the traffic counts for Boones Ferry (between 5th and Bailey)?
- Where is access provided to properties to the south of 5th Street?
- Will on-street parking on 5th Street be removed?

Full Survey Response Summary

Feedback on Project Goals

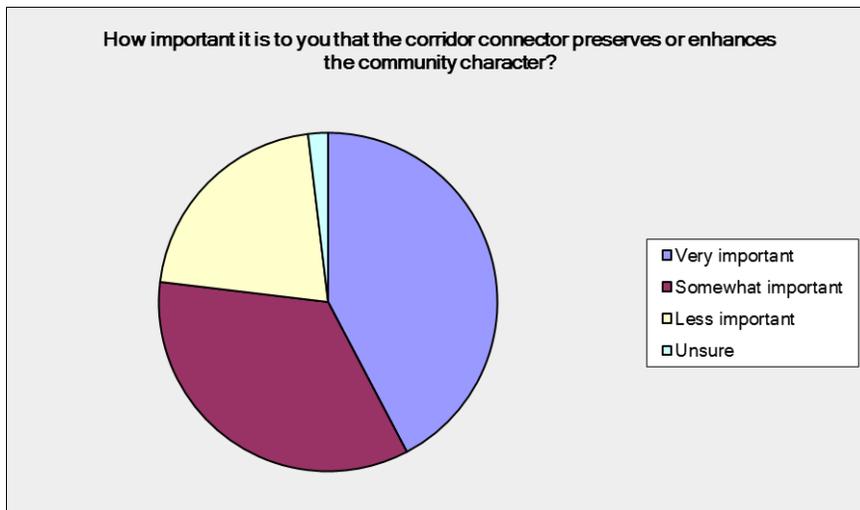
Respondents were asked how important each of the six project goals were by indicating whether they were: very important, somewhat important, less important, or unsure. The six project goals on which respondents were asked to provide feedback are:

- Goal #1: Enhance the community character along the corridor and within the surrounding area
- Goal #2: Provide improved travel options and increased connectivity in the area
- Goal #3: Develop a cost effective project
- Goal #4: Minimize impacts to the natural environment
- Goal #5: Accommodate future development
- Goal #6: Minimize the overall level of risk to the City

After weighing in on the individual goals, respondents were asked to rank the goals in order of importance.

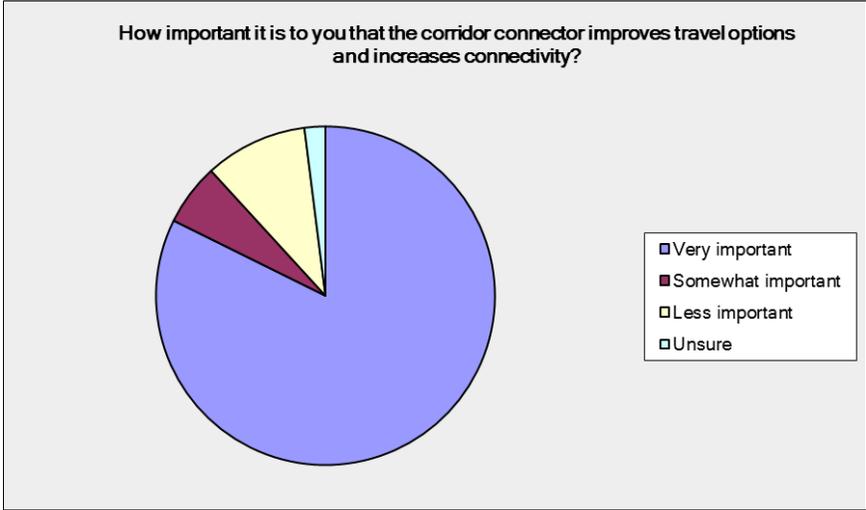
Community Character

When asked how important it is that the corridor connector preserves or enhances the community character, 42.3% (22 out of 52) felt it was very important, 34.6% (18 out of 52) felt it was somewhat important, 21.2% (11 out of 52) felt it was less important and 1 person was unsure.



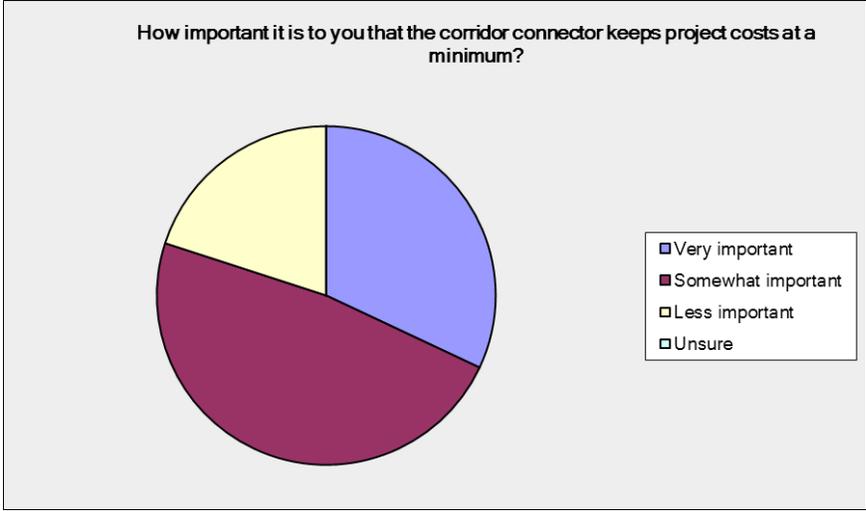
Travel options and Connectivity

When asked how important it is that the corridor connector improves travel options and increases connectivity, 82.4% (42 out of 51) felt it was very important, 5.9% (3 out of 51) felt it was somewhat important, 9.8% (5 out of 51) felt it was less important and 1 person was unsure.



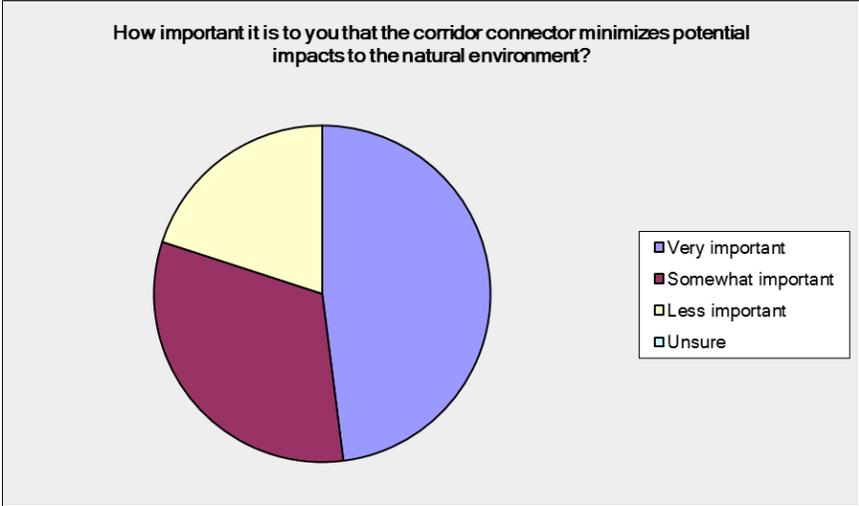
Cost

When asked how important it is that the corridor connector keeps project costs at a minimum, 32% (16 out of 50) felt it was very important, 48% (24 out of 50) felt it was somewhat important and 20% (10 out of 50) felt it was less important. No respondents indicated they were unsure.



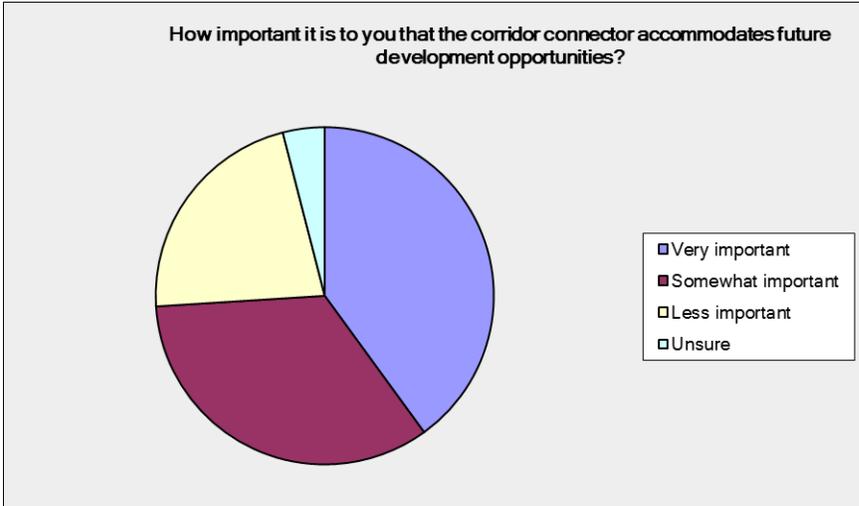
Natural Environment

When asked how important it is that the corridor connector minimizes potential impacts to the natural environment, 48% (24 out of 50) felt it was very important, 32% (16 out of 50) felt it was somewhat important, and 20% (10 out of 50) felt it was less important). No respondents indicated they were unsure.



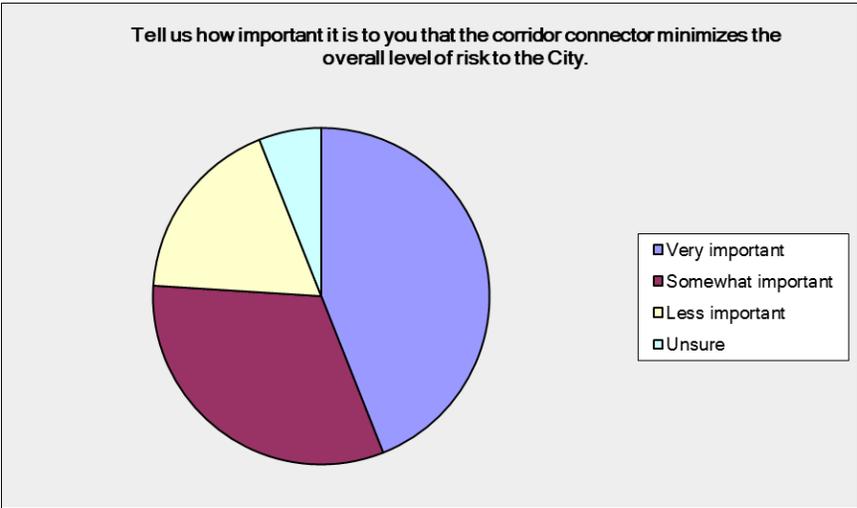
Future Development Opportunities

When asked how important it is that the corridor connector accommodates future development opportunities, 40% (20 out of 50) felt it was very important, 34% (17 out of 50) felt it was somewhat important, 22% (11 out of 50) felt it was less important and 4% (2 out of 50) were unsure.



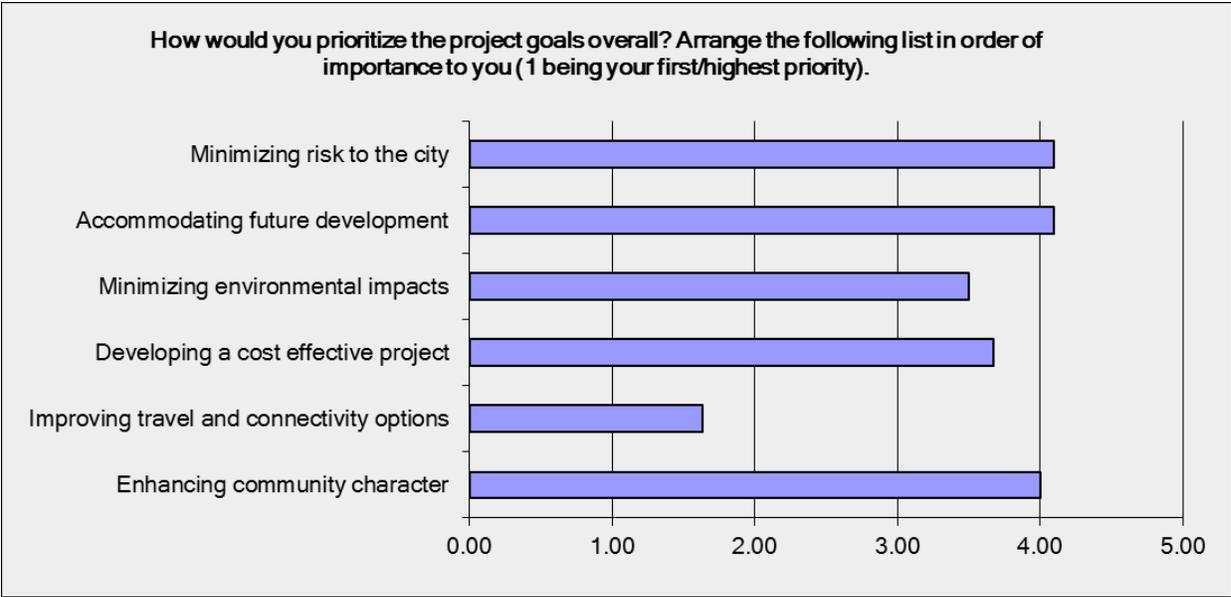
Risk

When asked how important it is that the corridor connector minimizes the overall level of risk to the City, 44% (22 out of 50) felt it was very important, 32% (16 out of 50) felt it was somewhat important, 18% (9 out of 50) felt it was less important and 6% (3 out of 50) were unsure.



Prioritizing the Project Goals

When asked to prioritize the project goals overall by ranking them in order of importance (1 being the first/highest priority), improving travel and connectivity options ranked the highest with an average rating of 1.63 (34 out of 48 ranked it number 1). Minimizing environmental impacts ranked second with an average rating of 3.50. Developing a cost effective project ranked third with an average ranking of 3.67. Enhancing community character ranked fourth with an average ranking of 4.00. Both minimizing risk to the City and accommodating future development had an average ranking of 4.10.



Comparison between Old Town and Villebois

Among respondents who indicated where they live or work (in response to open-ended questions or based on contact information they provided), 10 of them live, work, or own property in Old Town and 6 live in Villebois.

Responses from both of these sub-groups were similar to the overall responses. All Villebois respondents and eight out of ten Old Town respondents ranked “Improving travel and connectivity options” as their top priority. Villebois respondents ranked “Enhancing community character” and “Minimizing risk to the city” as their second priorities, tied with an average ranking of 3.5, and “Developing a cost effective project” came last with an average ranking of 4.8. For Old Town respondents, “Minimizing environmental

impacts” was second priority with an average ranking of 3.1, and “Minimizing risk to the city” came last with an average ranking of 4.7.

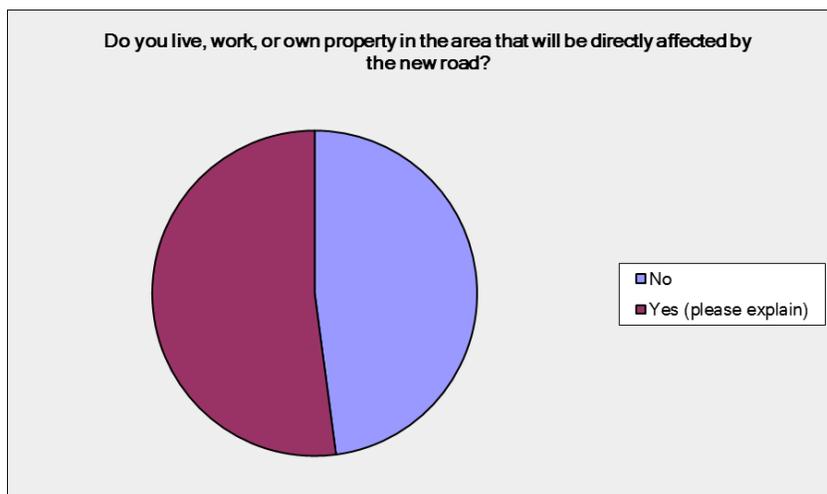
Other Input

Respondents were asked if they had any closing thoughts or comments you would like to share with the City. Twenty-nine people provided responses to this question. A complete list of their responses can be found in Appendix A attached to this report.

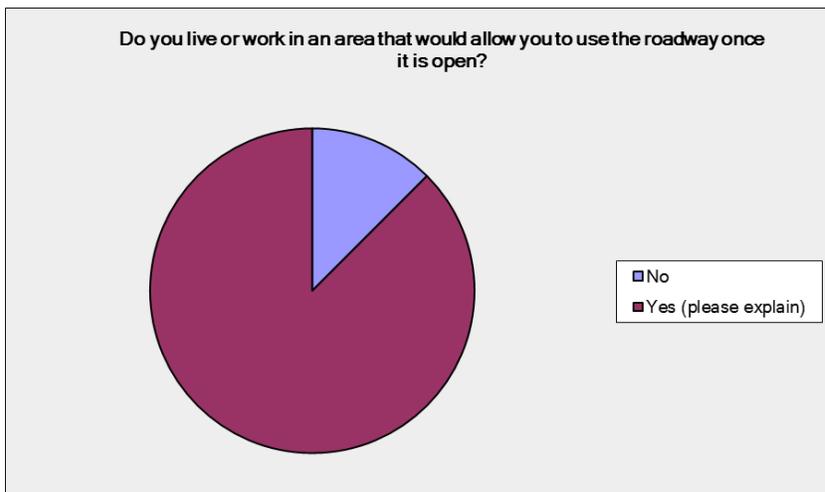
Many of the concerns heard were centered on the current problems with traffic congestion. A few people indicated they felt the project would not resolve these issues. Some respondents stated their support for one alternative over the other. Reasons for supporting Bailey were mainly to avoid increased traffic in and around the Old Town neighborhood and to provide direct access to retail services. The reasons stated for supporting 5th were to preserve development opportunities and avoid complications with the rail crossing.

Geography

When asked if respondents live, work, or own property in the project area that will be directly affected by the new road, 47.9% (23 out of 48) indicated no, they do not. 52.1% (25 out of 48) indicated that they do and explained how they would be affected. The complete listing of responses can be found in Appendix B attached to this report.



When asked if respondents live or work in an area that would allow them to use the roadway once it is opened, 12.5% (6 out of 48) responded no, they did not. 87.5% (42 out of 48) indicated that, yes, they did live or work in an area that would allow them to use the roadway once built and explained why. The complete listing of responses can be found in Appendix C attached to this report.



Respondents were asked if they would like to receive project updates via e-mail. A total of 23 people indicated they would and provided their contact information.

Appendix A

Verbatim responses

Note: with these responses Options A & B were more northerly routes to Bailey that have both now been eliminated. Option C is the current alternative connecting to Bailey and Option D is the alternative connecting to 5th Street.

Question: Do you have any closing thoughts or comments you would like to share with the City?

- Keep the RR crossing at 5th.
- Use the existing RR crossing.
- I think option C is the best.
- Stupid idea to begin with to connect to Brown Rd. Why drop more traffic off on an already busy residential street/school zone area that already has speeders and drivers who do not stop at crosswalks with pedestrians and children present? How is this going to help anything except getting in/out of Fred Meyer in the late afternoon? Or the landowner(s) of the property it is going through? It is not going to help the backup on Wilsonville Rd. The City should be spending all of this money on THAT issue with I-5 and not this. What a waste.
- I don't see where a connection from Brown Rd to Old Town will help anything. It won't alleviate congestion, unless they go back out the way they came in, because Boones Ferry to Wilsonville Rd. can't take more traffic
- Ideally, having another Willamette crossing, or extending I-205 south of Wilsonville could possibly help more.
- Glad to see the City is taking steps to provide new travel options in and out of the Old Town Area.
- Although 5th St is the current crossing, it makes more sense that Bailey St is the proposed crossing. Having a heavily used road go further south into the Old Town neighborhood is going to make a nice quiet part of town into a busy intersection where it won't be safe for kids to walk, etc. Bailey St connector is already built to handle that type of traffic on the Fred Meyer side of the road and would make the most sense for the connector.
- I prefer option C; 2nd option D.
- We live in Old town and deal with the issues of traffic on Wilsonville Rd and Fred Meyer on a daily basis. It doesn't seem that these options will help the issue because there is no additional highway access being suggested. And what is proposed would be just dumping everyone off in old town, why?! It will make all the issues at the intersection of Wilsonville Rd and Boones Ferry way worse! We worry we will never be able to get out of our home!
- The road should be configured where it would be easy to incorporate a bridge across the Willamette in the future when opportunity arises. This will relieve even more pressure on Wilsonville Rd for I-5 access.
- If the city could figure out the traffic issue, that would satisfy most of the Wilsonville citizens. It's horrible.
- The sooner the better.
- Our TAXES ARE TOO HIGH. More residents should mean more to callry to tax burden. The City HAS to find alternatives to funding other than BONDS or TAX INCREASES. OR STOP BUILDING !!!!!!! This is going to make it IMPOSSIBLE for us to resell our homes.
- What about more access to I-5 and solving the traffic issue from 205S to Wilsonville Road
- I prefer option D. Given that the map shows multiple options, why didn't the survey ask my option preference?

- The Ice Age Trail will not work with current routing and the city should not support this trail system. The trail is not compatible with current zoning for Industrial usage and the current proposal make no sense.
- This road connection is long past due.
- I would like to minimize impact on the residents of Old Town. I would also like to minimize traffic on Wilsonville Road between Brown Road and Willamette Way West. If it gets any worse, a traffic signal will be necessary at the intersection where Guiss Way and SW Orchard Drive feed onto Wilsonville Road.
- As Old Town homeowners, we prefer the Bailey Street option. Traffic should be kept as far away from our neighborhood as possible.
- Minimize impact to already overcongested roadways. If this road is built with the thought to develop all that land, it will negate ease of travel and actually add to the traffic congestion problems.
- The questions do not facilitate feedback I want to give. Yes/no options are extremely ever helpful. Definitions of words leave the answer to most questions concerning.
- How about running Kinsman so that you only have to do one bridge
- D is the best plan! I worry about the livability of the folks who live in the apartments on the south side of Wilsonville road at Brown Rd... Will children have a safe place to play if a major road goes through their neighborhood? Or would that apartment area be relocated?
- Given our current traffic issues in the area, it seems like an important project that should be expedited.
- The Bailey option makes best use of the existing infrastructure already paid for and would have the least impact on Old Town.
- Bailey Street would be the best option and provide a natural turn-around for buses and keep them out of Old Town!
- Adding a new road would still have the same mess we are dealing with on Wilsonville Road. A few cars would use it thinking that they can get to the I-5 easier, but with Barber street bridge already open hardly anyone uses it during peak hours of traffic. So having another east west street would not help with the flow of traffic.
- Nothing is going to alleviate the congestion at Boones Ferry Road and Wilsonville Road because of the close proximity to I-5 and the Fred Meyer shopping mall. This connector project from Boones Ferry Road to Brown Road will help those who live on the west side of town get to the Fred Meyer shopping mall and other businesses in Old Town without going on Wilsonville Road and dealing with the traffic mess at Boones Ferry Road.

Appendix B

Verbatim responses

Question: *Do you live, work, or own property in the area that will be directly affected by the new road?*

- I travel from East side to take my son to Boones Ferry Primary. In a few years I will be taking him to Wood Middle school
- will have more traffic, vehicles, industry in resident area
- I live on Boones Ferry, this may give an alternate route out of Old Town but that is it
- business owner on 5th
- Commuting to/from Salem, this could help the mess of getting on I5. It takes just as long to leave Wilsonville as it does to get to Salem, once I'm on the freeway.
- Homeowner
- Work
- Reside on Boones Ferry Road between 4th and 3rd Sts
- We live in Old Town on Magnolia Ave and are highly worried about how this project will completely impact our area. We chose to live here because of the dead end and how it is isolated.
- If the connection is from 5th, I think it will increase traffic on Otto Lane.
- Maybe in a roundabout way, we live in Villebois
- I live in Villebois and work at Fred Meyers
- I live directly off Brown Road
- I live on the corner of Brown. I fear the traffic is insane and unsafe now, it will only get worse. Why don't you just widen Wilsonville Rd?
- Work in Wilsonville and Own property
- I manage a business on 5th Street.
- work and own property
- It could potentially add traffic on Wilsonville Road, west of Brown Road
- All Old Town residents will be impacted by this new road. We own a home in Old Town.
- I live in Old Town
- 4th Street in Old Town
- I live & work on Wilsonville road and its already hard enough to get onto Wilsonville road during peak hours. Having a new road that no body will use is a waste of tax payers money!

Appendix C

Verbatim responses

Question: *Do you live or work in an area that would allow you to use the roadway once it is open?*

- If I need to get to Fred Meyers and I am not able to get through traffic...?
- could use it to go to/from Fred Meyer; not worth it
- only in emergency traffic jams
- need an option to get out of old town
- Live in west Wilsonville.
- Yes property on 5th st
- This road would allow us to exit out of our neighborhood (Old Town) if there is an emergency
- I do not live or work in that area, but would use the road
- We live in Old Town and own Jewarts Gymnastics NW
- Better accessibility to Fred Meyer at rush hour.
- I would use it to access East Wilsonville and also to avoid traffic when it backs up onto Boones Ferry from I-5.
- Live in Villebois
- This road would become my preferred route to work.
- I live off Grahams Ferry Rd
- I live on Brown and travel on it everyday
- I live in Villebois. It can take 30 minutes or more to travel to Fred Meyer (or other shops in the same area) during peak traffic times.
- I expect it would be more bike safe than Wilsonville Road.
- Villebois
- I commute from the Villebois to Old Town for appointments several times per week
- I live near
- easier access to Fred Meyer Center from Villebois during high peak traffic
- I use Brown Rd and Kinsman St to drive to 5th St and the shopping centers
- work at property location on the Brown Rd side of the connector
- I will not be able to use the roadway but it will benefit my commute to and from work.
- work and own property
- NA
- During times of busy traffic it will be a nice way to leave the Fred Meyer area.
- Easier access to Fred Meyer from West Wilsonville
- I work across the street from the access to Wilsonville road
- It would allow me to get to and from Fred Meyer without using Boones Ferry Road
- We are Old Town homeowners.
- live off Tooze road
- But I don't expect the need of using it much. It is a waste of money!
- I live off Brown Rd. and it would make easier to go to Fred Meyers
- Live on SW Jackson Way, work at Lowrie Primary
- We would use the road as an alternative to getting to the area via Boones Ferry.
- Depending on chosen option, this could give us a more direct entry to the shopping area.

- Currently very difficult to get to Fred Meyer etc from the north
- Old town to that side of Wilsonville would be much easier

Appendix D

Additional comments received

After the online survey closed, the following email comments were received by City staff:

COMMENT #1:

To me, Option A, is the clear choice.

Bailey Road connection is most appropriate (not 5th St)... this disqualifies Option D.

I don't like Option C due to the severe topographical challenges as it intersects with Arrowhead Creek Ln.

Option B is okay, but it causes an intersection with Kinsman very close to the intersection with Arrowhead Creek Ln.

Only Option A, provides safe distance between intersections along Kinsman, avoids topographical challenges, and terminates at Bailey Street.

COMMENT #2:

As you know, I own the property on 5th Street just west of the Railroad tracks. Sanitary sewer is available to serve my property on the east side of the Railroad tracks at the intersection of 5th and Boones Ferry. I met with City representatives in 2013 to discuss extending it through the existing Railroad crossing on 5th and they were supportive. Water is also available at the crossing. The availability of sewer and water obviously impacts my property, as well as others.

I have not heard or read any discussion of how those currently available utilities would be able to serve my property if the crossing is moved to Bailey. Please let me know if any thought has been put into that, and what those plans are.

COMMENT #3:

The following comments related to the Arrowhead Planning issue in general.

1) It was said at the last meeting that the City projects that the new extension from Brown Road over to Boones Ferry will reduce the traffic on Wilsonville Road by 15%.

Is that 15% figure based on a 2015 traffic count (or maybe even older)? 2016 traffic count? Or is it a projection of the 20-year planning period?

COMMENTS:

a) The 'projections' around the traffic on Boones Ferry Road were seriously flawed back during the passage of the Fred Meyer development plans. Old Town resident concerns about traffic were ignored. Thus we are starting this process with mistrust already in our minds.

- b) The mistrust issue is only magnified with the denial that we have received so far about the Arrowhead Planning Area/Brown Road Extension having no intention of impact of traffic between Boones Ferry/Wilsonville Road intersection and the freeway!
- c) If these are current projections, we need at least a good faith attempt of an idea of how long it will be until all the new traffic created by the Arrowhead Planning Area (and any other projects waiting out there) will place us right back to the place we are now. At that point, those west side shoppers will have an easier way to get to spend their money, but Old Town residents will only have the additional issues in doing the same thing, BUT ALSO THOSE SAME ISSUES every time we attempt to go ANYWHERE!!

2) It was said that a benefit to Old Town will be that safety vehicles (namely fire engines) will be able to get into Old Town quicker with the new route.

COMMENTS:

- a) It is interesting that this is an identical point that Old Town made in the fight against the Fred Meyer approval – that the Fred Meyer development would make it more difficult for emergency responders to get into Old Town. Now the City is using our argument in an attempt to resolve the issue that should have been listened to back then!
- b) I’m supposing that the 15% of traffic that is diverted from Wilsonville Road (which the Spokesman reported to be about 4000 vehicle trips a day) is based on ‘current’ 2016 numbers. Projecting a few years out – won’t they have the same problem getting to us on this new road as they do now? What will the difference be?
- c) Thus, it feels like this comment is only a ‘stop gap’ dynamic. Thus my suggestion is that the City needs to step back and take a more comprehensive look at this issue and not spend millions of dollars as merely a stop gap!

3) In counseling terms, it is called “an elephant in the living room that everybody avoids”. This refers to the denial that the Arrowhead Planning Area development will have any impact what-so-ever on the traffic between the Wilsonville Road/Boones Ferry intersection and the Freeway.

COMMENTS:

- a) I’ve explained elsewhere that this is a totally impossible position to support. Also, it is a factor leading to mistrust.
- b) Additional traffic provided by Arrowhead Planning Area will only make all the traffic issues in the Wilsonville Road/Boones Ferry intersection to the freeway that much more difficult – and they are almost untenable already! This was seen at the recent City Council meeting when some of the Council members couldn’t get to the meeting due to traffic issues to talk about “the traffic issues”! And this did not refer to EAST side traffic issues!!
- c) Old Town will be specifically hit by any increase in these traffic issues.
- d) Permitting processes were halted in the past because of traffic issues in this area. It feels that we are seriously close already to that level again. So it seems really weird that the City is trying to move ahead with this planning.
- e) Referencing Steve Adams email, it appears that the City is working on the freeway issue – supposedly for two years already! However, we don’t know what that means. It is easy, however, to read between the lines in Mr. Adam’s email to see that there is no solution in sight. THEREFORE whatever problems we currently have, **AND** whatever additional problems the development of the Arrowhead Planning Area brings with it, have no solution whatsoever or even any hope of a solution.
- f) So this “elephant” is something I guess we are supposed to just keep tiptoeing around and pretending doesn’t exist – but supposedly we need to keep on planning anyway like the problems don’t exist!
- g) It just seems that without making some progress on the existing issues that we are simply getting the cart before the horse in proceeding with planning of this area at all.

~~~~~

In short, I feel strongly that the whole project needs to be put on the shelf for a while until other issues are worked out. It is ridiculous to be pushing a project that is going to singularly aggravate already insurmountable existing problems. One project goal of the Arrowhead Planning Area project is to increase the livability of Wilsonville. With the issues raised above, I think that the project will achieve exactly the opposite! We have quite a number of friends from outside of Wilsonville that are already complaining about “Wilsonville” and its traffic problems. Jokes are beginning to be made with the City as the butt of them. Thus, I really do not understand the need to keep pushing this project that has the single big picture benefit of making all matters worse! Why? Why right now?

Another issue coming up that will impact this area – and is another reason to postpone further planning on this area is how the bicycle-pedestrian bridge will hook up to the Tonquin Trail and/or the WES Train Station. That traffic will cross the area somewhere but we don’t know where yet.

In the interim (while the plan is on the shelf) a task force should be appointed to identify a number of options to deal with all traffic-related issues on Wilsonville Road between the Freeway and Wood Middle School. I am unfamiliar with any comprehensive effort ever having been placed on this “ongoing problem area”. It might be surprising what could come out of such an effort with a little foresight and positive planning. This could avoid spending millions on a stop gap project!

Finally, I’d like to state that I wish there would have been an opportunity to voice these kinds of issues before the City had gotten this far. None-the-less, I look forward to hearing what the City will present at the meeting later this week.

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## **COMMENT #4**

I apologize that it has taken me so long to get back to you from your very “quick” return e-mail to me before that last meeting on the Brown Road Extension. You did good – but I’ve been slow!!! I have made three renditions of this reply as there is so much that I’d like to say. But to keep it simple, I’ll use this e-mail to respond simply to your email. If I can get time/chance, I hope to make specific replies regarding the project in a separate response.

You were very perceptive in your comment about my strong opinions on the subject. Having lived in Old Town for nearly 30 years and seeing Wilsonville grow from 4700 to nearly 23,000 - I’ve seen a lot. I’ve seen the City succeed in a lot of projects, and frankly not do so well in others. This is one where I see some grave concerns.

Regarding your e-mail, you stated ...

**1. “The intention of the project is not to bring additional traffic to the Wilsonville Road/Boones Ferry/I-5 area, but to provide an alternate route for ... and avoid existing and future increases to traffic in the Wilsonville road/Boones Ferry Road/I-5 area.”**

a) This comment was made at the last meeting, as well, and in all honesty it left me literally totally aghast and shaking my head.

b) The pure purpose of the Brown Road Extension (thankfully is no longer the joke of being an “Old Town Escape Route”) is to get the west side residents into the commercial area more easily to spend their money at Fred Meyers. Okay, fine – but that is an extremely narrow view of the domino effects the project creates.

c) How can there possibly be a sizable jump in the number of homes on the west side (namely in the Arrowhead Planning Area) PLUS a number of new businesses in the same area, plus any other growth on

the West Side area – and there NOT be ANY increase in traffic “to the *Wilsonville Road/Boones Ferry/I-5 area*”? That would be a total impossibility! Yes, the new road will/could take some of the traffic away, but I have a strong hunch those new residents and new businesses will from time to time be making their way on over to the freeway and/or to the east side of town – **THUS INCREASEING TRAFFIC IN THE SPECIFIC AREA YOU SAY YOU ARE NOT GOING TO IMPACT!!!!**

d) Thus the whole Arrowhead Planning Area project spells nothing but increased doom and gloom for the traffic problems we already have. For us in Old Town specifically, more traffic issues in this area means more problems simply getting out of/into our homes in Old Town, more problems at the maligned intersection of Wilsonville Road/Boones Ferry, more problems to getting to the freeway, and more problems trying to get onto/off the freeway.

e) I can understand that it is not your “intention” to create more problems in our adjoining area, but it is unutterably undeniable that development of the Arrowhead Planning Area without corresponding (or even preceding – what a novel idea!!!) solution to the already existing problems will do nothing but aggravate further existing problems!!! This could drive business AWAY from Wilsonville; make new potential residents think twice before moving here; **AND** leave Old Town with nothing but the added new problems to what we already have – which is already nearly intolerable!! (It was an interesting note when City Counselors couldn’t make it to that recent council meeting in time to talk about traffic issues because they were stuck in traffic!!!! Hmmm??? And the City Engineers want to further ADD to these issues with the development of the Arrowhead Planning Area without doing corresponding planning on the existing problems??? Oh, boy!!! Government!!!)

**2) “In regards to congestion on I-5 and the impacts it has on traffic on Wilsonville Road and Boones Ferry Road ... and we have been working with ODOT for over two years now on what options are available to mitigate ...”**

a) This is the kind of statement that makes me totally lose confidence in government. It comes across to me as a totally empty, bureaucratic comment because I have no information what-so-ever to back it up. There’s simply your statement. I’ve read nothing in the paper about it, or heard anything about two years of work with ODOT by the City.

b) I don’t know if this means that somebody from the City happened to make a brief mention of the issue over cocktails two years ago (thus “we have been working with ODOT for over two years”) - or whether this means that dedicated, weekly meetings with ODOT have been happening for two years specifically on the topic.

c) It seems that if ongoing meetings have been happening, we would have heard about the efforts, and information regarding what the roadblock is that is holding things up would have come out sometime during these two years. So without any such info, and for it to come up in this manner, the comment is just an empty comment with no meaning what-so-ever.

d) I find it very interesting that with the situation at a nearly critical status already, the City wants to go ahead and proceed with increasing those same problems further with, reading into your statement, no hope of mitigation anywhere even on the horizon with the State. Thus, in short, lets increase the problems and just make the citizens have to live with it that way! And the goals are to ‘enhance the livability’ of Wilsonville! I would suggest that I think there is a STRONG contradiction here!!!!

**3) “However, just because it is taking time to work with ODOT on the I-5 issues does not mean that you abandon all other transportation projects in the City.”**

a) I think this is a little over-generalizing! I don’t believe anybody said anything about “abandoning all other transportation projects in the City.”

b) I find the statement interesting from the standpoint that the City of Wilsonville indeed halted building permits projects on the west side for a lengthy time based pretty much solely on TRAFFIC ISSUES related specifically to Wilsonville Road and the freeway. That is a primary reason Fred Meyers was not built a number of years earlier!

c) So, yes, development can be stopped when the infrastructure to serve it can’t handle it. We’ve/The City has done it! And that can be a very intelligent move! With the current traffic problems, I believe we

are at that same point again where we were prior to Fred Meyers some years back! But because you should prudently chose to hold up on the Arrowhead Planning area planning does not – and I agree, should not have any impact on ‘other transportation issues in the City’!!!

~~~~~

Without even getting into my comments about the specifics of 5th Street versus Bailey Street, for me the above three issues alone are significant enough to recommend that the City hold up on it’s whole planning effort on the Arrowhead Planning area until at least SOME of the existing traffic issues are addressed within the Wilsonville Road/Boones Ferry/I-5 area. This study should include the projected traffic increase resulting from the Arrowhead Planning Area and any other projects waiting in the wings out there. Thus a comprehensive approach could be taken rather than a narrow view not recognizing domino effects one project has on other issues.

Another option would be to put a planning team together to study specifically Wilsonville Road traffic west of the freeway to Wood Middle School. I believe some interesting results could come out of this kind of a study to simply make Wilsonville Road itself work better for this entire stretch. With efforts thus made, a more sensible and far-sighted approach could really be made that would benefit everyone (not just the west side Fred Meyer shoppers!!!).

A third thought, which hasn’t officially hit the boards yet, is the new traffic that the bicycle-pedestrian bridge is going to create. With a strong connection between the bridge and the WES Train Station, strong thought needs to be given to how/where that traffic will flow and thus affect/cross this same stretch of Wilsonville Road.

Thank you for this chance to respond. I hope to give specific comments on the 5th Street versus Bailey as soon as I can. See you at the meeting!

COMMENT #5:

The following are specific comments related to the 5th Street versus the Bailey Street Connection on the Brown Road Extension.

1) I originally estimated 1500 vehicle trips to be the 15% of the traffic diverted from Wilsonville Road to the new street – and that was totally unacceptable! But the Spokesman then said the 15% would equal 4000 vehicle trips a day! **All this traffic would go on a simple, two-lane street between Bailey and 5th if that option is selected.**

COMMENTS

a) 4000 vehicle trips per day – plus the usual Old Town traffic – on a simple two lane street ... and Old Town residents aren’t supposed to be hopping mad? This would be on top of hte existing issues of backed up traffic on Boones Ferry Road from Wilsonville Road past the McMenamins at times! I can’t begin to imagine what this would be like to try to simply get through to go to – well, say, City Hall! Or to go to work! Or to a Trailblazer game! Or to anywhere else we all go to! This is a absurd situation to force on us!

b) The additional 4000 trips a day we would have to content with obviously would not be divided between all 24 hours! Thus, they will be more concentrated in a lot fewer hours – when we are trying to get in/out of Old Town.

c) 4000 trips is only a 2016 figure. **It unfortunately will grow and increase from there!!!!**

d) Granted, we could join that 4000 trips and go miles out of our way to avoid some of the congestion, but that would be worse than suffering through the 3/10 mile of congestion!

2) **5th Avenue would create a huge awkward jog.**

COMMENTS

a) Traffic coming out of the Fred Meyer parking lot onto Bailey would be very weirdly forced to make a huge jog south down to the 5th Street crossing.

b) Besides being extremely awkward, it would be time consuming, gas wasting, and totally useless – when they could just zip right across Boones Ferry and go straight to their destination via continuing on Bailey.

3) **4000 vehicle trips added to existing traffic on a residential street**

COMMENTS

a) There are private homes on the jog to the south from Bailey Street to 5th.

b) There are historic buildings on this stretch

c) There are youth serving businesses on the corner where all this traffic would be turning (one particularly has been expanding in recent years) – this makes this corner a particularly dangerous place to arbitrarily put that much traffic. Is the City open to law suits for child injuries for choosing 5th Street?

4) **City code**

COMMENTS

a) Old Town went through a two year process a while back with the City's lead to determine what we wanted our neighborhood to look like. It was put into the resulting plan, AND SIGNED BY CITY COUNCIL that there would be no sidewalks, curbs, gutters, etc. in the Old Town area. It seems that there would be some rules broken if this residential street were now upgraded to facilitate the traffic level that is expected (and that traffic level is only the initially beginning traffic amount – not future!!!!). But to do so will break City Code for Old Town. It may be the 'corner' of Old Town, but it is still part of Old Town!

b) Residents do not want ANY further commercialization of Old Town – which includes this strip of Boones Ferry Road!!! Thus, upgrading of the street is not in the offing! (Especially if there is a simple and more realistic option to go straight across on Bailey and not even get into Old Town!)

c) The purpose of the City Code amendments for Old Town was to help preserve the historical sense of the neighborhood. The quiet neighborhood, with people walking around in the middle of the street to say hi to neighbors is a huge, unique characteristic of the neighborhood. The huge traffic influx would utterly destroy the sense of neighborhood AND the historical characteristic that we are trying to preserve!

d) I can say that the overwhelming feeling of the neighborhood is that we want the historical nature of Boones Ferry to remain as it is. This was, as stated, concurred with by City Council when it was put into City Code. So there are issues around this problem other than just adding 4000 additional daily vehicle trips on the lifeline we have to get out of our neighborhood. Thus, it just isn't acceptable (and that's working with only 2016 numbers of traffic!)

5) **Probable addition of two stoplights**

3 stop lights in under 3/10 of a mile is very excessive!!!! (Plus the one at Wilsonville Road!)

COMMENTS

a) We used to simply turn on Boones Ferry Road and simply drive up to Wilsonville Road and head towards the freeway. Now we have to stop at a stoplight. Granted, the one stoplight has not been too

much of a problem. However, if the 5th Street option is chosen, I would expect that a second light would have to be added at Bailey to allow that traffic out, and furthermore a third light would have to be added at the 5th Street corner because of the Old Town traffic attempting to get out of our homes – and the church traffic on Sundays. This light would also be necessary for safety reasons due to the dance studio and preschool already on that corner. So now we not only have to put up with 4000 additional vehicle trips, the existing traffic to get out of Boones Ferry Road, the current and additional traffic woes from the intersection to the freeway, and getting onto the freeway, now we will also have to put up with three traffic lights? And there is a much better, much preferred option that would avoid so much of all these hassles?

b) The additional lights would be a hindrance to the traffic flow you are trying to facilitate to get west side residents easily into the Fred Meyer complex to spend their money. The straight shot of just heading west on Bailey doesn't present the jog or the extra light!!! (AND PLEASE DO NOT EVEN THINK OF PUTTING IN ANY OF THOSE ROUNDABOUTS DOWN HERE!!!! WE HAVE TO PUT UP WITH THEM ELSEWHERE. KEEP OUR AREA ROUNDABOUT FREE!!! THANK YOU!)

6) **Not choosing the Bailey Street option presents ethic questions**

COMMENTS

- a) I feel for OREPAC since they just purchased the property south of Bailey down to 5th/west of the railroad tracks. I had not heard prior to the first meeting of that having occurred. Granted, the use of Bailey does put them in a bad spot with their new expansion plans. However, the flip side of the coin is that it was purchased with the knowledge of many years that a street could be coming from Bailey west to Brown Road.
- b) Many questions can be asked as to why ORPEC went ahead and purchased the property with the prior full knowledge that the City could well be putting the Brown Road Extension through it via hooking up with Bailey Street.
- c) A variety of questions could be asked here, but I would prefer to not have to get into them at this time.
- d) I am very sorry for a bad business decision on behalf of OREPAC. But they made it knowing the potential.

7) The numbers I believe are to be brought out at the meeting this week, but it seems like **the extra cost for the railroad crossing at Bailey is more than offset by the cost of the bridge building required in the 5th Street scenario.**

~~~~~

In light of so many factors, and for the benefit of the whole neighborhood (rather than just one business) **it is clear that if the connection needs to be made to Boones Ferry Road, Bailey is the single, ONLY, real option .**

As you astutely observed, I indeed do have some strong feelings – and I feel some pretty good arguments. Unfortunately, the structure of the first meeting or the structure of the web site option neither allowed for a lot of this kind of feedback. The meeting also did not allow any dialogue or answers for anything. So all this feedback is indeed made with the hope that the decision is not final yet. City processes don't usually see much variance from a chosen course once it is this far. So not only do I have strong feelings, but I am ultra-concerned as well and feeling a bit helpless. It is my life and my home that is going to be so negatively impacted if 5<sup>th</sup> Street is selected. So please do not take me as some 'bad guy' going on and on! I am simply standing up for things that, indeed, are very important to me.

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**COMMENT #6 (see attached)**



October 20, 2016

VIA EMAIL [kraushaar@ci.wilsonville.or.us](mailto:kraushaar@ci.wilsonville.or.us); [adams@ci.wilsonville.or.us](mailto:adams@ci.wilsonville.or.us)

Ms. Nancy Kraushaar  
Community Development Director / City Engineer  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

Mr. Steve Adams  
Development Engineering Manager  
29799 SW Town Center Loop E  
Wilsonville, OR 97070

**Re: Input on Location for Brown Road Extension;**

Dear Nancy & Steve,

As you are aware, OrePac has been headquartered in Wilsonville for many years. We currently employ over two hundred people locally and over 900 companywide. Due to several significant opportunities, we anticipate having to expand our local operations in the near future and have begun taking steps to accomplish that. Our goal is to remain in the City of Wilsonville if possible. I am writing to provide our thoughts on the City of Wilsonville's proposed extension of Brown Road, as this will have a direct and immediate impact on our operations. If done appropriately, we believe this will be a significant improvement in Wilsonville.

We understand there are two proposals being considered, one that would route the extension to Bailey Street, and the other that would route the extension through to Fifth Street. For the reasons discussed below, OrePac has a very strong preference for the extension being routed to Fifth Street. As we will discuss, we believe that routing the Brown Road extension through to Fifth Street is the far better alternative. It will be more cost effective for the City and will provide greater opportunity for future long-term growth on the parcels of land involved, it will provide safer routes for cars/trucks, and it will facilitate the planned future expansion of OrePac's operations in the City of Wilsonville.

In the past few years, we have been fortunate and seen OrePac's business grow to the point that we have begun looking to expand our operations. It is our true preference to expand our operations in Wilsonville if possible. As a first step toward accomplishing this, OrePac, through an affiliated entity, recently acquired tax lots 100, 300, and 600 in Wilsonville.

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Planning Commission Meeting - Nov. 9, 2016  
Boones Ferry to Brown Rd Connector

Ms. Nancy Kraushaar/Mr. Steve Adams  
 October 20, 2016  
 Page 2

These parcels are located adjacent to OrePac's existing facility on our western and southern boundaries. These parcels will be ideal to accommodate our future expansion, and potentially other industrial development as well. The routing of the Brown Road extension, however, will have significant impact on these potential future plans. As will be discussed, OrePac believes that the routing of the Brown Road extension should be done to Fifth Street, not through Bailey.

**I. Routing The Extension Through to Fifth Is More Cost Effective, and Provides For Greater Long-Term Growth**

a. Fifth Street Is More Cost Effective

Under both routes being considered, the City will be required to acquire private property in order to extend Brown Road through to SW Boones Ferry. Based on our understanding of the current proposed locations for both routes, extending Brown Road through to Bailey Street will require the City to purchase significantly more private property than if the extension is routed through to Fifth Street. Routing the proposed expansion through to Bailey will require the City to purchase not only more land to accomplish the expansion of Brown Road itself, it will also require the City to purchase more private property to facilitate the connection of Nutting Road. Our preliminary estimate for the additional land costs is approximately \$400,000.

In addition to the increased land acquisition costs associated with routing the extension through to Bailey Street, we believe there will be added costs to address the railroad crossing at that location. Routing the extension through to Bailey Street will require a 20" increase in the height of the rail spur on Bailey Street and additional associated expenses relating to the spur as it enters the OrePac facility, costs which we believe the City would have to bear. We have been advised that the costs to accomplish this could also approach approximately \$400,000. Additionally, the attendant work on the railroad spur will require OrePac to reduce business operations during the construction period, resulting in lost profits. OrePac would certainly look to the City to be reimbursed for these business losses.

In short, it will likely cost the City in excess of \$1 million more in the immediate future if the City elects to route the Brown Road extension through to Bailey Street as opposed to Fifth Street. Please know that these figures would need to be substantiated through the appropriate request for proposal process.

b. Fifth Street Provides More Long-Term Growth

The area through which the Brown Road extension will run is zoned Industrial, and we are not aware of any proposals to change that zoning designation (nor would that be appropriate in light of the existing businesses that are presently there). As a result, we believe the routing decision should take into account how best to maximize future development opportunities, which would redound to the City's benefit in the form of more jobs, increased

Ms. Nancy Kraushaar/Mr. Steve Adams  
October 20, 2016  
Page 3

property tax revenues, and increased economic activity in the area. Routing the extension through to Fifth Street will provide for greater long-term growth opportunities for the City by leaving more land available for future industrial development. Specifically, we understand that the route being considered for extending Brown Road through to Fifth Street will run along the south western portion of lot 600, then drop down across the western portion of lot 300, and then along the southern border of lots 200 and 100. This route will leave the vast majority of lot 600 undisturbed and available for future redevelopment, including OrePac's anticipated expansion of its operations, and permit some development on lot 300.

By contrast, routing the Brown Road extension through to Bailey Street will unnecessarily reduce by a significant amount the potential land that could be available for future industrial development. It would essentially bisect the western portion of lot 600 and further bisect the southern portion of lot 600 to accommodate the Nutting Road connection. This would reduce a single large, attractive industrial property, into approximately no less than three relatively small industrial lots. Adding in the undevelopable area of land surrounding the existing BPA Tower, the resulting property would, in our estimation, be significantly less attractive to future industrial development. This reduced development potential will result in fewer jobs, long-term lower property tax revenue to the County and the City, and significant loss of potential future economic activity in the area.

## **II. Routing To Fifth Street Is Safer For Traffic**

Routing the Brown Road extension through to Fifth Street will also be safer. At present, OrePac is able to route its truck traffic, which includes approximately 20 or more maximum size tractor trailers per day, by entering our facility via Wilsonville Road and Industrial Way. Extending Brown Road through to Fifth Street will allow us to continue to operate this way. Routing the extension through to Bailey Street will not.

Because of the length of many of our trucks, many of which are double trailers, they cannot effectively be backed up. As a result, they need sufficient room to be able "to loop" our facility to enter and exit the property. Routing the extension through to Bailey Street, we believe, will take away the space at our property that currently allows for our trucks to enter and exit by driving in the forward direction. Without this space, we will be required to use local streets to create our "loop." Routing the extension through to Bailey Street will mean significant increased truck traffic on local streets, including SW Boones Ferry Road and Bailey Street, in order to us to be able to unload and load our shipments. We believe this would be a significantly more dangerous traffic pattern for all concerned. This would likely be avoided if the Brown Road extension is routing through to Fifth Street, as OrePac expects to be able to continue to use the Industrial Way access as the primary access point to its facility.

Ms. Nancy Kraushaar/Mr. Steve Adams  
October 20, 2016  
Page 4

### III. Routing To Fifth Will Facilitate OrePac's Expansion In Place

On a personal level, routing the extension through to Bailey Street will likely eliminate OrePac's ability to expand its operations in Wilsonville. The ability to expand our operations onto the immediately adjacent parcel would enable us to expand our operations in one location. This is a very cost effective way for us to expand. If we cannot expand our operations onto the adjacent parcels, it is highly likely that OrePac would have to consider relocating its entire operations to a different location, including a different city, so that all of our local operations could be in one location. It is not our desire to relocate our business from Wilsonville, but our ability to remain will certainly be impacted by our ability to expand our operations.

The reasons set forth above are not the only issues we see with regard to where the Brown Road extension gets located, but they are very significant to us. Other issues include, but are not limited to, our belief that placing the crossing at Fifth will provide for less traffic congestion on the extension itself, as it will allow cars to enter SW Boones Ferry Road further away from Wilsonville Road. Cars entering SW Boones Ferry Road from Fifth Street should also allow for greater traffic flow into Fred Meyers and into the soon to be built Subaru Dealership, again because there will be greater spacing between intersections feeding traffic onto SW Boones Ferry Road.

OrePac is happy to discuss these issues with the City. However, we would request that these concerns be taken into account and made part of the official record as the City considers this issue. Should you have any questions in this regard, please do not hesitate to call me. I can be reached directly at 503-685-5499.

Very truly yours,



Brad Hart  
President & CEO

DAR/kmb

**COMMENT #7:**

I apologize for not being able to attend tonight's meeting. For those of you who are unfamiliar with me, I became active in the Old Town Wilsonville community when my family moved here in 1987. In the location of what is now Lowries Marketplace Plaza, there was a very small shopping center, the post office, library, and Wilsonville Primary school. Wilsonville was just coming out of its rural existence.

Today, Wilsonville is a bustling suburban city, with traffic to go along with the growth. Do to growth in business, traffic has increased in Old Town. This situation was foreseen by the Wilsonville West Side Task Force, which lasted from 1994 to 1996. The work done by the Task Force led to the development of the West Side Master Plan. I was a member of the task force, along with Tim Knapp and Charlotte Lehan. One of the issues we tackled was traffic impact from development within the west side of Wilsonville, including development in Old Town.

We could only speculate as to what would be built on the site of Square 76, which is now occupied by Fred Meyer, other businesses, and the Bell Tower Apartments. The Bailey Street Apartments and the Subaru dealership are the only current businesses included in the original Square 76 plan; the primary school was predicted to be a continuous fixture.

As we explored different development models for Old Town and areas west of the railroad tracks, we tried to develop traffic models to address the different types of development that could possibly come to these areas of Wilsonville and especially Old Town.

We considered many options including a bridge over I-5. However, we eventually realized that routing heavy traffic through the intersection of Boones Ferry and 5th Street wasn't feasible. Due to the narrow intersection, and to accommodate additional traffic and sidewalks, Boones Ferry and 5th Street would need to be widened. There is not room for sidewalks on the east side of Boones Ferry Road without demolishing the historic Feed Store, Young's Garage, and the three historical buildings north of the feed store, two of which are over 50 years old and one of which is over 100 years old.

The other location the task force considered was the intersection of Boones Ferry Road and Bailey Street. Today, it is at Boones Ferry and Bailey where traffic backs up; it has become a choke point. Bailey was and is still considered the best option for a connector to Brown Road. In fact, when the Lowries property was developed, a road extension was included on the south end of the property.

The best option is to put a traffic light at the intersection of Boone Ferry Road and Bailey Street and to extend Bailey to Brown Road. It will benefit not only Old Town residents and businesses, but also future development along Wilsonville Road west of the railroad tracks. It was the best option we looked at in the 1990s, and it is the best option today.

As a resident of Old Town for 29 years, I have witnessed the growth of Wilsonville from a rural community to a suburban city. I participated in the West Side Planning Task Force to develop the best guidelines, based on the available information, to address future growth and development. Although much has changed, the Task Force's recommendation of connecting

Bailey Street to Brown Road has not, and it remains the best option for solving Old Town's traffic woes.

Notes:

WILSONVILLE WEST SIDE MASTER PLAN

[https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8775/Wilsonville\\_West\\_Side\\_Subarea\\_Plan.pdf?sequence=1](https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/8775/Wilsonville_West_Side_Subarea_Plan.pdf?sequence=1)

RESOLUTION NO. 1597

<http://www.ci.wilsonville.or.us/DocumentCenter/Home/View/4166>

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#### **COMMENT #8:**

As a long time resident of Wilsonville, Old Town, I was very disturbed by the news I heard of a proposed Extension of Brown Road connecting with 5<sup>th</sup> Street at Boones Ferry Road. My home is arguably the oldest essentially unchanged building in the city and that corner with my building and the Wagner property across the street is the only remaining visual Historic reference as to what the town used to look like. I would refer you to the photographic mural displayed in our Public Library.

Even the newer building construction across the street from me was designed and constructed in such a way as to reflect the charm of an older community. The businesses in Wilsonville also support the concept of "Old Town" with their support of a Trolley that circles through the area during the summer months to pick up passengers and take them throughout Wilsonville. It was no accident that they chose a means of transport that reflects the concept of an old neighborhood.

I am talking here of the visual aspect of this proposal but I feel there is something greater at stake here. The proposed Extension of Brown Road at 5<sup>th</sup> Street would also effectively divide Old Town in half, bisecting an existing neighborhood and bringing substantial traffic to a part of town already under siege with speeding busses and traffic. I invite you to sit on the bench under my front porch for a little while, let's say between 7:00 and 9:00 in the morning and witness the speeding traffic, and the noise, smells, pollution and dust that fill the air.

Perhaps a traffic survey could be done that would give us an informed opinion of the impact the increased traffic would be but I'm sure none of us needs a study to tell us what we already know, i.e. that it is an area of potentially high risk. One could say even dangerous because of the many children that "people" our town here. It is already a serious problem and will only get worse with the increase of traffic that would descend on the area. The School of Dance, the Day Care Center, and the children's school bus stop are all right there. Many children walk to the various bus stops and it always concerns me because of the existing traffic. Many feel that this would only be exacerbated by the proposed extension.

Would Bailey Street be a better solution? In some ways yes, it is a more natural border to the perimeter of the Old Town neighborhood. However I speak as advocate of the children there too. There are sidewalks that border the apartments and the Fred Meyer property and that is some help in insuring their safety but still the problem remains -- the traffic. Traffic and children do not mix.

I feel the solution is to not consider that Brown Road Loop at all and rather concentrate on constructing a parallel access road on the other side of the railroad tracks that would service any planned businesses in that area. I do not see why there has to be a connection from Brown Road to Bailey Street or 5<sup>th</sup> Street

anyway, other than make convenient a passage for folks coming off the hill and down Brown Road to get to Fred Meyers.

I speak for the livability of our neighborhood and feel that it is in great jeopardy with the consideration of these proposed extensions and feel further that the issue of safety and the quality of our environment is at stake as well. So I urge to you to hold these concerns close to your heart for in point of fact, your charge is to serve and protect not just the commercial concerns of the area but also the livability for its citizens.

Thank you for taking the time to read this letter. I am sorry that I cannot attend the meeting to present my views to you personally but I have been out of town taking care of my mother who has just passed away last week.

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**COMMENT #9:**

Please find attached a rundown of my comments that relate to the listed Project Goals and Desired Outcomes.

In short, I am very opposed to this whole project. The on-line survey doesn't allow for any input of that type. The overall reason I am opposed to this project is that it doesn't really serve any purpose. Additionally, it severely compounds already problematic traffic issues along the commercial section of Boones Ferry Road, adds significant new traffic to the maligned intersection of Boones Ferry and Wilsonville Road, put more traffic on the section of Wilsonville Road to the freeway, and therefore just makes the existing issues with the I-5 on-ramps and freeway traffic even worse! The goals that the project put out are not met at all! In short, the only thing the project does is that it makes existing problems worse! For example: "Helps the economy" – by making existing problems bigger? Helps "quality of life" – for who? "Minimize environmental impact"? By the destruction and conversion of a riparian, gullied wild land into industrial use. That's a hard case to make! "Support existing businesses and residents" – that's a total falsehood!

If you have any questions, please feel free to contact me. Thank you for allowing me to provide input!

CITIZEN COMMENTS RELATED TO THE BROWN ROAD "Project Goals and Desired Outcomes." LISTED ON THE INTERNET SITE.

The first comment states that the project will "Create the foundation for a great place to live, work, and enjoy."

1) The comments under this heading are basically 'stock', current-day verbiage that do not really bring any light to the specific project. As such, the comment tries to make it sound like a really good thing but ends up not saying anything. They are words that can be picked up and used most anywhere in this kind of arena in an effort to make things sound good and positive, and needed.

2) While trying to sound good, it puts a pretty face on the project while simultaneously utterly ignoring the negative impacts on 50% of the project – the east end!

3) It goes on to state “...that enhances Wilsonville’s vibrant economy and quality of life.” This paints a picture that this connector road will be a great (or “vibrant”) asset to the area of Wilsonville around Costco, and the industrial area in NW Wilsonville, and to the area around the high school, and maybe even Frog Pond. OR maybe even the Ace Hardware area. Again, this is ‘stock’ language that is used solely for the purpose of making it sound flowery, fancy, and therefore automatically ‘right on’! It is a totally erroneous statement used for City PR purposes only.

If it is referring to a “great place to live work and enjoy” as simply the new area I guess it could be said that ANY improvements would live up to that goal since there is nothing there now! Thus, it is pretty weak as it tries to focus the spotlight solely on the new area and very pleasantly ignores the havoc and issues it creates.

Next it says, “Support existing residents and businesses.”

#### FIRST PARAGRAPH

1) The page says, “The Connector will serve and enhance the residential and commercial development in the Old Town neighborhood, east of the railroad tracks.” Oh, boy – this one really can’t be much further off base or it would be out in the Pacific Ocean! First of all, “Enhance the residential ...development in the Old Town neighborhood” – did the person writing this, or those who approved it, stop to think that there ARE NOT too many empty lots in Old Town left to “enhance”? And if there are no lots available, what is this statement trying to say? The reality clearly demonstrates that this statement is empty rhetoric, it says nothing, and that it is merely a PR wording-ploy to try to somehow put a pretty face on the project that the City has wanted to do for years. The City has been stymied for probably over 25-years because the whole thing ultimately serves very little to no purpose – outside of making the City map look good and spending a lot of our tax dollars.

It also brings in “...commercial development in Old Town”. Does the City not look at its written records and codes? It was just a few years ago that the City itself helped Old Town residents put together a whole zoning package and development plan for Old Town. The purpose was to preserve what we have in the historical, original part of Wilsonville. We went through a whole process where we identified that we don’t want sidewalks; we don’t want smaller lots; we don’t want gutters; etc. All this was put into City Code, and passed by City Council. For one person, I don’t remember putting ANYTHING in there about enhancing commercial development in Old Town. Has anybody ever noticed that 90% (or probably more!) of Old Town is indeed RESIDENTIAL and NOT COMMERCIAL? There are, indeed, empty business store fronts in Old Town – and I’m sorry that they were put in along side of nothing but residential ‘development’. I think that the city officials’ thinking back then was that a lot of Old Town would be converted into commercial development. Thanks to the codes that are now in place we are not supposed to lose more Old Town to commercial development. So for the City to put the “purpose” of a project is to enhance the commercial development in Old Town doesn’t go along with city code, neighborhood desires, or anything but either 1) empty rhetoric or 2) ongoing efforts of the City to overpower the Old Town residents desires.

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The next part states, “The alignment should improve access, economic, and livability for the study area. Let me address each of these three parts.

Wilsonville Boones Ferry to Brown Road Corridor Connector Plan  
Community Workshop and Survey Summary Report – October 2016

IMPROVE ACCESS.....what does this mean? Improve access for whom and for what? The project was originally titled, the OLD TOWN ESCAPE. I notice that the City has finally dropped that title because after 25 years it finally realized that what they wanted to build indeed was no 'escape' for Old Town residents. It took them that long to finally realize that the current traffic problems (and the past ones before Fred Meyer was built) are with Old Town traffic trying to get to the Freeway – not to NEWBERG!). Thus the whole concept of an 'ESCAPE' has been totally invalid from the beginning. It would take an idiot to think that that would a real option for Old Town residents!

Back to the improved access – the only improved access that this project is going to provide is for far eastside residents to get INTO the Old Town area to get to Fred Meyers, etc. Thus, the new project would ONLY SERVE TO BRING MORE/ADDITIONAL traffic into a quiet, residential area. That is not even close to any kind of picture that I would guess any Old Town residents would want!

Thus, the concept of 'IMPROVED ACCESS' is an utter misnomer to begin with and is thus useless, empty, and only serves as a PR ploy on the City's behalf.

ECONOMIC GROWTH.....As stated above, Old Town doesn't really offer much 'economic growth' potential to the City of Wilsonville being basically residential – residential with City codes in place to help keep it that way!. I believe the residents like it that way and would want to keep it that way. I don't believe many Old Town residents would be in favor of bulldozing their homes to make way for some commercial ventures. So the concept of promoting 'economic growth' in Old Town is dead in its tracks before it even begins!

As for economic development on the west side of the tracks – granted, the proposed new road would probably encourage new businesses over there. This would be done at the expense of the existing woodland there, the current residents, the wildlife and 'four-legged critters' living there (that were pushed out with development of Fred Meyer and the newly developing car lot). There are a lot of environmental concerns that will have to be addressed, if not overcome to develop this area. There will be people that will be forced to relocate because of City wants more businesses to enhance City tax coffers in this area.

Of primary concern, however, is for the City to demonstrate that this statement (improve economic growth) can actually happen because of this costly new project. Permitting for anything put into this area (Arrowhead Creek Planning Area) may well be delayed like Fred Meyers was for many years – due to exactly the same issue/problem as they faced back then with Fred Meyers – the traffic at Wilsonville Road/Boones Ferry Road Intersection and the capacity of the street between there and the underpass itself, – as well as the capacity of the I-5 on-ramps which we all know is already a HUGE issue!) ALL TRAFFIC WILL STILL BE FUNNELED ONTO EXISTING INFRASTRUCTURE THAT IS ALREADY INADEQUATE! Old Town residents tried to bring this problem up back during the Fred Meyer approval process but everyone was enthralled by the little computer graphics of little lights representing proposed traffic. Sure, it looked good then because it satisfied the problem then, but it was not designed for even the CURRENT traffic – let alone adding considerable new traffic from the Arrowhead Creek Planning Area. The new traffic will ring a death bell to traffic regardless of whether it simply goes to Wilsonville Road in its efforts to get to the freeway (or to the eastside of town), or whether it

clogs Old Town streets and negatively affects further the bad infrastructure issues to get to Wilsonville Road via that commercial section of Boones Ferry!

So indeed, how does this project improve anything – let alone economic growth when it needs to be halted until some solutions are found? We are obviously still stuck with a traffic issue, that would only be made worse, with NO HELP ANYWHERE ON THE FARTHEST HORIZON. Old Town brought this up back in the process of clearing the way for Fred Meyer. The City didn't pay attention to resident input then – and it obviously isn't paying attention now by pushing this project again – and doing so apparently without any thought to the problems the project will create. This is part of the reason the whole concept hit the graveyard-of-ideas back when (meaning that the whole project was appropriately eliminated and take off the table totally). Nothing has changed since that time. However now we find that obviously some 'new blood' has looked at the surface of the project and brought it back like at "good idea" again and have simply tried to repackage it. However you dress up a dog, it is still a dog! And we are still left fighting the same old battle!

Why is it not totally obvious that "new economic development" in this area should NOT be even be encouraged until the issues with the State over I-5 connections, and the other intersection and street infrastructure issues, have been worked out so we don't automatically worsen the current problems by empty PR rhetoric about improving economic growth! Indeed, it could put a cloud on some of the economic viability of Wilsonville because of not really thinking this thing through before it started!

The third claim was to IMPROVE LIVABILITY..... Again, I ask WHO FOR? Greatly increased traffic into the Old Town area is supposed to INCREASE "our" livability? Further traffic issues added to the current ones in terms of getting out of our neighborhood are supposed to increase our livability – and maybe even property values? I don't think so!!!! Improve livability in terms of getting out of Old Town and getting on our way up/down the freeway – again I don't think so!!!!!! Improve the livability of the folks that currently live in the study area – I don't think so!!! Who would want to get rid of their isolation, quiet, and beauty with nearness of the city – all reason why they probably live there in the first place - to have a whole bunch of traffic – trucks, cars, and whatever - going through their front yards? Improve the livability of folks EAST of the freeway – hey, no affect on them whatsoever – so wrong yet again. The single only group that this statement could possibly be good for would be the people who live on the far east side of the City wherein they would be given an extra method to get to somewhere they are already getting to anyway just fine! But they couldn't get to the freeway any quicker even if they used the new road – in fact it would probably increase their time. So this single benefit would be only for the convenience of Fred Meyer shoppers! Therefore, maybe if this project should proceed, Fred Meyers should be made to pay for their customers' convenience rather than the taxpayers of the whole City!!!!

So IMPROVED LIVABILITY would be ultra-restricted to a small minority of citizens for pretty minute reasons. I would question the advisability of spending all this kind of money simply for this reason alone!!!! That would be considered reckless use of public funds!!!!

Support existing residents and businesses.

1) “Existing residents” you say!!! What is there, 10 maybe 15 that live in the affected area? A large, multi-million dollar investment, at huge expense to ALL city residents, specifically designed to help a dozen or so residents? That seems rather extravagant! And, indeed, does it really help those few residents in any significant, real way? OR is it really an invasion into their homeland and property with some stock PR wording that is supposed to make it sound positive designed to get them off their property?

Furthermore, I might suspect that the current landowners/residents in the area might well prefer for a whole bunch of people to NOT be traipsing through their currently private abode. That’s probably a huge reason they live there in the first place. On the other hand, maybe this is just a positive sounding PR approach by the City that nicely masks the City’s genuine aim to actually oust the current residents from their homes so that the City can develop their property and thus enlarge the City coffers with new tax money?

If “EXISTING RESIDENTS” means Old Town – I think I’ve already explained above how that is an erroneous statement – additional traffic INTO Old Town and yet more problems for us to get out of Old Town along does NOT “Support existing residents

If “EXISTING RESIDENTS” means the far east side residents – as explained above, I think such an expense for a road of questionable gain (except for maybe some Fred Meyer customers) is an expense that we do NOT NEED TO FUND!!!!

As for EXISTING BUSINESSES-I’m not at all convinced how this new ‘infrastructure’ would really support them in ANY way! The major businesses all depend on traffic to and from the freeway – truck traffic, etc., up and down Wilsonville Road. How would a road into residential Old Town help them? They would still have to go through a maligned intersection, traverse a hugely crowded section of Wilsonville Road, and still use the same freeway underpass and existing freeway on ramps with existing freeway traffic! I really have no clue at all how this project “supports existing businesses”! And any NEW business resulting from this project will only serve to hinder the existing predicament even further!

IF “EXISTING BUSINESSES” means current Old Town businesses, then I’d like to see the studies where is show that the State Farm Insurance office business would be positively influenced with the addition to this new road. I really think that it would be hard to present any such convincing evidence that would change any minds.

So I don’t see any real benefit to any existing business – and thus more points for the wording being nothing more than stock language used merely to promote City desires and not any real purpose!

“The alignment should provide mobility and access for trucks serving the existing businesses in the Industrial Way area.” Is this referring to prospective north/south truck traffic between new businesses in the study area and existing businesses north of Wilsonville Road? It would be really interesting to see what this would be referring to. I can’t imagine this scenario being really needed or occurring!

If this is referring to new truck traffic FROM the purported new businesses that will occur in the study area, then I have to ask -what route will they be taking to access I-5 to bring supplies to

their businesses or to conduct business with anybody outside of Old Town? With or without the millions of dollar for this new road, as stated above, ALL THIS NEW TRUCK TRAFFIC WILL STILL HAVE TO UTILIZE THE CURRENTLY EXISTING UNDERPASS UNDER I-5, USE THE SAME ON/OFF RAMPS TO THE FREEWAY, DEAL WITH THE SAME FREEWAY TRAFFIC ISSUES, AND GO THROUGH THE SAME WILSONVILLE ROAD/BOONES FERRY ROAD INTERSECTION (and if it comes to Boones Ferry and heads north to get to the freeway WILL HAVE TO USE AN ALREADY OVERBURDENED COMMERCIAL SECTION OF BOONES FERRY)! They will still have to deal with EVERY ONE of those problems! So the result of any new business development in this area leads ONLY TO COMPOUND EXISTING PROBLEMS. From this perspective alone, I have to question the City's ongoing push (for 25-years) to build this worthless waste of taxpayer money!

The concept of providing mobility and access for trucks as a purpose of this project can be only described as statements made by city officials that have not ever really sat down and considered the issues they are creating with this boondoggle!

THE NEXT SECTION IS .... "Multi-modal corridor."

This section adds nothing to the City's argument – outside of saying they are going to do it. What similar construction projects these days do not include this kind of stuff – these features are probably something simply required by some law for them to include. So no big deal here because of these wonderful, positive, meaningless PR words.

THE NEXT SECTION IS... "Accommodate redevelopment of the land according to the Comprehensive Plan."

I'm not sure what to say about this section. I know the City has wanted to get its hands on this property for almost 3 decades. I would at least raise the question of whether 'industrial use' is the best plan for this property if indeed the City kicks the current owners off their land. Have any of the developers of this land actually left their air conditioned offices with their maps and their tables to actually see the land. With the rough topography of deep gullies that even this plan states will require two bridges to be built to accommodate this new project, maybe the area needs to be protected in some way for all to enjoy – rather than being destroyed with industrial use and promotion of mobility of trucks! Indeed, with that topography, it should be an easy jump to wonder what percentage of the land there would even really be able to be 'industrially' developed anyway! Is that amount of land worth the destruction of the current owners lives, businesses, and existence as well as the entire current environment itself? I know that a park was once planned for the area north of the water treatment plant – new soccer fields, etc. Sounds like those plans have hit a death bed.

NEXT IT SAYS THAT THE PLAN WILL "Minimize environmental impacts."

Minimize impacts to Coffee Creek and other natural resources related to sensitive lands.

This is an interesting concept in terms of THE TOTAL CONVERSION a rugged riparian, gullied area into 'industrial' land! Minimize environmental impacts indeed!

Also, I would also bring up a question of this project and its necessary environmental study. Does this study include only environmental impacts of the new street itself, or does it include

the potential environmental impacts of all the new development this new street will bring on this area that they are pushing to be developed? For example, with the new development of the new car lot next to the freeway, there has been a huge increase in the number of skunks and raccoons this summer in the Old Town area. As a result, I have chosen to NOT sleep outside or to allow my daughter to do so during the recent hot summer nights because of the skunks in the area. I'm sure that many animals have moved in recent years from the Fred Meyer and the new car lot areas into the study area – and are now living there along with those that were already there. There are a lot of simply environmental issues and questions this project creates.

The only thing I can see where this project can boast “Minimize environmental impacts” is via construction processes – which again is most likely required by various laws. Thus, yet again we have empty, polished words in an attempt to make things look good to the unthinking reader!

THE NEXT SECTION IS ... “Consider the Ice Age Tonquin Trail.”

This, frankly, is the single only section that I can agree with. Several years ago this was proposed in some written material put on the internet – along with a proposal to connect the Wilsonville WES Station via Kinsman Road with the new bicycle pedestrian bridge. My salute to the people who included this concept into the plan!

However, I would also put out that the trail connections (from both the Tonquin Trail and the WES Train Station to the new bicycle pedestrian bridge) should NOT connect via EITHER 5th Street or Bailey. I totally support the written proposal on-line of a separated path through the same area to cross at Otto Lane underpass or indeed a totally new underpass south of Otto Lane. The trail traffic, too, should be kept OUT of the residential Old Town area. I firmly believe that the pedestrian bridge will be used more than anyone out there is really anticipating – and thus putting that kind of pressure on a residential section of an area is preposterous! This is especially so when such a great alternative is available! Any plan to include the trail connected to either 5th Street or to Bailey should be well vetted with local Old Town residents before putting anything ‘in cement’! Sure, that would be the easy way – and no extra effort is therefore required to put it all in. But it also represents very “small thinking”!

In conclusion, I, for one, do NOT support this project in any way! Maybe years down the road when infrastructure issues OUTSIDE THE PLANNING AREA are adequately addressed (issues with ODOT and the freeway, as well as the Wilsonville Road/Boones Ferry Intersection) and when no MORE TRAFFIC would thus be added to Old Town, it might look different. But for now with the same issues facing it as the was facing the whole project when it was scrapped off the books totally – and with nothing really changed since that time, there is no way possible that this project should be proceeding!

We are just fighting the same battle as we did some years ago!

## Boones Ferry Road to Brown Road Connector Corridor Plan Stakeholder Interview Summary Report

Prepared by JLA Public Involvement

August 31, 2016

### **Summary Overview**

Between July 25<sup>th</sup> and August 23<sup>rd</sup>, 2016 JLA, Otak and the City of Wilsonville interviewed twelve key stakeholders identified by the project team. These stakeholders either own property, or manage businesses within the project area. Each individual or stakeholder group was asked the same set of questions. The main purpose of the interviews was to learn about their concerns and preferences for the planned corridor connection between Boones Ferry and Brown Road. The feedback received will be used to shape the evaluation criteria that will help narrow the corridor alignment alternatives to a preferred option.

This report is a compilation of individual responses. The first part of the report summarizes the key themes and most commonly heard comments. The second part of the report provides a list of individual responses from each stakeholder meeting.

### *Stakeholders interviewed:*

1. *Orepac (Alan Kirk and Darin Coder)*
2. *Tim Knapp*
3. *Wilsonville Concrete (David Bernert, Eric Vermillion and Angie Hannon)*
4. *Sheri Young*
5. *Bob Hartford*
6. *Old Town Neighborhood (Doug Muench and Monica Keenan)*
7. *Kim A. McAvoy, Timber Creek Village Apartments/KWDS LLC*
8. *Barbara Eave*
9. *Lynette Scheller*
10. *Curran Coil Spring (Chad)*
11. *Fred Meyer (Alisa Shaver and Pam Knuth)*
12. *Sherlock Self Storage (Amanda Johnson)*

### **Key Themes**

Several themes emerged. It is important to note that these themes are not universally accepted points of view, but simply those that were raised by multiple interviewees.

The summarized responses are organized into three main areas: *Key Points of Concern, Preferred Options, Future Opportunities, and Study Process and Next Steps*. The following paragraphs explain those key themes in more detail.

### *Key Points of Concern*

There were many concerns raised in the conversations with stakeholders. Some of the most common points of view were:

- Provide a safe, reliable and efficient route for vehicular traffic, freight, and bicyclists and pedestrians.
- Preserve land for future industrial development.
- Preserve the Old Town neighborhood.
- Preserve access to residential and industrial properties.
- Minimize impacts to area businesses due right of way acquisition.

### *Preferred Options*

When asked about the various alignment options, there was no clear favorite. Many of the concerns voiced about the route were centered on providing continuity of developable land parcels; not segmenting them. Several stakeholders indicated support for the southern alignment because they felt it preserved the most developable land. One person supported the “blue” middle alignment for the same reason. Another person showed support for the “yellow” middle alignment because it seemed the shortest and most direct route. A couple of stakeholders noted the increased cost of the creek crossing if the southern alignment was chosen.

In terms of the connection point at Boones Ferry Road, opinions were also divided; although more people seemed to favor the Bailey connection than the 5<sup>th</sup> Street connection. One of the most common reasons for supporting Bailey Street as the connection point seemed to be because it would provide the most direct route to retail services. Several stakeholders also voiced concerns about the adverse impacts to the neighborhood and businesses in the area if 5<sup>th</sup> Street was selected.

The most common reason for supporting 5<sup>th</sup> Street as the connection point seemed to be in the interest of keeping the existing public rail crossing which provides access to several homes in the area. If Bailey was chosen as the preferred route, the public rail crossing at 5<sup>th</sup> would be eliminated and residential access would have to be re-routed. It was also noted by two stakeholders that the process of transferring to the public rail crossing would be too costly and time consuming.

There was a lack of agreement on which option would best resolve congestion since both Bailey and 5<sup>th</sup> Street received support related to this issue. At least two stakeholders indicated that future traffic modeling data would be needed to determine which route would be best for alleviating traffic problems.

### *Future Opportunities*

Nearly all of the stakeholders interviewed felt the project area would benefit from improved bike and pedestrian access through the area to reach nearby retail services, parks and trails. At least two stakeholders indicated the need to resolve potential conflicts with large freight trucks when planning bike and pedestrian facilities and to avoid Kinsman Road.

There was support for a new transit loop through the project area along the corridor connector. This transit loop could serve area businesses by providing employees with an alternate mode to get to and from work, as well as connect people to neighborhoods and other services.

One person stated that when completed, the Corridor Plan would provide the certainty that is needed for area property owners to be able to move forward with plans for their property.

At least two people indicated that the roadway, when built, could serve as a natural buffer between residential development and industrial development.

#### *Study Process and Next Steps*

Everyone interviewed was aware of the project and most indicated that they had been engaged in previous studies.

None of the stakeholders who were asked about the project area name and logo had any concerns about it, although most weren't familiar with Arrowhead Creek.

All of the stakeholders indicated that e-mail was the best way to keep them informed about the project.

A few people noted that there were other area stakeholders that should be consulted, such as the Grange Hall owner, Old Town Neighborhood Association, D&M Glass Shop and the Mini Storage.

In closing, several stakeholders noted that they would like to see the land south of the project area developed as residential or mixed use with residential rather than industrial development to take advantage of the river views and access.

#### ***Complete Summary of Input***

The following is a full compilation of the comments received during the interviews, organized by interview question.

***1. Were you aware of the plans for the Boones Ferry to Brown Road corridor connector project prior to me contacting you? If so, how did you hear about it? Do you have any questions about the project?***

- Aware of the project plans.
- Aware of the project plans.
- Yes, aware of the project.
- Yes, aware of the project.
- Yes, aware of the project.
- Yes, aware of the project and didn't have any questions.
- Yes, aware of the project. Inquired about the project timing in terms of construction and funding.
- Yes, were aware of the project and didn't have any questions.
- Yes, they were aware of the project and didn't have any questions.

**2. When considering the various alignment alternatives, which do you prefer?**

- Prefer the “yellow” middle alignment because it seemed to be the most straightforward and direct route.
- No preference on the alignment options.
- Continuity of industrial land parcels identified for future development should be maintained; however, the Bailey Street connection is preferred.
- The “blue”/middle alignment is preferred since it avoids segmenting and devaluing industrial land parcels identified for future development. However, the “red” route would be best if the southern alignment is selected since it seems to have the least impact to property owners on the south side of the project area. The bridge/crossing at Coffee Lake Creek will also be more expensive with the southern alignment because the creek is wider further south.
- Prefer the southern alternative because it has the least impacts to private property – keeps parcels contiguous for the most part. The “pink, purple, green and blue” alignment options don’t seem feasible based upon the decreased property value they would create by segmenting private property parcels.
- Prefer the southern alternative. Least impact to developable property.
- Alignment should optimize City owned property and not orphan private property parcels. Consider that the Coffee Lake Creek crossing (bridge) will be more expensive with the southern alignments than the northern alignment alternatives. Southern options also impacts private homes/property.
- Prefer the southern alternative.

**3. Do you have a preference for a connection point for Boones Ferry Road; either at Bailey Street or 5th Street?**

- Prefer the Bailey Street connection based upon previous studies and discussions. Bailey provides the most direct route to Fred Meyer and other retail operations on Boones Ferry and would better serve Wilsonville residents and alleviate congestion. Also have concerns about the impacts to businesses on 5th and Boones Ferry if 5<sup>th</sup> Street was chosen. However, will need to determine how local access would be achieved if Bailey is chosen.
- 5th Street would be the best connection because of the direct access/route to their property.
- Bailey is preferred as the connection because of the direct access it would provide to retail businesses and to alleviate current problems with congestion in that area. However, would like to see the future traffic analysis to determine the best route/connection to alleviate congestion.
- Bailey is preferred since it would enhance the current aesthetic condition of the road, but there are concerns about the potential impacts to area businesses (loss of the self-storage building due to railroad sight lines). Also concerned about the 5th Street connection and the impacts it could cause to property owners with the widening of the road.
- No preference between Bailey and 5th Street. Based upon the past discussions and information, it seemed to make the most sense to use Bailey as the connection due to the direct access it would provide to retail services. But knowing the constraints with the railroad, 5th might be a better alternative.

Brown Road will create major impacts with the apartments but that seems a long ways off from now. Widening will take away on street parking which isn't a huge issue since they didn't have it before and it's not really allowed, it's just not enforced. There are different options for accommodating the sidewalk. If the trees have to be removed, they won't be unhappy about it since they create maintenance issues.

- Bailey is the preferred connection due to the traffic impacts the 5th Street connection would create for the Old Town neighborhood. Bailey is identified in the Old Town Neighborhood Plan as the preferred connection. 5th Street would also create impacts to area businesses and historic buildings due to right-of-way acquisition. The turning radius needed for intersection would be problematic at 5th. Bailey provides better retail connection, traffic circulation.
- Bailey Street is the preferred connection for better access to retail (Fred Meyer) and because it would provide more relief of congestion on Wilsonville Road (since it's a shorter route). If Bailey is chosen and the public crossing at 5th is eliminated, a new access road, potentially Nutting, would have to be built for residents to the south. Sewer utilities would also need to be extended along Nutting or 2nd. This may create the need for a pump station. A connection at 5th would likely negatively impact businesses on that corner to due right-of-way acquisition (loss of on-street parking and planting strips).
- Prefer 5th street for safety reasons (sight line distance issues with Bailey) and for maintained access to private properties along 5th Street. Also the cost and potential complications/delay for creation of a new public rail crossing at Bailey seems problematic.
- 5th Street is preferred because the public access across the railroad is already at 5th Street and access to the residential properties to the south needs to be maintained. It would be less costly to provide sewer access as well. Abandoning the public rail crossing at 5th and establishing a new public crossing at Bailey would create a significant delay in the process.
- Prefer connection at Bailey because of existing easement owned by the City and this connection supports the redevelopment fees that were used for Fred Meyer. The connection at 5th Street is problematic due to the impact it would have to nearby property values. Nutting Road could provide access to residential properties to the south if Bailey served as the connection and the public crossing was removed at 5th.
- 5th Street is preferred since it would create the least amount of impact to private property parcels identified for future industrial development.

**4. What are your thoughts about alternative modes of transportation, such as buses for access to retail and shopping on the east side of town?**

- Not a lot of employees in the area currently use the bus, but there seems to be high ridership based upon the number of people seen at the stop on Boones Ferry.
- Transit it great and is widely used by apartment tenants.
- Transit it great – having a new loop that changes the current route through Old Town would be advantageous.

- Transit (and infrastructure in general) is needed to support future development.
- SMART could benefit from a loop route option along the new corridor connection.
- A transit loop along the new corridor connection would be of value.
- It seems appropriate to establish a bus route through the area; some employees use the bus to get to work.

**5. *The City's master plans include the Tonquin Trail, a bike/ped pathway, through this area connecting residential areas and schools on the west side of Wilsonville to parks and businesses on the east side of Wilsonville and along Boones Ferry Road. What are your thoughts on how best to accommodate bicyclists and pedestrians through this area?***

- Improved bike/ped trails and overall connectivity would be a benefit to area retail businesses. No one currently bikes due to the unsafe conditions on Wilsonville Road.
- Bike lockers are beginning to be a requirement at some apartment complexes, which provides a lot of advantages. The lockers encourage people to use their bikes by giving them added space for storage. Access to retail shopping, parks and trails via a pedestrian and bike paths in the project area would be another added bonus.
- A bike/ped connection that travels south on Otto Lane and the 2nd Street underpass would be beneficial.
- The Bailey connection and the middle alignment provides a better Bike/Ped route because its shorter and flatter. It's a more direct connection to retail services. The rail crossing does create an issue for bikes that would need to be addressed. Making a connection to the parks and the river to the south via Otto Lane and the 2nd Street undercrossing is a good idea.
- Keep bike/ped paths on the south side to connect with the Tonquin Trail. Crossings should be made at a right angle for safety (prevent conflicts with truck traffic). Bike/ped connections to Fred Meyer and other retail on Boones Ferry (east side) need to be established. Need to keep bike/ped off Wilsonville Road and provide safe routes to school. Get people out of their cars.
- Avoid conflicts with trucking operations on Industrial Way. Maintain bike/ped access on northern side of roadway and on Kinsman to avoid conflicts with trucks.
- Would prefer to see a bike/ped trail south to Tonquin Trail to avoid conflicts with truck traffic. Keep bike/ped use off of Kinsman Road.

**6. *Do you think roundabouts could be a potential solution in this area? Why or why not?***

- Roundabouts are nice.
- Roundabouts may not be functional in an industrial area (conflicts with truck traffic).
- Roundabouts take out a lot of developable land but work well to minimize collisions.
- Roundabouts wouldn't work because of the needed size (footprint) would take out too much developable land.
- More information is needed, such as traffic counts to be able to determine if roundabouts are feasible.

**7. What do you think are the key issues to be considered and that will need to be addressed when examining the alternatives?**

- Preserve Old Town neighborhood and the transition to residential/housing by making the connection at Bailey rather than 5th. Also for safety reasons – there are daycare and dance lesson facilities on 5th and Boones Ferry Road.
- Look at intersections and access points for the property parcels when considering the alignments and connection at Boones Ferry.
- There are safety issues with sight distance and the grade for the rail road crossing at Bailey.
- Access to private property off of 5<sup>th</sup> Street must be maintained if Bailey becomes a public rail crossing rather than 5th Street.
- Impacts to businesses on 5th Street are a concern due to ROW acquisition, as well as any increased truck traffic– do not want it to be a truck route. Over-building the roadway will lead to it being a truck route. The corridor should be a neighborhood to neighborhood connection. Kinsman should be the truck route. 5th is the preferred connection, but minimize impacts to area businesses on both sides. On street parking should be maintained. Preserving the utility of residential and industrial land is critical. The Montebello Road connection is important for bike/ped access.
- There are issues with industrial uses and bike/ped conflicts currently, so this needs to be taken into consideration.
- Maintain truck access on Industrial Way to allow left hand turns for trucks with signalized intersections due to timing and spacing. Wilsonville Concrete business office access is also off of Industrial Way, which also needs to be maintained. Reconfiguring the parking lot at Wilsonville Concrete would be problematic.
- Having an adequate turn radius for trucks on Kinsman road is important.

**8. What opportunities and benefits do you see for this project?**

- The Corridor Plan, once completed, will provide some certainty for property owners to move forward with.
- Northern most alignment allows for SDCs to pay for construction on either side with residential development. The roadway could serve as a natural buffer between residential and industrial development.
- If the preferred alignment was adjacent to SRO zones (natural areas), the property to the north of Wilsonville Concrete could be developed as a park to provide an additional buffer between industrial and residential uses.

**9. The project team has prepared a draft logo (refer to project fact sheet) and propose to refer to the general project area as the Arrowhead Creek Planning Area. How does that resonate with you?**

- Arrowhead Creek planning area is fine. Didn't know Arrowhead Creek existed.
- Arrowhead Creek planning area is fine. No concerns with it.
- The name and logo didn't raise any red flags, but it wasn't familiar. Previously referred to the project as the section G planning area.

- No issues with the name “Arrowhead Creek”. Previously referred to this area as Section G Planning Area. Although Arrowhead Creek is a drainage ditch that dries out and terminates at the cement plant.
- The name and logo didn’t raise any red flags, but it wasn’t familiar. Had previously referred to the project as the Brown Road Westside Bypass.

**10. Are there any events, activities, plans, conditions, or anything else that we should be aware of?**

- There is a gully at the Hartford property on 5th that should be looked at.
- Already queueing that takes place on Boones Ferry. Bailey won’t accomplish the pressure relief.
- The deep gully at the Hartford property doesn’t have any water in it.
- Current interest with northern properties along Wilsonville Road is for high density residential development. All vacant lands are for sale.
- 6:30 to 7 a.m. is the peak traffic time for trucking operations at Wilsonville Concrete. Wilsonville concrete could potentially operate 24/7 in the future.
- The frequency and timing of rail cars in and out of Orepac is fairly unpredictable; more than 2 per month on average, sometimes more.

**11. How can we best keep you informed throughout the project?**

- E-mail
- E-mail
- E-mail
- E-mail. Can share information with the neighborhood through newsletters and upcoming block party.
- E-mail
- E-mail – please invite to open houses and other public meetings.
- E-mail
- E-mail progress reports and other info.
- Email

**12. Is there anyone one else you feel we should keep informed or we need to hear from?**

- Grange owner
- Old Town neighborhood association
- D&M Glass shop
- Grange Hall
- Mini Storage

**13. Do you have any parting thoughts you would like to share with me?**

- Look at Old Town Master Plan to see desired uses for Boones Ferry Road. Pedestrian and human scale is important.
- The Grange building is currently a problem with cats and homeless people living there.
- Bailey seems to be the best option based on the direct access it provides to retail services; however would like to see future traffic modeling analysis.

- Would like to see railroad eliminate dinner stops in Old Town area. It's noisy because they keep the trains running. Would also like to see mixed use development south of 5th street to maximize river views and access rather than industrial development.
- Would like to see traffic modeling results for future growth projections to see if 5th or Baily would be better in terms of traffic routes (alleviating congestion on Wilsonville Road and Boones Ferry).
- Would like to see mixed use, including residential, to the south nearest the river. Should maximize the views and river use.
- Would like to see the southern parcels develop as residential due to the proximity to the river.
- Refer to planning area criteria included in Section G Planning Area document.
- Maintain access for trucking operations. Compatible uses near industrial operations is most important. Safety, minimizing truck and pedestrian/cyclist conflicts is most important.

## Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
**5:00 – 6:30 p.m.**



Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

Please PRINT the following information:

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## Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
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Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

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| Steve VanWechel |                                                           |                | <input type="checkbox"/> I don't want to receive BF2BR updates |
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| PAT REHBERG     |                                                           |                | <input type="checkbox"/> I don't want to receive BF2BR updates |
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## Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
**5:00 – 6:30 p.m.**



Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

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| CHRIS KAETKILO | 27422 ...                                                 |                                                                | <input checked="" type="checkbox"/> I don't want to receive BF2BR updates<br>COLBY |
| Claire Colby   | <b>INFORMATION REDACTED FOR<br/>PC MEETING 11/09/2016</b> |                                                                | <input type="checkbox"/> I don't want to receive BF2BR updates                     |
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# Boones Ferry Road to Brown Road Workshop

**Wednesday, September 21, 2016**  
**5:00 – 6:30 p.m.**



Boones Ferry Road  
to Brown Road  
Connector Corridor Plan

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| <i>Kate Greenfield</i>  |                                                           |                | <input type="checkbox"/> I don't want to receive BF2BR updates            |
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## Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



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| YOUR NAME:       | YOUR ADDRESS, CITY, ZIP:                                  | EMAIL ADDRESS: | RECEIPT OF INFORMATION LIST:                                   |
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| Kris McVay       |                                                           |                | <input type="checkbox"/> I don't want to receive BF2BR updates |
| Jeremy Aftot     |                                                           |                | <input type="checkbox"/> I don't want to receive BF2BR updates |
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# Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



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|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|--------------------------------------------------------------------------|
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| Kathleen Gagnans       |                                                                                                                                                                          | <input type="checkbox"/> I don't want to receive BF2BR updates |                                                                          |
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| Paul Inmi              |                                                                                                                                                                          | <input type="checkbox"/> I don't want to receive BF2BR updates |                                                                          |
| Darin Coder            |                                                                                                                                                                          | <input type="checkbox"/> I don't want to receive BF2BR updates |                                                                          |
| Eric Winters           |                                                                                                                                                                          | <input type="checkbox"/> I don't want to receive BF2BR updates |                                                                          |
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| ALAN RODIS             |                                                                                                                                                                          | <input type="checkbox"/> I don't want to receive BF2BR updates |                                                                          |
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# Boones Ferry Road to Brown Road Workshop

**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



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# Boones Ferry Road to Brown Road Workshop

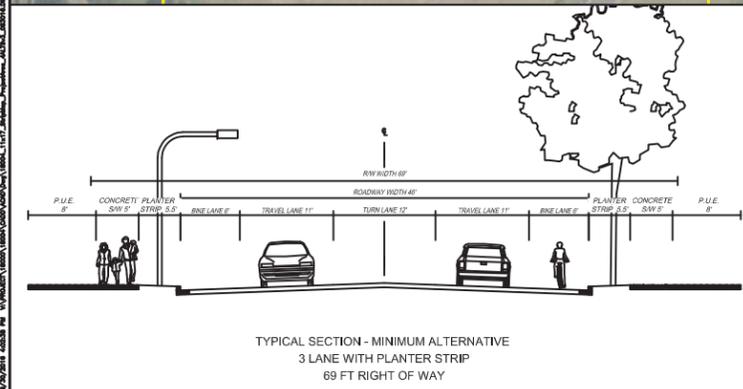
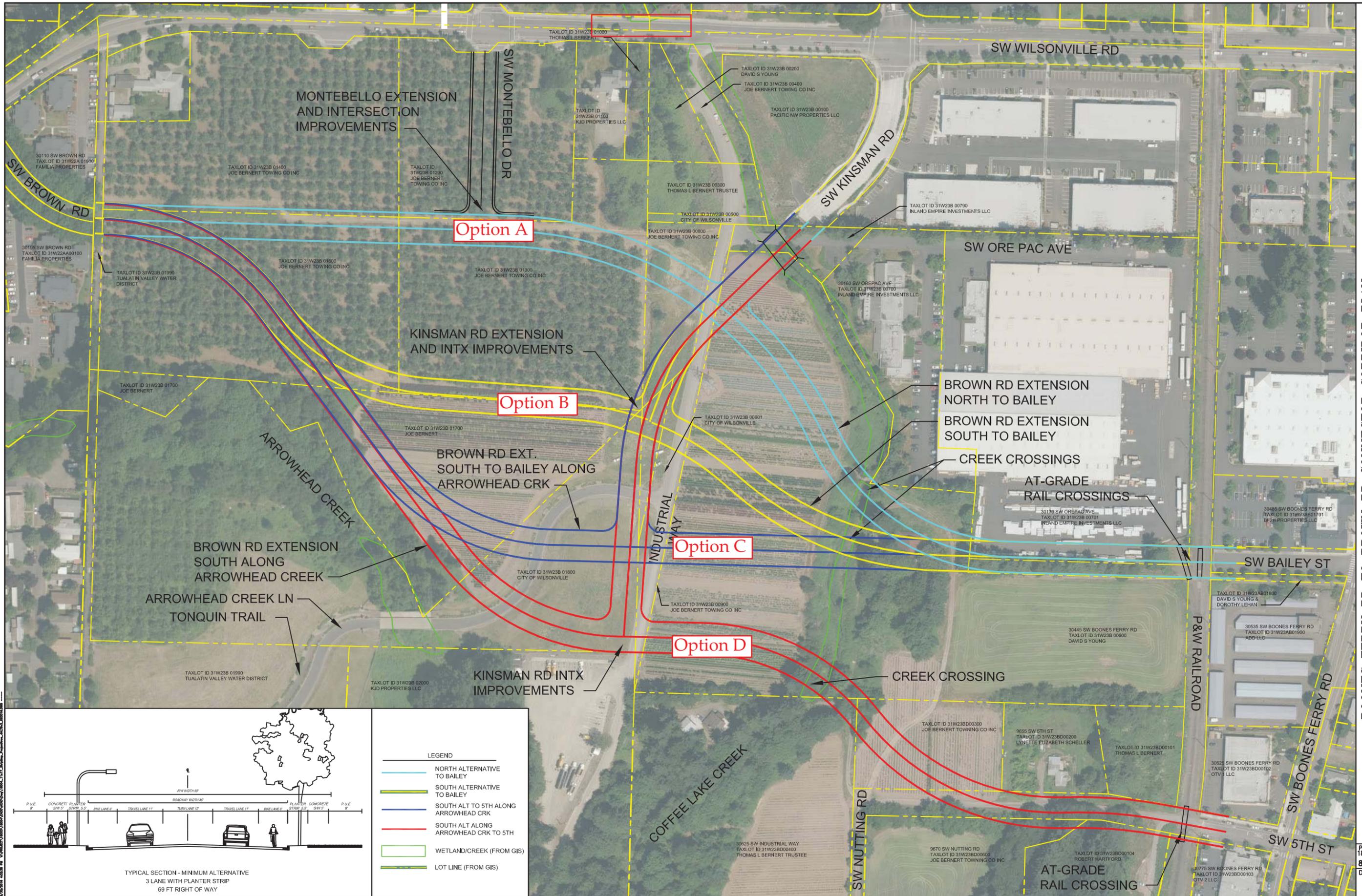
**Wednesday, October 26, 2016**  
**5:00 – 6:30 p.m.**



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| Chelby Stocklen        |                                                                                                           | <input type="checkbox"/> I don't want to receive BF2BR updates               |                                                                                               |
| MARY-ELIZABETH HARPER  |                                                                                                           | <input type="checkbox"/> I don't want to receive BF2BR updates<br><i>can</i> |                                                                                               |
| Randal Wortman         |                                                                                                           | <input type="checkbox"/> I don't want to receive BF2BR updates               |                                                                                               |
| STEVE SCHOPP           |                                                                                                           | <input type="checkbox"/> I don't want to receive BF2BR updates<br><i>my</i>  |                                                                                               |
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# ATTACHMENT F



| LEGEND |                                      |
|--------|--------------------------------------|
|        | NORTH ALTERNATIVE TO BAILEY          |
|        | SOUTH ALTERNATIVE TO BAILEY          |
|        | SOUTH ALT TO 5TH ALONG ARROWHEAD CRK |
|        | SOUTH ALT ALONG ARROWHEAD CRK TO 5TH |
|        | WETLAND/CREEK (FROM GIS)             |
|        | LOT LINE (FROM GIS)                  |



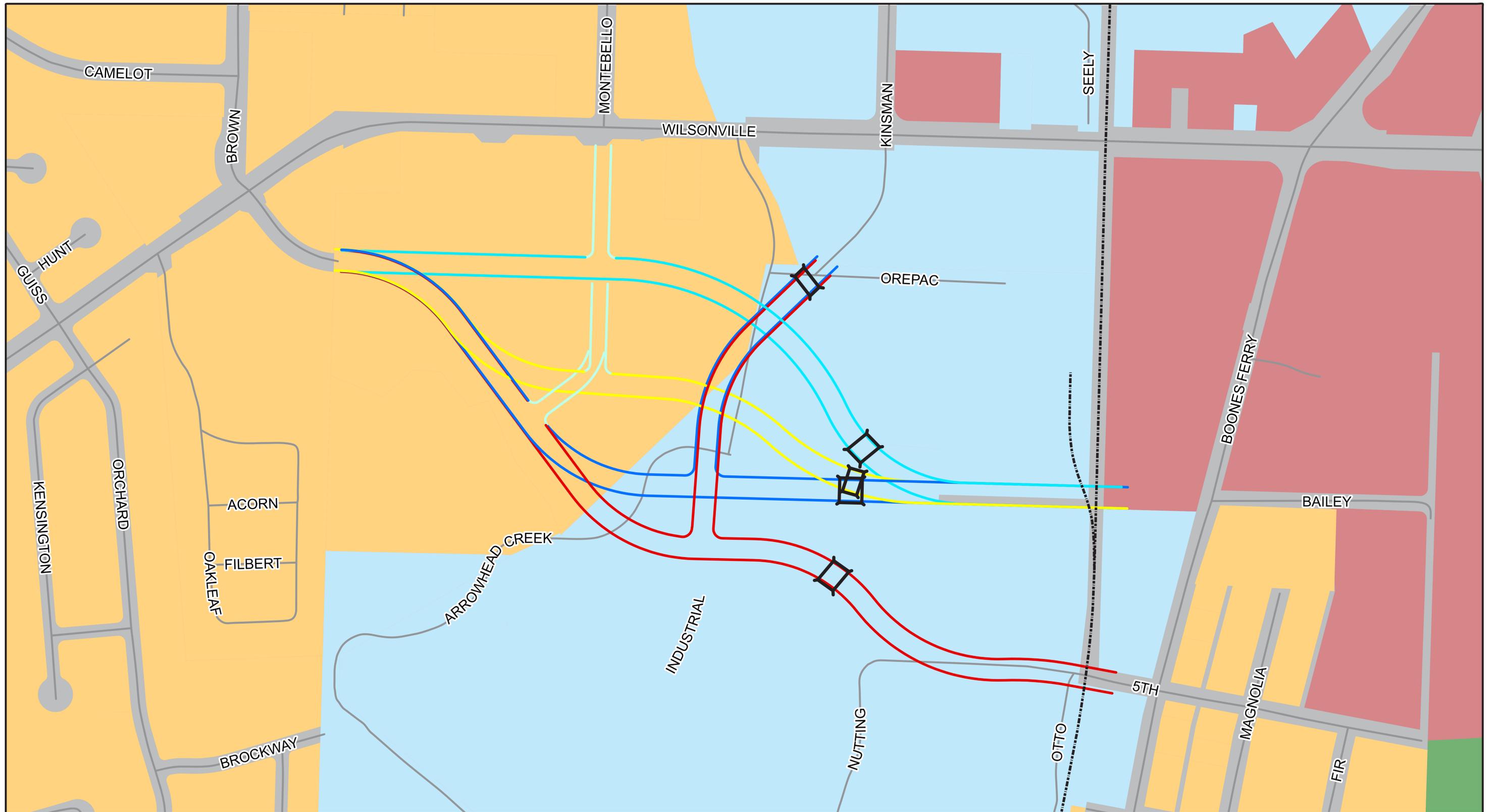
**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**  
 City of Wilsonville  
 Clackamas County, Oregon  
**PROJECT AREA MAP**



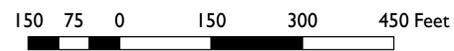
HammiCoebel Partner  
 808 SW 3rd Ave, Ste. 300  
 Portland, OR 97204  
 Phone: (503) 287-6825  
 Fax: (503) 415-2304  
 www.otak.com

Project No. 18004  
 8/30/2016  
 Date  
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**Boones Ferry Road to Brown Road Connector Corridor Plan**  
**City of Wilsonville Comprehensive Plan: Long-term plan for development**



SEPTEMBER 2016

**Alternative**

- Alt. 1 - North to Bailey
- Alt. 2 - South to Bailey
- Alt. 3 - South Arrowhead to Bailey

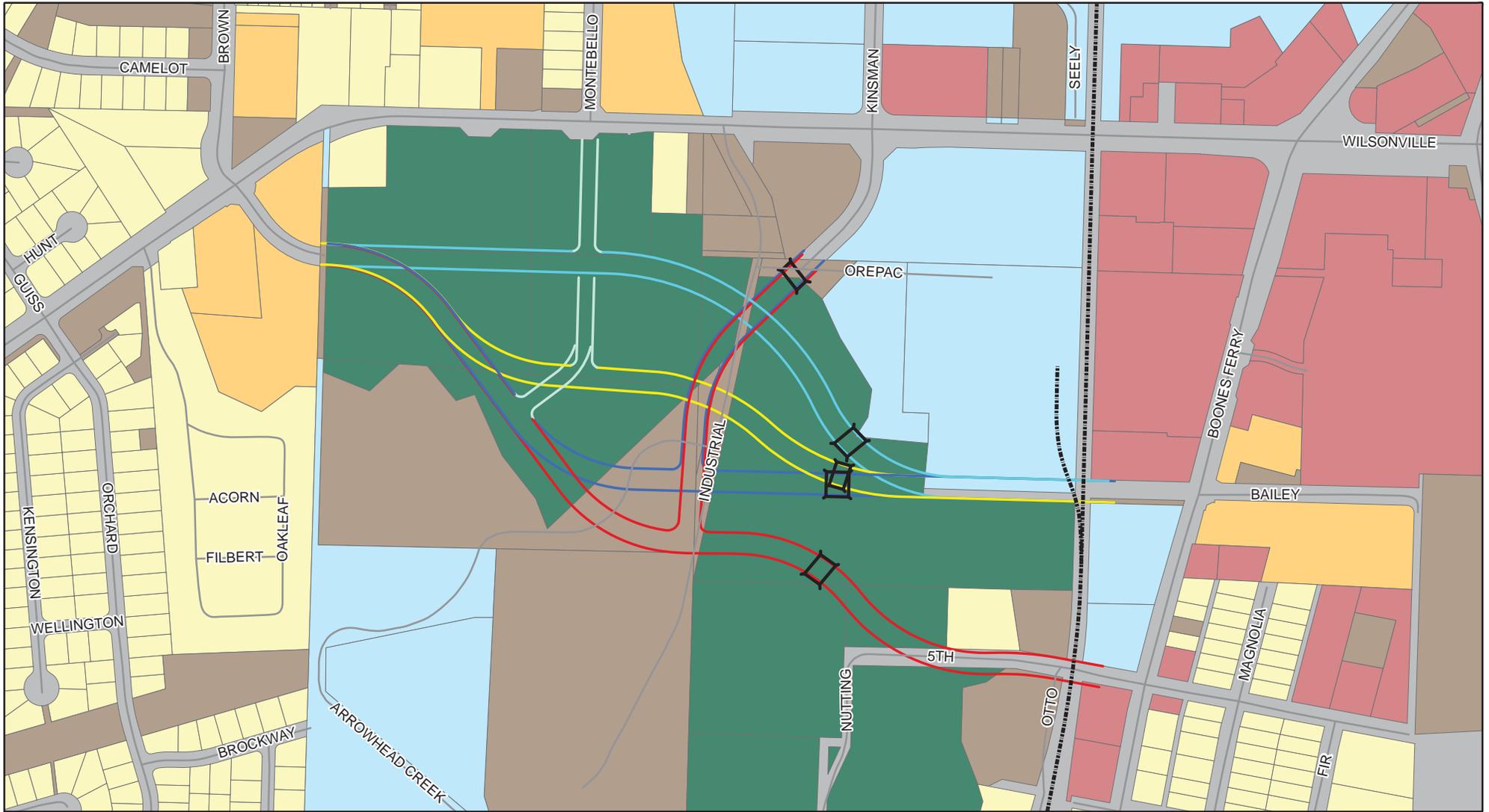
- Alt. 4 - South Arrowhead to 5th
- Montebello Extension
- Bridge structures over Coffee Creek
- Railroad

**Comprehensive Plan**

- Commercial
- Industrial
- Public
- Residential



# ATTACHMENT G



**Boones Ferry Road to Brown Road Connector Corridor Plan**  
**How the land is used today**

150 75 0 150 300 450 Feet

SEPTEMBER 2016

**Alternative**

- Alt. 1 - North to Bailey
- Alt. 2 - South to Bailey
- Alt. 3 - South Arrowhead to Bailey

- Alt. 4 - South Arrowhead to 5th
- Montebello Extension
- Bridge structures over Coffee Creek
- Railroad

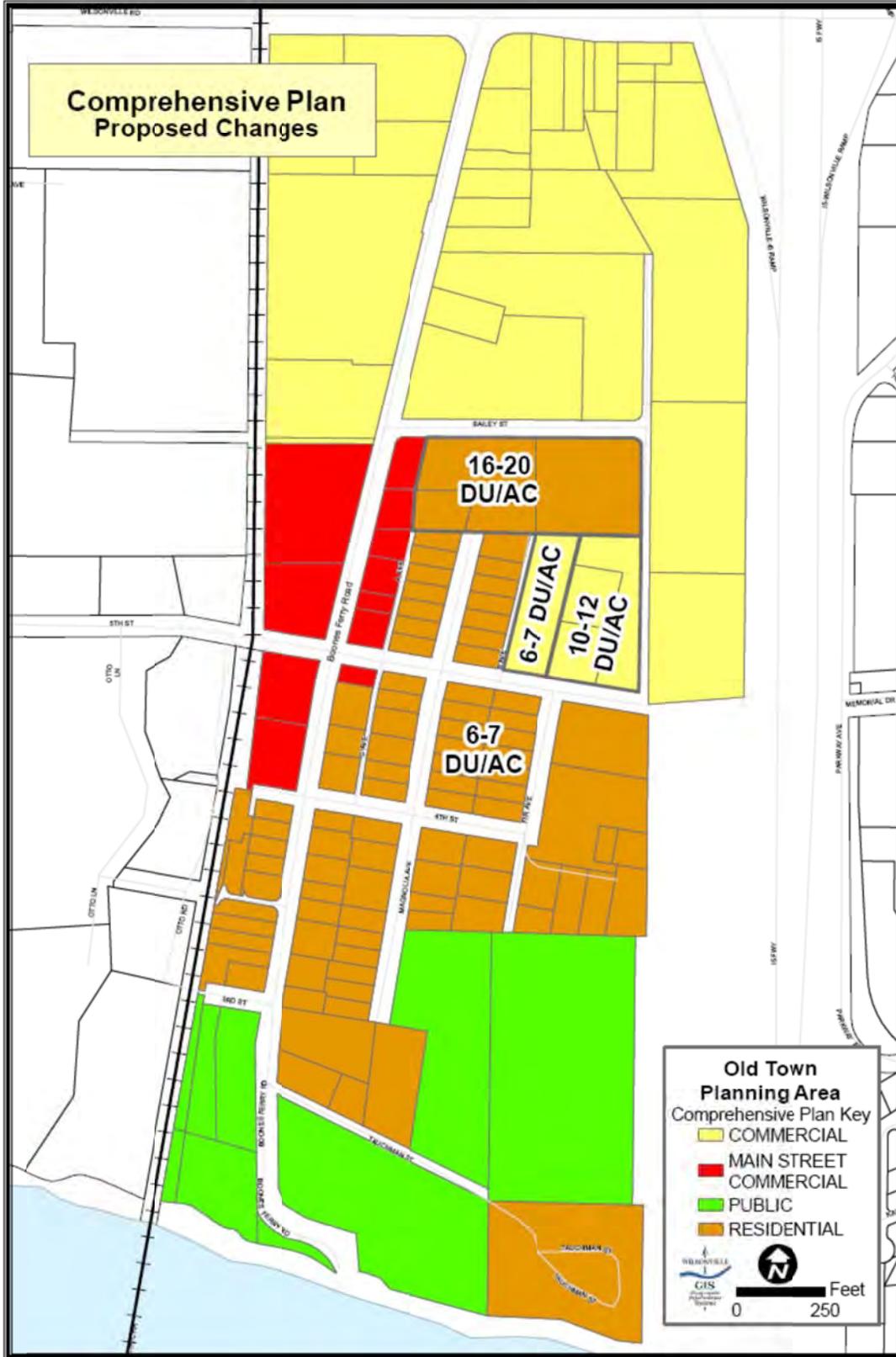
**Land Use**

- Agriculture
- Rural
- Commercial
- Industrial
- Multi-family Residential
- Single-family Residential
- Vacant



# ATTACHMENT H

## Wilsonville's Old Town Neighborhood Plan



**Map 6.3. Comprehensive Plan – Proposed Changes**

# ATTACHMENT H

## GENERAL DEVELOPMENT CONCEPT

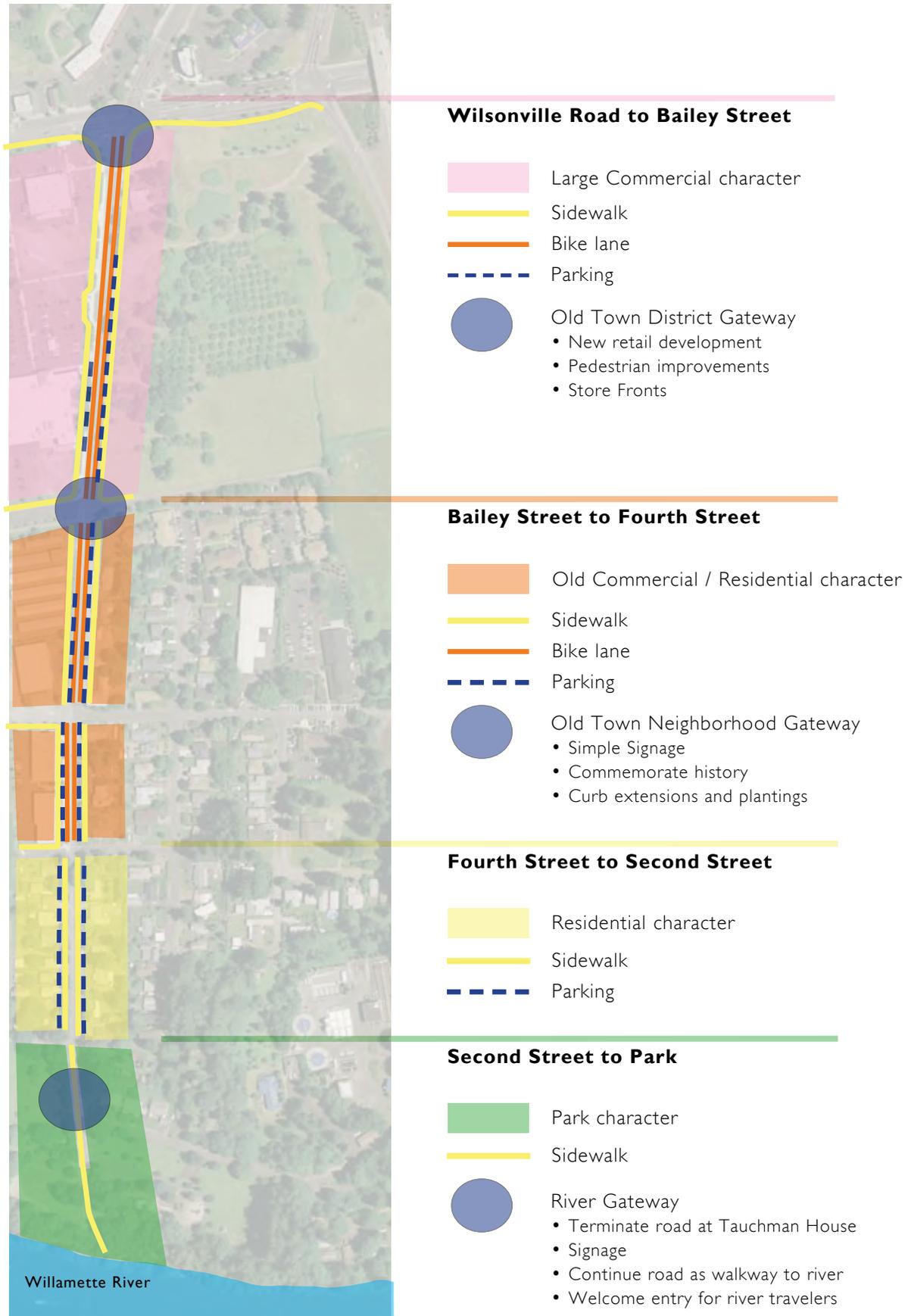
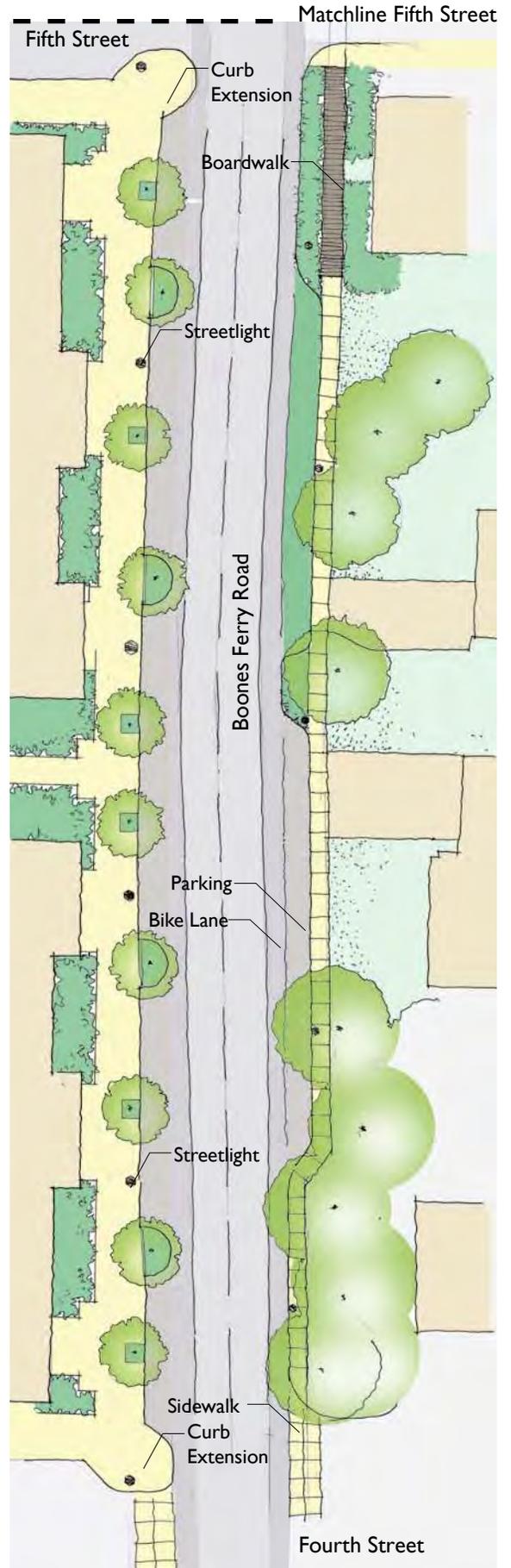
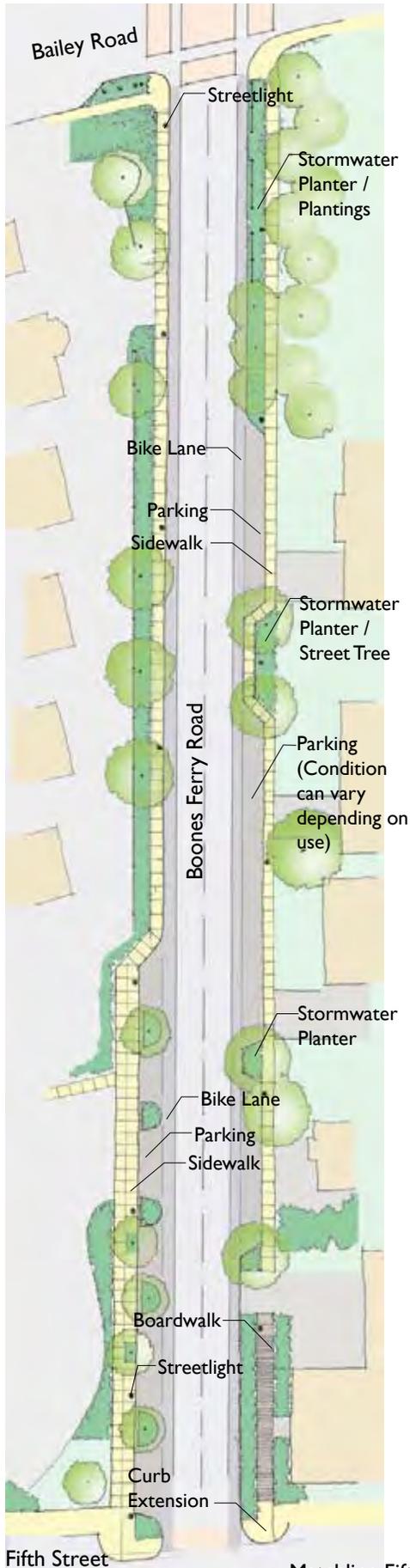


Figure 3: Diagram of Proposed Concept

# ATTACHMENT H

## RECOMMENDATIONS

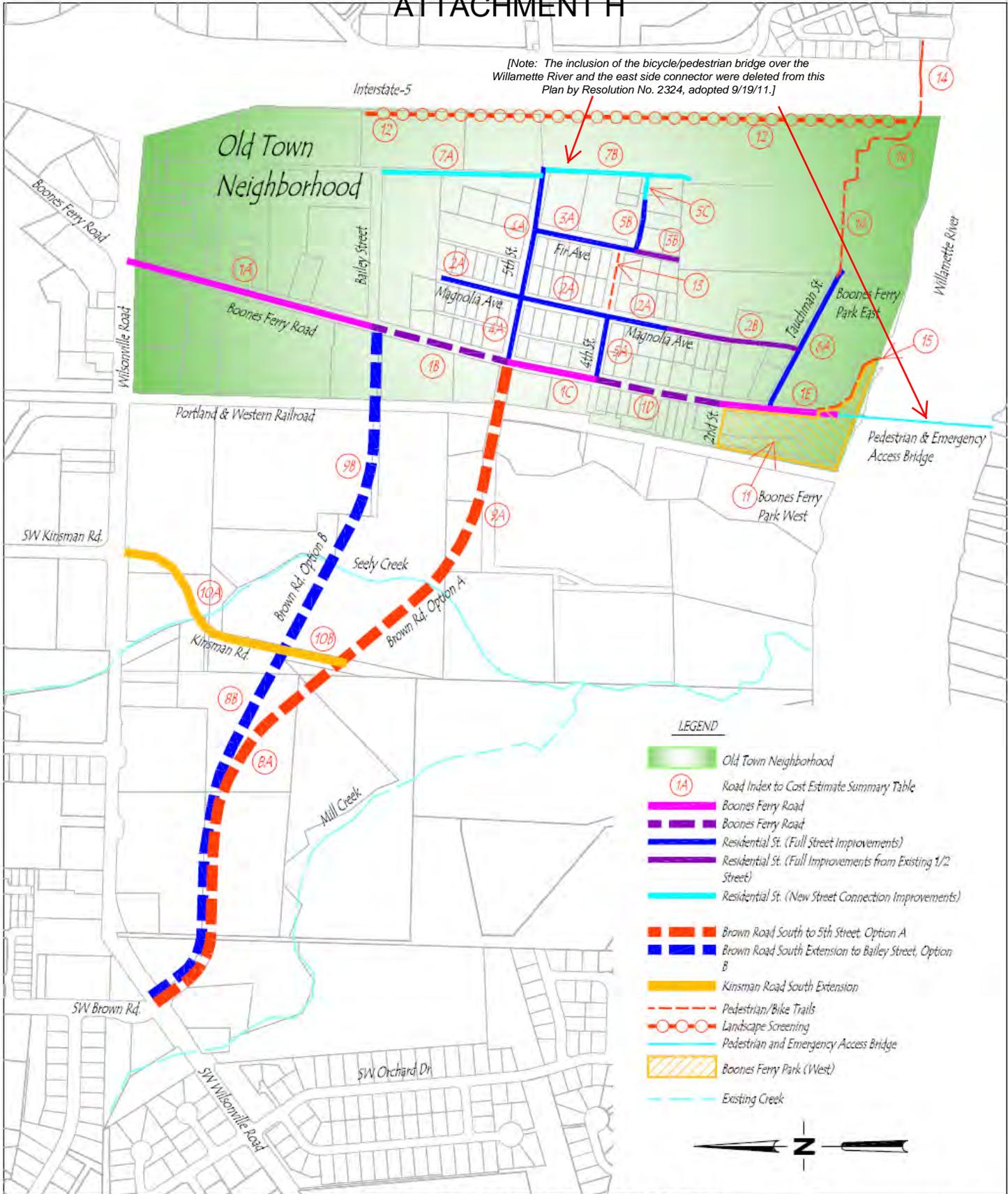


Fifth Street Matchline Fifth Street

Figure 12: Bailey Road to Fourth Street Proposed Plan  
Page 60 of 429

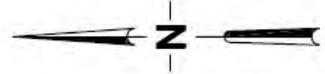
# ATTACHMENT H

[Note: The inclusion of the bicycle/pedestrian bridge over the Willamette River and the east side connector were deleted from this Plan by Resolution No. 2324, adopted 9/19/11.]



### LEGEND

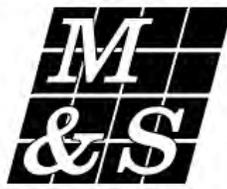
- Old Town Neighborhood
- Road Index to Cost Estimate Summary Table
- Boones Ferry Road
- Boones Ferry Road
- Residential St. (Full Street Improvements)
- Residential St. (Full Improvements from Existing 1/2 Street)
- Residential St. (New Street Connection Improvements)
- Brown Road South to 5th Street, Option A
- Brown Road South Extension to Bailey Street, Option B
- Kinsman Road South Extension
- Pedestrian/Bike Trails
- Landscape Screening
- Pedestrian and Emergency Access Bridge
- Boones Ferry Park (West)
- Existing Creek



## OLD TOWN PRELIMINARY COST ESTIMATES OLD TOWN NEIGHBORHOOD IMPROVEMENTS PLAN AND POTENTIAL ROAD EXTENSION

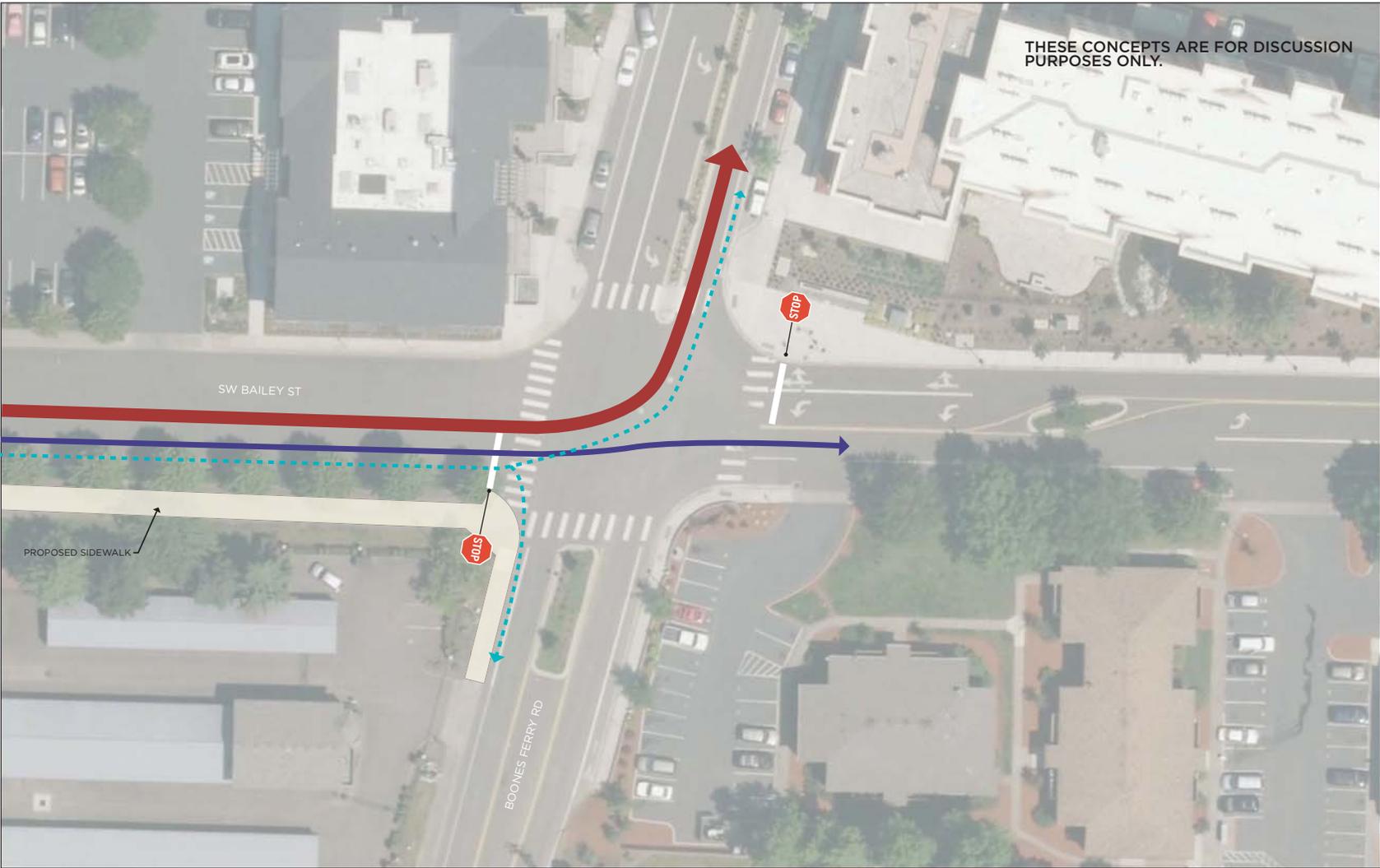
Scale: 1" = 600'

|                      |
|----------------------|
| M&S PROJECT #: 14892 |
| DRAWN BY: EH/MW      |
| CHECKED BY: RP       |
| DATE: 06/18/08       |
| SHEET NO. A1         |



Mackay & Spósito, Inc.

# ATTACHMENT I



## BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN

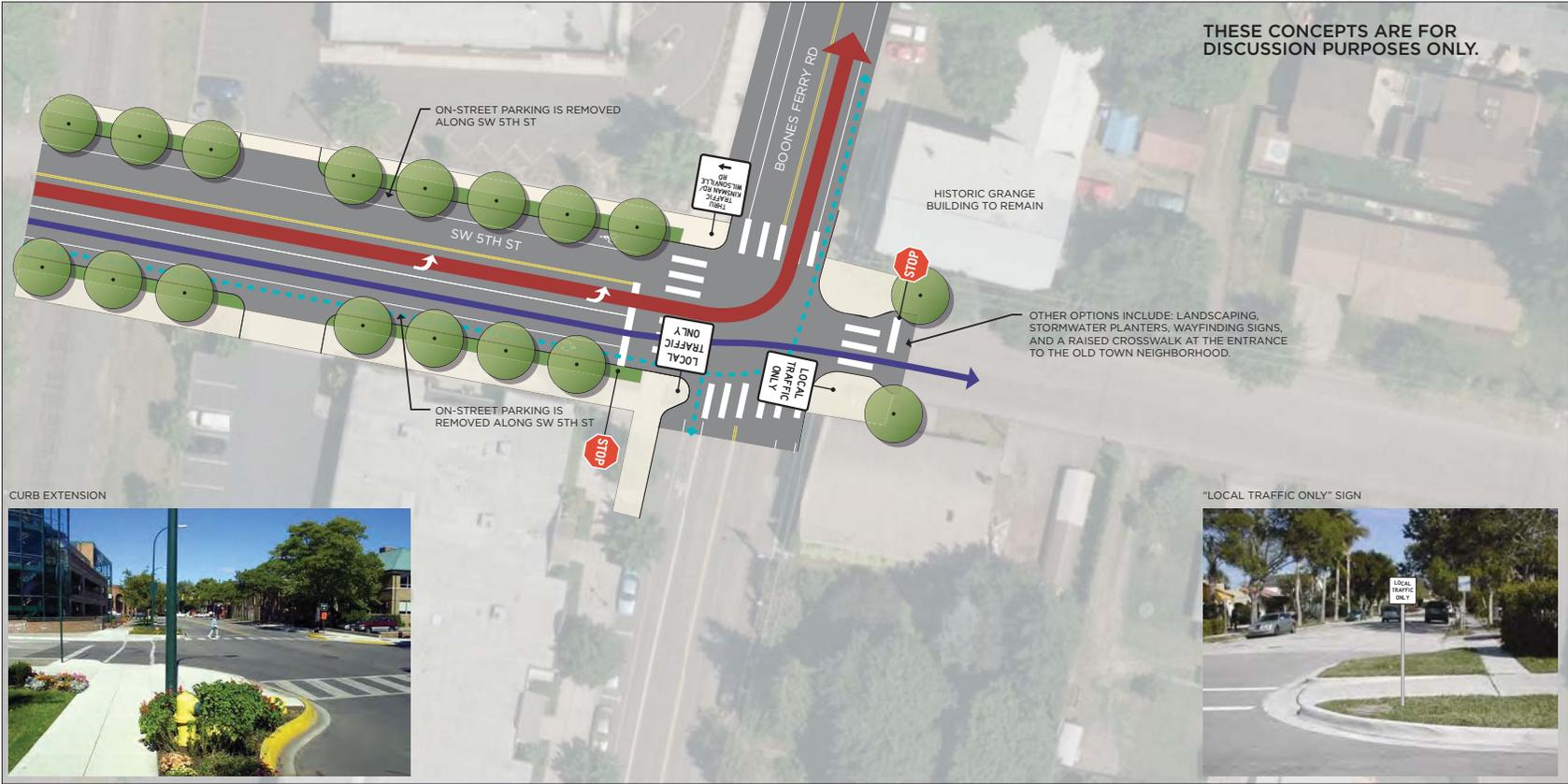
City of Wilsonville Clackamas County, Oregon

Intersection Plan: Boones Ferry Road at Bailey St.

- CONNECTIVITY
- Primary direction of travel
  - - - Bike
  - Local access



# ATTACHMENT I



**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**  
 City of Wilsonville Clackamas County, Oregon  
 Intersection Plan: Boones Ferry Road at 5th St.

- CONNECTIVITY**
- Primary direction of travel
  - Bike
  - Local access



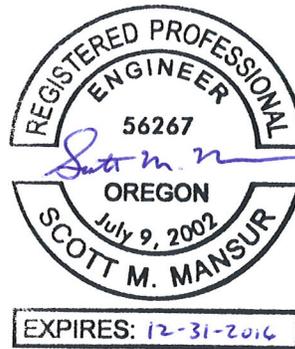
# ATTACHMENT J



117 Commercial Street NE  
Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

## TECHNICAL MEMORANDUM

**DATE:** October 27, 2016  
**TO:** Steve Adams, P.E., City of Wilsonville  
**FROM:** Scott Mansur, P.E., PTOE  
Jordin Ketelsen, EIT



**SUBJECT:** Boones Ferry to Brown Road Connector Study – Existing and Future Conditions

P16112-000

Existing and future conditions analysis was performed to set the stage in the comparison for two east-west connector alternatives located between Brown Road (to the west) and Boones Ferry Road (to the east) in Wilsonville, Oregon. This memorandum documents the related background information, existing traffic conditions, and future network conditions. A summary of the memorandum findings is then provided.

### Background

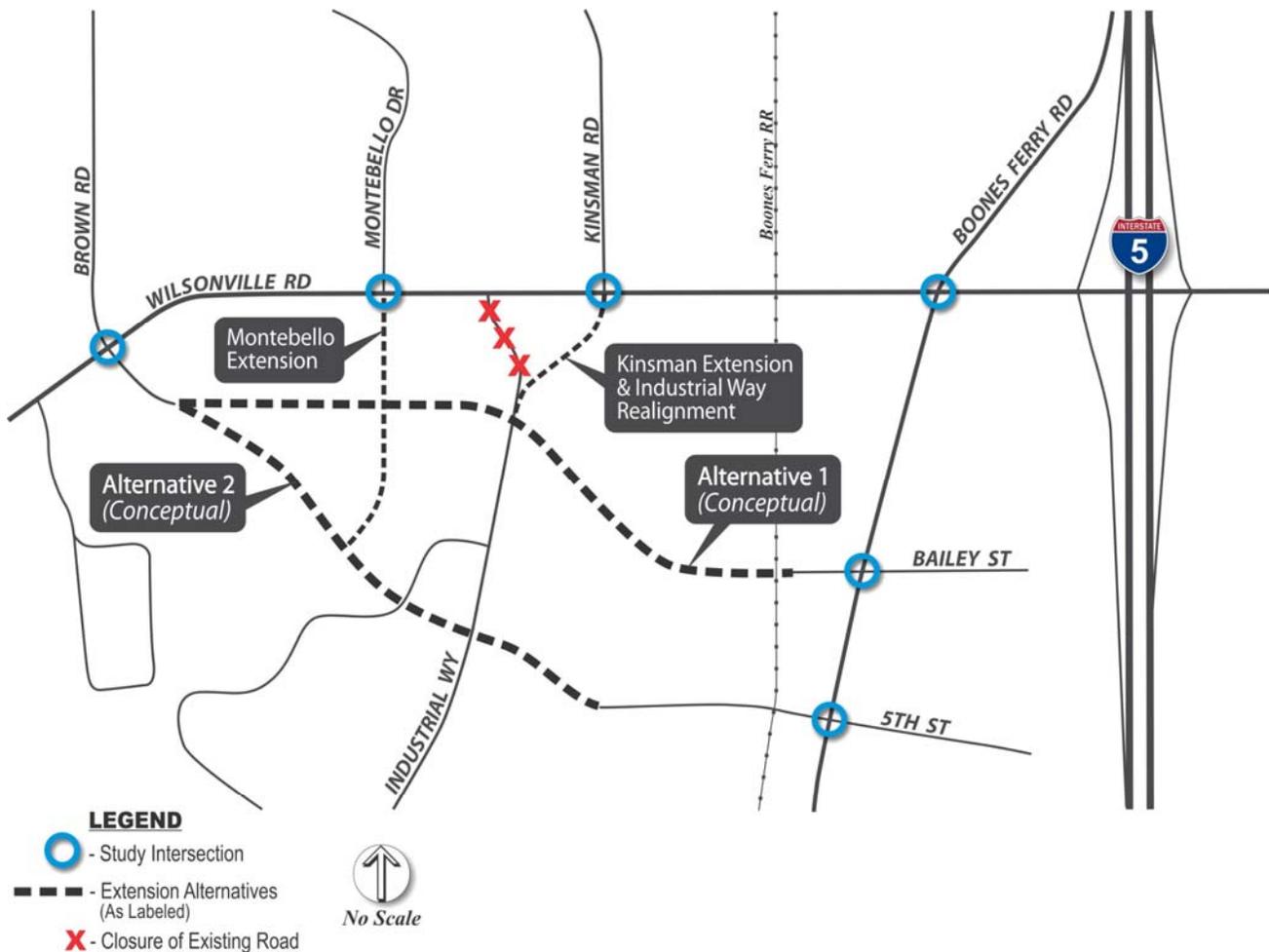
Brown Road runs north-south and is located on the west side of the City of Wilsonville. North of Wilsonville Road, Brown Road provides connectivity to the Villebois development and several other residential areas and is classified as a Collector. It extends a few hundred feet south of Wilsonville Road and provides access to existing apartment complexes. The east-west connector alignments would be south of Wilsonville Road and connect the south end of Brown Road to Boones Ferry Road, but would connect to Boones Ferry Road at either Bailey Street or 5<sup>th</sup> Street as shown Figure 1 at the top of the next page.

Both connection options are included in the City's Transportation System Plan (TSP) and are identified as Project RE-04A. <sup>1</sup> The TSP indicates that the Boones Ferry Road to Brown Road connector will provide north to south street connections at both Kinsman Road and Montebello Drive. It will be a two-lane roadway and classified as a collector. The extension will be approximately one-half mile in length and passes through existing undeveloped properties.<sup>2</sup> This new roadway is important because it will provide a parallel route to Wilsonville Road that will relieve congestion (particularly at the Wilsonville Road/Boones Ferry Road intersection), provide a secondary access to Old Town, and accommodate new development south of Wilsonville Road.

The northern segment of Industrial Way that currently intersects Wilsonville Road (classified here as a minor arterial) does not meet City access spacing standards and will be removed or may be converted into a bicycle and pedestrian path once the southern Kinsman Road extension is completed. The existing Wilsonville Road/Kinsman Road intersection is signal controlled and the south leg was recently constructed and serves as the main access to the industrial development south of Wilsonville Road.

<sup>1</sup> *City of Wilsonville Transportation System Plan*, Adopted June 17, 2013.

<sup>2</sup> The *City of Wilsonville Comprehensive Plan* currently designates these properties as residential and industrial uses.



**Figure 1: East-West Connector Alignment Alternatives Concept Drawing**

The Montebello Drive extension will run north-south and connect Wilsonville Road to the Boones Ferry Road to Brown Road connector. The existing Wilsonville Road/Montebello Drive intersection is signal controlled and has three existing active legs and an inactive south leg stub, which were constructed as part of the Wilsonville Road Phase 2A construction.

### Existing Traffic Conditions

Key roadways in the study area are summarized in Table 1 at the top of the next page along with their existing roadway characteristics. The following sections include discussion on the existing traffic volumes and operations.



**Table 1: Study Area Roadway Characteristics**

| Roadway           | Classification                             | Number of Lanes | Posted Speed | Sidewalks                                                                          | Bike Lanes                                                                  |
|-------------------|--------------------------------------------|-----------------|--------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Wilsonville Road  | Minor Arterial/Major Arterial <sup>a</sup> | 2-4             | 25-35        | Yes                                                                                | Yes                                                                         |
| Boones Ferry Road | Collector                                  | 2-4             | 25           | West side only from 4 <sup>th</sup> St to Bailey St, Both sides north of Bailey St | West side only from Tauchman St to Bailey St, Both sides north of Bailey St |
| Brown Road        | Collector                                  | 2               | 35           | Yes                                                                                | No                                                                          |
| Montebello Drive  | Local Road                                 | 2               | 25           | Yes                                                                                | No                                                                          |
| Kinsman Road      | Minor Arterial/Collector <sup>b</sup>      | 2               | 40           | Yes                                                                                | Yes                                                                         |
| Bailey Street     | Collector                                  | 2               | None         | Yes <sup>c</sup>                                                                   | No                                                                          |
| 5th Street        | Local Road/Collector                       | 2               | None         | West of Boones Ferry Rd                                                            | West of Boones Ferry Rd                                                     |

<sup>a</sup> Minor arterial west of Kinsman Road, Major arterial east of Kinsman Road

<sup>b</sup> Minor Arterial north of Wilsonville Road, Collector south of Wilsonville Road

<sup>c</sup> There are no sidewalks west of Boones Ferry Road on south side

**Existing Traffic Volumes**

Existing 2016 PM Peak Hour traffic volumes were collected from intersection turn movement counts conducted on June 7, 2016 at the following study intersections:

- Wilsonville Road/Brown Road
- Wilsonville Road/Montebello Drive
- Wilsonville Road/Boones Ferry Road
- Wilsonville Road/Kinsman Road
- Boones Ferry Road/Bailey Street
- Boones Ferry Road/5<sup>th</sup> Street

The existing volumes utilized for the existing conditions analysis can be seen in Figure 2. Also shown in this figure are the existing condition volumes from a previous alignment study<sup>3</sup> conducted by OBEC in 2009.<sup>4</sup> A comparison between the 2016 motor vehicle volumes and the 2009 motor vehicle volumes can also be found in Figure 2. This comparison shows the changes that have occurred on Wilsonville Road and Boones Ferry Road since 2009.

Since traffic counts were taken in 2009, the Fred Meyer development, several Villeboise neighborhoods, Coca Cola expansion, and Wilsonville Business Park were constructed. Other developments in the study area include the SMART/TriMet Transit/WES Commuter Rail Center, Fred Meyer Gas conversion (from Chevron), Wilsonville Endodontics, Sherlock Mini Storage, and Wilsonville Self-Storage.

<sup>3</sup>OBEC Alternative Analysis Summary, April 16, 2009

<sup>4</sup> Wilsonville Road/Boones Ferry Road intersection traffic volumes were from 2008 as part of the 2009 Fred Meyer Transportation Impact Study

# ATTACHMENT J



Constructed alongside these developments were road extensions that diverted some east-west traffic from Wilsonville Road. Tooze Road was extended to Boeckman Road and opened to traffic in June 2008; this made Boeckman Road an available east-west route option. Later, Villebois Drive was extended north to Tooze Road/Boeckman Road and likely decreased east-west traffic on Wilsonville Road even further. The Barber Street extension was completed in 2015, which created an additional connection to Villebois.

These changes present themselves in predictable ways; less through traffic on Wilsonville Road due to the Tooze Road extension, Villebois Drive extension, and Barber Street extension, as well as greater vehicle volumes on Boones Ferry Road due to the Fred Meyer development and other developments along that road. As shown, motor vehicle volumes near 5<sup>th</sup> Street and Bailey Street remain relatively similar from 2009 to 2016.

### Existing Intersection Operations

Existing traffic conditions at the study intersections were analyzed to understand existing study area traffic operations and to provide a baseline for comparing the future Boones Ferry Road to Brown Road connector alternatives. The existing PM Peak Hour traffic operations at the study intersections were determined based on the *2000 Highway Capacity Manual* methodology<sup>5</sup> for signalized intersections and *2010 Highway Capacity Manual*<sup>6</sup> methodology for unsignalized intersections. The estimated average delay, level of service (LOS), and volume to capacity (v/c) ratio of each study intersection are shown in Table 2. As shown in the table, all intersections currently meet the City of Wilsonville LOS D operating standard.

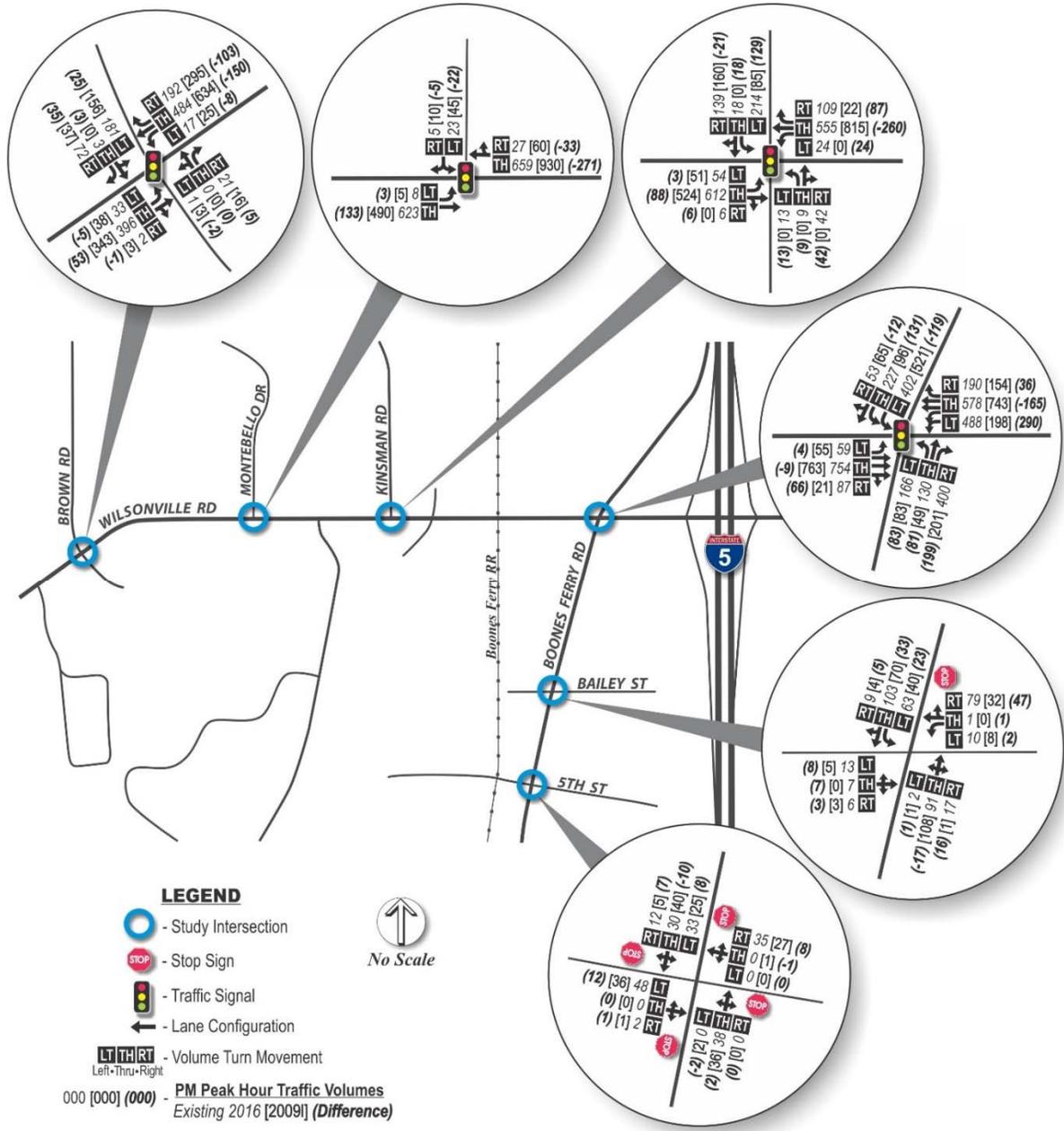
**Table 2: 2016 Existing PM Peak Hour Study Intersection Operating Conditions**

| Intersection                                                                                                                                                             | Operating Standard | PM Peak Hour                                                                                                                                                                                                |     |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|
|                                                                                                                                                                          |                    | Delay                                                                                                                                                                                                       | LOS | V/C  |
| <i>Signalized</i>                                                                                                                                                        |                    |                                                                                                                                                                                                             |     |      |
| Wilsonville Rd/Brown Rd                                                                                                                                                  | LOS D              | 19.2                                                                                                                                                                                                        | B   | 0.45 |
| Wilsonville Rd/Montebello Dr                                                                                                                                             | LOS D              | 6.1                                                                                                                                                                                                         | A   | 0.46 |
| Wilsonville Rd/Kinsman Rd                                                                                                                                                | LOS D              | 24.6                                                                                                                                                                                                        | C   | 0.63 |
| Wilsonville Rd/Boones Ferry Rd                                                                                                                                           | LOS D              | 40.1                                                                                                                                                                                                        | D   | 0.81 |
| <i>Unsignalized</i>                                                                                                                                                      |                    |                                                                                                                                                                                                             |     |      |
| Boones Ferry Rd/Bailey St                                                                                                                                                | LOS D              | 12.8                                                                                                                                                                                                        | A/B | 0.10 |
| Boones Ferry Rd/5 <sup>th</sup> St                                                                                                                                       | LOS D              | 10.3                                                                                                                                                                                                        | A/B | 0.08 |
| Signalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec)<br>LOS = Level of Service of Intersection<br>V/C = Volume-to-Capacity Ratio of Intersection |                    | Unsignalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement<br>LOS = Level of Service of Major Street/Minor Street<br>V/C = Volume-to-Capacity Ratio of Worst Movement |     |      |

<sup>5</sup> *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

<sup>6</sup> *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.

# ATTACHMENT J



**Figure 2: 2016 Existing PM Peak Hour Traffic Volumes**

It is important to note that when traffic incidents occur on I-5 and I-205 such that the additional traffic exceeds the existing ramp meter capacity or the I-5 mainline falls below the threshold required to accommodate the existing levels of traffic, the I-5/SW Wilsonville Road interchange area (which includes the Wilsonville Road/Boones Ferry Road intersection) is significantly impacted and vehicles experience traffic delays similar to level of service "F" (greater than 80 seconds of delay).



Table 3-2. Access Spacing Standards

| Functional Classification | Access Spacing Standards <sup>a</sup> |          |
|---------------------------|---------------------------------------|----------|
|                           | Desired <sup>b</sup>                  | Minimum  |
| Near Interchanges         | ODOT Requires 1,320 ft                |          |
| Major Arterial            | 1,320 ft                              | 1,000 ft |
| Minor Arterial            | 1,000 ft                              | 600 ft   |
| Collector                 | 300 ft                                | 100 ft   |
| Local Street              | Access Permitted to Each Lot          |          |

**Access Spacing**

To improve traffic flow and safety, the City of Wilsonville limits access to higher classification roadways to reduce conflicts between vehicles on the roadway and vehicles entering or exiting the roadway. Table 3-2 in the TSP lists the City’s desired and minimum spacing for a Minor Arterial road as 1,000 feet and 600 feet, respectively. Spacing between Brown Road, Montebello Road and Kinsman Road along Wilsonville Road are all above the City’s minimum spacing standards. However, it is recommended that the City remove the curb cut just west of Montebello Road intersection because it is only approximately 350 feet away from the Montebello Road intersection and therefore does not meet access spacing requirements. Furthermore, spacing for a Collector Road such as Boones Ferry Road is 300 feet.

**Pedestrian and Bicycle Facilities**

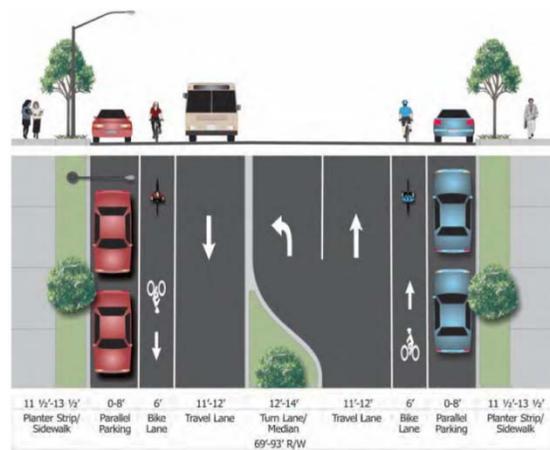
Currently, there are 5-foot bicycle lanes and sidewalks present in both the eastbound and westbound directions on Wilsonville Road from Brown Road to Boones Ferry Road. Boones Ferry Road also has standard 6-foot bicycle lanes and sidewalks in both directions from Wilsonville Road to Bailey Street. At Bailey Street, there is only a bicycle lane and sidewalk in the southbound direction.

The City plans to build a network of bicycle lanes and shared-use paths within the study area which will provide important connections to destinations throughout the city. Planned shared-use facilities in the study area include the Ice Age Tonquin Trail continuation. As shown in the figure to the right, the Tonquin Trail currently terminates at the bridge on Arrowhead Creek Lane but is planned to run along the new Boones Ferry Road to Brown Road Connector to SW Boones Ferry Road. The City is currently looking for funding to upgrade or replace the bicycle/pedestrian path under the I-5 bridge connecting Kalyca Terrace subdivision to Boones Ferry Park. The proposed extension of the Tonquin Trail is anticipated to connect to this crossing.

The Boones Ferry Road to Brown Road connector will be a Collector roadway that includes bicycle lanes and sidewalk (see Collector Street Standards figure from the City’s TSP). However, the existing portion of Brown Road just south of Wilsonville Road does not include bicycle lanes, lacks sufficient width to accommodate three lanes and two bike lanes, and will require modification to include bicycle facilities.



Ice Age Tonquin Trail in Study Area



Collector Street Cross-Section Standards



## Future Traffic Conditions

The following sections include discussion on the future 2035 traffic volumes and operations.

### Future Traffic Volumes

Future traffic forecasts were performed for a 2035 horizon year based on the Metro Gamma Model that was refined for the City of Wilsonville. Within the study area, the model used HCM node delays at the intersections and travel times on the roadway links to perform the traffic assignment. The raw model volumes were post-processed to estimate 2035 turn movement volumes at the future study intersections which are shown in Figure 3 on the next page. As shown, the majority of traffic growth between 2016 and 2035 is expected to occur at the Boones Ferry Road/Wilsonville Road intersection with moderate traffic volume increases at the remaining study intersections.

### Future Intersection Operations

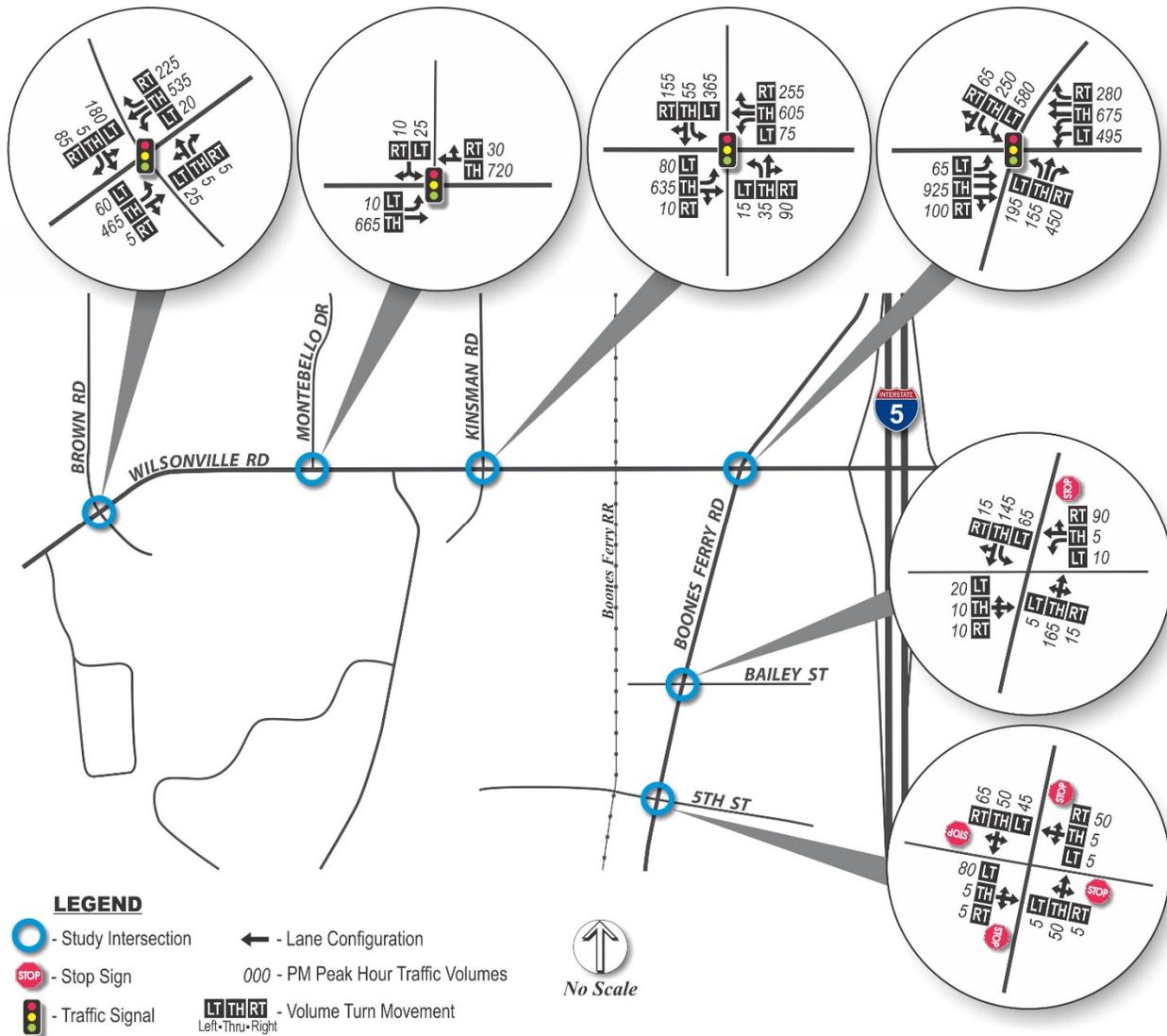
Transportation demand modeling of the future roadway network in the vicinity of the east-west connector was performed for the 2035 horizon year for a no build scenario. The purpose of the modeling was to estimate the future traffic volumes under the existing road network.

The future no build PM Peak Hour traffic operations at the study intersections were determined based on the *2000 Highway Capacity Manual* methodology for signalized intersections and *2010 Highway Capacity Methodology* for unsignalized intersections. The estimated average delay, level of service (LOS), and volume to capacity (v/c) ratio of each study intersection are shown in Table 2. As shown in the table, all intersections currently meet the City of Wilsonville LOS D operating standard but have higher delays and v/c ratios than the existing operating conditions. However, if congestion issues caused by traffic incidents and the capacity of I-5 across the Boone Bridge are not resolved, it is important to note that the interchange area LOS and V/C will continue to degrade as traffic demand increases and vehicles are likely to more often experience traffic delays similar to level of service "F" (greater than 80 seconds of delay).

**Table 3: 2035 Future No Build PM Peak Hour Study Intersection Operating Conditions**

| Intersection                                                                                                                                                             | Operating Standard | PM Peak Hour                                                                                                                                                                                                |     |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|
|                                                                                                                                                                          |                    | Delay                                                                                                                                                                                                       | LOS | V/C  |
| <i>Signalized</i>                                                                                                                                                        |                    |                                                                                                                                                                                                             |     |      |
| Wilsonville Rd/Brown Rd                                                                                                                                                  | LOS D              | 23.2                                                                                                                                                                                                        | C   | 0.53 |
| Wilsonville Rd/Montebello Dr                                                                                                                                             | LOS D              | 7.3                                                                                                                                                                                                         | A   | 0.50 |
| Wilsonville Rd/Kinsman Rd                                                                                                                                                | LOS D              | 33.2                                                                                                                                                                                                        | C   | 0.75 |
| Wilsonville Rd/Boones Ferry Rd                                                                                                                                           | LOS D              | 56.5                                                                                                                                                                                                        | E   | 0.91 |
| <i>Unsignalized</i>                                                                                                                                                      |                    |                                                                                                                                                                                                             |     |      |
| Boones Ferry Rd/Bailey St                                                                                                                                                | LOS D              | 13.9                                                                                                                                                                                                        | A/B | 0.12 |
| Boones Ferry Rd/5 <sup>th</sup> St                                                                                                                                       | LOS D              | 11.2                                                                                                                                                                                                        | A/B | 0.10 |
| Signalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec)<br>LOS = Level of Service of Intersection<br>V/C = Volume-to-Capacity Ratio of Intersection |                    | Unsignalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement<br>LOS = Level of Service of Major Street/Minor Street<br>V/C = Volume-to-Capacity Ratio of Worst Movement |     |      |

# ATTACHMENT J



**Figure 3: Future 2035 PM Peak Hour Traffic Volumes**

### Corridor Travel Times on Wilsonville Road

The corridor travel times for Wilsonville Road were observed to be approximately 2 minutes and 15 seconds in both directions under existing conditions. These travel times are expected to increase an average of 10 seconds going eastbound and an average of 35 seconds traveling westbound in the year 2035. The implementation of either alternative is expected to alleviate much of the travel time increase from existing conditions to 2035 no-build conditions. However, when incidents and congestion on I-5 impact Wilsonville Road, the east-west travel times will be affected. A Boones Ferry Road to Brown Road connector south of Wilsonville Road will provide an alternative route from the Boones Ferry Road commercial districts to residential areas in west Wilsonville.



## Summary

Below is a summary of the findings in this technical memorandum:

- An east-west connector between Brown Road to Boones Ferry Road is being considered in order to alleviate congestion on Wilsonville Road create access to new development south of Wilsonville Road, and provide a secondary route to access the Old Town neighborhood. This connector would satisfy the City of Wilsonville’s goal to improve connectivity by constructing parallel facilities spaced at regular intervals to provide alternative routes and choices for all modes even where significant barriers exist such as the Willamette River and I-5.
- The PM peak hour traffic operations for the existing conditions meet the City of Wilsonville operating standard of LOS D when not influenced by congestion or an incident on I-5.
- The proposed Boones Ferry Road to Brown Road connector would meet the access spacing standards outlined in the City’s TSP. The future intersection on the south side of Wilsonville Road approximately 350 feet west of Montebello Road should be removed as it would not meet access spacing standards.
- The PM peak hour traffic operations for the future no-build conditions also meet the standard LOS D, but indicate increased congestion in the six study intersections.
- When traffic incidents occur on I-5 and I-205 such that the additional traffic exceeds the existing ramp meter capacity or the I-5 mainline cannot deliver the existing traffic flow, the I-5/SW Wilsonville Road interchange area (which includes the Wilsonville Road/Boones Ferry Road intersection) is significantly impacted and vehicles experience traffic delays similar to level of service “F” (greater than 80 seconds of delay).

# ATTACHMENT K



117 Commercial Street NE  
Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

## TECHNICAL MEMORANDUM

**DATE:** October 27, 2016  
**TO:** Steve Adams, P.E., City of Wilsonville  
**FROM:** Scott Mansur, P.E., PTOE  
Jordin Ketelsen, EIT



EXPIRES: 12-31-2016

**SUBJECT:** Boones Ferry Road to Brown Road Connector Alternatives Analysis

P16112-000

### Background

This memorandum expands upon the *Existing and Future Conditions Memorandum* which included existing and future conditions analysis on the proposed Boones Ferry Road to Brown Road Connector in Wilsonville, Oregon.<sup>1</sup> That analysis was performed to set the stage for the comparison of two Boones Ferry Road to Brown Road Connector alternatives, both of which will extend from the existing south end of Brown Road but differ on where they will connect to Boones Ferry Road. The Bailey Street



**Congestion on Wilsonville Road**

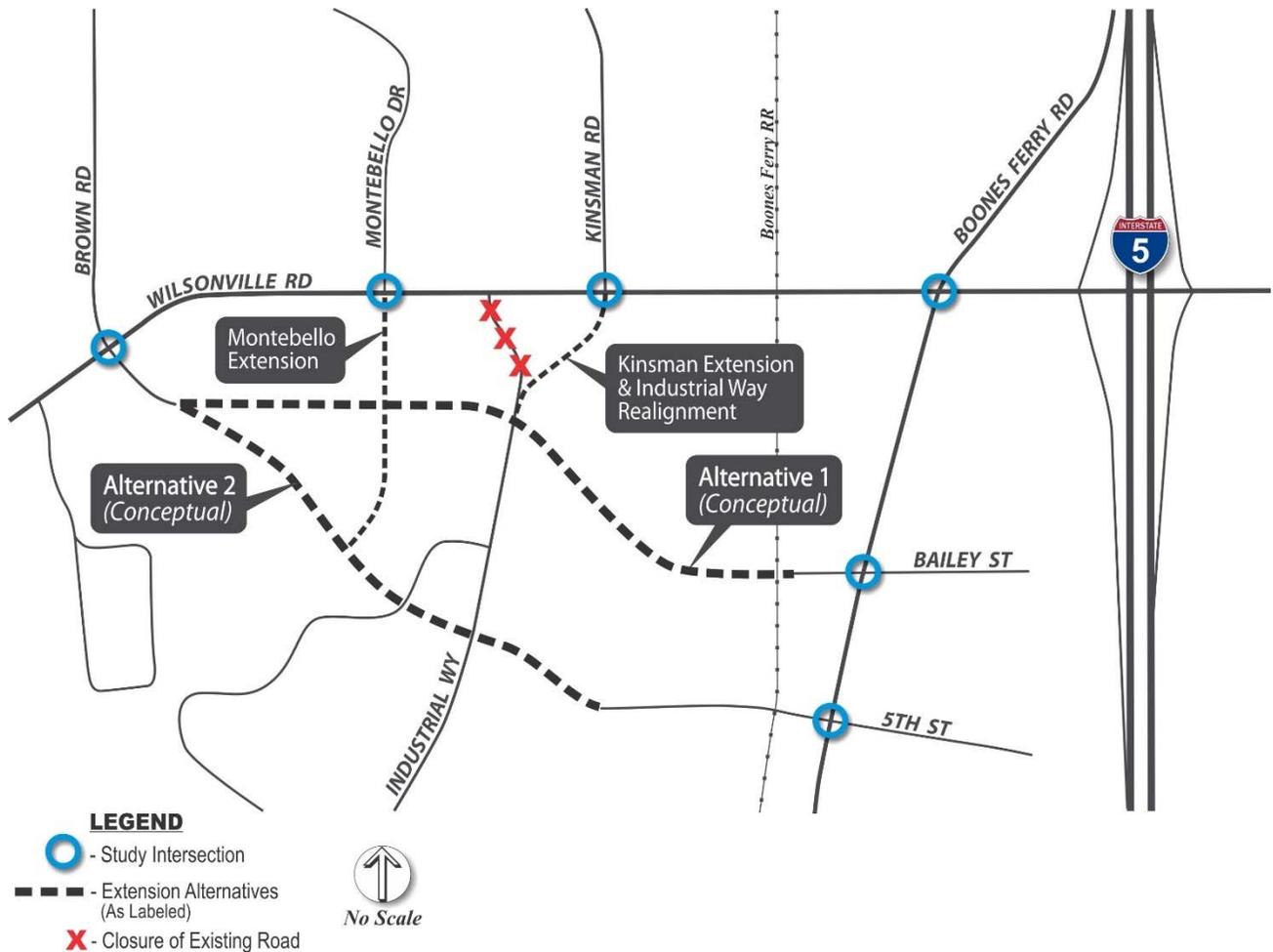
Alternative will connect to Boones Ferry Road at Bailey Street and the 5th Street Alternative will connect to Boones Ferry Road at 5<sup>th</sup> Street. This memorandum documents the comparison of the two alternatives and provides a summary of the findings.

<sup>1</sup> Boones Ferry Road to Brown Road Connector Study - Existing and Future Conditions, DKS Associates, August 2016, 2016



## Comparison of Alternatives

The following section includes discussion on the comparison of the two Boones Ferry Road to Brown Road Connector alternatives. Figure 1 below shows the two alternatives (conceptually) and the study area. Factors such as traffic volumes, intersection operations, corridor travel times, lane configuration needs, and transit service are considered for the two alternatives, and are detailed in the rest of the memorandum.



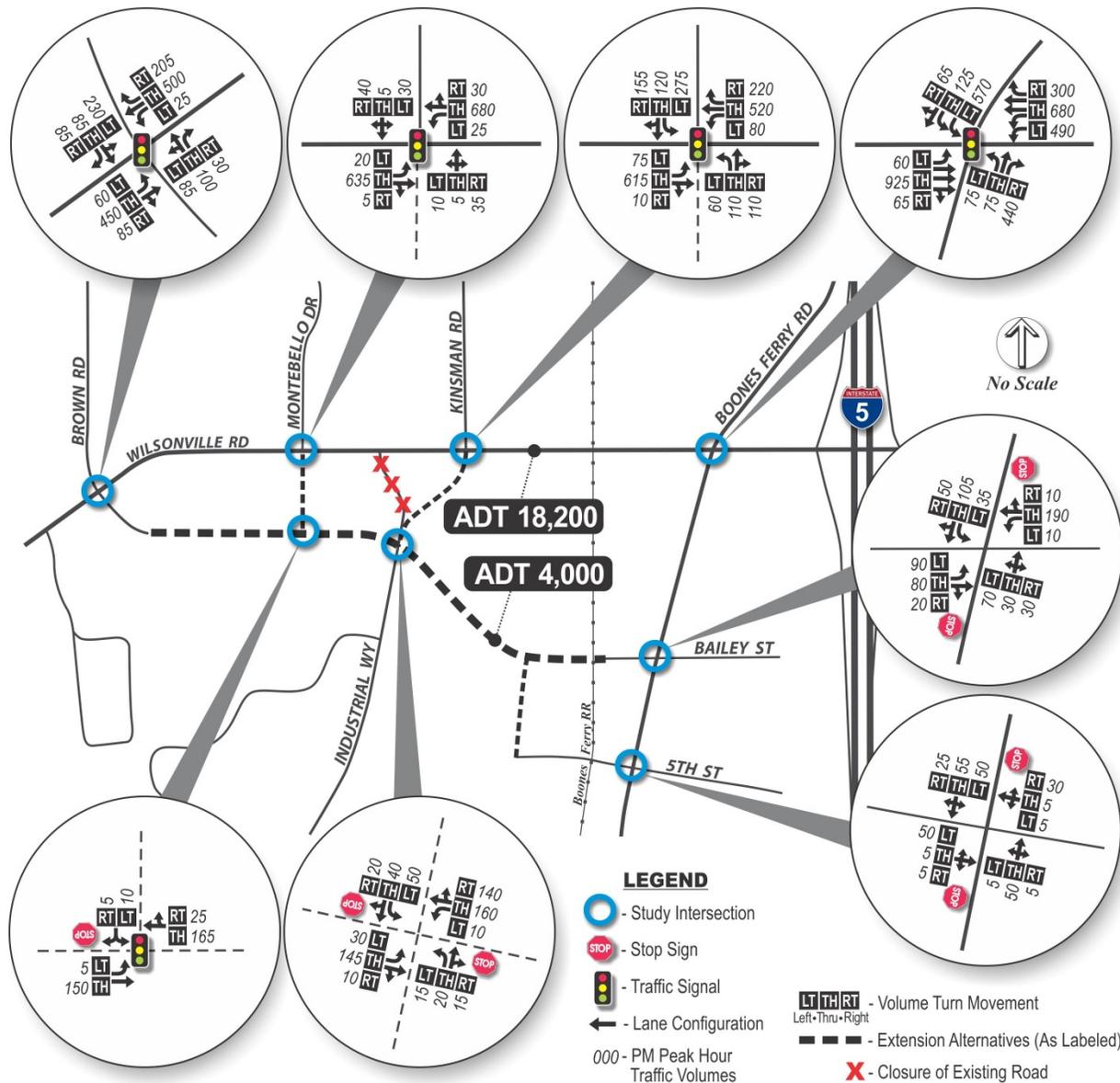
**Figure 1: Boones Ferry Road to Brown Road Connector Alignment Alternatives Conceptual Drawing**

### Traffic Volumes

Future traffic forecasts were performed for a 2035 horizon year based on the Metro Gamma Model that was refined for the City of Wilsonville. This model assumes the full buildout of the current land use zoning in the comprehensive plan (even if currently vacant) as well as full buildout of the higher priority transportation projects documented in the TSP such as the Kinsman Road extension, Villebois Drive extension, Barber Street extension, and many more.

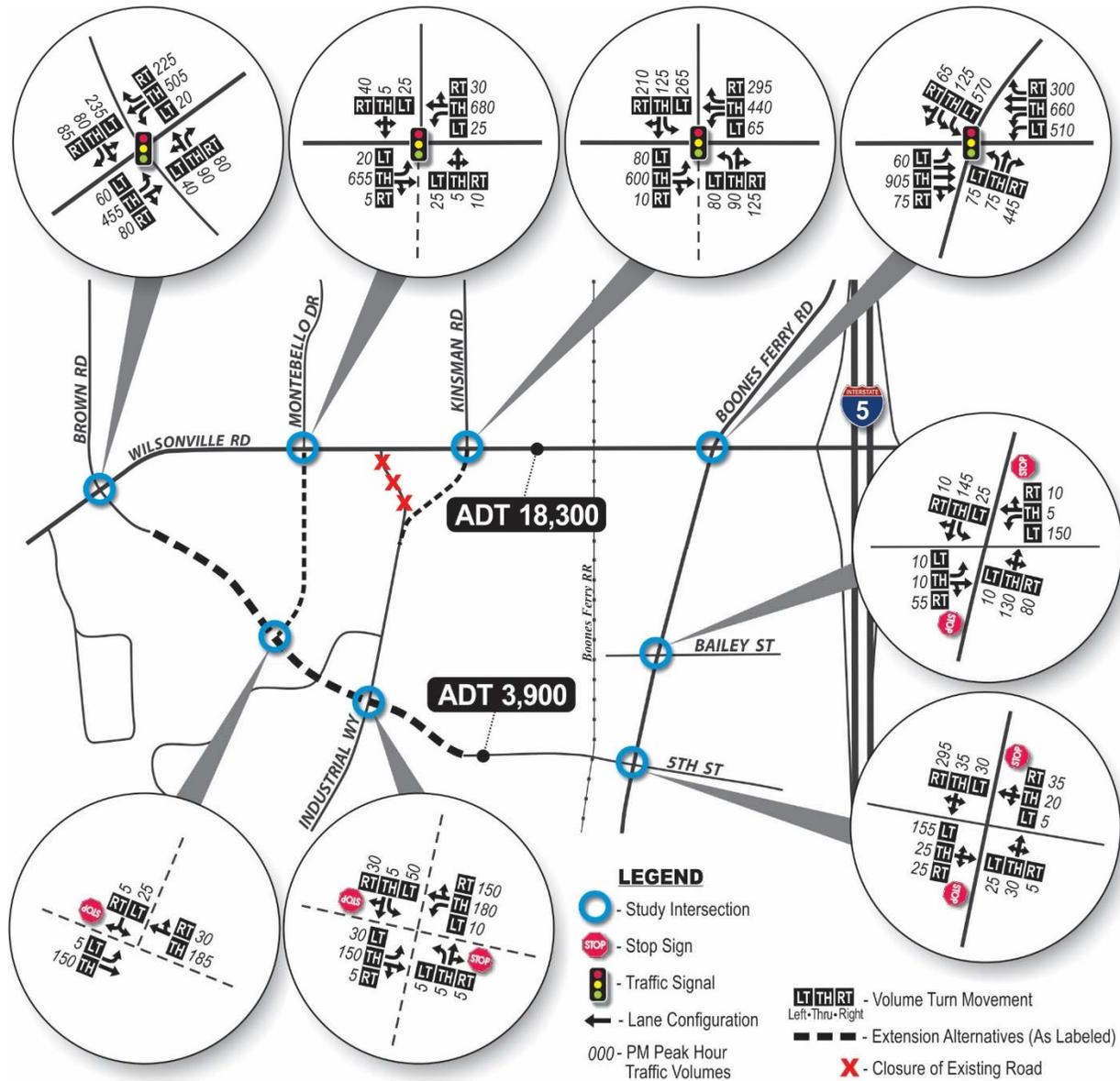


Within the study area, the model used Highway Capacity Manual node delays at the intersections and travel times on the roadway links to perform the traffic assignment. The raw model volumes were post-processed to estimate 2035 turn movement volumes as well as the assumed lane configurations at the future study intersections which are shown in Figure 2 (Bailey Street Alternative) and Figure 3 (5th Street Alternative) on the following pages.





# ATTACHMENT K



**Figure 3: Brown Rd to 5th St Alternative – 2035 Future PM Peak Hour Traffic Volumes**

As shown, traffic volumes are similar between the two alternatives although the Bailey Street Alternative is projected to divert slightly more vehicles per day off of Wilsonville Road with an approximate Average Daily Traffic (ADT) of 4,000 vehicles per day whereas the 5th Street Alternative is projected to divert approximately 3,900 vehicles per day off of Wilsonville Road.



However, the volumes expected on Boones Ferry Road between Bailey Street and 5<sup>th</sup> Street are expected to change significantly from existing conditions under the implementation of the 5<sup>th</sup> Street Alternative (5<sup>th</sup> Street Connection). Currently, the average daily traffic (ADT) on Boones Ferry Road between 5<sup>th</sup> Street and Bailey Street is approximately 2,100 vehicles per day. Under the future Bailey Street Alternative scenario, the ADT is expected to increase to 2,300 vehicles per day, and under the future 5<sup>th</sup> Street Alternative scenario, the ADT is expected to increase to 5,300 vehicles per day. The area between 5<sup>th</sup> Street and Bailey Street is currently fronting residential on the east side and a mix of commercial and industrial uses on the west. An increase of approximately 3,200 vehicles per day from existing conditions in that area would be a significant change for the residents. However, the Old Town Neighborhood Plan (September 2011) proposes a change to the Comprehensive Plan to establish a Main Street Commercial zone on both sides of Boones Ferry Road north of 5<sup>th</sup> Street.

### **Alternative Lane Configurations**

Based on estimated traffic volumes and a review of intersection operations, recommended lane configurations were determined for the planned intersection approaches of Bailey Street, 5<sup>th</sup> Street, and Montebello Drive as well as for the two new intersections where the proposed connector intersects with Montebello Drive and Kinsman Road roadway extensions.

The two Boones Ferry Road to Brown Road Connector alternatives connect to Boones Ferry Road at different locations. Therefore, the lane configurations for the new or improved intersection approaches to Boones Ferry Road are different depending on the Boones Ferry Road connection location. Although the street has not been striped, the west leg at the Boones Ferry Road/Bailey Street intersection has been constructed to accommodate two 6-foot bike lanes, two 11-foot travel lanes and a 14-foot left-turn lane, and thus, could provide a left turn pocket due to the existing width. With the current curb extensions, the lane configuration on the west leg of the Boones Ferry Road/5<sup>th</sup> Street intersection lacks the existing width to include a left turn lane on 5<sup>th</sup> Street west of Boones Ferry Road. However, if the existing curb extensions are removed along with on-street parking a left turn lane could be provided. It is important to note that the Bailey Street Alternative would require a new local road that extends south of the connector to provide access to residences that are currently only accessed by 5<sup>th</sup> Street. It is also important to note that a new local road connecting the new connector to Nutting Road would be required under the Bailey Street Alternative to access residences currently accessed off of 5<sup>th</sup> Street due to the proposed removal of the railroad crossing at 5<sup>th</sup> Street.

Since curb cuts, crosswalks, and sidewalks already exist on the south leg of the Wilsonville Road/Montebello Drive intersection, it is suggested to utilize the existing roadway width and create a



**Figure 4: Approximate Lane Widths at Bailey Street and 5<sup>th</sup> Street**



single lane approach similar to the north approach. As development occurs, the cross-section of Montebello Drive south of Wilsonville Road should be reevaluated to determine the appropriate cross-section. The lane configuration for this intersection remain the same for both alternatives.

The Kinsman intersection is proposed to have four legs and is proposed to be a signalized intersection. The City will need to confirm signal warrants are met prior to construction of the signal. All four approaches are recommended to be single lane with a left-turn pocket although a continuous left turn lane is likely not necessary for either Kinsman Road or the connector and should be reevaluated as development occurs. The new Montebello Drive roadway extension will terminate at the Boones Ferry Road to Brown Road Connector intersection with each of the three approaches also recommend to be single lane. The lane configurations for the new intersections remain the same under either alternative. Additionally, the new driveway connection to OrePac Way needs to have a sufficient radius to handle the existing truck traffic. Should the Bailey Street Alternative be implemented, a new local road connecting the new connector to 5<sup>th</sup> Street and Nutting Road would be required.

### ***Intersection Operations***

Future 2035 PM Peak Hour traffic operations at the study intersections were estimated for the two Boones Ferry Road to Brown Road Connector alternatives based on the *2000 Highway Capacity Manual* methodology<sup>2</sup> for signalized intersections and the *2010 Highway Capacity Manual* methodology<sup>3</sup> for unsignalized intersections. The projected average delays, levels of service (LOS), and volume to capacity (v/c) ratios of the study intersections under each alternative are listed in Table 1 at the top of the next page. As shown in the table, all intersections under both alternatives will meet the City of Wilsonville level of service D operating standard and each study intersection operates similarly for both the Bailey Street and 5<sup>th</sup> Street Alternatives.

Under the Bailey Street Alternative, higher delays are experienced at the Boones Ferry Road/Bailey Street intersection due to the higher Bailey Street approach traffic; however, the intersection would still operate at acceptable levels. Because no additional traffic is routed to the south, the section of Boones Ferry Road south of Bailey Street (including the Boones Ferry Road/5<sup>th</sup> Street intersection) remains relatively unchanged from existing conditions. Therefore, there are expected to be minimal impacts to Old Town and the residential area south of Bailey Street under the implementation of the Bailey Street Alternative.

The 5<sup>th</sup> Street Alternative, on the other hand, routes traffic through the Boones Ferry Road/5<sup>th</sup> Street intersection and along Boones Ferry Road between 5<sup>th</sup> Street and Bailey Street. This creates less congestion and lower delays at the Boones Ferry Road/Bailey Street intersection, but it causes greater impacts to the nearby Old Town residential area, especially to the residences along Boones Ferry Road and 5<sup>th</sup> Street. However, it will also provide more traffic volume adjacent to the existing commercial and

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<sup>2</sup> *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

<sup>3</sup> *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.

## ATTACHMENT K



industrial businesses on the west side of this segment of Boones Ferry Road. Additionally, the Wilsonville Old Town Neighborhood Plan envisions a Boones Ferry Road frontage road from 5<sup>th</sup> Street to Bailey Street planned as Main Street Commercial. In the TSP the desired facility spacing for a Collector street from an Arterial street is listed as a half of a mile. The distance from Wilsonville Road to Bailey Street is 1,170 feet (0.22 mile); the distance from Wilsonville Road to 5<sup>th</sup> Street is 1,820 feet (0.35 mile). The 5<sup>th</sup> Street Alternative complies better with the desired facility spacing.

Queuing at the intersections along Wilsonville Road was evaluated under the existing conditions, future no build conditions, and for the two alternatives. From the 2035 future no build conditions to either of the alternatives, the intersection queues on Wilsonville Road were shown to improve, similar to what is experienced today. The connecting intersections onto Boones Ferry Road for both alternatives provide adequate queuing space under typical operating conditions when congestion on I-5 is not impacting Wilsonville Road. However, the 5<sup>th</sup> Street Alternative would provide the most desirable major intersection (Wilsonville Road to Fred Meyer Signal to connector) spacing on Boones Ferry Road.

**Table 1: 2035 PM Peak Hour Study Intersection Operating Conditions (Both Alternatives)**

| Intersection                                                                                                                                                             | Operating Standard | Boones Ferry Road to Brown Road Connector to Bailey Street |     |                                                                                                                                                                                                             | Boones Ferry Road to Brown Road Connector to 5 <sup>th</sup> Street |     |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|-----|------|
|                                                                                                                                                                          |                    | Delay                                                      | LOS | v/c                                                                                                                                                                                                         | Delay                                                               | LOS | v/c  |
| <i>Signalized</i>                                                                                                                                                        |                    |                                                            |     |                                                                                                                                                                                                             |                                                                     |     |      |
| Wilsonville Rd/Brown Rd                                                                                                                                                  | LOS D              | 36.5                                                       | D   | 0.70                                                                                                                                                                                                        | 31.3                                                                | C   | 0.71 |
| Wilsonville Rd/Montebello Dr                                                                                                                                             | LOS D              | 11.1                                                       | B   | 0.52                                                                                                                                                                                                        | 8.5                                                                 | A   | 0.54 |
| Wilsonville Rd/Kinsman Rd                                                                                                                                                | LOS D              | 39.8                                                       | D   | 0.76                                                                                                                                                                                                        | 30.5                                                                | C   | 0.71 |
| Wilsonville Rd/Boones Ferry Rd                                                                                                                                           | LOS D              | 35.0                                                       | D   | 0.74                                                                                                                                                                                                        | 35.6                                                                | D   | 0.74 |
| Bailey St/Kinsman Rd                                                                                                                                                     | LOS D              | 11.7                                                       | B   | 0.34                                                                                                                                                                                                        | -                                                                   | -   | -    |
| 5 <sup>th</sup> St/Kinsman Rd                                                                                                                                            | LOS D              | -                                                          | -   | -                                                                                                                                                                                                           | 11.5                                                                | B   | 0.31 |
| <i>Unsignalized</i>                                                                                                                                                      |                    |                                                            |     |                                                                                                                                                                                                             |                                                                     |     |      |
| Bailey St/Montebello Dr                                                                                                                                                  | LOS D              | 10.2                                                       | A/B | 0.02                                                                                                                                                                                                        | -                                                                   | -   | -    |
| Bailey St/Boones Ferry Rd                                                                                                                                                | LOS D              | 22.4                                                       | A/C | 0.43                                                                                                                                                                                                        | 16.3                                                                | A/C | 0.33 |
| 5 <sup>th</sup> St/Montebello Dr                                                                                                                                         | LOS D              | -                                                          | -   | -                                                                                                                                                                                                           | 10.8                                                                | A/B | 0.05 |
| 5 <sup>th</sup> St/Boones Ferry Rd                                                                                                                                       | LOS D              | 10.9                                                       | A/B | 0.09                                                                                                                                                                                                        | 14.7                                                                | A/B | 0.37 |
| Signalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec)<br>LOS = Level of Service of Intersection<br>v/c = Volume-to-Capacity Ratio of Intersection |                    |                                                            |     | Unsignalized Intersections:<br>Delay = Average Stopped Delay per Vehicle (sec) at Worst Movement<br>LOS = Level of Service of Major Street/Minor Street<br>v/c = Volume-to-Capacity Ratio of Worst Movement |                                                                     |     |      |

### Corridor Travel Times

The corridor travel times for Wilsonville Road from Boones Ferry Road to Brown Road were simulated for future 2035 conditions as well as for each of the alternatives to provide a better understanding of how the corridor operations along Wilsonville Road would be impacted by the alternatives. Existing



travel times were measured by driving the corridor during ordinary p.m. peak period conditions on a weekday.<sup>4</sup>

As shown in Table 2, travel times are expected to increase an average of 53 seconds going eastbound and an average of 17 seconds traveling westbound in the year 2035. The implementation of either alternative is expected to alleviate some of the travel time increase from existing conditions to 2035 no-build conditions. When compared to the future 2035 travel times, either alternative is projected to improve the eastbound travel time by 13 seconds and the westbound travel time by seven seconds.

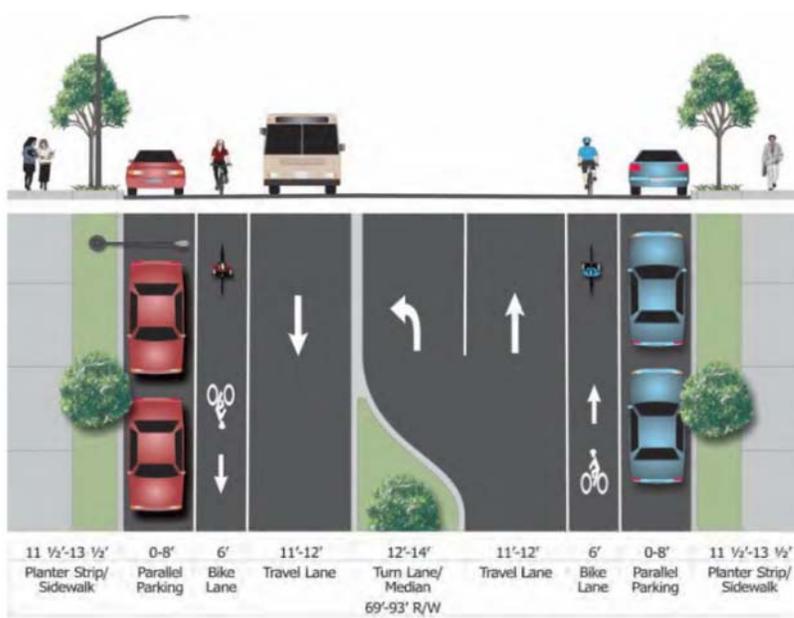
**Table 2: Approximate P.M. Peak Travel Times along the Wilsonville Road Study Corridor**

| Scenario                                | Travel Time (From Brown Rd to Boones Ferry Rd) |                          | Net Impact from Existing       |
|-----------------------------------------|------------------------------------------------|--------------------------|--------------------------------|
|                                         | Eastbound                                      | Westbound                |                                |
| Existing Conditions                     | 2 minutes and 15 seconds                       | 2 minutes and 19 seconds | -                              |
| 2035 No Build                           | 3 minutes and 8 seconds                        | 2 minutes and 36 seconds | +53 seconds EB, +17 seconds WB |
| 2035 Bailey Street Alternative          | 2 minutes and 55 seconds                       | 2 minutes and 26 seconds | + 40 seconds EB, +7 seconds WB |
| 2035 5 <sup>th</sup> Street Alternative | 2 minutes and 55 seconds                       | 2 minutes and 26 seconds | + 40 seconds EB, +7 seconds WB |

During times of congestion on I-5, travel times on Wilsonville Road can be unreliable. Either of the proposed Boones Ferry Road to Brown Road connector will provide more reliable alternatives for east and west travel in the area other than Wilsonville Road.

**Bicycle and Pedestrian Connections**

As stated in the *Existing and Future Conditions Memorandum*, the City plans to build a network of sidewalks, bicycle lanes and shared-use paths within the study area which will provide important connections in this area of the city.



**Figure 5: Collector Street Cross-Section Standard**

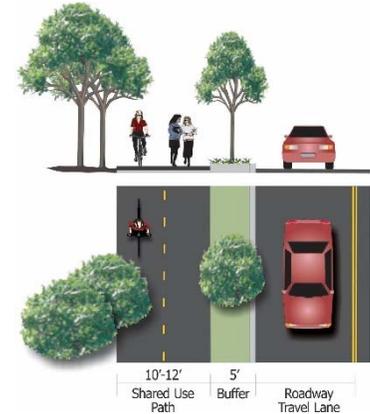
<sup>4</sup> Existing corridor travel times were measured by driving the corridor several times in both directions during the p.m. peak hour on Wednesday, August 17<sup>th</sup>, 2016.

# ATTACHMENT K

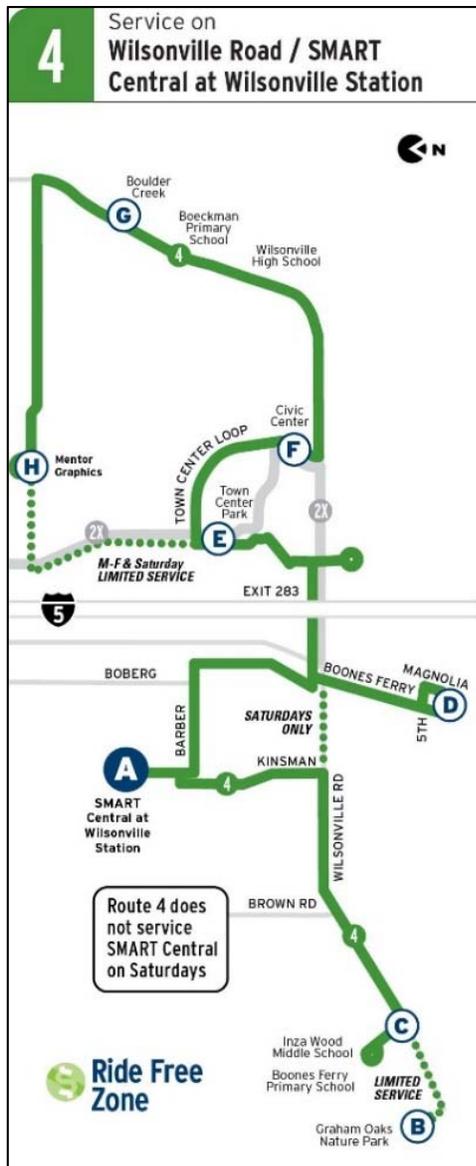


Both alternatives of the Boones Ferry Road to Brown Road connector will be a Collector roadway that will include either on-street bicycle lanes and sidewalk (see Collector Street Standards figure from the City's TSP) or an adjacent shared-use trail that would also be consistent with TSP standards for separated shared-use paths (see Figure 6 to the right).

Note that on-street parking is not proposed to be included in the cross-section for the connector. The existing portion of Brown Road just south of Wilsonville Road does not include bicycle lanes, lacks sufficient width to accommodate three lanes and two bike lanes, and will require modification to include bicycle facilities for either alternative.



**Figure 6: Shared Use Path Cross-Section Standard**



**Figure 7: SMART Transit Route 4**

### Transit Service

Existing transit routes in the study area are provided by South Metro Area Regional Transit (SMART). Route 4 travels along Wilsonville Road and Boones Ferry Road with 30 minute headways Monday through Friday and one hour headways on Saturday and Sunday.

Through coordination with SMART, it is clear that both alternatives present opportunities to improve the efficiency of Route 4 and that both alternatives would alleviate some of the congestion at the Wilsonville Road/Boones Ferry Road intersection which would create more predictable travel times, especially during the peak periods.

Whichever alternative is implemented, it is important to consider accessibility and connectivity to the Arrowhead Creek Planning Area for transit service.

### Neighborhood Connectivity

The Bailey Street Alternative connects to Boones Ferry Road one block north of the 5<sup>th</sup> Street Alternative. Since commercial land uses are located to the north and to the south is Old Town residential land uses, the 5<sup>th</sup> Street Alternative will provide slightly better connectivity from neighborhoods to the west to the Old Town neighborhood.

However, the Bailey Street Alternative will provide slightly more direct connectivity from neighborhoods to the west to commercial land uses such as Fred Meyer and Albertsons as well as various other businesses and restaurants.

## ATTACHMENT K



### Summary

Key findings from the comparison of the two Boones Ferry Road to Brown Road Connector alternatives in Wilsonville, Oregon are shown in Table 3 below. From a transportation planning perspective, both alternatives are relatively similar with no significant differences.

**Table 3: Alternatives Transportation Impact Summary**

| Transportation Component  | Transportation Impact Comparison                                                                                            |                                                                                                                                   |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
|                           | Bailey Street Alternative                                                                                                   | 5th Street Alternative                                                                                                            |
| Traffic Volumes           | Slightly more traffic expected to divert from Wilsonville Road (100 more vehicles per day)                                  | Slightly less traffic expected to divert from Wilsonville Road (100 less vehicles per day)                                        |
| Neighborhood Impacts      | No added traffic to Old Town residential, commercial, and industrial segments                                               | Additional added traffic to Old Town residential, commercial, and industrial segments                                             |
| Lane Configurations       | Existing width could support left turn pocket on west leg                                                                   | Existing width does not support left turn pocket on west leg without making modifications to curbs and removing on-street parking |
| Intersection Spacing      | Would exceed standards, but provide slightly less desirable major intersection spacing on Boones Ferry Road                 | Would provide the most desirable major intersection spacing on Boones Ferry Road                                                  |
| Intersection Operations   | Negligible difference when compared to the 5th Street Alternative                                                           | Negligible difference when compared to the Bailey Street Alternative                                                              |
| Travel Times              | Same travel times when compared to the 5th Street Alternative                                                               | Same travel times when compared to the Bailey Street Alternative                                                                  |
| Transit                   | Provides opportunity to improve existing SMART Route 4                                                                      | Provides opportunity to improve existing SMART Route 4                                                                            |
| Bicycle and Pedestrian    | Same bicycle and pedestrian connections                                                                                     | Same bicycle and pedestrian connections                                                                                           |
| Neighborhood Connectivity | Provides better neighborhood to commercial development connectivity when compared to the 5 <sup>th</sup> Street Alternative | Provides better neighborhood to neighborhood/park connectivity when compared to the Bailey Street Alternative                     |

# ATTACHMENT L



ALASKA  
CALIFORNIA  
COLORADO  
FLORIDA  
MISSOURI  
OREGON  
WASHINGTON DC  
WASHINGTON STATE  
WISCONSIN

August 17, 2016

Mr. Allen Hendy, PE  
Otak, Inc.  
700 Washington Street, Suite 401  
Vancouver, Washington 98660

**RE: DRAFT PRELIMINARY GEOTECHNICAL NARRATIVE  
BOONES FERRY ROAD TO BROWN ROAD  
EAST-WEST CONNECTOR CORRIDOR PLAN  
WILSONVILLE, OREGON**

Dear Mr. Hendy:

This letter report presents the results of our preliminary review and conceptual geotechnical recommendations for use in planning the proposed Boones Ferry Road to Brown Road Connector Corridor project in Wilsonville, Oregon. The locations of the proposed alignment alternatives are shown on Figure 1, Site Plan. Our services are being performed under a Subconsultant Agreement between Otak, Inc. (Otak), and Shannon & Wilson, Inc. (S&W), dated June 6, 2016.

## SCOPE OF SERVICES

At the request of the City of Wilsonville, the Otak team is performing an alternative selection process and providing a final recommendation for the preferred alignment of an extension of Brown Road to either Bailey Street or 5<sup>th</sup> Street. The new roadway will cross Coffee Lake Creek. Shannon & Wilson's task is to summarize general soil conditions in the project area and provide conceptual foundation recommendations for the creek crossing structure.

## EXISTING INFORMATION REVIEW

### Regional Geology

The project site is located in the Willamette Lowland, at the northern end of the Central Willamette Valley (Gannett and Caldwell, 1998). The Willamette Lowland is a structural depression created by complex faulting and folding of Miocene (approximately 17 to 6 million

3990 COLLINS WAY, SUITE 100  
LAKE OSWEGO, OREGON 97035-3480  
PHONE: (503) 210-4750  
FAX: (503) 210-4890  
www.shannonwilson.com

24-1-04041-001

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 2 of 9

SHANNON & WILSON, INC.

years old) Columbia River Basalt Group (CRBG) basalt flows and older underlying basement rock.

In the Willamette Valley, the CRBG is generally overlain by Upper Miocene (approximately 10 to 5 million years old) deposits consisting of fine-grained micaceous fluvial and lacustrine sediments derived from the Columbia and Willamette Rivers that are collectively termed the Sandy River Mudstone (Orr and Orr, 2000). The Sandy River Mudstone is described by Gannett and Caldwell as a micaceous arkosic siltstone, mudstone, and claystone. Overlying the Sandy River Mudstone is the Pliocene (approximately 5 to 1.8 million years old) Troutdale Formation, which is described as a quartzite-bearing basaltic conglomerate, vitric sandstone, and micaceous sandstone (Gannett and Caldwell, 1998). Composition and thicknesses of the two units vary with location. Mapping at the project location by Schlicker and others (1967) includes the Sandy River Mudstone with the Troutdale Formation and describes the overall unit as poorly indurated silt, clay, and silty sand with occasional pebble conglomerate beds. Locally, the Troutdale Formation is concealed beneath younger sediments and is exposed only in the bottom of steep ravines.

During the late stages of the last great ice age, between about 18,000 and 15,000 years ago, a lobe of the continental ice sheet repeatedly blocked and dammed the Clark Fork River in western Montana, which then formed an immense glacial lake called Lake Missoula. The lake grew until its depth was sufficient to buoyantly lift and rupture the ice dam, which allowed the entire massive lake to empty catastrophically. Once the lake had emptied, the ice sheet again gradually dammed the Clark Fork Valley and the lake refilled, leading to 40 or more repetitive outburst floods at intervals of decades (Allen and others, 2009). These repeated floods are collectively referred to as the Missoula Floods. During each short-lived Missoula Flood episode, floodwaters washed across the Idaho panhandle, through eastern Washington's scablands, and through the Columbia River Gorge. When the floodwater emerged from the western end of the gorge, it spread out over the Portland Basin and pooled to elevations of about 400 feet, depositing a tremendous load of sediment. Boulders, cobbles, and gravel were deposited nearest the mouth of the gorge and along the main channel of the Columbia River. Cobble-gravel bars reached westward across the basin, grading to thick blankets of micaceous sand and silt (Allen and others, 2009). Ma and others (2012) divided the Missoula Flood Deposits into four groups:

- Silt Colluvium consisting of sand and silt colluvium, generally along stream channels
- Fine-Grained Deposits consisting of sand and silt

# ATTACHMENT L

SHANNON & WILSON, INC.

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 3 of 9

- Coarse-Grained Deposits consisting mostly of gravel with cobbles and boulders
- Channel Deposits consisting of interlayered and variable silt, sand, and gravel

The Tonquin Scablands Channels, north of the Wilsonville area, constricted flows from the Missoula Floods, creating a high-energy water surge from the Tualatin Basin in the north emptying into the Central Willamette Valley to the south. The high-velocity water flowing through the gap entrained coarse gravels, cobbles, and boulders that were dropped out of suspension when the surge lost energy opening up into the Central Willamette Valley near the I-5 Boone Bridge in Wilsonville (Thompson, 2012). As a result, much of the Wilsonville area is underlain by coarse-grained Missoula Flood Deposits. In more recent times, rivers and streams, such as the Willamette River and Coffee Lake Creek, have deposited alluvial sediments in and along their channels and floodplains (Ma and others, 2012; Smith and Roe, 2015).

## Seismic Setting

Earthquakes in the Pacific Northwest occur largely as a result of the collision between the Juan de Fuca plate and the North American plate. These two tectonic plates meet along a mega thrust fault called the Cascadia Subduction Zone (CSZ). The CSZ runs approximately parallel to the coastline from northern California to southern British Columbia. The compressional forces that exist between these two colliding plates cause the denser oceanic plate to descend, or subduct, beneath the continental plate at a rate of about 1.5 inches per year. This process leads to volcanism and contortion and faulting of both crustal plates throughout much of the western regions of southern British Columbia, Washington, Oregon, and northern California. Stress built up between the colliding plates is periodically relieved through great earthquakes at the plate interface (CSZ) (Goldfinger and others, 2012).

Within our present understanding of the regional tectonic framework and historical seismicity, three broad earthquake (seismogenic) sources have been identified. These three types of earthquakes and their maximum plausible magnitudes are as follows.

- **Subduction Zone Interface Earthquakes** originate along the CSZ, which is located 25 miles beneath the coastline. Paleoseismic evidence and historic tsunami studies indicate that the most recent subduction zone thrust fault event occurred in the year 1700, probably ruptured the full length of the CSZ, and may have reached magnitude 9.
- **Deep-Focus, Intraplate Earthquakes** originate from within the subducting Juan de Fuca oceanic plate as a result of the downward bending and contortion of the plate in the CSZ.

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 4 of 9

SHANNON & WILSON, INC.

These earthquakes typically occur at a depth of 28 to 38 miles. Such events could be as large as magnitude 7.5. Examples of this type of earthquake include the 1949 magnitude 7.1 Olympia earthquake, the 1965 magnitude 6.5 earthquake between Tacoma and Seattle, and the 2001 magnitude 6.8 Nisqually earthquake. The highest rates of CSZ intraslab activity are beneath the Puget Sound area, with much lower rates observed beneath western Oregon.

- **Shallow-Focus Crustal Earthquakes** are typically located within the upper 12 miles of the continental crust. The relative plate movements along the CSZ cause not only east-west compressive strain, but dextral shear, clockwise rotation, and north-south compression of the leading edge of the North American Plate (Wells and others, 1998), which is the cause of much of the shallow crustal seismicity of engineering significance in the region. The largest known crustal earthquake in the Pacific Northwest is the 1872 North Cascades earthquake with an estimated magnitude of about 7. Other examples include the 1993 magnitude 5.6 Scotts Mill earthquake and 1993 magnitude 6 Klamath Falls earthquake.

Shallow crustal faults and folds throughout Oregon and Washington have been located and characterized by the United States Geological Survey (USGS). Mapped fault locations and detailed descriptions can be found in the USGS Quaternary Fault and Fold Database (USGS, 2006). The database defines four categories of faults, Classes A through D, based on evidence of tectonic movement known or presumed to be associated with large earthquakes during Quaternary time (less than 1.8 million years ago). For Classes A and B, there is geologic evidence that demonstrates the existence of Quaternary deformation. However, for Class B faults, evidence of Quaternary faulting or slip is more equivocal or may not extend deep enough to be a source of significant earthquakes.

According to the USGS Fault and Fold database, the closest Class A fault to the project site is the Canby-Molalla Fault. It is mapped approximately 4.5 miles east of the site and is believed to have deformed within the past 15,000 years. Additionally, the Newberg fault is mapped about 8.5 miles west of the site and the Mount Angel Fault is mapped about 11 miles southwest. The Newberg fault is believed to have deformed within the past 1.6 million years and the Mount Angel Fault within the past 15,000 years. The CSZ itself is approximately 130 miles west of the site, with a slip rate of approximately 40 millimeters (1.5 inches) per year and the most recent deformation occurring about 300 years ago (Personius and Nelson, 2006). Based on the mapped

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 5 of 9

SHANNON & WILSON, INC.

fault locations from the USGS database, the potential for fault rupture or near-fault effects at the site is low.

## ANTICIPATED SUBSURFACE CONDITIONS

We reviewed published geologic maps and logs of explorations completed for previous projects in the vicinity of the proposed alignments. The locations of the past projects and the proposed alignments are shown on a geologic map in Figure 1. Based on this information, we expect that the western ends of the alignments will be underlain by at least 25 feet of Fine-Grained Missoula Flood Deposits consisting of nonplastic to low plasticity silt to fine silty sand. Moving east from the western end, we expect that this layer of fine-grained deposits will thin and that the majority of both alignments, including the crossing of Coffee Lake Creek, will be underlain by near-surface Coarse-Grained Missoula Flood Deposits. All explorations for previous projects that encountered Coarse-Grained Missoula Flood Deposits in this vicinity noted cobbles and/or boulders with a maximum reported dimension of 18 inches. The eastern ends of the alignments are mapped in or near either Missoula Flood Deposits, Channel Deposits (Ma and others, 2012) or Alluvium of Smaller Streams (Smith and Roe, 2015). Based on the logs for previous nearby test pits and borings, we anticipate that at the eastern ends of the alignments Coarse-Grained Missoula Flood Deposits will be overlain by a relatively thin (about 5 to 10 feet) layer of sandy silt and that cobbles and boulders will be encountered below this layer.

## GEOLOGIC AND SEISMIC HAZARDS

### Slope Stability

Based on a review of available LiDAR data for the project vicinity, about 300 linear feet of the proposed Alignment Alternative 2 east of SW Morey Lane appears to be at or near the top of the slope above Arrowhead Creek. We expect that this portion will be underlain by Fine-Grained Missoula Flood Deposits and that the static and seismic stability of the slope above the creek will be a concern.

### Liquefaction and Lateral Spread

We expect that the fine-grained sand and silt near the western ends of the alignments will be susceptible to wide-spread liquefaction and liquefaction-induced settlement. We also anticipate

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 6 of 9

SHANNON & WILSON, INC.

that there may be layers of liquefaction-susceptible sand and silt interbedded with the Coarse-Grained and Channel Deposits.

Evaluations for lateral spread will be required for the slopes above Arrowhead Creek and Coffee Lake Creek. We expect that the fine-grained material along Arrowhead Creek will be more susceptible to lateral spread than the coarse-grained material along Coffee Lake Creek.

## CONCEPTUAL GEOTECHNICAL OPINIONS

Based on the local geology and anticipated subsurface conditions described above, Alignment 1 (A and B) is preferred from a geotechnical perspective because the alignment is further away from Arrowhead Creek and also because the majority of the alignment is within the area mapped as Coarse-Grained Missoula Flood Deposits.

Northern light blue route to either Bailey or 5th Street

We understand that the project may involve the construction of two new bridges: one for the SW Kinsman Road extension overcrossing Coffee Lake Creek, the other for the proposed Brown Road extension overcrossing Coffee Lake Creek. We have considered three foundation alternatives: spread footings, driven piles, and drilled shafts. The spread footing alternative may not be preferred because the spread footing construction may require overexcavation of near-surface fine-grained soil, dewatering, and temporary shoring, which may be more expensive than deep foundation construction costs. The bridges can be supported by deep foundations, including driven piles or drilled shafts. Due to the anticipated presence of shallow Coarse-Grained Missoula Flood Deposits, the deep foundations would be designed as end-bearing piles or shafts. The bearing resistances of the deep foundations are dependent on the pile or shaft diameters and embedment depths. In our current opinion, driven pile foundations may be the most cost-effective foundation alternative.

## LIMITATIONS

The conclusions and recommendations contained in this letter are based on the site conditions as they reportedly exist and assume that the subsurface conditions are not significantly different from those inferred from the published maps and previous explorations.

This letter report is prepared for the exclusive use of the Boones Ferry Road to Brown Road Connector Corridor project team. It should be made available for information of factual data only, and not as a warranty of subsurface conditions, such as those interpreted from published

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 7 of 9

SHANNON & WILSON, INC.

maps and reports for nearby projects, and discussions of subsurface conditions included in this letter.

Please note that our scope of services did not include any environmental assessment or evaluation regarding the presence or absence of hazardous or toxic materials in the soil, surface water, groundwater, or air, on or below the site.

Shannon & Wilson has prepared the attached, "Important Information About Your Geotechnical/Environmental Report," to assist you and others in understanding the use and limitations of our reports.

Sincerely,

**SHANNON & WILSON, INC.**

Aimee E. Holmes, PE, CEG  
Senior Engineer / Engineering Geologist

Risheng (Park) Piao, PE, GE  
Vice President

AEH:RPP/

Enc: Figure 1 – Site Plan  
Important Information About Your Geotechnical/Environmental Report

# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 8 of 9

SHANNON & WILSON, INC.

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# ATTACHMENT L

Mr. Allen Hendy  
Otak, Inc.  
August 17, 2016  
Page 9 of 9

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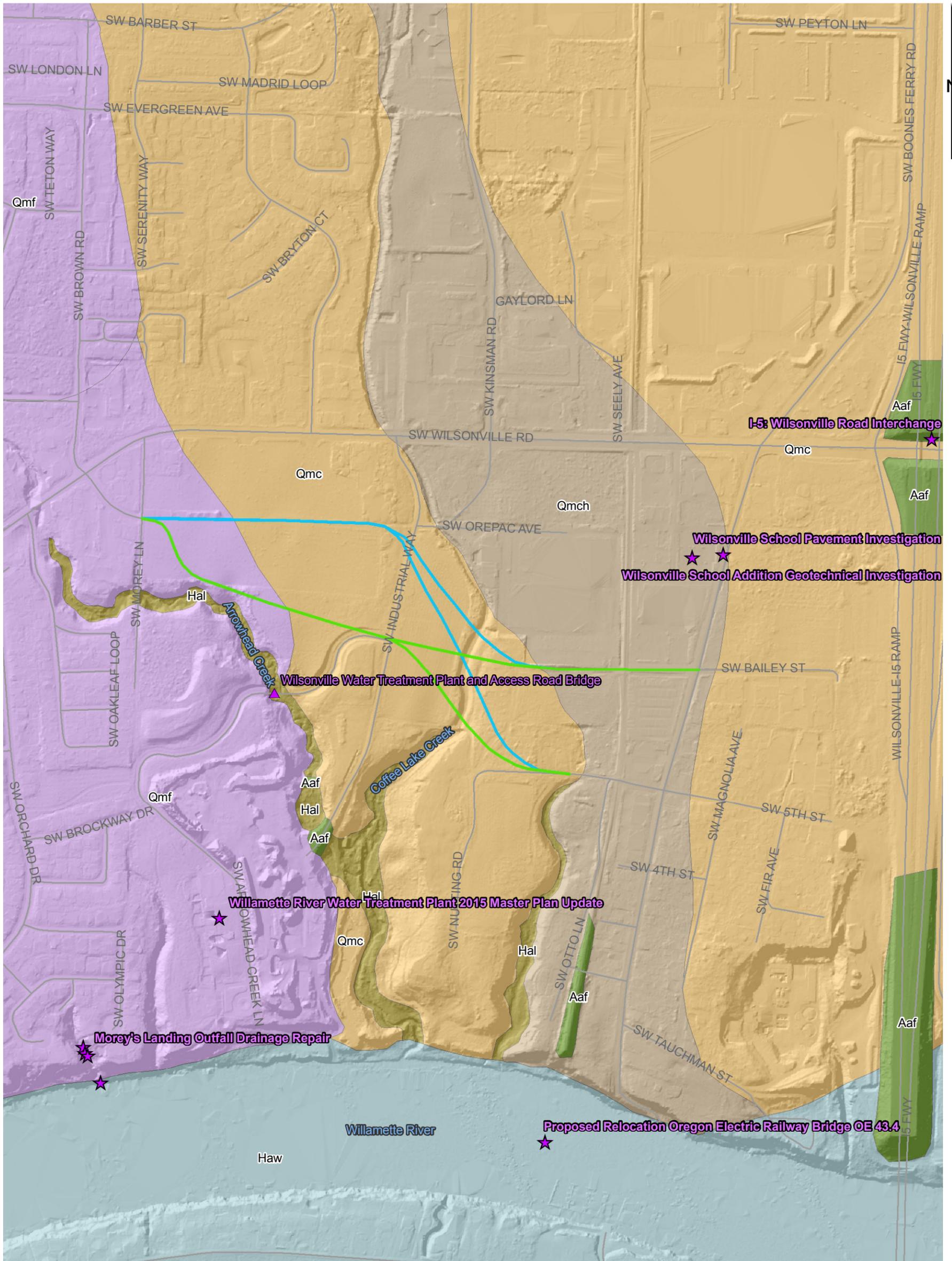
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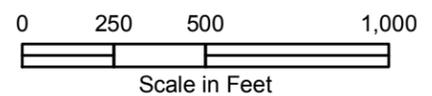
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# ATTACHMENT L



**LEGEND**

- ★ General Location of Previous Shannon & Wilson Project
  - ▲ General Location of Previous Squier Associates Project
  - Alignment Alternative 1A (North)
  - Alignment Alternative 1B (South)
  - Alignment Alternative 2A (North)
  - Alignment Alternative 2B (South)
- |  |      |                                                |
|--|------|------------------------------------------------|
|  | Hal  | Alluvium of lowland streams                    |
|  | Haw  | Alluvium of the Willamette River               |
|  | Aaf  | Artificial fill                                |
|  | Qmch | Missoula flood deposits, channel facies        |
|  | Qmc  | Missoula flood deposits, coarse-grained facies |
|  | Qmf  | Missoula flood deposits, fine-grained          |



Boones Ferry Road to Brown Road  
East-West Connector Corridor Plan  
Wilsonville, Oregon

**SITE PLAN**

August 2016

24-1-04041-001

**SHANNON & WILSON, INC.**  
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

**FIG. 1**

**NOTES**

1. Geologic mapping from Open-File Report O-12-02 by DOGAMI.

**FIG. 1**

## ATTACHMENT M



**Pacific Habitat Services, Inc.**  
9450 SW Commerce Circle, Suite 180  
Wilsonville, Oregon 97070

Telephone number: (503) 570-0800 Fax number: (503) 570-0855

### Memorandum

**Date:** September 15, 2016

**To:** Steve Adams, P.E.  
City of Wilsonville

**From:** Fred Small

**RE:** SW Boones Ferry to SW Brown Road Corridor Plan: Natural Resource Concerns  
(PHS #5929)

---

The City of Wilsonville is implementing a study to determine the best alignment for a proposed new road connection linking SW Boones Ferry Road with SW Brown Road to the west. This new east-west connection will increase connectivity in this area of Wilsonville and help relieve traffic congestion on Wilsonville Road near the Interstate-5 interchange. The new alignment will also improve alternative modes of transportation in the area, as well as enhance the local economy by filling a gap in the road network.

Four route variations are currently proposed, each of which converge at the west end to connect with SW Brown Road, and also intersect with a southward extension of SW Kinsman Road. However, in order to connect with SW Boones Ferry Road, a single route converges with SW 5<sup>th</sup> Street while the other three routes converge at SW Bailey Street, all before crossing the P & W Railroad right-of-way (Figure 1).

As part of this study, it is imperative that any potential natural resource impacts from the potential alignments be examined in order to rank the least to most viable alternatives. As such, the following discussion describes current conditions within the study area, assesses their significance in terms of local, state, and federal regulations, and then addresses which elements are most likely to influence the project design.

### **EXISTING CONDITIONS**

The study area includes several distinct and current land uses, including agricultural production (primarily hazelnut orchards and a variety of row crops), dispersed and multi-family residential, mixed manufacturing/ commercial (Wilsonville Concrete and OrePac most notable among other businesses), and municipal use (City of Wilsonville water treatment plant). The Coffee Lake Creek riparian corridor roughly divides the study area into primarily agricultural (west of creek) and industrial/urbanizing (east of creek) areas, there are undeveloped open spaces scattered throughout.

Relatively few of the undeveloped areas are comprised of particularly notable vegetation communities. The short length of SW Brown Road that adjoins the alignments is bordered by an overstory of mature non-native oaks (*Quercus* sp.), while the remainder of all the alignments west of the Coffee Lake Creek riparian area primarily pass through hazelnut orchards, cultivated fields, or existing roadways. However, both of the southern alignments run parallel with and may potentially encroach into a portion of the Arrowhead Creek riparian/SROZ buffer.

East of the Coffee Lake Creek riparian area, the alignments primarily pass through small stands or individuals of common street tree plantings. Exceptions include the southernmost alignment connecting to SW 5<sup>th</sup> Street, which will closely pass, and possibly impact, the northern edge of a mixed forest stand containing the riparian area for an unnamed tributary to the Willamette River. The mixed forest includes mature bigleaf maple (*Acer macrophyllum*), Douglas fir (*Pseudotsuga menziesii*), and sweet cherry (*Prunus avium*). In addition, the three SW Bailey Street alignments could impact several mature Douglas fir trees within the OrePac property.

### ***Regulated Waterways***

Of particular note from a natural resource perspective, Coffee Lake Creek flows roughly north to south through the study area. Its central location will necessitate a new crossing for the primary east-west road alignment, as well as a reconstructed crossing for the southward Kinsman Road extension (the existing SW OrePac Avenue will be redesigned to connect to Kinsman Road north of the new crossing).

Coffee Lake Creek is a perennial stream that originates in the Tonquin Scablands to the north of the City between Tualatin and Sherwood. Its course has been highly modified for much of its length, particularly where it has been straightened and channelized within the broad Coffee Lake Creek wetlandssouth of SW Boeckman Road. However, it is confined to a relatively narrow channel from the basin southward to its confluence with the Willamette River. Anadromous fish, including Upper Willamette River (UWR) Chinook salmon and UWR steelhead, have both been documented in the lower reach of Coffee Lake Creek; however, a barrier to upstream travel by anadromous fish has been documented on the Wilsonville Concrete property below the project area.

There are two other waterways in the project vicinity: Arrowhead Creek, which is southwest of the proposed southern alignments; and an unnamed seasonal drainageway located within a forested area west of the SW 5<sup>th</sup> Street railroad crossing. Both south alternative routes run parallel to the Arrowhead Creek buffer in the western portion of the project. In addition, the unnamed drainageway may or may not be sufficiently south of the 5<sup>th</sup> Street alignments to avoid all impacts; as such, further investigation will be necessary to determine the need for any permits.

### ***Regulated Wetlands***

PHS reviewed the available documentation of area soils, the City's Natural Resource Inventory and Significant Resources Overlay Zone (SROZ) mapping, and other online sources to determine the likelihood of encountering any potentially regulated wetlands within the study area. The Natural Resources Conservation Service (NRCS) has not mapped any hydric soils in the study area. In addition, the City's SROZ mapping, which includes both the previously inventoried resources and required buffers, does not indicate any water resources besides the riparian areas

described above. As such, it is highly unlikely that any significant wetlands are present within the study area, particularly outside of the mapped SROZ boundaries (Figure 2).

### ***Regulated Wildlife Habitat Areas***

In addition to regulated water resources and their buffers, the City's SROZ boundaries typically include those contiguous upland habitats that have high wildlife value. The outer SROZ boundary, as a consequence, can be wider than the required water resource buffer in order to include a forested wildlife habitat area. For instance, the riparian boundary near the confluence of Coffee Lake Creek and Arrowhead Creek is significantly broader than slightly upstream on either drainage, which may reflect a deeper and wider ravine associated with the combined streams, while also including the contiguous upland forested wildlife habitat. Likewise, the previously described forested stand near the SW 5<sup>th</sup> Avenue connection provides the required riparian buffer to the unnamed seasonal drainageway, while also providing high quality upland wildlife habitat within the City's SROZ mapping (note: this capital project will be exempt from SROZ buffer requirements).

### **POTENTIAL CONSTRAINTS BY ALIGNMENT**

The primary concern with each of the alignments is the crossing of Coffee Lake Creek, since constructing a new bridge is necessary in all cases. Figure 2 depicts the SROZ resource areas potentially impacted by each alignment. Although there are likely to be significant advantages to a more northerly crossing of the channel (the southerly alignments will impact a generally wider, less impacted riparian area), the channel morphology and substrate conditions of each alignment cannot be assumed without further geotechnical studies. As such, obtaining the necessary federal and state permits may be more or less complicated by the varying structural requirements at each location.

### ***Necessary Resource Permits***

Any fill or removal of material below the Ordinary High Water line of Coffee Lake Creek (or in wetlands if any are encountered) will require permits from the US Army Corps of Engineers and the Oregon Department of State Lands. The federal permit addresses Section 404 of the federal Clean Water Act (CWA), while the state permit addresses its Removal-Fill rules (OAR 141-085). Other regulatory agencies that review and provide input to this permitting process include the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) Fisheries, as well as the Oregon Department of Fish and Wildlife (ODFW). Potential water quality impacts are reviewed by the Oregon Department of Environmental Quality (ODEQ), which acts on behalf of the federal Environmental Protection Agency (EPA) to assure that federal CWA requirements are met by regulating all stormwater generated from new impervious surfaces, as well as any construction-related runoff. A cultural resources study will also be required, as both state and federal agencies mandate that tribal and historic preservation interests be addressed and that significant resources not be disturbed.

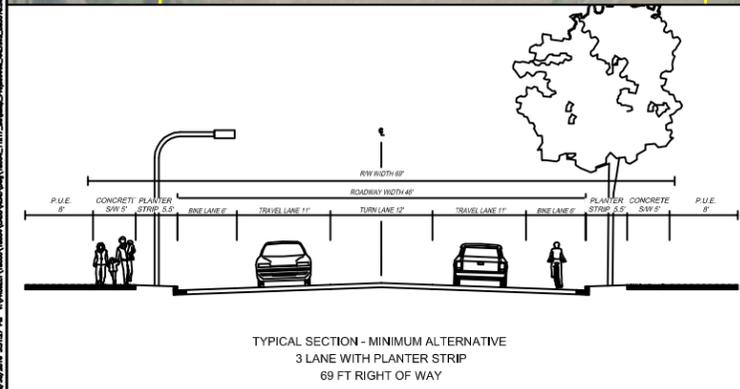
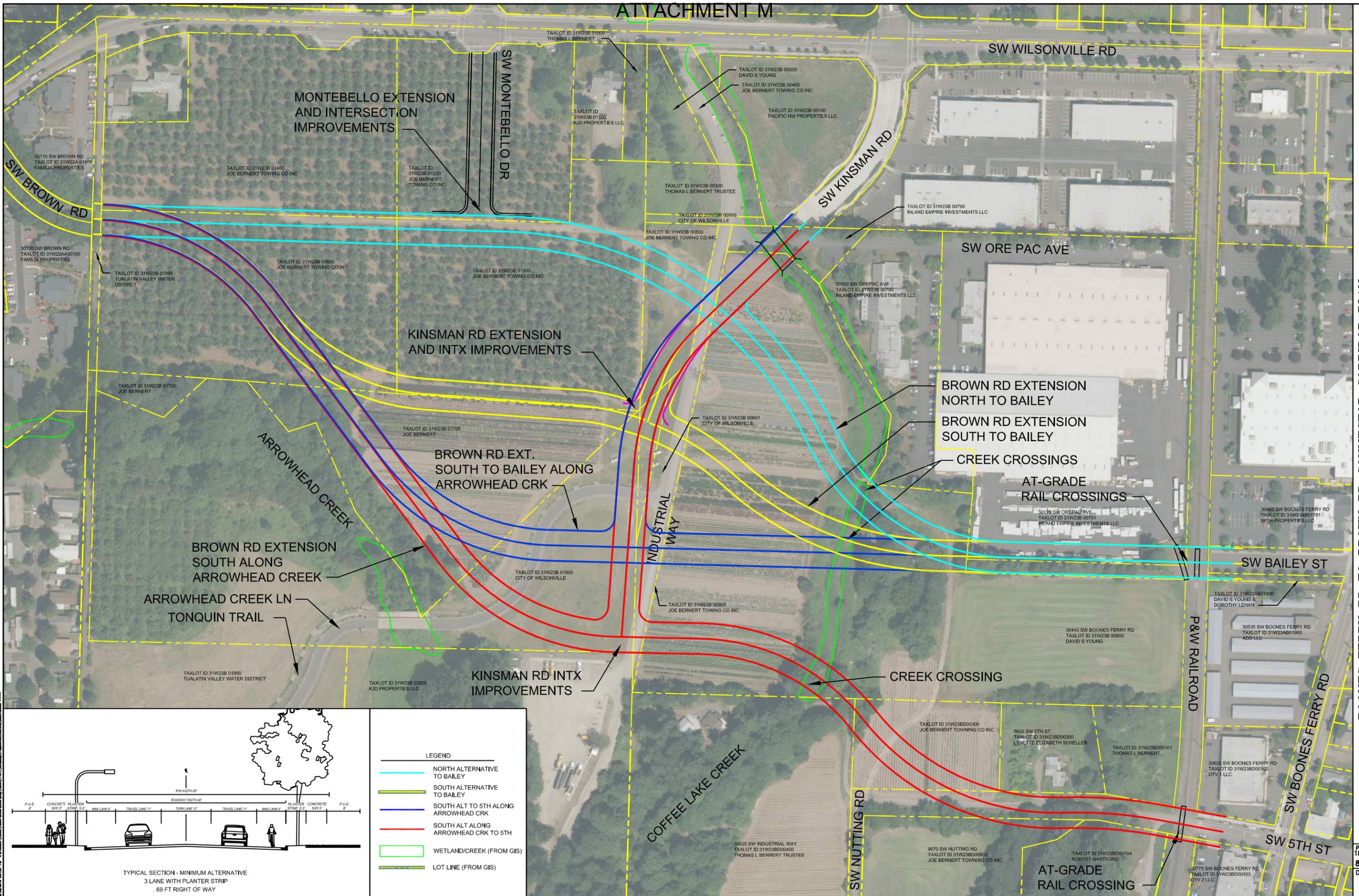
The bridge crossing will potentially impact a stream with documented salmonid habitat relatively close to its confluence with the Willamette River; however, a barrier to upstream travel by anadromous fish has been documented on the Wilsonville Concrete property below the project area. Nevertheless, since the fisheries agencies will be influential in bridge authorization at this location, the City should assure that the bridge design meets all applicable conditions of the

SLOPES programmatic biological opinion for Stormwater, Transportation or Utilities which specifically address Endangered Species Act (ESA) fisheries issues.

Compensatory mitigation for any stream impacts will likely be required in order to gain agency approval; this may take the form of riparian enhancement or restoration activities within the same stream or nearby in the same watershed. If any wetlands are encountered and cannot be avoided, the resulting impacts are likely to be very minor and readily mitigated through purchase of mitigation bank credits. The closest mitigation bank is the Mud Slough Wetland Mitigation Bank, which currently sells credits (at a 1:1 ratio of impact to mitigation) for approximately \$85,000 per credit.

Please feel free to contact us with any questions or concerns.

ATTACHMENT M



LEGEND

- NORTH ALTERNATIVE TO BAILEY
- SOUTH ALTERNATIVE TO BAILEY
- SOUTH ALT TO 5TH ALONG ARROWHEAD CRK
- SOUTH ALT ALONG ARROWHEAD CRK TO 5TH
- WETLAND/CREEK (FROM GIS)
- LOT LINE (FROM GIS)

**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**

City of Wilsonville Clackamas County, Oregon

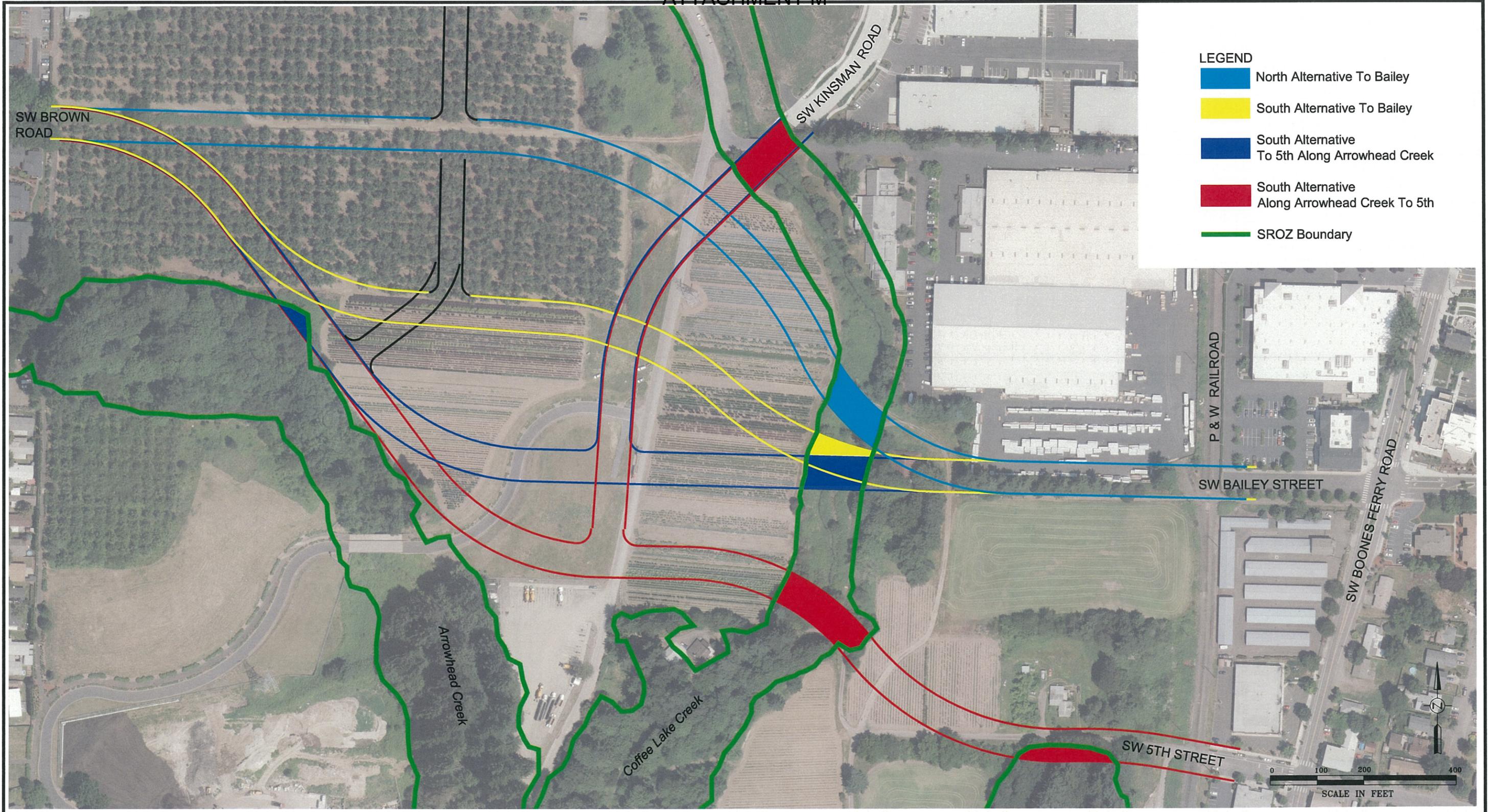
**PROJECT AREA MAP**

HammiGlobal Partner  
808 SW 3rd Ave, Ste. 300  
Portland, OR 97204  
Phone: (503) 287-6825  
Fax: (503) 415-2304  
www.otak.com

Project No. 18004  
8/30/2016  
Date

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ATTACHMENT M

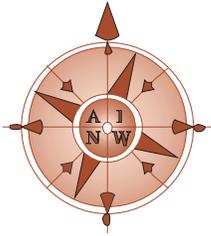


Plan Provided By  
OTAK Hanmi Global Partners

SROZ Boundaries and Potential Impact Areas From Plan Alternatives  
Boones Ferry Road to Brown Road Connector Corridor Plan - Wilsonville, Oregon

FIGURE  
2

9-15-2016



## ATTACHMENT N

# Archaeological Investigations Northwest, Inc.

3510 N.E. 122<sup>nd</sup> Ave. • Portland, Oregon 97230  
Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473  
E-mail: [ainw@ainw.com](mailto:ainw@ainw.com)  
Web: [www.ainw.com](http://www.ainw.com)

## MEMO

---

Date: September 7, 2016

To: Allen Hendy, Senior Project Manager, Otak

From: Alexandra Williams-Larson, M.A., R.P.A., Supervising Archaeologist  
Lucie Tisdale, M.A., R.P.A., Senior Archaeologist

Re: Boones Ferry Road to Brown Road Connector Corridor Project,  
City of Wilsonville, Clackamas County, Oregon  
Cultural Resources Review and Recommendations  
AINW Report No. 3709

### Introduction

The City of Wilsonville has contracted with Otak to study a preferred alignment for a new east-west corridor connection linking Boones Ferry Road and Brown Road in Wilsonville, Clackamas County, Oregon (Figure 1). The proposed project is part of the City's Transportation System Plan, Urban Renewal Plan, and Comprehensive Plan. The project will enhance connectivity between neighborhoods and alleviate vehicle congestion on Wilsonville Road.

The project entails extending Brown Road approximately 909 meters (m) (3,000 feet [ft]) to the east from its current terminus near its intersection with Wilsonville Road. The extension will be designed as a collector and will include two 4-m (12-ft) wide travel lanes with a turn lane or median. The collector will also include bike lanes, planter strips, and sidewalks. This extension will be constructed on a new roadway prism. Six alternative routes, including one north and five south routes, are proposed for the project (Figure 2). Each route will cross Coffee Lake Creek, requiring a large culvert or three-sided structure to allow water flow. A railroad crossing will be included with the project at either SW Bailey Street or SW 5<sup>th</sup> Street. New intersections are also planned to increase safety for pedestrians and bicyclists.

Otak contracted with Archaeological Investigations Northwest, Inc. (AINW), to perform a cultural resources review of the proposed project area as a part of the larger study. AINW reviewed records to identify whether archeological resources had been documented or cultural resource surveys had been completed within or near the current project area. Maps and other documents were also examined to assess the probability of encountering archaeological resources in the project area.

### Project Location

The project area is located in southern Wilsonville in Section 23, Township 3 South, Range 1 West, of the Willamette Meridian. This part of Wilsonville is predominantly used for agricultural purposes, although industrial, commercial, and residential developments surround the project area. Coffee Lake Creek flows roughly north-to-south through the project area, converging with the Willamette River approximately 500 m (1,650 ft) to the south.

# ATTACHMENT N

## **Previous Cultural Resource Studies**

AINW reviewed records online using the Oregon Archaeological Records Remote Access website administered by the Oregon State Historic Preservation Office (SHPO) to determine whether previously recorded archaeological resources were present in or near the current project area. These records were also reviewed to identify previous archaeological surveys in the project vicinity.

The records indicate that portions of the current project area were surveyed during a cultural reconnaissance for the Proposed Tualatin Basin Water Supply project. This project's 61- to 122-m (200- to 400-ft) wide alignment intersects with each of the proposed alternatives in an agricultural part of the project area between SW Wilsonville Road and SW Arrowhead Creek Lane. No archaeological resources were identified within the current project area as a result of this investigation, which included a records review, background research, and a reconnaissance survey (Smits et al. 2006).

One cultural resource study was conducted immediately southwest of the current project area for the Wilsonville Water Treatment Plant Location project. This project consisted of a records review, background research, pedestrian survey, and shovel testing in high probability areas. No archaeological resources were documented during this investigation (Ellis 2000). Twenty-three other studies have been completed near the current project area for residential development, road improvement, and utilities projects (Table 1). As a result of these studies, nine archaeological resources, including two sites and seven isolates, were recorded within 1.6 kilometers (km) (1.0 miles [mi]) of the current project area.

Three pre-contact isolates were identified within 150 m (495 ft) of the current project area near the location of a reported "Indian Trail" depicted on an 1852 General Land Office (GLO) map (GLO 1852). These resources were recorded during a cultural resource survey for the Wilsonville Road project (Wilson 1993a, 1993b). The closest resource, Isolate #1, is located on the west terrace of Coffee Lake Creek, approximately 140 m (462 ft) north of the current project area. This isolate consists of one broken quartzite cobble, one cryptocrystalline silicate (CCS) unifacial tool, and quartzite and CCS debitage that were observed on the ground surface and during shovel testing (Wilson 1993a). Located 150 m (495 ft) west of the project area, Isolate #2 is a sparse scatter of CCS, quartzite, and petrified wood debitage and a CCS core fragment (Wilson 1993a). Isolate #3 is 150 m (495 ft) northwest of the current project area and contains one CCS flake and two fire-cracked rocks that were recovered during shovel testing (Wilson 1993b).

Three other pre-contact isolates have been recorded near the project area: Isolated Find 1, an obsidian Cascade-style projectile point (Darby 2005); Isolate Tri-Met 001, a CCS flake (Brannan 2007); and 21087-ZW-IS1, a CCS dart-sized projectile point (Windler et al. 2013). The isolates were identified on terraces overlooking creeks (Brannan 2007; Darby 2005; Windler et al. 2013).

Three historic-period archaeological resources, including sites 35CL317, 35CL398, and the Seely Ditch, were recorded northwest of the project area. Site 35CL317, also known as the Jaeger Farmstead Historic Site, is a circa 1875 farmstead with a surface scatter of ceramic, glass, and metal domestic artifacts dating between circa 1870 and the twentieth century. Site 35CL398 is a historic-period refuse scatter identified during archaeological monitoring for the Retherford Meadows Subdivision.

# ATTACHMENT N

TABLE 1  
CULTURAL RESOURCE STUDIES WITHIN 1.6 KM (1 MI) OF THE PROJECT AREA.

| SHPO# | REFERENCE                  | TYPE                                     | LOCATION                                         | RESOURCES IDENTIFIED             |
|-------|----------------------------|------------------------------------------|--------------------------------------------------|----------------------------------|
| 22372 | Smits et al. 2006          | Cultural resources reconnaissance survey | Overlaps project area                            | None                             |
| 17033 | Ellis 2000                 | Cultural resources survey                | 10 m (33 ft) southwest of project area           | None                             |
| 13764 | Wilson 1993b               | Cultural resources survey                | 100 m (330 ft) north of project area             | Isolate #3                       |
| 13765 | Wilson 1993a               | Cultural resources survey                | 160 m (528 ft) north of project area             | Isolate #1<br>Isolate #2         |
| 22373 | Punke et al. 2007          | Cultural resources survey                | 300 m (1,800 ft) southwest of project area       | None                             |
| 21110 | Cabebe 2007                | Archaeological survey                    | 370 m (1, 221 ft) southeast of project area      | None                             |
| 23128 | Carlisle 2010              | Archaeological survey                    | 400 m (1,320 ft) west of project area            | None                             |
| 21275 | Baker and Reese 2007       | Archaeological survey                    | 420 m (1,386 ft) west of project area            | None                             |
| 20548 | Darby 2004a                | Cultural resource survey                 | 620 m (2,046 ft) north of project area           | Seely Ditch                      |
| 26372 | Maceyko and Gall 2013      | Archaeological monitoring                | 650 m (2,145 ft) north of project area           | Site 35CL398                     |
| 21165 | Brannan 2007               | Cultural resource survey                 | 760 m (2,508 ft) northeast of project area       | Isolate Tri-Met 001              |
| 23709 | Lloyd-Jones and Fagan 2010 | Archaeological survey                    | 830 m (2,739 ft) north of project area           | None                             |
| 20569 | McDaniel 2006              | Archaeological survey                    | 950 m (3,135 ft) northeast of project area       | None                             |
| 26648 | McDaniel 2007              | Archaeological survey                    | 970 m (3,301 ft) northeast of project area       | None                             |
| 19816 | Darby 2005                 | Cultural resource survey                 | 1.08 km (0.67 mi) northwest of project area      | Site 35CL317;<br>Isolated Find 1 |
| 28218 | Perkins 2016               | Cultural resource survey                 | 1.08 km (0.67 mi) south of project area          | None                             |
| 22416 | Buchanan et al. 2009       | Archaeological survey                    | 1.15 km (0.72 mi) northeast of project area      | None                             |
| 22395 | Stipe 2008                 | Cultural resource survey                 | 1.22 km (0.76 mi) south of project area          | None                             |
| 22373 | Windler et al. 2013        | Cultural resource survey                 | 1.26 km (0.78mi) west-northwest of project area  | 21087-ZW-IS1                     |
| 19234 | Darby 2004b                | Cultural resource survey                 | 1.26 km (0.78 mi) northwest of project area      | None                             |
| 19844 | Edwards and Long 2005      | Archaeological survey                    | 1.30 km (0.81 mi) southeast of project area      | None                             |
| 3473  | Pettigrew 1982             | Archaeological survey                    | 1.35 km (0.84 mi) east-northeast of project area | None                             |
| 18588 | Darby and Bibb 2003        | Cultural resources survey                | 1.38 km (0.86 mi) northwest of project area      | None                             |
| 21317 | Buchanan and Ellis 2007    | Cultural resources survey                | 1.44 km (0.90 mi) east of project area           | None                             |
| 19841 | Cabebe 2005                | Archaeological survey                    | 1.46 km (0.91 mi) southeast of project area      | None                             |

# ATTACHMENT N

Site 35CL398 consists of fragmented glass, metal, and ceramic artifacts dating between the early twentieth century and the present (Maceyko and Gall 2013). The Seely Ditch is a historic-period feature that was excavated by the Seely family in 1860 to drain Coffee Lake (Darby 2004a).

Historical maps and records on file at AINW were also examined to determine the probability of encountering pre-contact and historic-period archaeological resources within the current project area. The 1852 GLO map of the area shows an “Indian Trail” approximately 150 m (495 ft) north of the current project area (GLO 1852), suggesting a high probability of encountering pre-contact archaeological resources (Figure 1). Earlier work in the Portland Basin and the larger Willamette Valley has demonstrated that significant pre-contact archaeological resources are more likely to be found on terraces along rivers and streams, on high ground adjacent to marshes, and in specific resource areas visited routinely by Native Americans (Ames 1992:16-28; Beckham and Toepel 1983:4; Brauner and Robbins 1976:3,14; Jenkins and Soper 1989:5, 8-9; O’Brien et al. 2005; Pettigrew 1990). The likelihood of encountering a significant site increases where these environmental factors overlap and in areas with limited development (O’Brien et al. 2005; Smits et al. 2006).

As the project area is situated on the terraces of Coffee Lake Creek between Coffee Lake and its surrounding wetlands to the north and the Willamette River to the south, there is a high probability that pre-contact archaeological resources are present in the project area. Furthermore, U.S. Geologic Survey (USGS) maps and aerial photography show limited development within the project area between 1916 and the present, increasing the likelihood of encountering intact archaeological deposits (USGS 1916, 1939, 1940, 1954, 1961, 1985, 2011, 2014).

## **Recommendations**

AINW has completed a cultural resources review for the Boones Ferry Road to Brown Road Connector Corridor project in Wilsonville, Clackamas County. The records revealed that while portions of the current project area were previously surveyed, the project area remains largely unstudied. Three archaeological resources have been identified within 150 m (495 ft) of the current project area near an “Indian Trail” shown on an 1852 GLO map. Environmental variables and the limited amount of development within the project area also suggest a high probability of encountering archaeological resources.

There are four proposed alternatives, all of which cross Coffee Lake Creek and the P&W Railroad, a potential historic-period resource. The P&W Railroad may be considered eligible for listing in the National Register of Historic Places (NRHP); however, its NRHP-eligibility is not known without further research. All four alternatives also connect to SW Kinsman Road. As currently proposed, the alternative that appears to have the least impact on cultural resources is the North Alternative to Bailey. This alternative connects from the existing SW Brown Road and follows a two-track farm road eastward, crossing Coffee Lake Creek, connecting to the existing SW Bailey Street (Figure 2). Cultural resources are protected under both State and Federal law and impacts to cultural resources within the North Alternative to Bailey or any of the other three proposed alternatives will not be fully known without a formal cultural resource study consisting of a pedestrian survey and shovel testing. Based on this review, AINW recommends a pedestrian survey and shovel testing once a preferred alignment is selected.

# ATTACHMENT N

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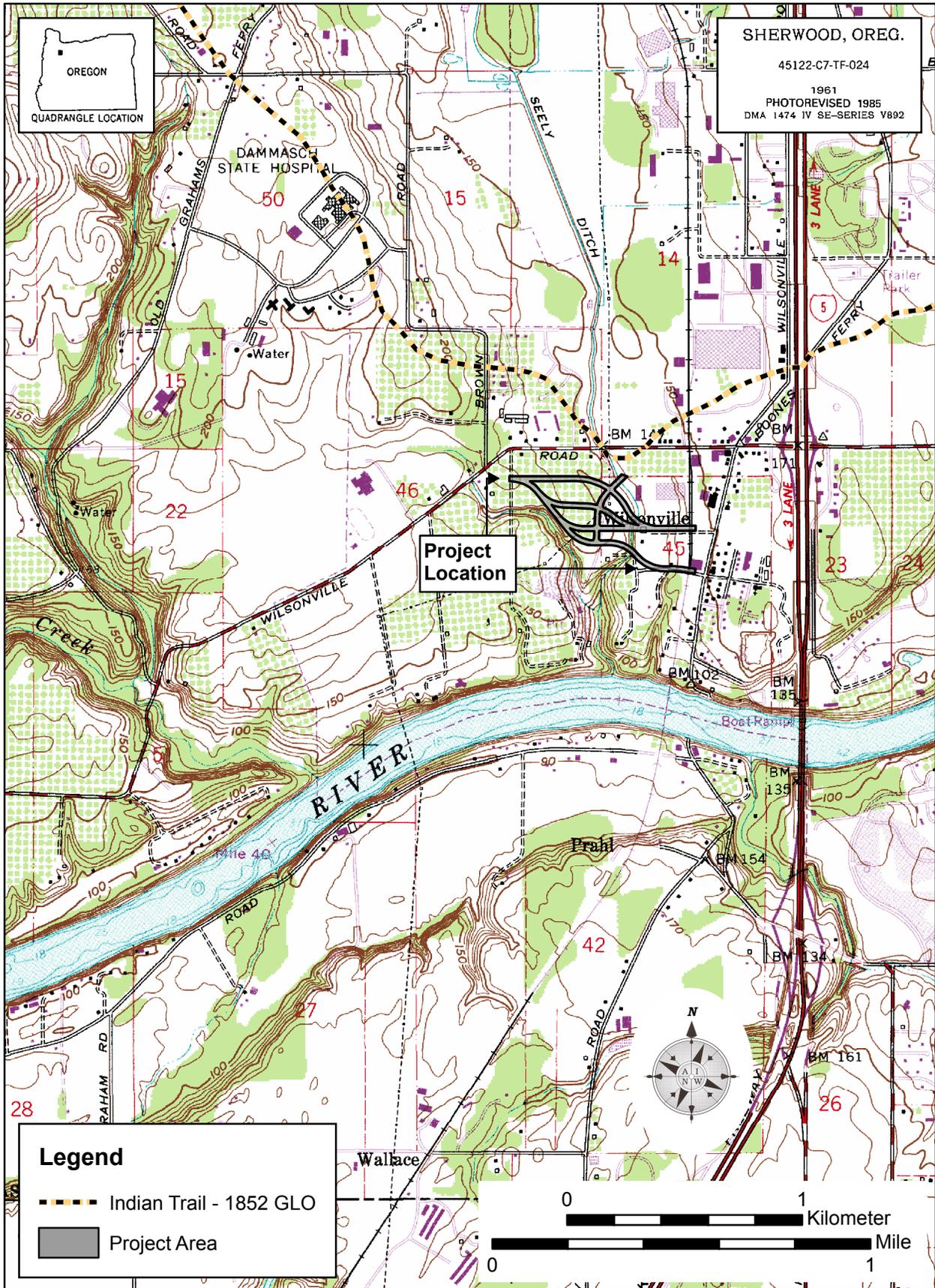
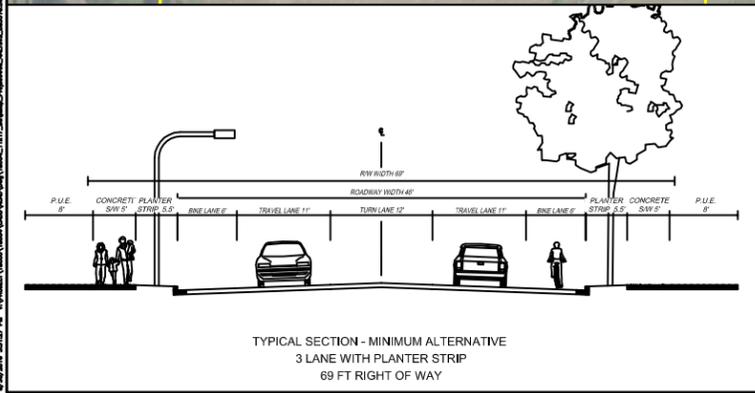
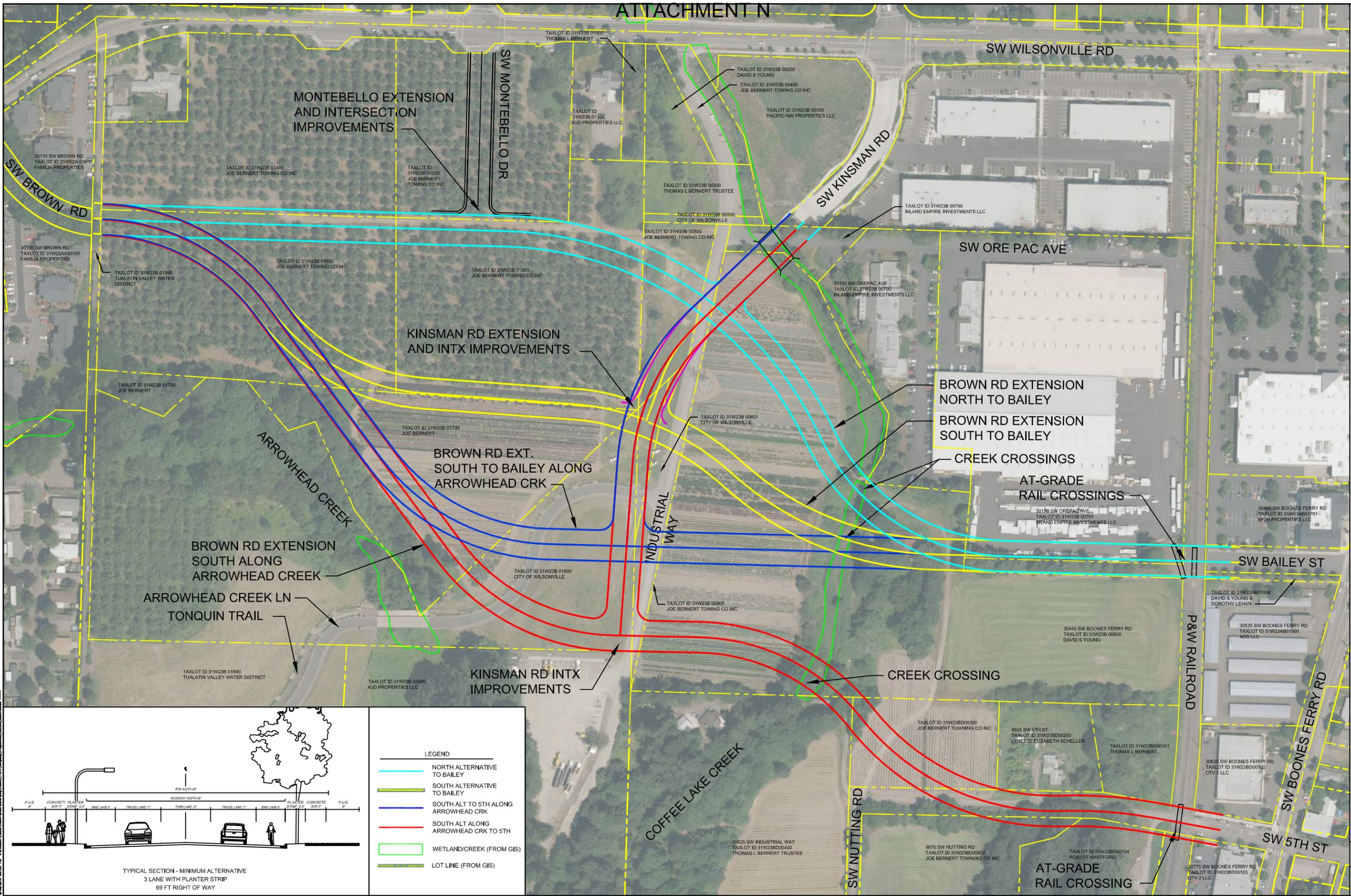


Figure 1. The Boones Ferry Road to Brown Road Connector Corridor project area in Wilsonville, Clackamas County, Oregon.

ATTACHMENT N



LEGEND

- NORTH ALTERNATIVE TO BAILEY
- SOUTH ALTERNATIVE TO BAILEY
- SOUTH ALT TO 5TH ALONG ARROWHEAD CRK
- SOUTH ALT ALONG ARROWHEAD CRK TO 5TH
- WETLAND/CREEK (FROM GIS)
- LOT LINE (FROM GIS)

BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN

City of Wilsonville Clackamas County, Oregon

PROJECT AREA MAP

HanmiGlobal Partner  
 808 SW 3rd Ave, Ste. 300  
 Portland, OR 97204  
 Phone: (503) 287-6825  
 Fax: (503) 415-2304  
 www.otak.com

Project No. 18004  
 8/30/2016  
 Date:

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Figure 2. The Boones Ferry Road to Brown Road Connector Corridor project area showing the north and south alternative routes. Planning Commission Meeting - Nov. 9, 2016. Boones Ferry to Brown Rd Connector. Page 114 of 121

# ATTACHMENT O

## Boones Ferry Road to Brown Road Connector Corridor Plan

Alignment Alternative Evaluation

10/26/2016

|                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------|
| <div style="background-color: #4CAF50; width: 10px; height: 10px; display: inline-block;"></div> Meets criteria / Lowest impact / Best   |
| <div style="background-color: #FFC107; width: 10px; height: 10px; display: inline-block;"></div>                                         |
| <div style="background-color: #F44336; width: 10px; height: 10px; display: inline-block;"></div> Does not meet criteria / Highest impact |

| Theme                                                    | Goal / Issue                                                                                                                             | Evaluation Criteria                                                                                    | Connect at Bailey St                                                                                                              | Connect at 5th Street                                                                                                                       |
|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| How will it change or enhance community character?       | Minimize physical changes to Boones Ferry Road in Old Town.                                                                              | Requires minimal redesign/construction of Boones Ferry Road.                                           | Bailey has sufficient width to accommodate turning movement. Bike lanes exist on both sides of Boones Ferry Road north of Bailey. | Remove curb extensions and parking on 5th to accommodate left turn lane on 5th. NB bike lane needed on Boones Ferry Road north of 5th.      |
|                                                          | Minimize traffic intrusions into north end of Old Town.                                                                                  | 2035 ADT on Boones Ferry Road between Bailey and 5th.                                                  | No additional impact on Boones Ferry Road south of Bailey.                                                                        | Increase of approximately 3,900 vehicles per day (year 2035) on Boones Ferry Road between Bailey and 5th.                                   |
|                                                          | Maximize the number of businesses served by the Connector.                                                                               | Number of existing commercial businesses served by new Connector.                                      |                                                                                                                                   | Leads people to more businesses and directly serves those at Boones Ferry and 5th.                                                          |
| How will it affect travel in the area?                   | Connect residential neighborhoods to commercial nodes.                                                                                   | Shortest distance from west neighborhoods (e.g. Villebois) to commercial sites (e.g. Fred Meyer).      | Bailey is better for neighborhood-to-commercial connectivity.                                                                     |                                                                                                                                             |
|                                                          | Connect residential neighborhoods to each other.                                                                                         | Shortest distance between west neighborhoods (e.g. Villebois) and Old Town.                            |                                                                                                                                   | 5th is better for neighborhood-to-parks and neighborhood-to-neighborhood connections.                                                       |
|                                                          | Reduce traffic on Wilsonville Road, at the intersection with Boones Ferry                                                                | Reduction in forecasted trips through Wilsonville Road / Boones Ferry Road intersection.               | 2035 traffic estimated at 4,000 vehicles per day                                                                                  | 2035 traffic estimated at 3,900 vehicles per day                                                                                            |
|                                                          | Provides an attractive route for biking between destinations (western Wilsonville to Fred Meyer).                                        | Directness of route for biking from the intersection of Wilsonville Road and Brown Road to Fred Meyer. | Bike travel time would be less and a bit more direct.                                                                             |                                                                                                                                             |
|                                                          | Provides an attractive route for biking between neighborhoods and parks.                                                                 | Directness of route between Morey's Landing and Boones Ferry Park.                                     |                                                                                                                                   | 5th provides a better connection to the RR xing at 2nd St and a more direct path to Boones Ferry Park and the future French Prairie Bridge. |
|                                                          | Major roadway network spacing                                                                                                            | TSP - connectivity and spacing, 2,600 feet between Collector and Arterial                              | Bailey is 1,170 feet south of Wilsonville Rd                                                                                      | 5th is 1,820 feet south of Wilsonville Road                                                                                                 |
|                                                          | Reduce the congestion created in the vicinity during peak periods.                                                                       | Allows vehicles queuing on Boones Ferry Road to access Wilsonville Road.                               | Meets intersection spacing standards, but over the long-term may be impacted by northbound queuing vehicles.                      | Provides the most space for northbound vehicles queuing at signals.                                                                         |
| What is the cost?                                        | Minimize total cost of construction.                                                                                                     | Rank in order of total cost, not including ROW acquisition.                                            | \$12.7 million, total Phase 1; likely additional costs related to mitigating impacts to OrePac operations.                        | \$11.6 million, total Phase 1; will require additional funds to reconstruct part of Boones Ferry Road.                                      |
|                                                          | Minimize ROW acquisition.                                                                                                                | Rank in order of total ROW cost.                                                                       | \$1.4 million, Phase 1 (included in total costs above)                                                                            | \$1.2 million, Phase 1 (included in total costs above)<br>This option utilizes more existing ROW and City-owned property.                   |
|                                                          | Minimize other costs associated with permitting and mitigation.                                                                          | Ease of obtaining the ODOT Rail Order and addressing construction impacts to OrePac.                   | This option would require a separate local road to connect to 5th and Nutting.                                                    |                                                                                                                                             |
| How will it affect the environment?                      | Minimize span length of structures over Coffee Lake Creek. Span length is an indicator of environmental impacts and required mitigation. | Span length for Connector structure OR estimated total footprint of the bridge structure.              |                                                                                                                                   | Larger impact area for 5th than for Bailey.                                                                                                 |
| How will it affect property in the area?                 | Minimize impacts to existing businesses.                                                                                                 | Reduces or requires modification to access private property.                                           | Impacts to OrePac operations.                                                                                                     | Impacts of potential on-street parking removal.                                                                                             |
|                                                          | Maintain industrial lots and development potential.                                                                                      | Establishes rail crossings and alignments that maintains and enhances access to industrial lots.       | Requires splitting of the industrial lots west of the railroad tracks.                                                            | Provides sanitary service to a greater number of parcels.                                                                                   |
| Is there a higher risk related to building the corridor? | Control risks related to property impacts.                                                                                               | Minimize reconstruction of existing infrastructure.                                                    | Requires reconstruction of OrePac siding.                                                                                         | Requires removal of existing curb extensions.                                                                                               |
|                                                          | Control risks related to railroad crossings.                                                                                             | Minimize timing for permitting related to rail crossing (schedule impacts).                            | Requires closing a public crossing at 5th and converting another private crossing to a public crossing; requires more time.       | OrePac has indicated they are willing to relinquish the private crossing at Bailey. Preferred by ODOT Rail and Portland & Western Railroad. |
|                                                          | Control risks related to constructability.                                                                                               | Minimize development in areas with construction challenges.                                            | Requires possible temporary closure of OrePac when RR spur is reconstructed.                                                      |                                                                                                                                             |

# ATTACHMENT O

The Alignment Options perform substantially equally against the following criteria:

| Theme                                                     | Criterion                                                                                                                                                 |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How will it change or enhance community character?</b> | Minimize the duration of construction.                                                                                                                    |
| <b>How will it affect travel in the area?</b>             | Forecasted intersection operations should meet City standards.                                                                                            |
|                                                           | Minimize travel time for vehicles using the Connector.                                                                                                    |
|                                                           | Create the best opportunity to use the Connector as a transit route.                                                                                      |
|                                                           | Enhance freight vehicle maneuverability.                                                                                                                  |
|                                                           | Implementation of the Tonquin Trail.                                                                                                                      |
|                                                           | Improvements to emergency access to and from Old Town.                                                                                                    |
|                                                           | Ability to separate people walking and biking from freight use.                                                                                           |
|                                                           | Reduction in forecasted trips through the Wilsonville Rd and Boones Ferry Rd intersection.                                                                |
|                                                           | Meets minor collector roads access spacing standards of 1,000' (desired) and 600' (minimum).                                                              |
| <b>How will it affect the environment?</b>                | Creek crossing permit and related impacts to schedule.                                                                                                    |
|                                                           | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread.                                                                 |
|                                                           | Minimizes potential impacts to cultural resources.                                                                                                        |
|                                                           | Avoids impacts to the forested stand near SW 5th Ave that may provide required riparian buffer to a seasonal drainageway and high quality upland habitat. |
|                                                           | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread                                                                  |
| <b>How will it affect property in the area?</b>           | Minimize closure of existing public and private access points, rail crossings and spur alignments.                                                        |
|                                                           | Number of lots that could be created in a contiguous subdivision.                                                                                         |

# ATTACHMENT P

**THOMAS W. WISER, P.E.**

Consulting Railway Engineer

**T e c h n i c a l**  
- m e m o r a n d u m -

22750 SW Miami Dr.  
Tualatin, OR 97062

503 / 691-6095  
FAX 503 / 692-4753



|                |                                                      |                     |                          |
|----------------|------------------------------------------------------|---------------------|--------------------------|
| <b>TO</b>      | Allen Hendy, PE                                      | <b>DATE</b>         | October 31, 2016         |
| <b>COMPANY</b> | OTAK                                                 | <b>PHONE</b>        | 360-906-6786             |
| <b>ADDRESS</b> | 700 Washington St., Suite 401<br>Vancouver, WA 98660 | <b>PROJECT No.</b>  | 16004                    |
|                |                                                      | <b>PROJECT NAME</b> | Wilsonville E-W Corridor |
| <b>SUBJECT</b> | Rail Crossing Status and Recommendations             |                     |                          |

The City of Wilsonville is proposing an East-West Connector to provide traffic flow from Brown Road to Boones Ferry Road. This will involve crossing the Portland & Western Railroad, Oregon Electric District mainline at either Fifth Street or Bailey Street. Fifth St. is a permitted crossing with ODOT Rail. Bailey St. is a private crossing permitted with the Portland & Western Railroad (PNWR). We have met on site with Jason Sims (Director of Engineering) and Rob Rathburn (Roadmaster) from the PNWR and Rick Shankle (Manager, Crossing Safety) ODOT Rail to review the crossing proposals. Rick followed up with an email on July 13, 2016 outlining the ODOT Rail perspective for each crossing. The existing condition and requirements from PNWR and ODOT Rail for each crossing will be discussed in the following paragraphs.

## **Bailey Street**

Currently, Bailey St. dead ends at the railroad right-of-way with a private crossing running parallel along south side that crosses the tracks. Private crossings are permitted with the railroad such that the property owner accepts all liability for the crossing. There is a spur track into OrePac starting just to the south of the proposed crossing location. This spur drops off a couple of feet in elevation to match to the existing paving elevation of the OrePac site. It continues north into one of the large buildings. The following are the conditions to be met to permit a crossing at this location:

- The OrePac siding will need to be raised 6 to 18 inches to match to the top of rail for the main line. This will have significant impact on the spur going into their site. It will require a significant area of the paving to be raised to provide for truck access and operations across the existing spur. There may be strong resistance from OrePac with this approach. It may be possible to skew the crossing to the south to reduce the amount of track raise on the spur. This may also reduce the amount of OrePac property required.
- The two track crossing is sufficiently close together that ODOT Rail will allow for a single set of railroad gates and lights instead of requiring a set at each track.
- The sidewalks will need to be oriented such that they are perpendicular to the tracks at each crossing. With the spur track curving away from the main line this will require additional space to provide this condition.
- The two tracks will each require track circuits. This will increase the cost of this crossing.
- ODOT Rail will require the closure of at least one public crossing on the same rail line, preferably 5<sup>th</sup> Street. In addition, the private crossing running adjacent to Bailey will need to be removed to allow placement of the public crossing. The PNWR is requiring 5<sup>th</sup> Street to be closed and would also prefer for the 2<sup>nd</sup> Street under crossing to be closed. The closure of 2<sup>nd</sup> may be

# ATTACHMENT P

negotiable considering the City is proposing to make this a pedestrian/bicycle only undercrossing.

- There are overhead power lines on both sides of the tracks. They may require modification due to the height and location of the raised gate arm.
- This crossing has reduced sight clearance for a westbound vehicle looking left and right due to the location of the storage facility to the south and the landscaping on the parking lot to the north. This will present a challenge to overcome at this crossing.

## **Fifth Street**

Currently, Fifth street is a small gravel/timber crossing serving a number of home sites and private roads. There are no serious obstacles to developing this crossing with the following conditions to be met to permit a crossing at this location:

- As Fifth Street is currently an Ordered crossing with ODOT Rail, the permit process is extremely simplified. It will require the submission of an application showing the widened condition and the inclusion of the concrete surface and gates and lights. No crossing closures will be required.
- Sidewalks will need to be oriented perpendicular to the tracks. As the crossing is perpendicular to the main line this will allow for the simplest condition for the placement of sidewalks.
- There are overhead power lines on both sides of the tracks. They may require modification due to the height and location of the raised gate arm. There are poles immediately adjacent to the crossing which will locate the lines at their highest location so this may not be as much of an issue as at Bailey.
- ODOT Rail would like to see the private crossing at Bailey closed with access provided from the new roadway. Even though they do not have jurisdiction over the issuance of private crossings, they are concerned with reducing all crossings to help reduce safety issues. With easy access now available from the proposed new roadway, the Portland & Western will also require this crossing to be closed as it increases maintenance costs and track deterioration.
- Sight visibility is good for both vehicular directions as the extra right-of-way width for the old station on the east side provides good clear distance and there are no sight obstructions on the west side.
- Provides an easy, perpendicular crossing with fairly level grades. Sidewalks should be easy to design.

## **ODOT Crossing Process**

The ODOT Crossing process will be required for either crossing. The basic process is outlined below:

- Early efforts to build a consensus with ODOT Rail and the PNWR is essential. The process will simplify the time line further down the line by reviewing the proposed crossing plan with both parties periodically throughout the design process. Thus, when the application arrives, they are already in agreement and the process times can be reduced.
- At 60% design, it is recommended that a Draft application be submitted with all plans for review by the ODOT Rail Division. This allows the Rail Division to review and comment on the applications before it is required to follow the legislated process of review.
- At 90% design, the formal application may be completed and submitted by the City.
- Following Rail Division review, a Proposed Order (PO) will be developed and sent to the interested parties (railroads, road authorities, etc.). They have 20 days to comment. If there are no objections it moves to the finalization of the crossing Order. The interested parties have

# ATTACHMENT P

**THOMAS W. WISER, P.E.**

*Consulting Railway Engineer*

Page 3

60 days to request a reconsideration.

As outlined above, the 5<sup>th</sup> Street crossing will be the simplest to obtain the ODOT Rail Order and least expensive of the two crossings to construct from a rail perspective. The Rail Order process for 5<sup>th</sup> will also have fewer obstacles to overcome. Bailey Street has the following obstacles that may be more difficult to resolve:

- Raising the OrePac site - There are no guarantees that OrePac will approve of the significant track raise in their yard. It has the potential to have a large impact to their operations. As it is a requirement for the crossing design, not obtaining this would eliminate this option from consideration. This aspect could have a big impact on the time frame to obtain the ODOT Rail Order.
- Closing one to two other crossings. There could be objections raised by those affected by the proposed closure of 5<sup>th</sup> Street that could delay the ODOT Rail process.
- Both of these issues as well as the more complication design will increase the cost and length of time to obtain the ODOT Order for the Bailey crossing.
- If the objections noted above can not be resolved to the satisfaction of all parties and objections are raised to ODOT Rail, there could be a significant increase in the time to obtain the Order. As OrePac is a client of the railroad, they may object to the Order due to the disruption of service and impacts to their facility. This would then send the process to court and can delay it for a number of years. The longest I've seen a contested process take is 10 years to finalize.

In conclusion, the 5<sup>th</sup> Street crossing appears to be the simplest of the crossing to permit and approve with ODOT Rail and the Portland & Wester Railroad. The significant obstacles to Bailey Street could have impacts to the cost and schedule of the permitting process.

Thank You,



Thomas W. Wisner, P.E.

*Consulting Railway Engineer*

# ATTACHMENT Q

## Boones Ferry Road to Brown Road Connector Alternative Analysis



### Key Findings

October 28, 2016

#### Key Assumptions for Either Option

- Future average daily traffic (2035) on Wilsonville Rd expected to be 18,300
- Future average daily traffic (2035) on new connector expected to be 4,000 (similar to Barber Street between Kinsman and Coffee Lake Drive today)
- Kinsman Road will extend to a signalized intersection with the Connector.

#### Key Differences Between the Alignment Options

| Bailey Street Alignment                                                                                                                                                                   | 5 <sup>th</sup> Street Alignment                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Would require more work and costs in reconstruction of the railroad crossing (raising the spur track 20 inches).</li> </ul>                      | <ul style="list-style-type: none"> <li>• Provides the most space for northbound vehicles queuing at signals and provides more distance between major intersections.</li> </ul>                                                                     |
| <ul style="list-style-type: none"> <li>• Requires closing a public crossing at 5th and converting another private crossing to a public crossing; requires more time.</li> </ul>           | <ul style="list-style-type: none"> <li>• Requires closing Bailey crossing, which would require less time. Preferred by ODOT Rail and Portland &amp; Western Railroad.</li> </ul>                                                                   |
| <ul style="list-style-type: none"> <li>• Bailey St. would cause significant impacts to OrePac operations during construction and impacts to the planned expansion.</li> </ul>             | <ul style="list-style-type: none"> <li>• Increase of approximately 3,900 vehicles per day (year 2035) on Boones Ferry Road between Bailey and 5<sup>th</sup>. The design of the project would need to (and can) mitigate these impacts.</li> </ul> |
| <ul style="list-style-type: none"> <li>• More expensive option, largely due to property impacts and greater cost to acquire right-of-way.</li> </ul>                                      | <ul style="list-style-type: none"> <li>• Would require some changes to the intersection of Boones Ferry and 5<sup>th</sup> (changes to on-street parking, adding bike lanes, changing curb extensions).</li> </ul>                                 |
| <ul style="list-style-type: none"> <li>• Provides more direct access to the large commercial center on the east side of the railroad (e.g, Fred Meyer, auto dealership, etc.).</li> </ul> | <ul style="list-style-type: none"> <li>• Provides better access to commercial properties along 5<sup>th</sup> Street and south of Bailey Street.</li> </ul>                                                                                        |

# ATTACHMENT Q

## Boones Ferry Road to Brown Road Connector Alternative Analysis

### Key Similarities: Both alternatives...

- Provide the same travel time for vehicles traveling through the corridor
- Reduce the vehicle traffic on Wilsonville road by approximately 15%
- Provide opportunity to use the Corridor as a SMART route
- Provide opportunity for comfortable travel for people walking, biking, and rolling
- Improve emergency access to Old Town
- Will require two bridge crossings of Coffee Creek and require environmental permitting
- Will allow approximately the same number of residential lots to be created in the area planned for residential development (west of Kinsman extension and north of the Collector)

### Top Concerns of the Community

The most important project outcomes for the community based on what we've heard:

1. Provide improved travel options and increased connectivity to the area
2. Minimize impacts to the natural environment
3. Enhance the community character along the corridor and within the surrounding area
4. Develop a cost effective project

### Stakeholder Feedback:

- Understand the need to relieve congestion on Wilsonville Rd
- Understand the need to provide an alternative east-west connection
- Need to provide safe, reliable and efficient routes for all modes of travel
- Minimize impacts to local businesses
- Concern about changes and traffic impacts to the north end of the Old Town neighborhood



**PLANNING COMMISSION  
WEDNESDAY, NOVEMBER 9, 2016**

**VI. WORK SESSION**

**A. Boones Ferry to Brown Road Connector (Adams/Kraushaar)**

Handouts at 11/09/2016 PC Meeting

Attachment R - Open House Summary Report

Attachment S - Connector Active Transportation Tech memo 11/04/2016

Attachment T - Future ADT Projections Memo 11/8/2016



## Open House Summary Report

### Public Outreach Overview

In October, 2016, the City of Wilsonville hosted a second public meeting to share information with the community about the Boones Ferry to Brown Road Corridor Connector Plan, evaluation process, and the alignment alternatives being considered. Input was gathered from the participants about the evaluation process and the alternatives being considered. Community feedback generated from the open house will be provided to the City Council to consider when deliberating a decision on the selection of a preferred alternative.

### Outreach Methods

Community members were invited to attend the public open house in a number of ways, including:

- Announcement in Boones Ferry Messenger distributed on September 30.
- Postcard mailing sent to approximately 640 area residents and businesses on October 11.
- E-mail distributed to the project stakeholders list (72 people) on October 11.
- Posters distributed at City Hall on October 14.
- Announcement posted on the City's website on October 24.
- Press release distributed to local media on October 24.

### Open House

The City of Wilsonville held a public open house for the Boones Ferry Road to Brown Road Corridor Connector on Wednesday, October 26, 2016 from 5:00 to 6:30 p.m. at City Hall, located at 29799 Town Center Loop E, Wilsonville, OR. Approximately 40 people attended, as well as staff from the City and the consultant team.

The meeting was an open house format with a presentation beginning at approximately 5:15 p.m. The presentation provided an overview of the project alternatives being considered, the findings from the alternatives analysis, and the estimated project costs and timeline for completion. Following the presentation, members of the public had the opportunity to visit informational displays, review project handouts, and chat with the project team.

Attendees were encouraged to complete comment forms to provide written comments (one is included in this summary).

# ATTACHMENT R (addition 11/9/2016)

## Summary of Public Input

### *Overall*

Nearly half of the open house attendees were from the Old Town neighborhood, most of which were in support of the Bailey connection over the 5<sup>th</sup> Street connection. Concerns raised by the Old Town residents centered on safety and increased traffic congestion.

Other questions were raised about the project design plans, cost, funding source and timeline for completion.

## Appendix A

Public comments received via written comment forms and in person with staff at the public open house:

- Several comments were made about speeding, traffic congestion and unsafe turning movements at 5<sup>th</sup> Street in Old Town before and after church hours and that this was a concern that would need to be addressed if the connection was made at 5<sup>th</sup> Street. It was also noted that there were impaired sight lines at this location (primarily buildings located too close to the corner). Other concerns were noted related to noise, safety at crossing for children going to and from the daycare and dance studio. Some inquired how increased traffic into the Old Town neighborhood would be managed if the 5<sup>th</sup> Street alternative was selected.
- A few people had concerns about the Grange building and whether the 5<sup>th</sup> Street alternative would impact the building. Other comments were noted about the design plans, such as whether the road will be a 3-lane cross-section or 2-lane cross-section and how much right-of-way will be needed.
- Several comments were made about the need for sidewalks along Boones Ferry Road to improve safe pedestrian travel connections. One comment regarding impact to exiting properties if additional right-of-way is needed for improvements to Boones Ferry Road.
- One person felt that a connection at 5<sup>th</sup> Street wouldn't support the vision outlined in the Old Town Plan. For example, he indicated that the Old Town Plan called for no street improvements, such as curb cuts, gutters and sidewalks.
- A representative from Boones Ferry Village Apartments indicated their support for the Bailey Street connection.
- One person noted that having a stop sign at Bailey Street would cause additional back-ups and queuing along Boones Ferry. She added that it would be helpful if local businesses staggered business hours to alleviate traffic during peak hours.
- A former railroad executive was in attendance and indicated support for the 5<sup>th</sup> Street connection due to the huge cost impacts to create a public railroad crossing at Bailey Street. He felt the cost would be upwards of \$2 million for the new public crossing.
- At least one person asked whether at 5th Street undercrossing of I-5 been considered from Old Town?
- Wilsonville Concrete has concerns about Phase 1 construction; traffic on Kinsman will compete with their concrete trucks.

## ATTACHMENT R (addition 11/9/2016)

- Concerns about Tim Knapp steering the decision so consultants and staff would choose 5<sup>th</sup>.
- A few people inquired about City utility services to property west of the railroad tracks at 5th if Bailey is chosen.
- Bailey would work best for the extended road out of Old Town. 1<sup>st</sup> we don't need or want additional traffic down into Old Town. On the intersections of 5<sup>th</sup> and Boones Ferry there is a dance studio and a childcare center. When parents arrive and park across the street, children see Mom and Dad and run to them, which may mean running across one or the other street and standing a chance of get hit and getting hurt or killed. Where Bailey is already wider and in a business area. OrePac owner was on the City Council for years and knew there was a chance an access road could go through there but now complains. He has purchased this property on the other side of Bailey and he would be concerned about his fork lift driver getting hit. Having several family members that still drive or were drivers of 18 wheelers. They delivered many times to businesses and were split by a street. It may cost a little more to put the access road through Bailey Street, but in the long run it would be the best option. Please let us keep our Old Town quiet and without additional traffic. Thank you.



711 SE Grand Ave.  
Portland, OR 97214  
(503) 230-9862  
www.altaplanning.com

To: Steve Adams, P.E., City of Wilsonville  
From: Katie Mangle, Alta Planning + Design  
Date: November 4, 2016  
Re: **Active Transportation Existing Conditions**  
**Boones Ferry Road to Brown Road Connector Study**

---

## Introduction

This memorandum summarizes the existing and planned bicycle and pedestrian conditions analysis that was performed for the Boones Ferry Road to Brown Road Connector Study in Wilsonville, Oregon. It documents the related background information, existing conditions including off-street and on-street networks, pertinent policies, and planned facilities for the Arrowhead Creek Planning Area, the study area for the Connector. It also presents new opportunities to improve access, comfort, and safety for people walking and biking on and around Wilsonville Road and displays these findings in the accompanying Bicycle and Pedestrian Access Map found on page 6.

## Existing Conditions

### Off-street Network

Several local and regional trails exist within the study area:

- **Ice Age Tonquin Trail:** This Regional trail connects Wilsonville with Sherwood and other cities to the north. The City has completed 3.4 miles of this Regional trail in Wilsonville. The two longest continuous segments exist within the Graham Oaks Nature Park and Morey's Landing Open Space, directly west of the Arrowhead Creek Planning Area.
- **Wilsonville Waterfront Trail:** Completed local segments exist in the Wilsonville Water Treatment Plant Park and Boones Ferry Park. This trail connects under I-5 and links with Memorial Park and neighborhoods to the east.
- **Local Access Trails:**
  - Runs north-south from Wilsonville Road to the Morey's Landing Trail segment.
  - Located parallel to Arrowhead Creek Lane between Industrial Way and the Water Treatment Plant.

### On-Street Network

As shown in Table 1 of the Existing and Future Conditions memo prepared for this project by DKS Associates, the existing roadway network includes intermittent on-street facilities for walking and biking. In addition to that inventory, this section provides additional observations on the level of service provided for people walking and bicycling in the vicinity of the study area.

# ATTACHMENT S (addition 11/9/2016)

## Boones Ferry Road to Brown Road Connector Corridor Plan

- **Wilsonville Road:** When traveling east, Wilsonville Road is winding and rural in character until Willamette Way West when it straightens at Graham Oaks Nature Park and becomes flanked by residential and commercial land uses. Though sidewalks and bike lanes exist on both sides, it is mostly a five-lane arterial (three-lanes west of Kinsman Road) that ultimately travels through the I-5 freeway interchange to the east. The 5-6 ft sidewalks are sometimes separated from the street by a planter strip; all intersections include curb ramps; crosswalks are provided at all signals. All bike lanes are standard, striped lanes, approximately 5-6 feet wide. In the vicinity of the I-5 interchange, grade separated multi-use pathways were installed under I-5 as part of the interchange expansion project in 2012. The City has applied green paint to the bike lane to signify a lane merge transition. Given the number of lanes, actual speed, and merging situations, conditions for bicycling on Wilsonville Road are only conducive to the most confident of cyclists.
- **Boones Ferry Road:** Boones Ferry Road is a two-lane street that includes turn pockets north of Bailey Street. Between SW Bailey Street and 4<sup>th</sup> Street, there is a through sidewalk only on the west side of the street. However, the sidewalk network is mostly complete north of 5<sup>th</sup> Street and in the adjoining neighborhoods. SW Boones Ferry Road has standard bicycle lanes from SW Wilsonville Road to SW Bailey Street on both sides of the street. South of SW Bailey Street, Boones Ferry Road has a standard bike lane for southbound travel and is striped with sharrows for northbound travel, indicating that people riding bicycles should share the lane with the slow-moving vehicles. The bike lane's southern terminus is at Tauchman Street. Tauchman Street is not a through street for motor vehicles, but provides a connection to the Wilsonville Waterfront Trail for bicyclists and pedestrians. Traffic volumes and speeds on Boones Ferry Road are low, particularly south of 5<sup>th</sup> Street.



- **Industrial Way and Arrowhead Creek Lane:** Industrial Way is a freight route that connects north-south from Wilsonville Road to the Wilsonville Concrete property, and provides access to Arrowhead Creek Lane, which provides access to the Water Treatment Plant and park. Between Wilsonville Road and Arrowhead Creek Lane, the road does not include bicycle or pedestrian facilities.

Due to concerns regarding physical conflicts between the heavy freight traffic on Industrial Way and trail users, non-motorized access is not allowed on Arrowhead Creek Lane between Industrial Way and the bridge over Arrowhead Creek. Between the bridge and the Water Treatment Plant, a trail parallels Arrowhead Creek Lane, but the trail ends abruptly and is signed to discourage trespassing.

Per an agreement between the City and Bernert et al, the City agreed to "postpone construction of the bicycle pedestrian alignment" of a trail connection until such time when a new roadway connection (such as the Connector) "would allow for a crossing at a signalized or unsignalized intersection with Industrial Way."



## Planned Network

### Complete Street Connections and New Bridges

The Wilsonville Transportation System Plan includes many policies that support complete streets and connectivity for all modes. Within the project study area, below is a list of planned sidewalk and bicycle facilities to be constructed with roadway extensions or widening. Refer to the Bicycle and Pedestrian Access Map on page 6 for greater detail.

- Kinsman Road extension
- Brown Road extension to Boones Ferry Road
- Brown Road Urban Upgrade (north of Wilsonville Road)
- East of Boones Ferry Road, bike lane planned on 5<sup>th</sup>, connecting via bridge over I-5 to Memorial drive
- 5<sup>th</sup> Street Urban Upgrade, east of Boones Ferry Road to lead to a future bicycle and pedestrian bridge over I-5 that would connect to Memorial Drive
- The French Prairie Bridge over the Willamette River

### Trail Plans

**Waterfront Trail**, a Regional Trail, was originally planned to run east-west from Memorial Park through Boones Ferry Park to the Water Treatment Park (see Wilsonville Bicycle and Pedestrian Master Plan Map 1, Regional Trail 4). During the TSP process, the City modified the alignment of this trail to remove the segment shown on Wilsonville Concrete property. Thus, this trail connection will utilize the Ice Age Tonquin Trail alignment to connect Boones Ferry Park and the Water Treatment Park.

A two-phase project is underway on the Wilsonville Waterfront Trail. Phase I will bring the grade of the existing segment in and around the I-5 undercrossing up to ADA standards. Phase II, planned for construction in 2018, will construct a new trail segment linking the I-5 undercrossing to Boones Ferry Park along a route south of SE Tauchman Street.

**Ice Age Tonquin Trail**, a Regional Trail, is planned to ultimately connect Wilsonville with Sherwood and other cities to the north. This trail will connect from the existing Morey's Landing segment to the west of the study area, to the on-street segment on Boones Ferry Road. In the Ice Age Tonquin Trail Master Plan, the segment in the study area (see p. 33, Table 2) is described in the following segments:

- 1H: Trail to either follow an independent corridor or follow parallel to a potential future roadway such as Brown Road extension.
- 1G: Trail design to occur in tandem with potential future roadway design in the area. Trail will parallel 5th or Bailey.
- 1F: Upgrade railroad crossing.
- 1E (along Boones Ferry Road): Coordinate trail development with Boones Ferry Road improvements; consider re-striping roadway to position bike lane on east (northbound) side to accommodate uphill cyclists and shared lane markings in southbound direction.

# ATTACHMENT S (addition 11/9/2016)

## Boones Ferry Road to Brown Road Connector Corridor Plan

### Boones Ferry Road

The design of Boones Ferry Road is determined by the TSP and City Public Works Standards. As a minor Collector north of 5<sup>th</sup> Street, the road is presumed to ultimately include bike facilities and sidewalks on both sides of the street.

In 2011, the City completed the Old Town Neighborhood Plan, in cooperation with the Old Town neighborhood. The Plan was recognized, not adopted, by City Council though aspects of it have been incorporated into ongoing work of the City. The Plan calls for Boones Ferry Road north of 5<sup>th</sup> Street to be a Main Street and “viable commercial area”. The streetscape plan and recommendations for Boones Ferry Road describe sidewalks and bike lanes on both sides of Boones Ferry Road between Bailey and 4<sup>th</sup> Street.

For the residential part of Boones Ferry Road south of 4<sup>th</sup>, and elsewhere in the neighborhood, the recommendation is to ‘maintain the casual, curb-less street’ (see Recommendation Matrix, Old Town Neighborhood Plan Appendix C, page 24).

### Relevant Policies

In addition to the City’s many policies encouraging connectivity for all modes of travel and creation of complete streets, the following specific policies relate to the evaluation of the Connector alternatives.

#### Walking and Biking Access Spacing

Improving connectivity between neighborhoods and other destinations is a major policy objective of the City’s TSP. In addition to the access spacing standards addressed in the Existing and Future Conditions memo prepared for this project by DKS, the City has also established access spacing standards for walking and biking facilities. Per the TSP (p. 3-6), “Bicyclists and pedestrians benefit the most from closely spaced facilities because they are the most affected by distance. By providing walking and biking facilities spaced less than 300 feet apart, Wilsonville will support walking and biking use within and between its neighborhoods. In addition, these connections can improve access to transit.” This standard is implemented through the Development Code as well.

#### Sidewalks on Boones Ferry Road

The Development Code includes an Old Town Overlay Zone to ensure the special character of the neighborhood is reinforced. This section of the code includes the following policy, which describes a continuous Main Street design along Boones Ferry Road:

*4.138(.04)C. Sidewalk width may vary from block to block, depending upon the nature of adjacent land uses and the setbacks of existing buildings. Provided, however, that a continuity of streetscape design is maintained along Boones Ferry Road, generally following the pattern that has been started with the 1996 approval for Old Town Village on the west side of Boones Ferry Road from Fourth Street to Fifth Street.*

## Opportunities

To further bolster the planned projects and connections outlined above, the Connector project presents some new opportunities to improve access, comfort, and safety for people walking and biking through the Arrowhead Creek study area. Below are two project recommendations for consideration. Refer to the Bicycle and Pedestrian Access Map, Planned Bike Lane lines, on page 6 for greater detail.

- Create a bicycle and pedestrian-only connection to Wilsonville Road along the Industrial Way segment, north of Kinsman Road.
- Development of the Arrowhead Creek Planning Area raises the opportunity to create a bicycle and pedestrian-only connection at the 2<sup>nd</sup> Street railroad under-crossing, to connect Boones Ferry Road and the planned French Prairie Bridge to the Connector via Otto Lane. This is not assumed to be constructed as part of the Connector project, but should be considered during the design of the alignment.
- Determine a final alignment for the Ice Age Tonquin Trail that uses the new signalized intersection at Kinsman Road to ensure safe bicycle and pedestrian crossing of the roadways, and separating people walking and bicycling from freight vehicles.

**ATTACHMENT S**  
(addition 11/9/2016)

**EXISTING AND PLANNED BICYCLE AND PEDESTRIAN ACCESS**

City of Wilsonville:  
Boones Ferry Road to  
Brown Road Connector Study

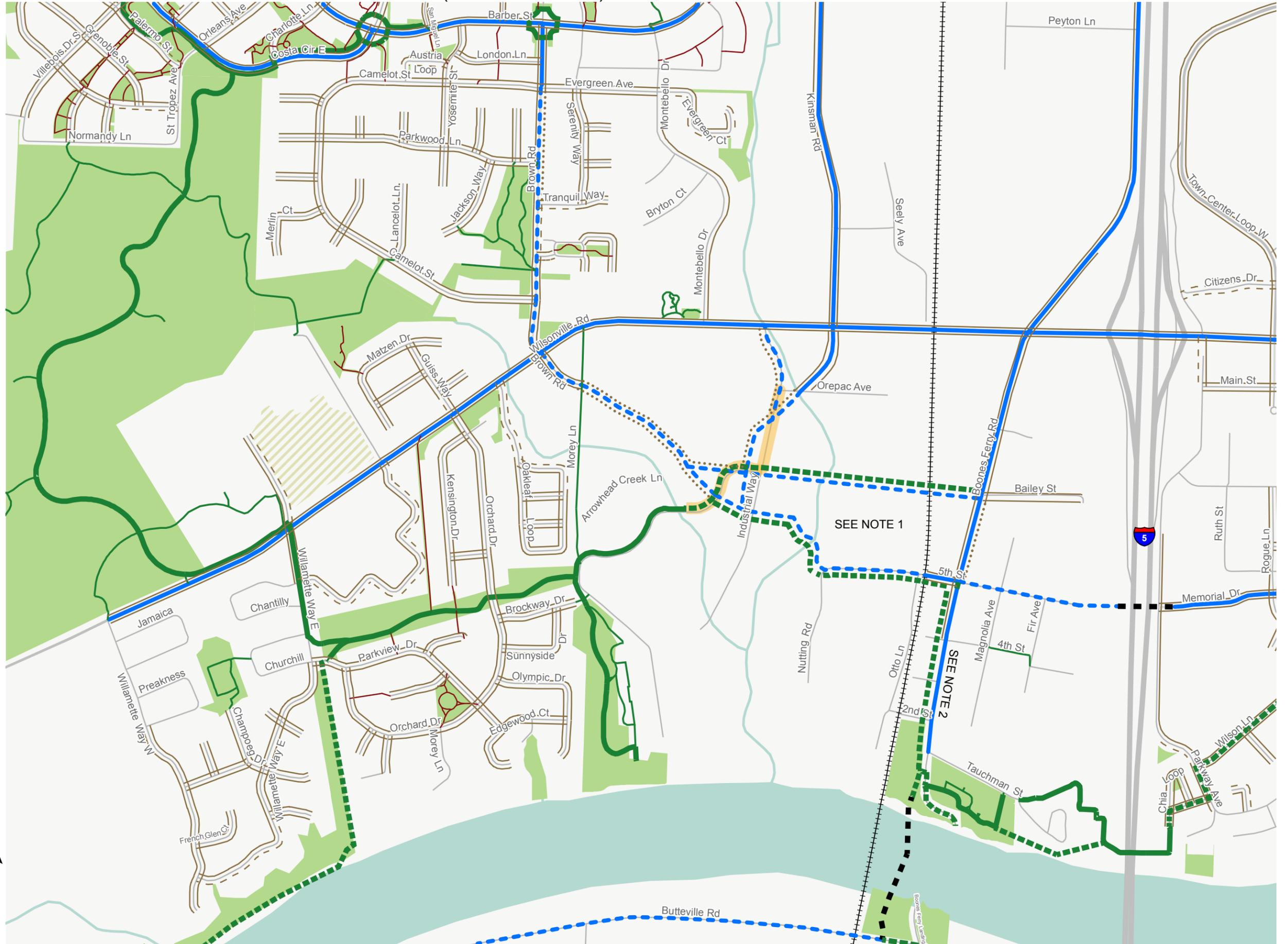
**Legend**

-  Existing Regional Trail
-  Existing Local Trail
-  Existing Private Trail
-  Planned Trail
-  Railroad
-  Existing Bike Lane
-  Planned Bike Lane\Shoulder
-  Existing Full Sidewalk
-  Existing Partial Sidewalk
-  Planned Sidewalk
-  Planned Bridge
-  Nonmotorized Access Prohibited
-  Park/Open Space
-  School
-  Rivers/Streams

**Notes:**

1) Alignment of the Boones Ferry Road to Brown Road Connector may connect to 5th St or Bailey Street.

2) South of Bailey Street, Boones Ferry Road includes bike lanes on the west side, and sharrows on the east side. The long-term plan is to include bike lanes and sidewalks on both sides, north of 4th Street.




Data provided by RLIS and  
the City of Wilsonville  
Map produced November 2016.



117 Commercial St. NE, Suite 310  
Salem, OR 97301  
503.391.8773  
www.dksassociates.com

## MEMORANDUM

DATE: November 9, 2016

TO: Steve Adams, City of Wilsonville

FROM: Scott Mansur, P.E., PTOE

SUBJECT: Boones Ferry Road to Brown Road Connector Future Scenario ADT Projections

---

This memorandum outlines the process used to forecast future traffic volumes on Kinsman Road south of Wilsonville Road and the future Boones Ferry Road to Brown Road connector for the following scenarios:

- Year of Opening (2020), Phase 1 Only, Without Residential Development
- Year 10 (2026), Phase 1 Only, With Residential Development
- Year 10 (2026), Phase 1 Only, Without Residential Development
- Year of Opening (2020), Phase 1 & 2, With Development
- Year 10 (2026), Phase 1 & 2, With Development

### Future Projection Methodology

Baseline (2010) and Future (2035) PM peak hour scenarios from the Metro Gamma Model that was refined for the City of Wilsonville were used to estimate the Average Daily Traffic (ADT) for each of the scenarios (the PM peak hour volumes were factored to represent ADT volumes).

Two separate construction phases of the connector roadway were assumed as part of the future volume forecasts. Phase 1 assumes a connector from Boones Ferry Road to Kinsman Road and Phases 1 & 2 assume the full Boones Ferry Road to Brown Road connection (these phases also included the Montebello Drive connection to Wilsonville Road) were included in the model's evaluation.

Furthermore, the expected residential development south of Wilsonville Road and west of Kinsman Road was also included in the model's evaluation. Approximately 500 daily vehicles are expected

# ATTACHMENT T (addition 11/9/2016)



to access Boones Ferry Road under either the Phase 1 Only scenario or the Phase 1 & 2 scenario via the future connector.

## ADT Volume Estimates

Table 1 below displays the ADT estimates on Kinsman Road south of Wilsonville Road and the future Boones Ferry Road to Brown Road connector for each of the scenarios. As shown, there is expected to be more motor vehicle volume on both roadways under the Phase 1 & 2 scenario when compared with the Phase 1 only scenario. Furthermore, the scenarios that include the residential development also have higher motor vehicle volume traffic on both roadways. Motor vehicle volumes also increase on both roadways under the Year 10 (2026) scenario as compared to the Year of Opening (2010) scenario.

*Table 1: Average Daily Traffic Volume Estimates*

| Roadway                                     | Phase 1                                     |                     |                    | Phase 1 & 2                              |                                  |                        |
|---------------------------------------------|---------------------------------------------|---------------------|--------------------|------------------------------------------|----------------------------------|------------------------|
|                                             | Year of Opening (2020); Without Development | Year 10 (2026)      |                    | 2020 (Year of Opening); With Development | 2026 (Year 10); With Development | 2035; With Development |
|                                             |                                             | Without Development | With Development   |                                          |                                  |                        |
| Kinsman Road south of Wilsonville Road      | 2,300                                       | 2,800               | 2,800 <sup>a</sup> | 2,500                                    | 3,400                            | 4,800                  |
| Future Boones Ferry to Brown Road Connector | 1,800                                       | 2,300               | 2,800              | 2,000                                    | 3,000                            | 4,000                  |

<sup>a</sup> There is negligible difference in the model with and without development on Kinsman Road as it assumes the residential development uses the future Montebello Drive connection for Wilsonville Road access.



# City of Wilsonville : Planning Commission Meeting

Boones Ferry Road to Brown Road  
Project Update & Preferred Alternative

Allen Hendy (Otak) & Katie Mangle (Alta)

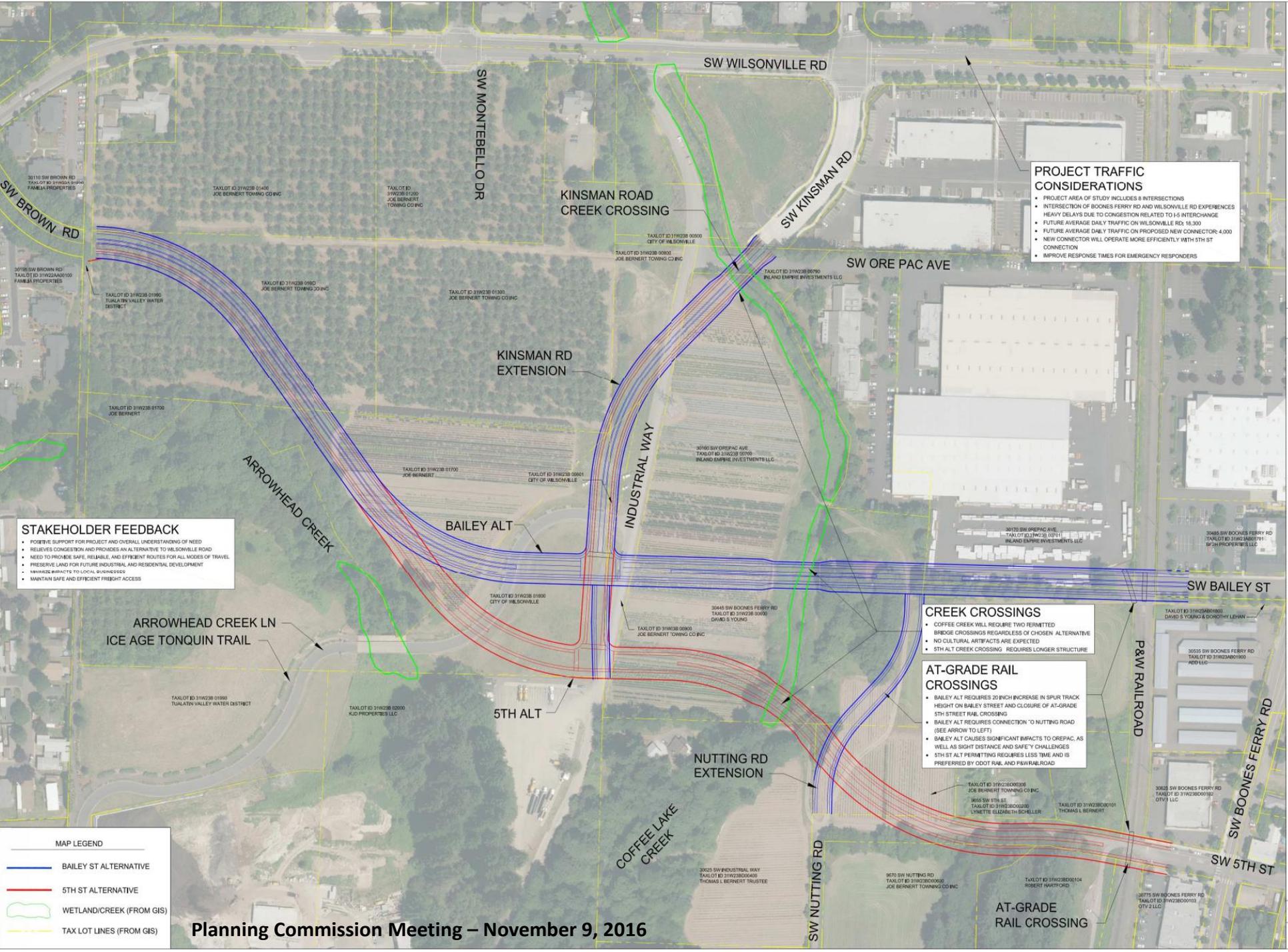
# Overview

- Project background
- Review alternatives
- Traffic summary
- Evaluation criteria
- Cost summary
- Project summary
- Preferred alternative
- Next steps and Q&A



# Project Background





**PROJECT TRAFFIC CONSIDERATIONS**

- PROJECT AREA OF STUDY INCLUDES 8 INTERSECTIONS
- INTERSECTION OF BOONES FERRY RD AND WILSONVILLE RD EXPERIENCES HEAVY DELAYS DUE TO CONGESTION RELATED TO I-5 INTERCHANGE
- FUTURE AVERAGE DAILY TRAFFIC ON WILSONVILLE RD: 18,300
- FUTURE AVERAGE DAILY TRAFFIC ON PROPOSED NEW CONNECTOR: 4,000
- NEW CONNECTOR WILL OPERATE MORE EFFICIENTLY WITH 5TH ST CONNECTION
- IMPROVE RESPONSE TIMES FOR EMERGENCY RESPONDERS

**STAKEHOLDER FEEDBACK**

- POSITIVE SUPPORT FOR PROJECT AND OVERALL UNDERSTANDING OF NEED
- RELIEVES CONGESTION AND PROVIDES AN ALTERNATIVE TO WILSONVILLE ROAD
- NEED TO PROVIDE SAFE, RELIABLE, AND EFFICIENT ROUTES FOR ALL MODES OF TRAVEL
- PRESERVE LAND FOR FUTURE INDUSTRIAL AND RESIDENTIAL DEVELOPMENT
- MINIMIZE IMPACTS TO LOCAL BUSINESSES
- MAINTAIN SAFE AND EFFICIENT FREIGHT ACCESS

**CREEK CROSSINGS**

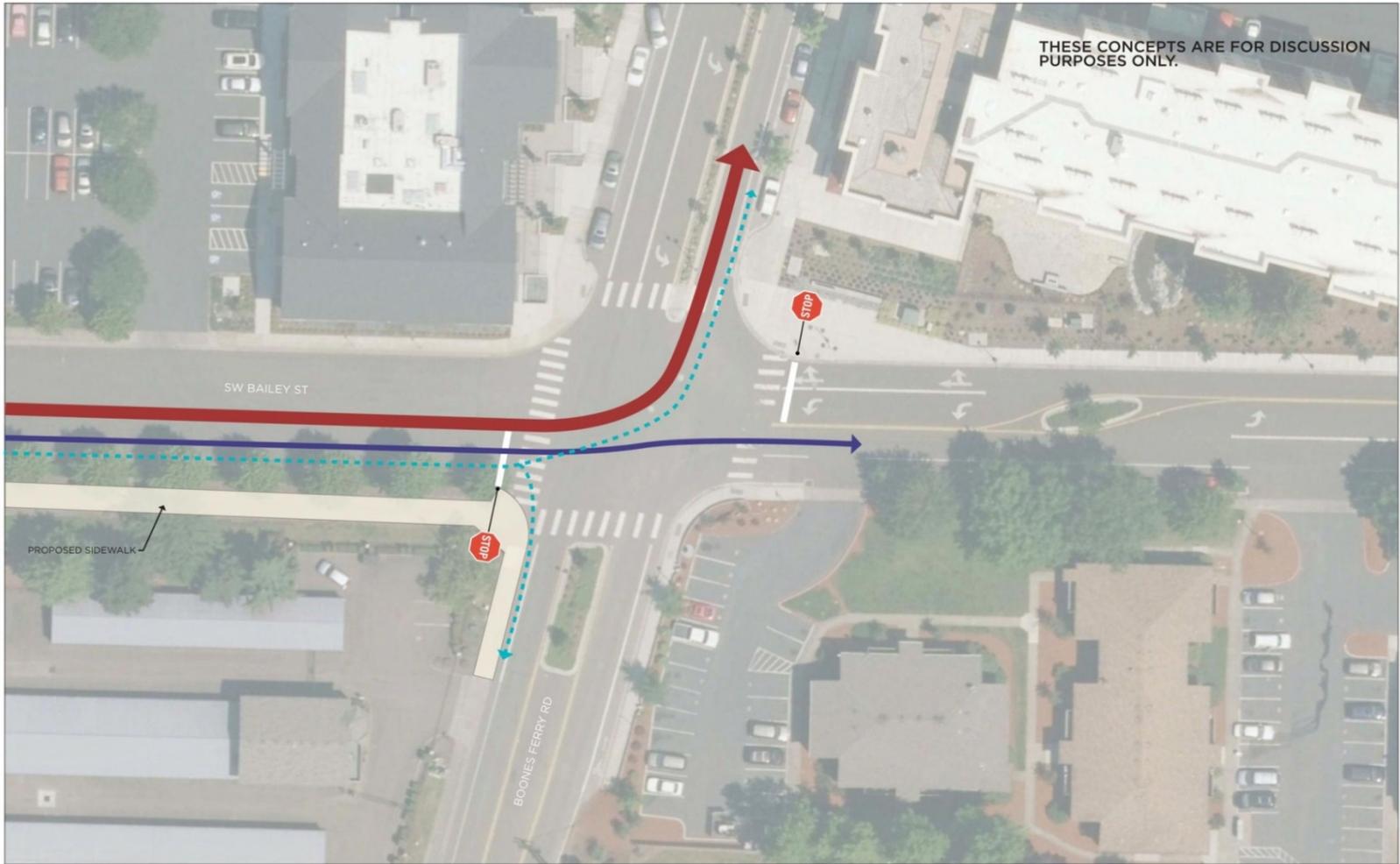
- COFFEE CREEK WILL REQUIRE TWO PERMITTED BRIDGE CROSSINGS REGARDLESS OF CHOSEN ALTERNATIVE
- NO CULTURAL ARTIFACTS ARE EXPECTED
- 5TH ALT CREEK CROSSING REQUIRES LONGER STRUCTURE

**AT-GRADE RAIL CROSSINGS**

- BAILEY ALT REQUIRES 20 INCH INCREASE IN SPUR TRACK HEIGHT ON BAILEY STREET AND CLOSURE OF AT-GRADE 5TH STREET RAIL CROSSING (SEE ARROW TO LEFT)
- BAILEY ALT REQUIRES SIGNIFICANT IMPACTS TO OREPAC, AS WELL AS SIGHT DISTANCE AND SAFETY CHALLENGES
- 5TH ST ALT PERMITTING REQUIRES LESS TIME AND IS PREFERRED BY ODOT RAIL AND P&W RAILROAD

**MAP LEGEND**

- BAILEY ST ALTERNATIVE
- 5TH ST ALTERNATIVE
- WETLAND/CREEK (FROM GIS)
- TAX LOT LINES (FROM GIS)



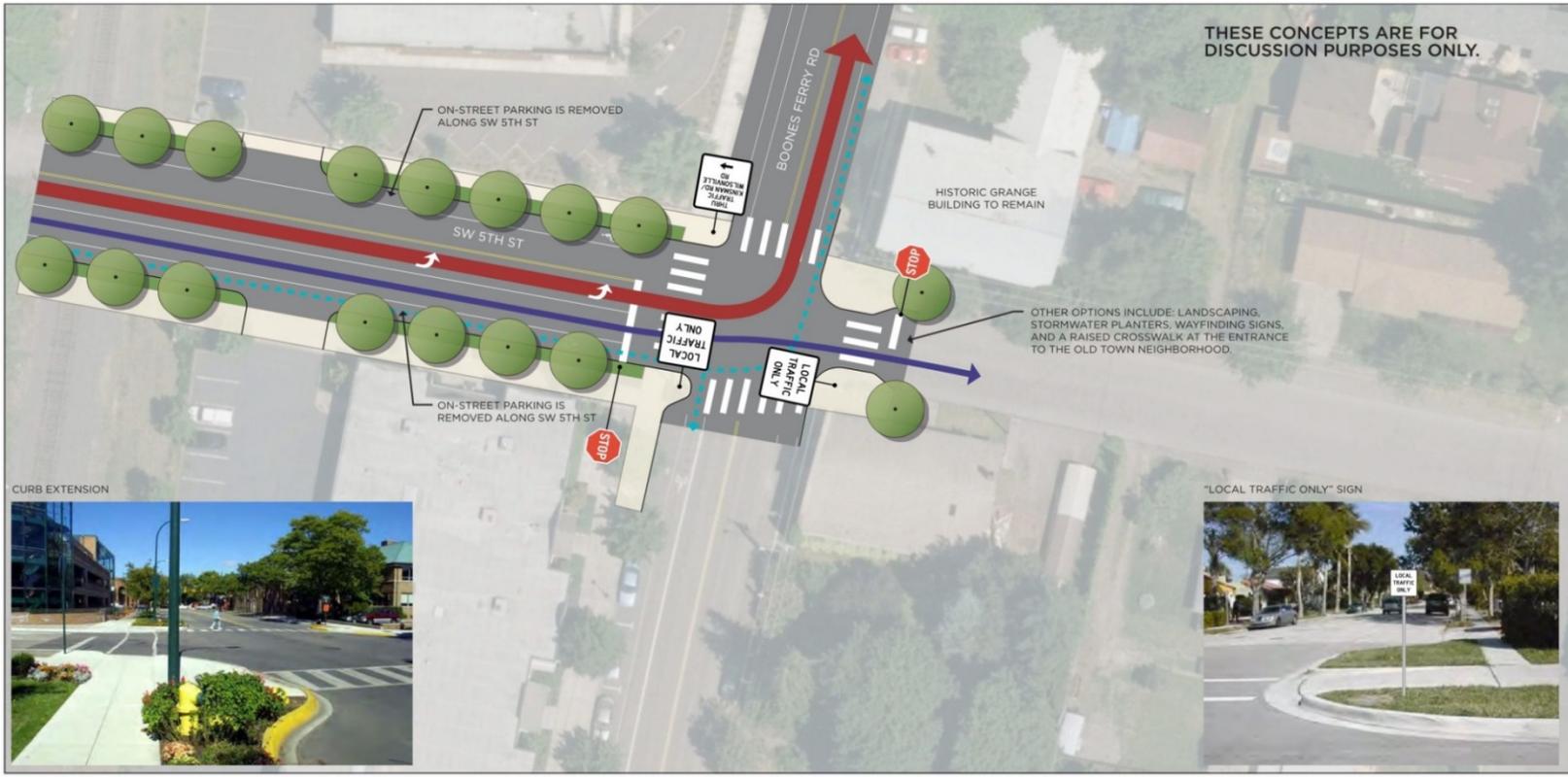
**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**

City of Wilsonville Clackamas County, Oregon

Intersection Plan: Boones Ferry Road at Bailey St.

- CONNECTIVITY**
- █ Primary direction of travel
  - Bike
  - █ Local access





**BOONES FERRY RD TO BROWN RD CONNECTOR CORRIDOR PLAN**

City of Wilsonville Clackamas County, Oregon

Intersection Plan: Boones Ferry Road at 5th St.



# Old Town Neighborhood Plan

## GENERAL DEVELOPMENT CONCEPT

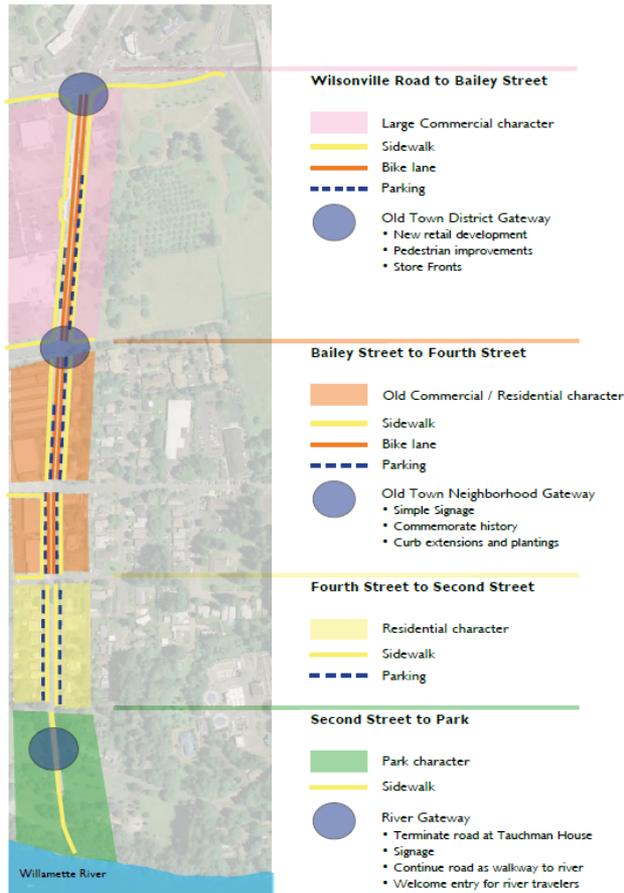


Figure 3: Diagram of Proposed Concept

## RECOMMENDATIONS

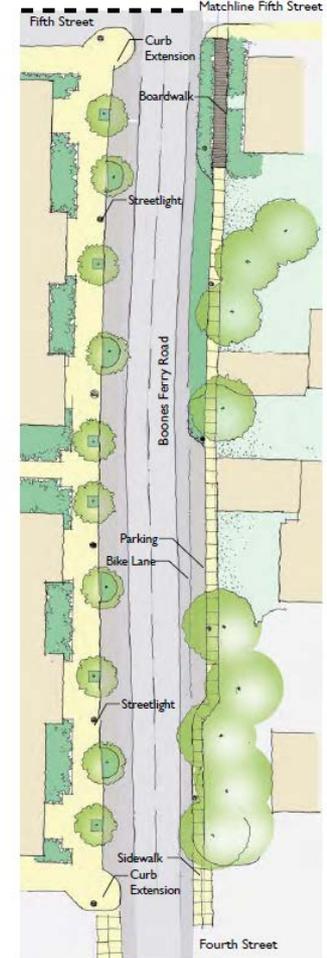


Figure 12: Bailey Road to Fourth Street Proposed Plan



# Traffic Summary

|                      | Phase 1                        |                                |                             | Phase 1 & 2                                          |                                           |                              |
|----------------------|--------------------------------|--------------------------------|-----------------------------|------------------------------------------------------|-------------------------------------------|------------------------------|
|                      | 2020<br>(Year of<br>Opening)   | 2026 (Year 10)                 |                             | 2020<br>(Year of<br>Opening);<br>With<br>Development | 2026<br>(Year 10);<br>With<br>Development | 2035;<br>With<br>Development |
|                      | <i>Without<br/>Development</i> | <i>Without<br/>Development</i> | <i>With<br/>Development</i> |                                                      |                                           |                              |
| <b>Kinsman ADT</b>   | 2,300                          | 2,800*                         | 2,800*                      | 2,500                                                | 3,400                                     | 4,800                        |
| <b>Connector ADT</b> | 1,800                          | 2,300                          | 2,800                       | 2,000                                                | 3,000                                     | 4,000                        |

ADT= Average Daily Bi-Directional Traffic Volumes

**The Alignment Options perform substantially equally against the following criteria:**

| Theme                                                     | Criterion                                                                                                                                                 |
|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>How will it change or enhance community character?</b> | Minimize the duration of construction.                                                                                                                    |
| <b>How will it affect travel in the area?</b>             | Forecasted intersection operations should meet City standards.                                                                                            |
|                                                           | Minimize travel time for vehicles using the Connector.                                                                                                    |
|                                                           | Create the best opportunity to use the Connector as a transit route.                                                                                      |
|                                                           | Enhance freight vehicle maneuverability.                                                                                                                  |
|                                                           | Implementation of the Tonquin Trail.                                                                                                                      |
|                                                           | Improvements to emergency access to and from Old Town.                                                                                                    |
|                                                           | Ability to separate people walking and biking from freight use.                                                                                           |
|                                                           | Reduction in forecasted trips through the Wilsonville Rd and Boones Ferry Rd intersection.                                                                |
|                                                           | Meets minor collector roads access spacing standards of 1,000' (desired) and 600' (minimum).                                                              |
| <b>How will it affect the environment?</b>                | Creek crossing permit and related impacts to schedule.                                                                                                    |
|                                                           | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread.                                                                 |
|                                                           | Minimizes potential impacts to cultural resources.                                                                                                        |
|                                                           | Avoids impacts to the forested stand near SW 5th Ave that may provide required riparian buffer to a seasonal drainageway and high quality upland habitat. |
|                                                           | Minimizes impacts to areas susceptible to slope erosion, liquefaction and lateral spread                                                                  |
| <b>How will it affect property in the area?</b>           | Minimize closure of existing public and private access points, rail crossings and spur alignments.                                                        |
|                                                           | Number of lots that could be created in a contiguous subdivision.                                                                                         |

# Boones Ferry Road to Brown Road Connector Corridor Plan

Alignment Alternative Evaluation

10/25/2016

Meets criteria / Lowest impact / Best

Does not meet criteria / Highest impact



| Theme                                                     | Goal / Issue                                           | Evaluation Criteria                                                                 | Connect at Bailey St |
|-----------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------|----------------------|
| <b>How will it change or enhance community character?</b> | Minimize changes to Boones Ferry Road                  | Minimal redesign/construction of Boones Ferry Road.                                 | Dark Green           |
|                                                           | Minimize traffic into north end of Old Town            | 2035 Average Daily Traffic on Boones Ferry Road between 5th and Bailey              | Dark Green           |
|                                                           | Number of businesses served                            | Number of existing businesses served by new Connector.                              | Light Green          |
| <b>How will it affect travel in the area?</b>             | Connect residential to commercial                      | Shortest distance (650-ft Bailey to 5th)                                            | Dark Green           |
|                                                           | Connect residential to residential                     | Shortest distance                                                                   | Light Green          |
|                                                           | Reduce traffic on Wilsonville Road / Boones Ferry Road | Reduction in forecasted 2035 trips (4,000 trips with Bailey; 3,900 trips with 5th ) | Light Green          |
|                                                           | Connect bicyclists to commercial                       | Directness of bike route (650-ft Bailey to 5th)                                     | Dark Green           |
|                                                           | Connect bicyclists to neighborhoods and parks          | Directness of bike route                                                            | Light Green          |
|                                                           | Major roadway network spacing                          | TSP - connectivity and spacing                                                      | Orange               |
|                                                           | Reduce congestion during peak travel times             | Provide alternate access Boones Ferry Road to Wilsonville Road                      | Red                  |

# Boones Ferry Road to Brown Road Connector Corridor Plan

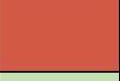
Alignment Alternative Evaluation

10/25/2016

Meets criteria / Lowest impact / Best

Does not meet criteria / Highest impact

|                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Evaluation Key:<br><br><br><br> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Theme                                                    | Goal / Issue                                       | Evaluation Criteria                                                           | Connect at Bailey St                                                                  | Connect at 5th Street                                                                 |
|----------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| What is the cost?                                        | Minimize construction costs                        | Rank in order of cost                                                         |    |    |
|                                                          | Minimize ROW acquisition                           | Rank in order of ROW cost                                                     |    |    |
|                                                          | Minimize other costs - permitting and mitigation   | Ease of obtaining the ODOT Rail Order and rail construction impacts to OrePac |    |    |
| How will it affect the environment?                      | Minimize bridge impacts to Coffee Lake Creek       | Span length / bridge footprint                                                |    |    |
| How will it affect property in the area?                 | Minimize impacts to existing businesses            | Impacts to property or access                                                 |    |    |
|                                                          | Maintain industrial lots and development potential | Maximize lot size and development potential                                   |   |   |
| Is there a higher risk related to building the corridor? | Property impact risks                              | Minimize impacts to properties                                                |  |  |
|                                                          | Railroad crossing risks                            | Crossing safety / minimize permitting time                                    |  |  |
|                                                          | Constructability risks                             | Minimize construction challenges                                              |  |  |



# Cost Summary

| Project                     | Construction<br>(Subtotal) | Contingency<br>(30%) | ROW                 | Preliminary<br>Engineering<br>(10%) | Construction<br>Administration<br>(7.5%) | Total                |
|-----------------------------|----------------------------|----------------------|---------------------|-------------------------------------|------------------------------------------|----------------------|
| Bailey Alternative, Phase 1 | \$ 7,375,400               | \$ 2,212,700         | \$ 1,395,580        | \$ 959,000                          | \$ 720,000                               | \$ 12,664,000        |
| Bailey Alternative, Phase 2 | \$ 1,879,000               | \$ 563,700           | \$ 527,180          | \$ 245,000                          | \$ 184,000                               | \$ 3,399,000         |
| <b>TOTAL</b>                | <b>\$ 9,254,400</b>        | <b>\$ 2,776,400</b>  | <b>\$ 1,922,760</b> | <b>\$ 1,204,000</b>                 | <b>\$ 904,000</b>                        | <b>\$ 16,063,000</b> |
| <hr/>                       |                            |                      |                     |                                     |                                          |                      |
| 5th Alternative, Phase 1    | \$ 6,820,400               | \$ 2,046,120         | \$ 1,163,300        | \$ 887,000                          | \$ 666,000                               | \$ 11,583,000        |
| 5th Alternative, Phase 2    | \$ 1,964,900               | \$ 589,470           | \$ 434,000          | \$ 256,000                          | \$ 192,000                               | \$ 3,437,000         |
| <b>TOTAL</b>                | <b>\$ 8,785,300</b>        | <b>\$ 2,635,590</b>  | <b>\$ 1,597,300</b> | <b>\$ 1,143,000</b>                 | <b>\$ 858,000</b>                        | <b>\$ 15,020,000</b> |



# Project Summary

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## What we have learned:

### **Old Town concerns**

### **Railroad Issues**

- ODOT Rail and Portland & Western Rail prefer 5<sup>th</sup> Street; Safety
- If Bailey then closing 5<sup>th</sup> Street

### **Bailey Street**

- Industrial parcels and OrePac impacts
- Bailey Street 650' closer than 5<sup>th</sup> Street to main commercial

### **5th Street** - better opportunity for Old Town Neighborhood Plan

- Better visibility at RR, Cost effective, TSP guidelines for arterial-collector spacing
- Fewer property impacts - preserves properties for development potential.

### **Similarities**

### **Technical recommendation of 5th Street as the preferred alternative**

- Will need to mitigate impacts to Old Town with 5th Street connection



# Next Steps and Q&A



## Next steps:

- Project team provides alternative assessment report
- City Council public hearing decision on preferred alternative: Dec. 5th
- City advertises and selects consultant for Phase 1 design services
- Preliminary design and federal/state permitting 2017/18
- Final design late 2017/early 18
- Advertise and hire contractor; construction begins in Spring/Summer 2018
- Project completion 2019

## Questions?



**PLANNING COMMISSION  
WEDNESDAY, NOVEMBER 9, 2016**

**VII. OTHER BUSINESS**

A. 2016 Planning Commission Work Program

## 2016 WORK PROGRAM Planning Commission

updated:  
11/1/2016

| DATE                                                                             | AGENDA ITEMS                                                                                    |                                                                                                                                             |                            |
|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|
|                                                                                  | Informational                                                                                   | Work Sessions                                                                                                                               | Public Hearings            |
| <b>January 13</b>                                                                | Town Center Master Plan (Bateschell)                                                            | Basalt Creek Concept Planning Update (Bateschell)                                                                                           |                            |
| <b>February 10</b>                                                               | Bike Wayfinding Signage Plan                                                                    | Transit Master Plan Public Involvement Strategy (Massa-Smith)                                                                               |                            |
| <b>March 9</b>                                                                   | Basalt Creek Concept Plan<br>2015 Housing Report                                                | Frog Pond Master Plan (Neamtzu)<br>TSP Amendments (Mende)                                                                                   |                            |
| <b>April 13</b>                                                                  | 2015 Housing Report                                                                             | Transit Master Plan Update (Massa-Smith)                                                                                                    | TSP Amendments             |
| <b>May 11</b>                                                                    | <b>Committee For Citizen Involvement (CCI)</b><br>Open House: Frog Pond Master Plan 5:00 - 6:30 |                                                                                                                                             |                            |
| <b>5/11/2016</b><br><small>PC Meeting at 7 pm due to Open House</small>          | Basalt Creek Concept Plan - Moved to June (Open House 4/28/16)                                  | Frog Pond Master Plan (Neamtzu)                                                                                                             |                            |
| <b>June 08</b>                                                                   | Basalt Creek Concept Plan (Open House 4/28)<br>Recreation Aquatic Center (Sherer & Starr)       |                                                                                                                                             |                            |
| <b>July 13</b>                                                                   |                                                                                                 | Frog Pond Master Plan (Neamtzu)                                                                                                             | Coffee Creek Urban Renewal |
| <b>8/10/2016 -- MEETING CANCELLED</b>                                            | Town Center Redevelopment Plan                                                                  | FEMA Amendments (Randall)                                                                                                                   |                            |
| <b>September 14</b>                                                              | <b>Committee For Citizen Involvement (CCI)</b><br>Open House: Frog Pond 5:00 - 6:30             |                                                                                                                                             |                            |
| <b>September 14</b><br><small>PC Meeting to start 7 pm due to Open House</small> | Town Center Redevelopment Plan                                                                  | Frog Pond Master Plan (Neamtzu)                                                                                                             |                            |
| <b>October 12</b>                                                                | Basalt Creek Concept Plan                                                                       | Frog Pond Master Plan (Neamtzu)                                                                                                             |                            |
| <b>November 9</b>                                                                | Introduction - New Planner                                                                      | Boones Ferry to Brown Road Connector (Adams/Kraushaar)                                                                                      |                            |
| <b>December 14</b>                                                               |                                                                                                 | Frog Pond Master Plan (Neamtzu)<br>Transit Master Plan Update (Lashbrook)<br>Town Center Redevelopment Plan Public Involvement (Bateschell) |                            |

### 2016

- 1 LP16-0001 Transportation System Plan (TSP)
- 2 LP16-0004 Frog Pond Master Plan (Phase 2)
- 3 Basalt Creek Concept Planning
- 4 Transit Master Plan
- 5 Coffee Creek Industrial Area Form-Based Code  
French Prairie Bike/Ped Bridge (moved to 2017)
- 6 Parks & Rec MP Update
- 7 Town Center Redevelopment Plan
- 8 Code Amendments
- 9 LP16-0003 FEMA Floodplain Administration (on hold per FEMA update)
- 10 LP16-0002 Coffee Creek Urban Renewal Plan
- 11 Parking Code Update