



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

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