



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.

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

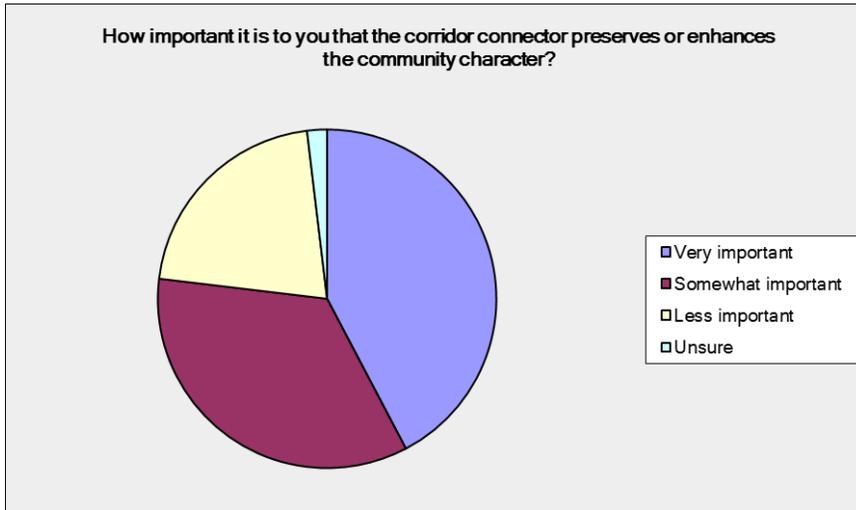
Respondents were asked how important each of the six project goals were by indicating whether they were: very important, somewhat important, less important, or unsure. The six project goals on which respondents were asked to provide feedback are:

- 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.

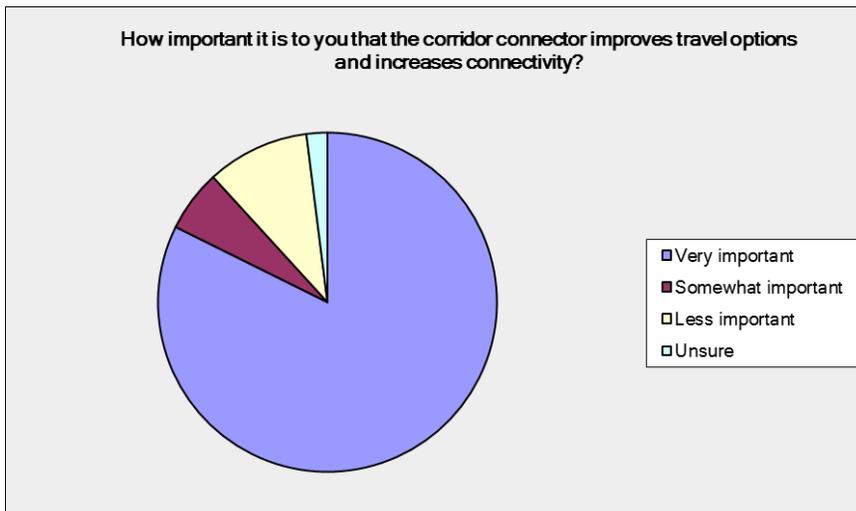
Community Character

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.



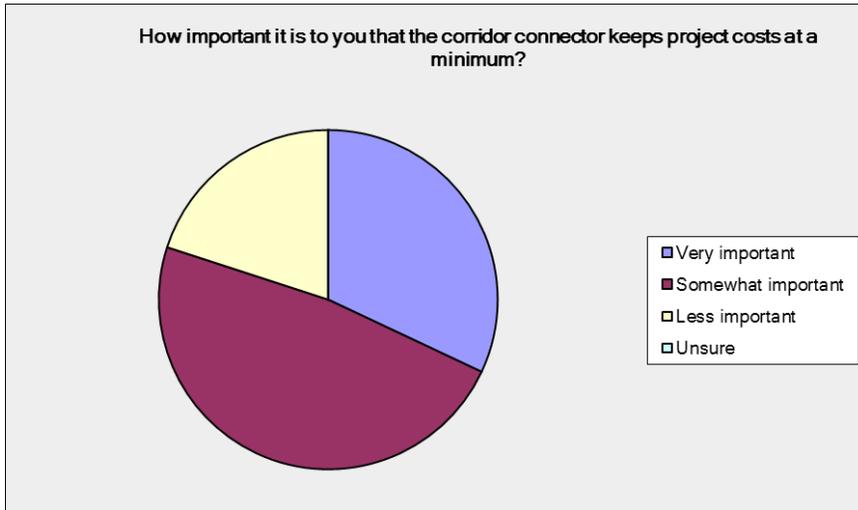
Travel options and Connectivity

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.



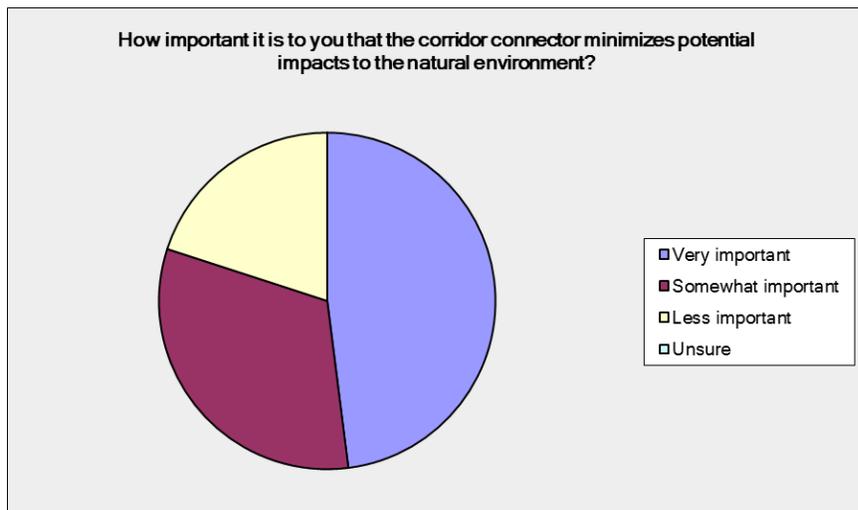
Cost

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.



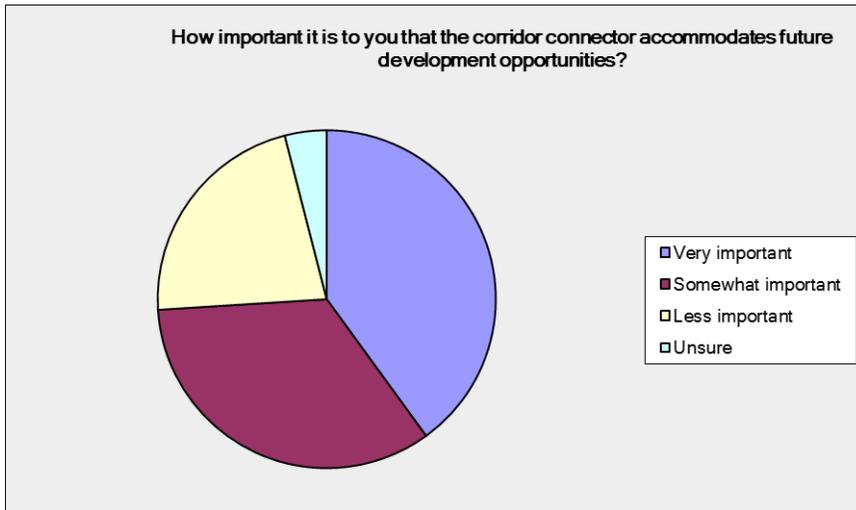
Natural Environment

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.



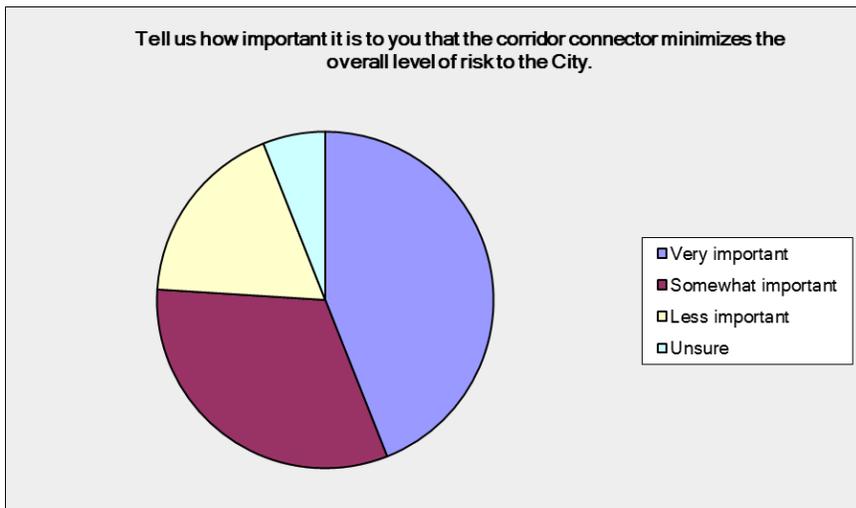
Future Development Opportunities

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.



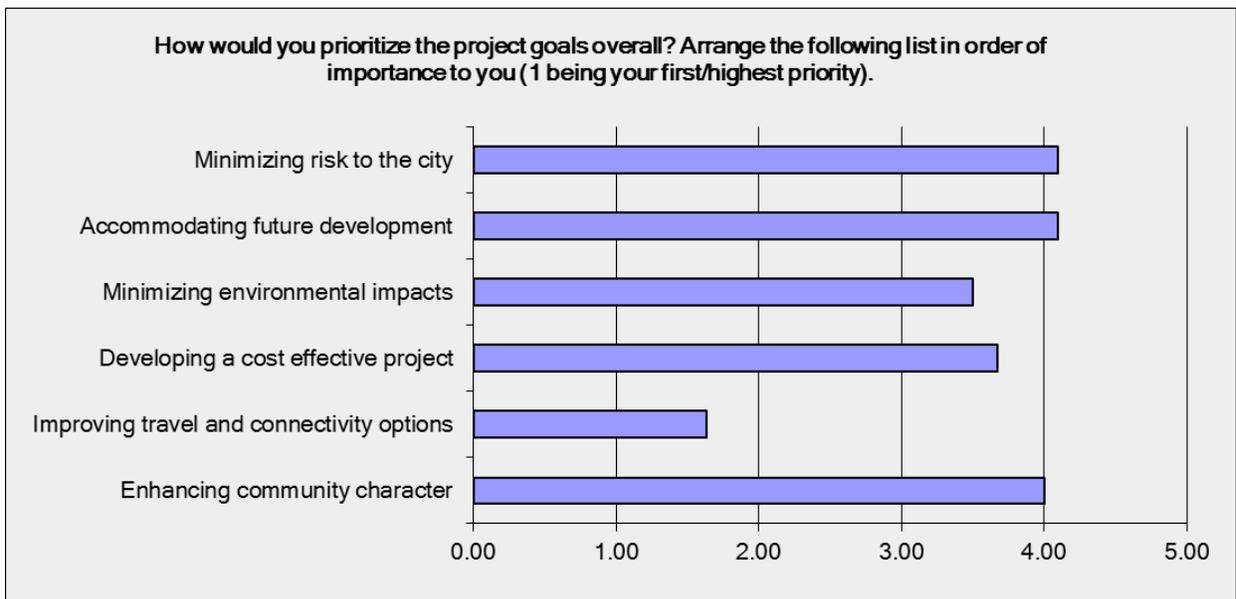
Risk

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.

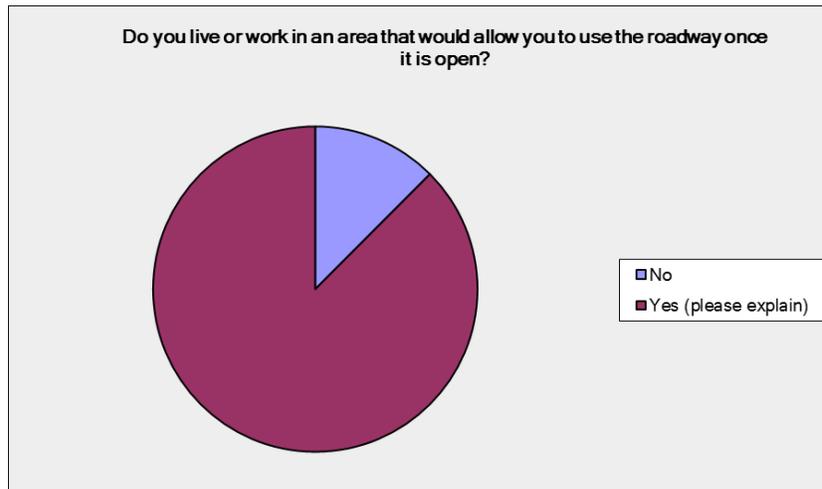
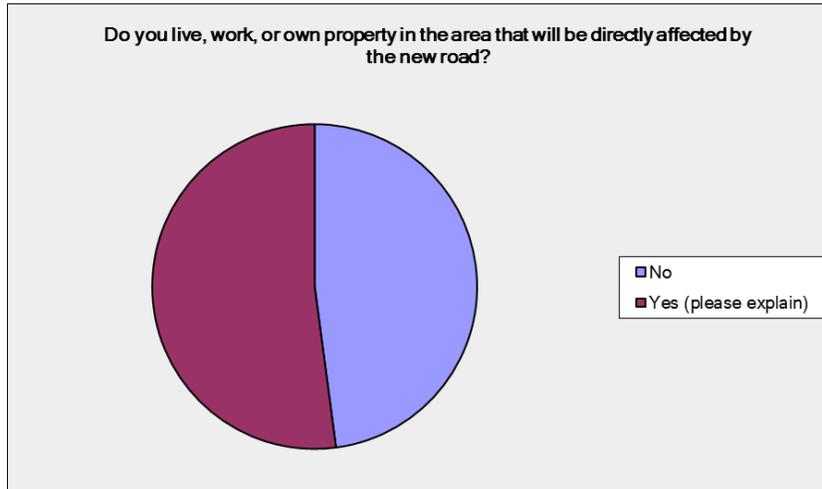
Other Input

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

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.

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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’!!!

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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.**

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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:**



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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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

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.

### 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.

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

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 it shows 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 EXISITNG 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 WILSONVIVLE ROAD/BOONSE FERRY ROAD INTERSECTION (and if it comes to Boones Ferry and heads north to get to the freeway WILL HAVE TO USE AN ALREADY OVERBURNDED 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 SECION 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 gets 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 destructed 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!