

Boones Ferry Road to Brown Road Connector Corridor Plan

Alignment Alternative Evaluation

10/26/2016

<p>Meets criteria / Lowest impact / Best</p>
<p>Does not meet criteria / Highest impact</p>

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) 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.	

The Alignment Options perform substantially equally against the following criteria:

Theme	Criterion
How will it change or enhance community character?	Minimize the duration of construction.
How will it affect travel in the area?	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).
How will it affect the environment?	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
How will it affect property in the area?	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.